



North Carolina

Department of Transportation

NCDOT Division Engineer

Methodology for Local Input Points

Prioritization 5.0

April 2018

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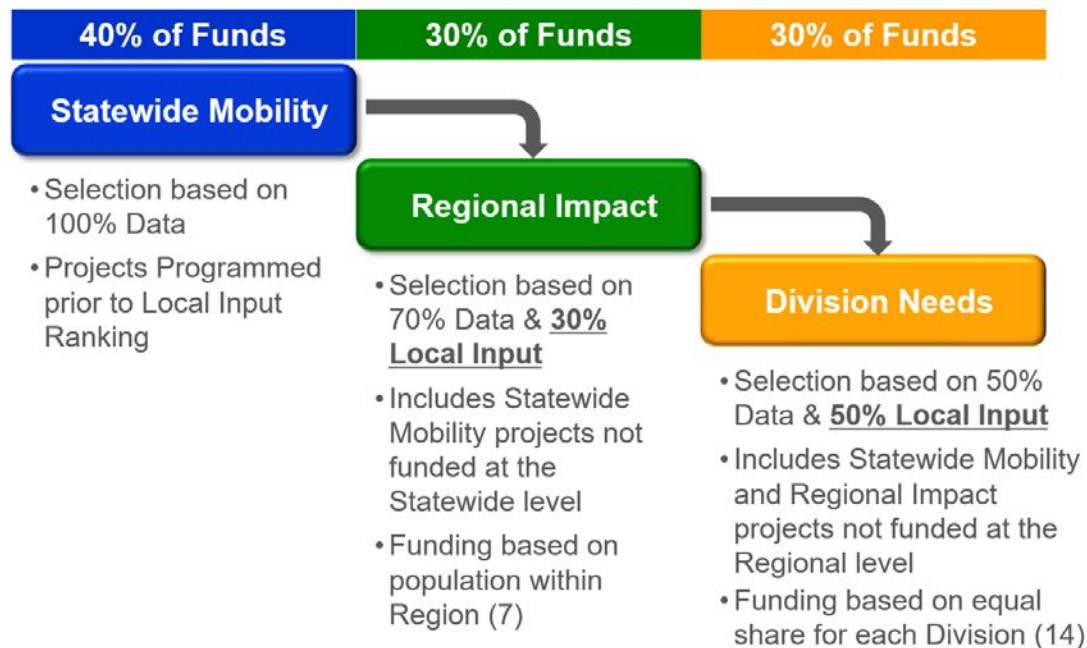
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Introduction

The Strategic Transportation Investments (STI) law (GS 136-189.10 and .11), enacted in 2013, directs NCDOT to select and fund major capital improvement projects using a data-driven prioritization process in combination with local input. Under STI, all major capital mobility/expansion and modernization projects across all six modes of transportation (Highway, Aviation, Bicycle/Pedestrian, Public Transportation, Ferry and Rail) compete for funding. Each project is classified into one of three funding categories – Statewide Mobility, Regional Impact, or Division Needs – where it competes for funds with other eligible projects.

Statewide Mobility eligible projects compete against all other projects in this category across the state, and project selection is based 100% on the data-driven quantitative score. Regional Impact projects compete against all other projects in this category within the same funding region (consisting of two NCDOT Transportation Divisions), and selection is based 70% on the quantitative score and 30% on local input (15% Metropolitan Planning Organization (MPO)/Rural Planning Organization (RPO) priority and 15% NCDOT Division Engineer priority). Division Needs projects compete against all other projects within the same NCDOT Transportation Division, and selection is based 50% on quantitative score and 50% on local input (25% MPO/RPO priority and 25% NCDOT Division Engineer priority). A map of the Divisions and funding regions can be found on page 14.

The STI law includes an innovative component known as cascading, where projects not funded in the Statewide Mobility category are eligible for funding in the Regional Impact category. Similarly, projects not funded in the Regional Impact category are eligible for Division Needs funds. Projects that cascade down are then subject to the scoring criteria and local input for the respective funding category.



Project eligibility for each STI category, as defined in law, is shown below.

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> 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

MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points (up to 2,500) based on population. The number of local input points each Division receives is listed on page 6. (The same amount of local input points apply for both Regional Impact and Division Needs projects.) State law requires NCDOT to approve how each organization will assign points to projects, in a document known as their Local Input Point Methodology.

This Division Engineer Local Input Point Methodology document has two parts:

1. The body of this document describes the general process prescribed by central DOT and common to all 14 Divisions, and includes a list of standard criteria from which individual Divisions can select their Division-specific criteria.
2. The Appendix of the document is Division-specific. Each describes how an individual Division applied the general process, including the criteria the Division selected and the assignment of local input points and the rationale employed in doing so.

Applicability

The project solicitation process as detailed on the following page will apply to all projects submitted by the Division Engineer. The local input methodology will apply to all projects in the Regional Impact and Division Needs categories within (or partially within) the Division.

Material Sharing

This document and all associated Division specific local input point documentation will be posted online via NCDOT's Prioritization Resources webpage:

<https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx>

Schedule & Public Outreach

Project Solicitation, Review and Submittal:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. The result of this solicitation will be reviewed and coordinated with all stakeholders (each of the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and public transit operators) prior to submitting new candidate projects with the goal of avoiding duplication of project submittals and ensuring maximum number of Division project submittals is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT Online tool (web based system) for quantitative scoring no later than the deadline specified by the Strategic Prioritization Office for Transportation (SPOT) schedule.

The Division Engineer will evaluate the list of new and previously evaluated projects for the Division using this methodology and assign local input points in consultation with the MPOs and RPOs in the Division, and appropriate NCDOT multi-modal staff for submission to the SPOT office prior to the deadline specified by the SPOT schedule.

Prioritization 5.0 Schedule Dates:

July 5, 2017	SPOT Online opens for project entry
September 29, 2017	SPOT Online project entry closes
April 3, 2018	Deadline for Approval of Local Input Points Assignment Methodologies
	Quantitative Scores and Draft list of Programmed Statewide Mobility Projects Released
	Regional Impact Local Input Point window opens for 3 months
July 27, 2018	Regional Impact Local Input Point window closes
September 1, 2018	Division Needs Local Input Point window opens for 2 months
October 31, 2018	Division Needs Local Input Point window closes
January 2019	Draft STIP released
Summer 2019	Final STIP released

Public Input – Project Solicitation:

The Division will announce a 30 day project solicitation period to all stakeholders and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host a week long public drop in period at their respective Division office during the 30 day project solicitation period. Information regarding the public drop in period and specific methods for providing input (email, phone, mail, etc.) will be advertised to stakeholders using methods approved by the NCDOT Communications Office. Comments received via public drop in and other approved methods will be posted to the NCDOT website. The results of the 30 day project solicitation period and the public input received will be reviewed by the Division Engineer in consultation with the MPOs and RPOs in the Division, appropriate NCDOT multi-modal staff, local aviation, rail and transit operators. Through this collaboration, the Division Engineer will determine the list of candidate projects to submit for technical evaluation, while avoiding duplicate project submissions and ensuring the maximum number of project submittals is not exceeded. The Division Engineer will be able to submit new transportation projects (across all modes) based upon the Prioritization Workgroup and Department's agreed upon allowances. See table below for the Prioritization 5.0 (P5.0) allowances.

Division	2015 Census Pop.	Population rounded to nearest 50,000	Maximum Number of New Project Submittals for Each Mode	Local Input Points
1	261,502	250,000	14	1,500
2	497,440	500,000	14	2,000
3	691,381	700,000	14	2,400
4	587,606	600,000	14	2,200
5	1,489,471	1,500,000	14	2,500
6	675,769	700,000	14	2,400
7	916,214	900,000	14	2,500
8	521,702	500,000	14	2,000
9	752,181	750,000	14	2,500
10	1,478,243	1,500,000	14	2,500
11	369,835	350,000	14	1,700
12	743,884	750,000	14	2,500
13	502,568	500,000	14	2,000
14	357,536	350,000	14	1,700

Public Input – Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in the timeframe specified by the SPOT schedule. For P5.0, this would occur in April 2018. Regional Impact projects compete within their funding region. (Paired Divisions are shown in the map on page 13.)

Division Needs projects compete within their respective Division. The Division Engineer will be responsible for assigning local input points to Regional Impact and Division Needs projects for their area. (Statewide Mobility projects will be evaluated based solely on their quantitative scores. However, unfunded projects can cascade down into Regional Impact and Division Needs categories and receive local input points.) The Division Engineer will publish his/her local input methodology which will be used as the basis to assign preliminary points to all Regional Impact and Division Needs projects within their division and/or adjacent divisions using communication methods approved by the NCDOT Communications Office. Each Division Engineer will then solicit input on this information and the preliminary local input point assignments and provide specific approved methods for providing input (email, phone, mail, etc.). Each Division Engineer may choose their procedure for public input from the following two options:

1. The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, where both Regional Impact and Division Needs preliminary points are considered. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window, but no physical meeting will take place.
2. The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, considering only Regional Impact preliminary points. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window. The Division will also host a drop in week where the public may visit the Division office and provide comments.

As shown earlier in the P5.0 schedule, the Regional Impact Local Input Point window opens in April 2018 and the Division Needs Local Input Point window opens in September 2018. Comments received will be considered by each Division Engineer prior to the final assignment of local input points by the deadline established in the published Prioritization schedule. Advertisement soliciting input for each of the comment periods and meeting location will be made to the public and to MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using approved methods.

Each Division office will host a meeting regarding local input point assignment with each of their respective MPO/RPO. This will help ensure coordination and projects with the greatest need and highest local priority have the best chance of being funded. Additionally, the Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with all stakeholders. Through this evaluation and collaboration, the Division Engineer will determine the final local input point assignments per eligible regional impact and division needs project within their division and/or to projects in adjacent divisions to submit for final evaluation. All final point assignments will be published using approved methods.

Ranking & Point Assignment Process

The criteria outlined below will be used to create a ranking of projects in the Regional Impact and Division Needs categories. The selected criteria will be used by the Division Engineer in determining preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a rank-ordered list of projects for determining preliminary local input points. The maximum amount of local input points a project can receive is 100 points.

Below is the standardized list of criteria available for use in developing a set of ranking criteria for each Division. The Division Engineer will determine the combination of criteria in the Regional Impact and Division Needs ranking processes that is most reflective of the needs and priorities for their respective area. The list includes criteria for both highway and non-highway projects. For each criterion, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for their Division, the Division Engineer will select from the standardized list a minimum of four criteria for the highway projects and a minimum of three criteria for non-highway projects. Each Division Engineer will publish their specific set of criteria using approved methods prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

NON-HIGHWAY:

- **Quantitative Score:** P5.0 Prioritization score.
- **Local Support:** a yes or no measure of the project's local support as evidenced by public input and/or MPO/RPO minutes
- **Transportation Plan Consistency:** a yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.
- **Modal Stakeholder Support:** a measure of project's support by DOT staff, regional operators (NCRR, Norfolk Southern, CSX, Transit Operators, locally organized bicycle groups, local airports, etc.), as evidenced by meeting minutes, correspondence, etc.
- **Project Development Activities Completed:** Status of project relative to conceptual or significant planning, development or design activities completed.
- **Cost of Project vs. Available Division Category Funds:** Measure of available funds for new projects being programmed.

HIGHWAY:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from P5.0 quantitative data.
- **Safety Score:** a calculation based on the crash frequency, severity and benefits along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process.
- **Freight Volume:** the number of trucks or equivalent vehicles that utilize the facility on a daily basis. Percentage of truck volume of average daily traffic converted to a number of trucks or equivalent.
- **Percent Trucks:** the percentage of trucks or equivalent vehicles that utilize the facility on a daily basis.
- **Transportation Plan Consistency:** a yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.
- **Future Interstate:** a yes or no question relative to if the facility is a future interstate or not.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor. Example: there are several adjoining projects along a corridor. They may or may not have the same STIP number, but they must be adjoining. The first one of these projects gets 0 points (it begins the corridor improvement); the last projects gets 2 points (it completes the corridor improvement); and all the others, the middle projects, get 1 point (they continue the improvement). An isolated project that does not adjoin others but still continues the corridor improvement gets 1 points; the Division should explain in the Appendix how it continues the improvement.
- **Multimodal Accommodations:** a measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Local Support:** Strong public support for the project as documented through public input, and/or MPO/RPO minutes
- **Cost Effectiveness:** a calculation of the cost per ADT (average daily traffic) or appropriate equivalent if a non-highway project. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **Shoulder Width:** a measure of proposed shoulder improvements. Divisions can individually decide if this includes unpaved shoulders; document in the Appendix.
- **Lane Width:** a measure of the proposed lane widening.

