



P5.0 Local Input Point Methodology

Adopted January 25, 2018

Introduction

The Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO) is required by state law to develop a local input methodology for prioritizing all transportation projects (aviation, bicycle and pedestrian, highway, public transportation, and rail) within the MPO boundary that compete for state and federal funding. The GCLMPO is also required to submit the methodology to the North Carolina Department of Transportation (NCDOT) for approval. This Local Input Point Methodology applies within the GCLMPO planning boundary, which includes all of Gaston, Cleveland, and Lincoln counties.

Passed in 2013, the Strategic Transportation Investments (STI) law allows the NCDOT to use its funding more efficiently and effectively to enhance the state's infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages thinking from a statewide and regional perspective while also providing flexibility to address local needs.

STI also establishes the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input. It is used to develop NCDOT's State Transportation Improvement Program (STIP), which identifies the transportation projects that will receive funding during a specified 10-year period.

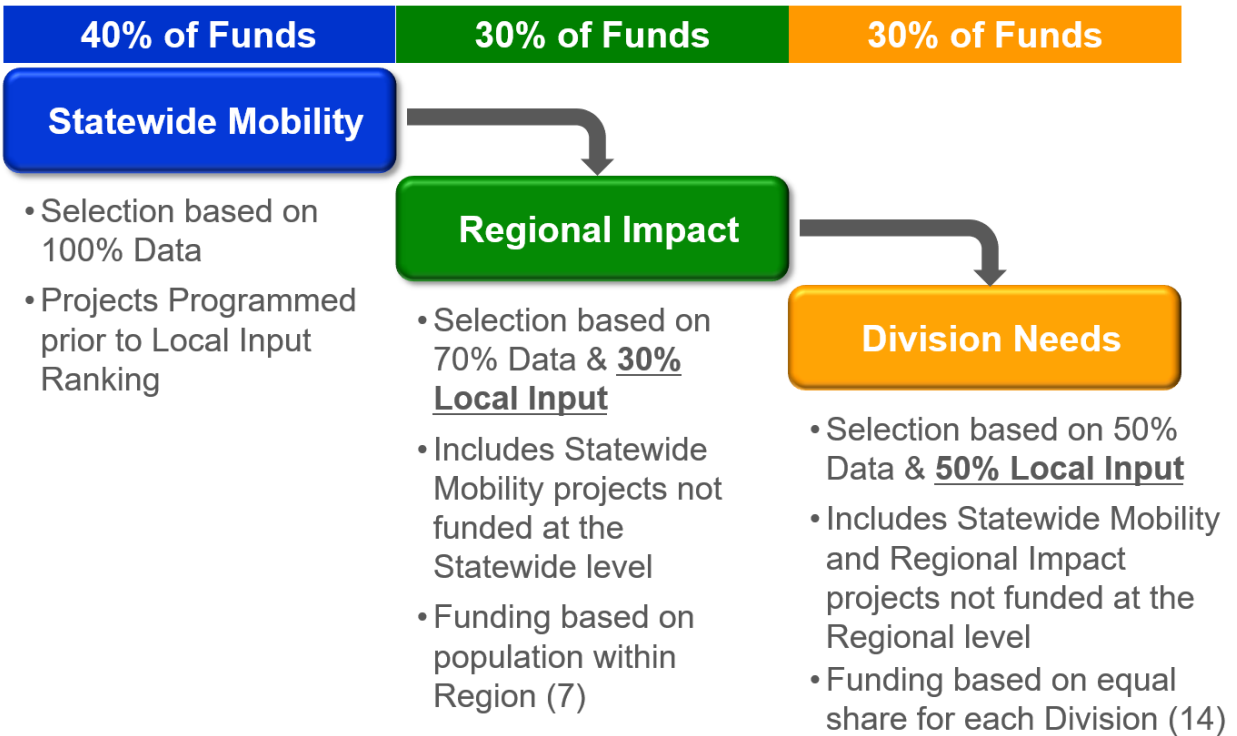
The MPO has developed this prioritization methodology in an effort to satisfy the quantitative, data-driven requirements of the STI legislation while protecting the discretion of local officials by incorporating subjective, qualitative local input where possible.

This process will apply to all projects that fall in the "Regional Impact" and "Division Needs" tier levels, as defined by STI.

The GCLMPO receives **1,800** points to allocate to projects for local prioritization in the Regional Impact Tier and **1,800** points to allocate in the Division Needs Tier.

