



Dear North Carolinian,

When Gov. Pat McCrory signed the Strategic Transportation Investments (STI) law in June 2013, which created the Strategic Mobility Formula, his goal was to better connect North Carolina and create more jobs. The new Mobility Formula allows NCDOT to more efficiently invest transportation dollars through a data-driven process that addresses statewide and local needs. I am extremely pleased to report that not only is the new formula working as intended, but it is also exceeding our projections by funding more projects and creating more jobs than previously forecasted.

Over the past year and a half, our team has been working with the legislature, local planning organizations and other stakeholders across the state to implement the STI law and develop the 2016–2025 State Transportation Improvement Program (STIP), which schedules the projects that NCDOT will construct across North Carolina over the next 10 years. The result of these efforts is the Draft STIP, which is one of our most comprehensive programs ever, and includes 1,073 projects across all modes and all 100 counties. Four hundred seventy-eight of these projects are highway projects, compared to 175 similar projects in the previous 10-year plan, a 273-percent increase in efficient use of taxpayer dollars.

These projects will enhance safety, reduce congestion, strengthen our infrastructure and better connect small towns and big cities, opening up more opportunities and providing a high quality of life for all North Carolinians.

We will now seek public comment on this draft document before presenting it to the Board of Transportation for approval in June 2015.

I look forward to continued collaboration as we build on the successful foundation of STI and work to implement Gov. McCrory's 25-Year Vision for transportation in North Carolina, as well as to identify new solutions to meet our state's growing transportation needs.

Sincerely,

Anthony J. Tata
Secretary of Transportation



draft STIP

The N.C. Department of Transportation on Dec. 4 released its Draft 10-year State Transportation Improvement Program (STIP), which schedules the projects proposed for full or partial funding across the state in the Final 2016–2025 STIP.

While the document is updated every two years, this version is different. It is the first one ever scored using a new data-driven prioritization process called the Strategic Mobility Formula. The formula was created by the Strategic Transportation Investments (STI) law, passed by the General Assembly in 2013. The release of the Draft STIP is significant, because it is one of the final steps in fully implementing STI, and it demonstrates the new process is working as intended.

The goal of STI is to make the best use possible of our existing transportation revenue to better connect North Carolina and allow for the creation of more jobs—and it is doing just that. Under the new formula, we will be able to fund 300 more projects, which are estimated to result in about 126,000 more jobs than under the old Equity Formula, which was created in 1989 and was outdated.

Over 10 years, the new mobility formula will generate:



Using the same existing funds, the old formula would have produced:



The Draft STIP includes a total of nearly 1,100 projects across all transportation modes and in every county of the state, making this one of our most comprehensive programs ever. These projects will benefit every corner of the state by improving connectivity, reducing congestion, enhancing safety and strengthening our highways, which support economic growth, job creation and a high quality of life for North Carolinians.

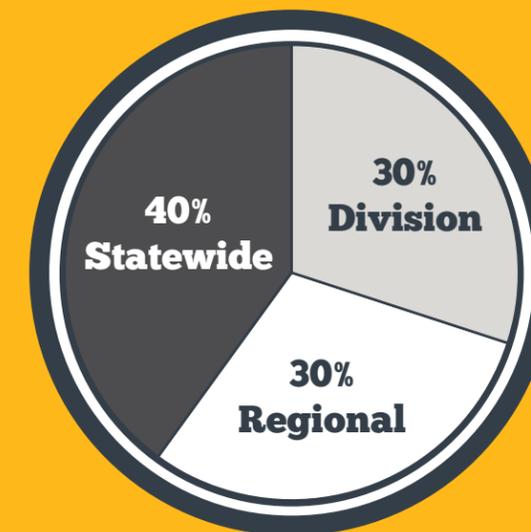
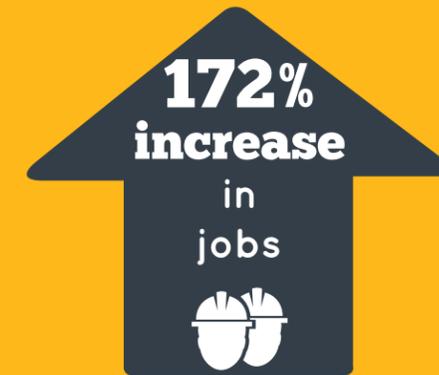
draft STIP by the NUMBERS