Regional Impact and Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the Regional Impact or Division Needs level, as well as any projects that cascade into one of those levels from the next higher level.

On the following pages is the standard list of criteria eligible for use by the Division Engineer in evaluating projects in the Regional Impact and Division Needs categories. While the standard criteria list (menu of choices) is the same for both Regional Impact and Division Needs projects, a Division may choose a different set of criteria for each category. This should be documented in each Division Engineer's specific methodology included in the Appendix. The resulting scores and rank order will be used by the Division Engineer in developing preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. For projects spanning more than one division, the maximum number of local input points one division can assign to the project is the percentage of the total length of the project within that Division. For example if a project is 40% in Division 4 and 60% in Division 5, Division 4 can assign 40 points and Division 5 can assign 60 points. The division should coordinate with the neighboring division to ensure the project receives maximum local input points, and may donate points to be applied to that project in the neighboring division.

The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects. The Division Engineer will use the preliminary rank-ordered list of projects along with local knowledge as well as information gathered through collaboration and consultation with MPOs, RPOs, local airport, rail and transit operators and input from other interested stakeholders to determine the actual assignment of qualitative points. This information may result in deviations from the rank-ordered list of projects in applying local input points. Any and all deviations will be documented by the Division Engineer.

Standard Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Existing Congestion* (% weight)	Scaled congestion score $\leq 33^*$	Scaled congestion score $> 33^*$ and $< 67^*$	Scaled congestion score $\geq 67^*$
Safety Score* (% weight)	Scaled safety score $\leq 33^*$	Scaled safety score $> 33^*$ and $< 67^*$	Scaled safety score $\geq 67^*$
Freight Volume* (% weight)	$\leq 500^*$ trucks/equivalent per day	> 500 and $< 1000^*$ trucks/equivalent per day	$\geq 1000^*$ trucks/equivalent per day
% Trucks* (% weight)	$\leq 5\%^*$	$> 5\%^*$ and $< 10\%^*$	$\geq 10\%^*$
Transportation Plan Consistency (% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Future Interstate (% weight)	Project is not designated as Future Interstate		Project is designated as Future Interstate
Corridor Continuity <i>(see explanation above for more information)</i> (% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends
Cost Effectiveness*	$\geq \$1500/\text{ADT}$ or equivalent*	$< \$1500/\text{ADT}$ or equivalent AND $> \$750/\text{ADT}$ or equivalent*	$\leq \$750/\text{ADT}$ or equivalent*
Local Support (% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Shoulder Width (% weight)	Project does not widen shoulder	Project widens shoulder but does not meet DOT standard	Project widens shoulder to DOT standard
Lane Widths (% weight)	Project does not increase lane width	Project adds lane width but does not meet DOT standard	Project widens lane width to DOT standard

*Values decided by Division. Any numbers listed are suggestions only.

Standard Criteria – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 3 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Quantitative Score (% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Local Support (% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Modal Stakeholder Support, as evidenced by meeting minutes, correspondence, etc. (% weight)	Project does not have modal stakeholder support from DOT staff or external stakeholders (regional operators, etc.)	Project has support of either DOT staff OR external modal stakeholders (regional operators, etc.)	Project has support of both DOT staff AND external modal stakeholders (regional operators, etc.)
Project Development Activities Completed (% weight)	Project in conceptual Phase	NEPA/SEPA document completed	Preliminary engineering completed
Cost of Project vs. Available Division Category Funds* (% weight)	>= 10%*	> 5%* and < 10%*	<= 5%*

*Values decided by Division. Any numbers listed are suggestions only.

Division Specific Methodology

The following Appendix documents the Division specific processes, methodologies, point assignments, and rationale. Appendix should also document:

- Criteria chosen by Division (minimum of four Highway and three non-highway); if the Division chooses different criteria for Regional Impact and Division Needs projects.
- On the criteria (marked with an *) that allow Divisions to choose for themselves the scoring standard (the range of characteristics associated with each point value), the scoring standard chosen and any rationale for doing so.
- Whether or not the shoulder width criteria (if chosen) includes unpaved shoulders
- Chosen public input process

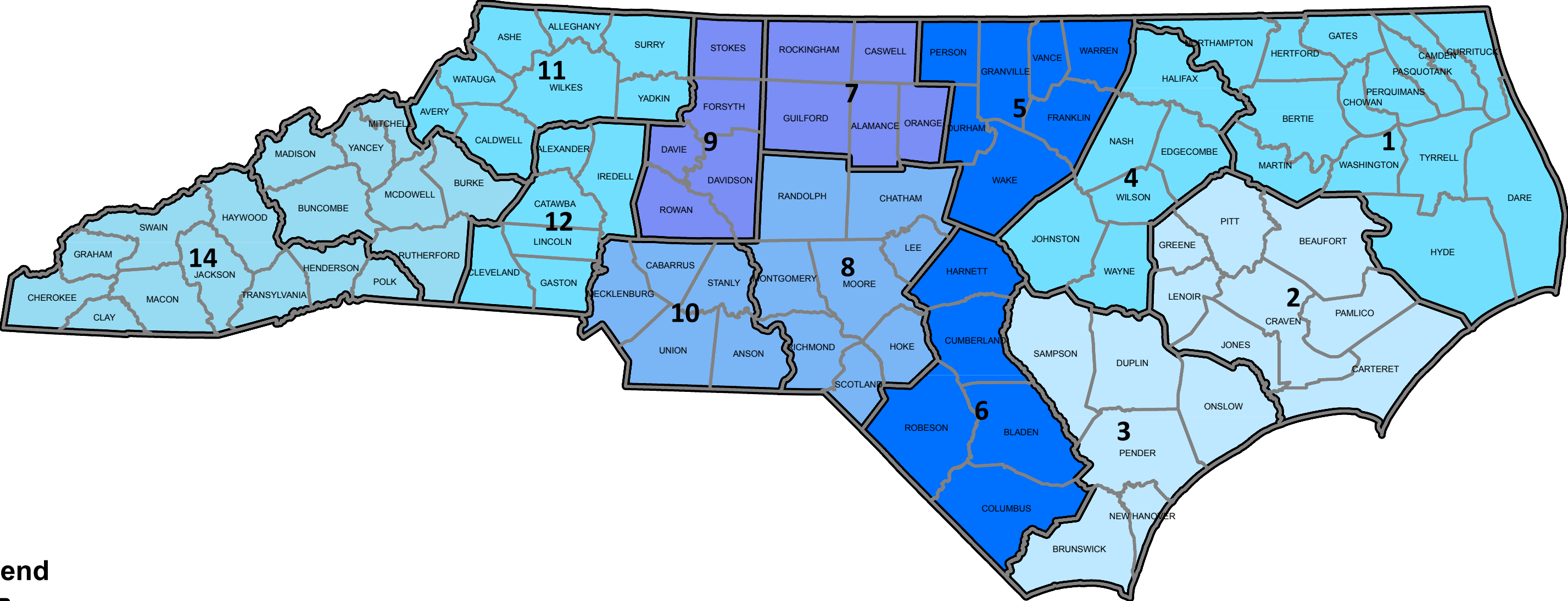
Appendix – Division Specific Methodology

It is the intent to assign points within each mode and project type in order of the rankings from above. However, exceptions may be made if the project costs more than the funding available in that category or if the project will not be competitive within the specific category even with the application of qualitative points or if the project will remain competitive in the absence of assigning qualitative points. Since funding in the Regional Impact and Division Needs categories is limited, Statewide Mobility or Regional Impact projects that cascade down to the Regional Impact or Division Needs level might not be considered for Division Engineers' qualitative points if the project cost is excessive. See the map on the following page for Division geographic boundaries and funding regions. As previously stated, any deviation from the ranking will be documented.

Recommendations for the assignment of local points in the Regional Impact and Division Needs categories will be influenced by:

- the number of eligible projects within each level and mode;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- limitations set by the STI legislation;
- geographic and jurisdictional balance; and
- information gathered through collaboration and consultation with MPO's, RPO's, local airport, rail, and transit operators and any other interested stakeholders.

NCDOT Funding Regions



Legend

- FUNDING REGION A, DIVISION 1 & 4
- FUNDING REGION B, DIVISIONS 2 & 3
- FUNDING REGION C, DIVISIONS 5 & 6
- FUNDING REGION D, DIVISION 7 & 9
- FUNDING REGION E, DIVISIONS 8 & 10
- FUNDING REGION F, DIVISIONS 11 & 12
- FUNDING REGION G, DIVISIONS 13 & 14

Appendix - NCDOT Division 1 Specific Methodology

Division One REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Safety Score (20% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
% Trucks (20% weight)	≤ 5%	>5% and <10%	≥ 10%
Transportation Plan Consistency (20% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (20% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Cost Effectiveness (20% weight)	≥ \$1500/ADT or equivalent	< \$1500/ADT or equivalent AND >\$750/ADT or equivalent	≤ \$750/ADT or equivalent

Division One REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 point	2 points
Quantitative Score (25% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Project Development Activities Completed (25% weight)	Project in conceptual Phase	NEPA/SEPA document completed	Preliminary engineering completed
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Modal Stakeholder Support, as evidenced by meeting minutes, correspondence, etc. (25% weight)	Project does not have modal stakeholder support from DOT staff or external stakeholders (regional operators, etc.)	Project has support of either DOT staff OR external modal stakeholders (regional operators, etc.)	Project has support of both DOT staff AND external modal stakeholders (regional operators, etc.)

Appendix - NCDOT Division 1 Specific Methodology

Division's Local Points Assignment:

The result of the above ranking methodology will be a list of projects in priority order. The next step will be to assign the Division's qualitative points to specific projects. Division One has 1500 points to allocate among the Regional Impact projects and 1500 points to allocate among the Division Needs projects.

The Division will assign its 1500 Regional points among modes and project types according to the following:

- 1,300 Points to Highway
- 200 Points could be assigned to any mode and project type

The Division will assign its 1500 Division Needs Points among modes and project types according to the following:

- 1,000 Points to Highway
- 500 Points could be assigned to any mode and project type

It is our intent to assign points within each mode and project type in order of the rankings from the above criteria. However exceptions may be made based on the following:

- Regional Impact & Division Needs Quantitative Score is LESS THAN 10 points-Division Local Points will not be assigned;
- Cascading Projects will not be considered at the Division Needs Category if the Total Cost exceeds approximately \$20 Million;
- Future Interstate Projects will not be considered at the Division Needs Category.
- Bike and Pedestrian Projects will only be considered if their Division Needs Quantitative Score is Greater Than 15 AND the RPO has allocated their local points;
- Aviation Projects will only be considered if their Division Needs Quantitative Score is Greater than 30 AND the RPO has allocated their local points;
- Transit Projects and Rail Projects will not be considered unless the project is considered competitive and the RPO has allocated their local points;
- Ferry projects will be considered if it is a priority with the Ferry Division;
- Project Does NOT have local support-Division Local Points will not be assigned.

In conjunction with the exceptions listed above, recommendations for the unassigned points in the Regional and Division categories will be influenced by:

- the number of eligible projects within each level and mode;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- limitations set by the STI legislation; and
- geographic and jurisdictional balance.

Appendix - NCDOT Division 1 Specific Methodology

Approval of Ranking Points:

After review and public comment, Division One will finalize the allocation of qualitative points and that will be informed by the following:

- The number of eligible projects within the Division within each funding mode/project type/category;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- Geographic and jurisdictional balance;
- Coordination with Peanut Belt RPO, Mid-East RPO & Albemarle RPO on the assignment of points;
- Public input and support received through public comments submitted to NCDOT;
- Division Engineer's knowledge of the transportation needs of their Division.

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division One. The following is a list of the Key Stakeholders:

Rural Planning Organizations (RPO):

Albemarle RPO: Camden, Chowan, Currituck, Dare, Gates, Hyde, Pasquotank, Perquimans, Tyrrell, & Washington Counties.

Peanut Belt RPO: Bertie, Halifax, Hertford, & Northampton Counties

Mid-East RPO: Beaufort, Martin, & Pitt Counties

(Note: Underlined Counties NOT located in Division One)

Public Transit: (Note: Underlined Counties NOT located in Division One)

Inter-County Public Transportation Authority: Camden, Chowan, Currituck, Pasquotank, and Perquimans Counties.

