NCDOT Division One Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division One has developed the following project solicitation process and local input methodology. The following process applies to all projects in the Regional Impact and Division Needs categories throughout Division One which includes the counties of Bertie, Camden, Chowan, Currituck, Gates, Hertford, Hyde, Martin, Northampton, Pasquotank, Perquimans, Washington, and Tyrrell.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

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Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with 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.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division One Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in Division One's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, Division One will host a public hearing at a central location within the Division during the 30 day project solicitation period. Information regarding the public hearing, 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 hearings and other methods approved by the NCDOT Communications Office 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 transit division staff, and 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 P3.0 Workgroup and Department's agreed upon allowances.

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Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014)) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period, and for the drop-in/workshop sessions, 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

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Below is the standardized list of criteria used in developing a set of ranking criteria for Division X. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division One. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division One, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. Each Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- ***Safety Score***: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- ***Cost Effectiveness:*** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- ***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.
- ***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.
- ***Corridor Continuity:*** a measure of the project completing or continuing improvements on a defined transportation corridor.
- ***Project Feasibility:*** a qualitative measure of ROW, environmental justice and/or environmental problems on the project based on Transportation Planning Branch data or completed feasibility study.
- ***Multimodal Accommodations*****:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- ***Public Support*****:** Strong public support for the project as documented through feedback received through public outreach efforts.
- ***Airport Safety:*** a yes or no measure of the project improving safety at an airport.
- ***Transit Expansion:*** a yes or no measure of the project expanding passenger service on existing routes or opening new routes for increased service.

Regional Impact Ranking:

Certain highway, ferry, and transit projects are scored at the regional impact level in Division One, as well as any projects that cascade into the regional impact category from the statewide mobility category. Division One will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the regional impact category. 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. 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.

Regional Impact Standard Ranking – Criteria and Weights

(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)

Criteria	0 Points	15 Points	10 Points	15 Points	20 Points
Safety Score 15 (% weight)	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Cost Effectiveness 15 (% weight)	Cost per Veh./equivalent greater than $1500 per mile	Cost per Veh./equivalent between $1000-$1500 per mile	Cost per Veh./equivalent between $500-$999 per mile	Cost per Veh/equivalent less than $499 per mile	
Freight Volume 10 (% weight)	Less than 500 trucks/ equivalent per day	Between 500 - 1000 trucks/ equivalent per day	More than 1000 trucks/ equivalent per day		
Transportation Plan Consistency 20 (% weight)	Project is not in CTP of TP				Project is in CTP or TP
Corridor Continuity 20 (% weight)	Project does not complete of continue corridor improvement				Project does continue corridor improvement
Public Support 20% (weight)	Minimal public support				Strong public support

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Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level in Division One, as well as any projects that cascade into the division needs category from the regional impact category. Division One will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the division needs category. Division One will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the regional impact category. 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. 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.

Division Needs Standard Ranking – Criteria and Weights *(Note: Choose minimum of four criteria and determine percent weights; total*					
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	**20 Points**
Safety Score 20 (% weight)	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Cost- Effectiveness 20 (% weight)	Cost per daily user greater than $4,000 per user per unit per mile	Cost per daily user between $2,000-$4,000 per user per unit per mile	Cost per daily user between $1,500-$1,999 per user per unit per mile	Cost per daily user between $1,000-$1,499 per user per unit per mile	Cost per daily user less than $999 per user per unit per mile
Transportation Plan Consistency 15 (% weight)	Project is not in adopted land use, transportation, transit or other plan			Project is in an adopted land use, transportation, transit or other plan	

NCDOT Division One Project Solicitation and Ranking Process
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Criteria	0 Points	5 Points	10 Points	15 Points	20 Points
Multimodal Accommodations 10 (% weight)	Project does not include bike/ped/ transit facilities		Project includes bike/ped/ transit facilities		
Project Feasibility 15 (% weight)	Significant ROW, EJ or environmental concerns			Minimal ROW, EJ or environmental concerns	
Public Support 10 (% weight)	Minimal Public Support		Strong Public Support		
Airport Safety 5 (% weight)	Does not improve airport safety	Does improve airport safety			
Transit Expansion 5% (weight)	No service expansion	Expands service			

Division One Point Assignment:

Once all projects have been scored using the previous indicated ranking process, along with RPOs scoring, and the quantitative scoring established by the STI Law, the NCDOT Division One Engineer will have 1500 points to rank the Regional projects and 1,500 to rank Division Needs throughout the Division. The ranked list will be used to develop the recommended point assignments that are presented to the public for comment.

The Division will assign its 1,500 Regional points among modes and project types according to the following target allocation:

- 1,000 points to Highway
- 100 points to Transit – Expansion and Facilities
- 400 points could be assigned to any mode and project type

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The Division will assign its 1,500 Division points among modes and project types according to the following target allocation:

- 800 points to Highway
- 100 points to Bicycle and Pedestrian
- 100 points to Transit – Expansion and Facilities
- 100 points to Ferry Projects
- 100 points to Airport Projects
- 300 points could be assigned to any mode and project type

Note: Should a project not exist in a particular mode where points are designated above, the points will then be assigned to any other mode and project type deemed by the Division.

The Division will 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 & Division category is limited, Statewide or Regional projects that cascade down to the Regional & Division level may not be considered for Division qualitative points if the project cost is excessive or does not meet the overall needs of the Division.

Distribution for 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.

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

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

- coordination with Albemarle RPO, Mid-East RPO, and Peanut Belt RPO on the assignment of points; and
- public input and support as evident through public comments submitted to NCDOT, Division One's public workshop, public involvement efforts of local governments, and local referenda.

Approval of Ranking Points:

Division One will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division One will finalize the application of qualitative points based upon:

- 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 Albemarle RPO, Peanut Belt RPO, and Mid-East RPO on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division One'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 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:

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
(Note: Underlined Counties NOT located in Division One)

Airports:

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

County Government:

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

Municipalities:

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

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

NCDOT Division Two Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division Two has developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Two Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with 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.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division Two Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host public hearings at a central location within each Division during the 30 day project solicitation period. Information regarding the public hearing 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 hearings and other methods approved by the NCDOT Communications Office 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 transit division staff, and 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 P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014) for assigning local input points. During this period, each Division will host at least one public drop-in/workshop session at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period and for the drop-in/workshop sessions 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

NCDOT Division Two Project Solicitation and Ranking Process
Prioritization 3.0

Below is the standardized list of criteria used in developing a set of ranking criteria for Division Two. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division Two. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division Two, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **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.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.

Regional Impact Ranking:

Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the regional impact category. 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. 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.

Regional Impact Standard Ranking – Criteria and Weights *(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)*					
Criteria	**0 Points**	**6.25 Points**	**12.5 Points**	**18.75 Points**	**25 Points**
Existing Congestion 25 **(% weight)**	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Vol.to capacity between 0.91 and 1.0	Volume to Capacity over 1.0
Criteria	**0 Points**	**8.33 Points**	**16.67 Points**	**25 Points**	
Safety Score 25 **(% weight)**	SPOT safety point less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Criteria	**0 Points**	**8.33 Points**	**16.67 Points**	**25 Points**	
Cost Effectiveness 25 **(% weight)**	Cost per Veh./equivalent greater than $1500 per mile	Cost per Veh./equivalent between $1000-$1500 per mile	Cost per Veh./equivalent between $500-$999 per mile	Cost per Veh/equivalent less than $500 per Mile	
Criteria	**0 Points**	**12.5 Points**	**25 Points**		
Freight Volume 25 **(% weight)**	Less than 500 trucks/ equivalent per day	Between 500 - 1000 trucks/ equivalent per day	More than 1000 trucks/ equivalent per day		

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the statewide mobility and the regional impact category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the division needs category. 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. 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. Each 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.

Division Needs Standard Ranking – Criteria and Weights *(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)*					
Criteria	**0 Points**	**12.5 Points**	**25 Points**		
Existing Congestion 25 **(% weight)**	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)	Volume to Cap. between 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/ transit available (other modes)	Volume to capacity over 0.75 (roads and rail), no facilities/ transit available (other modes)		
Criteria	**0 Points**	**6.25 Points**	**12.5 Points**	**18.75 Points**	**25 Points**
Safety Score 25 **(% weight)**	Spot safety pts less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Criteria	**0 Points**	**6.25 Points**	**12.5 Points**	**18.75 Points**	**25 Points**
Cost-Effectiveness 25 **(% weight)**	Cost per daily user greater than $4,000 per user per unit per mile	Cost per daily user between $2,000-$4,000 per user per unit per mile	Cost per daily user between $1,500-$1,999 per user per unit per mile	Cost per daily user between $1,000-$1,499 per user per unit per mile	Cost per daily user less than $999 per user per unit per mile
Criteria	**0 Points**	**25 Points**			
Multimodal Accommodations 25 **(% weight)**	Project does not include bike/ped/ transit facilities	Project includes bike/ped/ transit facilities			

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 2,000 points to allocate among Regional projects and 2,000 points to allocate among Division projects.

The Division will assign its 2000 Regional 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 Division will assign its 2,000 Division 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 Division will 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 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.

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 90 day public comment period between June and August 2014. After review and public comment, Division Two will finalize the application of qualitative points based upon:

- 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; 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 Two. The following is a list of our key stakeholders:

Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPO) :

Greenville Area MPO
New Bern Area MPO
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
Lenoir County Transportation
Greenville Area Transit
Pitt Area Transit System

County Governments:

Beaufort County
Carteret County
Craven County
Greene County
Jones County
Lenoir County
Pamlico County
Pitt County

Airports:

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

NCDOT Divisions:

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

NCDOT Division Three Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division Three has developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Three Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with 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.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division Three Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host public hearing(s) at a central location within each Division during the 30 day project solicitation period. Information regarding the public hearing 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 hearings and other methods approved by the NCDOT Communications Office 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 transit division staff, and 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 P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period and for the drop-in/workshop sessions 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-

ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

Below is the standardized list of criteria used in developing a set of ranking criteria for Division Three. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division e. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division e, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **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.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.

Regional Impact Ranking:

Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the regional impact category. 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. 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.

Regional Impact Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**6.25 Points**	**12.5 Points**	**18.75 Points**	**25 Points**
Existing Congestion 25 **(% weight)**	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Vol.to capacity between 0.91 and 1.0	Volume to Capacity over 1.0
Criteria	**0 Points**	**8.33 Points**	**16.67 Points**	**25 Points**	
Safety Score 25 **(% weight)**	SPOT safety point less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than	
Criteria	**0 Points**	**8.33 Points**	**16.67 Points**	**25 Points**	
Cost Effectiveness 25 **(% weight)**	Cost per Veh./equivalent greater than $1500 per mile	Cost per Veh./equivalent between $1000-$1500 per mile	Cost per Veh./equivalent between $500-$999 per mile	Cost per Veh/equivalent less than $499 per Mile	
Criteria	**0 Points**	**12.5 Points**	**25 Points**		
Freight Volume 25 **(% weight)**	Less than 500 trucks/ equivalent per day	Between 500 - 1000 trucks/ equivalent per day	More than 1000 trucks/ equivalent per day		

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the division needs category. 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. 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. Each 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.

