



BURLINGTON-GRAHAM
METROPOLITAN PLANNING ORGANIZATION

Local Input Points Methodology
Adopted March 17, 2026

NCDOT Prioritization 8.0 Update



Burlington - Graham Metropolitan Planning Organization
P8.0 Local Input Point Assignment Methodology
Adopted March 2026

Introduction

NCDOT developed project prioritization as a collaborative, data-driven, approval process for the State Transportation Improvement Program (STIP) in 2009. Significant changes were made to the process prompted by House Bill 817 also known as the Strategic Transportation Investments (STI). The bill established funding tiers (Statewide, Regional, and Division) and allocations across all modes. The outcome of the STI process is the draft State Transportation Improvement Program (STIP). The STI legislation applies uniformly across the state regardless of the boundaries of MPOs. STI requires Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and NCDOT Divisions develop a project solicitation process and adopt a project ranking process for all modes of transportation. Each MPO and RPO must develop, adopt, and implement a methodology that maintains criteria transparency, process documentation and maximizes the opportunity for public review and comment.

In 2017, NCDOT developed new standards based on the findings and recommendations in the Local Input Point (LIP) Process Verification Report and observed best practices from Prioritization (P) 3.0, P4.0 and P5.0 and includes the creation of a NCDOT review process that ensures each MPO develops a LIP assignment methodology used in its prioritization process. While NCDOT has not issued significant guidance changes or requirements since the P5.0 cycle, a new LIP Flex Policy enables the transfer of up to 500 LIPs between Regional Impact and Division Needs projects.

The Burlington-Graham Metropolitan Planning Organization (BGMP) LIP Methodology outlines the steps used for its P8.0 project selection and LIP assignment. The BGMP developed a transparent process to meet the multimodal transportation needs of its member jurisdictions in accordance with its adopted Public Involvement Policy. The LIP assignment methodology is designed to meet federal and state requirements that MPO Transportation Improvement Programs (TIP) be consistent with local transportation investment priorities.

Project Selection and Scoring Overview

Prioritization is a data driven process used to identify and prioritize transportation improvements for funding and inclusion in the STIP. Table 1 lists eligible transportation projects by project type and funding eligibility:

TABLE 1. Project eligibility for each STI category

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	- Interstates (existing & future) - NHS routes (as of July 1, 2012) - STRAHNET Routes - ADHS Routes - Uncompleted Intrastate projects - Designated Toll Facilities	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations, and facilities
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

Description of Criteria and Weights

NCDOT utilizes criteria consisting of a combination of quantitative data, qualitative input, and multimodal characteristics for STI project evaluation. MPOs are required to use at least two criteria when evaluating projects: 1) quantitative - a data-driven, numerically based measurement (prioritization scoring, crashes, congestion, safety, etc.); and 2) qualitative. Examples of qualitative data include (but are not limited to):

- Local/regional transportation plan consistency – Projects identified in local and regional adopted plans
- Public input – Consideration of public comments
- Economic development – Fosters long-term economic growth and enhances local labor market mobility
- Environmental justice - Does not adversely impact natural environments, cultural resources, or social systems.
- Land use and development - Supports local and regional land use and development policies

Statewide projects are scored using only quantitative data as qualitative input is only required for projects included at the Regional and Division levels (Table 2).

TABLE 2. Scoring Summary

Project Type	Statewide*	Regional	Division
Quantitative Scoring%	100	70	50
Local Input Scoring%	N/A	30	50
Total Score	100	100	100

Alternate weights on any Highway Criteria defined in the STI Law can be used to score highway projects at the Regional Impact and Division Needs Categories only. This requires unanimous agreement between all MPOs, RPOs, and Divisions within the respective Funding Region(s) or Division(s). NCDOT Division 7, which includes the BGMPO region, adopted P6.0 alternate criteria for Regional Impact and Division Needs highway projects outlined in Table 3.

TABLE 3. Description of Criteria and Weights (all modes and categories)

Funding Category	Quantitative Data	Local Input (Quantitative or Qualitative Data)	
		Division Input	MPO Input
Statewide Mobility	Benefit/Cost = 25% Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT.	N/A	N/A
	Congestion = 30% Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway. •60% Existing Volume/Capacity Ratio •40% Existing Volume		
	Economic Competitiveness = 10% Measurement of the estimated number of long-term jobs and the % change in economic activity within the county that the project is expected to provide over 10 years.		
	Safety = 10% Measurement of the number, severity, and density of crashes along the roadway and calculate future safety benefits.		
	Freight = 25% Measurement of existing truck volume and whether the roadway is part of a future interstate highway.		
	Total = 100%		