Dare County Transportation

System Hyde County Transit

Gates County Inter-Regional Transportation System

Choanoke Public Transportation Authority: Bertie, Halifax, Hertford and Northampton Counties

Martin County Transit

Riverlight Transit: Washington County

Tyrrell County Senior and Disabled Transportation System

Appendix - NCDOT Division 1 Specific Methodology

Airports:

Currituck County Airport	Hyde County Airport Tri-County Airport
First Flight Airport	Billy Mitchell Airport
Elizabeth City CGAS/Regional Airport	Ocracoke Island Airport
Dare County Regional Airport	Plymouth Municipal Airport
Northeastern Regional Airport	

County Government:

Bertie County	Martin County
Hyde County	Northampton County
Camden County	Pasquotank County
Chowan County	Perquimans County
Currituck County	Tyrrell County
Dare County	Washington County
Gates County	
Hertford County	

Municipalities:

Ahoskie	Kelford
Askewville	Kill Devil Hills
Aulander	Kitty Hawk
Bear Grass	Lasker
Cofield Lewiston/Woodville	Manteo
Colerain	Murfreesboro
Columbia	Nags Head
Conway	Oak City
Creswell	Powellsville
Duck	Rich Square
Edenton	Robersonville
Elizabeth City	Roxobel
Everetts	Seaboard
Garysburg	Severn
Gaston Roper	Southern Shores
Gatesville	Williamston
Hamilton	Windsor
Harrellsville	Winfall
Hassell	Winton
Hertford	Woodland
Jackson	
Jamesville	
Parmele	
Plymouth	

Appendix - NCDOT Division 1 Specific Methodology

NCDOT Divisions

NCDOT Bike & Pedestrian
NCDOT Rail Division
NCDOT Ferry Division
NCDOT Division of Public Transportation
NCDOT Division of Aviation
NCDOT Transportation Planning Branch
NCDOT Division Two, Three, & Four

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, where both Regional Impact and Division Needs preliminary points are considered. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window, but no physical meeting will take place.

Appendix - NCDOT Division 2 Specific Methodology

Division Two REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Safety Score (35% weight)	Scaled safety score ≤ 45	Scaled safety score > 45 and < 60	Scaled safety score ≥ 60
Freight Volume (20% weight)	≤ 500 trucks/equivalent per day	>500 and < 1000 trucks/equivalent per day	≥ 1000 trucks/equivalent per day
Existing Congestion (20% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Local Support (25% weight)	Project NOT selected as a top priority by MPO/RPO or/and Local Government		Project selected as a top priority by MPO/RPO or/and Local Government

Division Two REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 point	2 points
Quantitative Score (40% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Local Support (30% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (30% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

Division's Local Points Assignment:

The result of the application of the ranking methodology will be a list of projects in priority order. The next step is to assign the Division's qualitative points to specific projects. Division Two has 2000 points to allocate among Regional projects and 2000 points to allocate among Division projects.

For the Division's 2000 Regional points we will assign points among modes and project types according to the following target allocation:

- 1600 points to Highway

Appendix - NCDOT Division 2 Specific Methodology

- 200 points to non-highway modes
- 200 points could be assigned to any mode and project type

For the Division's 2000 Division points we will assign points among modes and project types according to the following target allocation:

- 1600 points to Highway
- 200 points to non-highway modes
- 200 points could be assigned to any mode and project type

The specific reasoning behind the allocation of qualitative points will be documented by Division Two and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division Two may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with the MPOs and RPOs on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division Two's public workshop and public involvement efforts of local governments.

Approval of Ranking Points

Division Two will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 30 day public comment period. After review and public comment, Division Two will finalize the application of qualitative points that will be influenced by:

- the number of eligible projects within the Division within each funding mode /project type/category;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- the effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- geographic and jurisdictional balance;
- coordination with the MPOs and RPOs on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division Two's public hearing, and public involvement efforts of local governments;
- Division Engineer's knowledge of the transportation needs of their Division; and other factors as identified.

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If the Division varies from the recommended allocation of qualitative points, we will document the rationale and will post on NCDOT's website.

It is important to recognize that NCDOT does not have enough revenue available to complete all the projects analyzed through the STI process or to meet all of the state's transportation needs. Additional revenue must be secured to fully address the growing demands on our infrastructure, and working toward identifying and implementing potential funding solutions remains one of the Department's top priorities. STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division Two. The following is a list of our key stakeholders:

Metropolitan Planning Organizations (MPOs):

Greenville Area MPO

New Bern Area MPO

Rural Planning Organizations (RPO):

Mid-East RPO: Beaufort, Martin, & Pitt

Down East RPO: Craven, Carteret, Jones, Pamlico, & Onslow

East Carolina RPO: Lenoir, Greene, Duplin, & Wayne

(Note: Underlined Counties NOT located in Division Two)

Public Transit:

Beaufort Area Transit System

Carteret County Area Transportation System

Craven Area Rural Transit System

Greene County Transportation

Greenville Area Transit

Lenoir County Transportation

Pitt Area Transit System

County Governments:

Beaufort County

Carteret County

Craven County

Greene County

Lenoir County

Jones County

Pamlico County

Pitt County

Appendix - NCDOT Division 2 Specific Methodology

NCDOT Divisions:

Division of Public Transportation
Division of Aviation
Transportation Planning Branch
Bike and Pedestrian
Rail Division
Ferry Division

Airports:

Coastal Carolina Regional
Kinston Regional Jetport
Michael J. Smith Airport
Pitt-Greenville Airport
Warren Field Airport

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, considering only Regional Impact preliminary points. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window. The Division will also host a drop in week where the public may visit the Division office and provide comments.

Appendix - NCDOT Division 3 Specific Methodology

Division 3 REGIONAL IMPACTS & DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Existing Congestion (20% weight)	Scaled congestion Score ≤ 33	Scaled congestion Score > 33 and < 67	Scaled congestion Score ≥ 67
Safety Score (35% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Freight Volume (20% weight)	≤ 500 trucks/equivalent per day	> 500 and < 1000 trucks/equivalent per day	≥ 1000 trucks/equivalent per day
Local Support (25% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Division 3 REGIONAL IMPACTS & DIVISION NEEDS – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 point	2 points
Quantitative Score (40% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Local Support (30% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (30% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

Appendix - NCDOT Division 3 Specific Methodology

Division's Local Points Assignment:

The result of the application of the ranking methodology will be a list of projects in priority order. The next step is to assign the Division's qualitative points to specific projects. Division Three has 2400 points to allocate among Regional projects and 2400 points to allocate among Division projects.

At the **Regional Level**, Division's 2400 points will be assigned among modes & project types according to the following target allocation:

- 1800 points to Highway projects
- 300 points to non-Highway projects
- 300 points could be assigned to any mode & project type

At the **Division Level**, Division's 2400 points will be assigned among modes & project types according to the following target allocation:

- 1800 points to Highway projects
- 300 points to non-Highway projects
- 300 points could be assigned to any mode & project type

The specific reasoning behind the allocation of qualitative points will be documented by Division Three and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division Three may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with the MPOs & RPOs on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division Three's public workshop and public involvement efforts of local governments.

Approval of Ranking Points

Division Three will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 30 day public comment period. After review and public comment, Division Three will finalize the application of qualitative points that will be influenced by:

- the number of eligible projects within the Division within each funding mode /project type/category;
- the likelihood of receiving funding through STI considering the amount of funding

Appendix - NCDOT Division 3 Specific Methodology

available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;

- the effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- geographic and jurisdictional balance;
- coordination with the MPOs and RPOs on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division Three's public hearing, and public involvement efforts of local governments;
- Division Engineer's knowledge of the transportation needs of their Division; and other factors as identified.

If the Division varies from the recommended allocation of qualitative points, we will document the rationale and will post on NCDOT's website.

It is important to recognize that NCDOT does not have enough revenue available to complete all the projects analyzed through the STI process or to meet all of the state's transportation needs. Additional revenue must be secured to fully address the growing demands on our infrastructure, and working toward identifying and implementing potential funding solutions remains one of the Department's top priorities. STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division Three. The following is a list of our key stakeholders:

Rural Planning Organizations (RPO): (Note: Bold/Underlined Counties are located in Division 3)

Down East RPO (Coordinator – Patrick Flanagan Staff – Lauren Tuttle)

Pamlico, Craven, Carteret, Jones & **Onslow** Counties

Onslow County Transit (Director – Carol Long)

Cherry Point USMC (Liaison – Tyler Harris)

Ports Authority (Stephanie Ayers)

Eastern RPO (Coordinator – Patrick Flanagan Staff – Lauren Tuttle)

Greene, Lenoir, Wayne & **Duplin** Counties

Duplin County Transportation (Steve Moore)

Duplin County Airport (George Futrell)

Appendix - NCDOT Division 3 Specific Methodology

Mid-Carolina RPO (Coordinator – Mike Rutan Staff – Faye Lewis)

Harnett, Cumberland, Bladen & **Sampson** Counties

Sampson Area Transit (Director – Lorrie Sutton)

Clinton Airport (Shawn Purvis)

Cape Fear RPO (Coordinator - Allen Serkin

Columbus, **Brunswick** & **Pender** Counties

Brunswick Transit Service (Yvonne Hatcher)

Pender Transit Service (Valerie Sutton)

Wallace Airport (Bill Cook)

Cape Fear Jet Port (Howie Franklin)

Grand Strand Area Transportation Study (GSATS) Executive Director - Mark Howeler

Staff – Daniel Newquist, Tom Britton

Brunswick Transit Service (Yvonne Hatcher)

Odell Williamson Airport (Town of Ocean Isle Beach – Daisy Ivey/Mayor Debbie Sloan Smith)

Jacksonville MPO (JUMPO) Executive Director – Anthony Prinz

Staff – Peggy Holland, Stephanie Kutz

Jacksonville Transit (Director – Roy Bredahl)

Onslow County Transit (Director – Carol Long)

Albert J. Ellis Airport (Chris White)

Camp Lejeune (Liaison - Tim McCurry)

Wilmington MPO Executive Director – Mike Kozlosky

Planning Staff – Suraiya Rashid, Adrienne Harrington, Josh Lopez & Bill McDow

Engineering Staff - Amy Kimes & Corey Knight

Wave Transit (Director Albert Eby)

Wilmington Airport (Julie Wilsey)

Ports Authority (Stephanie Ayers)

County Governments:

Brunswick

Duplin

New Hanover

Onslow

Pender

Sampson

Appendix - NCDOT Division 3 Specific Methodology

Municipalities:

Brunswick County

<i>Northwest</i>	<i>Navassa</i>	<i>Leland</i>	<i>Belville</i>
<i>Boiling Springs Lake</i>	<i>Southport</i>	<i>Bald Head Island</i>	<i>Caswell Beach</i>
<i>Oak Island</i>	<i>St. James</i>	<i>Bolivia</i>	<i>Shallotte</i>
<i>Holden Beach</i>	<i>Varnamtown</i>	<i>Ocean Isle Beach</i>	<i>Sunset Beach</i>
<i>Calabash</i>	<i>Carolina Shores</i>	<i>Sandy Creek</i>	

Duplin County

<i>Warsaw</i>	<i>Wallace</i>	<i>Teachey</i>	<i>Kenansville</i>
<i>Rose Hill</i>	<i>Chinquapin</i>	<i>Beulaville</i>	<i>Magnolia</i>
<i>Faison</i>	<i>Calypso</i>	<i>Greenevers</i>	

New Hanover County

<i>Wilmington</i>	<i>Carolina Beach</i>	<i>Wrightsville Beach</i>	<i>Kure Beach</i>
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Onslow County

<i>Jacksonville</i>	<i>Swansboro</i>	<i>Richlands</i>	<i>Hollyridge</i>
<i>North Topsail</i>	<i>Surf City</i>	<i>Topsail</i>	

Pender County

<i>Atkinson</i>	<i>Burgaw</i>	<i>St. Helena</i>	<i>Surf City</i>
<i>Topsail Beach</i>	<i>Watha</i>		

Sampson County

<i>Clinton</i>	<i>Salemburg</i>	<i>Autryville</i>	<i>Roseboro</i>
<i>Garland</i>	<i>Turkey</i>	<i>Newton Grove</i>	

Bike & Pedestrian

Rail Division

Ferry Division

Division of Public Transportation

Division of Aviation

Transportation Planning Branch

Public Input:

The Division will host a 30 day comment period including a meeting during Regional Impact window where both Regional Impact and Division Needs preliminary points will be considered. There will still be a shorter 2 week comment period during the Division Needs window, but no physical meeting will take place.

