



North Carolina
Department of Transportation

NCDOT Division Project Solicitation and Ranking Process (DE Methodology)

April 2016

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Guidelines for NCDOT Standard Division Project Solicitation and Ranking Process Prioritization



Introduction

The NCDOT Division Engineers are required by Strategic Transportation Investments (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 Divisions have developed a project solicitation process and local input methodology as described in this document.

This document has two parts:

- The body of this document describes the general process prescribed by central DOT and common to all 14 Divisions (see page 12 for a map of the Divisions), and includes a list of standard criteria from which individual Divisions can select their Division-specific criteria.
- The Appendix of the document is Division-specific. It describes how an individual Division applied the general process, including the criteria the Division selected and the assignment of local input points and the rationale employed in doing so.

The STI legislation establishes a formula and process by which transportation funding is distributed across the State and across transportation modes. The goal of the STI process is to develop a State Transportation Improvement Program (STIP). The STI legislation applies uniformly across the State regardless of MPO or RPO boundaries. STI legislation requires the identification and submittal of potential transportation projects by NCDOT, MPOs and RPOs, the evaluation of projects according to a quantitative scoring methodology created by a committee of Transportation Stakeholders, and the allocation of qualitative ranking points among certain projects by NCDOT and the MPO or RPO.

Applicability

The project solicitation process as detailed on the following page 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).

Guidelines for NCDOT Standard Division Project Solicitation and Ranking Process Prioritization

Schedule Details

Project Solicitation, Review and Submittal:

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

Project Review and Submittal:

The Division Engineer will evaluate the list of new and previously evaluated projects for the Division between June and August of each cycle 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) deadline specified by the SPOT schedule.

Prioritization 4.0 Schedule Dates:

October 19, 2015:	SPOT On!ine opens for project entry
November 20, 2015:	SPOT On!ine project entry closes
April 1, 2016:	Deadline for Approval of Local Input Points Assignment Methodologies
April 2016:	Quantitative Scores and Draft list of Programmed Statewide Mobility Projects Released Regional Impact Local Input Point window opens
End of July 2016:	Regional Impact Local Input Point window closes
August 2016:	NCDOT calculates Regional Impact total scores and programs Regional Impact projects
September 2016:	Division Needs Local Input Point window opens for 2 months
November 2016:	NCDOT calculates Division Needs total scores and programs Division Needs projects
January 2017:	Draft STIP released
Summer 2017:	Final STIP released

Guidelines for NCDOT Standard Division Project Solicitation and Ranking Process Prioritization
Public Input Process

Project Solicitation:

The Division will announce a 30 day project solicitation period to all stakeholders and interested persons in the Division’s geographic boundaries using methods approved by the NCDOT Communications Office. In addition, the Division will host a public hearing at an advertised 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 approved methods will be posted to the NCDOT website. The results of the 30 day project solicitation period and the public input received will be reviewed by the Division Engineer in consultation with the MPOs and RPOs in the Division, appropriate NCDOT 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 Prioritization Workgroup and Department’s agreed upon allowances. (See table below for the P4.0 allowances.)

Division	2013 Census Pop.	Population rounded to nearest 100,000	Population rounded to nearest 50,000	Maximum Number of New Project Submittals for Each Mode	Local Input Points
01	262,307	300,000	250,000	7	1,500
02	493,267	500,000	500,000	7	2,000
03	672,930	700,000	650,000	7	2,300
04	583,672	600,000	600,000	7	2,200
05	1,430,323	1,400,000	1,450,000	7	2,500
06	668,091	700,000	650,000	7	2,300
07	900,291	900,000	900,000	7	2,500
08	514,372	500,000	500,000	7	2,000
09	744,298	700,000	750,000	7	2,500
10	1,422,458	1,400,000	1,400,000	7	2,500
11	370,833	400,000	350,000	7	1,700
12	735,110	700,000	750,000	7	2,500
13	498,777	500,000	500,000	7	2,000
14	354,651	400,000	350,000	7	1,700

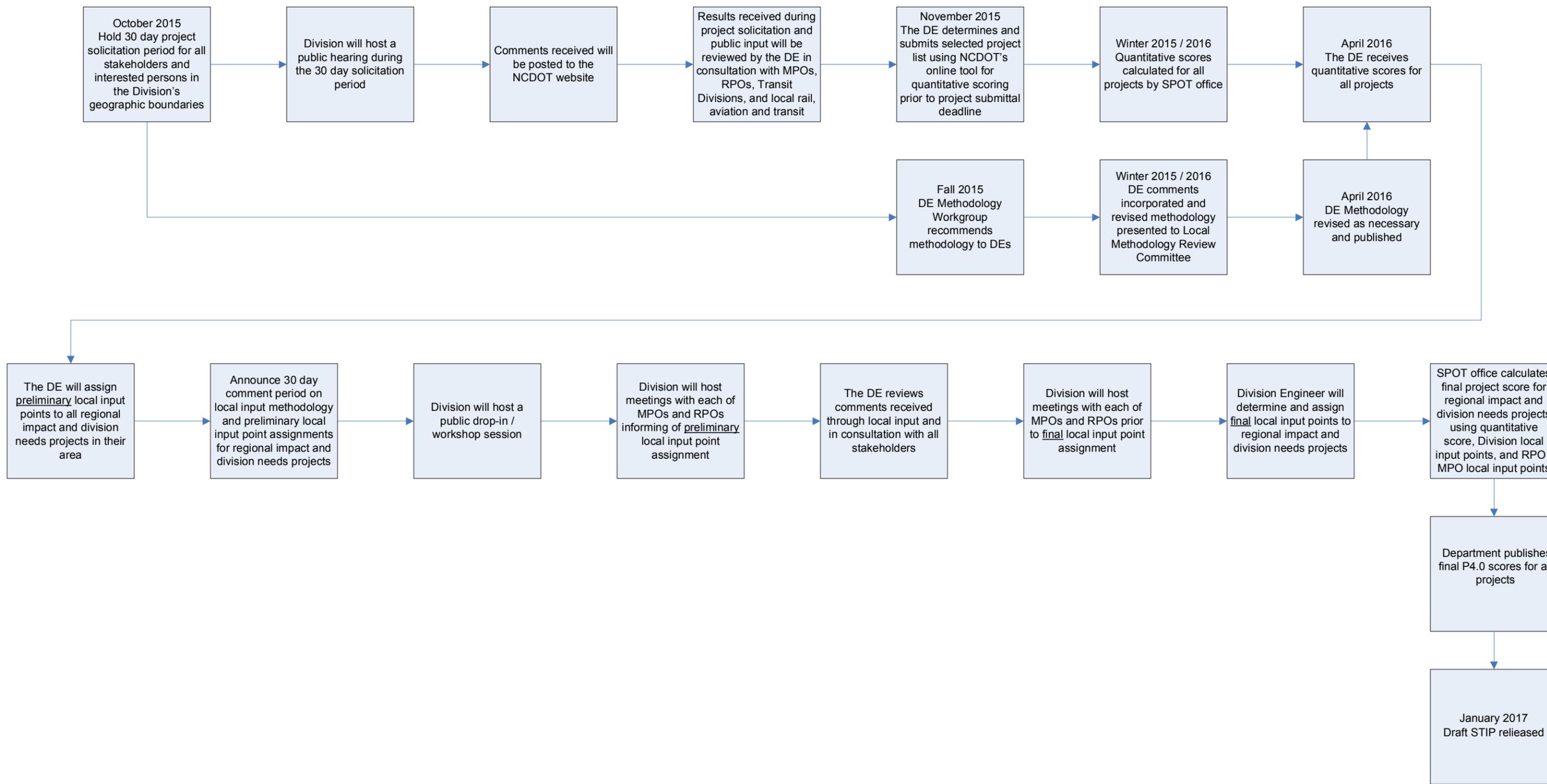
Guidelines for NCDOT Standard Division Project Solicitation and Ranking Process Prioritization

