

STIP Program Update

P6.0 Funding Availability – Committed Projects Only (pre-IIJA)

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

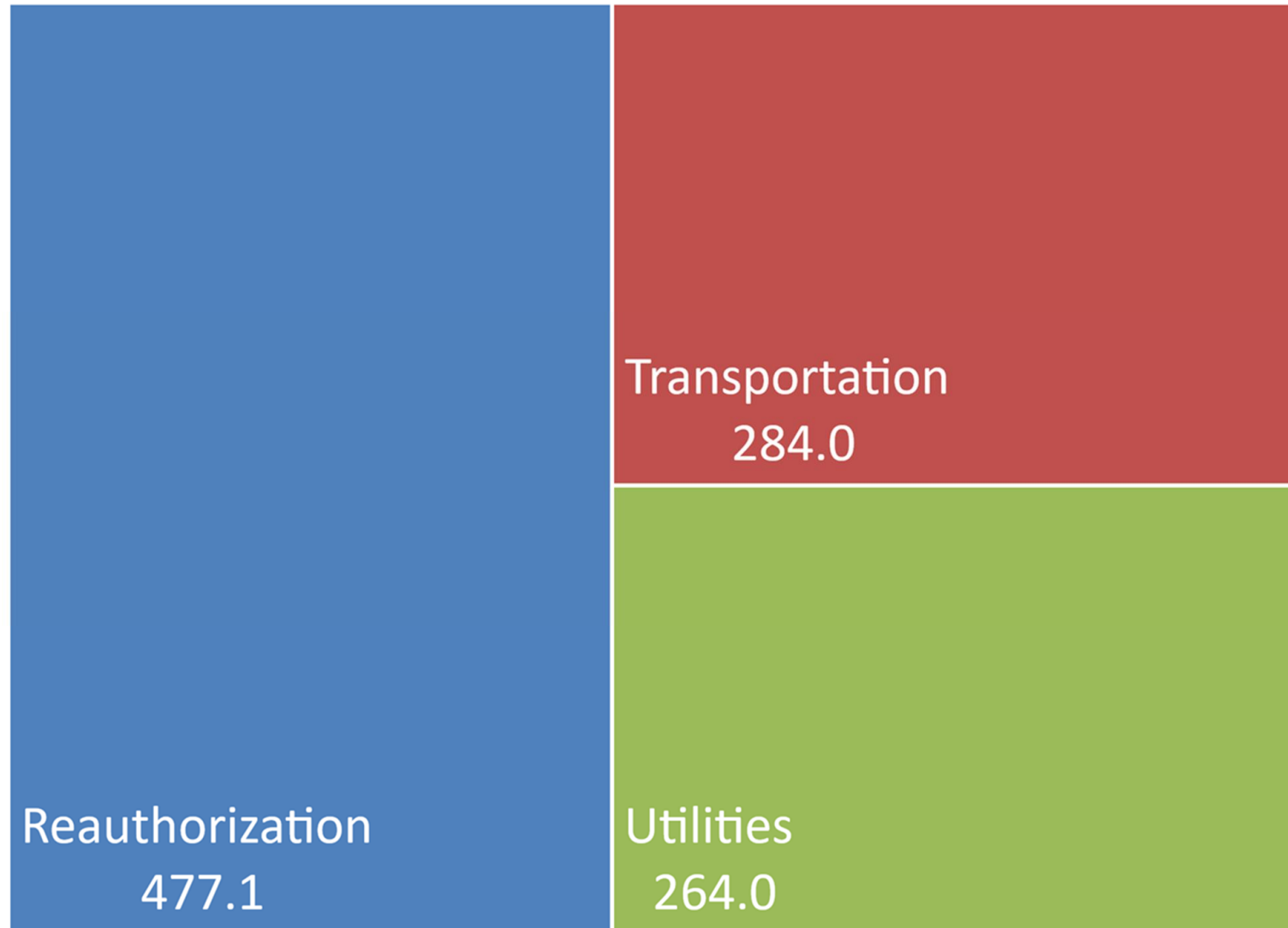
Division	Available Funding	Programming Status
1	\$466M	\$188.2M Over
2	\$466M	\$266.9M Over
3	\$466M	\$33.9M Over
4	\$466M	\$88.6M Under
5	\$466M	\$281.0M Over
6	\$466M	\$71.8M Over
7	\$466M	\$42.1M Over
8	\$466M	\$177.1M Over
9	\$466M	\$65.5M Over
10	\$466M	\$146.7M Over
11	\$466M	\$94.5M Over
12	\$466M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