Appendix - NCDOT Division 4 Specific Methodology

Division Four REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Safety Score* (30%)	Scaled safety score ≤ 33*	Scaled safety score > 33* and < 67*	Scaled safety score ≥ 67*
% Trucks** (10%)	≤ 5%**	>5%** and <10%**	≥ 10%**
Transportation Plan Consistency (15%)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Future Interstate (10%)	Project is not designated as Future Interstate		Project is designated as Future Interstate
Corridor Continuity (10%)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Cost Effectiveness (25%)	≥ \$1500/ADT or equivalent	< \$1500/ADT or equivalent AND >\$750/ADT or equivalent	≤ \$750/ADT or equivalent

Division Four DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Safety Score* (35%)	Scaled safety score ≤ 33*	Scaled safety score > 33* and < 67*	Scaled safety score ≥ 67*
Transportation Plan Consistency (20%)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Cost Effectiveness (25%)	≥ \$1500/ADT or equivalent	< \$1500/ADT or equivalent AND >\$750/ADT or equivalent	≤ \$750/ADT or equivalent
Local Support (20%)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

*Safety Score - All Division 4 Regional Impact projects will be scaled with the lowest third receiving 0 points, middle third receiving 1 point and the highest third receiving 2 points. Safety Score for the Division Needs projects will be scored in the same manner.

**% Trucks – The values utilized for scoring will break projects into low , medium and high volume truck usage, with the low percentage receiving 0 points, medium percentage receiving 1 point and high percentage receiving 2 points.

Appendix - NCDOT Division 4 Specific Methodology

Division Four REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 point	2 points
Quantitative Score (50%)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Local Support (25%)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (25%)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

Division's Local Points Assignment:

The result of the above ranking methodology will be a list of projects in priority order. The next step will be to assign the Division's qualitative points to specific projects. Division Four has 2200 points to allocate among Regional projects and 2200 point to allocate among Division Needs projects.

For the Division's 2200 Regional points we will assign points among modes and project types according to the following target allocation:

- 1700 points to Highway
- 500 points could be assigned to any mode and project type

For the Division's 2200 Division Needs points we will assign points among modes and project types according to the following target allocation:

- 1400 points to Highway
- 800 points could be assigned to any mode and project type

It is our intent to assign points within each mode and project type in order of the rankings from above. However exceptions may be made if the project costs more than the funding available in that category or if the project will not be competitive within the specific category even with the application of qualitative points or if the project will remain competitive in the absence of assigning qualitative points. Since funding in the Regional Impact and Division Needs categories is limited, Statewide Mobility or Regional Impact projects that cascade down to the Regional Impact or Division Needs level might not be considered for Division Engineers' qualitative points if the project cost is excessive. (See the map on the following page for Division geographic boundaries and funding regions.) As previously stated, any deviation from the ranking will be documented.

Appendix - NCDOT Division 4 Specific Methodology

Recommendations for the assignment of local points in the Regional Impact and Division Needs categories will be influenced by:

- the number of eligible projects within each level and mode;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- limitations set by the STI legislation;
- geographic and jurisdictional balance; and
- if a project is currently programed.

Approval of Ranking Points:

After review and public comment, Division Four will finalize the allocation of qualitative points and that will be informed by the following:

- The number of eligible projects within the Division within each funding mode/project type/category;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- Geographic and jurisdictional balance;
- Coordination with Capitol Area MPO, Goldsboro MPO, Rocky Mount MPO, Eastern Carolina RPO, Peanut Belt RPO and Upper Coastal Plain RPO on the assignment of points;
- Public input and support received through public comments submitted to NCDOT;
- If a project is currently programed;
- Division Engineer's knowledge of the transportation needs of their Division.

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

It is important to recognize that NCDOT does not have enough revenue available to complete all the projects analyzed through the STI process or to meet all of the state's transportation needs. Additional revenue must be secured to fully address the growing demands on our infrastructure, and working toward identifying and implementing potential funding solutions remains one of the Department's top priorities. STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division Four.

Appendix - NCDOT Division 4 Specific Methodology

Stakeholders in Division Four:

Citizens who live and travel throughout the division

MPO/RPO

Capitol Area Municipal Planning Organization (CAMPO)

Goldsboro Municipal Planning Organization

Rocky Mount Municipal Planning Organization

Eastern Carolina Rural Planning Organization

Peanut Belt RPO and Upper Coastal Plain RPO

Upper Coastal Plain Rural Planning Organization

County Government

Edgecombe County

Nash County

Halifax County

Wayne County

Johnston County

Wilson County

Municipal Government

Archer Lodge

Leggett

Saratoga

Bailey

Littleton

Scotland Neck

Benson

Lucama

Selma

Black Creek

Macclesfield

Seven Springs

Castalia

Micro

Sharpsburg

Clayton

Middlesex

Sims

Conetoe

Momeyer

Smithfield

Dortches

Mount Olive

Speed

Elm City

Nashville

Spring Hope

Enfield

Pikeville

Stantonsburg

Eureka

Pine Level

Tarboro

Four Oaks

Pinetops

Walnut Creek

Fremont

Princeton

Weldon

Goldsboro

Princeville

Whitakers

Halifax

Red Oak

Wilson

Hobgood

Roanoke Rapids

Wilson's Mills

Kenly

Rocky Mount

Public Transit

Gateway Transit

Tar River Transit

Choanoke Public Transportation Authority

Wilson County Transportation Services

Johnston County Area Transportation Services

Wilson Transit System

Airports

Goldsboro-Wayne Municipal Airport

Mount Olive Municipal Airport

Halifax-Northampton Regional Airport

Rocky Mount-Wilson Regional Airport

Johnston County Airport

Tarboro-Edgecombe County Airport

Appendix - NCDOT Division 4 Specific Methodology

NCDOT Divisions

Aviation Division

Bicycle & Pedestrian Division

Division of Public Transportation

Rail Division

Transportation Planning Branch

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, considering only Regional Impact preliminary points. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window. The Division will also host a drop in week where the public may visit the Division office and provide comments.

Appendix - NCDOT Division 5 Specific Methodology

Division Five REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects			
Criteria	0 point	1 points	2 points
Existing Congestion (30% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (15% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Freight Volume (10% weight)	≤ 500 trucks/equivalent per day	>500 and < 1000 trucks/equivalent per day	≥ 1000 trucks/equivalent per day
Corridor Continuity (15% weight)	Begins a corridor improvement (first among multiple projects) or is a stand- alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (5% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends
Cost Effectiveness (25% weight)	≥ \$1000/ADT or equivalent	< \$1000/ADT or equivalent AND >\$500/ADT or equivalent	≤ \$500/ADT or equivalent

Appendix - NCDOT Division 5 Specific Methodology

Division Five DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
Criteria	0 point	1 points	2 points
Existing Congestion (25% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (20% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (10% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (10% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends
Cost Effectiveness (25% weight)	$\geq \$1500/\text{ADT}$ or equivalent	$< \$1500/\text{ADT}$ or equivalent AND $> \$750/\text{ADT}$ or equivalent	$\leq \$750/\text{ADT}$ or equivalent

Division Five REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 points	2 points
Quantitative Score (50% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Local Support (30% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Project Development Activities Completed (20% weight)	Project in conceptual Phase	NEPA/SEPA document completed	Preliminary engineering completed

Appendix - NCDOT Division 5 Specific Methodology

Division's Local Points Assignment:

The result of the application of the ranking methodology will be a list of projects in priority order. The next step is to assign the Division's qualitative points to specific projects. Division Five has 2500 points to allocate among Regional projects and 2500 points to allocate among Division projects.

The Division will assign its 2500 Regional points among modes and project types according to the following target allocation:

- 1500 points to Highway
- 500 points to Non-Highway modes
- 500 points could be assigned to any mode and project type

The Division will assign its 2500 Division points among modes and project types according to the following target allocation:

- 1000 points to Highway
- 1000 points to Non-Highway modes
- 500 points could be assigned to any mode and project type

It is our intent to assign points within each mode and project type in order of the rankings from above. However, exceptions may be made if the project costs more than the funding available in that category, or if the project will not be competitive within the specific category even with the application of qualitative points, or if the project will remain competitive in the absence of assigning qualitative points. Since funding in the Division category is limited, Statewide or Regional projects that cascade down to the Division level may not be considered for Division qualitative points if the project cost is excessive.

Distribution of the unassigned points in the Regional and Division categories will be determined by:

- the number of eligible projects within each level and mode;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- limitations set by the STI legislation; and
- geographic and jurisdictional balance.

Approval of Ranking Points:

Division Five will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public meeting within the public comment period. After review and public comment, Division Five will finalize the application of qualitative points and that will be informed by:

- the number of eligible projects within the Division within each funding mode/project type/category;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- the effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- geographic and jurisdictional balance;
- coordination with CAMPO, DCHC-MPO, and Kerr-Tar RPO on the assignment of points;

Appendix - NCDOT Division 5 Specific Methodology

- public input and support as evidenced through public comments submitted to NCDOT, Division Five's public hearing, public involvement efforts of local governments, and local referenda; and
- Division Engineer's knowledge of the transportation needs of their Division.

If the Division varies from the recommended allocation of qualitative points, we will document the rationale and will post on NCDOT's website.

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division Five. The following is a list of our key stakeholders:

MPO/RPO

Capital Area Municipal Planning Organization (CAMPO)

Durham-Chapel Hill-Carrboro Municipal Planning Organization (DCHC-MPO)

Kerr-Tar Rural Planning Organization (Kerr-Tar RPO)

Airports

Henderson-Oxford Airport

Person County Airport

Raleigh-Durham Airport Authority

Triangle North Executive

Public Transit

Triangle Transit

Capital Area Transit

Kerr Area Transportation Authority

Durham Area Transit Authority

Cary Transit

Wolfline

County Government

Durham County

Franklin County

Granville County

Person County

Vance County

Wake County

Warren County

Municipal Government

Apex

Bunn

Butner

Centerville

Creedmoor

Durham

Franklinton

Fuquay-Varina

Garner

Henderson

Holly Springs

Kittrell

Knightdale

Louisburg

Macon

Middleburg

Morrisville

Norlina

Oxford

Raleigh

Rolesville

Roxboro

Stem

Stovall

Wake Forest

Warrenton

Wendell

Youngsville

Zebulon

Appendix - NCDOT Division 5 Specific Methodology

NCDOT Divisions

NCDOT Aviation Division

NCDOT Bicycle & Pedestrian Division

NCDOT Division of Public Transportation

NCDOT Rail Division

NCDOT Transportation Planning Branch

NCDOT Division 6

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, where both Regional Impact and Division Needs preliminary points are considered. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window, but no physical meeting will take place.

Appendix - NCDOT Division 6 Specific Methodology

Division Six REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Safety Score (30% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Freight Volume (20% weight)	≤ 500 trucks/equivalent per day	>500 and < 1000 trucks/equivalent per day	≥ 1000 trucks/equivalent per day
Existing Congestion (20% weight)	Scaled congestion score ≤33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Local Support (30% weight)	Project NOT selected as a top priority by MPO/RPO or/and Local Government		Project selected as a top priority by MPO/RPO or/and Local Government

Division Six REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 point	2 points
Quantitative Score (40% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Local Support (30% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (30% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

Division's Local Points Assignment:

The result of the application of the ranking methodology will be a list of projects in priority order. The next step is to assign the Division's qualitative points to specific projects. Division Six has 2400 points to allocate among Regional projects and 2400 points to allocate among Division projects. Since funding in the Division category is limited, Statewide or Regional projects that cascade down to the Division level may not be considered for Division qualitative points if the project costs is excessive. It is intended to score each project maximum points (100), however if it is determined a project is likely to be funded using fewer points, those points may be used to score another project. Division Six plans to allocate points to score projects as follows:

Appendix - NCDOT Division 6 Specific Methodology

For the Division's 2400 Regional points we will assign points among modes and project types according to the following target allocation:

- 1900 points to Highway
- 300 points to non-highway modes
- 200 points could be assigned to any mode and project type

For the Division's 2400 Division points we will assign points among modes and project types according to the following target allocation:

- 1900 points to Highway
- 300 points to non-highway modes
- 200 points could be assigned to any mode and project type

The specific reasoning behind the allocation of qualitative points will be documented by Division Six and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division Six may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with the MPOs and RPOs on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division Six public workshop and public involvement efforts of local governments.
- the likelihood of receiving funding through STI considering the amount of funding available within each Division or Region
- geographic and jurisdictional balance

Approval of Ranking Points

After review and public comment, Division Six will finalize the application of qualitative points that will be influenced by:

- the number of eligible projects within the Division within each funding mode/project type/category;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- the effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- geographic and jurisdictional balance;
- coordination with the MPOs and RPOs on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division Six public hearing, and public involvement efforts of local governments;
- improves safety and traffic movement along interstate and freeway corridors
- projects currently programmed
- addresses high growth area needs
- Division Engineer's knowledge of the transportation needs of their Division; and other factors as identified.

