



charlotte regional transportation planning organization

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DATE: February 19, 2014 – Revised June 2, 2014
SUBJECT: **Prioritization 3.0 (P3.0) – Local Input Point Methodology (Version 2)**

NOTE: A revision to the methodology was required to specify that a project that crosses into an adjacent MPO can only be assigned its pro-rata share of points based upon mileage amongst the two MPOs. This amendment is shown in red within the Overview section of this document. This amendment was approved at the June 16 MPO meeting, and approval is pending from the NCDOT – Strategic Planning Office of Transportation.

BACKGROUND

The NCDOT’s Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the Strategic Transportation Investment (STI) legislation enacted on June 26, 2013. One of the most significant tasks that must be accomplished by each MPO/RPO and NCDOT Division Office is to create a methodology that explains how the MPO/RPO/Division Office will allocate the eligible local input points assigned to projects (of all modes) in the prioritization database.

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The Charlotte Regional Transportation Planning Organization (CRTPO) may allocate the following number of local points for projects in the eligible categories:

- 2500 points – Regional Impact projects
- 2500 points – Division Needs projects

A committee of TCC members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the CRTPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following components:

- A minimum of one quantitative criteria
- A minimum of one qualitative criteria
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
- Dissemination of methodology, local points and public input on CRTPO’s website (crtpo.org)

PROPOSED LOCAL INPUT METHODOLOGY

Overview

The following principles will be used for the allocation of CRTPO’s local points:

- The maximum amount of local points eligible per project will be applied in order to make each project as competitive as possible (i.e. each project will either receive 100 local points, or will not receive any local points)
 - The assignment of local points to a project that crosses MPO boundaries may be based on a proportionate share of the project mileage within the CRTPO and after confirmation from the adjacent MPO that they will assign proportionate points to the project.
- Projects will be divided as either highway projects or non-highway projects, to coincide with the STI legislation; and, the specific percentage of local input points given to highway vs. non-highway projects will coincide with the funding assumptions made by the CRTPO in its 2040 MTP for highway vs. non-highway projects (see modal dispersal criteria for details)
- Projects will be divided as either Regional Impact projects or Division Needs projects, to coincide with how the local points are assigned by the STI legislation
- Local points from the Division Needs category should not be applied to Statewide Mobility category projects that cascade into the Division Needs category

Project Screening

All projects, regardless of mode, will be subject to the following screening to determine which projects will have the most reasonable chance for funding based on the P3.0 quantitative score.

Screening for Highway & Non-highway projects	Measure	STI Category (Mode)
Reasonable chance for funding based on P3.0 quantitative score <i>(Note that this score will be identified after all P3.0 quantitative scores are released)</i>	<ul style="list-style-type: none"> ▪ Identify the project with the lowest quantitative score that can be funded (based on funding assumptions – i.e. total amount of funds assumed to be available per category, established by NCDOT) ▪ Subtract maximum amount of eligible MPO local points (based on category – 15% Reg., 25% Div.) from quantitative project score (issued by SPOT) ▪ Projects below the resulting score should not proceed for further evaluation 	Regional Impact & Division Needs

Proposed Criteria -

Clarify that all projects (regardless of mode) will run through below criteria (see table below)

Quantitative & Qualitative Criteria	Measure	STI Category
MTP consideration (Highway projects only)	The MTP rank* = the priority order for projects which will receive local points	Regional Impact & Division Needs

<ul style="list-style-type: none"> <i>This criteria will be the primary consideration for highway projects to receive local points</i> 		
<p>P3.0 quantitative score (Highway & Non-Highway projects)</p> <ul style="list-style-type: none"> <i>This criteria will be the secondary consideration for highway projects to receive local points, but will be the primary consideration for non-highway projects to receive local points</i> 	<p>The P3.0 quantitative score = the priority order for projects which will receive local points</p>	<p>Regional Impact & Division Needs</p>
<p>Modal allocation</p> <ul style="list-style-type: none"> <i>See table in the Application of Criteria section for an explanation of how the local points will be split between highway vs. non-highway projects</i> <i>See Example under Non-highway project section for an explanation of how local points will be split among non-highway modes</i> 	<ul style="list-style-type: none"> Consider allocating up to 15% of regional category points to non-highway projects Consider allocating up to 20% of division category points to non-highway projects Consider allocating local points to each mode represented in each category 	<p>Regional Impact & Division Needs</p>

**The MTP rank is based on quantitative and qualitative criteria developed by the MPO. This criteria is the primary criteria for determining the local points for highway projects (see attached)*

