

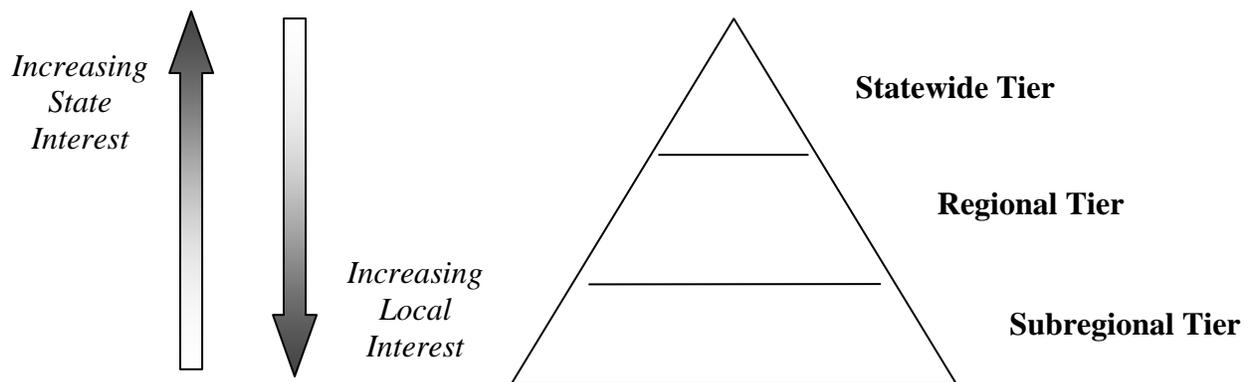
NORTH CAROLINA MULTIMODAL INVESTMENT NETWORK (NCMIN)

The North Carolina Multimodal Investment Network (NCMIN) is a tool used to stratify all the components, facilities, and modes of North Carolina’s transportation system. Components of the network are typically classified on the basis of how each contributes to serving a particular type of transportation movement. Some facilities serve *Statewide* movements, while others are *Regional* in terms of the service they provide, while still others are *Subregional* (localized). This classification also associates the increasing level of state (NCDOT) or local interest in various facilities.

What is the NCMIN?

All transportation facilities, regardless of ownership and mode, are included in the Multimodal Investment Network. Each facility is classified into one of three tiers (groups): Statewide, Regional, or Subregional. Each tier has distinct features that define how facilities function, the type of travel they serve, and other measures like connectivity and usage.

Statewide Tier facilities serve long-distance trips, connect regional centers, have the highest usage, and mostly provide a mobility function (as opposed to a land access function). **Regional Tier** facilities connect major population centers and have a mix of functions. Some of the Regional Tier facilities can be viewed as serving statewide transportation criteria, but they usually provide an unmistakable localized function. They are equally important to a particular region of the state and also provide some land access. **Subregional Tier** facilities serve localized movements. They provide more of an access function than mobility, and are of a higher interest to cities and counties than the state. The figure below provides a conceptual illustration of a multimodal investment network.



Conceptual Representation of a Multimodal Investment Network (MIN)

NCMIN Definitions

NCDOT uses the following definitions to classify transportation facilities based on tier:

Mode	Statewide Tier	Regional Tier	Subregional Tier
Highways¹	The Strategic Highway Corridors (SHC) as approved by the Board of Transportation on the SHC Vision Plan ²	All primary routes (US and NC) not on the Statewide Tier	All secondary routes (SR) not on the Statewide Tier ³
Rail (Passenger & Commuter)	All intercity (including out-of-state) passenger rail service and station facilities associated with intercity services	Commuter rail service and associated station facilities which serve commuters <i>between</i> two or more counties	Commuter and light rail service and associated station facilities which serve commuters <i>within</i> a county
Rail (Freight)	Rail lines of strategic importance as determined by the Rail Division	All remaining rail lines not included on the Statewide Tier	N/A
Ferry	Ferry routes connecting Statewide Tier Highway facilities	Ferry routes connecting Regional Tier Highway facilities	Ferry routes connecting Subregional Tier Highway facilities
Aviation	Commercial service airports with at least 100,000 annual enplanements	Commercial service airports (Part 139 Certificated) with less than 100,000 annual enplanements <i>or</i> General aviation airports with at least 25 based aircraft	General Aviation airports with fewer than 25 based aircraft
Public Transportation	Bus service and associated station facilities which serve out-of-state travel	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>between</i> two or more counties	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>within</i> a county
Bicycle and Pedestrian	NC bicycling highways (on-road)	NCDOT designated multi-county regional routes (on-road)	Off-road facilities with a length shorter than 20 miles

		<i>or</i> Off-road facilities spanning multiple jurisdictions with a length of at least 20 miles	<i>or</i> Town, city, or county on-road bicycle networks <i>or</i> All sidewalks
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Notes

1. The Board of Transportation (BOT) formally designated the Strategic Highway Corridors as the highway element of the Statewide Tier on March 1, 2007.
2. An existing segment of a Strategic Highway Corridor, which is proposed to be bypassed (and the bypass has been approved by the BOT on the SHC Vision Plan), is considered to function as part of the Corridor until the bypass is open to traffic.
3. It is proposed that all secondary routes on the Statewide Tier will be evaluated for primary route designations.

Revising NCMIN Facilities

The highway element of the Statewide Tier, known as the Strategic Highway Corridors, has been officially approved by the BOT on the SHC Vision Plan. Therefore, any changes to the Corridors, requires approval by the BOT. The Requests for revising the Strategic Highway Corridors, should follow the process entitled “Process to Modify the Strategic Highway Corridors Vision Plan” as approved by the BOT. All other routes and facilities shall be classified based on the above criteria.