

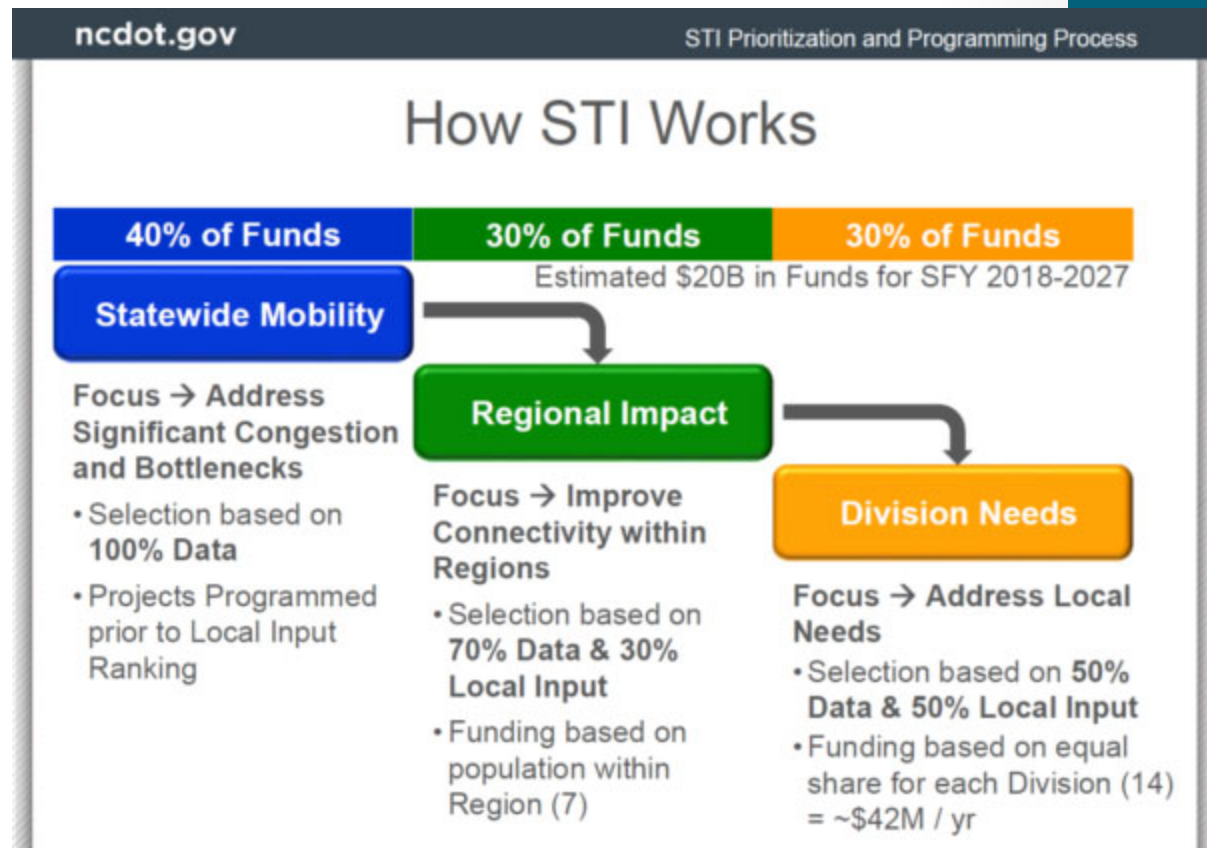


How Project Prioritization Works- 101

July, 2019

Prioritization 101

- Data-driven, transparent, collaborative process mandated by the NC Law (see: STI Legislation)
- Engages MPO, RPO, and NCDOT Divisions to determine most of the transportation improvement projects funded across the state



Who Does What in Prioritization

FBRMPO

- Selects Projects to be Submitted
- Applies Local Input Points
- Adopts Funded Projects in Draft TIP

NCDOT Divisions

- Selects Projects to be Submitted
- Applies Local Input Points

NCDOT SPOT

- Scores Projects Based on Quantitative Criteria
- Determines Projects to be Funded based on Total Project Scores & Budget

Primary Steps

Project Identification

FBRMPO works with municipalities, counties, transportation providers, and residents to identify projects to be submitted for prioritization



