

**UCPRPO PROPOSED Strategic Transportation Investment Law (STI)
RANKING METHODOLOGY P 7.0 – (8/09/23 Revisions)**

INTRODUCTION

UCPRO Methodology and Ranking with Public Input

The Upper Coastal Plain Rural Planning Organization (UCPRPO) includes Edgecombe, Johnston, Nash, and Wilson Counties. The STI formula breaks down the (UCPRPO) transportation projects into three categories: Statewide, Regional, and Division level. The Statewide Level will receive 40% of the available revenue and the selection process will be 100% data-driven, meaning NCDOT will base its decisions on hard facts such as crash statistics and traffic volumes. The Regional Level will receive 30% of the available revenue and the selection process will be 70% data-driven with 15% input coming from NCDOT Division 4 and 15% input from the UCPRPO. The Division Level will also receive 30% of the available revenue and the selection process will be 50% data-driven with the Division 4 having a 25% input and the UCPRPO having the remaining 25% input.

STI Selection Formula		
Statewide Projects	Regional Projects	Division Projects
100% Data-Driven	70% Data-Driven	50% Data-Driven
	15% Division 4 Input	25% Division 4 Input
	15% UCPRPO Input	25% UCPRPO Input

All modes of capital transportation projects must compete for funding including highways, transit, aviation, rail, and bike/pedestrian. Each transportation project may receive a maximum of 100 points. You may view more information on the Strategic Transportation Investments (STI) at <https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx>.

UCPRO Methodology and Ranking with Public Input

- This document describes the methodology and ranking process the UCPRPO will use to provide its local input in the Strategic Transportation Investments Law (STI) prioritization process.
- This methodology must be approved by the North Carolina Department of Transportation to ensure it meets legislation requirements.
- The TAC will review the methodology in its January 2024 meeting. After review there will be a 30-day public comment period where the methodology will be published on the UCPRPO website www.ucprpo.org. All public comment will be documented by the RPO staff and considered by the TAC prior to its final approval by the TAC at its regularly scheduled meeting in March 2024.
- The UCPRPO is assigned 1,500 points for each Region and Division Projects based on population. The UCPRPO TAC will preliminarily rank transportation Regional projects by allocating its allotted 1,500 points to projects at its May 2024 meeting. Once the points have been allocated, the preliminary point allocation will be published to the www.ucprpo.org website for public

review and comment. The public is invited to the TAC July 2024 meeting to provide input and comments after which the TAC will adopt the final point allocation for Regional projects. The same procedure will be performed for Division projects with the TAC meetings being in September and November 2024.

DESCRIPTION OF CRITERIA AND WEIGHTS

UCPRPO Point Allocation Methodology

As part of the ranking process the UCPRPO will have 1500 points to allocate to its Regional Level projects and 1500 points to its Division Level projects. These points have been assigned to the RPO based on population with each MPO and RPO receiving a minimum of 1000 points and a maximum of 2500 points. The UCPRPO will allocate its points based upon transportation mode as follows:

**UCPRPO POINT ALLOCATION
REGIONAL PROJECTS**

MODE	POINTS ALLOCATED
Highway	1300 Points (13 Projects)
Transit	100 Points (1 Project)
Aviation	No Projects Applicable
Rail	100 Points (1 Project)
Bike/Pedestrian	No Projects Applicable

**UCPRPO POINT ALLOCATION
DIVISION PROJECTS**

MODE	POINTS ALLOCATED
Highway	800 Point (8 Projects)
Transit	200 Points (2 Projects)
Aviation	200 Points (2 Projects)
Rail	100 Points (1 Project)
Bike/Pedestrian	200 Points (2 Project)

Note: All projects receiving points will receive the maximum 100 points allowed per project until all points have been allocated unless the project is split between MPO or RPO boundaries. Then each project will receive the maximum number of points allowed. The UCPRPO will allocate points based on following criteria:

Upper Coastal Plain Rural Planning Organization Highway Ranking Criteria – Region and Division	
Quantitative Criteria	<p>Prioritization 7.0 Quantitative Score = 20% The Prioritization P7.0 data scores will be converted to a 100-point scale (multiply by 1.426 for Region and 2 for Division) and be weighted at 20%. https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResource.aspx.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Public Comments and Input = 40% The TAC will consider all public input and comments provided to them during open meetings. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Member rankings will be converted to a 100-point scale applied evenly for the top 20 projects. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org/SPOT.html.</p> <p>Project is in Comprehensive Transportation Plan (CTP) = 5% Maximum of 100 Points: If project is in CTP = 100 Points If project is not in CTP = 0 Points</p> <p>Project provides Connectivity = 35% (Does the project cross County or Municipality boundaries?) - Maximum Points 25 Points: Regional (Multiple Counties) = 100 points County (Multiple Local Governments within one County) = 66 points Local (One Local Government) = 33 points</p>