Division Needs Standard Ranking – Criteria and Weights *(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)*					
Criteria	**0 Points**	**12.5 Points**	**25 Points**		
Existing Congestion 25 **(% weight)**	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)	Volume to Cap. between 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/ transit available (other modes)	Volume to capacity over 0.75 (roads and rail), no facilities/ transit available (other modes)		
Criteria	**0 Points**	**6.25 Points**	**12.5 Points**	**18.75 Points**	**25 Points**
Safety Score 25 **(% weight)**	Spot safety points less	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Criteria	**0 Points**	**6.25 Points**	**12.5 Points**	**18.75 Points**	**25 Points**
Cost-Effectiveness 25 **(% weight)**	Cost per daily user greater than	Cost per daily user between $2,000-$4,000 per user per unit per mile	Cost per daily user between $1,500-$1,999 per user per unit per mile	Cost per daily user between $1,000-$1,499 per user per unit per mile	Cost per daily user less than $999 per user per unit per mile
Criteria	**0 Points**	**25 Points**			
Multimodal Accommodations 25 **(% weight)**	Project does not include bike/ped/ transit	Project includes bike/ped/ transit facilities			

<u>Division's Local Points Assignment:</u>

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 2,300 points to allocate among Regional projects and 2,300 points to allocate among Division projects.

The Division will assign its 2,300 Regional points among modes and project types according to the following target allocation:

- 1700 points to Highway
- 300 points to non-highway modes
- 300 points could be assigned to any mode and project type

The Division will assign its 2,300 Division points among modes and project types according to the

following target allocation:

- 1700 points to Highway
- 300 points to non-highway modes
- 300 points could be assigned to any mode and project type

The Division will 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.

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 Wilmington MPO, JUMPO, GSATS, Down East RPO, Eastern RPO, Mid-Carolina RPO & Cape Fear RPO on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division Three's public workshop, public involvement efforts of local governments, and local referenda.

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 90 day public comment period between June and August 2014. After review and public comment, Division Three will finalize the application of qualitative points based upon:

- 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 Wilmington MPO, JUMPO, GSATS, Down East RPO, Eastern RPO, Mid-Carolina RPO & Cape Fear RPO on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division Three'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 Three. The following is a list of our key stakeholders:

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

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)

Eastern RPO (Coordinator – Rob Will Staff – Lauren Tuttle)
Greene, Lenoir, Wayne & **Duplin** Counties
Duplin County Transportation (Steve Moore)
Duplin County Airport (George Futrell)

Mid-Carolina RPO (Coordinator – Joel Strickland Staff – Faye Lewis)
Harnett, Cumberland, Bladen & **Sampson** Counties
Sampson Area Transit (Director – Lorrie Sutton)
Clinton Airport (Shawn Purvis)

Cape Fear RPO (Coordinator - Allen Serkin Staff – Trey Burke)
Columbus, **Brunswick** & **Pender** Counties
Brunswick Transit Service (Yvonne Hatcher)
Pender Transit Service (Valerie Sutton)
Wallace Airport (Bill Cook)
Oak Island Airport (Howie Franklin)

Grand Strand Area Transportation Study (GSATS) Executive Director - Mark Howeler
Staff – Chris Clark, Tom Britton, Edward Starks
Brunswick Transit Service (Yvonne Hatcher)
Odell Williamson Airport ()

Jacksonville MPO (JUMPO) Executive Director – Anthony Prinz
Staff – Peggy Holland
Jacksonville Transit (Director – Johnny Stiltner)
Onslow County Transit (Director – Carol Long)
Albert J. Ellis Airport (Chris White)
Camp Lejeune (Liaison - Tim McCurry)

Wilmington MPO Executive Director – Mike Kozlosky
Staff – Suraiya Rashid, Adrienne Harrington, Bethany Windle, Amy Kimes, Bill McDow & Corey Knight
Wave Transit (Director Albert Eby)
Wilmington Airport (Julie Wilsey)
Ports Authority (Stephanie Ayers)

County Governments:

Brunswick
Duplin
New Hanover
Onslow
Pender
Sampson

Municipalities:

Brunswick County

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

Duplin County

Warsaw	Wallace	Teachey	Kenansville
Rose Hill	Chinquapin	Beulaville	Magnolia
Faison	Calypso	Greenevers	

New Hanover County

Wilmington	Carolina Beach	Wrightsville Beach	Kure Beach

Onslow County

Jacksonville	Swansboro	Richlands	Hollyridge
North Topsail	Surf City	Topsail	

Pender County

Atkinson	Burgaw	St. Helena	Surf City
Topsail Beach	Watha		

Sampson County

Clinton	Salemburg	Autryville	Roseboro
Garland	Turkey	Newton Grove	

NCDOT Divisions

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

NCDOT Division Four Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division Four has developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Four Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:

Using methods approved by the NCDOT Communications Office, the NCDOT Division Engineer will solicit candidate projects for 30 days prior to the project submittal deadline. Division staff will also host a public hearing within the Division during the 30 day period to solicit input from the public. The results of this process will be reviewed with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and public transit operators to determine the list of new projects. The Division will then submit the selected new project list using NCDOT's SPOT On!ine tool for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division Four Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host a public hearing at a central location within the Division during the 30 day project solicitation period. Information regarding the public hearing, 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 hearings and other methods approved by the NCDOT Communications Office 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 transit division staff, and 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 P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office.

Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2-August 29, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop session(s) at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period, and for the drop-in/workshop session(s), 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

Below is the standardized list of criteria used in developing a set of ranking criteria for Division Four. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division Four. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division Four, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **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.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Project Feasibility:** a qualitative measure of ROW, environmental justice and/or environmental problems on the project based on Transportation Planning Branch data or a completed feasibility study.

Regional Impact Ranking:

Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below are the criteria utilized in Division Four selected from a standard ranking of criteria eligible for use by each Division Engineer in evaluating projects in the regional impact category. The Division Engineer determined the combination of criteria (minimum of four) and criteria weights that best reflect the needs and priorities of their respective area. 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. 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. Each 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.

NCDOT Division Four Project Solicitation and Ranking Process
Prioritization 3.0

Regional Impact Standard Ranking – Criteria and Weights *(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)*				
Criteria	**0 Points**	**10 Points**	**20 Points**	**30 Points**
Safety Score 30 (% weight)	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66
Criteria	**0 Points**	**6.67Points**	**13.33 Points**	**20 Points**
Cost Effectiveness 20 (% weight)	Cost per Vehicle/equivalent greater than $1500 per mile	Cost per Vehicle/equivalent between $1000-$1500 per mile	Cost per Vehicle/equivalent between $500-$999 per mile	Cost per Vehicle/equivalent less than $499 per Mile
Criteria	**0 Points**	**20 Points**		
Transportation Plan Consistency 20 (% weight)	Project is not in CTP of TP	Project is in CTP or TP		
Criteria	**0 Points**	**10 Points**		
Corridor Continuity 10 (% weight)	Project does not complete of continue corridor improvement	Project does continue corridor improvement		
Criteria	**0 Points**	**20 Points**		
Project Feasibility 20 (% weight)	Significant ROW, EJ or environmental concerns	Minimal ROW, EJ or environmental concerns		

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category.

Below are the criteria utilized in Division Four selected from a standard ranking of criteria eligible for use by each Division Engineer in evaluating projects in the division needs category. The Division Engineer determined the combination of criteria (minimum of four) and criteria weights that best reflect the needs and priorities of their respective area. 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. 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. Each 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.

Division Needs Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**8.75 Points**	**17.5 Points**	**26.25 Points**	**35 Points**
Safety Score 35 (% weight)	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	**20 Points**
Cost-Effectiveness 20 (% weight)	Cost per daily user greater than $4,000 per user per unit per mile	Cost per daily user between $2,000-$4,000 per user per unit per mile	Cost per daily user between $1,500-$1,999 per user per unit per mile	Cost per daily user between $1,000-$1,499 per user per unit per mile	Cost per daily user less than $999 per user per unit per mile
Criteria	**0 Points**	**15 Points**			
Transportation Plan Consistency 15 (% weight)	Project is not in adopted land use, transportation, transit or other plan	Project is in an adopted land use, transportation, transit or other plan			
Criteria	**0 Points**	**30 Points**			
Project Feasibility 30 (% weight)	Significant ROW, EJ or environmental concerns	Minimal ROW, EJ or environmental concerns			

Division's Local Points Assignment:

The result of the application of the ranking methodology will be a preliminary list of projects in priority order. The next step is 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 projects.

The Division will assign its 2200 Regional 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

NCDOT Division Four Project Solicitation and Ranking Process
Prioritization 3.0

The Division will assign its 2200 Division 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

The Division will 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. Due to limited funding, projects that cascade down to the Regional or Division level may not be considered at the lower tier for 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.

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

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

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

Approval of Ranking Points

Division Four will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division Four will finalize the application of qualitative points based upon:

- 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 MPO's and RPO's on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division Four'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 Four.

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
Halifax-Northampton Regional Airport
Johnston County Airport
Mount Olive Municipal Airport
Rocky Mount-Wilson Regional Airport
Tarboro-Edgecombe County Airport

NCDOT Divisions

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

NCDOT Division Five Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division Five has developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Five Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with 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.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division Five Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host public hearings at a central location within each Division during the 30 day project solicitation period. Information regarding the public hearing 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 hearings and other methods approved by the NCDOT Communications Office 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 transit division staff, and 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 P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period and for the drop A in/workshop sessions 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

NCDOT Division Five Project Solicitation and Ranking Process
Prioritization 3.0

Below is the standardized list of criteria used in developing a set of ranking criteria for Division Five. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division Five. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division Five, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **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.
- **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.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Serves Activity Center(s):** a yes or no measure of the project serving a large employment center, trauma center, institution of higher learning, tourist center or other high traffic facility/site.

Regional Impact Ranking:

Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the regional impact category. 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. 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.

Regional Impact Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	**20 Points**
Existing Congestion 20 (% weight)	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Vol.to capacity between 0.91 and 1.0	Volume to Capacity over 1.0
Criteria	**0 Points**	**3.33 Points**	**6.67 Points**	**10 Points**	
Safety Score 10 (% weight)	SPOT safety point less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Criteria	**0 Points**	**6.67 Points**	**13.33 Points**	**20 Points**	
Cost Effectiveness 20 (% weight)	Cost per Veh./equivalent greater than $1500 per mile	Cost per Veh./equivalent between $1000-$1500 per mile	Cost per Veh./equivalent between $500-$999 per mile	Cost per Veh/equivalent less than $499 per mile	
Criteria	**0 Points**	**7.5 Points**	**15 Points**		
Freight Volume 15 (% weight)	Less than 500 trucks/ equivalent per day	Between 500 - 1000 trucks/ equivalent per day	More than 1000 trucks/ equivalent per day		
Criteria	**0 Points**	**15 Points**			
Corridor Continuity 15 (% weight)	Project does not complete of continue corridor improvement	Project does continue corridor improvement			
Criteria	**0 Points**	**5 Points**			
Multimodal Accommo-dations 5 (% weight)	Project does not include ped/bike/ transit facilities	Project does include ped/bike/ transit facilities			
Criteria	**0 Points**	**7.5 Points**	**15 Points**		
Serves Activity Center 15 (% weight)	Serves employment centers of fewer than 500	Project adds new capacity to serve employment	Project adds significant new capacity to serve employee		

	employees, trauma centers, institutions of higher learning, or tourist centers	centers of 500 to 1500 employees, trauma centers, institutions of higher learning or tourist centers	centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist centers		

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the division needs category. 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. 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. Each 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.

