

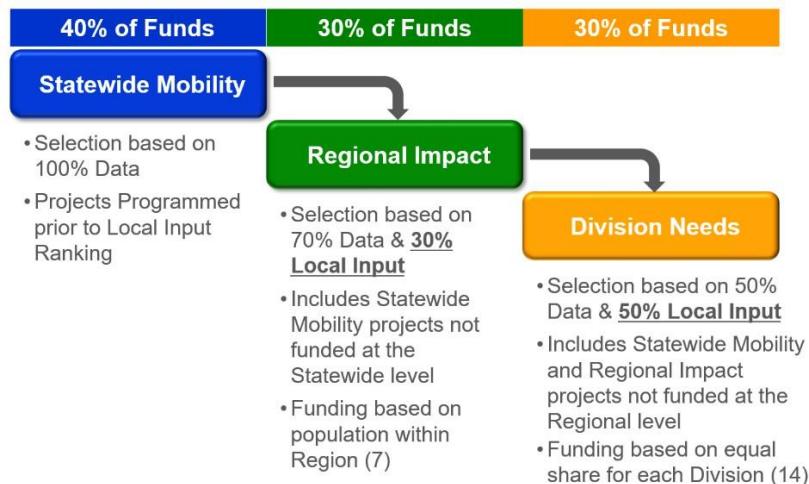
**GOLDSBORO MPO**  
**2028-2037 STIP Project Solicitation and Ranking Process**  
**Adoption Date: May XX, 2026**

**Background:** NCDOT was charged with developing “*a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization*” under GS 136-18.42. NCDOT issued guidance and specific standards in October 2013 to implement this statute. The guidance included creation of a review process to ensure each planning organization complied with the standards. The guidance requested that each planning organization and Division develop and implement a local input point methodology that maintains criteria transparency, material availability, and process documentation and maximizes the opportunity for public review and input.

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

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

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



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

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> <li>Interstates (existing &amp; future)</li> <li>NHS routes (as of July 1, 2012)</li> <li>STRAHNET Routes</li> <li>ADHS Routes</li> <li>Uncompleted Intrastate projects</li> <li>Designated Toll Facilities</li> </ul>	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500K cap)	Other Commercial Service Airports not in Statewide (\$300K cap)	All Airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All projects (\$0 state funds)
Public Transportation	N/A	Service spanning two or more counties (10% cap)	All other service, including terminals, stations, and facilities
Ferry	N/A	Ferry expansion	Replacement vessels
Rail	Freight Capacity Service on Class I Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail service not included on Statewide or Regional

MPOs/RPOs and Divisions indicate priority by applying local input points to projects. Each organization receives a baseline of 1,000 local input points, with additional points (up to 2,500) based on population. **Goldsboro MPO** has a total of **1200** points to apply to projects in the Regional Impact category and a total of **1200** points to apply to projects in the Division Needs category. State law requires NCDOT to approve how each organization will assign points to projects (maximum number of 100 points assigned to any one project), in a document known as their Local Input Point Methodology.

**Classification of Transportation Projects:** Highway projects associated with I-795/US 117 or US 70 in the Goldsboro MPO are classified as Statewide projects. Such projects are evaluated and prioritized by NCDOT solely on quantitative data provided by the MPO and NCDOT. No local input ranking is applied to Statewide projects (Note: The MPO does have the option to assign local input points to Statewide Mobility projects that cascade down into the Regional and Division Needs categories).

The Goldsboro MPO lies within Region A which is comprised of NCDOT Highway Divisions One (1) and Four (4). Region A is generally the northeastern part of the state of NC (Dare, Currituck, Camden, Pasquotank, Perquimans, Chowan, Gates, Northhampton, Hertford, Bertie, Martin, Washington, Tyrrell, Hyde, Halifax, Nash, Edgecombe, Wilson, Johnston, and Wayne counties). The state is divided into seven regions each having two highway divisions. Regional funds are distributed by population. With about 8% of the state's population, Region A will receive the smallest funding amount in the state for Regional category projects.

Goldsboro MPO Regional highway projects are associated with US 13 (Berkeley Boulevard), US 70 Business (Ash Street), US 117A and NC 581. All Regional projects (all modes) will receive a quantitative evaluation by NCDOT. In addition to this quantitative score local input will be added to the project evaluation. For Regional projects, the NCDOT quantitative value will be 70% and the local input will be 30% of the project evaluation.