Regional Impact	Benefit/Cost = 20% Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. Congestion = 20% Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway. • 80% Existing Volume/Capacity Ratio • 20% Existing Volume Safety = 10% Measurement of the number, severity, and density of crashes along the roadway and calculate future safety benefits. Accessibility/Connectivity = 10% Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. Freight = 10% Measurement of existing truck volume and whether the roadway is part of a future interstate highway. Total = 70% (Division and Local Input Points account for remaining 30%)	15%	15%
Division Needs Division 7 Alternative Weights Criteria	Benefit/Cost = 15% Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT. Congestion = 15% Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway. Safety = 15% Measurement of the number, severity, and frequency of crashes along the roadway. Accessibility/Connectivity = 5% Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. Total = 50% (Division and Local Input Points account for remaining 50%)	25%	25%

Mobility Projects (Roadway Widening, Intersection/Interchange Improvements, Access Management):

Statewide Mobility		Regional Impact		Division Needs	
30%	Congestion	20%	Benefit Cost	15%	Benefit Cost
25%	Benefit Cost	20%	Congestion	15%	Congestion
25%	Freight	10%	Accessibility/Connectivity	10%	Safety
10%	Economic Competitiveness	10%	Freight	5%	Accessibility/Connectivity
10%	Safety	10%	Safety	5%	Freight

Modernization Project (Modernize Roadway, Upgrade Freeway to Interstate):

Statewide Mobility		Regional Impact		Division Needs	
25%	Freight	25%	Safety	20%	Safety
25%	Safety	10%	Freight	10%	Pavement Condition
20%	Paved Shoulder Width	10%	Lane Width	10%	Paved Shoulder Width
10%	Congestion	10%	Pavement Condition	5%	Freight
10%	Lane Width	10%	Paved Shoulder Width	5%	Lane Width
10%	Pavement Condition	5%	Congestion		

Aviation Criteria & Weights

Statewide Mobility		Regional Impact		Division Needs	
40%	NCDOA Project Rating	30%	NCDOA Project Rating	25%	NCDOA Project Rating
30%	FAA ACIP Rating	15%	Benefit/Cost	10%	Benefit/Cost
20%	Benefit/Cost	15%	FAA ACIP Rating	10%	FAA ACIP Rating
10%	Constructability Index	10%	Constructability Index	5%	Constructability Index

Bicycle, Pedestrian, and Transit Projects

Bicycle, Pedestrian, and Transit projects in the BGMPO planning area are only eligible for funding in the Division Needs category. These projects require a local match from local governments or transit operators to be successfully implemented.

Statewide Mobility		Regional Impact		Division Needs	
(Not eligible)		(Not eligible)		20%	Safety
				15%	Accessibility/Connectivity
				10%	Demand/Density
				5%	Cost Effectiveness

Public Transportation Criteria & Weights

Mobility Projects:

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		25%	Cost Effectiveness	20%	Cost Effectiveness
		20%	Demand/Density	10%	Demand/Density
		15%	Impact	10%	Efficiency
		10%	Efficiency	10%	Impact

Demand Response Projects:

Statewide Mobility		Regional Impact		Division Needs	
(not eligible)		25%	Cost Effectiveness	15%	Cost Effectiveness
		20%	Demand/Density	15%	Demand/Density
		15%	Efficiency	10%	Efficiency
		10%	Impact	10%	Impact

Facility Projects:

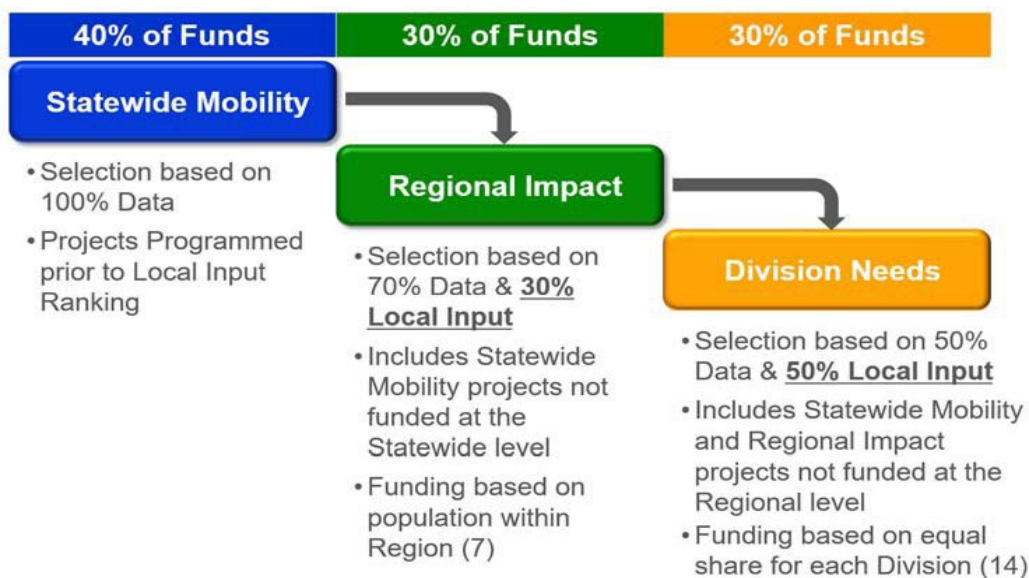
Statewide Mobility	Regional Impact	Division Needs	
(not eligible)	(not eligible)	15%	Cost Effectiveness
		15%	Impact
		10%	Demand/Density
		10%	Efficiency