Division Needs Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**10 Points**	**20 Points**		
Existing Congestion 20 (% weight)	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)	Volume to Cap. between 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/ transit available (other modes)	Volume to capacity over 0.75 (roads and rail), no facilities/ transit available (other modes)		
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	**20 Points**
Safety Score 20 (% weight)	Spot safety pts less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	**20 Points**

Cost- Effectiveness 20 (% weight)	Cost per daily user greater than $4,000 per user per	Cost per daily user between $2,000-$4,000 per user per unit per mile	Cost per daily user between $1,500-$1,999 per user per unit per mile	Cost per daily user between $1,000-$1,499 per user per unit per mile	Cost per daily user less than $999 per user per unit per mile
Criteria	**0 Points**	**10 Points**			
Transportation Plan Consistency 10 (% weight)	Project is not in adopted land use, transportation, transit or other plan	Project is in an adopted land use, transportation, transit or other plan			
Criteria	**0 Points**	**15 Points**			
Multimodal Accommodations 15 (% weight)	Project does not include bike/ped/ transit facilities	Project includes bike/ped/ transit facilities			
Criteria	**0 Points**	**7.5 Points**	**15 Points**		
Serves Activity Center 15 (% weight)	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning or tourist centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist centers		

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

The Division will 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.

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

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

- coordination with CAMPO, DCHC-MPO, and Kerr-Tar RPO on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division Five's public workshop, public involvement efforts of local governments, and local referenda.

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 hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division Five will finalize the application of qualitative points and that will 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;
- 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	Raleigh-Durham Airport Authority
Person County Airport	Triangle North Executive

Public Transit

Triangle Transit	Durham Area Transit Authority
Capital Area Transit	Cary Transit
Kerr Area Transportation Authority	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

NCDOT Divisions

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

NCDOT Division Six Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), the NCDOT Division Six Engineer has developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Six Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with 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.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host public hearings at a central location within each Division during the 30 day project solicitation period. Information regarding the public hearing 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 hearings and other methods approved by the NCDOT Communications Office 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 transit division staff, and 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 P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period and for the drop-in/workshop sessions 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

Below is the standardized list of criteria used in developing a set of ranking criteria for Division Six. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division Six. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division Six, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **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.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Serves Activity Center(s):** a yes or no measure of the project serving a large employment center, trauma center, institution of higher learning, tourist center or other high traffic facility/site.

Regional Impact Ranking:

Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below is a standard ranking of criteria eligible for use by each Division Engineer in evaluating projects in the regional impact category. Each Division Engineer will determine the combination of criteria (minimum of four) and criteria weights that best reflect the needs and

priorities of their respective area and the specific criteria and weights for Division 6 are noted below. 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. 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. Each 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.

Regional Impact Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	**20 Points**
Existing Congestion 20 **(% weight)**	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Volume to capacity between 0.91 and 1.0	Volume to Capacity over 1.0
Criteria	**0 Points**	**8.33 Points**	**16.67 Points**	**25 Points**	
Safety Score 25 **(% weight)**	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Criteria	**0 Points**	**6.67 Points**	**13.33 Points**	**20 Points**	
Cost Effectiveness 20 **(% weight)**	Cost per Veh./equivalent greater than $1500 per mile	Cost per Veh./equivalent between $1000-$1500 per mile	Cost per Veh./equivalent between $500-$999 per mile	Cost per Veh/equivalent less than $499 per Mile	
Criteria	**0 Points**	**7.5 Points**	**15 Points**		
Freight Volume 15 **(% weight)**	Less than 500 trucks/ equivalent per day	Between 500 - 1000 trucks/ equivalent per day	More than 1000 trucks/ equivalent per day		
Criteria	**0 Points**	**10 Points**			
Corridor Continuity 10 **(% weight)**	Project does not complete of continue corridor improvement	Project does continue corridor improvement			

Criteria	0 Points	5 Points	10 Points		
Serves Activity Center 10 **(% weight)**	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning or tourist centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist centers		

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category.

Below is a standard ranking of criteria eligible for use by each Division Engineer in evaluating projects in the division needs category. Each Division Engineer will determine the combination of criteria (minimum of four) and criteria weights that best reflect the needs and priorities of their respective area and the specific criteria and weights for Division 6 are noted below. 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. 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. Each 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.

NCDOT Division Six Project Solicitation and Ranking Process
Prioritization 3.0

Division Needs Standard Ranking – Criteria and Weights *(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)*					
Criteria	**0 Points**	**15 Points**	**30 Points**		
Existing Congestion 30 **(% weight)**	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)	Volume to Cap. between 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/ transit available (other modes)	Volume to capacity over 0.75 (roads and rail), no facilities/ transit available (other modes)		
Criteria	**0 Points**	**7.5 Points**	**15 Points**	**22.5 Points**	**30 Points**
Safety Score 30 **(% weight)**	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Criteria	**0 Points**	**6.25 Points**	**12.5 Points**	**18.75 Points**	**25 Points**
Cost-Effectiveness 25 **(% weight)**	Cost per daily user greater than $4,000 per user per unit per mile	Cost per daily user between $2,000-$4,000 per user per unit per mile	Cost per daily user between $1,500-$1,999 per user per unit per mile	Cost per daily user between $1,000-$1,499 per user per unit per mile	Cost per daily user less than $999 per user per unit per mile
Criteria	**0 Points**	**7.5 Points**	**15 Points**		
Serves Activity Center 15 **(% weight)**	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning or tourist centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist centers		

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 6 has 2300 points to allocate among Regional projects and 2300 points to allocate among Division projects.

The Division will assign its 2300 Regional points among modes and project types according to the following target allocation:

- 1900 points to Highway
- 100 points to Public Transit
- 100 points to Aviation
- 200 points could be assigned to any mode and project type

The Division will assign its 2300 Division points among modes and project types according to the following target allocation:

- 1400 points to Highway
- 100 points to Public Transit
- 100 points to Bicycle and Pedestrian
- 100 points to Rail
- 200 points to Aviation
- 400 points could be assigned to any mode and project type

The Division will 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:

- coordination with MPO/RPO's to consider geographic and jurisdictional balance.
- 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;
- improves safety and traffic movement along interstate and freeway corridors; and
- addresses high growth area needs.

The specific reasoning behind the allocation of qualitative points will be documented by Division 6 and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division 6 may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with FAMPO, CAMPO, Cape Fear RPO, Mid-Carolina RPO and Lumber River RPO on the assignment of points; and

- public input and support as evidenced through public comments submitted to NCDOT, Division 6's public workshop, public involvement efforts of local governments, and local referenda.

Approval of Ranking Points:

Division 6 will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division 6 will finalize the application of qualitative points based upon:

- 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 FAMPO, CAMPO, Cape Fear RPO, Mid-Carolina RPO and Lumber River RPO on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division 6'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 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

Columbus County Municipal Airport
Fayetteville Regional Airport
Harnett Regional Jetport
Lumberton Regional Airport
Curtis L. Brown Field Airport

Public Transit

Fayetteville Area System Transit
Bladen Area Rural Transportation System
Columbus County Transportation
Community Transportation Program (Cumberland)
Harnett Area Rural Transit System
Southeast Area Transit System

County Government

Bladen County
Columbus County
Cumberland County
Harnett County
Robeson County

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

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

NCDOT Division Seven Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), the NCDOT Division Seven Engineer has developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Seven Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. The results of this process will be reviewed with 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. Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division Seven Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

Division Engineer's office announced a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. The Division hosted a public hearing at the Division Office during the 30 day project solicitation period. Information regarding the public hearing and specific methods for providing input (email, phone, mail, etc.) were advertised to stakeholders using methods approved by the NCDOT Communications Office. Comments received via the public hearing and other methods approved by the NCDOT Communications Office were posted to the NCDOT website. **The results of the 30 day project solicitation period and the public input received were reviewed by the Division Engineer in consultation with the MPOs and RPOs in the Division, appropriate NCDOT transit division staff, and local aviation, rail and transit operators.** Through this collaboration, the Division Engineer determined the list of candidate projects submitted for technical evaluation, while avoiding duplicate project submissions and ensuring the maximum number of project submittals was not exceeded. The Division Engineer was also able to submit new transportation projects (across all modes) based upon the P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period and for the drop-in/workshop sessions 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The first step consists of using the criteria outlined below that will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

Below is the standardized list of criteria used in developing a set of ranking criteria for Division Seven. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division Seven. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division Seven, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Serves Activity Center(s):** a yes or no measure of the project serving a large employment center, trauma center, institution of higher learning, tourist center or other high traffic facility/site.

Regional Impact Ranking:

Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below is a standard ranking of criteria eligible for use by Division Engineer in evaluating projects in the regional impact category. The Division Engineer has determined the combination of criteria and criteria weights that best reflect the needs and priorities of his area and the specific criteria and weights for the Division are noted below. 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 the Division and/or to projects in adjacent divisions. The Department's quantitative scores for projects and the Division's ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects located in the Division and Region of which the Division is a part. 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.

The following criteria and weights will be used for scoring projects in the regional impact tier:
Existing Congestion 30%
Safety 25%
Corridor Continuity 20%
Serves Activity Center 25%

Regional Impact Standard Ranking – Criteria and Weights *(Note: T otal points for any given project cannot exceed 100)*					
Criteria	**0 Points**	**7.5 Points**	**15 Points**	**22.5 Points**	**30 Points**
Existing Congestion 30 (% weight)	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Volume to capacity between 0.91 and 1.0	Volume to Capacity over 1.0
Criteria	**0 Points**	**8.33 Points**	**16.67 Points**	**25 Points**	
Safety Score 25 (% weight)	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Criteria	**0 Points**	**20 Points**			
Corridor Continuity 20 (% weight)	Project does not complete or continue corridor improvement	Project does continue corridor improvement			
Criteria	**0 Points**	**12.5 Points**	**25 Points**		
Serves Activity Center 25 (% weight)	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning or tourist centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist centers		

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the statewide and regional impact category. Division Engineer will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the division needs category.

