



DATE: January 13, 2026

SUBJECT: Prioritization 8.0 (P8.0) – **Draft** Local Input Point Methodology

## **INTRODUCTION**

The NCDOT’s Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the ‘Strategic Transportation Investments (GS 136-189.10 and .11) enacted on June 26, 2013. One of the most significant tasks that must be accomplished by each MPO/RPO and NCDOT Division Office is to create a methodology that explains how the MPO/RPO/Division Office will allocate the eligible local input points assigned to projects of all modes (Highway, Bike and Pedestrian, Aviation, Public Transit, Rail and Ferry) in the prioritization database. LOSRPO is only scoring Highway, Public Transit and Bike/Ped projects in this round of prioritization.

As stipulated by the Strategic Transportation Investments (STI) legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The Land of Sky Rural Planning Organization (LOSRPO), serving the rural areas of Buncombe, Haywood, Madison, and Transylvania Counties, may allocate the following number of local points for projects in the eligible categories:

- 0 points – Statewide projects example (I-26, I-40)
- 1200 points – Regional Impact projects example (US-64, US-25/70, NC-280, NC-209)
- 1200 points – Division Needs projects example (SR 1145, Sharp Hollow RD, SR 1512 Ecusta Rd, Bike/Ped and Public Transit Projects)

The contents of this memorandum describe the methodology that LOSRPO proposes to use to allocate its local input points. LOSRPO has no aviation, rail, or ferry projects in this round of prioritization.

NCDOT requires that the methodology includes the following components:

- At least two criteria (with at least one being qualitative)
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
- Dissemination of methodology, local points, and public input on LOSRPO’s website ([www.landofskyrpo.org](http://www.landofskyrpo.org))



**DESCRIPTION OF CRITERIA AND WEIGHTS**

**Countywide Ranking of Projects**

The LOSPRO will use Countywide Ranking of Projects as one criterion for assigning points: Each LOSRPO county and all the local jurisdictions (including the county and any municipalities within the county in the RPO) will work together to develop a ranked list of projects in all modes to submit to LOSRPO for use in the prioritization process. The list must be based on projects submitted to NCDOT for consideration in P8.0, new projects cannot be added at this stage of the process. Projects should be ranked in order from highest priority (#1) to lowest (#10). If there are more than ten projects within a county, then only the top ten should be ranked. It is up to the local jurisdictions, working together, to determine the best method for achieving this within each county; however, LOSRPO and NCDOT staff will assist in the process. Each County must:

- Ensure all jurisdictions are given an opportunity to participate in the development of their county’s ranked project list if they choose.

These local ranked priority lists should be developed and submitted to LOSRPO within 14 days after NCDOT releases its draft quantitative scores for projects. Once submitted to LOSRPO, the local priority lists will be used to score projects in the LOSRPO planning boundary. and made available prior to the LOSRPO TAC’s approval of local input points on projects.

All projects will receive **40%** of their total LOSRPO score based on the ranking assigned to that project by local officials in the above-described countywide rankings. This applies to all modes. These points will be assigned as follows:

\* All other projects (ranked lower or unranked) receive 0 points for this item.

# 1 Priority in County	40 points		# 6 Priority in County	15 points
# 2 Priority in County	35 points		# 7 Priority in County	10 points
# 3 Priority in County	30 points		# 8 Priority in County	5 points
# 4 Priority in County	25 points		# 9 Priority in County	5 points
# 5 Priority in County	20 points		#10 Priority in County	5 points

\* All other projects (ranked lower or unranked) receive 0 points for this item.

**NCDOT P8.0 quantitative score** will account for the remaining 40% of the LOSRPO score the criteria that make up these scores are defined by NCDOT’s Prioritization Work Group for each mode and category (see [NCDOT's Prioritization Resources website](#) for more information): Regional Impact: Because all Prioritization 8.0 regional quantitative scores are on a 70 point scale, the final results are multiplied by 0.7143 to convert them to a 50 point scale for use in LOSRPO scoring.



Division Needs: Prioritization 8.0 division quantitative scores are reported on a 50-point scale, so, no rescaling of scores is necessary.

The remaining 10% of the score will be determined using the **Safe Streets for WNC Regional Safety Action Plan, High Injury Network, (HIN)** If a project is on the **HIN**, it will receive **5 points**, if the proposed project addresses the **safety problem** or **crash risk** it will receive an additional **5 points**.