Project Ranking:

The Division Engineer will receive the quantitative scores for the projects eligible for local input points in the timeframe specified by SPOT schedule. (For P4.0, this would occur in April 2016.) Regional Impact projects compete within their funding region (paired Divisions as shown in the map on page 12.) Division Needs projects compete within their respective Division. The Division Engineer will be responsible for assigning local input points to regional impact and division needs projects for their area. (Statewide mobility projects will be evaluated based solely on their 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 communication methods approved by the NCDOT Communications Office. Each Division Engineer will then announce a 30 day comment period to solicit input on this information and the preliminary local input point assignments and provide specific approved methods for providing input (email, phone, mail, etc.). The comment period will be a minimum of 30 days, and it will take place during the window for assigning Regional Impact Local Input points. This comment period will consider comments for both the Regional Impact and Division Needs local input point assignments. As shown earlier in the P4.0 schedule, the Regional Impact Local Input Point window opens in April 2016 and the Division Needs Local Input Point window opens in September 2016. During the comment period, each Division will host public drop-in/workshop sessions at an advertised location within each Division prior to the final assignment of local input points by the deadline established in the published Prioritization schedule. 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 approved methods.

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

Division STI Project Solicitation Process and Local Input Methodology



Guidelines for NCDOT Standard Division Project Solicitation and Ranking Process Prioritization

Ranking Process

Introduction:

The criteria outlined below will be used to create a ranking of projects in the regional impact and division needs categories. The selected criteria will be used by the Division Engineer in determining preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. The Department's quantitative scores for projects and this ranking process will act as a guide and first step in determining a preliminary rank-ordered list of projects.

The second step is to apply the Division Methodology to all projects in the preliminary (step 1) 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 available for use in developing a set of ranking criteria for each Division. The Division Engineer will determine the combination of criteria in the regional impact and division needs ranking processes that is most reflective of the needs and priorities for their respective area. The list includes criteria for both highway projects and non-highway projects. For each criterion, a detailed description is provided (including any pertinent information regarding data sets to be used). In developing the list of criteria for their Division, the Division Engineer will select from the standardized list a minimum of four criteria for the Highway projects and a minimum of two criteria for multi-modal projects. Each Division Engineer will publish their specific set of criteria using approved methods prior to/in conjunction with posting preliminary point assignments for projects within their division and/or to projects in adjacent divisions.

Standard Criteria – Descriptions:

HIGHWAYS

- **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.
- **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.

Guidelines for NCDOT Standard Division Project Solicitation and Ranking Process Prioritization

- **Corridor Continuity:** a measure of the project completing or continuing improvements on a defined transportation corridor. Example: there are several adjoining projects along a corridor. They may or may not have the same STIP number, but they must be adjoining. The first one of these projects gets 0 points (it begins the corridor improvement); the last projects gets 2 points (it completes the corridor improvement); and all the others, the middle projects, get 1 point (they continue the improvement). An isolated project that does not adjoin others but still continues the corridor improvement gets 1 points; the Division should explain in the Appendix how it continues the improvement.
- **Multimodal Accommodations:** a measure of the incorporation of pedestrian, bicycle or transit elements into a project.
- **Proximity to Activity Center(s):** a measure of the number of jobs and type of activity centers (hospital, institution of higher learning, tourist center, industrial or large office park) that the project provides access to (“provides access” is defined by each Division as a distance to jobs/activity center befitting the economic conditions of the area).
- **Local Support:** Strong public support for the project as documented through public input, and/or MPO/RPO minutes
- **Cost Effectiveness:** a calculation of the cost per ADT (average daily traffic) or appropriate equivalent if a non-highway project. This calculation allows different types of roads to be compared based on how much it costs to improve the road per individual vehicle.
- **Shoulder Width:** a measure of proposed shoulder improvements. Divisions can individually decide if this includes unpaved shoulders; document in the Appendix.
- **Lane Width:** a measure of the proposed lane widening

NON-HIGHWAY

- **Quantitative Score:** SPOT score.
- **Local Support:** a yes or no measure of the project’s local support as evidenced by public input and/or MPO/RPO minutes
- **Transportation Plan Consistency:** a yes or no question to determine if the proposed project is found in an existing adopted transportation plan for the area.
- **Modal Stakeholder Support:** a measure of project’s support by DOT staff, regional operators (NCR, Norfolk Southern, CSX, Transit Operators, locally organized bicycle groups, local airports, etc.), as evidenced by meeting minutes, correspondence, etc.

Guidelines for NCDOT Standard Division Project Solicitation and Ranking Process Prioritization

Regional Impact and Division Needs Ranking:

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

On the following pages is the standard list of criteria eligible for use by the Division Engineer in evaluating projects in the regional impact and division needs categories. While the standard criteria list (menu of choices) is the same for both Regional and Division projects, a Division can choose different set of criteria for Division projects than it chooses for Regional projects. This should be documented in the Division methodology document (Appendix). The resulting scores and rank order will be used by the Division Engineer in developing preliminary and final local input point assignments for projects within their division and/or to projects in adjacent divisions. 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.