Appendix - NCDOT Division 6 Specific Methodology

If the Division varies from the recommended allocation of qualitative points, we will document the rationale and will post on NCDOT's website.

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division Six. The following is a list of our key stakeholders:

MPO/RPO

Fayetteville Area Municipal Planning Organization (FAMPO)

Capital Area Municipal Planning Organization (CAMPO)

Cape Fear Rural Planning Organization (Cape Fear RPO)

Mid-Carolina Rural Planning Organization (Mid-Carolina RPO)

Lumber River Rural Planning Organization (Lumber River RPO)

Airports

Fayetteville Regional Airport

Columbus County Municipal Airport

Lumberton Regional Airport

Harnett Regional Jetport

Curtis L. Brown Field Airport

Public Transit

Fayetteville Area System Transit

Southeast Area Transit System

Columbus County Transportation Bladen Area Rural Transportation System

Harnett Area Rural Transit System Community Transportation Program (Cumberland)

County Government

Bladen County

Harnett County

Columbus County

Robeson County

Cumberland County

Appendix - NCDOT Division 6 Specific Methodology

Municipal Government

Angier	Falcon	Proctorville
Bladenboro	Fayetteville	Raynham
Boardman	Godwin	Red Springs
Bolton	Hope Mills	Rennert
Brunswick	Lake Waccamaw	Rowland
Cerro Gordo	Lillington	St. Pauls
Chadbourn	Linden	Sandyfield
Coats	Lumber Bridge	Spring Lake
Dublin	Lumberton	Stedman
Dunn	Marrietta	Tabor City
Eastover	Maxton	Tar Heel
Elizabethtown	McDonald	Wade
Erwin	Orrum	White Lake
Fair Bluff	Parkton	Whiteville
Fairmont	Pembroke	East Arcadia

Military Base

Fort Bragg

NCDOT Divisions

Bicycle & Pedestrian Division	Rail Division
Division of Public Transportation	Aviation Division
Transportation Planning Branch	

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, considering only Regional Impact preliminary points. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window. The Division will also host a drop in week where the public may visit the Division office and provide comments.

Appendix - NCDOT Division 7 Specific Methodology

Division Seven REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Safety Score (25% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Existing Congestion (20% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (30% weight)	Begins a corridor improvement (first among multiple projects) or is a stand- alone project	Contributes to or continues corridor improvements	Completes corridor

Division Seven DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Safety Score (25% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Existing Congestion (25% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Local Support (25% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Appendix - NCDOT Division 7 Specific Methodology

Division Seven REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 point	2 points
Quantitative Score (70% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Transportation Plan Consistency (15% weight)	Project is not in an existing adopted transportation plan for the area		Project is in an existing adopted transportation plan for the area
Local Support (15% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Division's Local Points Assignment:

The result of the above ranking methodology will be a list of projects in priority order. The next step will be to assign the Division's qualitative points to specific projects. Division Seven has 2500 points to allocate among the Regional Impact projects and 2500 points to allocate among the Division Needs projects.

The Division will assign its 2500 Regional points among modes and project types according to the following:

- 2000 Points to Highway
- 500 Points could be assigned to any mode and project type

The Division will assign its 2500 Division Needs Points among modes and project types according to the following:

- 2000 Points to Highway
- 500 Points could be assigned to any mode and project type

The intent is to assign points within each mode and project type in order of the rankings from above. However, exceptions may be made if the project costs more than the funding available in that category or if the project will not be competitive within the specific category even with the application of qualitative points or if the project will remain competitive in the absence of assigning qualitative points. Since funding in the Division category is limited, Statewide or Regional projects that cascade down to the Division level may not be considered for Division qualitative points if the project cost is excessive.

Appendix - NCDOT Division 7 Specific Methodology

Recommendations for the unassigned points in the Regional and Division categories will be influenced by:

- the number of eligible projects within each level and mode;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- parameters set by the STI legislation; and
- geographic and jurisdictional balance.

The specific reasoning behind the allocation of qualitative points will be documented by Division 7 and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division 7 may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with the MPOs and RPOs on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division 7's public outreach events, public involvement efforts of local governments, and local referenda.

Approval of Ranking Points:

After review and public comment, Division Seven will finalize the allocation of qualitative points and that will be informed by the following:

- the number of eligible projects within the Division within each funding mode /project type/category;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization parameters that have been adopted;
- the effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the parameters set by the STI legislation;
- geographic and jurisdictional balance;
- coordination with the MPOs and RPOs on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division 7's public workshops, public involvement efforts of local governments, and local referenda;
- Division Engineer's knowledge of the transportation needs of their Division; and other factors as identified.

Appendix - NCDOT Division 7 Specific Methodology

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division Seven. The following is a list of the Key Stakeholders:

MPO/RPO

Greensboro MPO – GUAMPO

Durham Chapel Hill Carrboro MPO - DCHCMPO

Triangle Area RPO - TARPO

High Point MPO – HPMPO

Burlington Graham MPO – BGMPO

Piedmont Triad RPO - PTRPO

Airports

Piedmont Triad International Airport

Burlington Alamance Regional Airport

Rockingham County Shiloh Airport

NCDOT Divisions

Bicycle & Pedestrian Division

Rail Division

Division of Public Transportation

Aviation Division Transportation

Planning Branch

Public Transit/Rail

LINK Transit (Burlington)

HiTran

Greensboro Transit Authority

Chapel Hill Transit

Go Triangle Transit

Piedmont Authority for Regional Transportation (PART)

Alamance County Transportation Authority (ACTA)

Norfolk Southern

CSX

County Government

Guilford County

Rockingham County

Caswell County

Orange County

Alamance County

Appendix - NCDOT Division 7 Specific Methodology

Municipal Government

Eden
Madison
Mayodan
Reidsville
Wentworth
Gibsonville
Greensboro
High Point
Jamestown
Oak Ridge
Pleasant Garden
Sedalia
Stokesdale
Summerfield
Whitsett
Milton
Yanceyville
Alamance
Burlington
Elon
Graham
Green Level
Haw River
Mebane
Ossipee
Swepsonville
Carrboro
Chapel Hill
Hillsborough

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, considering only Regional Impact preliminary points. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window. The Division will also host a drop in week where the public may visit the Division office and provide comments.

Appendix - NCDOT Division 8 Specific Methodology

Division Eight REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects			
Criteria	0 point	1 points	2 points
Safety Score (25% weight)	Scaled safety score ≤ 25	Scaled safety score > 25 and < 50	Scaled safety score ≥ 50
Transportation Plan Consistency (15% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (20% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
% Trucks (15% weight)	≤ 5%	>5% and <10%	≥ 10%
Future Interstate (25% weight)	Project is not designated as Future Interstate		Project is designated as Future Interstate

Division Eight DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
Criteria	0 point	1 points	2 points
Safety Score (25% weight)	Scaled safety score ≤ 25	Scaled safety score > 25 and < 50	Scaled safety score ≥ 50
Transportation Plan Consistency (20% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (20% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
% Trucks (20% weight)	≤ 5%	>5% and <10%	≥ 10%
Local Support (15% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Appendix - NCDOT Division 8 Specific Methodology

Division Eight REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 points	2 points
Quantitative Score (40% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Local Support (30% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (30% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

Division's Local Points Assignment:

The result of the above ranking methodology will be a list of projects in priority order. The next step is to assign the Division's qualitative points to specific projects. Division Eight has 2000 points to allocate among Regional Impact projects and 2000 points to allocate among the Division Needs projects.

The Division will assign its 2000 Regional points among modes and project types according to the following:

- 1800 Points to Highway
- 200 Points could be assigned to any mode and project type

The Division will assign its 2000 Division Needs Points among modes and project types according to the following:

- 1700 Points to Highway
- 300 Points could be assigned to any mode and project type

It is our intent to assign points within each mode and project type in order of the rankings from the above criteria. However exceptions may be made based on the following: Regional Impact & Division Needs Quantitative Score is LESS THAN 10 points-Division Local Points will not be assigned;

- Cascading Projects may not be considered at the Division Needs Category if the Total Cost exceeds approximately \$25 Million;
- Bike and Pedestrian Projects will only be considered if their Division Needs Quantitative Score is Greater Than 15 AND the MPO and RPO has allocated their local points;
- Aviation Projects will only be considered if their Division Needs Quantitative Score is Greater than 20 AND the MPO and RPO has allocated their local points;

Appendix - NCDOT Division 8 Specific Methodology

- Transit Projects and Rail Projects will not be considered unless the project is considered competitive and the MPO and RPO has allocated their local points;

In conjunction with the exceptions listed above, recommendations for the unassigned points in the Regional and Division categories will be influenced by:

- the number of eligible projects within each level and mode;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- limitations set by the STI legislation; and
- geographic and jurisdictional balance.

Approval of Ranking Points:

After review and public comment, Division Eight will finalize the allocation of qualitative points and that will be informed by the following:

- The number of eligible projects within the Division within each funding mode/project type/category;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- Geographic and jurisdictional balance;
- Coordination with Durham-Chapel Hill-Carrboro MPO, Fayetteville Area MPO, High Point MPO, Lumber River RPO, Piedmont Triad RPO and Triangle Area RPO on the assignment of points;
- Public input and support received through public comments submitted to NCDOT;
- Division Engineer's knowledge of the transportation needs of their Division.

If the Division varies from the recommended allocation of qualitative points, the reasoning will be documented and posted on NCDOT's website.

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division Eight. The following is a list of the key stakeholders:

Metropolitan Planning Organizations (MPO):

Durham-Chapel Hill-Carrboro MPO: Durham County (entire county), Portion of Orange County including the Towns of Chapel Hill, Carrboro and Hillsborough & Northeast (portion) of Chatham County

Appendix - NCDOT Division 8 Specific Methodology

Fayetteville Area MPO: Cumberland County, Harnett County, Hoke County, Robeson County, City of Fayetteville, Town of Hope Mills, Town of Spring Lake, City of Raeford, Town of Eastover, Town of Parkton, Fort Bragg

High Point MPO: Archdale, Denton, High Point, Jamestown, Lexington, Thomasville, Trinity, Wallburg, Davidson County (portion), Guilford County (portion) & Randolph County (portion)

(Note: Underlined Counties and Municipalities NOT located in Division Eight)

Rural Planning Organizations (RPO):

Lumber River RPO: Hoke, Richmond, Robeson & Scotland Counties

Piedmont Triad RPO: Caswell, Montgomery, Randolph & Rockingham Counties

Triangle Area RPO: Chatham, Lee, Moore & portion of Orange County

(Note: Underlined Counties NOT located in Division Eight)

Public Transit:

Chatham Transit Network

Hoke Area Transit System (HARTS)

County of Lee Transit System (COLTS)

Moore County Transportation Services (MCTS)

Randolph County Senior Adults Association, Inc. (Serves Randolph & Montgomery Counties)

Scotland County Area Transit System (SCATS)

Piedmont Authority for Regional Transportation (PART): Alamance, Davidson, Davie, Forsyth, Guilford, Orange, Randolph, Surry & Yadkin Counties

(Note: Underlined Counties NOT located in Division Eight)

Airports:

Asheboro Regional Airport (HBI) Raleigh Executive at Sanford-Lee County (TTA)

Laurinburg/Maxton Airport (MEB) Richmond County Airport (RCZ)

Montgomery County Airport (43A) Siler City Municipal Airport (5W8)

Moore County Airport (SOP)

County Governments:

Chatham County

Moore County

Hoke County

Randolph County

Lee County

Richmond County

Montgomery County

Scotland County

Appendix - NCDOT Division 8 Specific Methodology

Municipalities:

Aberdeen	Pinebluff
Archdale	Pinehurst
Asheboro	Pittsboro
Broadway	Raeford
Cameron	Ramseur
Carthage	Randleman
Dobbins Heights	Robbins
E. Laurinburg	Rockingham
Ellerbe	Sanford
Foxfire Village	Seagrove
Franklinville	Siler City
Gibson	Southern Pines
Goldston	Staley
Hamlet	Taylortown
Hoffman	Trinity
Laurinburg	Vass
Liberty	Wagram
Maxton	Whispering Pines
Norman	

Railroads:

Aberdeen and Rockfish Railroad	CSX
Aberdeen Carolina & Western Railway	Laurinburg & Southern Company, Inc.
Amtrak	Norfolk Southern Railroad
Atlantic & Western Railway, LP	

NCDOT Divisions:

NCDOT Bike & Pedestrian
NCDOT Rail Division
NCDOT Division of Public Transportation
NCDOT Division of Aviation
NCDOT Transportation Planning Branch
NCDOT Divisions Five, Six, Seven, Nine & Ten

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, considering only Regional Impact preliminary points. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window. The Division will also host a drop in week where the public may visit the Division office and provide comments.