Project Scoring

NCDOT scores projects for each mode based upon a defined set of criteria

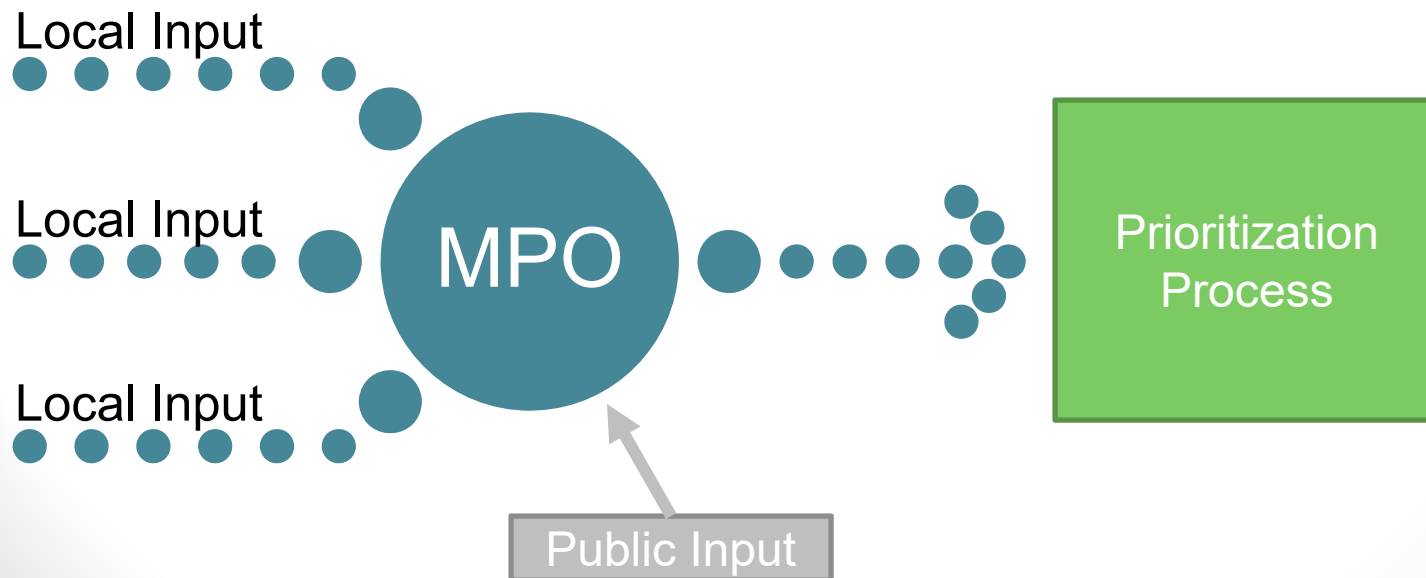


Local Input Points Allocation

The allocation of local input points improve the project score. FBRMPO allocates local input points based on a methodology approved by NCDOT.

Step One: Submitting Projects

- Projects are required by law to be submitted by an MPO, RPO, or NCDOT Division
- The FBRMPO requires that projects be identified in a previously adopted plan and may submit 25 projects for each mode across the MPO Planning Area



Step One: Submitting Projects



WHAT DOES THE MPO BOARD DO:

Ultimately determines the list of projects to be submitted by the MPO

WHAT DOES MPO STAFF DO:

Facilitates conversations with local staff and elected officials to develop a draft list of submittals, facilitates public input, submits project information



WHAT DOES THE PUBLIC DO: The Public provides input to the MPO about its Draft Project List

Step Two: Quantitative Scores

- NCDOT gives projects quantitative scores based on congestion, safety, economic competitiveness, multimodal, freight, accessibility/connectivity, lane width, shoulder width, and pavement condition that play a major role in project selection
- These measures used are developed by the SPOT Workgroup, which includes FBRMPO staff, and passed by the Board of Transportation



Quantitative Scores (cont.)

- Projects are broken up into three categories based on facility type

Statewide Mobility

- 40% of All Funds
- Freeways and Major Commercial Airports (for our region)
- Projects Compete Across the State
- 100% Quantitative Score, 0% Local Input Points

Regional Impact

- 30% of All Funds
- Projects on US & NC Routes are eligible
- FBRMPO projects compete across Region G (NCDOT Division 13 & 14)
- 70% Quantitative Score, 30% Local Input Points

Division Needs

- 30% of All Funds
- Projects on Secondary Roads, Bike/Ped, Transit Eligible
- FBRMPO projects compete within NCDOT Divisions 13 & 14
- 50% Quantitative Score, 50% Local Input Points

Quantitative Scores (cont.)