The Goldsboro MPO is included in NCDOT Highway Division Four (4), which includes the counties of Halifax, Nash, Edgecombe, Wilson, Johnston, and Wayne. The 14 Highway Divisions of the state will receive equal funding amounts for Division category projects. Highway projects associated with NC Secondary Routes (i.e. SR#’s) will fall into the Division category. The NCDOT quantitative score for Division projects will make up 50% of the project evaluation. The local input value for Division projects (all modes) will be 50% of the project evaluation.

The local input for Goldsboro MPO Regional and Division projects will come from the MPO and the NCDOT Division Four (4) (i.e. the TAC and Division Four (4) Engineer). In each case (i.e. Regional and Division projects) the local input will be equally divided between the MPO and Division Engineer.

The Strategic Prioritization Office of Transportation accepted new projects from July – October 2025 from the MPO and evaluated within the Prioritization 8.0 process. The list of new projects submitted for Prioritization 8.0 are approved by the MPO’s Transportation Advisory Committee in an announced public meeting.

Under the Strategic Transportation Investments law, limitations on new project submittals have been established by NCDOT. The Goldsboro MPO is allowed to submit the following number of new projects:

- New Highway Projects 11
- New Aviation Projects 11
- New Bike/Pedestrian Projects 11
- New Public Transportation Projects 11
- New Rail Projects 11

The MPO will evaluate highway projects included in the Metropolitan Transportation Plan (MTP) for submittal in all three geographical categories (Statewide, Regional and Division).

Projects for the Wayne Executive Airport fall into the Division category.

Bike/Pedestrian projects are in the Division category.

Goldsboro MPO public transportation projects in the Regional and Division categories are coordinated with the Goldsboro-Wayne Transportation Authority (GWTA).

The MPO will collaborate with NCDOT and the CSX RR and NCRR for rail projects in the Statewide, Regional and Division categories.

## Description of Criteria and Weights

The State of North Carolina, NCDOT and the MPO will implement transportation projects which fulfill the requirements of the STI law. To ensure the projects of the STIP are beneficial to the community and support the public good, projects in the Prioritization 8.0 process must be evaluated using a minimum of two criteria. Once criteria must be a qualitative criterion and a second criterion may be qualitative or quantitative.

NCDOT will calculate a quantitative score for all projects submitted to the Prioritization 8.0 process. This number is developed by NCDOT using the project description and supporting project facts provided by the MPO. NCDOT will supply to the MPO this quantitative scores in May 2026.

The MPO will have the opportunity to add a local input score to transportation projects in the Regional and Division categories. The local input score will be based on quantitative and qualitative evaluations of the project. The Goldsboro MPO proposes that the quantitative and qualitative criteria for local input weigh equally in the Prioritization 8.0 process (i.e. 50% each).

The local input quantitative criteria will be the quantitative value calculated by NCDOT and provided in May 2026. Project Viability will be the local qualitative criteria used by the Goldsboro MPO in the Prioritization 8.0 process. Project viability is a qualitative assessment of the practicality and reasonableness of a project.

Although values of quality cannot be measured specifically like tangible quantities, the MPO will assess the viability of a project. The table below identifies the attributes used to describe the viability of a project. Both Regional and Division projects of all modes will be evaluated for viability. The combination of the SPOT score plus the output of the viability score will be added together and assigned as the preliminary input points for the Goldsboro MPO projects.

<b>Viability</b>	<b>Regional Score (range)</b>	<b>Division Score (range)</b>
Transportation Plan Consistency	0 to 20	0 to 20
Access and Connections	0 to 20	0 to 10
Amount of R-O-W Needed	0 to 20	0 to 10
Project Feasibility	0 to 5	0 to 5
Multimodal Accommodations	0 to 5	0 to 5
Viability Score (Total)	0 to 70	0 to 50

The MPO will use the following guidelines to establish the project viability score.

**Transportation Plan Consistency:** Projects in the MTP (Metropolitan Transportation Plan), STIP, CTP or other locally adopted plan will receive points as follows:

3 or more plans	20 points (20)
2 plans	10 points (10)
1 plan	5 points (5)

**Access and Connections:** Project gets more points the more of the following it connects to: Health care, Military facilities, Interstate, Tourist destinations, Education facilities, or Job centers.