1,073 projects
across all
transportation
modes



in all 100 NC counties



Revenue Distribution

project breakdown SUMMARY*

Projects Scored under P3.0	Statewide Mobility # of Projects	Regional Impact # of Projects	Division Needs # of Projects	Total Projects # of Projects
Highway Sub-Totals	85	149	184	418
Aviation	11	7	37	55
Bicycle-Pedestrian	0	0	70	70
Ferry	0	0	1	1
Public Transit	0	4	6	10
Rail	0	2	3	5
Non-Highway Sub Totals	11	13	117	141
Alternate Criteria				
Interstate Maintenance	138	0	0	138
Bridges	16	22	213	251
Safety Projects	5	6	6	17
Alt. Criteria Subtotals	159	28	219	406
Major Transition Projects**	77	18	13	108
GRAND TOTALS	255	190	520	1073

*Excludes all CMAQ Projects, Division Purchase Order Contracts, STP-DA/TA, Division Holdouts, GARVEE or Bond Paybacks, Highway Fund Bridges.

**Reflects 108 of the major transition projects already scheduled for construction in 2014 and 2015.

success STORIES

The Strategic Mobility Formula was specifically designed to direct 60 percent of the available funding to improvements on the regional and local levels to ensure that we are meeting the varied needs of the communities throughout our state—with the remaining 40 percent going to projects of statewide significance that will benefit us all by supporting North Carolina’s economy through enhanced travel time reliability along our most congested corridors.

Here are some examples of key statewide and regional projects:

- Completing the Fayetteville Outer Loop to connect Fort Bragg to the strategic I-95 corridor and enhance mobility options for our military.
- Expanding U.S. 321 between Lenoir and Hickory, which will improve this key regional corridor and better connect the northwestern part of our state to Charlotte and I-85.
- Improving I-85 in Gaston County and removing the two-lane bottleneck in southern Rowan County, which will enhance this important route for commuters to Charlotte, as well as help move goods more efficiently to and from Charlotte and the Greenville-Spartanburg area.
- Expanding N.C. 211 to the coastal towns of Southport and Oak Island and improving their connection to the U.S. 17 corridor, which will help relieve congestion during the busy tourist season and improve an important evacuation route.

While scores for projects on the statewide level are 100-percent data-driven, scores for projects on the regional and division levels include local input as an increasingly important factor—30 percent of the total on the regional level and 50 percent on the division level—to ensure that local priorities are being addressed.

This local input comes from our division engineers in our 14 geographic divisions across the state working with the 38 Metropolitan and Rural Planning Organizations (MPO/RPO) statewide as we jointly plan transportation improvements.

Projects also have the ability to cascade down for funding, so projects evaluated on the statewide level that did not score high enough to be funded also had the opportunity to compete on the regional and division levels.

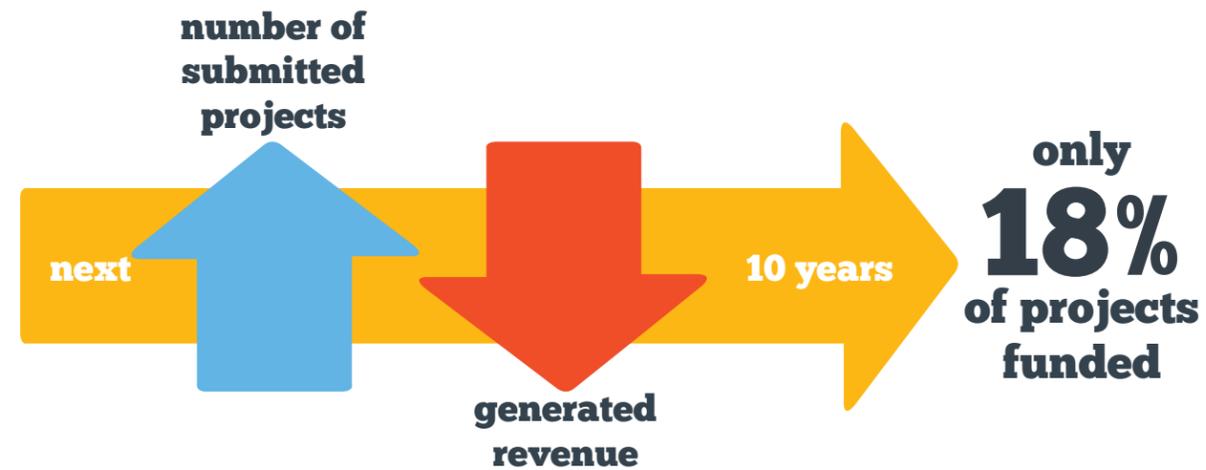
Here are some examples:

- **N.C. 24/27 widening in Stanly County.** This project will widen to four lanes N.C. 24/27 from the existing four lanes in Albemarle to the Pee Dee River, as well as replace one of the two bridges that connects Stanly and Montgomery counties. Its regional score was helped, because both the RPO and division gave the project the maximum regional points.
- **Mid-Currituck Bridge in Currituck County.** This project will build a bridge between the Currituck County mainland and Corolla, which will address local needs by alleviating congestion on U.S. 158 and N.C. 12, and better connect the Outer Banks to the Hampton Roads region. Its division level score was helped, because both the RPO and division gave the project the maximum number of points.