WHAT DOES MPO STAFF DO:

Provides technical feedback about projects to assist with NCDOT SPOT Office Analysis



WHAT DOES NCDOT SPOT OFFICE

DO: Carries out technical analysis which may include additional data collection for all projects submitted across North Carolina, determines what Statewide Mobility projects are funded

Step Three: Local Input Points

- Local Input Points can come from the FBRMPO and NCDOT Divisions (both receive a limited number of points to apply to projects)
- Local Input Points “boost” project scores to make them more likely to be funded

Statewide Mobility

- 100% Quantitative Score
- 0% MPO Points
- 0% Division Points

Regional Impact

- 70% Quantitative Score
- 15% MPO Points
- 15% Division Points

Division Needs

- 50% Quantitative Score
- 25% MPO Points
- 25% Division Points

Local Input Points (cont.)

- The FBRMPO is required to determine what projects receive local input points by using a methodology that includes at least one quantitative and one qualitative criteria (NCDOT Divisions have the same requirements)



Local Input Points (cont.)



WHAT DOES THE MPO BOARD DO:

Ultimately determines what projects receive local input points from the MPO, approves the MPO's methodology



WHAT DOES MPO STAFF DO: Uses the approved methodology to score projects, facilitates local and regional discussions, facilitates public input

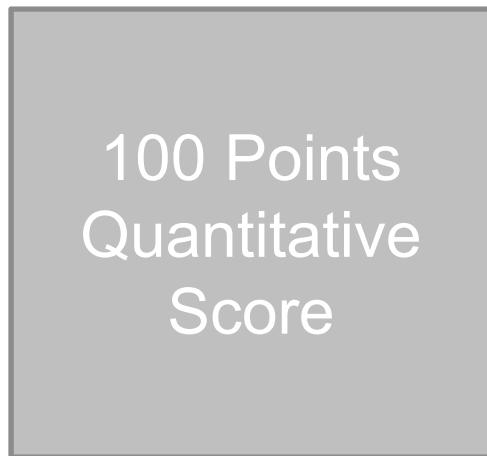


WHAT DOES THE PUBLIC DO:

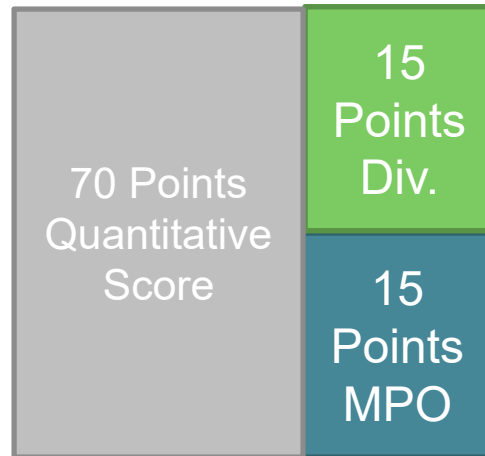
Provides input to the MPO about projects that may receive local input points

Local Input Points (cont.)

- Local Input Points Boost Project Scores Differently Based on Funding Tier
- All Total Projects Score 0-100



Statewide Mobility



Regional Impact



Division Needs

Step Four: Draft TIP

- Projects selected to be funded are reflected in the Draft Transportation Improvement Program (TIP)
- The TIP is a regional, federally-mandated document that reflects all funded major transportation projects, the amount and type of funding being used, and the project's schedule
- Projects in the TIP are required to be reflected in the State Transportation Improvement Program (STIP), maintained by NCDOT



Draft TIP (cont.)

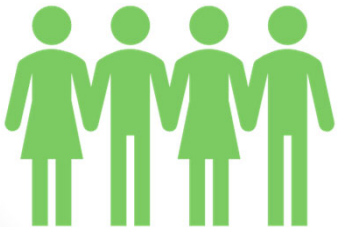


WHAT DOES THE MPO BOARD DO:

Approves and maintains the Transportation Improvement Program (TIP) to officially fund projects



WHAT DOES NCDOT DO: Approves a parallel document known as the State Transportation Improvement Program (STIP)



WHAT DOES THE PUBLIC DO: Provides input to the MPO about the TIP and NCDOT Divisions about the STIP

Two-Year Process & Cycle