Below is a standard ranking of criteria eligible for use by Division Engineer in evaluating projects in the division needs category. The Division Engineer has determined the combination of criteria and criteria weights that best reflect the needs and priorities of his area and the specific criteria and weights for the Division are noted below. 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, to projects in their region with Division 9, and to projects with ties to adjacent divisions, Divisions 5 and 8. 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. Each Division Engineer will use the preliminary rank-ordered list of projects along with local knowledge as well as information gathered through collaboration, cooperation, and consultation with MPOs, RPOs, local airport, rail and transit operators and input from other interested stakeholders to determine the final assignment of qualitative points.

The following criteria and weights will be used for scoring projects in the division needs tier:
Existing Congestion 35%
Safety 30%
Serves Activity Center 25%
Multimodal Accommodations 10%

Division Needs Standard Ranking – Criteria and Weights *(Note: Total points for any given project cannot exceed 100)*					
Criteria	**0 Points**	**8.25 Points**	**17.5 Points**	**25.25 Points**	**35 Points**
Existing Congestion 35 (% weight)	Volume to capacity less than 0.3	Volume to capacity between 0.30 and 0.49	Volume to capacity between 0.50 and 0.69	Volume to capacity between 0.70 and 1.0	Volume to Capacity Over 1.0
Criteria	**0 Points**	**7.5 Points**	**15 Points**	**22.5 Points**	**30 Points**
Safety Score 30 (% weight)	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80

Criteria	0 Points	12.5 Points	25 Points		
Serves Activity Center 25 (% weight)	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers of greater than 500 to 1500 employees, trauma centers, institutions of higher learning or tourist centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist centers		
Criteria	**0 Points**	**10 Points**			
Multimodal Accommodations 10 (% weight)	Project does not include bike/ped/ transit facilities	Project includes bike/ped/ transit facilities			

Applying Local Qualitative Points:

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 Seven has 2500 points to allocate among Regional projects and 2500 points to allocate among Division projects.

The Division will assign its 2,500 Regional points among modes and project types according to the following target allocation:

- 2,000 points will be allocated to Highway Projects
- Remaining 500 points could be assigned to any mode and project type

The Division will assign its 2,500 Division points among modes and project types according to the following target allocation:

- 2,000 points will be allocated to Highway Projects
- Remaining 500 points will be allocated to any mode and project type.

The Division will 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 costs are excessive. The Division's intent is to allocate points at a ratio of highway to non-highway modes of 80/20 to provide a larger pool of non-highway projects to be programmed under the Normalization Approach Methodology 90/10 to 96/4 ratio range recommendations.

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.

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

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

- coordination with GUAMPO, DCHC-MPO, BGMPO, HPMPO, TARPO, and PTRPO as well as their respective member governments on the assignment of points;
- and public input and support as evidenced through public comments submitted to NCDOT, Division Seven's public workshops, public involvement efforts of local governments, and local referenda.

Approval of Ranking Points:

Division Seven will release the draft Project Priority Ranking and application of qualitative points for public comments and hold two public meetings within the 90 day public comment period between June and August 2014. After review and public comment, Division Seven will finalize the application of qualitative points based upon:

- 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 GUAMPO, DCHC-MPO, BGMPO, HPMPO, TARPO, and PTRPO on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division Seven's public meetings, 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 the Division. The following is a list of our key stakeholders:

MPO/RPO

Greensboro Urban Area Metropolitan Planning Organization (GUAMPO)
Durham-Chapel Hill-Carrboro Municipal Planning Organization (DCHC-MPO)
High Point Metropolitan Planning Organization (HPMPO)
Burlington Graham Metropolitan Planning Organization (BGMPO)
Piedmont Triad Rural Planning Organization (PTRPO)
Triangle Area Rural Planning Organization (TARPO)

Airports

Rockingham County Shiloh Airport
Burlington Alamance Regional Airport
Piedmont Triad International Airport

Public Transit/Rail

HiTran
Greensboro Transit Authority
Chapel Hill Transit
Triangle Transit
Piedmont Authority for Regional Transportation (PART)
Alamance County Transportation Authority (ACTA)
Norfolk Southern
CSX

County Government

Rockingham County
Guilford County
Alamance County
Orange County
Caswell County

Municipal Government (Incorporated)

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

NCDOT Divisions

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

NCDOT Division 8 Engineer Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), the NCDOT Division Eight Engineer has developed the following project solicitation process and local input methodology. This document is a description of the Division Ranking Process for Transportation Division Eight and sets forth the process that it will use to rank transportation projects and award its points that contribute to the NCDOT rankings of projects.

Applicability

The project solicitation process will apply to all projects submitted by the Division Eight Engineer and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Eight Engineer within the geographic boundaries which consists of Chatham, Hoke, Lee, Montgomery, Moore, Randolph, Richmond and Scotland Counties (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division 8 Engineer Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:

Division Eight solicited candidate projects for 30 days prior to the project submittal deadline. **The results of this process was reviewed with 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.** Project suggestions received were shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division was not exceeded. The Division then submitted the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring by the project submittal deadline.

Project Ranking:

The Division Eight Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

The Division Eight office announced a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, Division Eight hosted a public hearing at a central location during the 30 day project solicitation period. Information regarding the public hearing, and specific methods for providing input (email, phone, mail, etc.); were advertised to stakeholders using methods approved by the NCDOT Communications Office. Comments received via public hearings and other methods approved by the NCDOT Communications Office were posted to the NCDOT website. **The results of the 30 day project solicitation period and the public input received were reviewed by the Division Engineer in consultation with the MPOs and RPOs in the Division, appropriate NCDOT transit division staff, and local aviation, rail and transit operators.** Through this collaboration, the Division Engineer determined the list of candidate projects to submit for technical evaluation, while avoiding duplicate project submissions and ensuring the maximum number of project submittals was not exceeded.

Project Ranking:

The Division Eight Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. The Division Engineer will be responsible for assigning local input

points to regional impact and division needs projects for the area (statewide mobility projects will be evaluated based solely on their technical scores). The Division Engineer will publish the 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 methods approved by the NCDOT Communications Office. The Division Eight Engineer will then announce a 30 day comment period to solicit input on this information and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2-August 29, 2014) for assigning local input points. During this period, Division Eight will host a public drop-in/workshop session at a central location within the Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period, and for the drop-in/workshop session, will be made to the public, and to MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and any interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office.

The Division Eight Engineer will review comments received in accordance with the local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **Through this evaluation and collaboration, the Division Eight Engineer will determine the final local input point assignments per eligible regional impact and division needs project within the division and/or to projects in adjacent divisions to submit for final evaluation.** All final point assignments will be published using methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that will be used by the Division Eight Engineer in determining preliminary and final local input point assignments for projects within the 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 preliminary rank-ordered list of projects.**

Below is the standardized list of criteria used in developing a set of ranking criteria for Division Eight. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division Eight. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division Eight, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total

possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in Appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **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.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Project Feasibility:** a qualitative measure of ROW, environmental justice and/or environmental problems on the project based on Transportation Planning Branch data or a completed feasibility study.
- **Shoulder Width:** a measure of the existing paved shoulder width versus the DOT design standard.
- **Lane Width:** a measure of the existing lane width versus the DOT design standard
- **Airport Safety:** a yes or no measure of the project improving safety at an airport.

Regional Impact Ranking:

Certain highway, aviation, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category. The Division Eight Engineer will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the regional impact category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the regional impact category. 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. 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.

The Division Eight Engineer has established a set list of criteria for the Division's Ranking Methodology. For the "Regional Impact" projects, the following criteria and associated weights are proposed for the ranking of projects:

Corridor Continuity (20% weight)
Transportation Plan Consistency (20% weight)
Shoulder Width (20% weight)
Lane Width (15% weight)
Safety Score (10% weight)
Project Feasibility (10% weight)
Multimodal Accommodations (5% weight)

Regional Impact Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***				
Criteria	**0 Points**	**20 Points**		
Corridor Continuity 20 (% weight)	Project does not complete or continue corridor improvement	Project does continue corridor improvement		
Criteria	**0 Points**	**20 Points**		
Transportation Plan Consistency 20 (% weight)	Project is not in CTP or Thoroughfare Plan	Project is in CTP or Thoroughfare Plan		
Criteria	**0 Points**	**10 Points**	**15 Points**	**20 Points**
Shoulder Width 20 (% weight)	Project does not widen shoulder	Project widens shoulder to 50% > of DOT standard	Existing shoulder meets NCDOT standard	Project widens shoulder to DOT standard
Criteria	**0 Points**	**10 Points**	**15 Points**	
Lane Width 15 (% weight)	Project does not increase lane width	Existing lane width meets NCDOT standard	Project widens lane width to DOT standard	

Criteria	0 Points	4 Points	6 Points	10 Points
Safety Score 10 (% weight)	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66
Criteria	**0 Points**	**10 Points**		
Project Feasibility 10 (% weight)	Significant ROW, EJ or environmental concerns	Minimal ROW, EJ or environmental concerns		
Criteria	**0 Points**	**5 Points**		
Multimodal Accommodations 5% (% weight)	Project does not include ped/bike/transit facilities	Project does include ped/bike/transit facilities		

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category. The Division Eight Engineer will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the division needs category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the division needs category. 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. 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. Each 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.

The Division Eight Engineer has established a set list of criteria for the Division's Ranking Methodology. For the "Division Needs" projects, the following criteria and associated weights are proposed for the ranking of projects:

Shoulder Width (20% weight)
Lane Width (20% weight)
Safety Score (15% weight)
Transportation Plan Consistency (15% weight)
Existing Congestion (10% weight)

NCDOT Division 8 Engineer Project Solicitation and Ranking Process
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Cost-Effectiveness (10% weight)
Multimodal Accommodations (5% weight)
Airport Safety (5% weight)

Division Eight Needs Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**10 Points**	**15 Points**	**20 Points**	
Shoulder Width **20% (% weight)**	Project does not widen shoulder	Project widens shoulder to 50%> of DOT standard	Existing shoulder meets NCDOT standard	Project widens shoulder to DOT standard	
Criteria	**0 Points**	**10 Points**	**20 Points**		
Lane Width **20% (% weight)**	Project does not increase lane width	Existing lane width meets NCDOT standard	Project widens lane width to DOT standard		
Criteria	**0 Points**	**2 Points**	**5 Points**	**10 Points**	**15 Points**
Safety Score **15% (% weight)**	SPOT safety points < 30	SPOT safety points 31-50	SPOT safety points 51-65	SPOT safety points 66-80	SPOT safety points > 80
Criteria	**0 Points**	**15 Points**			
Transportation Plan Consistency **15 (% weight)**	Project is not in adopted land use, transportation, transit or other plan	Project is in an adopted land use, transportation, transit or other plan			
Criteria	**0 Points**	**5 Points**	**10 Points**		
Existing Congestion **10% weight)**	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)	Volume to capacity between 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/transit available (other modes)	Volume to capacity over 0.75 (roads and rail), no facilities/transit available (other modes)		
Criteria	**0 Points**	**2 Points**	**5 Points**	**7 Points**	**10 Points**
Cost-Effectiveness **10 (% weight)**	Cost per daily user > $4,000 per user per unit per mile	Cost per daily user between $2,000-$4,000 per user per unit per mile	Cost per daily user between $1,500-$1,999 per user per unit per mile	Cost per daily user between $1,000-$1,499 per user per unit per mile	Cost per daily user less than $999 per user per unit per mile
Criteria	**0 Points**	**5 Points**			
Multimodal Accom-modations **5% (% weight)**	Project does not include bike/ped/transit facilities	Project includes bike/ped/transit facilities			

Criteria	0 Points	5 Points			
Airport Safety **5% (% weight)**	Does not improve airport safety	Does improve airport safety			

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 Eight has 2000 points to allocate among Regional projects and 2000 points to allocate among Division projects.