STI states that projects in the Statewide Mobility category that are not programmed with funds from that category will also compete within the Regional Impact category. Likewise, projects that are not programmed at the Regional Impact category will also compete for the remaining funds in the Division Needs category. This aspect of the STI law is commonly referred to as "cascading".

The GCLMPO will not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies exception.



Description of Criteria and Weights

Regional Impact and Division Needs projects will be ranked based on the criteria listed in the tables below. While most criteria are self-explanatory, some do merit additional explanation.

Safety Score measures existing crashes along/at the project and calculates future safety benefits. Prioritization 5.0 safety scores will be utilized for this criteria.

Cost-Effectiveness is a calculation of the cost per vehicle or user to improve a facility one mile. This calculation allows different types of roads or projects to be compared based on how much it costs to improve the road per individual vehicle or implement the project per individual user.

Transportation Plan Consistency is a yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.

Regional Level Highway Projects: Most US and NC Routes are found on the Regional Level. These highway projects will be evaluated by the criteria and scoring as detailed in the following table:

Regional Level Highway Projects (Max Total Score: 100 points)					
Criteria	0 points	5 points	10 points	15 points	20 points
Existing Congestion (20 max)	Volume to capacity less than 0.6	Volume to capacity btw 0.6 and 0.85	Volume to capacity btw 0.86 and 1.0	Volume to capacity btw 1.01 and 1.1	Volume to capacity over 1.1
Existing Safety (20 max)	P5.0 safety points less than 30	P5.0 safety points btw 31-50	P5.0 safety points btw 51-65	P5.0 safety points btw 66-80	P5.0 safety points over 80
Cost-Effectiveness (20 max)	Cost per vehicle/equivalent greater than \$2,000 per mile	Cost per vehicle/equivalent btw \$1,500-\$2,000 per mile	Cost per vehicle/equivalent btw \$1,000-\$1,499 per mile	Cost per vehicle/equivalent btw \$999-\$500 per mile	Cost per vehicle/equivalent less than \$499 per mile
Freight Volume (10 max)	Less than 500 trucks/equivalent per day	Btw 500-1,000 trucks/equivalent per day	More than 1,000 trucks/equivalent per day	-----	-----
Transportation Plan Consistency (10 max)	Project is not in the CTP or other locally adopted plan	-----	Project is in the CTP or other locally adopted plan	-----	-----
Cost (10 max)	Cost over \$50 million	Cost \$25-49 million	Cost less than \$25 million	-----	-----
Local Funding Contribution (10 max)	No local funding	At least 5% local funding of total project cost (or 25% for locally-administered projects)	At least 10% local funding of total project cost (or 30% for locally-administered projects)	-----	-----

Division Level Highway Projects: All highway projects on SR roads and local roads will be evaluated by the criteria and scoring as detailed in the following table:

Division Level Highway Projects (Max Total Score: 100 points)					
Criteria	0 points	5 points	10 points	15 points	20 points
Existing Congestion (20 max)	Volume to capacity less than 0.5	-----	Volume to capacity btw 0.51 and 0.75	-----	Volume to capacity over 0.75
Cost-Effectiveness (20 max)	Cost per vehicle/equivalent greater than \$2,000 per mile	Cost per vehicle/equivalent btw \$1,500-\$2,000 per mile	Cost per vehicle/equivalent btw \$1,000-\$1,499 per mile	Cost per vehicle/equivalent btw \$999-\$500 per mile	Cost per vehicle/equivalent less than \$499 per mile
Total Cost (20 max)	Cost over \$10 million	-----	Cost \$5-10 million	-----	Cost less than \$5 million
Plan Consistency (20 max)	Project is not in the CTP or other locally adopted plan	-----	-----	-----	Project is in the CTP or other locally adopted plan
Local Funding Contribution (20 max)	No local funding	-----	At least 5% local funding of total project cost (or 25% for locally-administered projects)	-----	At least 10% local funding of total project cost (or 30% for locally administered projects)

Division Level Bicycle/Pedestrian Projects: The ranking criteria for bicycle/pedestrian projects are illustrated in the table below. It is important to note that all bicycle and pedestrian projects submitted for State funding must be specifically identified in a locally-adopted bicycle plan, pedestrian plan, greenway/multi-use plan, or Safe Routes to School Action Plan.

