

North Carolina Mobility Fund

Frequently Asked Questions

Why do we need the Mobility Fund?

Poor connectivity and logistical bottlenecks are impacting the economic competitiveness of communities throughout North Carolina. Across all transportation modes – including highway and bridge, aviation, transit, rail and port projects – there are needs of statewide and regional significance that enhance the movement of people and freight, but currently place an unrealistic funding burden on regional transportation plans.

Why do we need a new fund?

With all of its merits, the Equity Formula creates a disincentive to address statewide or regional needs. The Mobility Fund addresses this problem, creating a stable source of revenue for projects of statewide or regional significance.

How will projects for the Mobility Fund be selected?

The Governor's proposal requires that a new open and transparent prioritization model be created and developed in collaboration with local governments, stakeholders and the public. As the Yadkin River Bridge/I-85 widening project is constructed, no other projects will be funded until the prioritization model is complete and the Board of Transportation and the General Assembly approve it and authorize the Department to proceed.

What factors are included in the prioritization process?

While all of the factors and restrictions have not been determined, the overriding factor will be a cost/benefit analysis. This analysis will continue the Governor's mission to remove politics from the project selection process and allow for fair and transparent decision making.

Will this help rural areas?

Yes! The Department understands that North Carolina's rural areas have great mobility needs and will ensure that the Mobility Fund is used to relieve logistical bottlenecks, enhance the movement of freight and improve connectivity in those areas. Removing large projects of statewide or regional significance from a region's transportation plans will free up traditional transportation dollars to address other critical needs.

How will this benefit smaller projects?

The cost/benefit analysis means that smaller projects – those that benefit fewer people but cost less – should score well, making them just as likely to receive funding as larger ones.

Where will the new revenue come from?

The Governor and the General Assembly are exploring various mixtures of DMV fee increases, changes to the Highway Use Tax and reductions to transfers from the Highway Trust Fund and Highway Fund to the General Fund.