DIV Total: \$2.18B

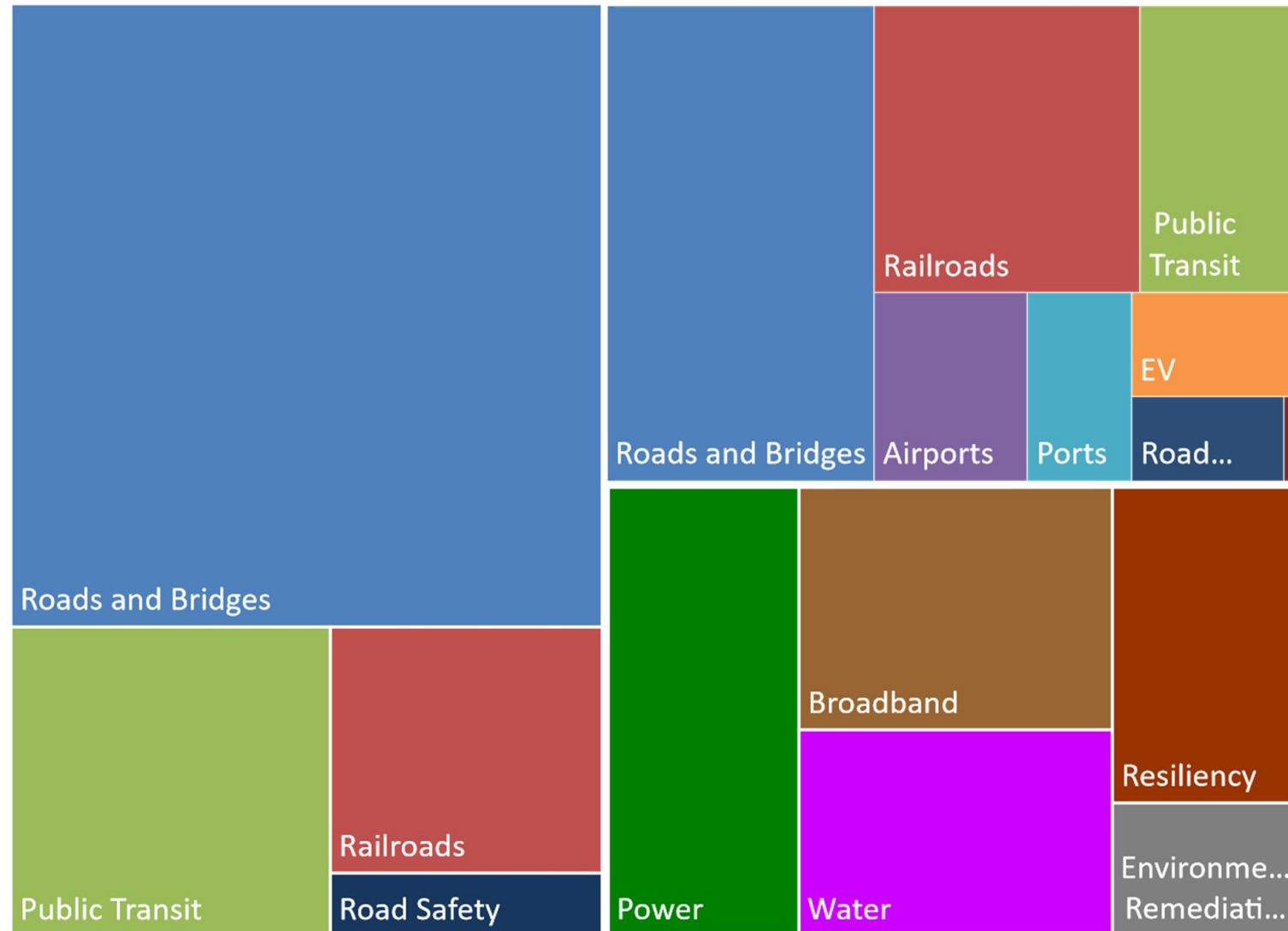
Available funding based on 2024-2033 timeframe

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

IIJA Breakdown (\$1 Trillion over 5 Years)



IIJA Breakdown (\$1 Trillion over 5 Years)



Workgroup Discussions – Delivery Project Set

	LET FY26 or Before	Grants Awarded	Full ROW Authorization	ROW Schedule FY24	ROW Schedule FY25	ROW Schedule FY26
Scenario-1	[Green Bar]					
Scenario-2	[Green Bar]					
Scenario-3	[Green Bar]					
Scenario-4	[Green Bar]					
Scenario-5	[Green Bar]					