MTP Bicycle/Pedestrian Project Ranking Criteria

Measure	Points Possible
Safety	20
Connectivity	20
Residential and Employment Density	20
Benefit/Cost	20
Social Equity	10
Constructability	10
Total	100

Safety Measure (20 points possible)

- Bike/Pedestrian Crashes (Up to 10 points)
 - o Bicycle or pedestrian crashes within last 5 years along the corridor. For multi-use projects, both bike and pedestrian crash data will be used. For new, off-road facilities, crash data for parallel routes will be used.
 - 5 or more crashes – 10 points
 - 4 crashes – 8 points
 - 3 crashes – 6 points
 - 2 crashes – 4 points
 - 1 crash – 2 points
- Posted Speed Limits (Up to 10 points)
 - 55 and over – 10 points
 - 40 to 50 – 5 points
 - 30 to 40 – 2.5 points
 - 25 – 1 point

Connectivity Measure (20 points possible)

- Destination Type (up to 10 points)
 - o Major centers: municipal/transit center, employment center, schools, universities, mixed-use commercial, parks, national/state tourist destinations, high-density residential/multi-family (1 point each, maximum of 7 points)
 - o Secondary centers: lower-density residential developments, fixed-guideway facilities, minor employment centers, municipal building, sports venue (0.5 points each, maximum of 3 points)
- Distance to Prime Destination (Up to 10 points)
 - o Pedestrian

- Points calculated on a scale for distances up to 0.5 miles. Pedestrian facilities further than 0.5 miles to destination receive 0 points. Formula = $10 - [(Distance\ in\ miles/0.5\ miles)*10]$
- Bicycle
 - Points calculated on a scale for distances up to 1.5 miles. Bicycle facilities further than 1.5 miles to destination receive 0 points. Formula = $10 - [(Distance\ in\ miles/1.5\ miles)*10]$

Residential and Employment Density Measure (20 points possible)

- Residents per Square Mile (Up to 10 points)
 - Points calculated on a scale using a radial 0.5 mile buffer for pedestrian facilities and 1.5 miles for bicycle facilities. Formula = $[(buffered\ population/buffered\ area)/1000]$ * 3. Population data is from 2010 Census block data.
- Employees per Square Mile (Up to 10 points)
 - Points calculated on a scale using a radial 0.5 mile buffer for pedestrian facilities and 1.5 miles for bicycle facilities. Formula = $[(buffered\ population/buffered\ area)/1000]$ * 3. Population data is from 2010 Local Employment Dynamics block data.

Benefit/Cost Measure (20 points possible)

- Formula = (Accessibility Points + Residential and Employment Density Points) / (Estimated Project Cost/\$100,000)
 - Value of 8 or higher – 20 points
 - Value between 6 and 8 – 15 points
 - Value between 4 and 6 – 10 points
 - Value between 2 and 4 – 5 points
 - Value between 1 and 2 – 2.5 points
 - Value under 1 – 0 points

Social Equity Measure (10 points possible)

- Points calculated in this measure are calculated on a scale using a radial 0.5 mile buffer for pedestrian facilities and a radial 1.5 mile buffer for bicycle projects. Block group data from the American Community Survey is the source.
 - Households below Poverty Rate per Square Mile (Up to 4 points)
 - Formula = $(buffered\ number\ of\ households/buffered\ area)/250$.
 - Households without Access to a Vehicle per Square Mile (Up to 3 points)
 - Formula = $(buffered\ number\ of\ households/buffered\ area)/50$.
 - Density of Residents aged 5 to 14 and 65 and older (Up to 3 points)
 - Formula = $(buffered\ population/buffered\ area)/250$.

Constructability Measure (10 points possible)

- Estimated Right-of-Way Acquired (Up to 5 points)
 - 100% - 5 points
 - At least 75% - 2.5 points

- Preliminary Engineering/Project Design (Up to 2.5 points)
 - o Completed PE/Design receives 2.5 points
- Estimated Environmental Documentation Required (Up to 2.5 points)
 - o Categorical Exclusion I/II – 2.5 points
 - o Environmental Assessment – 1 point
 - o EIS – 0 points