Appendix - NCDOT Division 9 Specific Methodology

Division Nine REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Safety Score (25% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Existing Congestion (20% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (30% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor

Division Nine DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Safety Score (25% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Existing Congestion (25% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Local Support (25% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Appendix - NCDOT Division 9 Specific Methodology

Division Nine REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 point	2 points
Quantitative Score (30% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Local Support (40% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (30% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

Division's Local Points Assignment:

The result of the above ranking methodology will be a list of projects in priority order. The next step will be to assign the Division's qualitative points to specific projects. Division Nine has 2500 points to allocate among the Regional Impact projects and 2500 points to allocate among the Division Needs projects.

The Division will assign its 2500 Regional points among modes and project types according to the following:

- 2000 Points to Highway
- 500 Points could be assigned to any mode and project type

The Division will assign its 2500 Division Needs Points among modes and project types according to the following:

- 2000 Points to Highway
- 500 Points could be assigned to any mode and project type

The intent is to assign points within each mode and project type in order of the rankings from above. However exceptions may be made if the project costs more than the funding available in that category or if the project will not be competitive within the specific category even with the application of qualitative points or if the project will remain competitive in the absence of assigning qualitative points. Since funding in the Division category is limited, Statewide or Regional projects that cascade down to the Division level may not be considered for Division qualitative points if the project cost is excessive.

Appendix - NCDOT Division 9 Specific Methodology

Recommendations for the unassigned points in the Regional and Division categories will be influenced by:

- the number of eligible projects within each level and mode;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- parameters set by the STI legislation; and
- geographic and jurisdictional balance.

The specific reasoning behind the allocation of qualitative points will be documented by Division 9 and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division 9 may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with the MPOs and RPOs on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division 9's public workshops, public involvement efforts of local governments, and local referenda.

Approval of Ranking Points:

After review and public comment, Division Nine will finalize the allocation of qualitative points and that will be informed by the following:

- the number of eligible projects within the Division within each funding mode /project type/category;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization parameters that have been adopted;
- the effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the parameters set by the STI legislation;
- geographic and jurisdictional balance;
- coordination with the MPOs and RPOs on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division 9's public workshops, public involvement efforts of local governments, and local referenda;
- Division Engineer's knowledge of the transportation needs of their Division; and other factors as identified.

Appendix - NCDOT Division 9 Specific Methodology

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division Nine. The following is a list of the Key Stakeholders:

MPO/RPO

Winston-Salem MPO – WSMPO
Northwest Piedmont RPO – NWPRPO
High Point MPO – HPMPO
Cabarrus Rowan MPO – CRMPO

Airports

Davidson County Airport
Rowan County Airport
Smith-Reynolds Airport

NCDOT Divisions

Bicycle & Pedestrian Division
Rail Division
Division of Public Transportation
Aviation Division Transportation Planning Branch

Public Transit/Rail

Norfolk Southern RR, CSX RR, PART, Rowan County Transit, Salisbury Transit, Lexington Circulator Loop, Amtrak, Winston-Salem Transit Authority, and various on-call transportation services

County Government

Davie County
Davidson County
Forsyth County
Rowan County
Stokes County

Appendix - NCDOT Division 9 Specific Methodology

Municipal Government

Bermuda Run
China Grove
Clemmons
Cleveland
Cooleemee
Danbury
East Spencer
Faith
Granite Quarry
High Point
Kannapolis
Kernersville
Landis
Lewisville
Midway
Mocksville
Rockwell
Rural Hall
Salisbury
Spencer
Thomasville
Tobaccoville
Walkertown
Wallburg
Walnut Cove
Winston-Salem

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, where both Regional Impact and Division Needs preliminary points are considered. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window, but no physical meeting will take place.

Appendix - NCDOT Division 10 Specific Methodology

Division Ten REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Existing Congestion (20% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (20% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Freight Volume (15% weight)	≤ 500 trucks/equivalent per day	> 500 and < 1000 trucks/equivalent per day	≥ 1000 trucks/equivalent per day
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (15% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (10% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities and/or transit facility on one or both ends
Cost Effectiveness (10% weight)	$\geq \$1500/\text{ADT}$ or equivalent	$< \$1500/\text{ADT}$ or equivalent AND $> \$750/\text{ADT}$ or equivalent	$\leq \$750/\text{ADT}$ or equivalent

Appendix - NCDOT Division 10 Specific Methodology

Division Ten DIVISION NEEDS TIER Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Existing Congestion (20% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (20% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (15% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (20% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities and/or transit facility on one or both ends
Cost Effectiveness (15% weight)	$\geq \$1500/\text{ADT}$ or equivalent	$< \$1500/\text{ADT}$ or equivalent AND $> \$750/\text{ADT}$ or equivalent	$\leq \$750/\text{ADT}$ or equivalent

Division Ten REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 points	2 points
Quantitative Score (40% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Transportation Plan Consistency (20% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Modal Stakeholder Support, as evidenced by meeting minutes, correspondence, etc. (20% weight)	Project does not have modal stakeholder support from DOT staff or external stakeholders (regional operators, etc.)	Project has support of either DOT staff OR external modal stakeholders (regional operators, etc.)	Project has support of both DOT staff AND external modal stakeholders (regional operators, etc.)
Project Development Activities Completed (20% weight)	Project in conceptual phase	NEPA/SEPA document completed	Preliminary engineering completed

Appendix - NCDOT Division 10 Specific Methodology

Division's Local Point Assignment:

The result of the application of the ranking methodology will be a list of projects in priority order. The next step is to assign the Division's qualitative points to specific projects. Division 10 has 2500 points to allocate among Regional projects and 2500 points to allocate among the Division Needs projects.

The Division will assign its 2500 Regional points among modes and project types according to the following target allocation:

- 1500 points to Highway
- 500 points to Public Transit – Expansion and Facilities
- 500 points could be assigned to any mode and project type

The Division will assign its 2500 Division Needs points among modes and project types according to the following target allocation:

- 1000 points to Highway
- 500 points to Public Transit – Expansion and Facilities
- 500 points to Bicycle and Pedestrian
- 500 points could be assigned to any mode and project type

It is our intent to assign points within each mode and project type in order of the rankings from the above criteria. However exceptions may be made based on the following:

- Regional Impact & Division Needs Quantitative Score is LESS THAN 10 points-Division Local Points will not be assigned;
- Cascading Projects will not be considered at the Division Needs Category if the Total Cost exceeds approximately \$15 Million;
- Future Interstate Projects will not be considered until such time Congress has passed the legislation and/or Feasibility Study are completed;
- Bike and Pedestrian Projects will only be considered if their Division Needs Quantitative Score is Greater Than 15 AND the MPO/RPO has allocated their local points;
- Aviation Projects will only be considered if their Division Needs Quantitative Score is Greater than 30 AND the MPO/RPO has allocated their local points;
- Transit Projects and Rail Projects will not be considered unless the project is considered competitive and the MPO/RPO has allocated their local points;
- Project Does NOT have local support-Division Local Points will not be assigned.
- Projects with significant issues, such as excessive cost, feasibility, or constructability issues, may be skipped over and Division local input points may be assigned to other projects with lower quantitative scores.

Appendix - NCDOT Division 10 Specific Methodology

In conjunction with the exceptions listed above, recommendations for the unassigned points in the Regional and Division categories will be influenced by:

- the number of eligible projects within each level and mode;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- limitations set by the STI legislation; and
- geographic and jurisdictional balance.

Approval of Ranking Points

After review and public comment, Division Ten will finalize the allocation of qualitative points and that will be informed by the following:

- the number of eligible projects within the Division within each funding mode /project type/category;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- the effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- geographic and jurisdictional balance;
- coordination with CRTPO, CRMPO, and Rocky River RPO on the assignment of points;
- Public input and support received through public comments submitted to NCDOT;
- Division Engineer's knowledge of the transportation needs of their Division;

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division 10. The following is a list of our key stakeholders:

MPO/RPO

Charlotte Regional Transportation Planning Organization (CRTPO)

Cabarrus-Rowan Metropolitan Planning Organization (CRMPO)

Rocky River Rural Planning Organization (RRRPO)

Airports

Charlotte-Douglas International Airport

Concord Regional Airport

Charlotte-Monroe Executive Airport

Appendix - NCDOT Division 10 Specific Methodology

Public Transit

Charlotte Area Transit System (CATS)

Concord-Kannapolis Transit System

County Government

Mecklenburg County Union County

Cabarrus County Stanly County

Anson County

Municipal Government

Albemarle	Marshville	Peachland
Ansonville	Marvin	Pineville
Badin	Matthews	Polkton
Charlotte	McFarlan	Red Cross
Concord	Midland	Richfield
Cornelius	Mineral Springs	Stallings
Davidson	Mint Hill	Stanfield
Fairview	Misenheimer	Wadesboro
Harrisburg	Monroe	Waxhaw
Huntersville	Morven	Weddington
Indian Trail	Mount Pleasant	Wesley Chapel
Kannapolis	New London	Wingate
Lilesville	Norwood	
Locust	Oakboro	

NCDOT Divisions

Bicycle & Pedestrian Division	Rail Division
Division of Public Transportation	Aviation Division
Transportation Planning Branch	

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, where both Regional Impact and Division Needs preliminary points are considered. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window, but no physical meeting will take place.

Appendix - NCDOT Division 11 Specific Methodology

Division Eleven REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects			
Criteria	0 point	1 points	2 points
Existing Congestion (15% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (25% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Cost Effectiveness (35% weight)	$\geq \$1500/\text{ADT}$ or equivalent	$< \$1500/\text{ADT}$ or equivalent AND $> \$750/\text{ADT}$ or equivalent	$\leq \$750/\text{ADT}$ or equivalent
Shoulder Width (15% weight)	Project does not widen shoulder	Project widens shoulder but does not meet DOT standard	Project widens shoulder to DOT standard
Lane Widths (10% weight)	Project does not increase lane width	Project adds lane width but does not meet DOT standard	Project widens lane width to DOT standard

Division Eleven DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
Criteria	0 point	1 points	2 points
Existing Congestion (10% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (25% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Cost Effectiveness (40% weight)	$\geq \$1500/\text{ADT}$ or equivalent	$< \$1500/\text{ADT}$ or equivalent AND $> \$750/\text{ADT}$ or equivalent	$\leq \$750/\text{ADT}$ or equivalent
Shoulder Width (15% weight)	Project does not widen shoulder	Project widens shoulder but does not meet DOT standard	Project widens shoulder to DOT standard
Lane Widths (10% weight)	Project does not increase lane width	Project adds lane width but does not meet DOT standard	Project widens lane width to DOT standard

Appendix - NCDOT Division 11 Specific Methodology

Division Eleven REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 points	2 points
Quantitative Score (50% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Local Support (40% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Modal Stakeholder Support, as evidenced by meeting minutes, correspondence, etc. (10% weight)	Project does not have modal stakeholder support from DOT staff or external stakeholders (regional operators, etc.)	Project has support of either DOT staff OR external modal stakeholders (regional operators, etc.)	Project has support of both DOT staff AND external modal stakeholders (regional operators, etc.)