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

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

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

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

The Division will 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 costs are 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.

The specific reasoning behind the allocation of qualitative points will be documented by

Division Eight and posted to NCDOT's website.

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

- Coordination with MPO and RPO partners on the assignment of points; and
- Public input and support as evidenced through public comments submitted to NCDOT Division Eight via public workshop and public involvement efforts of local governments.

Approval of Ranking Points:

Division Eight will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division Eight will finalize the application of qualitative points based upon:

- 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 MPO and RPO partners on the assignment of points;
- Public input and support as evidenced through public comments submitted to NCDOT, and public involvement efforts of Division Eight and local governments; and
- Division Engineer's knowledge of the transportation needs within the 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 to coordinate with all of the key stakeholders in Division Eight. The following is a list of our key stakeholders:

Local Stakeholders:

Metropolitan Planning Organizations:	Durham-Chapel Hill-Carrboro MPO
	Fayetteville Area MPO
	High Point MPO
Rural Planning Organizations:	Lumber River RPO
	Piedmont Triad RPO
	Triangle Area RPO
General Aviation Airports:	Asheboro Regional Airport (HBI)
	Laurinburg/Maxton Airport (MEB)
	Montgomery County Airport (43A)
	Moore County Airport (SOP)
	Raleigh Executive at Sanford-Lee County (TTA)
	Richmond County Airport (RCZ)
	Siler City Municipal Airport (5W8)
Public Transportation:	Chatham Transit Network
	Hoke Area Transit System (HARTS)
	County of Lee Transportation System (COLTS)
	Moore County Transportation Services (MCTS)
	Randolph County Senior Adults Assoc. Inc. (serves Randolph & Montgomery Counties)
	Area of Richmond Transit System Richmond Co.
	Scotland County Area Transit System (SCATS)
	Piedmont Authority for Regional Transportation (PART)
Rail Division:	CSX
	Amtrak
	Norfolk Southern Railroad
	Aberdeen Carolina & Western Railway
	Aberdeen and Rockfish Railroad
	Atlantic & Western Railway, LP
	Laurinburg & Southern Company, Inc.

County Governments: Chatham County Moore County
Hoke County Randolph County

	Lee County	Richmond County
	Montgomery County	Scotland County
Municipal Governments:	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	
NCDOT Divisions:	Transportation Divisions 5, 6, 7, 9, 10	
	Bicycle and Pedestrian Division	
	Public Transportation Division	
	Rail Division	
	Aviation Division	
	Transportation Planning Branch	

NCDOT Division Nine Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), the NCDOT Division Nine Engineer has developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Nine Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:
Each transportation Division solicited candidate projects for 30 days prior to the project submittal deadline. **The results of this process were reviewed with 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.** Project suggestions received were shared and coordinated with the respective MPOs and/or RPOs in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division was not exceeded. The Division then submitted the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring before the project submittal deadline.

Project Ranking:
The Division Engineer will evaluate the full list of new and previously evaluated projects for the Division between May and August 2014, assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29, 2014.

Public Input Process

Project Solicitation:
Each Division Engineer's office announced the 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, each Division hosted public workshops at a central location within each Division during the 30 day project solicitation period. Information regarding the public workshops, and specific methods for providing input (email, phone, mail, etc.) were advertised to stakeholders using methods approved by the NCDOT Communications Office. Comments received via public workshops and other methods approved by the NCDOT Communications Office were posted to the NCDOT website. **The results of the 30 day project solicitation period and the public input received were reviewed by the Division Engineer in consultation with the MPOs and RPOs in the Division, appropriate NCDOT transit division staff, and local aviation, rail and transit operators.** Through this collaboration, the Division Engineer determined the list of candidate projects to submit for technical evaluation, while avoiding duplicate project submissions and ensuring that the maximum number of project submittals was not exceeded. The Division Engineer was able to submit new transportation projects (across all modes) based upon the P3.0 Workgroup and Department's agreed upon allowances.

NCDOT Division Nine Project Solicitation and Ranking Process
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Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). The Division Engineer will publish his 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a new 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2-August 29, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division. Advertisement soliciting input during the 30 day comment period, and for the drop-in/workshop sessions, 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

NCDOT Division Nine Project Solicitation and Ranking Process
Prioritization 3.0

Ranking Process

Introduction:
The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that will be used by the Division Engineer in determining preliminary and final local input point assignments for projects within the 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

Below is a list of criteria used in developing a set of ranking criteria for Division Nine. For each criterion, a detailed description is provided (including any pertinent information regarding data sets to be used). The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division Nine. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division Nine, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Division Nine Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Public Support:** Strong public support for the project as documented through feedback received through public outreach efforts.

- **Serves Activity Center(s):** a yes or no measure of the project serving a large employment center, trauma center, institution of higher learning, tourist center or other high traffic facility/site.

Regional Impact Ranking:
Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below is a ranking of criteria used by the Division Engineer in evaluating projects in the regional impact category. The Division Engineer determined the combination of criteria and criteria weights that best reflect the needs and priorities of his respective area and the specific criteria and weights for Division Nine are noted below. 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 his 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 preliminary rank-ordered list of projects. Each 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.

Regional Impact Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**5 Points**	**15 Points**	**25 Points**	**30 Points**
Existing Congestion 30 % Weight	Volume to capacity less than 0.3	Volume to capacity between 0.30 and 0.49	Volume to capacity between 0.50 and 0.69	Volume to capacity between 0.70 and 1.0	Volume to Capacity Over 1.0
Criteria	**0 Points**	**10 Points**	**20 Points**	**25 Points**	
Safety Score 25 % weight	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Criteria	**0 Points**	**20 Points**			
Corridor Continuity 20 % Weight	Project does not complete of continue corridor improvement	Project does continue corridor improvement			

Criteria	0 Points	10 Points	25 Points		
Serves Activity Center 25 % Weight	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist/shopping centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning or tourist/shopping centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist/shopping centers		

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category.

Below is the ranking of criteria used by the Division Engineer in evaluating projects in the division needs category. Each Division Engineer will determine the combination of criteria and criteria weights that best reflect the needs and priorities of their respective area and the specific criteria and weights for Division Nine are noted below. 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. 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. Each 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.

Division Needs Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**5 Points**	**15 Points**	**25 Points**	**30 Points**
Existing Congestion 30 % Weight	Volume to capacity less than 0.3	Volume to capacity between 0.30 and 0.49	Volume to capacity between 0.50 and 0.69	Volume to capacity between 0.70 and	Volume to Capacity Over 1.0

Criteria	0 Points	10 Points	20 Points	25 Points	
Safety Score 25 % weight	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Criteria	**0 Points**	**20 Points**			
Public Support 20 % Weight	Minimal Public Support	Strong Public Support			
Criteria	**0 Points**	**10 Points**	**25 Points**		
Serves Activity Center 25 % Weight	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist/shopping centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning or tourist/shopping centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist/shopping centers		

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 Nine has 2,500 points to allocate among Regional projects and 2,500 points to allocate among Division projects.

The Division will assign its 2,500 Regional points among modes and project types according to the following target allocation:

- 2,000 points to Highway
- 500 points could be assigned to any mode and project type

The Division will assign its 2,500 Division points among modes and project types according to the following target allocation:

- 2,000 points to Highway

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

The Division will 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;
- 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 Nine and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division Nine 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 Nine's public workshops, public involvement efforts of local governments, and local referenda.

Approval of Ranking Points:

Division Nine will release the draft Project Priority Ranking and application of qualitative points for public comments and hold public workshops within the 90 day public comment period between June and August 2014. After review and public comment, Division Nine will finalize the application of qualitative points based upon:

- 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 Nine's public workshops, 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 it 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 Nine. The following is a list of our 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

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

NCDOT Division Ten Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division 10 Engineers have developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Ten Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:
Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with 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.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:
The Division 10 Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host public hearings at a central location within each Division during the 30 day project solicitation period. Information regarding the public hearing 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 hearings and other methods approved by the NCDOT Communications Office 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 transit division staff, and 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 P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period and for the drop-in/workshop sessions 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

Below is the standardized list of criteria used in developing a set of ranking criteria for Division 10. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division 10. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division 10, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **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.
- **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.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Serves Activity Center(s):** a yes or no measure of the project serving a large employment center, trauma center, institution of higher learning, tourist center or other high traffic facility/site.

- **Airport Passenger Service:** a yes or no measure of the project materially improving an airport's ability to increase passenger service capacity.
- **Transit Expansion:** a yes or no measure of the project expanding passenger service on existing routes or opening new routes for increased service.

Regional Impact Ranking:

Regional Impact Ranking:

Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the regional impact category. 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. 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.

Regional Impact Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**3.75 Points**	**7.5 Points**	**11.25 Points**	**15 Points**
Existing Congestion 15 **(% weight)**	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Volume to capacity between 0.91 and	Volume to Capacity over
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	
Safety Score 15 **(% weight)**	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points	
Criteria	**0 Points**	**2.5 Points**	**5 Points**	**10 Points**	
Cost Effectiveness 10 **(% weight)**	Cost per Veh./equivalent greater than $4000 per mile	Cost per Veh./equivalent between $2000-$4000 per mile	Cost per Veh./equivalent between $1500-$1999 per mile	Cost per Veh/equivalent between $1000-	Cost per Veh/equivalent less than $1000

NCDOT Division Ten Project Solicitation and Ranking Process
Prioritization 3.0

Criteria	0 Points	5 Points	10 Points		
Freight Volume 10 **(% weight)**	Less than 500 trucks/ equivalent per day	Between 500 - 1000 trucks/ equivalent per day	More than 1000 trucks/ equivalent per day		
Criteria	**0 Points**	**5 Points**			
Transportation Plan Consistency 5 **(% weight)**	Project is not in CTP of TP	Project is in CTP or TP			
Criteria	**0 Points**	**7.5 Points**	**15 Points**		
Corridor Continuity 15 **(% weight)**	Project does not complete or continue corridor improvement	Project does continue corridor improvement	Project completes corridor		
Criteria	**0 Points**	**5 Points**			
Multimodal Accommodations 5 **(% weight)**	Project does not include ped/bike/ transit facilities	Project does include ped/bike/ transit facilities			
Criteria	**0 Points**	**7.5 Points**	**15 Points**		
Serves Activity Center 15 **(% weight)**	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, tourist centers, or other high traffic centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning, tourist centers, or other high traffic centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning, tourist centers, or other high traffic centers		

Criteria	0 Points	5 Points			
Airport Passenger Service 5 **(% weight)**	Project does not increase capacity	Project increases capacity			
Criteria	**0 Points**	**5 Points**			
Transit Expansion 5 **(% weight)**	No service expansion	Expands service			

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the division needs category. 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. 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. Each 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.

