



NORTH CAROLINA
Department of Transportation

2024-2033 STIP Development Update

January 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

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

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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

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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**



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