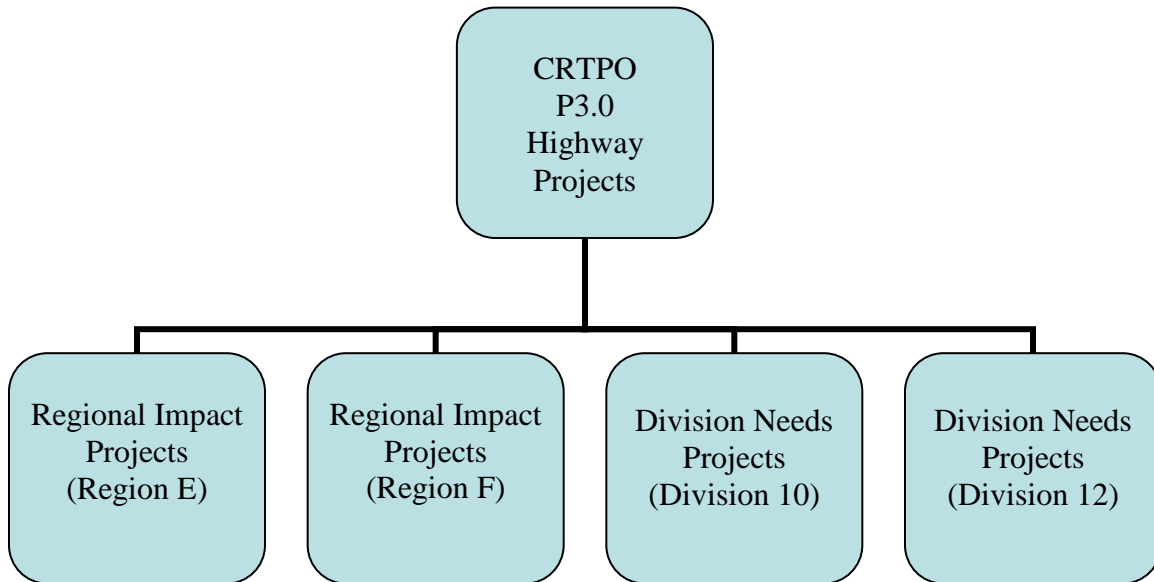
Application of Criteria

Divide local points by mode (highway vs. non-highway)

<p>Regional Impact Projects (15% of local points to non-highway based on MPO assumption to allocate 15% of anticipated revenues to non-highway Regional Impact projects)</p>	<p>2500 total points</p>	
<p>Division Needs Projects (20% of local points to non-highway based on MPO assumption to allocate 20% of anticipated revenues to non-highway Division Needs projects)</p>	<p>2500 total points</p>	
	<p>2200 points highway</p>	<p>300 points non-highway</p>
	<p>2000 points highway</p>	<p>500 points non-highway</p>

Highway Projects:

- Filter process will be applied using the “Reasonable chance for funding based on P3.0 quantitative score” criteria
 - After filter, eligible projects remaining will be categorized as follows



- The following criteria is then applied in successive order
 - 1) MTP Rank (attach MTP ranking methodology as supplemental information)
 - Highest scoring MTP project = highest ranked P3.0 highway project
 - 2) P3.0 Quantitative Score
 - After all MTP projects have been assigned points, highest quantitative scoring P3.0 project = next highest ranked P3.0 highway project
 - 3) NCDOT Division Office Coordination (Divisions 10 and 12)
 - Each Division’s local points account for 15% of the Regional Impact score and 25% of the Division Needs score; therefore, coordination with the respective Division Office will occur as CRTPO’s local points are being allocated
 - 4) MPO Input
 - MPO must approve final list of projects using local input methodology
 - Public comments on preliminary points allocated to projects also considered

