

Item 8: P7.0 Local Input Point Methodology

(1) P7.0 Recap

(2) Need for Local Input

(3) LIP Criteria

(4) Ranking Approach

(5) Point Assignment

(6) Schedule

Cape Fear RPO

P7.0 Local Input Prioritization Methodology

NCDOT approval _____

CFRPO RTAC approval _____

INTRODUCTION

The Cape Fear RPO (CFRPO) is required by state law to develop a local input methodology for prioritizing all transportation projects (aviation, bicycle and pedestrian, ferry, highway, public transportation, and rail) within the RPO boundary that compete for state and federal funding, and to submit the methodology to the NC Dept. of Transportation for approval. This Local Input Prioritization Methodology applies within the Cape Fear RPO planning boundary, which includes the counties of Brunswick (partial), Columbus, and Pender (partial).

The RPO has developed this prioritization methodology in an effort to satisfy the quantitative, data-driven requirements of the STI (Strategic Transportation Investments) law while protecting the discretion of local officials by incorporating subjective, qualitative local input where possible. STI establishes a funding 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.

P7.0 Recap

Prioritization

Assigning data and scores to projects.

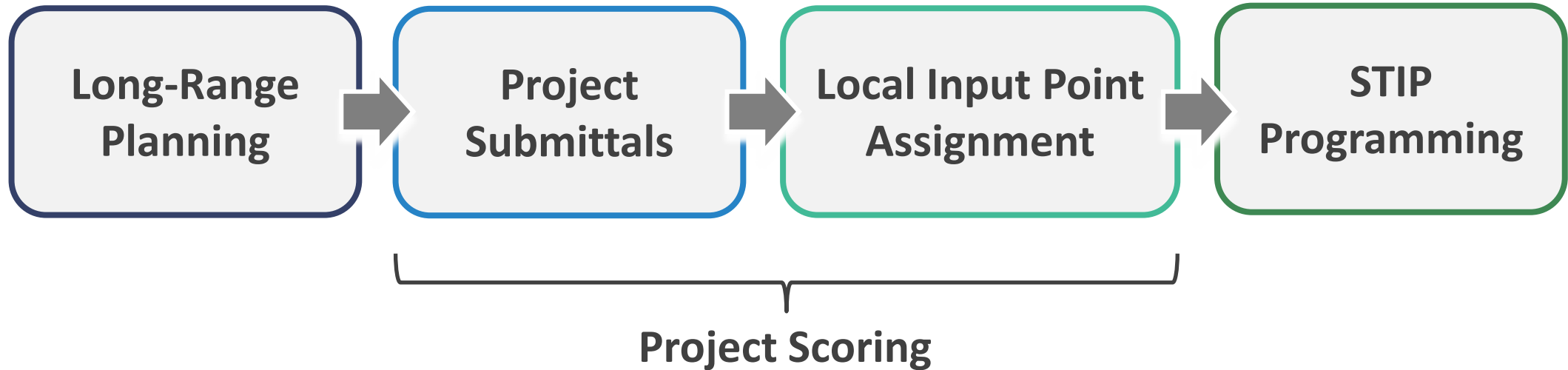
STIP

State Transportation Improvement Program
10-year document of project funding and schedules

Programming

Assigning funding and schedules to projects.