4 or more connections	20 points (10)
2 or 3 connections	10 points (5)
1 connection	5 points (2)

**Amount of Right-of-Way Needed:** Project receives points based on amount of right-of-way expected to be needed as follows:

R-O-W needs established	5 points (2)
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R-O-W purchase has started	10 points (5)
R-O-W needs are in hand	20 points (10)

**Project Feasibility:** Project gets more points the further along it is in the NEPA (National Environmental Policy Act) process at time of point assignment and will receive points as follows:

Project has started NEPA	1 points (1)
Initial environmental document complete	3 points (3)
Final environmental document complete	5 points (5)

**Multimodal Accommodations:** Projects with multi-modal attributes will receive points as follows:

Projects which connect two modes of transportation	2 points (2)
Projects which connect more than two modes	5 points (5)

The MPO and NCDOT are the sources for these qualitative measurements to calculate viability. The MPO will use the Metropolitan Transportation Plan (MTP), State Transportation Improvement Program (STIP) and project databases to establish the viability evaluation.

## Total Score and Project Ranking Approach

All Goldsboro MPO projects in the Prioritization 8.0 process will be given a Priority Ranking, which is a number based on the quantitative and qualitative criteria of each project. The Priority Ranking is a number equal to the NCDOT quantitative score plus the project viability total score.

For example, the following numbers represent the possible maximum Priority Ranking for Regional and Division category projects:

	<u>Regional</u>	<u>Division</u>
NCDOT Quantitative	70	50
<u>Viability Total</u>	70	50
Priority Ranking #	140	100

Similarly, the Priority Ranking for each transportation project in the Prioritization 8.0 process will be calculated. By sorting the Priority Ranking numbers in descending order of value, a prioritized order of MPO transportation projects in the Prioritization 8.0 process is established. The Transportation Advisory Committee (TAC) will approve the Priority Ranking numbers of all projects in the Prioritization 8.0 process.

The Priority Ranking number is used to assign local input points, but it is not the value for the MPO transportation projects, which will be reported back to NCDOT in May-August 2026 for Regional Projects and October-December 2026 for Division Projects.

## Point Assignment Process

The Goldsboro MPO will allocate its points based upon transportation mode as follows:

REGIONAL PROJECTS		DIVISION PROJECTS	
MODE	Points Allocated	MODE	Points Allocated
Highway	1200 points (12 projects)	Highway	800-1000 points (8-10 projects)
Transit	No projects applicable	Transit	No projects applicable
Aviation	No projects applicable	Aviation	100 points (1 project)
Rail	No projects applicable	Rail	No project applicable
Bike/Ped	No projects applicable	Bike/Ped	100-300 points (1-3 projects)

Note: All projects receiving points will receive the maximum 100 points allowed per project or maximum number of points allowed if projects are shared by both MPO and RPO.

Note: In order for the project to be given the maximum 100 points it must receive a SPOT score of 50% minimum of the Highest Regional/Division Scoring Project within the Goldsboro MPO.

Note: Any points not allocated to non-highway modes will transfer to the next highest Priority Ranking Highway project or another MPO or RPO assuming both organizations agree to point sharing. If points are contributed to another MPO or RPO by the Goldsboro MPO a written agreement will be provided to NCDOT.

The methodology of the Goldsboro MPO will be to assign the maximum number of local input points (100) to the highest ranking projects (i.e. highest Priority Ranking number previously described) to the classifications listed above.

If a MPO member assigns local input points to a lower ranked project (i.e. a project with a lower Priority Ranking number) than a higher ranked project without local input points, a written justification must be provided to the TAC. Any such justifications that alter the final points assigned to a particular project will also be shared on the MPO's website.

**Use of Public Input and Comments in Final Rankings:** The TCC and TAC will review all input received through the public input process to confirm the individual candidate project descriptions and details. The TCC and TAC may choose to remove or modify projects before ultimately approving the points assignments, but no new projects will be added after the NCDOT deadline for submitting candidate projects for evaluation through the SPOT process. Any modifications and rationale for point adjustment will be available for public consumption on the MPO website when final points per project are posted.

## Schedule and Public Outreach

**Project Solicitation:** The MPO will solicit candidate projects for 30 days in July 2025. The results of this process will be presented to the TAC at its August meeting, where the TAC will be asked to endorse the project list for submittal to NCDOT. In the event that the number of new projects exceeds the maximum possible the TAC will choose projects to submit based on Division 4 and MPO staff recommendations. MPO staff will subsequently submit the TAC endorsed projects into NCDOT's SPOT Online tool (web based system) for project evaluation and quantitative scoring.