Rail Criteria & Weights:

Statewide Mobility		Regional Impact		Division Needs	
40%	NCDOA Project Rating	30%	NCDOA Project Rating	25%	NCDOA Project Rating
30%	FAA ACIP Rating	15%	Benefit/Cost	10%	Benefit/Cost
20%	Benefit/Cost	15%	FAA ACIP Rating	10%	FAA ACIP Rating
10%	Constructability Index	10%	Constructability Index	5%	Constructability Index

Cascading

During the prioritization process, projects can “cascade down” from one funding category into another. For example, if a project in the Statewide Mobility funding category is unsuccessful at being funded, the project may cascade into the Regional Impact and/or Division Needs funding categories to be funded. The same may be applied to Regional Impact projects which may cascade to the Division Needs funding category. Projects may not “cascade up” (i.e. Division Needs to Regional Impact or Statewide Mobility). Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category. The BGMPO TAC reserves the right to evaluate cascading projects on a case-by-case basis to strategically assist with funding of projects.



Project Submittals and Local Input Points

According to NCDOT and STI regulations, MPOs can submit up to a base of 12 projects and one additional project per 500 centerline miles within the MPO's boundary. The BGMPO is eligible to submit up to 13 new projects per mode (highway, public transportation, bicycle/pedestrian, aviation, and rail) for prioritization evaluation and scoring. In addition, the BGMPO is allocated 1,400 Local Input Points (LIP) for Regional Impact and Division Needs assignment respectively. The number of points is equal to 1,000 base points plus 100 points for every 50,000 of its 2020 census population (rounded up to the next 50,000). Up to 100 points can be allocated to each Regional Impact and Division Needs project.

The BGMPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from one funding category to the other. The BGMPO will provide written documentation to the SPOT Office prior to flexing Regional Impact Local Input Points.

BGMPO P8.0 Prioritization Project Submission, Local Input Point Assignment and Public Involvement Process

The BGMPO P8.0 prioritization project selection, project submission and LIP Assignment process involve the following key steps:

1. *Regional Call for P8.0 Projects:* BGMPO issues links to electronic submission forms and NCDOT cost estimators and available express designs to TCC and TAC members. Candidate project submittals must include full project description, complete street data, purpose and need, assurance of local contribution and demonstrated local stakeholder support (if applicable). Once the BGMPO submission deadline closes, new project submissions are considered pending TCC and TAC approval.
2. *Public Involvement:* The TAC releases the project submission list for a 30-day public review period.
3. *Internal Project Screening and Evaluation:* BGMPO conducts preliminary screening and determination of consistency with locally adopted plans, the Comprehensive Transportation Plan (CTP) and the Metropolitan Transportation Plan (MTP). Highway projects are evaluated using the prioritization testing scoring spreadsheet and bike and pedestrian projects are evaluated against the BGMPO Bike and Ped Scoring Matrix.
4. *Draft Project List Development:* A project list based on testing score results are rank ordered for TCC and TAC review at a regularly scheduled meeting. The TCC and TAC approves the draft project list of the highest scoring projects per mode (up to the maximum number of BGMPO submittals)
5. *Project Submission:* After consideration of public comments, the TCC and TAC approve the final project list for submission to SPOT Online for project scoring and further evaluation.
6. *Approval of Local Input Points Assignment Methodology:* The process of assigning Local Input Points (LIP) Methodology draft is presented to the TCC and TAC for approval and release for a 30-day public comment period. The TCC and TAC approves the draft LIP pending public comments.
7. *Release of Quantitative Scores:* Upon release of NCDOT's Quantitative Score and draft list of Programmed Projects by the SPOT Office, the draft project list of BGMPO Regional Impact and Division Needs projects are rank ordered by SPOT quantitative scores and presented to the TCC and TAC for review (*quantitative measure*). The TCC and TAC approve the draft project list of the highest scoring projects per mode (up to the maximum number of BGMPO submittals).
8. *Consideration of Public Comments:* The BGMPO draft project list will be released for a 30-day public comment period prior to TAC assignment of local input points. Public comments will be documented, summarized, and responses will be provided to the TAC.