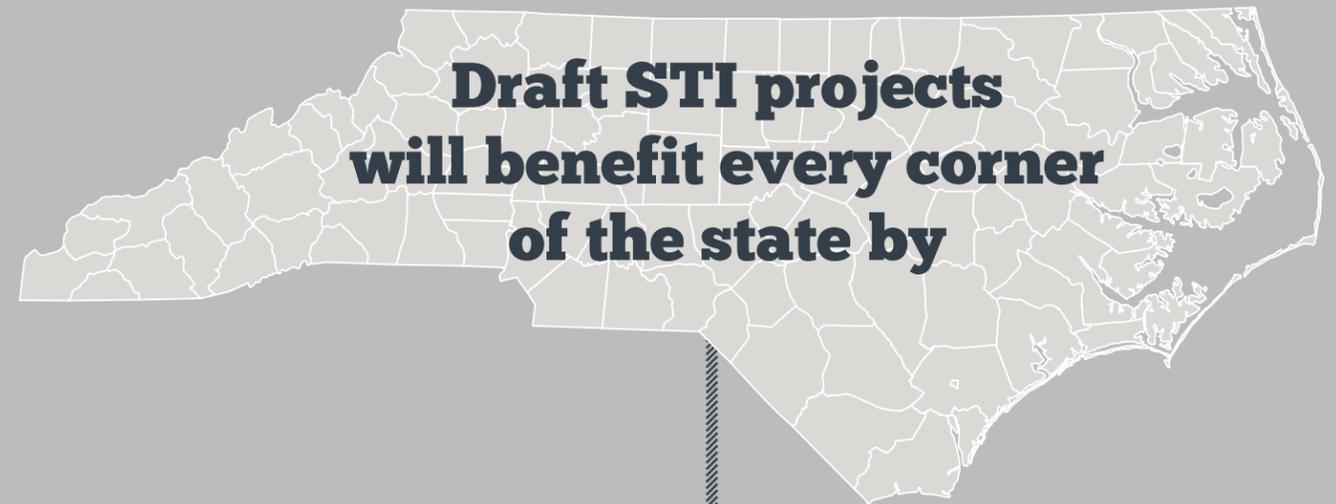
next STEPS

Now that the Draft STIP has been released, we will have a public comment period that will include public meetings in March to seek input on the draft. The Board of Transportation is expected to approve the Final 2016–2025 STIP in June 2015, which will be the final step in implementing STI.