Division Needs Standard Ranking – Criteria and Weights *(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)*					
Criteria	**0 Points**	**10 Points**	**20 Points**		
Existing Congestion 20 **(% weight)**	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)	Volume to Cap. between 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/ transit	Volume to capacity over 0.75 (roads and rail), no facilities/ transit available (other modes)		

Criteria	0 Points	5 Points	10 Points	15 Points	20 Points
Safety Score 20 **(% weight)**	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	**20 Points**
Cost-Effectiveness 20 **(% weight)**	Cost per daily user greater than $4,000 per user per unit per mile	Cost per daily user between $2,000-$4,000 per user per unit	Cost per daily user between $1,500-$1,999 per user per unit	Cost per daily user between $1,000-$1,499 per user per unit	Cost per daily user less than $999 per user per unit per mile
Criteria	**0 Points**	**5 Points**			
Transportation Plan Consistency 5 **(% weight)**	Project is not in adopted land use, transportation, transit or other plan	Project is in an adopted land use, transportation, transit or other plan			
Criteria	**0 Points**	**10 Points**			
Multimodal Accommoda-tions 10 **(% weight)**	Project does not include bike/ped/ transit facilities	Project includes bike/ped/ transit facilities			
Criteria	**0 Points**	**7.5 Points**	**15 Points**		
Serves Activity Center 15 **(% weight)**	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, tourist centers, or other high traffic centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning, tourist centers, or other high traffic centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning, tourist centers, or other high traffic centers		

Criteria	0 Points	5 Points			
Airport Passenger Service 5 **(% weight)**	Project does not increase capacity	Project increases capacity			
Criteria	**0 Points**	**5 Points**			
Transit Expansion 5 **(% weight)**	No service expansion	Expands service			

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 10 has 2,500 points to allocate among Regional projects and 2,500 points to allocate among Division projects.

The Division will assign its 2,500 Regional points among modes and project types according to the following target allocation:

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 Division projects.

- 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 2,500 Division 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

The Division will 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.

The specific reasoning behind the allocation of qualitative points will be documented by Division 10 and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division 10 may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with planning organizations within the Division on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division 10's public workshop, public involvement efforts of local governments, and local referenda.

Approval of Ranking Points

Division 10 will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division 10 will finalize the application of qualitative points based upon:

- 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 planning organizations within the Division on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division 10'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 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
Charlotte-Monroe Executive Airport
Concord Regional Airport

Public Transit
Charlotte Area Transit System (CATS)
Concord-Kannapolis Transit System

County Government
Mecklenburg County
Cabarrus County

Anson County
Stanly County
Union 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

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

NCDOT Division Eleven Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail, and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division Engineers have developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Eleven Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with 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.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division 11 Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host public hearings at a central location within each Division during the 30 day project solicitation period. Information regarding the public hearing 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 hearings and other methods approved by the NCDOT Communications Office 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 transit division staff, and 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 P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period and for the drop-in/workshop sessions 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

Below is the standardized list of criteria used in developing a set of ranking criteria for Division 11. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division 11. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division 11, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions. Below are the criteria chosen by Division 11 from the standardized list. For each criterion, a detailed description is provided (including any pertinent information regarding data sets to be used).

Standard Criteria – Descriptions:

- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Project Feasibility:** a qualitative measure of ROW, environmental justice and/or environmental problems on the project based on Transportation Planning Branch data or a completed feasibility study.
- **Shoulder Width:** a measure of the existing paved shoulder width versus the DOT design standard.
- **Lane Width:** a measure of the existing lane width versus the DOT design standard

Regional Impact Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the Regional Impact level, as well as any projects that cascade into the Regional Impact category from the statewide mobility category.

Below is a the list of ranking of criteria proposed to be used by Division 11 in evaluating projects in the Regional Impact category. This combination of criteria and criteria weights best reflect the needs and priorities of this area. 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 the 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 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.

Regional Impact Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	
Cost Effectiveness 15 (% weight)	Cost per Veh./equivalent greater than $1500 per mile	Cost per Veh./equivalent between $1000-$1500 per mile	Cost per Veh./equivalent between $500-$999 per mile	Cost per Veh/equivalent less than $499 per Mile	
Criteria	**0 Points**	**50 Points**			
Corridor Continuity 50 (% weight)	Project does not complete or continue corridor improvement	Project does continue corridor improvement			
Criteria	**0 Points**	**25 Points**			
Project Feasibility 25 (% weight)	Significant ROW, EJ or environmental concerns	Minimal ROW, EJ or environmental concerns			
Criteria	**0 Points**	**10 Points**			
Lane Width 10 (% weight)	Project does not increase lane width	Project widens lane width to DOT standard			

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the Division Needs level, as well as any projects that cascade into the Division Needs category from the Regional Impact category. Each Division Engineer will use the criteria and weighting below to generate a score for each project and a ranking of all projects in the Division Needs category.

Below is the list of ranking criteria proposed to be used each Division 11 in evaluating projects in the Division Needs category. This combination of criteria and criteria weights

best reflect the needs and priorities of this area. 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. 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.

Division Needs Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	**20 Points**
Cost-Effectiveness (20% weight)	Cost per daily user greater than $4,000 per user per unit per mile	Cost per daily user between $2,000-$4,000 per user per unit per mile	Cost per daily user between $1,500-$1,999 per user per unit per mile	Cost per daily user between $1,000-$1,499 per user per unit per mile	Cost per daily user less than $999 per user per unit per mile
Point Value	**0 Points**	**40 Points**			
Project Feasibility (40% weight)	Significant ROW, EJ or environmental concerns	Minimal ROW, EJ or environmental concerns			
Point Value	**0 Points**	**5 Points**	**10 Points**		
Shoulder Width (20% weight)	Project does not widen shoulder	Project widens shoulder to 50%> of DOT standard	Project widens shoulder to DOT standard		
Point Value	**0 Points**	**20 Points**			
Lane Width (20% weight)	Project does not increase lane width	Project widens lane width to DOT standard			

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 11 has 1,700 points to allocate among Regional projects and 1,700 points to allocate among Division projects.

The Division will assign its 1,700 Regional points among modes and project types according to the following target allocation:

- 1500 points to Highway
- 200 points to Public Transit – Expansion and Facilities

The Division will assign its 1,700 Division points among modes and project types according to the following target allocation:

- 800 points to Highway
- 200 points to Public Transit – Expansion and Facilities
- 100 points to Bicycle and Pedestrian
- 200 points to Aviation Projects
- 400 points could be assigned to any mode and project type

The Division will 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.

The specific reasoning behind the allocation of qualitative points will be documented by Division 11 and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division 11 may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with planning organizations within the Division on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division 11's public workshop, public involvement efforts of local governments, and local referenda.

Approval of Ranking Points

Division 11 will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division 11 will finalize the application of qualitative points based upon:

- 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 planning organizations within the Division on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division 11'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 11. The following is a list of our key stakeholders:

MPO/RPO

Greater Hickory MPO
High Country RPO
Northwest Piedmont RPO
Unifour RPO

Airports

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

Public Transportation Providers

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

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 Cajah'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
Highway Division Twelve

NCDOT Division 12 Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division 12 Engineers have developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division 12 Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with 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.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division 12 Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host public hearings at a central location within each Division during the 30 day project solicitation period. Information regarding the public hearing 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 hearings and other methods approved by the NCDOT Communications Office 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 transit division staff, and 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 P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period and for the drop-in/workshop sessions 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

Below is the standardized list of criteria used in developing a set of ranking criteria for Division 12. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division 12. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division 12, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Project Feasibility:** a qualitative measure of ROW, environmental justice and/or environmental problems on the project based on Transportation Planning Branch data or a completed feasibility study.
- **Serves Activity Center(s):** a yes or no measure of the project serving a large employment center, trauma center, institution of higher learning, tourist center or other high traffic facility/site.

Regional Impact Ranking:

Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the regional impact category. 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. 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.

Regional Impact Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**10 Points**	**20 Points**	**25 Points**	**30 Points**
Existing Congestion 30 **(% weight)**	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Volume to capacity between 0.91 and 1.0	Volume to Capacity over 1.0
Criteria	**0 Points**	**5 Points**	**10 Points**	**20 Points**	**25 Points**
Safety Score 25 **(% weight)**	SPOT safety points less than 30	SPOT safety points between 31-	SPOT safety points between 51-	SPOT safety Points from 66-80	SPOT safety Points greater than 80
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	
Cost Effectiveness 15 **(% weight)**	Cost greater than $1500 per user per mile	Cost between $1000-$1500 per user per mile	Cost between $500-$999 per user per mile	Cost less than $499 per user per mile	
Criteria	**0 Points**	**20 Points**			
Corridor Continuity 20 **(% weight)**	Project does not complete or continue corridor improvement	Project does continue corridor improvement			
Criteria	**0 Points**	**10 Points**			
Serves Activity Center 10 **(% weight)**	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers with more than 500 employees, trauma centers, institutions of higher learning or tourist centers			

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the division needs category. 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. 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. Each 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.

Division Needs Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**10 Points**	**20 Points**	**30 Points**	
Existing Congestion 30 **(% weight)**	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)	Volume to Cap. between 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/ transit available (other modes)	Volume to Cap. between 0.76 and 1.0 (roads and rail), intermittent or incomplete facilities/ transit available (other modes)	Volume to capacity over 1.0 (roads and rail), no facilities/ transit available (other modes)	
Criteria	**0 Points**	**5 Points**	**10 Points**	**20 Points**	**30 Points**
Safety Score 30 **(% weight)**	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Criteria	**0 Points**	**5 Points**	**10 Points**	**15 Points**	
Cost-Effectiveness 15 **(% weight)**	Cost per daily user greater than $3,000 per user per mile	Cost per daily user between $2,000-$3,000 per user per mile	Cost per daily user between $1,000-$2,000 per user per mile	Cost per daily user less than $1,000 per user per mile	
Criteria	**0 Points**	**10 Points**	**20 Points**		
Project Feasibility 20 **(% weight)**	Significant ROW, EJ or environmental concerns	Moderate ROW, EJ or environmental concerns	Minimal ROW, EJ or environmental concerns		

Criteria	0 Points	5 Points			
Serves Activity Center 5 **(% weight)**	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers of more than 500 employees, trauma centers, institutions of higher learning or tourist centers			

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 12 has 2,500 points to allocate among Regional projects and 2,500 points to allocate among Division projects.

The Division will assign its 2,500 Regional points among modes and project types according to the following target allocation:

- 2,200 points to Highway
- 300 points could be assigned to any mode and project type

The Division will assign 2,500 Division points among modes and project types according to the following target allocation:

- 2,000 points to Highway
- 500 points could be assigned to any mode and project type

The Division will 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.