Guidelines for NCDOT Standard Division Project Solicitation and Ranking Process Prioritization

Standard Criteria – Scoring Standards for Highway Projects			
<i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Existing Congestion (% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Safety Score (% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Freight Volume* (% weight)	<= 500* trucks/equivalent per day	>500 and < 1000* trucks/equivalent per day	>= 1000* trucks/equivalent per day
Transportation Plan Consistency (% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity <i>(see explanation above for more information)</i> (% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends
Proximity to Activity Center* (% weight)	Provides access to an estimated X* jobs within A* miles	Provides access to an estimated Y* jobs within A* miles or hospital, institution of higher learning, tourist centers, or industrial or large office park	Provides access to an estimated Y* jobs within A* miles and one or more of the following: hospital, institution of higher learning, tourist centers, or industrial or large office park
Cost Effectiveness*	>= \$1500/ADT or equivalent*	< \$1500/ADT or equivalent AND >\$750/ADT or equivalent*	<= \$750/ADT or equivalent*
Local Support (% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Shoulder Width (% weight)	Project does not widen shoulder	Project widens shoulder but does not meet DOT standard	Project widens shoulder to DOT standard
Lane Widths (% weight)	Project does not increase lane width	Project adds lane width but does not meet DOT standard	Project widens lane width to DOT standard

*Values decided by Division with an explanation of rationale. Any numbers listed are suggestions only.

Guidelines for NCDOT Standard Division Project Solicitation and Ranking Process Prioritization

Standard Criteria – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Quantitative Score (% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Modal Stakeholder Support, as evidenced by meeting minutes, correspondence, etc. (% weight)	Project does not have modal stakeholder support from DOT staff or external stakeholders (regional operators, etc.)	Project has support of either DOT staff OR external modal stakeholders (regional operators, etc.)	Project has support of both DOT staff AND external modal stakeholders (regional operators, etc.)

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 Specific Methodology

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

- Criteria chosen by Division (minimum of four Highway and two Multi-modal); if the Division chooses different criteria for Regional projects and Division projects, that should be documented.
- On the criteria (marked with an *) that allow Divisions to choose for themselves the scoring standard (that is, the range of characteristics associated with each point value), the scoring standard chosen and any rationale for doing so (that is, what gets 0 points, what gets 1 point, and what gets 2 points.)
- Whether or not the shoulder width criteria (if chosen) includes unpaved shoulders

Guidelines for NCDOT Standard Division Project Solicitation and Ranking Process Prioritization

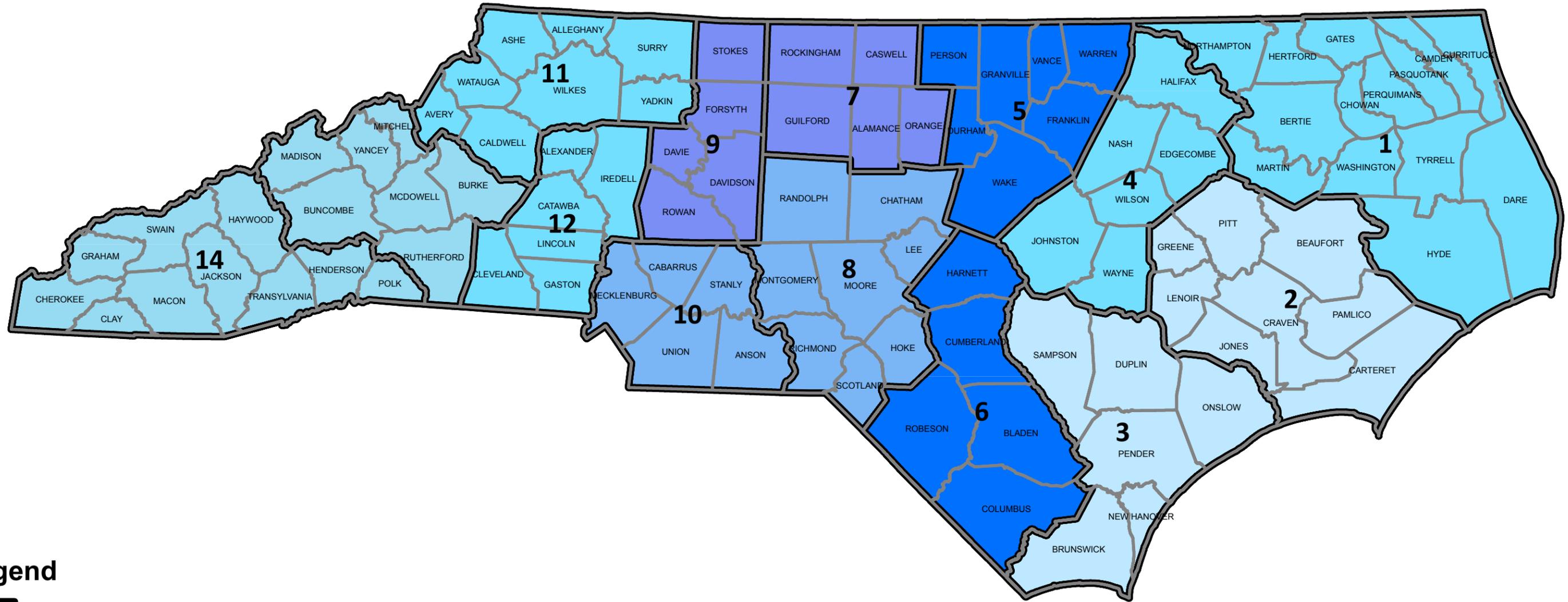
APPENDIX – DIVISION SPECIFIC METHODOLOGY DOCUMENTATION

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

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

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

NCDOT Funding Regions



Legend

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

NCDOT Division 1 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 1 SPECIFIC METHODOLOGY

Division One REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of 4 criteria and determine percent weights; Percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Safety Score (20% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Freight Volume (20% weight)	<= 500* trucks/equivalent per day	>500 and < 1000* trucks/equivalent per day	>= 1000* trucks/equivalent per day
Transportation Plan Consistency (20% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (20% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Cost Effectiveness (20% weight)	>= \$1500/ADT or equivalent*	< \$1500/ADT or equivalent AND >\$750/ADT or equivalent*	<= \$750/ADT or equivalent*

Division One REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 point	2 points
Quantitative Score (25% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (25% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Modal Stakeholder Support, as evidenced by meeting minutes, correspondence, etc. (25% weight)	Project does not have modal stakeholder support from DOT staff or external stakeholders (regional operators, etc.)	Project has support of either DOT staff OR external modal stakeholders (regional operators, etc.)	Project has support of both DOT staff AND external modal stakeholders (regional operators, etc.)