	<p>Upper Coastal Plain Rural Planning Organization Transit Ranking Criteria - Division</p>
<p>Quantitative Criteria</p>	<p>Prioritization 7.0 Quantitative Score = 30% The Prioritization P7.0 data scores will be converted to a 100 point scale (multiply by 1.426 for Region and 2 for Division) and be weighted at 30%. https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx.</p>
<p>Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)</p>	<p>Transit Expansion = 20% This criterion will be applied to transit projects that increase service to citizens versus projects which do not.</p> <p>Transit Expansion (Service Expansion) Maximum 100 Points: Project Expands Services = 100 Points Project Does Not Expand Service = 0 Points</p> <p>Public Comments and Input = 50% The TAC will consider all public input and comments provided to them during open meetings provided by both the public and RPO Transit Agencies. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Member rankings will be converted to a 100 point scale applied evenly for the top 20 projects. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org/SPOT.html for public review.</p>

Upper Coastal Plain Rural Planning Organization Aviation Ranking Criteria – Division	
Quantitative Criteria	<p>Prioritization 7.0 Quantitative Score = 20%</p> <p>The data-driven scores provided by NCDOT will be weighted at 20%. https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Aviation Operational Improvements = 40%</p> <p>This criterion will be applied to aviation projects that improve operational improvements that make the airport safer and/or increases capacity or addresses deficiencies in the facility.</p> <p>Aviation Operational Improvements Maximum 100 Points: Project provides Operational Improvements = 100 Points Project Does Not Provide Operational Improvements = 0 Points</p> <p>Public Comments and Input and Community Benefit = 40%</p> <p>The TAC will consider all public input and comments provided to them during open meetings provided by both the public and RPO Aviation Agencies. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Member rankings will be converted to a 100-point scale applied evenly for the top 20 projects. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org/SPOT.html for public.</p>

Upper Coastal Plain Rural Planning Organization Bike/Pedestrian Ranking Criteria - Division	
Quantitative Criteria	<p>Prioritization 7.0 Quantitative Score = 50% The data-driven scores provided by NCDOT will be weighted at 50%. https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Connectivity – Gaps and Connectivity = 20% This criterion will be applied to Bike/Pedestrian projects that provide connection or alleviates gaps in connecting principle points such as churches, employment center, shopping, and or schools... etc.</p> <p>Bike/Pedestrian Connectivity - Maximum 100 Points: Project provides Connectivity and/or Fills Gaps = 100 Points Project Does Not provide Connectivity and/or Fills Gaps = 0 Points</p> <p>Public Comments and Input = 30% The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Member rankings will be converted to a 100-point scale applied evenly for the top 20 projects. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org/SPOT.html for public review.</p>

Note: All bike/pedestrian projects require a 20% local match.

Upper Coastal Plain Rural Planning Organization Rail Ranking Criteria – Region and Division	
Quantitative Criteria	<p>Prioritization 7.0 Quantitative Score = 50% The data-driven scores provided by NCDOT will be weighted at 50%. https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Railroad Company/NCDOT Rail Division Support = 30% This criterion will be applied to Rail projects that have the support of the Railroad Company and/or the NCDOT Rail Division</p> <p>Railroad Company/NCDOT Rail Division Support Maximum 100 Points: Project has support = 100 Points Project Does have support = 0 Points</p> <p>Public Comments and Input = 20% The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Member rankings will be converted to a 100-point scale applied evenly for the top 20 projects. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org/SPOT.html for public review.</p>

Qualitative Public Comment Criteria Measurement:

TAC members will hear from the UCPRPO Community at each of their regularly scheduled meetings. TAC members will also confer with TCC members and the local non-highway mode agencies to solicit their input into prioritizing projects based upon all required criterion. **TAC members will be strongly encouraged to prioritize and rank individual projects based upon a review of quantitative score, viability score, and input from the public, non-highway agencies, and TCC members.** The viability score is the computed score combining all Qualitative Criteria scores for each project.