The specific reasoning behind the allocation of qualitative points will be documented by Division 12 and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division 12 may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with planning organizations within the Division on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division 12's public workshop, public involvement efforts of local governments, and local referenda.

Approval of Ranking Points

Division 12 will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division 12 will finalize the application of qualitative points based upon:

- 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 planning organizations within the Division on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division 12'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 12. The following is a list of our key stakeholders:

MPO/RPO

Gaston-Cleveland-Lincoln MPO
Greater Hickory MPO
Charlotte Regional Transportation Planning Organization (MPO)
Unifour RPO

Airports

Statesville
Hickory
Lincoln
Shelby
Gastonia

Public Transit

Iredell County Transportation (ICATS)
Transportation Lincoln County (TLC)
Transportation Administration of Cleveland County (TACC)
Greenway Public Transportation
Gastonia Transit
Gaston County Access

County Government

Iredell County
Alexander County
Lincoln County
Cleveland County
Catawba County
Gaston County

Municipal Government

Statesville, Troutman, Mooresville, Taylorsville
Lincolnton, Shelby, Kings Mountain, Boiling Springs, Lattimore, Fallston, Polkville, Grover, Casar, Kingstown, Mooresboro, Lawndale, Patterson Springs, Earl, Belwood, Waco, Hickory, Conover, Newton, Claremont,

Mountain View, Brookford, Maiden, Long View, Catawba, Gastonia, Bessemer City, Dallas, Cherryville, Cramerton, Belmont, Mt. Holly, High Shoals, Stanley, Lowell, Ranlo

NCDOT Divisions

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

NCDOT Division Thirteen Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division Thirteen Engineers have developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Thirteen Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with 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.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division Thirteen Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host public hearings at a central location within each Division during the 30 day project solicitation period. Information regarding the public hearing 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 hearings and other methods approved by the NCDOT Communications Office 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 transit division staff, and 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 P3.0 Workgroup and Department's agreed upon allowances.

NCDOT Division Thirteen Project Solicitation and Ranking Process
Prioritization 3.0

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period and for the drop-in/workshop sessions 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

Below is the standardized list of criteria used in developing a set of ranking criteria for Division Thirteen. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division Thirteen. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division Thirteen, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Existing Congestion:** a measure of the volume/capacity ratio of a facility or transit service taken from SPOT data.
- **Safety Score:** a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness**: a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **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.
- **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.
- **Corridor Continuity**: a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Multimodal Accommodations**: a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.

Regional Impact Ranking:
Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the regional impact category. 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. 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.

Regional Impact Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)*** Points will be weighted to equal a maximum of 100 points per project.					
Criteria	**0 Points**	**10 Points**	**20 Points**	**30 Points**	**40 Points**
Existing Congestion 20 (% weight)	Volume to capacity less than 0.5	Volume to capacity between 0.51 and 0.75	Volume to capacity between 0.76 and 0.9	Volume to capacity between 0.91 and 1.0	Volume to Capacity over 1.0
Safety Score 20 (% weight)	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66	
Cost Effectiveness 20 (% weight)	Cost per Veh./equivalent greater than $1500 per mile	Cost per Veh./equivalent between $1000-$1500 per mile	Cost per Veh./equivalent between $500-$999 per mile	Cost per Veh/equivalent less than $499 per Mile	
Freight Volume 10 (% weight)	Less than 500 trucks/ equivalent per day	Between 500 - 1000 trucks/ equivalent per day	More than 1000 trucks/ equivalent per day		
Transportation Plan Consistency 10 (% weight)	Project is not in CTP of TP	Project is in CTP or TP			

Criteria	0 Points	10 Points	20 Points	30 Points	40 Points
Corridor Continuity 10 (% weight)	Project does not complete of continue corridor improvement	Project does continue corridor improvement			
Multimodal Accommodations 10 (% weight)	Project does not include ped/bike/ transit facilities	Project does include ped/bike/ transit facilities			

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category.

Below is a standard ranking of criteria eligible for use by the Division Engineer in evaluating projects in the division needs category. 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. 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. Each 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.

Division Needs Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)*** Points will be weighted to equal a maximum of 100 points per project.					
Criteria	**0 Points**	**10 Points**	**20 Points**	**30 Points**	**40 Points**
Existing Congestion 20 (% weight)	Volume to capacity less than 0.5 (roads and rail), existing facilities available (other modes)	Volume to Cap. between 0.51 and 0.75 (roads and rail), intermittent or incomplete facilities/ transit available (other modes)	Volume to capacity over 0.75 (roads and rail), no facilities/ transit available (other modes)		

NCDOT Division Thirteen Project Solicitation and Ranking Process
Prioritization 3.0

Criteria	0 Points	10 Points	20 Points	30 Points	40 Points
Safety Score 20 (% weight)	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Cost Effectiveness 20 (% weight)	Cost per daily user greater than $4,000 per user per unit per mile	Cost per daily user between $2,000-$4,000 per user per unit per mile	Cost per daily user between $1,500-$1,999 per user per unit per mile	Cost per daily user between $1,000-$1,499 per user per unit per mile	Cost per daily user less than $999 per user per unit per mile
Freight Volume 20 (% weight)	Project is not in adopted land use, transportation, transit or other plan	Project is in an adopted land use, transportation, transit or other plan			
Transportation Plan Consistency 20 (% weight)	Project does not include bike/ped/ transit facilities	Project includes bike/ped/ transit facilities			

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 Thirteen has 2,000 points to allocate among Regional projects and 2,000 points to allocate among Division projects.

The Division will assign its 2,000 Regional points 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 Division will assign 2,000 Division points 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 Division will 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.

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

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

- coordination with planning organizations within the Division on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division Thirteen's public workshop, public involvement efforts of local governments, and local referenda, and
- 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

Division Thirteen will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division Thirteen will finalize the application of qualitative points based upon:

- 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 planning organizations within the Division on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division Thirteen'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 Thirteen. The following is a list of our key stakeholders:

MPO/RPO

French Broad River MPO
Greater Hickory MPO
High Country RPO
Isothermal RPO
Land of Sky RPO
Unifour RPO

Airports

Asheville Regional Airport
Foothills Regional Airport (Morganton-Lenoir Airport)
Rutherford County

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

County Government

Buncombe County
Burke County
Madison County
McDowell County
Mitchell County
Rutherford County
Yancey County

Municipal Government

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 Fourteen Project Solicitation and Ranking Process
Prioritization 3.0

Introduction

The NCDOT Division Engineers are required by STI legislation to develop a local input methodology for all transportation projects (highway, bike and pedestrian, public transportation, aviation, rail and ferry) within their respective areas that may compete for state funding. In conjunction with our continuous, cooperative and comprehensive planning relationship with local Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), NCDOT Division 14 has developed the following project solicitation process and local input methodology.

Applicability

The project solicitation process will apply to all projects submitted by the Division Engineer, and the local input methodology will apply to all projects (regional impact and division needs) to be ranked by the Division Engineer within their geographic boundaries (and adjacent boundaries if a given project spans more than one Division).

NCDOT Division Fourteen Project Solicitation and Ranking Process
Prioritization 3.0

Schedule Details

Project Solicitation:

Each transportation Division will solicit candidate projects for 30 days prior to the project submittal deadline. **The results of this process will be reviewed with 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.** Project suggestions received will be shared and coordinated with the respective MPO and/or RPO in each Division and with appropriate NCDOT transit division staff to avoid duplication and ensure maximum number of project submittals per Division is not exceeded. The Division will then submit the selected project list using NCDOT's SPOT On!ine tool (web based system) for quantitative scoring no later than the project submittal deadline.

Project Ranking:

The Division 14 Engineer will evaluate the full list of new and previously evaluated projects for the Division between June and August 2014 using this methodology and assigning local input points in consultation with the MPOs and RPOs in the division, and appropriate NCDOT Transit Division (all modes) staff for submission to the Strategic Prioritization Office of Transportation (SPOT) by August 29th, 2014.

Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all governments, MPOs, RPOs, NCDOT staff, local airport, rail and transit operators, and interested persons in the Division's geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host public hearings at a central location within each Division during the 30 day project solicitation period. Information regarding the public hearing 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 hearings and other methods approved by the NCDOT Communications Office 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 transit division staff, and 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 P3.0 Workgroup and Department's agreed upon allowances.

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in May of 2014. 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 technical scores). 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 methods approved by the NCDOT Communications Office. Each Division Engineer's office will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific methods for providing input (email, phone, mail, etc.) as approved by the NCDOT Communications Office. The 30 day comment period will vary by Division, and will take place during the 90 day window (June 2nd – August 29th, 2014) for assigning local input points. During this period, each Division will host public drop-in/workshop sessions at a central location within each Division prior to the final assignment of local input points by August 29, 2014. Advertisement soliciting input during the 30 day comment period and for the drop-in/workshop sessions 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 methods approved by the NCDOT Communications Office.

The Division Engineer will review comments received in accordance with his/her local input methodology and in consultation with the MPOs and RPOs in the Division, appropriate NCDOT Transit Division (all modes) staff, and local aviation, rail and transit operators. **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 methods approved by the NCDOT Communications Office.

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories that 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 preliminary rank-ordered list of projects.**

The second step is to apply the Division Methodology to all projects in the preliminary rank-ordered list of projects. This application may reorder the ranking of the projects. The third step is to apply qualitative points to specific projects according to the methodology outlined later.

Below is the standardized list of criteria used in developing a set of ranking criteria for Division 14. The combination of criteria selected for the regional impact and division needs ranking processes is most reflective of the needs and priorities for Division 14. For each criterion selected, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for Division 14, a minimum of four criteria were chosen from the standardized list and the weight for each criteria is such that the total possible points for a given project is equal to 100. The Division Engineer will publish their specific set of criteria using methods approved by the NCDOT Communications Office prior to/in conjunction with posting preliminary point assignments for projects within the Division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

- **Safety Score**: a calculation based on the crash frequency and severity along sections of a particular roadway. The safety score is the score generated in the quantitative scoring process and is calculated in accordance with the SPOT calculation detailed in appendix 1 of this document.
- **Cost Effectiveness:** a calculation of the cost per vehicle to improve a road one mile. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **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.
- **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.
- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor.
- **Multimodal Accommodations:** a yes or no measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Serves Activity Center(s):** a yes or no measure of the project serving a large employment center, trauma center, institution of higher learning, tourist center or other high traffic facility/site.
- **Shoulder Width:** a measure of the existing paved shoulder width versus the DOT design standard.
- **Lane Width:** a measure of the existing lane width versus the DOT design standard

- **Airport Passenger Service:** a yes or no measure of the project materially improving an airport's ability to increase passenger service capacity.
- **Transit Expansion:** a yes or no measure of the project expanding passenger service on existing routes or opening new routes for increased service.

Regional Impact Ranking:

Certain highway, aviation, ferry, transit, and rail projects are scored at the regional impact level, as well as any projects that cascade into the regional impact category from the statewide mobility category.