NCDOT Division 1 Project Solicitation and Ranking Process – Prioritization

Division's Local Points Assignment:

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

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

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

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

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

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

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

NCDOT Division 1 Project Solicitation and Ranking Process – Prioritization

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

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

Approval of Ranking Points:

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

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

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

NCDOT Division 1 Project Solicitation and Ranking Process – Prioritization

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

First Flight Airport

Elizabeth City CGAS/Regional Airport

Dare County Regional Airport

Northeastern Regional Airport

Hyde County Airport Tri-County Airport

Billy Mitchell Airport

Ocracoke Island Airport

Plymouth Municipal Airport

County Government:

Bertie County

Hyde County

Camden County

Chowan County

Currituck County

Dare County

Gates County

Hertford County

Martin County

Northampton County

Pasquotank County

Perquimans County

Tyrrell County

Washington County

NCDOT Division 1 Project Solicitation and Ranking Process – Prioritization

Municipalities:

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

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 2 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 2 SPECIFIC METHODOLOGY

Division Two REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of 4 criteria and determine percent weights; Percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Safety Score (35% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Freight Volume (20% weight)	<= 500 trucks/equivalent per day	>500 and < 1000 trucks/equivalent per day	>= 1000 trucks/equivalent per day
Existing Congestion (20% weight)	Scaled congestion score <=33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Local Support (25% weight)	Project NOT selected as a top priority by MPO/RPO or/and Local Government		Project selected as a top priority by MPO/RPO or/and Local Government

Division Two REGIONAL IMPACT – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 point	2 points
Quantitative Score (40% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (30% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (30% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

Division Two DIVISION NEEDS – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 point	2 points
Quantitative Score (40% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (30% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (30% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

NCDOT Division 2 Project Solicitation and Ranking Process – Prioritization

Division’s Local Points Assignment:

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

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

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

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

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

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

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

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

Approval of Ranking Points

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

- the number of eligible projects within the Division within each funding mode /project type/category;

NCDOT Division 2 Project Solicitation and Ranking Process – Prioritization

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

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

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

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

Metropolitan Planning Organizations (MPOs):

Greenville Area MPO

New Bern Area MPO

Rural Planning Organizations (RPO):

Mid-East RPO: Beaufort, Martin, & Pitt

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

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

(Note: Underlined Counties NOT located in Division Two)

NCDOT Division 2 Project Solicitation and Ranking Process – Prioritization

Public Transit:

Beaufort Area Transit System
Carteret County Area Transportation System
Craven Area Rural Transit System
Greene County Transportation

Greenville Area Transit
Lenoir County Transportation
Pitt Area Transit System

County Governments:

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

NCDOT Divisions:

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

Airports:

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

NCDOT Division 3 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 3 SPECIFIC METHODOLOGY

Division 3 REGIONAL IMPACTS & DIVISION NEEDS Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of 4 criteria and determine percent weights; Percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Existing Congestion (20% weight)	Scaled congestion Score <= 33	Scaled congestion Score > 33 and < 67	Scaled congestion Score >= 67
Safety Score (35% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Freight Volume (20% weight)	<= 500* trucks/equivalent per day	>500 and < 1000* trucks/equivalent per day	>= 1000* trucks/equivalent per day
Local Support (25% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Division 3 REGIONAL IMPACTS & DIVISION NEEDS – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 point	2 points
Quantitative Score (40% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (30% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (30% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

NCDOT Division 3 Project Solicitation and Ranking Process – Prioritization

Division’s Local Points Assignment:

The result of the application of the ranking methodology will be a list of projects in priority order. The next step is to assign the Division’s qualitative points to specific projects. Division Three has 2300 points to allocate among Regional projects and 2300 points to allocate among Division projects.

At the Regional Level, Division’s 2300 points will be assigned among modes & project types according to the following target allocation:

- 1700 points to Highway projects
- 300 points to non-Highway projects
- 300 points could be assigned to any mode & project type

At the Division Level, Division’s 2300 points will be assigned among modes & project types according to the following target allocation:

- 1700 points to Highway projects
- 300 points to non-Highway projects
- 300 points could be assigned to any mode & project type

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

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

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

Approval of Ranking Points

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

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

NCDOT Division 3 Project Solicitation and Ranking Process – Prioritization

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

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

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

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

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

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

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

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

Onslow County Transit (Director – Carol Long)

Cherry Point USMC (Liaison – Tyler Harris)

Ports Authority (Stephanie Ayers)

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

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

Duplin County Transportation (Steve Moore)

Duplin County Airport (George Futrell)

NCDOT Division 3 Project Solicitation and Ranking Process – Prioritization

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

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

Sampson Area Transit (Director – Lorrie Sutton)

Clinton Airport (Shawn Purvis)

Cape Fear RPO (Coordinator - Allen Serkin Staff – Trey Burke)

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

Brunswick Transit Service (Yvonne Hatcher)

Pender Transit Service (Valerie Sutton)

Wallace Airport (Bill Cook)

Cape Fear Jet Port (Howie Franklin)

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

Staff – Edward Starks, Tom Britton

Brunswick Transit Service (Yvonne Hatcher)

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

Jacksonville MPO (JUMPO) Executive Director – Anthony Prinz

Staff – Peggy Holland, Stephanie Kutz

Jacksonville Transit (Director – Roy Bredahl)

Onslow County Transit (Director – Carol Long)

Albert J. Ellis Airport (Chris White)

Camp Lejeune (Liaison - Tim McCurry)

Wilmington MPO Executive Director – Mike Kozlosky

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

Engineering Staff - Amy Kimes & Corey Knight

Wave Transit (Director Albert Eby)

Wilmington Airport (Julie Wilsey)

Ports Authority (Stephanie Ayers)

County Governments:

Brunswick

Duplin

New Hanover

Onslow

Pender

Sampson

NCDOT Division 3 Project Solicitation and Ranking Process – Prioritization

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
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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	

Bike & Pedestrian

Rail Division

Ferry Division

Division of Public Transportation

Division of Aviation

Transportation Planning Branch

NCDOT Division 4 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 4 SPECIFIC METHODOLOGY

Division Four REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of 4 criteria and determine percent weights; Percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Safety Score (30%)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Freight Volume (10%)	≤ 500 trucks per day	>500 and < 1000 trucks per day	≥ 1000 trucks per day
Transportation Plan Consistency (20%)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (10%)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Cost Effectiveness (30%)	≥ \$1500/ADT	< \$1500/ADT AND >\$750/ADT	≤ \$750/ADT

Division Four DIVISION NEEDS Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of 4 criteria and determine percent weights; Percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Safety Score (35%)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Transportation Plan Consistency (20%)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Cost Effectiveness (20%)	≥ \$1500/ADT	< \$1500/ADT AND >\$750/ADT	≤ \$750/ADT
Local Support (15%)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Shoulder Width* (10%)	Project does not widen shoulder	Project widens shoulder but does not meet DOT standard	Project widens shoulder to DOT standard

*Shoulder width criteria include paved and unpaved shoulder.