Division Eleven Local Point Assignment:

The above ranking methodology will result in a list of projects in priority order. Once this ranking process is complete, the Division Engineer will assign the Division's qualitative points to specific projects. Division Eleven has 1700 points to allocate among Regional Impact projects and 1700 points to allocate among Division Needs projects.

It is our intent to assign points within each mode and project type as listed above. However exceptions may be made based on the Division Engineer's local knowledge of transportation needs within the Division in order to provide the best possible transportation network for our citizens and visitors. Engineering judgment and experience will be used to validate project scores and rankings in order to accomplish the legislation's goal to use available funding for the most beneficial projects. Points will not be applied to highway projects that serve low numbers of motorists or that do not increase safety and mobility for a sizeable portion of a county's population with the exception of low-cost projects that are intended to address safety concerns.

Exceptions may be made if the project costs more than the funding available in that category or if the project will not be competitive within the specific category even with the application of qualitative points or if the project will remain competitive in the absence of assigning qualitative points. Since funding in the Division category is limited, Statewide or Regional projects that cascade down to the Division level may not be considered for Division qualitative points if the project costs is excessive.

Points will not be applied to projects that are deemed infeasible due to environmental constraints. Occasionally, projects need to be funded and constructed in a logical order. This may prevent the application of points to projects that may otherwise appear viable.

Appendix - NCDOT Division 11 Specific Methodology

Furthermore, it is our intent to assign points at least one viable project in each of the eight counties within Division 11. This will be done in close coordination with the MPO/RPO's in an effort to fund at least one project in each county. It is also our intent to assign points to at least one viable project in each of the transportation modes.

Recommendations for the assignment of local points in the Regional and Division categories will be influenced by:

- local knowledge of transportation needs in the Division;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- limitations set by the STI legislation;
- mode;
- geographic and jurisdictional balance;
- coordination with RPO's and MPO;
- public input.

Approval of Ranking Points:

After review and public comment, Division Eleven will finalize the allocation of qualitative points and that will be informed by the following:

- local knowledge of transportation needs in the Division;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- limitations set by the STI legislation;
- geographic and jurisdictional balance;
- coordination with RPO's and MPO;
- public input.

STI will allow us to use our existing resources efficiently and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The specific reasoning behind the allocation of qualitative points will be documented by Division Eleven and posted to NCDOT's website.

It is important to coordinate with all of the key stakeholders in Division Eleven. The following is a list of our key stakeholders:

MPO/RPO

Greater Hickory MPO, High Country RPO, and Northwest Piedmont RPO

Airports

Ashe County Airport, Avery County Airport, Elkin Municipal Airport, Foothills Regional Airport, Surry County Airport, and Wilkes County Airport

Public Transportation Providers

Alleghany In Motion, Ashe County Transportation Authority, Avery County Transportation Authority, Greenways Transit, Wilkes County Transportation Authority, and Yadkin Valley Economic Development District

Appendix - NCDOT Division 11 Specific Methodology

County/Municipal Governments

- Alleghany County
 - Town of Sparta
- Ashe County
 - Towns of Jefferson, Lansing, and West Jefferson
- Avery County
 - Towns of Banner Elk, Beech Mountain, Crossnore, Elk Park, Newland, and Sugar Mountain
- Caldwell County
 - Cities of Hickory and Lenoir
 - Towns of Cahah's Mountain, Gamewell, Granite Falls, Hudson, Rhodhiss, and Sawmills
- Surry County
 - City of Mount Airy
 - Towns of Dobson, Elkin, and Pilot Mountain
- Watauga County
 - Towns of Blowing Rock, Boone, and Seven Devils
- Wilkes County
 - Towns of North Wilkesboro, Ronda, and Wilkesboro
- Yadkin County
 - Towns of Boonville, East Bend, Jonesville, and Yadkinville

NCDOT Divisions

Aviation Division, Bicycle & Pedestrian Division, Division of Public Transportation, Transportation Planning Branch, and Highway Division Twelve

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, considering only Regional Impact preliminary points. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window. The Division will also host a drop in week where the public may visit the Division office and provide comments.

Appendix - NCDOT Division 12 Specific Methodology

Division Twelve REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects			
Criteria	0 point	1 points	2 points
Existing Congestion (30% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (25% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Freight Volume (10% weight)	≤ 500 trucks/equivalent per day	> 500 and < 1000 trucks/equivalent per day	≥ 1000 trucks/equivalent per day
Corridor Continuity (10% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Cost Effectiveness (25% weight)	$\geq \$1500/\text{ADT}$ or equivalent	$< \$1500/\text{ADT}$ or equivalent AND $> \$750/\text{ADT}$ or equivalent	$\leq \$750/\text{ADT}$ or equivalent

Division Twelve DIVISION NEEDS – Scoring Standards for Highway Projects			
Criteria	0 point	1 points	2 points
Existing Congestion (30% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (25% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
% Trucks (10% weight)	$\leq 5\%$	$> 5\%$ and $< 10\%$	$\geq 10\%$
Cost Effectiveness (25% weight)	$\geq \$3000/\text{ADT}$ or equivalent	$< \$3000/\text{ADT}$ or equivalent AND $> \$1000/\text{ADT}$ or equivalent	$\leq \$1000/\text{ADT}$ or equivalent
Local Support (10% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Appendix - NCDOT Division 12 Specific Methodology

Division Twelve Regional Impact & Division Needs Criteria – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 points	2 points
Quantitative Score (50% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Local Support (10% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Project Development Activities Completed (20% weight)	Project in conceptual Phase	NEPA/SEPA document completed	Preliminary engineering completed
Cost of Project vs. Available Division Category Funds (20% weight)	>= 10%	> 5% and < 10%	<= 5%

Division's Local Points Assignment:

The result of the application of the ranking methodology will be a list of projects in priority order. The next step is to assign the Division's qualitative points to specific projects. Division Twelve has 2500 points to allocate among Regional projects and 2500 points to allocate among Division projects.

The Division will assign its 2500 Regional points among modes and project types according to the following target allocation:

- 2300 points to Highway
- 200 points could be assigned to any mode and project type

The Division will assign its 2500 Division points among modes and project types according to the following target allocation:

- 1900 points to Highway
- 300 points to non-highway modes
- 300 points could be assigned to any mode and project type

It is our intent to assign points within each mode and project type in order of the rankings from above. However exceptions may be made based on the following:

- If the project costs more than the funding available in that category or if the project will not be competitive within the specific category even with the application of qualitative points or if the project will remain competitive in the absence of assigning qualitative points - Division Local points will not be assigned;

Appendix - NCDOT Division 12 Specific Methodology

- Since funding in the Regional Impact and Division Needs category is limited, Statewide or Regional Impact projects that cascade down to the Regional Impact or Division Needs level may not be considered for Regional Impact or Division Needs qualitative points if the project costs is excessive;
- If a Regional Impact or a Division Needs Project has a Quantitative Score LESS THAN 10 points then Division local points will not be assigned;
- Preference will be given to Non-Highway Projects that are considered competitive and/or the MPO has allocated their local points.

Recommendations for the assignment of local points in the Regional and Division categories will be influenced by:

- The number of eligible projects within each level and mode;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division and/or Region;
- Limitations set by the STI legislation; and
- Geographic and jurisdictional balance.

Approval of Ranking Points:

After review and public comment, Division Twelve will finalize the allocation of qualitative points and that will be informed by the following:

- The number of eligible projects within the Division within each funding mode/project type/category;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- Geographic and jurisdictional balance;
- Coordination with the Charlotte Regional Transportation Planning Organization, the Gaston-Cleveland-Lincoln Metropolitan Planning Organization and the Greater Hickory Metropolitan Planning Organization on the assignment of points;
- Public input and support received through public comments submitted to NCDOT;
- Division Engineer's knowledge of the transportation needs of the Division; and other factors as identified.

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

Appendix - NCDOT Division 12 Specific Methodology

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division Twelve. The following is a list of the Key Stakeholders:

Metropolitan Planning Organizations (MPO):

Charlotte Regional Transportation Planning Organization: Iredell, Mecklenburg and Part of Union Counties.

Gaston-Cleveland-Lincoln Metropolitan Planning Organization: Gaston, Cleveland and Lincoln Counties.

Greater Hickory Metropolitan Planning Organization: Alexander, Burke, Caldwell and Catawba Counties.

(Note: Underlined Counties NOT located in Division Twelve)

Public Transit:

Iredell County Area Transportation System

Gastonia Transit System

Greenway Public Transportation

Transportation Administration of Cleveland County

Transportation Lincoln County

Airports:

Gastonia Municipal Airport

Hickory Regional Airport

Lincolnton – Lincoln County Regional Airport

Shelby – Cleveland County Regional Airport

Statesville Regional Airport

Railroads:

Alexander Railroad

Caldwell County Railroad

CSX Transportation

Norfolk Southern

Piedmont and Northern Railway

County Government:

Alexander County

Catawba County

Cleveland County

Gaston County

Iredell County

Lincoln County

Appendix - NCDOT Division 12 Specific Methodology

Municipalities:

Belmont	Lattimore
Belwood	Lawndale
Bessemer City	Long View
Boiling Springs	Love Valley
Brookford	Lowell
Casar	Maiden
Catawba	McAdenville
Cherryville	Mooresboro
Claremont	Mooresville
Conover	Mount Holly
Cramerton	Newton
Dallas	Patterson Springs
Delview	Polkville
Earl	Ranlo
Fallston	Shelby
Gastonia	Spencer Mountain
Grover	Stanley
Harmony	Statesville
Hickory	Taylorsville
High Shoals	Troutman
Kings Mountain	Waco
Kingstown	

NCDOT Divisions

NCDOT Bike & Pedestrian
NCDOT Division of Aviation
NCDOT Division Nine, Ten, Eleven and Thirteen
NCDOT Division of Public Transportation
NCDOT Ferry Division
NCDOT Rail Division
NCDOT Transportation Planning Division

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, where both Regional Impact and Division Needs preliminary points are considered. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window, but no physical meeting will take place.

Appendix - NCDOT Division 13 Specific Methodology

Division Thirteen REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects			
Criteria	0 point	1 points	2 points
Existing Congestion (40% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (30% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (10% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (10% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends

Division Thirteen DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
Criteria	0 point	1 points	2 points
Existing Congestion (40% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (30% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Transportation Plan Consistency (15% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Multimodal Accommodations (15% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends

Appendix - NCDOT Division 13 Specific Methodology

Division Thirteen Regional Impact and Division Needs Criteria – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 points	2 points
Quantitative Score (50% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan. (If no CTP for county or municipality award maximum points).
Project Development Activities Completed (25% weight)	Project in conceptual Phase	NEPA/SEPA document completed	Preliminary engineering completed

Division's Local Points Assignment:

The result of the application of the ranking methodology will be a list of projects in priority order. The next step is to assign the Division's qualitative points to specific projects. Division 13 has 2000 points to allocate among Regional projects and 2000 points to allocate among Division projects.

For the Division's 2000 Regional points, points will be assigned among modes and project types according to the following target allocation:

- 1600 points to Highway
- 400 points to any transportation mode (20% of overall points)

For the Division's 2000 Division points, points will be assigned among modes and project types according to the following target allocation:

- 1600 points to Highway
- 400 points to any transportation mode (20% of overall points)

The intent is to assign points within each mode and project type in order of the rankings from above. However exceptions may be made if the project costs more than the funding available in that category or if the project will not be competitive within the specific category even with the application of qualitative points or if the project will remain competitive in the absence of assigning qualitative points.

The specific reasoning behind the allocation of qualitative points will be documented by Division 13 and posted to NCDOT's website.

Appendix - NCDOT Division 13 Specific Methodology

During the period that the draft point assignment is released for public comment, Division 13 may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with the MPOs and RPOs on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division 13's public workshop and public involvement efforts of local governments.
- the project development status of a project (i.e. - how far along a project is in the environmental analysis phase) relative to other projects competing for funding.

Approval of Ranking Points

After review and public comment, Division Thirteen will finalize the allocation of qualitative points and that will be informed by the following:

- The number of eligible projects within the Division within each funding mode /project type/category;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the parameters set by the STI legislation;
- Geographic and jurisdictional balance;
- Coordination with the MPOs and RPOs on the assignment of points;
- Public input and support as evidenced through public comments submitted to NCDOT, Division 13's public workshops, and public involvement efforts of local governments;
- Division Engineer's knowledge of the transportation needs of their Division; and other factors as identified.