Below is a standard ranking of criteria eligible for use by the Division 14 Engineer in evaluating projects in the regional impact category. 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. 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.

Regional Impact Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***				
Criteria	**0 Points**	**10 Points**	**15 Points**	**20 Points**
Safety Score 20 **(% weight)**	SPOT safety points less than 30	SPOT safety points between 31-50	SPOT safety points between 51-65	SPOT safety points greater than 66
Criteria	**0 Points**	**2 Points**	**4 Points**	**5 Points**
Cost Effectiveness 5 **(% weight)**	Cost per Veh./equivalent greater than $1500 per mile	Cost per Veh./equivalent between $1000-$1500 per mile	Cost per Veh./equivalent between $500-$999 per mile	Cost per Veh/equivalent less than $499 per Mile
Criteria	**0 Points**	**5 Points**	**10 Points**	
Freight Volume 10 **(% weight)**	Less than 500 trucks/ equivalent per day	Between 500 - 1000 trucks/ equivalent per day	More than 1000 trucks/ equivalent per day	
Criteria	**0 Points**	**15 Points**		
Transportation Plan Consistency 15 **(% weight)**	Project is not in CTP of TP	Project is in CTP or TP		

Criteria	0 Points	15 Points		
Corridor Continuity 15 **(% weight)**	Project does not complete of continue corridor improvement	Project does continue corridor improvement		
Criteria	**0 Points**	**10 Points**	**15 Points**	
Serves Activity Center 15 **(% weight)**	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning or tourist centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist centers	
Criteria	**0 Points**	**5 Points**	**10 Points**	
Shoulder Width 10 **(% weight)**	Project does not widen shoulder	Project widens shoulder to 50%> of DOT standard	Project widens shoulder to DOT standard	
Criteria	**0 Points**	**10 Points**		
Lane Width 10 **(% weight)**	Project does not increase lane width	Project widens lane width to DOT standard		

Division Needs Ranking:

Certain highway, aviation, bicycle and pedestrian, ferry, transit, and rail projects are scored at the division needs level, as well as any projects that cascade into the division needs category from the regional impact category.

Below is a standard ranking of criteria eligible for use by the Division 14 Engineer in evaluating projects in the division needs category. 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. 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. Each 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.

NCDOT Division Fourteen Project Solicitation and Ranking Process
Prioritization 3.0

Division Needs Standard Ranking – Criteria and Weights ***(Note: Choose minimum of four criteria and determine percent weights; total points for any given project cannot exceed 100)***					
Criteria	**0 Points**	**4 Points**	**8 Points**	**12 Points**	**15 Points**
Safety Score 15 **(% weight)**	Spot safety points less than 30	Spot safety points between 31 and 50	Spot safety points between 51 and 65	Spot safety points between 66 and 80	Spot safety points greater than 80
Criteria	**0 Points**	**4 Points**	**6 Points**	**8 Points**	**10 Points**
Cost-Effectiveness 10 **(% weight)**	Cost per daily user greater than $4,000 per user per unit per mile	Cost per daily user between $2,000-$4,000 per user per unit per mile	Cost per daily user between $1,500-$1,999 per user per unit per mile	Cost per daily user between $1,000-$1,499 per user per unit per mile	Cost per daily user less than $999 per user per unit per mile
Criteria	**0 Points**	**15 Points**			
Transportation Plan Consistency 15 **(% weight)**	Project is not in adopted land use, transportation, transit or other plan	Project is in an adopted land use, transportation, transit or other plan			
Criteria	**0 Points**	**10 Points**			
Multimodal Accommodations 10 **(% weight)**	Project does not include bike/ped/ transit facilities	Project includes bike/ped/ transit facilities			
Criteria	**0 Points**	**10 Points**	**15 Points**		
Serves Activity Center 15 **(% weight)**	Serves employment centers of fewer than 500 employees, trauma centers, institutions of higher learning, or tourist centers	Project adds new capacity to serve employment centers of 500 to 1500 employees, trauma centers, institutions of higher learning or tourist centers	Project adds significant new capacity to serve employee centers with more than 1500 employees, trauma centers, institutions of higher learning or tourist centers		

Criteria	0 Points	5 Points	10 Points		
Shoulder Width 10 **(% weight)**	Project does not widen shoulder	Project widens shoulder to 50%> of DOT standard	Project widens shoulder to DOT standard		
Criteria	**0 Points**	**10 Points**			
Lane Width 10 **(% weight)**	Project does not increase lane width	Project widens lane width to DOT standard			
Criteria	**0 Points**	**5 Points**			
Airport Passenger Service 5 **(% weight)**	Project does not increase capacity	Project increases capacity			
Criteria	**0 Points**	**5 Points**			
Airport Safety 5**(% weight)**	Does not improve airport safety	Does improve airport safety			
Criteria	**0 Points**	**5 Points**			
Transit Expansion 5**(% weight)**	No service expansion	Expands service			

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 14 has 1,700 points to allocate among Regional projects and 1,700 points to allocate among Division projects.

The Division's 14 will assign its Regional points among modes and project types according to the following target allocation:

> All of Division 14's 1,700 "Regional Needs" points shall be awarded to projects either partly or fully within the Division 14 area. It is noted that Division 13 has 2,000 "Regional Needs" points and it is expected they will all be for Division 13 projects. Division 14 will coordinate with Division 13 to ensure both Divisions do not attempt to exceed the 100 point per project limit (for projects within both Divisions).
>
> Because Division 14 does not have any eligible Aviation, Transit, or Bike/Ped projects in the Regional Needs Category, all of its Regional points will be for Highway Mode Projects.

Any project which will be funded in the "Statewide Needs" category before cascading into the "Regional Needs" category will not receive Regional points since the Regional points are not needed for funding of that project.

To achieve Regional equity across Division 14, the highest ranking "Regional Needs" project in each county shall be awarded 100 points. There are 10 counties within Division 14. Therefore, this equals 1,000 Regional points. After this, the next highest ranking "Regional Needs" project in each District shall be awarded 100 points. There are three Districts within Division 14. Therefore, this equals 300 Regional points.

After the above point distribution, the two ranked projects that did not receive Regional points from the above process shall then be awarded 100 points each.

In recognition of significant Appalachian Development Highway System (ADHS) funding available to complete the ADHS Network and the historical need to complete this System in the Appalachian Region, Division 14 will reserve 200 Regional points to consider awarding to projects that accomplish completion of parts of the ADHS network.

Summary of Regional Point distribution:

- 1,000 points to the remaining highest ranked "Regional Needs" project in each of the 10 counties within Division 14.
- 300 points to the remaining highest ranked "Regional Needs" project in each of Division 14's three Districts.
- 200 points to the highest ranking remaining "Regional Needs" projects in the Division.
- 200 points to ADHS eligible projects

Lack of Local Government Support for a project:

Division 14 will not award Regional points to any projects which the affected local governments do not support. This lack of support must be documented by a resolution from the current standing governing board of the affected local governments that do not want and/or support the project.

The Division's 14 will assign its Division points among modes and project types according to the following target allocation:

Any project which will be funded in the "Statewide Needs" category before cascading into the "Division Needs" category will not receive Division points since the Division points are not needed for funding of that project.

Modal Split for Division points:

- 100 points for Aviation projects - 25 points each will be assigned to the four highest ranking Aviation projects.
- 100 points for Transit projects - 25 points each will be assigned to the four highest ranking Transit projects.
- 200 points for Bike/Ped projects - 25 points each will be assigned to the eight highest ranking Bike/Ped projects.
- 1,300 points for Highway projects – As noted above 200 points will be reserved for ADHS eligible projects. After this, 100 points each will be assigned to the highest ranking Highway project in each county. The remaining 100 points will be designated for the highest ranking "Division Needs" project in the Division.

In recognition of significant Appalachian Development Highway System (ADHS) funding available to complete the ADHS Network and the historical need to complete this System in the Appalachian Region, Division 14 will reserve 200 Division points to consider awarding to projects that accomplish completion of parts of the ADHS network.

Summary of Division Point distribution:

- 100 points for Aviation projects - 25 points each will be assigned to the four highest ranking Aviation projects.
- 100 points for Transit projects - 25 points each will be assigned to the four highest ranking Transit projects.
- 200 points for Bike/Ped projects - 25 points each will be assigned to the eight highest ranking Bike/Ped projects.
- 1,100 points for Highway projects – 100 points each will be assigned to the highest ranking Highway project in each county. The remaining 100 points will be designated for the highest ranking "Division Needs" project in the Division.
- 200 points to ADHS eligible projects

Lack of Local Government Support for a project:

Division 14 will not award Division points to any projects which the affected local governments do not support. This lack of support must be documented by a resolution from the current standing governing board of the affected local governments that do not want and/or support the project.

The specific reasoning behind the allocation of qualitative points will be documented by Division 14 and posted to NCDOT's website.

During the period that the draft point assignment is released for public comment, Division 14 may make further adjustments to the qualitative point assignment recommendation based on the above factors as well as:

- coordination with planning organizations within the Division on the assignment of points; and
- public input and support as evidenced through public comments submitted to NCDOT, Division 14's public workshop, public involvement efforts of local governments, and local referenda.

Approval of Ranking Points

Division 14 will release the draft Project Priority Ranking and application of qualitative points for public comments and hold a public hearing within the 90 day public comment period between June and August 2014. After review and public comment, Division 14 will finalize the application of qualitative points based upon:

- 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 planning organizations within the on the assignment of points;
- public input and support as evidenced through public comments submitted to NCDOT, Division 14's public hearing, public involvement efforts of local governments, and local referenda;
- 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 14. The following is a list of our key stakeholders:

Metropolitan Planning Organizations (MPOs)/ Rural Planning Organizations (RPOs):

French Broad River MPO
Isothermal RPO
Land of Sky RPO
Southwestern RPO

Public Airports

Macon County Airport Jackson County Airport Western Carolina Regional Airport

Public Transit Operators

Cherokee County Transit
Graham County
Western Carolina Community Action
Macon County Transit Services
Swain County Focal Point on Aging, Inc.
Clay County Transportation
Mountain Projects, Inc.
Jackson County Transit
Polk County Transportation Authority
Transylvania County Transit

County Government

Cherokee County
Haywood County
Macon County
Transylvania County
Clay County
Henderson County
Polk County
Graham County
Jackson County
Swain County

Municipal Government

Andrews
Robbinsville
Waynesville
Hendersonville
Fletcher
Dillsboro
Murphy
Lake Santeetlah
Canton
Laurel Park
Mills River
Forest Hills
Hayesville
Fontana
Maggie Valley
Flat Rock
Sylva
Webster

Franklin
Tryon
Brevard
Highlands
Saluda
Rosman
Columbus
Bryson City

Tribal Government

The Eastern Band of Cherokee Indians

NCDOT Divisions

Transportation Division 13
Rail Division
Public Transportation Division
Bicycle and Pedestrian Division
Division of Aviation
Transportation Planning Branch