NCDOT Division 4 Project Solicitation and Ranking Process – Prioritization

Division Four REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 point	2 points
Quantitative Score (50%)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (25%)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (25%)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

Division’s Local Points Assignment:

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

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

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

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

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

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

NCDOT Division 4 Project Solicitation and Ranking Process – Prioritization

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

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

Approval of Ranking Points:

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

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

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

It is important to recognize that NCDOT does not have enough revenue available to complete all the projects analyzed through the STI process or to meet all of the state’s transportation needs. Additional revenue must be secured to fully address the growing demands on our infrastructure, and working toward identifying and implementing potential funding solutions remains one of the Department’s top priorities. STI will allow us to use our existing resources more efficiently and effectively and help us move forward with important projects that will enhance mobility and

NCDOT Division 4 Project Solicitation and Ranking Process – Prioritization

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

NCDOT Division 4 Project Solicitation and Ranking Process – Prioritization

Municipal Government

Archer Lodge	Leggett	Saratoga
Bailey	Littleton	Scotland Neck
Benson	Lucama	Selma
Black Creek	Macclesfield	Seven Springs
Castalia	Micro	Sharpsburg
Clayton	Middlesex	Sims
Conetoe	Momeyer	Smithfield
Dortches	Mount Olive	Speed
Elm City	Nashville	Spring Hope
Enfield	Pikeville	Stantonsburg
Eureka	Pine Level	Tarboro
Four Oaks	Pinetops	Walnut Creek
Fremont	Princeton	Weldon
Goldsboro	Princeville	Whitakers
Halifax	Red Oak	Wilson
Hobgood	Roanoke Rapids	Wilson's Mills
Kenly	Rocky Mount	

Public Transit

Gateway Transit	Tar River Transit
Choanoke Public Transportation Authority	Wilson County Transportation Services
Johnston County Area Transportation Services	Wilson Transit System

Airports

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

NCDOT Divisions

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

NCDOT Division 5 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 5 SPECIFIC METHODOLOGY

Division Five REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Existing Congestion (30% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Safety Score (15% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Freight Volume (10% weight)	<= 500 trucks/equivalent per day	>500 and < 1000 trucks/equivalent per day	>= 1000 trucks/equivalent per day
Corridor Continuity (15% weight)	Begins a corridor improvement (first among multiple projects) or is a stand- alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (5% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends
Cost Effectiveness (25% weight)	>= \$1000/ADT or equivalent	< \$1000/ADT or equivalent AND >\$500/ADT or equivalent	<= \$500/ADT or equivalent

NCDOT Division 5 Project Solicitation and Ranking Process – Prioritization

Division Five DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
<i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Existing Congestion (25% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Safety Score (20% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (10% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (10% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends
Cost Effectiveness (25% weight)	>= \$1500/ADT or equivalent	< \$1500/ADT or equivalent AND >\$750/ADT or equivalent	<= \$750/ADT or equivalent

Division Five REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Non-Highway Projects			
<i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Quantitative Score (60% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (40% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

NCDOT Division 5 Project Solicitation and Ranking Process – Prioritization

Division's Local Points Assignment:

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

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

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

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

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

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

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

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

NCDOT Division 5 Project Solicitation and Ranking Process – Prioritization

Approval of Ranking Points:

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

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

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

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

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

MPO/RPO

Capital Area Municipal Planning Organization (CAMPO)

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

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

Airports

Henderson-Oxford Airport

Person County Airport

Raleigh-Durham Airport Authority

Triangle North Executive

Public Transit

Triangle Transit

Capital Area Transit

Kerr Area Transportation Authority

Durham Area Transit Authority

Cary Transit

Wolfline

NCDOT Division 5 Project Solicitation and Ranking Process – Prioritization

County Government

Durham County	Vance County
Franklin County	Wake County
Granville County	Warren County
Person County	

Municipal Government

Apex	Holly Springs	Rolesville
Bunn	Kittrell	Roxboro
Butner	Knightdale	Stem
Centerville	Louisburg	Stovall
Creedmoor	Macon	Wake Forest
Durham	Middleburg	Warrenton
Franklinton	Morrisville	Wendell
Fuquay-Varina	Norlina	Youngsville
Garner	Oxford	Zebulon
Henderson	Raleigh	

NCDOT Divisions

NCDOT Aviation Division
NCDOT Bicycle & Pedestrian Division
NCDOT Division of Public Transportation
NCDOT Rail Division
NCDOT Transportation Planning Branch
NCDOT Division 6

NCDOT Division 6 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 6 SPECIFIC METHODOLOGY

Division Six REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of 4 criteria and determine percent weights; Percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Safety Score (30% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Freight Volume (20% weight)	≤ 500* trucks/equivalent per day	>500 and < 1000* trucks/equivalent per day	≥ 1000* trucks/equivalent per day
Existing Congestion (20% weight)	Scaled congestion score ≤33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Local Support (30% weight)	Project NOT selected as a top priority by MPO/RPO or/and Local Government		Project selected as a top priority by MPO/RPO or/and Local Government

Division Six REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 point	2 points
Quantitative Score (40% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (30% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (30% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

Division’s Local Points Assignment:

The result of the application of the ranking methodology will be a list of projects in priority order. The next step is to assign the Division’s qualitative points to specific projects. Division Six has 2300 points to allocate among Regional projects and 2300 points to allocate among Division projects. Since funding in the Division category is limited, Statewide or Regional projects that cascade down to the Division level may not be considered for Division qualitative points if the project costs is excessive. It is intended to score each project maximum points (100), however if it is determined a project is likely to be funded using fewer points, those points may be used to score another project. Division Six plans to allocate points to score projects as follows:

NCDOT Division 6 Project Solicitation and Ranking Process – Prioritization

For the Division's 2300 Regional points we will assign points among modes and project types according to the following target allocation:

- 1800 points to Highway
- 300 points to non-highway modes
- 200 points could be assigned to any mode and project type

For the Division's 2300 Division points we will assign points among modes and project types according to the following target allocation:

- 1800 points to Highway
- 300 points to non-highway modes
- 200 points could be assigned to any mode and project type

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

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

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

Approval of Ranking Points

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

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

NCDOT Division 6 Project Solicitation and Ranking Process – Prioritization

- public input and support as evidenced through public comments submitted to NCDOT, Division Six public hearing, and public involvement efforts of local governments;
- improves safety and traffic movement along interstate and freeway corridors
- projects currently programmed
- addresses high growth area needs
- Division Engineer’s knowledge of the transportation needs of their Division; and other factors as identified.