P7.0 Recap

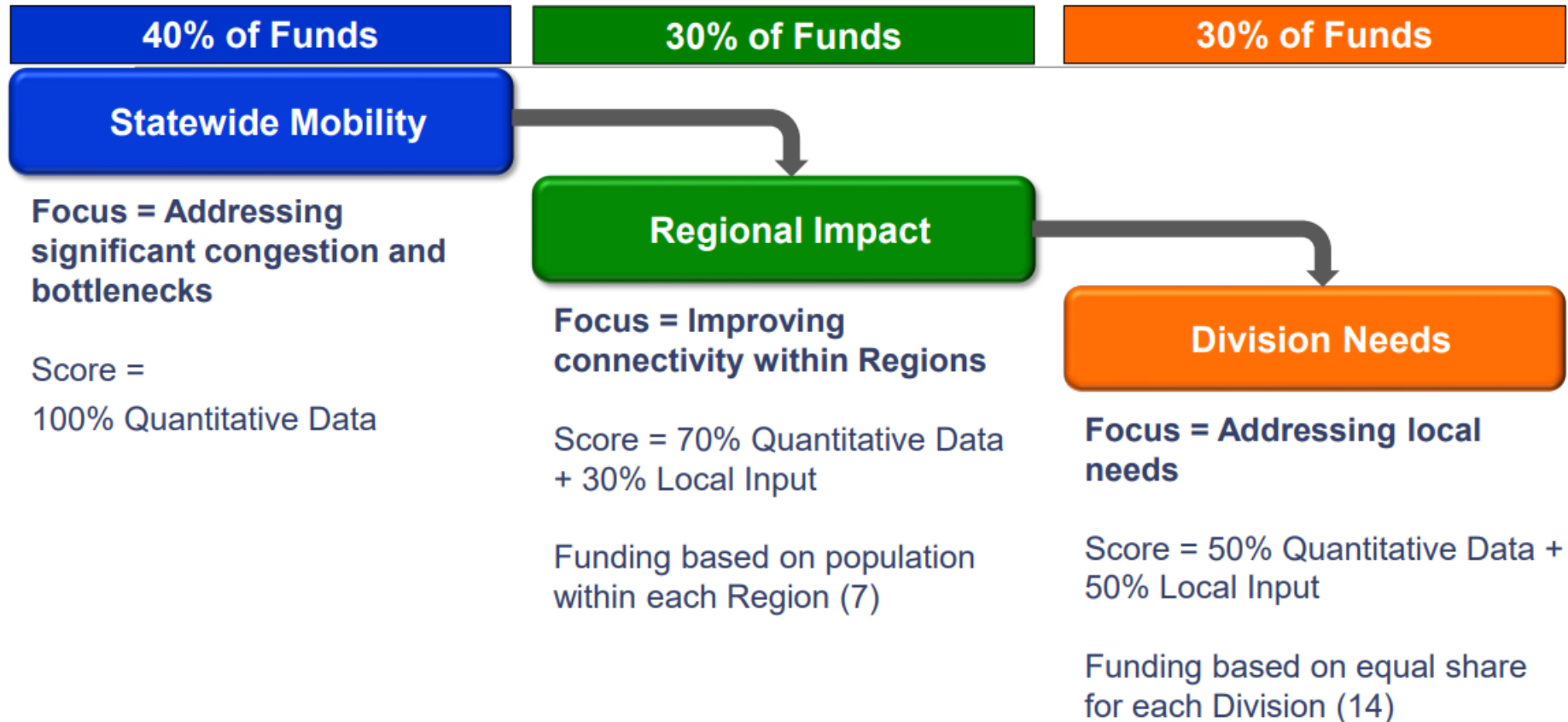


P7.0 Recap

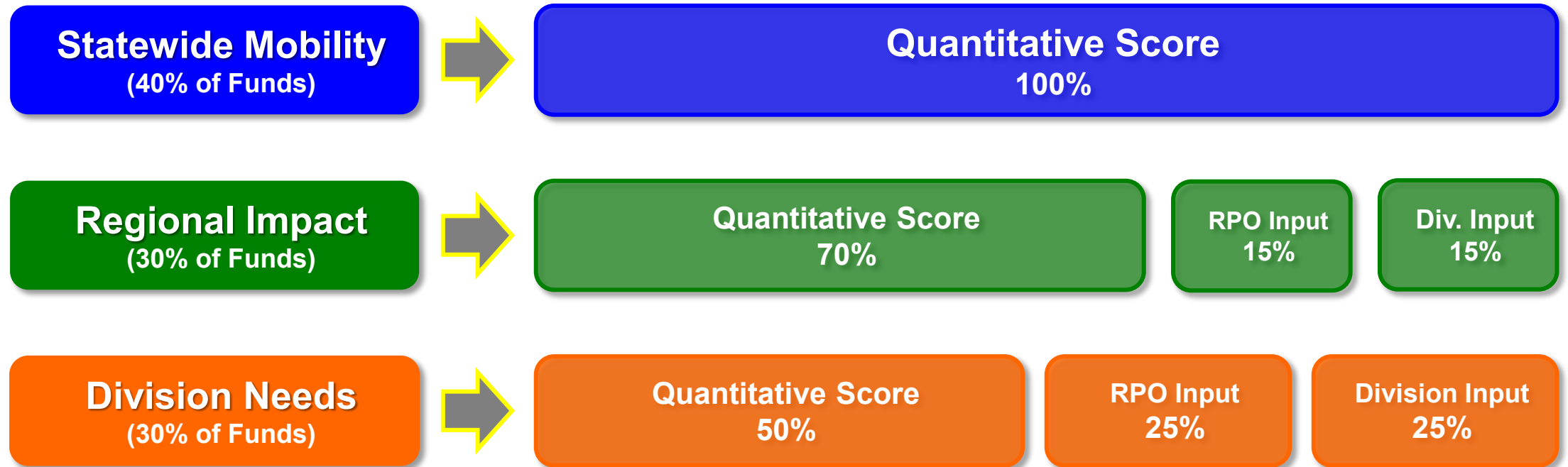


P7.0 Recap	Need for Local Input	LIP Criteria	Ranking Approach	Point Assignment	Schedule
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Local Input Point Introduction

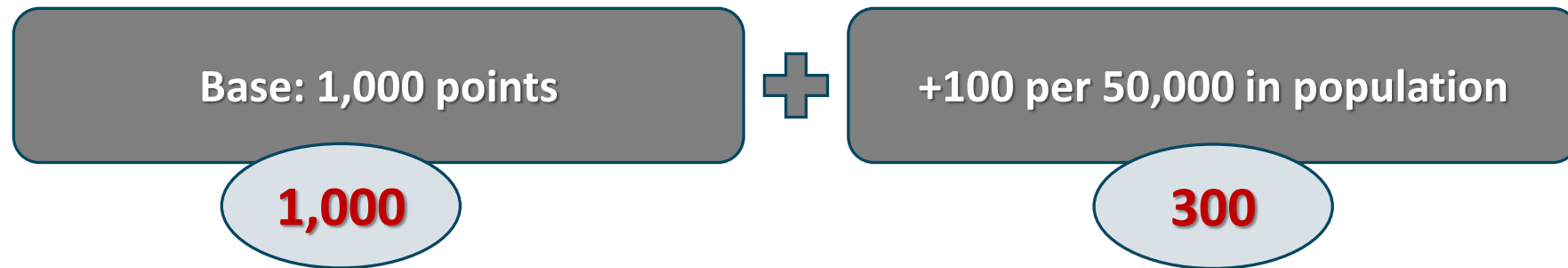


Local Input Point Introduction



Local Input Point Introduction

The Cape Fear RPO has 1,300 local input points available at both the Regional Impact and Division Needs tiers.



Projects may receive no more than 100 total points.

Local Input Point Criteria

P7.0 Quantitative Score

(Out of 100 pts)

Division Priority

HIGH	(100 pts)
MED	(50 pts)
LOW	(25 pts)
NONE	(0 pts)