**Total Score and Project Ranking Approach/Point Assignment Process**

Once all projects in each mode are scored based on the adopted criteria, LOSRPO staff will develop a ranked list of projects within each county then use these to develop the list for the LOSRPO region. This ranked list of all projects in all modes will be used to develop the recommended point assignments that are presented to the public for comment and to the LOSRPO TCC and TAC for approval. There will be separate rankings for the Regional Impact category and the Division Needs category.

Regional Impact Scoring		
Criteria	Max. Score Possible	Scoring Methodology
SPOT Quantitative Score	50	Actual SPOT quantitative score from NCDOT (P7.0 regional scores on a 70-point scale, final results multiplied by 0.7143 to convert them to a 50-point scale)
County Ranking	40	#1 Priority = 40 points      #2 Priority = 35 points #3 Priority = 30 points      #4 Priority = 25 points #5 Priority = 20 points      #6 Priority = 15 points #7 Priority = 10 points      #8 Priority = 5 points #9 Priority = 5 points      #10 Priority = 5 points
Safe Streets for WNC	10	Projects will receive <b>5 points</b> if on the <b>High injury Network HIN</b> . Projects will Receive <b>5 points</b> if it addresses the <b>safety problem</b> or <b>crash risk</b> .
Total	100	



Division Needs Scoring		
Criteria	Max. Score Possible	Scoring Methodology
SPOT Quantitative Score	50	Actual SPOT quantitative score from NCDOT
County Ranking	40	#1 Priority = 40 points      #2 Priority = 35 points #3 Priority = 30 points      #4 Priority = 25 points #5 Priority = 20 points      #6 Priority = 15 points #7 Priority = 10 points      #8 Priority = 5 points #9 Priority = 5 points      #10 Priority = 5 points
Safe Streets for WNC	10	Projects will receive <b>5 points</b> if on the <b>High injury Network HIN</b> . Projects will Receive <b>5 points</b> if it addresses the <b>safety problem or crash risk</b> .
Total	100	

### LOCAL INPUT POINTS ASSIGNMENT PROCESS

The following principles will be used for the allocation of LOSRPO’s local input points:

- LOSRPO will score Highway projects (both Regional Impact and Division Needs) and Bicycle, Pedestrian, and Public Transit projects with the adopted methodology.

Land of Sky RPO receives 1200 points at the Regional Level and 1200 points at the Division Level to allocate to projects for local prioritization. The maximum number of points any project can receive is 100. After scoring projects with the LOSRPO’s approved methodology, the two top-scoring Regional Impact projects within each county will be allocated 100 points each.

The remaining points will be allocated to the next highest scoring projects within the RPO (regardless of county or mode), to reach Land of Sky RPO’s total point allocation of 1200 points. In the event any counties do not have at least two Regional Level projects, then additional projects will be selected from the top of the list of remaining projects within the RPO as a whole.

If a county chooses to allocate Regional Impact Points to projects in neighboring MPO’s or RPO’s they may do so in lieu of allocating points to projects within LOSRPO. This promotes a regional approach to the prioritization process. Only projects that originate at the Regional Impact level are eligible for scoring and local points allocation under this methodology.



Statewide level projects that are not programmed at the Statewide level will not be scored at the Regional Impact level or receive Regional Impact Level local points under this methodology, unless the Land of Sky RPO TAC elects to do so.

Land of Sky RPO receives 1200 points at the Division Needs Tier. After scoring projects with the LOSRPO's approved methodology, the two top-scoring Division Needs projects within each county will be allocated 100 points each. The remaining points will be allocated to the next highest scoring projects within the RPO (regardless of mode), to reach Land of Sky RPO's total point allocation of 1200 points. In the event any counties do not have at least two Division Level projects, then additional projects will be selected from the top of the list of remaining projects within the RPO as a whole.

If a county chooses to allocate Division Needs Points to projects in neighboring MPO's or RPO's they may do so in lieu of allocating points to projects with in LOSRPO. This promotes a regional approach to the prioritization process. Only projects that originate at the Division Needs level are eligible for scoring and local point's allocation under this methodology; Statewide and Regional level projects that are not programmed at the higher levels will not be scored at the Division Needs level or receive Division Needs local points under this methodology, unless the Land of Sky RPO TAC elects to do so.

Notwithstanding any of the above, however, no local points will be assigned to any project requiring local match if the local government in question expresses no desire to provide the required match and no desire to pursue the project at this time. In this case, points will be assigned to the next highest-ranking appropriate project. Should a county choose to assign maximum local input points to a project that does not score in the top two projects in that county, they may elect to do so at their discretion. These changes will be noted in the Local Input Points Assignment Table.