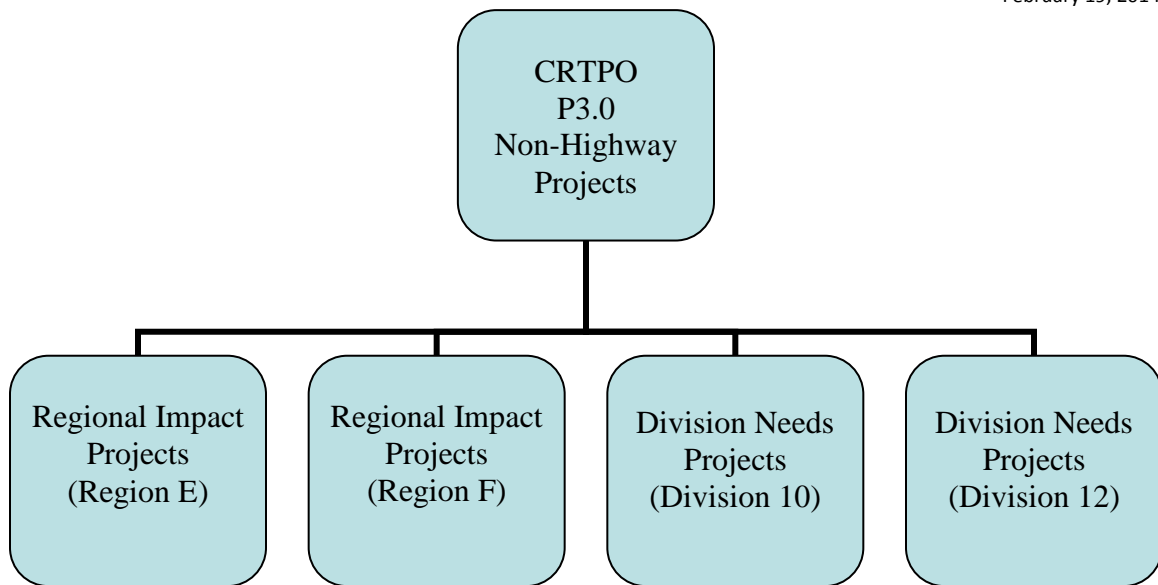
Example of Regional and Division Points Assignment for Highway Projects

Criteria	Regional Impact project	Division Needs project
Project Screening		
Reasonable chance for funding based on P3.0 quantitative score <i>(Note that 60 is a hypothetical example, and that this score will be identified after all P3.0 quantitative scores are released)</i>	(Assume that based on funding available in this category, projects that score less than 60 points will not be able to be funded in the TIP) <ul style="list-style-type: none"> ▪ MPO local input represents 15% of total score, which is 9 points out of 60 ▪ 60-9 = 51 points ▪ CRTPO will not consider 	(Assume that based on funding available in this category, projects that score less than 60 points will not be able to be funded in the TIP) <ul style="list-style-type: none"> ▪ MPO local input represents 25% of total score, which is 15 points out of 60 ▪ 60-15 = 45 points ▪ CRTPO will not consider

	<p>any Regional Impact highway projects with a P3.0 quantitative score less than 51 points (the 2 qualitative criteria below will be applied to CRTPO Regional Impact projects with a P3.0 quantitative score of 51 points or higher)</p>	<p>any Division Needs highway projects with a P3.0 quantitative score less than 45 points (the 2 qualitative criteria below will be applied to CRTPO Division Needs projects with a P3.0 quantitative score of 45 points or higher)</p>
Quantitative & Qualitative	↓	↓
MTP consideration	<ul style="list-style-type: none"> ▪ Highest ranked MTP project in this category receives 100 local points ▪ Next highest ranked MTP project receives 100 local points <p>(And so on until all Regional impact MTP projects have received 100 local points)</p>	<ul style="list-style-type: none"> ▪ Highest ranked MTP project in this category receives 100 local points ▪ Next highest ranked MTP project receives 100 local points <p>(And so on until all Division impact MTP projects have received 100 local points)</p>
	↓	↓
P3.0 quantitative score	<ul style="list-style-type: none"> ▪ Highest CRTPO quantitative scoring P3.0 project in this category receives 100 local points ▪ Next highest CRTPO quantitative scoring project receives 100 local points <p>(And so on until all the local points are used for highway projects)</p>	<ul style="list-style-type: none"> ▪ Highest CRTPO quantitative scoring P3.0 project in this category receives 100 local points ▪ Next highest CRTPO quantitative scoring project receives 100 local points <p>(And so on until all the local points are used for highway projects)</p>

Non-Highway Projects:

- Filter process will be applied using “Reasonable chance for funding based on P3.0 quantitative score” criteria
 - After filter, eligible projects remaining will be categorized as follows



➤ The following qualitative criteria is then applied

1) P3.0 Quantitative Score

- Highest scoring project representing each mode gets 100 points

Regional Impact

- The CRTPO rail project with the highest P3.0 quantitative score receives 100 local points
- If no other modes are represented in this category then the points would be allocated to other rail projects
- If no other non-highway projects are represented in this category then the points would be allocated to CRTPO highway projects (in which case, the CRTPO highway local input point methodology previously outlined would be used)

Division Needs:

- The CRTPO aviation, rail, transit and bicycle/pedestrian projects with the highest P3.0 quantitative scores each would receive 100 local points
- The final 100 local points would go to the non-highway project with the next highest P3.0 quantitative score, regardless of mode
- If there are not projects to represent four modes, then each of the highest P3.0 quantitative scores for the three modes represented would receive 100 local points each, and the next two highest P3.0 quantitative scores for non-highway projects, regardless of mode, would receive 100 local points each (and so on)





2) NCDOT Division Office Coordination (Divisions 10 and 12)

- Each Division's local points account for 15% of the Regional Impact score and 25% of the Division Needs score; therefore, coordination with the respective Division Office will occur as CRTPO's local points are being allocated

3) MPO Input

- MPO must approve final list of projects using local input methodology
- Public comments on preliminary points allocated to projects also considered

Example of Regional and Division Points Assignment for Non-Highway Projects

Criteria	Regional Impact project	Division Needs project
Project Screening		
Reasonable chance for funding based on P3.0 quantitative score	<p>(Assume that based on funding available in this category, projects that score less than 80 points will not be able to be funded in the TIP)</p> <ul style="list-style-type: none"> ▪ MPO local input represents 15% of total score, which is 12 points out of 80 ▪ 80-12 = 68 points ▪ CRTPO will not consider any Regional Impact non-highway projects with a P3.0 quantitative score less than 68 points 	<p>(Assume that based on funding available in this category, projects that score less than 80 points will not be able to be funded in the TIP)</p> <ul style="list-style-type: none"> ▪ MPO local input represents 25% of total score, which is 20 points out of 80 ▪ 80-20 = 60 points ▪ CRTPO will not consider any Division Needs non-highway projects with a P3.0 quantitative score less than 60 points
Quantitative & Qualitative		
P3.0 Quantitative Score & Modal allocation	<ul style="list-style-type: none"> ▪ Highest CRTPO P3.0 quantitative scoring non-highway project for each mode represented in this category receives 100 local points (i.e. highest scoring aviation project = 100 local points; highest scoring rail project = 100 points) <p style="text-align: center;">  </p> <ul style="list-style-type: none"> ▪ If local points are still available, next highest CRTPO P3.0 quantitative scoring project receives 100 local points - regardless of mode (i.e. if there are eligible aviation and rail projects left, the highest P3.0 score among the remaining projects receives 100 points) ▪ If there are no CRTPO non-highway projects remaining in this category, the local points would be assigned to highway projects using the CRTPO highway criteria 	<ul style="list-style-type: none"> ▪ Highest CRTPO P3.0 quantitative scoring non-highway project for each mode represented in this category receives 100 local points (i.e. highest scoring aviation project = 100 points; highest scoring bicycle/pedestrian project = 100 local points; highest scoring rail project = 100 points; highest scoring transit project = 100 local points) <p style="text-align: center;">  </p> <ul style="list-style-type: none"> ▪ The remaining local points would be applied to the next highest CRTPO P3.0 quantitative scoring project - regardless of mode (i.e. if there are eligible aviation, bicycle/pedestrian and rail projects left, the highest P3.0 score among the remaining projects receives 100 points, until the points are gone)

Public Involvement Process

- CRTPO's proposed local input point methodology will be posted on the CRTPO website for review and comment (crtpo.org), and the MPO board meeting will also serve as an opportunity for public comment on the proposed local input point methodology (all comments received via the website will also be presented to the board members);
- After the local input point methodology is approved by the MPO board and the NCDOT, and quantitative scores are known, the process of applying the local input point methodology will begin;
- A minimum 2-week public comment period will be provided to allow time for the public to review the results of the local point allocation (based on the approved local input point methodology);
- Staff will share the quantitative scores received from the SPOT office with the TCC, MPO board, and will post this information to the CRTPO website.
- The MPO board's final action regarding the local input point allocation may be based on comments received; and
- CRTPO's final local input point methodology, allocation of local points and consideration of public comments will be posted on the CRTPO website (crtpo.org).

NEXT STEPS/TIMELINE

- MPO board and NCDOT approve local input point methodology (March 2014)
- Quantitative scores are given to P3.0 projects (May 2014)
- Proposed local input points are allocated to P3.0 projects (May-July 2014)
- A minimum 2-week public comment period is provided to review and comment on local input point allocations (June-July 2014)
- MPO endorses final local input point allocations and submits them to NCDOT (July 2014)
- Final scores are issued to P3.0 projects and posted on the CRTPO website (August 2014)