



**NORTH CAROLINA**  
Department of Transportation

# 2024-2033 STIP Development Update

February 2022

# P6.0 Funding Availability Before IJA – Committed Projects Only

## Statewide Mobility

| Available Funding | Programming Status |
|-------------------|--------------------|
| \$8.7B            | \$4.70B Over       |

## Regional Impact

| Region        | Available Funding | Programming Status |
|---------------|-------------------|--------------------|
| A (D1 & D4)   | \$542.0M          | \$325.8M Over      |
| B (D2 & D3)   | \$787.1M          | \$525.9M Over      |
| C (D5 & D6)   | \$1.44B           | \$627.6M Over      |
| D (D7 & D9)   | \$1.08B           | \$635.9M Over      |
| E (D8 & D10)  | \$1.35B           | \$1.05B Over       |
| F (D11 & D12) | \$721.7M          | \$578.5M Over      |
| G (D13 & D14) | \$560.8M          | \$1.07B Over       |

REG Total: \$4.81B

## Division Needs

| Division | Available Funding | Programming Status |
|----------|-------------------|--------------------|
| 1        | \$466M            | \$188.2M Over      |
| 2        | \$466M            | \$266.9M Over      |
| 3        | \$466M            | \$33.9M Over       |
| 4        | \$466M            | \$88.6M Under      |
| 5        | \$466M            | \$281.0M Over      |
| 6        | \$466M            | \$71.8M Over       |
| 7        | \$466M            | \$42.1M Over       |
| 8        | \$466M            | \$177.1M Over      |
| 9        | \$466M            | \$65.5M Over       |
| 10       | \$466M            | \$146.7M Over      |
| 11       | \$466M            | \$94.5M Over       |
| 12       | \$466M            | \$253.2M Over      |
| 13       | \$466M            | \$368.9M Over      |
| 14       | \$466M            | \$181.6M Over      |













DIV Total: \$2.18B

Available funding based on 2024-2033 timeframe

As of October 19, 2021. Available Funding reflects accounting for 3% inflation. Programming Status Amounts are compared to 100% of budget.

# Prioritization Workgroup Discussions

- **Members:**
  - 50% Internal NCDOT, 50% External Prioritization Partners
  - MPOs, RPOs, Advocacy Groups, Division Engineers, Technical Experts
- **Overall Goals**
  - Develop trustworthy and dependable STIP (fiscally constrained)
  - Produce 2024-2033 STIP using current STIP project list with transparent process
  - Have an opportunity to fund new projects in P7 scoring (all 22 categories)
  - Ensure process is grounded in state/federal requirements
- **Updates**
  - 3% Inflation rate recommendation from BOT
  - Federal Infrastructure Bill
  - Ongoing Department project cost evaluations

| Status of the Three Main Decisions for Developing 2024-2033 STIP   |   | Workgroup Consensus   | BOT Consensus  |
|--|---|---|--|
| <br>    | <p><b>Decision Point One: Overall Method</b></p> <ul style="list-style-type: none"> <li>Consensus recommendations to date: Traditional STIP Development Method</li> </ul> <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p style="text-align: center; margin: 0;"><b>TRADITIONAL STIP DEVELOPMENT METHOD</b></p> <div style="display: flex; justify-content: space-between;"> <div style="text-align: center;"> <br/> <p>2020-2029<br/><b>2019</b><br/>July 2019</p> </div> <div style="font-size: 0.8em;"> <p><b>Process for 2024-2033 STIP Development</b></p> <p>Step 1 – Remove all Non-Committed projects from STIP</p> <ul style="list-style-type: none"> <li>• These projects become P7 Carryovers</li> </ul> <p>Step 2 – Determine set of “Delivery Projects”</p> <p>Step 3 – Determine which of the remaining 2020-2029 Committed projects remain funded in the STIP</p> <ul style="list-style-type: none"> <li>• Projects will remain funded in STIP as budget allows per category</li> <li>• Previously committed projects that don’t remain funded in the STIP become P7 Carryover projects and lose committed status</li> </ul> </div> </div> <div style="text-align: center; margin: 5px 0;">↓</div> <div style="text-align: center;"> <br/> <p>2024-2033<br/><b>2023</b><br/>June 2023</p> </div> </div> |    |   |
| <br> | <p><b>Decision Point Two: Scenario Method for Selecting Delivery Projects</b></p> <ul style="list-style-type: none"> <li>Delivery Project set determined using Scenario-2 approach</li> <li>Anything let in FY 2026 or before, has grants awarded, or ROW underway</li> </ul>   |   |  |
|    | <p><b>Decision Point Three: Committed Project Evaluation Method</b></p> <ul style="list-style-type: none"> <li>P3-P4-P5 Approach with Flexibility (ability to swap schedules or projects)</li> </ul>  |  |  |

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# TRADITIONAL STIP DEVELOPMENT METHOD



## Process for 2024-2033 STIP Development

Step 1 – Remove funding from Non-Committed projects in STIP

- Projects allowed to compete in next prioritization cycle

Step 2 – Determine set of “Delivery Projects”

Step 3 – Determine which of the remaining 2020-2029 Committed projects remain funded in the STIP

- Projects will remain funded in STIP as budget allows per category
- Previously committed projects that don't remain funded in the STIP are allowed to compete in next prioritization cycle

## Delivery Project Set



- Initial project set used to develop 2024-2033 STIP
- Proper pipeline of construction ready projects
- Lesson learned from start of STI: 2 years of Transition Projects was not long enough and led to significant cash balance
- Creating Industry consistency and meeting public expectations
- Prioritization Workgroup reviewed multiple scenarios
- Consensus recommendation and agreement by the Board of Transportation

### **Delivery Projects:**

- **Current LET scheduled for FY2026 or prior**
- **Has Grants Awarded**
- **Full Right-of-Way Authorization**



**3** **Decision Point Three:  
Committed Project Evaluation Method**

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## Committed Project Evaluation Method

### Workgroup Recommendation

- Use “Programming P3-P4-P5” Approach
  - Uses highest scores from each cycle until budget is filled
  - First in, last out concept
  - Flexibility/Cascading opportunities for funded projects



# Flexibility Option

NCDOT will allow flexibility in programming once Preliminary Draft 2024-2033 STIP is programmed

- Project schedules can be adjusted (if funding availability and delivery schedules allow)
- Projects can be swapped with projects funded in the 2020-2029 STIP selected through P3.0, P4.0, or P5.0 (regardless of committed or non-committed status)
- Schedules of projects swapped into Draft STIP may be different than schedules of projects swapped out due to funding availability, annual fiscal constraint, 5/10-year analysis, and/or project delivery schedules

## Parameters:

1. All schedule adjustments and swaps must be agreed to by NCDOT and all affected MPO/RPO(s) in which the project is located.
2. Cost of project(s) swapped into Draft STIP must be less than 110% of cost of project(s) being swapped out.
3. Swaps should generally occur within same STI funding category (additional flexibility for cascading of projects – see handout)
4. Swaps between modes allowed as long as normalization percentages are still met
5. Justification for any swaps must be documented, which will be made public

## STIP Development Schedule

- February 2022 – NCBOT Approves STIP Development Plan
- Spring 2022 – Preliminary STIP Developed; Consultation with MPOs/RPOs
- December 2022 – Draft STIP Completed; comment phase begins
- June 2023 – NCBOT adopts FY2024-2033 STIP
- September 2023 – DCHC MPO adopts FY2024-2033 TIP