The TAC will consider: 1) public comments, and 2) ensure project consistency with adopted local and regional comprehensive plans (*qualitative measures*) before assigning local input points.

9. *Local Input Point Assignment:* The TAC may assign the maximum local points (100 points each) to the highest ranking fourteen (14) projects across all modes based on their quantitative and qualitative measures subject to the flex policy and deviation clause (outlined below).
10. *LIP Submission:* Upon TAC assignment of local input points and approval of the BGMPO final project list of Regional Impact and Division Needs projects, local input points are entered into SPOT On!ine. The TAC may opt to schedule a call meeting to assign local input points in order to meet LIP assignment SPOT On!ine entry deadlines.

Local Point Assignment Methodology Deviation

1. The TAC may exercise its option of sharing or allocating unassigned local input points to increase the “scoring” of regional transportation projects (regional being more than one county) with an adjacent MPO. This process is accomplished via an informal agreement between the MPOs and notification to NCDOT.
2. The TAC can adjust projects receiving points or adjust the number of points given to a project based on their discretion, recommendations from the TCC and other MPO committees, and/or public input. Any exceptions will require written explanation to be provided to NCDOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes.
3. The TCC and TAC are free to deviate from the preliminary points assignment when making the final point assignments to compensate for situations where the methodology does not accurately reflect the TAC’s priorities and to ensure appropriate projects at the relevant category. Anticipated justifications include but are not limited to project cost, point sharing arrangements, estimated points required for funding, geographic equity, modal distribution, new information and public comment. Any variation in point assignments from the preliminary point assignments must have justifications documented in the meeting minutes and posted on the BGMPO’s website.

BGMPO Prioritization and Public Outreach Schedule *

(*Subject to change pending Prioritization Schedule Updates)

<i>Task Name</i>	<i>Start Date</i>	<i>End Date</i>
BGMPO Call for Projects	May, 2025	September, 2025
BGMPO Project Screening and Development of Draft Project List	May, 2025	August 19, 2025
TCC and TAC draft project list review and release for public comment	June 12, 2025	August 19, 2025
TCC and TAC approval of final project list for SPOT online submission		August 19, 2025
TCC and TAC review and release Draft Local Input Point Assignment Methodology for public comment	January 21, 2026	March 17, 2026
TCC and TAC Local Input Point Assignment Methodology approval		March 17, 2025
Deadline for SPOT Office approval of all Local Input Point assignment methodologies		May 1, 2026
Quantitative scores and Statewide Mobility Programmed Projects Released		End of May, 2026
TCC and TAC assigns Local Input Points for Regional Impact projects (with option to assign Division Needs Points)	June, 2026	August, 2026
Regional Impact Total Scores and Programmed Projects Released		September, 2026
TCC and TAC assigns Division Needs Local Input Points	October, 2026	December, 2026
DRAFT STIP: NCDOT releases Draft 2028-2035 STIP (Final STIP adoption in Summer/Fall 2025)		Winter/Spring, 2026

Material Sharing

Pertinent information, documents, and public meeting notices are uploaded to the BGMPO website, disseminated in advance of public meetings and/or published in general circulation media outlets. In addition, TCC and TAC meetings are open to the public in accordance with the BGMPO's Title VI policy and Public Involvement Plan. Questions or comments may also be submitted to the BGMPO via the public comment email: <https://bgmpo.org/Contact#> or contacting the MPO Administration below. All public comments received will be submitted to TAC for review and used in the selection of local projects for submission to the SPOT office for technical analysis and score development. A record of all public comments received (through the BGMPO website, public meetings, etc.) will be maintained through adoption of NCDOT's Final STIP by the Board of Transportation.

The rationale for LIP assignments made by the TAC and/or via public input that deviate from the methodology described above will be placed on the BGMPO website. The public input process may be adjusted to meet NCDOT imposed deadlines or data requirements. The BGMPO will release the draft list of proposed STI projects and the proposed local ranking methodology for public review and comment according to the above schedule. P8.0 project scores will be available for review at the BGMPO office and posted on the BGMPO website at www.bgmipo.org.

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