NCDOT allows organizations to flex up to 500 points between the Regional Impact and Division Needs categories. LOSRPO has the option to apply this flexing policy by shifting up to 500 points from the Regional Impact category to the Division Needs category or by shifting up to 500 points from the Division category to the Regional category. The LOSRPO TAC has the discretion to decide whether it wishes to flex any points between categories. If the TAC chooses to flex local input points, LOSRPO must provide documentation of this decision to the NCDOT SPOT Office before the deadline for assigning Regional Impact category local input points.

The LOSRPO TAC can adjust projects receiving points or adjust the number of points given to a project based on their discretion. Any exceptions will be noted on the LOSRPO Final Local Input Points Assignment Tables and be provided to NCDOT SPOT office and be part of an open, public



process that complies with Chapter 143, Article 33C of the North Carolina General Statutes. All prioritization documents, lists and Local Input Points Assignment tables will be made available on the RPO's website as required.

## **SCHEDULE AND PUBLIC OUTREACH**

Public Outreach Process for the Prioritization List will include the following steps based on the draft LOSRPO Public Involvement Plan, section VII. Page 14:

- After consideration by the TAC, the draft Prioritization List will be published for a minimum of two-week (14-day) public comment period, and the notice will be advertised using our media resources provided in Appendix B.
- The LOSRPO TCC/TAC members will consider the draft Prioritization Methodology it will then be published for a minimum four-week (28-day) public comment period and the notice will be advertised using our media resources provided in Appendix B.
- The notices for the public comment period and the public hearing will include an announcement stating that people with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List and Prioritization Methodology and virtual meetings access information will be posted on the LOSRPO website. Virtual meeting access will be available on meeting agendas. Written comments will be received during the comment period and will be directed to the LOSRPO. The LOSRPO's contact person, phone number and e-mail address will be included in the public notice. The LOSRPO will assemble all comments and forward comments to the TAC.
- The RPOTAC will hold a public hearing on the draft Prioritization List and the Prioritization Methodology. The public hearing will be held at a location which is accessible to people with disabilities. Virtual meeting access will be available on meeting agendas. The RPOTAC will approve a final Prioritization List and Prioritization Methodology after considering the public comments received. The public review periods for the Prioritization List and the Prioritization Methodology will sometimes be concurrent and sometimes will run separately, depending upon which schedule is more practical.

**When possible, the Land of Sky RPO duplicates timelines, meetings, and notices with the FBRMPO**

Proposed Schedule for Implementation of Policy in Prioritization 8.0 TCC & TAC adoption of project list to submit to NCDOT –occurred on **September 18, 2025**. Adoption of this policy– Scheduled **March 19, 2026** (with public hearing at TAC meeting Below is a list of key dates for LOSRPO Actions for Prioritization 8.0



**Prioritization 8.0 Key Dates**

<b>Prioritization Task</b>	<b>Estimated Date</b>
Prioritization Workgroup meets	October 2024 - June, 2025
NC Board of Transportation Adopts Methodology	July, 2025
SPOT Online Go-live Project submittal window opens	July 2025 – September, 2025
NCDOT Data Review and Scoring	October 2025 – April, 2026
Project Prioritization Public Survey (TPD)	Winter - Spring 2026
DRAFT Statewide Programmed Projects and SPOT Scores Released	End of May 2026
Regional Impact Local Input Points Window	June - August, 2026
DRAFT Regional Impact Programmed Projects Released	Sept, 2026
Division Needs Local Input Points Window	October – December, 2026
Program Division Needs Projects	January 2027 – March, 2027
DRAFT 2028-2037 STIP Released	March, 2027

**MATERIAL SHARING**

All Materials, Local Input Point Methodology, Project Lists, County Ranked Project Lists, P8.0 quantitative score and Local Input Point Assignment Tables, will be made available on the Land of Sky RPO website [www.landofsky.org](http://www.landofsky.org)

Email comments to [rpo@landofsky.org](mailto:rpo@landofsky.org)

Motion to adopt LOSRPO Prioritization 8.0 Local Input Point Methodology Made by

\_\_\_\_\_, Seconded by, \_\_\_\_\_.

LOSRPO Prioritization Local Input Point Methodology adopted by the LOSRPO TAC on

March 19, 2026.

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 Kevin Ensley, Land of Sky RPO TAC Chair

**ATTEST:**

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 Vicki L. Eastland, Land of Sky RPO Secretary