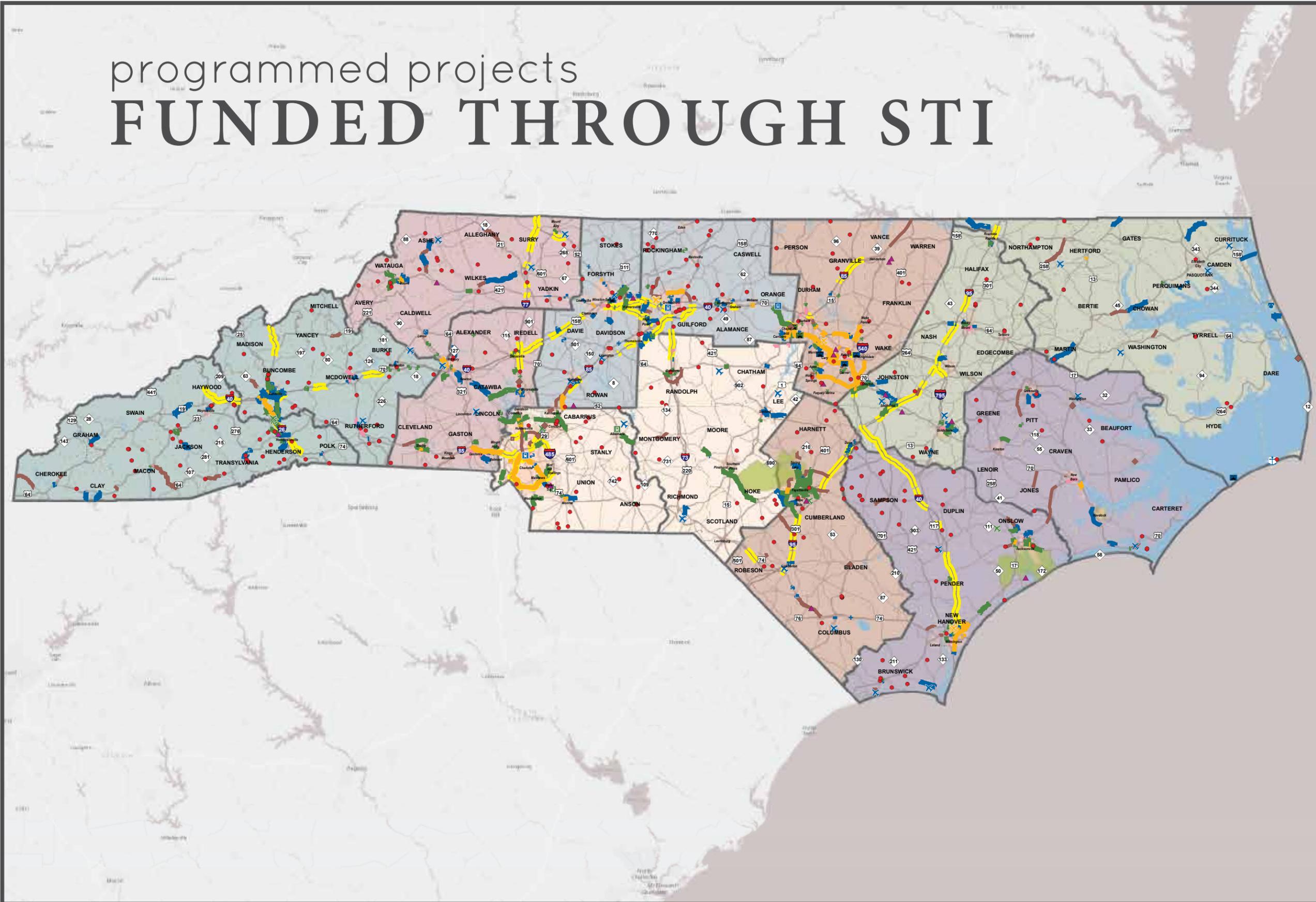
STI's data-driven prioritization process is increasing our efficiency in using Highway Trust Fund money to program more projects; however, 3,100 projects were submitted through STI, totaling about \$70 billion. Our projected budget is only \$15 billion over the next 10 years, which is only enough funding to program 559 projects, or 18 percent of the submitted needs.



With STI nearly fully implemented and a vision in place that maps our future and guides transportation investments over the next 25 years, we will now focus on funding strategies that will help us invest in our vision. We plan to present targeted revenue recommendations to the General Assembly for action during the 2015 legislative session. Discussions about transportation funding will focus on the role of the state in supporting the costs of maintaining and building transportation infrastructure, as well as alternative funding solutions to support our growing state and make North Carolina even more economically competitive.

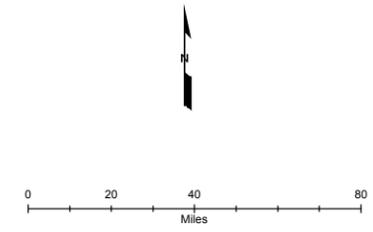


programmed projects FUNDED THROUGH STI



- BRIDGES FUNDED THROUGH STI
 - ✕ STATEWIDE AVIATION
 - ✕ REGIONAL AVIATION
 - ✕ DIVISION AVIATION
 - ⚓ DIVISION FERRY
 - REGIONAL RAIL
 - DIVISION RAIL
 - REGIONAL TRANSIT
 - DIVISION TRANSIT
 - ▲ SAFETY
 - ◆ TRANSITION *
 - ◆ TRANSITION *
 - INTERSTATE MAINTENANCE
 - STATEWIDE HIGHWAY
 - REGIONAL HIGHWAY
 - DIVISION HIGHWAY
 - DIVISION BIKE/PEDESTRIAN
 - INTERSTATE ROUTE
 - US ROUTE
 - NC ROUTE
 - ⋯ PROJECTED/UNDER CONST.
 - MUNICIPAL BOUNDARIES
 - MILITARY BASE
 - NCDOT DIVISION BOUNDARY
 - COUNTY BOUNDARY
 - WATER FEATURES
- Funding Regions**
- A (DIV 1, 4)
 - B (DIV 2,3)
 - C (DIV 5,6)
 - D (DIV 7,9)
 - E (DIV 8,10)
 - F (DIV 11, 12)
 - G (DIV 13,14)

* Note: Reflects 108 of the Major Transition Projects
 Note: FY 2015 projects represent major projects not let as of November 2014



North Carolina

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