Along with input from the UCPRPO Community, members will be able to view the data-driven scores provided by NCDOT during this process. It will be the TAC members' responsibility to prioritize projects based upon each required criterion for each mode of transportation. TAC members will base their rankings upon facts that the projects have been discussed within the community and are in the interest of the community. Each TAC member will use their judgment in ranking all projects with 1 being the highest priority (see sample Prioritization Ballot below). Once all TAC members have ranked the projects, the results will be posted to www.ucprpo.org/SPOT.html for a 30-day public review and comment period. Prior to finalizing the project rankings, a regularly scheduled TAC meeting will be held to allow for a final opportunity for the public to provide their input and comments. After which the vote or prioritization ranking by the TAC members will be adopted by the TAC and considered final.

UCPRPO SAMPLE PROJECT PRIORITIZATION BALLOT - Highway Project Criteria "Public Comments and Input"						
SPOTID	Old SPOTID (P1.0)	Route	Description	Quantatative Score	Viability Score	Project Priority (1 for top priority)
75	43572	US 301	NC 96 to SR 1007 (Brogden Road). Widen to Multi-Lanes.	18.31	75	2
20	45170	SR 1927 - Pine Level Selma Rd	Widen from Forest Hills to US 264	16.94	25	9
893	45177	NC 42 - Tarboro St SW	Widen from NC 58 to US 264 Alt in Wilson Co.	16.11	20	4
889	45164	SR 1327 - London Church Rd	Widen from Herring Avenue to Lake Wilson Road	15.83	65	5
262	45852	SR 1902 (Glen Laurel Road)	US 70 to SR 1003 (Buffaloe Road). Widen to Multi-Lanes. Section B: East of SR 1902 (Glen Laurel Road) to SR 1003 (Buffaloe Road).	15.37	15	6
874	45095	Buffalo Rd	Widen to three (3) lanes from US 70 to SR 1934 (Old Beulah Road) in Johnston Co.	8.52	25	3
420	43578	Wilson Northern Loop	NC 58 (Nash Street) to US 301 Interchange at SR 1436 (Rosebud Church Road). Multi-Lanes on New Location.	6.67	70	8
1277		Princeville Interchange	Construct US 64 Westbound Off-Ramp at US 258	6.15	50	7
891	45168	E Anderson St	Widen to three (3) lanes from I-95 to Webb Street in Johnston County	5.99	65	1

Note: The viability score is the computed score combining all Qualitative Criteria scores for each project.

TOTAL SCORE AND PROJECT RANKING APPROACH

Methodology for Evaluating and Weighting Criterion: All project scores will be weighted and computed to produce a final local input score. This will provide a defined final qualitative measurement/score or metrics for evaluating the criterions for all projects based upon data driven scores and local input provided by TAC Members. The highest scoring projects will be assigned 100 UCPRPO local input points. **This method will be applied to all modes of transportation based upon criterion described in pages 3 thru 7.**

The following is an example (Regional Highway) on how weights will be applied to each project:

*To convert to 0-100 scale, multiply quant score by:	1.4286
Criteria	Weight (%)
Quantitative Score	20%
Priority Rank	40%
In CTP	5%
Connectivity	35%
SUM:	100%

Sample computations worksheet:

SPOTID	Public Comments and Input								Project Viability		PS.0 Quantitative Score	Total Local Input Score and Points	
	TAC Member 1	TAC Member 2	TAC Member 3	TAC Member 4	TAC Member 5	Total Priority Value	Rank	Points	Project in CTP?	Project Connectivity	Regional Quantitative Score (Out of 70*)	Local Input Score	Local Input Points
891	1	1	1	1	1	5	1	100	100	33	42	71.90	100.00
874	3	3	2	3	3	14	2	90	100	100	51	90.57	100.00
417	2	2	3	5	4	16	3	80	0	66	38	62.66	100.00
893	4	5	4	8	2	23	4	70	100	66	29	66.09	100.00
889	5	6	5	2	8	26	5	60	0	66	20	49.51	0.00
262	6	4	8	6	6	30	6	50	0	100	32	59.14	0.00
1277	7	7	6	7	10	37	7	40	100	100	12	59.43	100.00
892	9	10	9	4	9	41	8.5	30	0	66	15	36.09	0.00
420	8	9	10	9	5	41	8.5	20	100	33	10	30.76	0.00
2019	10	8	7	10	7	42	10	10	0	33	9	16.47	0.00

Once the scores have been tabulated, they will be published on the UCPRPO website (www.ucprpo.org/SPOT.html) for public review.

