As the Sustainability Blueprint will build upon current sustainable practices at NCDOT, a significant focus of the outreach process has been the identification of existing strategies that relate to the four Focus Areas. A total of 230 existing sustainable practices have been collected through the following outreach methods:

- Survey of top NCDOT managers (identified 89 practices, including 5 high-level initiatives)
- Review of high-level initiatives (identified 13 additional high-level initiatives, for a total of 18)
- Internal focus group sessions (identified 122 practices not previously collected)
- External interviews and surveys (identified 6 practices not previously collected)

The inventoried practices have been grouped by the Focus Area to which they primarily relate, with secondary Focus Area(s) noted to convey overlap. With the exception of NCDOT manager survey respondents, outreach participants were asked to select the appropriate primary and secondary Focus Areas for the practices they identified. It should be noted that the groupings reflect these opinions and that some participants were more active than others in selecting secondary Focus Areas. Trends in alignment with sustainability are outlined below.

### Distribution of Existing Practices by Focus Area

The majority of existing practices were noted to align primarily with Environmental Stewardship or Financial and Economic Investment, as demonstrated in the figure below.

Without considering degree of alignment (primary vs. secondary), a similar pattern emerges. The following list indicates the number of existing practices that were found to relate to each Focus Area, either primarily or secondarily:

- Mobility, Accessibility, and Transportation-Land Use Integration: 59 practices
- Financial and Economic Investment: 128 practices
- Environmental Stewardship: 133 practices
- Social Investment: 49 practices

This distribution likely reflects the Department’s past focus on the environment; the current economic climate and subsequent areas of emphasis; and a limited awareness of how transportation initiatives relate to social outcomes.

### Degree of Overlap in Focus Areas

While a slight majority (54 percent) of practices were described by participants as aligning with only one Focus Area, many were found to relate to more than one principle of sustainability:

- 38 percent of practices aligned with two Focus Areas
- 4 percent related to three Focus Areas
- 5 percent related to all four Focus Areas
The highest degree of overlap was found between Environmental Stewardship and Financial and Economic Investment. Nearly half of the identified financial practices (44 percent) were also perceived as having environmental benefits, while approximately one third (34 percent) of environmental practices were noted to have secondary financial benefits. This observation could be used as a point of departure in education and outreach efforts intended to explore cost-effectiveness and return on investment issues.

**Distribution of Existing Practices by Category**

The following table shows the distribution of existing practices by most relevant substantive category:

<table>
<thead>
<tr>
<th>Category</th>
<th># of Practices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure Construction, Operations, and Maintenance</td>
<td>41</td>
</tr>
<tr>
<td>Planning and Design</td>
<td>41</td>
</tr>
<tr>
<td>Office Technologies, Data Management, Administrative Efficiencies, and Waste Stream</td>
<td>33</td>
</tr>
<tr>
<td>Materials</td>
<td>27</td>
</tr>
<tr>
<td>Multimodal</td>
<td>21</td>
</tr>
<tr>
<td>Financing</td>
<td>20</td>
</tr>
<tr>
<td>Technology and Data Management – Projects and Operations</td>
<td>14</td>
</tr>
<tr>
<td>Human Resources and Employee Development/Wellness</td>
<td>8</td>
</tr>
<tr>
<td>Buildings and Facilities</td>
<td>6</td>
</tr>
<tr>
<td>Interagency Partnerships</td>
<td>6</td>
</tr>
<tr>
<td>Research</td>
<td>4</td>
</tr>
<tr>
<td>Equipment Fleet</td>
<td>3</td>
</tr>
<tr>
<td>Monitoring and Evaluation</td>
<td>3</td>
</tr>
<tr>
<td>Other</td>
<td>3</td>
</tr>
</tbody>
</table>
Sustainability Blueprint Outreach Results: NEW PRACTICES

Internal and external outreach participants were also asked to identify new practices and policies that NCDOT could implement in order to promote sustainable outcomes. Additionally, external partners were asked to identify collaborative partnerships that NCDOT could pursue in support of sustainability. Through the internal focus group sessions and the external interviews/surveys, a total of **105 new practices were identified** (80 internal, 25 external).

As with the inventory of existing practices, participants were asked to consider how the recommended practices and partnerships align with sustainability. However, selection of primary and secondary Focus Areas was only requested in the internal focus group sessions. In four of the five sessions, participants emphasized the importance of HR strategies in **creating a sustainable workforce and organization**. Seven new strategies (eliminating repeat recommendations across groups and including one recommendation from an external partner) related to this concept and have therefore been placed in a new “Focus Area” describing internal/organizational sustainability. Trends in alignment are outlined below.

**Distribution of New Practices by Focus Area**
The distribution of new practices (internal and external recommendations combined) is displayed in the figure below:

**Distribution of New Practices by Primary Focus Area – Internal and External Combined**

This figure indicates that just over one third of the recommended practices fell under Financial and Economic Investment; alignment with Mobility, Accessibility, and Transportation-Land Use Integration was somewhat lower; and Environmental Stewardship and Social Investment aligned with a smaller proportion of new practices. However, when internal recommendations are considered separately, greater emphasis was placed on Financial and Economic Investment and fewer practices aligned with Environmental Stewardship. This distribution, as shown in the figure below, likely reflects the current economic climate and, in some cases, an expressed frustration with the prevalence of environmental requirements. Additionally, the consistently low figures for Social Investment may indicate the need for education and outreach regarding the connections between transportation and a variety of social and health outcomes.

**Distribution of New Practices by Primary Focus Area – Internal Only**
Without considering degree of alignment (primary vs. secondary), a similar pattern is evident, although with slightly greater representation of Social Investment. The following list indicates the number of new practices (as identified by both internal and external outreach participants) that related to each Focus Area, either primarily or secondarily:

- Mobility, Accessibility, and Transportation-Land Use Integration: 32 practices
- Financial and Economic Investment: 48 practices
- Environmental Stewardship: 23 practices
- Social Investment: 24 practices
- Internal Organization: 7 practices

**Degree of Overlap in Focus Areas**

Most new practices aligned with only one Focus Area, although some overlap was found as noted below:

- **81 percent** of practices aligned with one Focus Area
- **14 percent** aligned with two Focus Areas
- **1 percent** aligned with three Focus Areas
- **4 percent** aligned with all four Focus Areas

These results must be interpreted with caution, however, as internal and external outreach participants were not particularly active in identifying secondary Focus Areas for new practices.

**Distribution of New Practices by Category**

The following table shows the distribution of recommended practices by most relevant substantive category:

<table>
<thead>
<tr>
<th>Category</th>
<th># of Practices</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning and Design</td>
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</tr>
<tr>
<td>Office Technologies, Data Management, Administrative Efficiencies, and</td>
<td>17</td>
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<tr>
<td>Waste Stream</td>
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<tr>
<td>Financing</td>
<td>15</td>
</tr>
<tr>
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<td>12</td>
</tr>
<tr>
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<td>11</td>
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<tr>
<td>Human Resources and Employee Development/Wellness</td>
<td>10</td>
</tr>
<tr>
<td>Equipment Fleet</td>
<td>7</td>
</tr>
<tr>
<td>Partnerships – Local and Interagency</td>
<td>7</td>
</tr>
<tr>
<td>Research</td>
<td>2</td>
</tr>
<tr>
<td>Technology and Data Management – Projects and Operations</td>
<td>2</td>
</tr>
<tr>
<td>Materials</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>1</td>
</tr>
</tbody>
</table>