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

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

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

MPO/RPO

Fayetteville Area Municipal Planning Organization (FAMPO)
Capital Area Municipal Planning Organization (CAMPO)
Cape Fear Rural Planning Organization (Cape Fear RPO)
Mid-Carolina Rural Planning Organization (Mid-Carolina RPO)
Lumber River Rural Planning Organization (Lumber River RPO)

Airports

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

Public Transit

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

County Government

Bladen County	Harnett County
Columbus County	Robeson County
Cumberland County	

NCDOT Division 6 Project Solicitation and Ranking Process – Prioritization

Municipal Government

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

Military Base

Fort Bragg

NCDOT Divisions

Bicycle & Pedestrian Division

Rail Division

Division of Public Transportation

Aviation Division

Transportation Planning Branch

NCDOT Division 7 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 7 SPECIFIC METHODOLOGY

Division Seven REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of 4 criteria and determine percent weights; Percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Safety Score (25% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Existing Congestion (20% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (30% weight)	Begins a corridor improvement (first among multiple projects) or is a stand- alone project	Contributes to or continues corridor improvements	Completes corridor

Division Seven DIVISION NEEDS Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of 4 criteria and determine percent weights; Percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Safety Score (25% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Existing Congestion (25% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Local Support (25% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

NCDOT Division 7 Project Solicitation and Ranking Process – Prioritization

Division Seven REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 point	2 points
Quantitative Score (50% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (50% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Division’s Local Points Assignment:

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

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

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

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

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

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

NCDOT Division 7 Project Solicitation and Ranking Process – Prioritization

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

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

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

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

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

Approval of Ranking Points:

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

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

NCDOT Division 7 Project Solicitation and Ranking Process – Prioritization

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

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

MPO/RPO

Greensboro MPO – GUAMPO	High Point MPO – HPMPO
Durham Chapel Hill Carrboro MPO - DCHCMPO	Burlington Graham MPO – BGMPO
Triangle Area RPO - TARPO	Piedmont Triad RPO - PTRPO

Airports

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

NCDOT Divisions

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

Public Transit/Rail

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

County Government

Guilford County	Orange County
Rockingham County	Alamance County
Caswell County	

NCDOT Division 7 Project Solicitation and Ranking Process – Prioritization

Municipal Government

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

NCDOT Division 8 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 8 SPECIFIC METHODOLOGY DOCUMENTATION

Division Eight REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Safety Score (25% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (25% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Local Support (25% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Division Eight REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Local Support (50% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes
Transportation Plan Consistency (50% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

NCDOT Division 8 Project Solicitation and Ranking Process – Prioritization

Division's Local Points Assignment:

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

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

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

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

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

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

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

NCDOT Division 8 Project Solicitation and Ranking Process – Prioritization

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

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

Approval of Ranking Points:

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

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

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.

NCDOT Division 8 Project Solicitation and Ranking Process – Prioritization

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

Metropolitan Planning Organizations (MPO):

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

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

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

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

Rural Planning Organizations (RPO):

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

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

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

(Note: Underlined Counties NOT located in Division Eight)

Public Transit:

Chatham Transit Network

Hoke Area Transit System (HARTS)

County of Lee Transit System (COLTS)

Moore County Transportation Services (MCTS)

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

Scotland County Area Transit System (SCATS)

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

(Note: Underlined Counties NOT located in Division Eight)

Airports:

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

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

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

Moore County Airport (SOP)

NCDOT Division 8 Project Solicitation and Ranking Process – Prioritization

County Governments:

Chatham County	Moore County
Hoke County	Randolph County
Lee County	Richmond County
Montgomery County	Scotland County

Municipalities:

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

Railroads:

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

NCDOT Divisions:

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

NCDOT Division 9 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 9 SPECIFIC METHODOLOGY

Division Nine REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of 4 criteria and determine percent weights; Percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Safety Score (25% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Existing Congestion (20% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (30% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor

Division Nine DIVISION NEEDS Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of 4 criteria and determine percent weights; Percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Safety Score (25% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Existing Congestion (25% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Local Support (25% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

NCDOT Division 9 Project Solicitation and Ranking Process – Prioritization

Division Nine REGIONAL IMPACT & DIVISION NEEDS – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 point	2 points
Quantitative Score (50% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (50% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Division’s Local Points Assignment:

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

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

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

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

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

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

NCDOT Division 9 Project Solicitation and Ranking Process – Prioritization

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

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

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

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

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

Approval of Ranking Points:

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

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

NCDOT Division 9 Project Solicitation and Ranking Process – Prioritization

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

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

MPO/RPO

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

Airports

Davidson County Airport
Rowan County Airport
Smith-Reynolds Airport

NCDOT Divisions

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

Public Transit/Rail

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

County Government

Davie County
Davidson County
Forsyth County
Rowan County
Stokes County

NCDOT Division 9 Project Solicitation and Ranking Process – Prioritization

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 10 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 10 SPECIFIC METHODOLOGY

Division Ten REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Existing Congestion (20% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Safety Score (20% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Freight Volume* (15% weight)	<= 500* trucks/equivalent per day	>500 and < 1000* trucks/equivalent per day	>= 1000* trucks/equivalent per day
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (15% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (10% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities and/or transit facility on one or both ends
Cost Effectiveness* (10% weight)	>= \$1500/ADT or equivalent*	< \$1500/ADT or equivalent AND >\$750/ADT or equivalent*	<= \$750/ADT or equivalent*

*Values decided by Division with an explanation of rationale. Any numbers listed are suggestions only.

NCDOT Division 10 Project Solicitation and Ranking Process – Prioritization

Division Ten DIVISION NEEDS TIER Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Existing Congestion (20% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (20% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (15% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (20% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities and/or transit facility on one or both ends
Cost Effectiveness* (15% weight)	$\geq \$1500/\text{ADT}$ or equivalent*	$< \$1500/\text{ADT}$ or equivalent AND $> \$750/\text{ADT}$ or equivalent*	$\leq \$750/\text{ADT}$ or equivalent*

*Values decided by Division with an explanation of rationale. Any numbers listed are suggestions only.

NCDOT Division 10 Project Solicitation and Ranking Process – Prioritization

Division Ten REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Non-Highway Projects			
<i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Quantitative Score (40% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Transportation Plan Consistency (30% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Modal Stakeholder Support, as evidenced by meeting minutes, correspondence, etc. (30% weight)	Project does not have modal stakeholder support from DOT staff or external stakeholders (regional operators, etc.)	Project has support of either DOT staff OR external modal stakeholders (regional operators, etc.)	Project has support of both DOT staff AND external modal stakeholders (regional operators, etc.)