POINT ASSIGNMENT PROCESS

Point Allocation:

Once scores have been computed for each project, the projects with the highest Scores will be used to determine which projects receive the 100-point allocation for each mode. The maximum number of points any project can receive is 100. All projects receiving points will receive the highest maximum points of 100. Points for each transportation mode will be allocated for the Region and Division categories as follows:

Region Level Projects

- Highway – The top 13 Scoring highway projects will receive 100 points each.
- Transit – The top single Scoring transit project will receive 100 points.
- Rail – The top single Scoring rail project will receive 100 points.

Division Level Projects

- Highway – The top 8 highway Scoring projects will receive 100 points each.
- Transit – The top 3 Scoring transit projects will receive 100 points each.
- Aviation – The top 2 Scoring aviation projects will receive 100 points each.
- Rail – The top 1 Scoring rail project will receive 100 points.
- Bike/Pedestrian – The top 1 bike/pedestrian Scoring project will receive 100 points.

Note: Any points not allocated in non-highway modes will transfer to the next highest scoring project with the consensus of the TAC Members on which transportation mode to apply the points. For example if there are no rail projects competing within the Division Level the TAC will vote on which transportation mode the points should be allocated. The next top Scoring project within the elected mode will receive the points.

For each Regional and Division projects the preliminary allotted point's allocation will be posted to the UCRPO website (www.ucprpo.org/SPOT.html) for public review and comment during the 30 day comment period prior to being finalized.

SCHEDULE

UCRPO Prioritization Process Schedule: FY 2024-2025

- **March 2024:**
Methodology - At the TAC meeting the public will be heard and comments will be considered on the proposed UCRPO SPOT 7.0 Prioritization Ranking Criteria Methodology. After considering all public comment the TCC/TAC will then approve the final methodology.

- **May-July 2024:**
Regional Projects - At the regularly scheduled TCC/TAC meetings in May and July 2024, members will hear and consider any public comments on Regional projects to be scored by the UCRPO. After hearing public comments and receiving/reviewing the SPOT 7.0 scores, all projects will be scored utilizing the adopted Ranking Methodology and the preliminary results of the scores will be posted on the UCRPO website for a 30-day public review period. Final point allocation for Regional projects by the TAC will be adopted at the July 2024 TAC meeting.
- **September-November 2024:**
Division Projects - At the regularly scheduled TCC/TAC meetings in September and November 2024, members will hear and consider any public comments on Division projects to be scored by the UCRPO for SPOT P7.0 projects. The TCC/TAC will then take into consideration any public comments and approve the projects scores for submittal to NCDOT by the November 2024 deadline. Final point allocation for Division projects by the TAC will be adopted at the November 2024 TAC meeting.

Final Point Allocation and Deviation from Methodology:

Once the public comment period ends the UCRPO will hear from the public at their regularly scheduled meetings in July 2024 and November 2024 to hear final public input. Afterwards the TAC will be asked to approve the final point allocation. All public comments received and all final point assignments and any justification/rationale for point assignment which deviates from this local Methodology will be placed on the UCRPO website (www.ucprpo.org/SPOT.html) and documented in meeting minutes.

Point Flexing Policy

NCDOT allows the Upper Coastal Plain Rural Planning Organization to flex up to 500 points between the Regional Impact and Division Needs categories. UCRPO has the option to apply this flexing policy by shifting up to 500 points from the Regional category to the Division category *or* by shifting up to 500 points from the Division category to the Regional category. The UCRPO TAC has the discretion to decide whether or not it wishes to flex any points between categories. If the TAC chooses to flex local input points, UCRPO must provide documentation of this decision to the NCDOT SPOT Office before the deadline for assigning Regional Impact category local input points.

MATERIALS SHARING

During the entire STI prioritization process the Upper Coastal Plain Rural Planning Organization (UCPRPO) will maintain a website with up to date information on public input opportunities. The website will be included:

1. Link to the NCDOT STI Prioritization Resources website:
<https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx>
2. Adopted local input methodology document.
3. Highlights of schedule milestones, as well as specific public comment and public meeting schedules when available.
4. Preliminary and final local input point assignment sheet(s) (including record of deviations, as applicable).

The UCPRPO Prioritization website URL is: <http://www.ucprpo.org/SPOT.html>