**Project Ranking:** The TCC and TAC of the MPO will evaluate the full list of new and previously-evaluated projects for the Goldsboro Urbanized Area between May and September 2026, with local points assigned and submitted to the SPOT office by September 2026. Using the methodology described above

the MPO will present the recommended local point assignments for regional projects to the TCC at their June 2024 meeting. Upon the approval of the TAC, the MPO will release the recommended projects, point assignments, and the methodology used to assign the points for a 30-day public comment period. 30- day period will also be advertised on the MPO website. The results of the public comment period will be presented to the TCC and TAC at their August 2026 meetings. At that time the TAC will be asked to approve a project list with final point assignment for regional projects and after approval the project list with assigned points will be available on the MPO website.

At the end of September 2026 NCDOT will release a draft list of programmed regional impact projects and the MPO will begin to evaluate local input point assignment to division needs projects. Using the methodology described above the MPO will present the recommended local point assignments for division projects to the TCC at their **November** 2024 meeting. Upon the approval of the TAC, The MPO will release the recommended projects, point assignments, and the methodology used to assign the points for a 30 day public comment period. 30-day period will also be advertised on the MPO website. The results of the public comment period will be presented to the TCC and TAC at their November 2026 meetings. At that time the TAC will be asked to approve the project list with final point assignment for division projects and after approval the project list with assigned points will be available on the MPO website.

#### **Timeline for MPO Local Methodology & Implementation:**

##### **July 2025**

10<sup>th</sup> – Legal Notice of Call for Projects (Available for 30-Day Review and Comment) posted on Goldsboro MPO website, [www.goldsboronc.gov](http://www.goldsboronc.gov) and published in the local newspaper. Receive public comment for Prioritization 8.0 projects via mail, email, telephone, visitation and MPO website.

##### **August 2025**

14<sup>th</sup> –TAC Meeting – Approved new project list for submittal to NCDOT

##### **March 2026**

17<sup>th</sup> – Submit Local Methodology for conditional approval to NCDOT.

21<sup>st</sup> – TAC Meeting – Discussion of methodology for assigning local input points and release Local Methodology for public comment.

##### **March – April 2026**

Receive public comment for Methodology of assigning local input points. MPO staff will receive comments via mail, email, telephone, visitation and MPO website.

##### **May 2026**

1<sup>st</sup> – Deadline for Approval of Local Input Point Assignment Methodologies

3<sup>rd</sup> - Local Input Point Assignment Methodology submitted to SPOT Office.

9<sup>th</sup> – Public Hearing/TAC Meeting – Adoption of Local Input Point Assignment Methodology.

24<sup>th</sup> – Receive Quantitative scores for Prioritization 8.0 projects and begin drafting list of programmed Statewide Mobility Projects from NCDOT.

28<sup>th</sup> – Regional Impact Local Input Point window opens through August 30, 2026.

##### **June 2026**

TAC Meeting – Recommend the assignment of local input points to Prioritization 8.0 regional projects. Release and post on the MPO website the proposed point assignments for public comment.

### **July - August 2026**

Post Legal notice for Public Hearing/TAC Meeting on the scoring of Prioritization 8.0 Regional Projects.

TBD July/August – Public Hearing/TAC Meeting – Adopt final assignment of local input points to Prioritization 8.0 regional projects.

Aug 30<sup>th</sup> – Send regional projects to NCDOT with local points assigned. Post Prioritization 8.0 regional project rankings on the MPO website.

### **September 2026**

2<sup>nd</sup> – NCDOT programs regional impact projects

20<sup>th</sup> – Regional Impact Total Scores & Programmed Projects are released.

23<sup>rd</sup> – Division Needs Local Input Point window opens through November 29, 2024.

### **October 2026**

TAC Meeting – Recommend the assignment of local input points to Prioritization 8.0 division projects.

Release and post on the MPO website the proposed point assignment for public comments.

Post Legal notice for Public Hearing/TAC Meeting on the scoring of Prioritization 8.0 Division Projects

### **November 2026**

**TBD** – Public Hearing/TAC Meeting – Adopt final assignment of local input points to Prioritization 8.0 division projects.

29<sup>th</sup> – Send division projects to NCDOT with local points assigned. Post Prioritization 8.0 division project rankings on the MPO website.

### **December 2026**

Final Prioritization 8.0 Scores released by NCDOT

### **January 2027**

2026-2035 Draft STIP released by NCDOT

## **Material Sharing**

For information on the Goldsboro MPO Local Methodology (as described above), MPO transportation plans and news of STI and Prioritization visit the MPO website at [www.goldsboronc.gov](http://www.goldsboronc.gov) and NCDOT at [www.ncdot.gov/strategictransportationinvestments/](http://www.ncdot.gov/strategictransportationinvestments/).