- 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

3 Main Decisions for developing 2024-2033 STIP

1. Overall Method

- Option-1 Traditional STI Prioritization Approach: reduce projects to match budget

2. Delivery Project Scenario (formally Held Harmless)

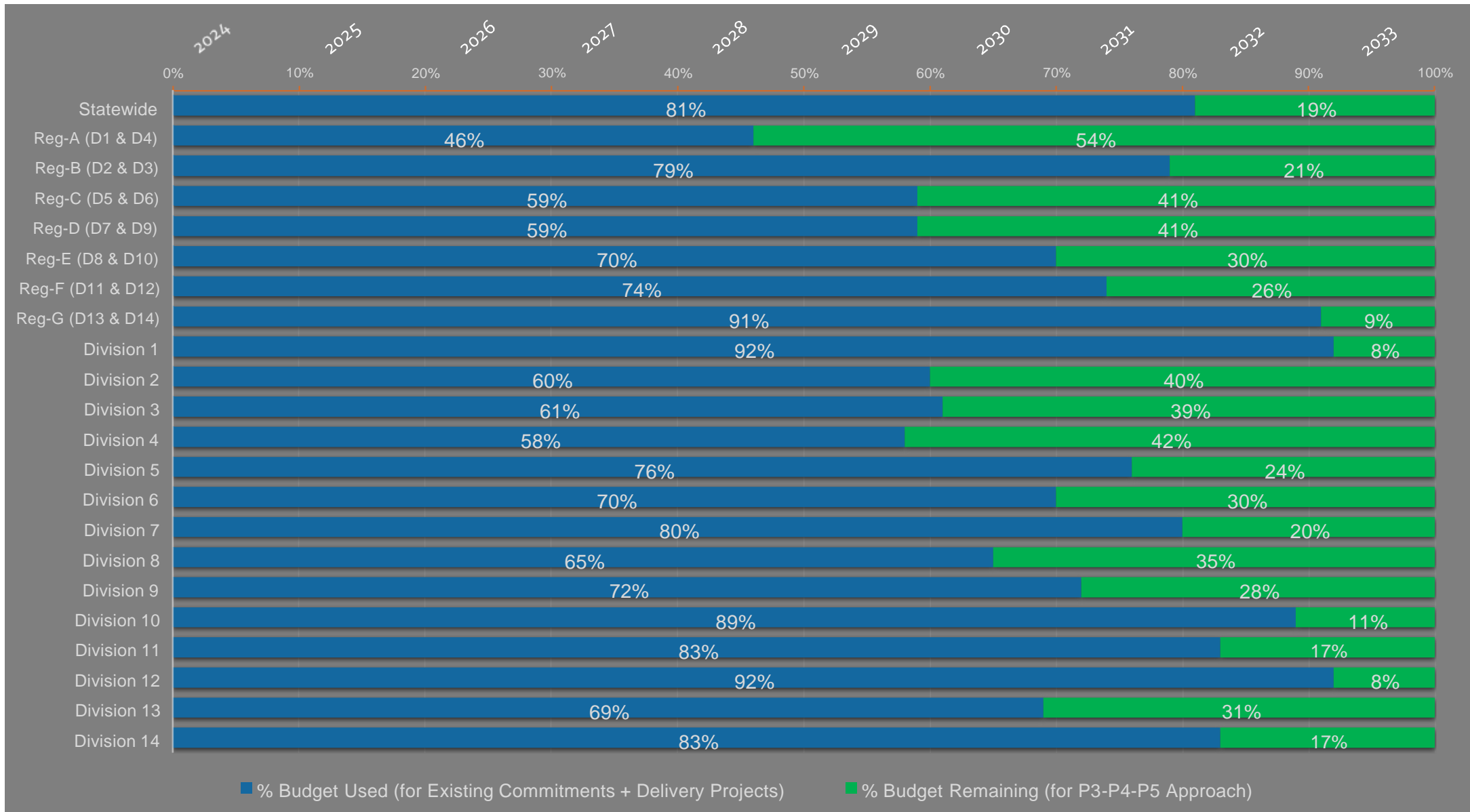
- Scenario-2 across all STI categories

3. Committed Evaluation Method (for non-delivery-set projects)

- Follow P3, P4, P5 score approach + flexibility (local priority)

Budget expended by Delivery Projects

(as of 10/19/2021, project totals include those Let in FY21-23)



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

Recommendation:
Traditional Programming Approach (P3-P4-P5)
with Flexibility as documented

Discussion
