



STATE TRANSPORTATION IMPROVEMENT PROGRAM

How State Transportation Projects Are Prioritized

OVERVIEW

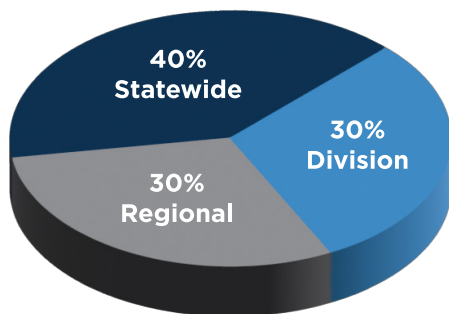
The State Transportation Improvement Program (STIP) is the North Carolina Department of Transportation’s (NCDOT) 10-year capital plan for projects. It is updated approximately every two years using a data-driven process called Prioritization, the latest financial information and status of preconstruction activities. The process is established in the Strategic Transportation Investments (STI) law, which also mandates ongoing evaluation and improvement. Collaboration with metropolitan and rural planning organizations and public input are key components.

STRATEGIC TRANSPORTATION INVESTMENTS LAW

Passed in 2013, the STI Law allows NCDOT to use its funding more efficiently and effectively to enhance the state’s infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages thinking from a statewide and regional perspective, while also providing flexibility to address local needs. STI allocates available revenues based on data-driven scoring and local input.

PRIORITIZATION

NCDOT uses a transparent, data-driven method for prioritizing transportation investment decisions. Through this Prioritization process, potential transportation improvement projects are submitted to NCDOT to be scored and ranked at the statewide, regional and division levels, based on approved criteria such as safety, congestion, benefit cost and local priorities. These scores and local input points are used to determine whether a project receives funding. Project prioritization occurs approximately every two years.



FUNDING DISTRIBUTION

HOW PRIORITIZATION WORKS

Projects are funded in three categories:

- Statewide Mobility
- Regional Impact
- Division Needs

The following criteria are considered when calculating the quantitative (data) component of highway project scores:

- Safety
- Congestion
- Benefit Cost
- Freight
- Multimodal
- Economic Competitiveness (Statewide only)
- Accessibility/Connectivity (Regional and Division only)
- Lane Width
- Shoulder Width
- Pavement Condition

The local planning organizations and NCDOT’s 14 Highway Divisions receive a pool of points that they can assign to projects at the Division Needs and Regional Impact levels. These local input points are assigned based upon public input, local knowledge and local priorities.

Statewide Mobility

Projects in this category receive 40% of available funding. This selection process is based 100% on data.

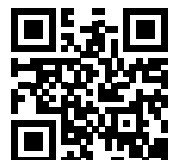
Regional Impact

Projects in this category receive 30% of available funding and compete within regions made up of two NCDOT Highway Divisions, with funding divided among the regions based on population. Data makes up 70% of the project scores in this category. Local input points account for the remaining 30%.

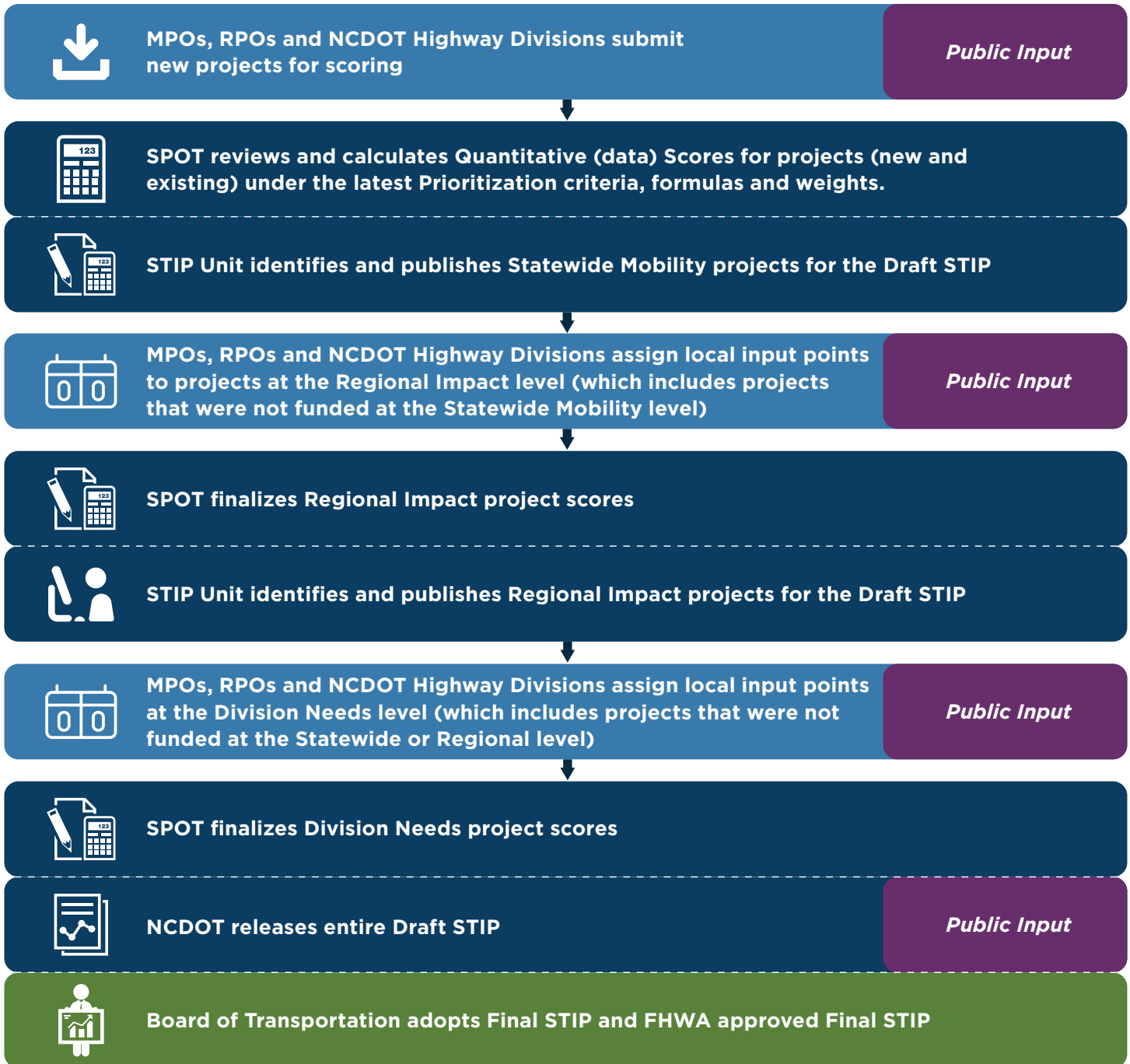
Division Needs

Projects in this category receive 30% of the available funding, shared equally over NCDOT’s 14 Highway Divisions, which are groupings of local counties. Project scores are based 50% on data and 50% on local input points assigned by local planning organizations and the NCDOT Highway Divisions.

For more information, visit www.ncdot.gov/sti



PRIORITIZATION PROCESS BEGINS







CYCLE STARTS AGAIN

Abbreviations

MPOs—Metropolitan Planning Organizations
 RPOs—Rural Planning Organizations
 SPOT—NCDOT Strategic Prioritization Office of Transportation
 STIP—State Transportation Improvement Program

Color Codes

 Public Input
 Planning Organizations and NCDOT Highway Divisions
 NCDOT Headquarters
 NC Board of Transportation