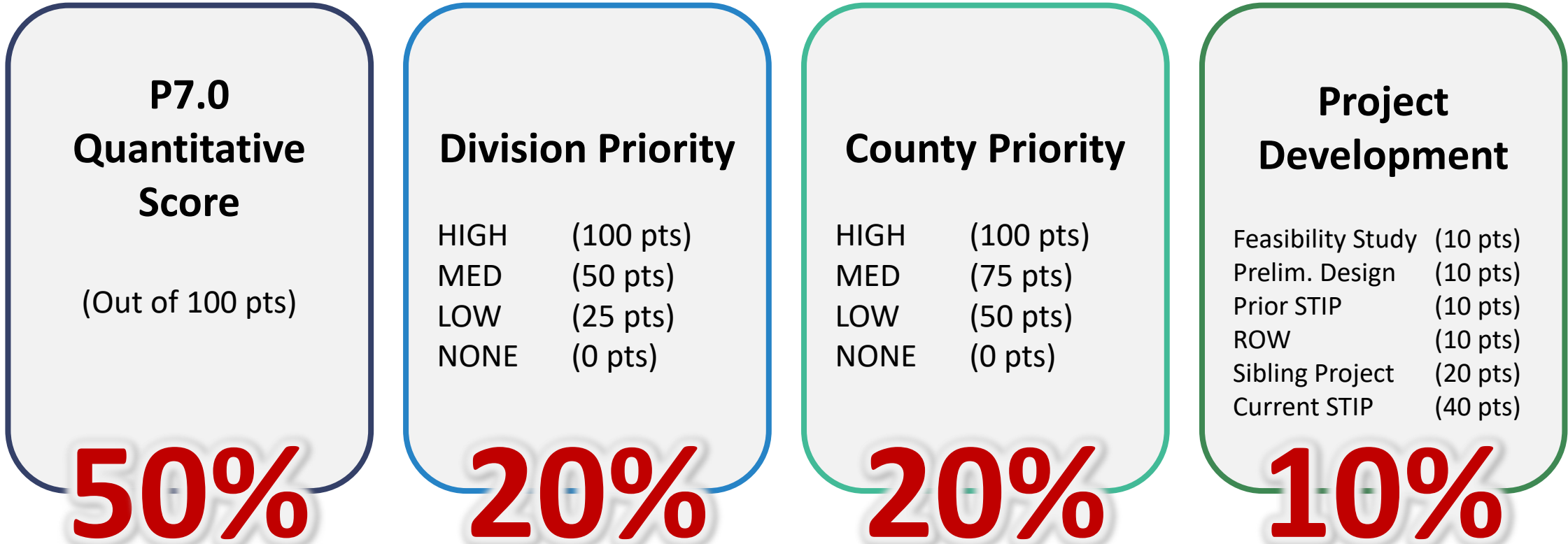
County Priority

HIGH	(100 pts)
MED	(75 pts)
LOW	(50 pts)
NONE	(0 pts)

Project Development

Feasibility Study	(10 pts)
Prelim. Design	(10 pts)
Prior STIP	(10 pts)
ROW	(10 pts)
Sibling Project	(20 pts)
Current STIP	(40 pts)

Ranking Approach: Regional



Ranking Approach: Division

P7.0 Quantitative Score

(Out of 100 pts)

30%

Division Priority

HIGH	(100 pts)
MED	(50 pts)
LOW	(25 pts)
NONE	(0 pts)

30%

County Priority

HIGH	(100 pts)
MED	(75 pts)
LOW	(50 pts)
NONE	(0 pts)

30%

Project Development

Feasibility Study	(10 pts)
Prelim. Design	(10 pts)
Prior STIP	(10 pts)
ROW	(10 pts)
Sibling Project	(20 pts)
Current STIP	(40 pts)

10%

P7.0 Recap

Need for Local Input

LIP Criteria

Ranking Approach

Point Assignment

Schedule

Point Assignment Process

Preliminary Points	Assigned at Regional and Division tiers based on rankings.
Method	(1) Top 2 scoring highway projects per County. (2) Top 3 scoring non-highway projects. (3) Remaining points cascade to next highest scores.
Flex Policy	Up to 500 points can be transferred from one category to the other.
Final Point Assignment	Approved by the RTAC.

Schedule

Spring 2024

RTCC to review LIP Methodology; RTAC to approve.

May 2024

Methodology to be approved by NCDOT

P7.0 Quantitative Scores released by NCDOT

May-Aug 2024

Regional Impact Local Input Points

Sep-Nov 2024

Division Needs Local Input Points

January 2025

Draft 2026-2035 STIP

This process is to be open and transparent. Records of each step will be available to public on the RPO website and all RPO meetings are open to the public.

Item 8: P7.0 Local Input Point Methodology

The Cape Fear RPO is required by state law to develop a local input methodology for prioritizing all transportation projects within the RPO boundary that compete for state and federal funding.

The RTCC recommends approval of the P7.0 Local Input Point Methodology.