

Transportation Reform - The Process

NCDOT's Policy to Projects process uses data regarding pavement condition, traffic congestion and road safety, as well as input from local governments and NCDOT staff to determine transportation priorities. This approach ranks projects for all modes of transportation in priority order, based on the department's [goals](#) and also determines which projects are included in the department's State Transportation Improvement Program (STIP), a federally mandated transportation planning document that details transportation improvements planned for the next seven years and is updated every two years. NCDOT's STIP is encompassed in its Program and Resource Plan. More information on NCDOT's prioritization process can be found [here](#).

The prioritization process included the following steps:

 1	<ul style="list-style-type: none"> • Highway projects submitted. • Projects evaluated and ranked based on data (qualitative and quantitative). • Non-highway construction projects (rail, aviation, transit, etc.) ranked based on need, with NCDOT working closely with local officials to examine each project. 	<p>More than 1,100 potential highway construction projects were prioritized for years 2015– 2020, totaling an estimated \$45 billion. However, NCDOT will only have an estimated \$9 billion to spend on these projects during this time period.</p> <p>More than 900 non-highway construction projects were prioritized for years 2015 – 2020, totaling an estimated \$9 billion. NCDOT will only have an estimated \$1.5 billion to spend during this time period.</p>
 2	<ul style="list-style-type: none"> • NCDOT staff members examined the project rankings, and applied financial and scheduling constraints. • These considerations included compliance with federal and state laws regarding funding distribution and air quality standards, as well as which projects were technically ready. • The resulting list became the Draft STIP. 	
 3	<ul style="list-style-type: none"> • In summer 2010, the Board of Transportation adopted the five-year and ten-year plans, and authorized NCDOT staff to take the Draft STIP for a nine-month public comment period. • NCDOT officials then held one-on-one meetings with local planning organizations across the state (Metropolitan Planning Organizations and Rural Planning Organizations) for input regarding the Draft STIP. 	
4	<ul style="list-style-type: none"> • After receiving public comment, NCDOT made any necessary adjustments to the draft list. • The Final STIP is scheduled to be presented to the Board of Transportation for adoption in July. 	