If the Division varies from the recommended allocation of qualitative points, the reasoning will be documented and posted on NCDOT's website.

It is important to recognize that NCDOT does not have enough revenue available to complete all the projects analyzed through the STI process or to meet all of the state's transportation needs. Additional revenue must be secured to fully address the growing demands on our infrastructure, and working toward identifying and implementing potential funding solutions remains one of the Department's top priorities. STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs. With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division 13.

The following is a list of the Division 13 Key Stakeholders:

Metropolitan Planning Organizations (MPOs): *French Broad River MPO, Greater Hickory MPO*

Rural Planning Organizations (RPOs): *High Country RPO, Isothermal RPO, Land of Sky RPO*

Appendix - NCDOT Division 13 Specific Methodology

PUBLIC TRANSIT: *Asheville Redefines Transit (ART), Greenway Transit, Madison County Transportation Authority, McDowell County Transportation Planning Inc., Mitchell County Transportation Authority, Mountain Mobility, Rutherford County Transit, Western Piedmont Regional Transit Authority, Yancey County Transportation Authority*

AIRPORTS: *Asheville Regional Airport (AVL), Foothills Regional Airport (MRN), Rutherford County (FQD)*

RAILROADS: *Norfolk Southern Railroad, CSX Transportation*

COUNTY GOVERNMENTS *Buncombe County, Burke County, Madison County, McDowell County, Mitchell County, Rutherford County, Yancey County*

LOCAL GOVERNMENTS

Buncombe County: *Asheville, Biltmore Forest, Black Mountain, Montreat, Weaverville, Woodfin*

Burke County: *Connelly Springs, Drexel, Glen Alpine, Hildebran, Morganton, Rhodhiss, Rutherford College, Valdese*

Madison County: *Marshall, Mars Hill, Hot Springs*

McDowell County: *Marion, Old Fort*

Mitchell County: *Bakersville, Spruce Pine*

Rutherford County: *Bostic, Chimney Rock, Ellenboro, Forest City, Lake Lure, Ruth, Rutherfordton, Spindale*

Yancey County: *Burnsville*

NCDOT STAKEHOLDERS:

NCDOT Bike & Pedestrian Division

NCDOT Rail Division

NCDOT Division of Public Transportation

NCDOT Division of Aviation

NCDOT Transportation Planning Branch

NCDOT Divisions Eleven, Twelve and Fourteen

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, considering only Regional Impact preliminary points. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window. The Division will also host a drop in week where the public may visit the Division office and provide comments.

Appendix - NCDOT Division 14 Specific Methodology

Division Fourteen REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Existing Congestion (5% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (20% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Freight Volume (10% weight)	≤ 500 trucks/equivalent per day	> 500 and < 1000 trucks/equivalent per day	≥ 1000 trucks/equivalent per day
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (15% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Cost Effectiveness (10% weight)	$\geq \$1500/\text{ADT}$ or equivalent	$< \$1500/\text{ADT}$ or equivalent AND $> \$750/\text{ADT}$ or equivalent	$\leq \$750/\text{ADT}$ or equivalent
Shoulder Width (15% weight)	Project does not widen shoulder	Project widens shoulder but does not meet DOT standard	Project widens shoulder to DOT standard
Lane Width (15% weight)	Project does not increase lane width	Project adds lane width but does not meet DOT standard	Project widens lane width to DOT standard

Appendix - NCDOT Division 14 Specific Methodology

Division Fourteen DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
Criteria	0 points	1 point	2 points
Existing Congestion (5% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (20% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Freight Volume (5% weight)	≤ 500 trucks/equivalent per day	> 500 and < 1000 trucks/equivalent per day	≥ 1000 trucks/equivalent per day
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (15% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (5% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends
Cost Effectiveness (10% weight)	$\geq \$1500/\text{ADT}$ or equivalent	$< \$1500/\text{ADT}$ or equivalent AND $> \$750/\text{ADT}$ or equivalent	$\leq \$750/\text{ADT}$ or equivalent
Shoulder Width (15% weight)	Project does not widen shoulder	Project widens shoulder but does not meet DOT standard	Project widens shoulder to DOT standard
Lane Width (15% weight)	Project does not increase lane width	Project adds lane width but does not meet DOT standard	Project widens lane width to DOT standard

Appendix - NCDOT Division 14 Specific Methodology

Division Fourteen Regional Impact and Division Needs Criteria – Scoring Standards for Non-Highway Projects			
Criteria	0 point	1 point	2 points
Quantitative Score (50% weight)	Project scored in lowest third of quantitative scores within its respective region/division	Project scored in middle third of quantitative scores within its respective region/division	Project scored in highest third of quantitative scores within its respective region/division
Transportation Plan Consistency (40% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Local Support (10% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Division's Local Points Assignment:

The result of the above ranking methodology will be a list of projects in priority order. The next step will be to assign the Division's qualitative points to specific projects. Division 14 has 1700 points to allocate among the Regional Impact projects and 1700 points to allocate among the Division Needs projects.

The Division will assign its 1700 Regional points among modes and project types according to the following:

- 1,000 points to the highest ranked "Regional Needs" or "Statewide Project" that cascaded down in each of the 10 counties within Division 14.
- 600 points to the highest ranking remaining "Regional Impact" or "Statewide Mobility Project" that cascaded down.
- 100 points to the highest ranking Appalachian Development Highway System (ADHS) eligible project.

The Division will assign its 1700 Division Needs Points among modes and project types according to the following:

- 400 points for all Non-Highway projects - 50 points each will be assigned to the eight highest ranking Non-Highway Projects within the Division.
- 1000 points for two Highway Project (50 points each) for the highest ranking projects in each of the ten counties within Division 14.
- 50 points for the highest ranking ADHS project.
- 250 (50 points per project) points for the remaining five highest ranking projects in the Division.

Appendix - NCDOT Division 14 Specific Methodology

It is our intent to assign points within each mode and project type in order of the rankings from the above criteria. However exceptions may be made based on the following:

- Project Does NOT have local support-Division Local Points will not be assigned.

In conjunction with the exceptions listed above, recommendations for the unassigned points in the Regional and Division categories will be influenced by:

- the number of eligible projects within each level and mode;
- limitations set by the STI legislation; and
- geographic and jurisdictional balance.

Approval of Ranking Points:

After review and public comment, Division Fourteen will finalize the allocation of qualitative points and that will be informed by the following:

- The number of eligible projects within the Division within each funding mode/project type/category;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- Geographic and jurisdictional balance;
- Coordination with the French Broad River MPO, the Southwestern RPO, the Land of Sky RPO, and the Isothermal RPO on the assignment of points;
- Public input and support received through public comments submitted to NCDOT;
- Division Engineer's knowledge of the transportation needs of their Division.

STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and revitalize communities throughout the state. The new process encourages us to think from a statewide and regional perspective while also providing flexibility to address local needs.

With this in mind, it is important now more than ever to coordinate with all of the key stakeholders in Division 14. The following is a list of the Key Stakeholders:

Appendix - NCDOT Division 14 Specific Methodology

Metropolitan and Rural Planning Organizations (MPO &RPO):

French Broad River MPO: Buncombe, Madison, Henderson, Haywood, and Transylvania Counties.

Southwestern RPO: Cherokee, Clay, Graham, Jackson, Macon, and Swain Counties.

Land of Sky RPO: Buncombe, Madison, Haywood, and Transylvania Counties.

Isothermal RPO: McDowell, Rutherford, and Polk Counties.

(Note: Underlined Counties NOT located in Division 14)

Public Transit:

Cherokee County Transit

Clay County Transportation

Graham County

Mountain Projects, Inc.

Western Carolina Community Action

Jackson County Transit

Macon County Transit Services

Polk County Transportation Authority

Swain County Focal Point on Aging, Inc.

Transylvania County Transit

Airports:

Macon County Airport; Jackson County Airport; and Western Carolina Regional Airport

County Government:

Cherokee County

Clay County

Graham County

Haywood County

Henderson County

Jackson County

Macon County

Polk County

Swain County

Transylvania County

Municipalities:

Andrews; Murphy; Hayesville; Robbinsville; Lake Santeetlah; Fontana; Waynesville; Canton; Maggie Valley; Hendersonville; Laurel Park; Flat Rock; Fletcher; Mills River; Sylva; Dillsboro; Forest Hills; Webster; Franklin; Highlands; Columbus; Tryon; Saluda; Bryson City; Brevard; Rosman

The Eastern Band of Cherokee Indians

NCDOT Divisions

NCDOT Bike & Pedestrian

NCDOT Rail Division

NCDOT Ferry Division

NCDOT Division of Public Transportation

NCDOT Division of Aviation

NCDOT Transportation Planning Branch

NCDOT Division Thirteen

Public Input:

The Division will host a 30 day comment period during the Regional Impact window, including a public meeting at an advertised location within the Division, where both Regional Impact and Division Needs preliminary points are considered. There will be a 2 week comment period to accept input via email, phone and/or mail during the Division Needs window, but no physical meeting will take place.

Division Criteria Summary

Chosen Criteria & Percent Weights: Regional Impact - Highway Projects												
Division	Existing Congestion	Safety Score	Freight Volume	% Truck	Transportation Plan Consistency	Future Interstate	Corridor Continuity	Multimodal Accommodations	Cost Effectiveness	Local Support	Shoulder Width	Lane Widths
1		20%		20%	20%		20%		20%			
2	20%	35%	20%							25%		
3	20%	35%	20%							25%		
4	30%			10%	15%	10%	10%		25%			
5	30%	15%	10%				15%	5%	25%			
6	20%	30%	20%							30%		
7	20%	25%			25%		30%					
8		25%		15%	15%	25%						
9	20%	25%			25%		30%					
10	20%	20%	15%		10%		15%	10%	10%			
11	15%	25%							35%		15%	10%
12	30%	25%	10%				10%		25%			
13	40%	30%			10%		10%	10%				
14	5%	20%	10%		10%		15%		10%		15%	15%

Division Criteria Summary

Chosen Criteria & Percent Weights: Division Needs - Highway Projects												
Division	Existing Congestion	Safety Score	Freight Volume	% Truck	Transportation Plan Consistency	Future Interstate	Corridor Continuity	Multimodal Accommodations	Cost Effectiveness	Local Support	Shoulder Width	Lane Widths
1		20%		20%	20%		20%		20%			
2	20%	35%	20%							25%		
3	20%	35%	20%							25%		
4	35%				20%				25%	20%		
5	25%	20%			10%		10%	10%	25%			
6	20%	30%	20%							30%		
7	25%	25%			25%					25%		
8		25%		20%	20%		20%			15%		
9	25%	25%			25%					25%		
10	20%	20%			10%		15%	20%	15%			
11	10%	25%							40%		15%	10%
12	30%	25%		10%					25%	10%		
13	40%	30%			15%			15%				
14	5%	20%	5%		10%		15%	5%	10%		15%	15%

Division Criteria Summary

Chosen Criteria & Percent Weights: Regional Impact - Non-Highway Projects						
Division	Quantitative Score	Local Support	Transportation Plan Consistency	Modal Stakeholder Support	Project Development Activities Completed	Cost of Project vs. Available Division Category Funds
1	25%		25%	25%	25%	
2	40%	30%	30%			
3	40%	30%	30%			
4	50%	25%	25%			
5	50%	30%			20%	
6	40%	30%	30%			
7	70%	15%	15%			
8	40%	30%	30%			
9	30%	30%	40%			
10	40%		20%	20%	20%	
11	50%	40%	10%			
12	50%	10%			20%	20%
13	50%		25%		25%	
14	50%	10%	40%			

Division Criteria Summary

Chosen Criteria & Percent Weights: Division Needs - Non-Highway Projects						
Division	Quantitative Score	Local Support	Transportation Plan Consistency	Modal Stakeholder Support	Project Development Activities Completed	Cost of Project vs. Available Division Category Funds
1	25%		25%	25%	25%	
2	40%	30%	30%			
3	40%	30%	30%			
4	50%	25%	25%			
5	50%	30%			20%	
6	40%	30%	30%			
7	70%	15%	15%			
8	40%	30%	30%			
9	30%	30%	40%			
10	40%		20%	20%	20%	
11	50%	40%	10%			
12	50%	10%			20%	20%
13	50%		25%		25%	
14	50%	10%	40%			