Division’s Local Point Assignment:

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

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

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

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

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

NCDOT Division 10 Project Solicitation and Ranking Process – Prioritization

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

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

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

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

Approval of Ranking Points

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

- the number of eligible projects within the Division within each funding mode /project type/category;
- the likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that have been adopted;
- the effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;

NCDOT Division 10 Project Solicitation and Ranking Process – Prioritization

- geographic and jurisdictional balance;
- coordination with CRTPO, CRMPO, and Rocky River RPO on the assignment of points;
- Public input and support received through public comments submitted to NCDOT;
- Division Engineer’s knowledge of the transportation needs of their Division;

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

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

MPO/RPO

Charlotte Regional Transportation Planning Organization (CRTPO)

Cabarrus-Rowan Metropolitan Planning Organization (CRMPO)

Rocky River Rural Planning Organization (RRRPO)

Airports

Charlotte-Douglas International Airport

Concord Regional Airport

Charlotte-Monroe Executive Airport

Public Transit

Charlotte Area Transit System (CATS)

Concord-Kannapolis Transit System

County Government

Mecklenburg County Union County

Cabarrus County Stanly County

Anson County

NCDOT Division 10 Project Solicitation and Ranking Process – Prioritization

Municipal Government

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

NCDOT Divisions

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

NCDOT Division 11 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 11 SPECIFIC METHODOLOGY

Division Eleven REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Existing Congestion (15% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (15% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Corridor Continuity (15% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Cost Effectiveness* (35% weight)	$\geq \$1500/\text{ADT}$ or equivalent*	$< \$1500/\text{ADT}$ or equivalent AND $> \$750/\text{ADT}$ or equivalent*	$\leq \$750/\text{ADT}$ or equivalent*
Shoulder Width (15% weight)	Project does not widen shoulder	Project widens shoulder but does not meet DOT standard	Project widens shoulder to DOT standard
Lane Widths (5% weight)	Project does not increase lane width	Project adds lane width but does not meet DOT standard	Project widens lane width to DOT standard

NCDOT Division 11 Project Solicitation and Ranking Process – Prioritization

Division Eleven DIVISION NEEDS Criteria – Scoring Standards for Highway Projects			
<i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Existing Congestion (10% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Safety Score (20% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Corridor Continuity (5% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Cost Effectiveness* (40% weight)	>= \$1500/ADT or equivalent*	< \$1500/ADT or equivalent AND >\$750/ADT or equivalent*	<= \$750/ADT or equivalent*
Shoulder Width (15% weight)	Project does not widen shoulder	Project widens shoulder but does not meet DOT standard	Project widens shoulder to DOT standard
Lane Widths (10% weight)	Project does not increase lane width	Project adds lane width but does not meet DOT standard	Project widens lane width to DOT standard

Division Eleven REGIONAL IMPACT & DIVISION NEEDS Criteria – Scoring Standards for Non-Highway Projects			
<i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Quantitative Score (50% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (50% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Division Eleven Local Point Assignment:

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

NCDOT Division 11 Project Solicitation and Ranking Process – Prioritization

It is our intent to assign points within each mode and project type as listed above. However exceptions may be made based on the Division Engineer's local knowledge of transportation needs within the Division in order to provide the best possible transportation network for our citizens and visitors. Engineering judgment and experience will be used to validate project scores and rankings in order to accomplish the legislation's goal to use available funding for the most beneficial projects.

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

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

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

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

Approval of Ranking Points:

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

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

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

NCDOT Division 11 Project Solicitation and Ranking Process – Prioritization

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

MPO/RPO

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

Airports

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

Public Transportation Providers

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

County/Municipal Governments

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

NCDOT Divisions

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

NCDOT Division 12 Project Solicitation and Ranking Process – Prioritization
APPENDIX – DIVISION 12 SPECIFIC METHODOLOGY

Division Twelve REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Existing Congestion (30% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Safety Score (25% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Freight Volume (10% weight)	<= 500 trucks/equivalent per day	>500 and < 1000 trucks/equivalent per day	>= 1000 trucks/equivalent per day
Corridor Continuity (10% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Cost Effectiveness (25% weight)	>= \$1500/ADT or equivalent*	< \$1500/ADT or equivalent AND >\$750/ADT or equivalent	<= \$750/ADT or equivalent

Division Twelve DIVISION NEEDS – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Existing Congestion (30% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Safety Score (30% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Cost Effectiveness (25% weight)	>= \$3000/ADT or equivalent	< \$3000/ADT or equivalent AND >\$1000/ADT or equivalent	<= \$1000/ADT or equivalent
Local Support (15% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

NCDOT Division 12 Project Solicitation and Ranking Process – Prioritization

Division Twelve Regional Impact & Division Needs Criteria – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Quantitative Score (50% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Local Support (50% weight)	Project does not have local support as evidenced by public input, and/or MPO/RPO minutes		Project has local support as evidenced by public input, and/or MPO/RPO minutes

Division’s Local Points Assignment:

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

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

- 2250 points to Highway
- 100 points to non-highway modes
- 150 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:

- 2250 points to Highway
- 100 points to non-highway modes
- 150 points could be assigned to any mode and project type

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

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

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

NCDOT Division 12 Project Solicitation and Ranking Process – Prioritization

Approval of Ranking Points:

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

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

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 Twelve. The following is a list of the Key Stakeholders:

Metropolitan Planning Organizations (MPO):

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

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

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

(Note: Underlined Counties NOT located in Division Twelve)

NCDOT Division 12 Project Solicitation and Ranking Process – Prioritization

Public Transit:

Iredell County Area Transportation System
Gastonia Transit System
Greenway Public Transportation
Transportation Administration of Cleveland County
Transportation Lincoln County

Airports:

Gastonia Municipal Airport
Hickory Regional Airport
Lincolnton – Lincoln County Regional Airport
Shelby – Cleveland County Regional Airport
Statesville Regional Airport

County Government:

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

Municipalities:

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

NCDOT Division 12 Project Solicitation and Ranking Process – Prioritization

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 Nine, Ten, Eleven and Thirteen

NCDOT Division 13 Project Solicitation and Ranking Process – Prioritization

APPENDIX – DIVISION 13 SPECIFIC METHODOLOGY

Division Thirteen REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Existing Congestion (40% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Safety Score (30% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (10% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (10% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends

Division Thirteen DIVISION NEEDS Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Existing Congestion (40% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Safety Score (30% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Transportation Plan Consistency (15% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Multimodal Accommodations (15% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends

NCDOT Division 13 Project Solicitation and Ranking Process – Prioritization

Division Thirteen Regional Impact and Division Needs Criteria – Scoring Standards for Non-Highway Projects			
<i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 points	2 points
Quantitative Score (75% weight)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Transportation Plan Consistency (25% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan. (If no CTP for county or municipality award maximum points).