Destination Definitions for Bicycle/Pedestrian Projects

Major Centers

municipal center- local, state or federal government building or site including a council or judicial chamber, such as a town hall or courthouse

transit station- hub or main terminal for fixed-route or passenger rail service

major employment center – contiguous property(s) which have businesses employing 50 or more part-time or full-time employees; or property(s) within a designated Central Business District or town center

mixed use commercial – contiguous property(s) developed with a vertical or horizontal mix of land uses

university or college – building or campus associated with a public or private secondary school institution

tourist destinations – any designated historic property or district (local, state or national) with a publicly accessible visitor’s center; any publicly-accessible park or property managed by the NC Department of Environment and Natural Resources or NC Department of Cultural Resources; any publicly accessible park or property managed by the US Department of the Interior or US Department of Agriculture

arts, entertainment or sports venue – any property(s) developed as a major sporting (professional, semi-professional or post-secondary team facility) or entertainment venue. (Note: for post-secondary facilities, project may select this destination type category or university/college destination type category, but not both.)

greenway/trail – a regionally significant, continuous bicycle or pedestrian facility(s) spanning 5 or more miles (on or off-road) and connecting more than one jurisdiction or county

Secondary Centers

minor employment center - contiguous property(s) which have businesses employing fewer than 50 part-time or full-time employees

schools – any public or private school for primary education or pre-school education

parks – any locally owned and managed public park or recreation center

municipal site – local, county, state or federal government office or property not including council or judicial chambers, such as a police station, fairgrounds, or state agency regional office

fixed-guideway and fixed-route systems – any part of a route providing for fixed-route services (buses, light-rail or commuter rail), including bus stops and park-n-ride lots

other local destination – churches or medical offices

Division Level Aviation Projects: All aviation projects will be evaluated by the criteria and scoring as detailed in the following table:

Aviation Projects (Max Total Score: 100 points)					
Criteria	0 points	5 points	10 points	15 points	20 points
Economic Development (20 max)	Does not improve aircraft size capacity or space availability for based aircraft	-----	-----	Increases capacity for heavier aircraft and/or increases space available for new based aircraft	Creates capacity for larger aircraft and/or creates employment
Safety (20 max)	No safety improvements	-----	Improves safety requirements outside of the runway and taxiway areas	Improves taxiway/taxilane safety area grades and obstacle free zones	Improves required runway safety area grades and runway approach obstruction clearing
Cost of Project (20 max)	Total Project Cost is greater than \$1,500,000	-----	Total Project Cost is between \$750,000 and \$1,499,999	-----	Total Project Cost is less than \$750,000
Local Funding Contribution (10 max)	No local match	Local match between 0-10%	Local match greater than 10%	-----	-----
Plan Consistency (20 max)	Project is not in an adopted plan	-----	Project is included in the adopted MTP OR local aviation plan	-----	Project is included in the adopted MTP AND local aviation plan
Project Readiness (10 max)	Significant ROW, EJ and/or environmental impacts	Moderate ROW, EJ and/or environmental impacts	No ROW, EJ or environmental impacts	-----	-----

Division Level Public Transportation Projects: Public transportation projects will be evaluated by the criteria and scoring as detailed in the following table. Although regional public transportation projects exist, there are none in the GCLMPO area, and therefore all public transportation projects will be scored at the division needs tier for P5.0.

Public Transportation Projects (Max Total Score: 100 points)					
Criteria	0 points	5 points	10 points	15 points	20 points
Interagency Coordination (10 max)	Project does not involve more than one transit/municipal agency	-----	Project involves two or more transit/municipal agencies	-----	-----
Ridership Impact (15 max)	Project does not increase or has no impact on ridership	Project increases ridership by 0-5%	Project increases ridership by 5.1-10%	Project increases ridership by more than 10%	-----
Capacity Impact (15 max)	Project does not decrease headway or increase frequency on an existing transit route that is near or at capacity	-----	-----	Project decreases headway or increases frequency on an existing transit route that is near or at capacity	-----
Serves Activity Center(s) (10 max)	Project does not serve an activity center	-----	Project does serve activity center(s)	-----	-----
Multimodal Accommodation (10 max)	Project does not include bike/ped facilities	-----	Project includes bike/ped facilities	-----	-----
Plan Consistency (20 max)	Project is not in an adopted plan	-----	Project is included in the adopted MTP OR local transit plan	-----	Project is included in the adopted MTP AND local transit plan
Local Support (5 max)	Project does not have local support as evidenced by public input or elected Board support	Project does have local support as evidenced by public input or elected Board support	-----	-----	-----
Local Funding Contribution (15 max)	No local match above the required 10%	Local match exceeds the minimum requirement of 10% and is between 11-19%	-----	Local match exceeds the minimum requirement by at least 20% of project cost	-----

Rail Projects – No rail projects for the GCLMPO area have been submitted for P5.0.