Division’s Local Points Assignment:

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

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

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

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

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

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

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

NCDOT Division 13 Project Solicitation and Ranking Process – Prioritization

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

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

Approval of Ranking Points

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

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

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

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

NCDOT Division 13 Project Solicitation and Ranking Process – Prioritization

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

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

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

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

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

RAILROADS: *Norfolk Southern Railroad, CSX Transportation*

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

LOCAL GOVERNMENTS

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

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

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

McDowell County: *Marion, Old Fort*

Mitchell County: *Bakersville, Spruce Pine*

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

Yancey County: *Burnsville*

NCDOT STAKEHOLDERS:

NCDOT Bike & Pedestrian Division

NCDOT Rail Division

NCDOT Division of Public Transportation

NCDOT Division of Aviation

NCDOT Transportation Planning Branch

NCDOT Divisions Eleven, Twelve and Fourteen

**NCDOT Division 14 Project Solicitation and Ranking Process – Prioritization
APPENDIX – DIVISION 14 SPECIFIC METHODOLOGY**

Division Fourteen REGIONAL IMPACT Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Existing Congestion (5% weight)	Scaled congestion score ≤ 33	Scaled congestion score > 33 and < 67	Scaled congestion score ≥ 67
Safety Score (20% weight)	Scaled safety score ≤ 33	Scaled safety score > 33 and < 67	Scaled safety score ≥ 67
Freight Volume (10% weight)	≤ 500 trucks/equivalent per day	>500 and < 1000 trucks/equivalent per day	≥ 1000 trucks/equivalent per day
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (15% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Cost Effectiveness (10% weight)	$\geq \$1500/ADT$ or equivalent	$< \$1500/ADT$ or equivalent AND $> \$750/ADT$ or equivalent	$\leq \$750/ADT$ or equivalent
Shoulder Width (15% weight)	Project does not widen shoulder	Project widens shoulder but does not meet DOT standard	Project widens shoulder to DOT standard
Lane Width (15% weight)	Project does not increase lane width	Project adds lane width but does not meet DOT standard	Project widens lane width to DOT standard

NCDOT Division 14 Project Solicitation and Ranking Process – Prioritization

Division Fourteen DIVISION NEEDS Criteria – Scoring Standards for Highway Projects <i>(Note: Choose minimum of four criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 points	1 point	2 points
Existing Congestion (5% weight)	Scaled congestion score <= 33	Scaled congestion score > 33 and < 67	Scaled congestion score >= 67
Safety Score (20% weight)	Scaled safety score <= 33	Scaled safety score > 33 and < 67	Scaled safety score >= 67
Freight Volume (5% weight)	<= 500 trucks/equivalent per day	>500 and < 1000 trucks/equivalent per day	>= 1000 trucks/equivalent per day
Transportation Plan Consistency (10% weight)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan
Corridor Continuity (15% weight)	Begins a corridor improvement (first among multiple projects) or is a stand-alone project	Contributes to or continues corridor improvements	Completes corridor
Multimodal Accommodations (5% weight)	Project does not include ped/bike/transit facilities	Project includes isolated ped/bike/transit facilities	Project does include ped/bike/transit facilities AND connects to adjacent ped/bike facilities AND/OR transit facility on one or both ends
Cost Effectiveness (10% weight)	>= \$1500/ADT or equivalent	< \$1500/ADT or equivalent AND >\$750/ADT or equivalent	<= \$750/ADT or equivalent
Shoulder Width (15% weight)	Project does not widen shoulder	Project widens shoulder but does not meet DOT standard	Project widens shoulder to DOT standard
Lane Width (15% weight)	Project does not increase lane width	Project adds lane width but does not meet DOT standard	Project widens lane width to DOT standard

Division Fourteen Regional Impact and Division Needs Criteria – Scoring Standards for Non-Highway Projects <i>(Note: Choose minimum of 2 criteria and determine percent weights; percent weights must total 100%)</i>			
Criteria	0 point	1 point	2 points
Quantitative Score (50%)	Project scored in lowest third of quantitative scores	Project scored in middle third of quantitative scores	Project scored in highest third of quantitative scores
Transportation Plan Consistency (50%)	Project is not in CTP or locally adopted transportation plan		Project is in CTP or locally adopted transportation plan

NCDOT Division 14 Project Solicitation and Ranking Process – Prioritization

Division's Local Points Assignment:

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

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

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

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

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

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

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

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

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

NCDOT Division 14 Project Solicitation and Ranking Process – Prioritization

Approval of Ranking Points:

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

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

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

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

Metropolitan and Rural Planning Organizations (MPO &RPO):

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

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

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

Isothermal RPO: McDowell, Rutherford, and Polk Counties.

(Note: Underlined Counties NOT located in Division 14)

Public Transit:

Cherokee County Transit

Clay County Transportation

Graham County

Mountain Projects, Inc.

Western Carolina Community Action

Jackson County Transit

Macon County Transit Services

Polk County Transportation Authority

Swain County Focal Point on Aging, Inc.

Transylvania County Transit

Airports:

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

County Government:

Cherokee County
Graham County
Henderson County
Macon County
Swain County

Clay County
Haywood County
Jackson County
Polk County
Transylvania County

Municipalities:

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

The Eastern Band of Cherokee Indians

NCDOT Divisions

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

Division Criteria Summary

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

Division Criteria Summary

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

Division Criteria Summary

Chosen Criteria & Percent Weights: Regional Impact - Non-Highway Projects				
Division	Quantitative Score	Local Support	Transportation Plan Consistency	Modal Stakeholder Support
1	25%	25%	25%	25%
2	40%	30%	30%	
3	40%	30%	30%	
4	50%	25%	25%	
5	60%	40%		
6	40%	30%	30%	
7	50%	50%		
8		50%	50%	
9	50%	50%		
10	40%		30%	30%
11	50%	50%		
12	50%	50%		
13	50%		50%	
14	50%		50%	

Chosen Criteria & Percent Weights: Regional Impact - Non-Highway Projects				
Division	Quantitative Score	Local Support	Transportation Plan Consistency	Modal Stakeholder Support
1	25%	25%	25%	25%
2	40%	30%	30%	
3	40%	30%	30%	
4	50%	25%	25%	
5	60%	40%		
6	40%	30%	30%	
7	50%	50%		
8		50%	50%	
9	50%	50%		
10	40%		30%	30%
11	50%	50%		
12	50%	50%		
13	50%		50	
14	50%		50	