Total Score and Project Ranking Approach

The GCLMPO receives 1,800 points to allocate to projects for local prioritization in the Regional Impact Tier and 1,800 points to allocate in the Division Needs Tier. The MPO will assign maximum points (100 points) to the top 18 projects in the Regional and Division levels based on the ranking created through the processes described in this document. The GCLMPO will assign a proportional number of points to any project that is also partially located in another transportation planning organization’s study area based on the percent of mileage within the GCLMPO’s study area. The remaining points shall be assigned to a new project added at the end of the applicable tier’s priority list.

Schedule and Public Outreach

This process is intended to be open and transparent. As such, all meetings of the GCLMPO’s Technical Coordinating Committee (TCC) and GCLMPO Board are open to the public and public participation will be solicited in accordance with the GCLMPO’s adopted Public Participation Plan. In addition, relevant documents will be posted at the GCLMPO’s website at www.gclmpo.org. Relevant documents include, but are not limited to, this draft/final local input point methodology and preliminary and final point assignments. Additionally, instructions for submitting public comments will be provided on the GCLMPO website. Comments will be collected by MPO staff and distributed to the TCC and Board as part of their normal meeting materials.

Regional Impact Tier: The MPO staff will present the recommended local points assignments for Regional Impact Tier projects, based on the ranking process described in this document, to the TCC and MPO Board in May 2018. The MPO will then be asked to release these scores for a 15-day public comment period from May 25 – June 8, 2018. The results of the public comment period will be presented to the TCC and MPO Board at their June 2018 meetings. At that time the MPO Board will be asked to approve a project list and final points assignment. The project list and points assignment will be available on the MPO website.

Division Needs Tier: The MPO staff will present the recommended local points assignments for Division Needs Tier projects, based on the ranking process described in this document, to the TCC and MPO Board at their September 2018 meetings. The MPO will then be asked to release these scores for a 15-day public comment period from September 28 – October 12, 2018. The results of the public comment period will be presented to the TCC and MPO Board at their October 2018 meetings. At that time the MPO Board will be asked to approve a project list and final points assignment. The project list and points assignment will be available on the MPO website.

Point Assignment Process

Final Ranking and Local Points Assignment: The GCLMPO receives 1,800 points to allocate to projects for local prioritization in the Regional Impact Tier and 1,800 points to allocate in the Division Needs Tier. The MPO will assign maximum points (100 points) to the top 18 projects in the Regional and Division levels based on the ranking created through the processes described in this document. The GCLMPO will assign

a proportional number of points to any project that is also partially located in another transportation planning organization's study area based on the percent of mileage within the GCLMPO's study area. The remaining points shall be assigned to a new project added at the end of the applicable tier's priority list.

Deviation from Process: The MPO TCC and Board may elect to deviate from this process when assigning points. If the ultimately adopted points assignment differs from staff recommendations, the MPO shall post an announcement and rationale for deviation on the MPO's website, and distribute to entire MPO membership and current sunshine list. Deviations may occur for the following reasons (but not limited to):

- **Tie Breakers:** Priority shall be given to low-cost projects in the event of a tie for projects at the bottom of the regional and division priority lists for point assignment by the GCLMPO.
- **Project Continuity:** For projects split in phases, the GCLMPO will give consideration to assigning points to phases in the order already proposed by the NCDOT. This will only apply to project phases whose scores are within 10 points of each other according to the adopted GCLMPO's ranking process.
- **Transferring Points to Projects Outside MPO:** The MPO Board may elect to assign points to projects outside the MPO Study Area. In these instances, the points being transferred shall be removed from the lowest-scoring project within the affected tier.
- **Public Input:** The MPO Board will review all public input received through the public comment process and may elect to modify the scoring prior to approval based on comments received.

Material Sharing

The GCLMPO's website (www.gclmpo.org) will be updated throughout the P5.0 local input point assignment process, and at a minimum will include the following:

- Link to the NCDOT STI Prioritization Resources website
- GCLMPO's adopted local input methodology document
- Highlights of schedule milestones, as well as specific public comment and public meeting schedules when available
- Preliminary and final local input point assignment sheet(s) (including record of deviations, as applicable)

All posted materials will be made available within one week of completion and remain available on the GCLMPO's website until adoption of the Final STIP by the Board of Transportation. A link to all related materials will be posted in the Announcements section of the GCLMPO website's homepage so that it is easy to locate.