



NCDOT

From Policy to Projects

PROGRAM & RESOURCE PLAN

The Program & Resource Plan uses proven financial management practices to address growing transportation needs. The 10-year plan uses a data-driven process to select projects and determine the most strategic use of limited financial resources.

Table 2 shows the projected 10-year budget for the Department. NCDOT operates on a cash-flow basis, which means that the Department may award contracts against future revenues. The advantage of a cash-flow method is that transportation tax collections are returned to the taxpayer in the form of transportation improvements much sooner than on a “pay-as-you-go” basis. The plan starts with a base-year budget and forecasts future year revenues (state and federal) and expenditures by analyzing trends, economic variables, contractual payout rates and future-year commitments.

The Program & Resource Plan is categorized into these programs:

- Construction & Engineering — preliminary engineering, construction, right of way, environmental mitigation and other elements of capital projects
- Maintenance — activities and projects to maintain our multi-modal transportation network
- Operations — activities and projects to operate our multi-modal transportation network
- Administration — management and support services
- Transfers — dollars that are transferred from NCDOT funds to other state agencies, the General Fund and NC Global TransPark

Table 3 is a key document of this Program and Resource Plan. In 2009, NCDOT asked Metropolitan and Rural Planning Organizations (MPOs and RPOs) and NCDOT staff to identify their transportation needs. They came back with more than \$54 billion in capital needs. Over the 2015-2020 period, NCDOT’s projected budget for these programs is approximately \$10.5 billion. Columns on the chart show: 1) Funding needs as submitted by local communities, 2) Funding at current levels, 3) Funding recommendations from stakeholder summits, 4) Final allocations. To strategically invest these scarce resources statewide, NCDOT applied the investment strategy shown in Table 3 to the list of prioritized projects¹.

Table 3 lays out the multi-year investment strategy for the Construction & Engineering program². The strategy reflects a balance of investment across the goals (safety, mobility and infrastructure health), the modes of transportation (aviation, bicycle and pedestrian, ferry, highway, public transportation and rail), and the tiers³ (statewide, regional and subregional). Funding of projects

¹More information on the prioritization process, including a list of projects that were prioritized but not yet funded, can be found on our website at <http://ncdot.gov/performance/reform>.

²The investment strategy was applied to a majority of the Construction & Engineering program funds. Preliminary Engineering, Right of Way, Congestion Management Air Quality, Non-Bicycle/Pedestrian Enhancement, and Direct Attributable funds were not included. Contract Resurfacing funds (found in Maintenance) were also included.

³For more information on the North Carolina Multimodal Investment Network tier system, please visit <http://ncdot.gov/performance/reform/NCMINmaps/>.

was allocated to meet Federal and State funding eligibility requirements, the equity formula⁴, air quality conformity requirements and scheduling capabilities. The Project List is based on this investment strategy.

Table 3 also shows the results, or “Levels of Service,” that can be expected for these levels of investment. Levels of Service (LOS) connect transportation system needs and projects to future desired system performance. LOS ratings are similar to a school report card, with LOS A indicating highest performance achievable and F indicating low performance.

⁴The equity formula was created in 1989 by the General Assembly. It requires that State Transportation Improvement Program funds be distributed equitably among regions of the state. Distribution is based 50 percent on the population of a region, 25 percent on the number of miles of intrastate highways left to complete in a region and the remaining 25 percent is distributed equally among the regions for the STIP. Urban loop, congestion mitigation and air quality funds, and competitive/discretionary federal grants are exempt from the formula.

TABLE 2 — BUDGET BY PROGRAM CATEGORIES
PROGRAM & RESOURCE PLAN
2011–2020

(\$ in Millions)	2011		2012		2013		2014		2015		2016		2017		2018		2019		2020		TOTAL	
	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%	\$	%
Construction & Engineering	\$2,520	62%	\$2,577	60%	\$2,908	61%	\$3,027	61%	\$2,871	59%	\$2,752	58%	\$2,310	54%	\$2,131	52%	\$2,291	53%	\$2,308	53%	\$25,694	57%
Maintenance	\$1,132	28%	\$1,253	29%	\$1,349	28%	\$1,411	28%	\$1,422	29%	\$1,430	30%	\$1,437	33%	\$1,442	35%	\$1,448	34%	\$1,456	34%	\$13,779	31%
Operations	\$178	4%	\$213	5%	\$224	5%	\$223	4%	\$267	5%	\$278	6%	\$259	6%	\$225	5%	\$231	5%	\$233	5%	\$2,330	5%
Administration	\$260	6%	\$287	7%	\$294	6%	\$297	6%	\$301	6%	\$305	6%	\$309	7%	\$312	8%	\$316	7%	\$320	7%	\$3,001	7%
Total Program	\$4,090		\$4,330		\$4,774		\$4,958		\$4,861		\$4,765		\$4,315		\$4,110		\$4,287		\$4,317		\$44,804	
Transfers	\$375		\$339		\$330		\$307		\$310		\$313		\$318		\$321		\$329		\$333		\$3,276	
Total Budget	\$4,465		\$4,669		\$5,103		\$5,264		\$5,171		\$5,078		\$4,632		\$4,431		\$4,615		\$4,650		\$48,081	

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**TABLE 3 — MULTI-YEAR RESOURCE STRATEGY
PROGRAM & RESOURCE PLAN
2015–2020**

MODE	GOAL	TIER	SUBMODE	2010 ESTIMATED LOS ⁵	SUBMITTED NEEDS	STAY THE COURSE			GREENSBORO SUMMIT RECOMMENDED STRATEGY			KINSTON SUMMIT RECOMMENDED STRATEGY			MORGANTON SUMMIT RECOMMENDED STRATEGY			NCDOT SUMMIT RECOMMENDED STRATEGY			FINAL STIP ALLOCATIONS ¹⁰			
						\$	% of Total	LOS ⁵	\$	% of Total	Est. LOS ⁶	\$	% of Total	Est. LOS ⁶	\$	% of Total	Est. LOS ⁶	\$	% of Total	Est. LOS ⁵	\$	% of Total	Est. LOS ⁵	
Aviation ¹	Safety	Regional		C	\$10,342,500	\$19,200,000	0.2%	D	\$31,136,000	0.3%	D	\$17,920,000	0.2%	D	\$18,133,333	0.2%	D	\$21,720,000	0.2%	D	\$147,636,000	1.4%	A	
		Subregional		C	\$1,525,000	\$1,200,000	0.0%	D	\$3,336,000	0.0%	D	\$1,120,000	0.0%	D	\$900,000	0.0%	F	\$3,680,000	0.0%	D	\$71,602,000	0.7%	A	
	Mobility	Regional		C	\$3,178,931	\$39,000,000	0.4%	F	\$50,980,000	0.5%	F	\$62,900,000	0.6%	F	\$36,000,000	0.3%	F	\$10,520,000	0.1%	F	\$5,500,000	0.1%	F	
		Subregional		C	\$7,331,163	\$600,000	0.0%	F	\$18,240,000	0.2%	F	\$600,000	0.0%	F	\$600,000	0.0%	F	\$7,930,000	0.1%	F		0.0%	F	
	Health	Regional		C	\$1,295,550	\$18,600,000	0.2%	D	\$17,888,000	0.2%	D	\$17,360,000	0.2%	D	\$18,600,000	0.2%	D	\$4,825,000	0.0%	F	\$3,720,000	0.0%	F	
		Subregional		C	\$270,000	\$2,400,000	0.0%	D	\$7,480,000	0.1%	D	\$1,760,000	0.0%	F	\$2,266,667	0.0%	D	\$709,000	0.0%	F	\$2,280,000	0.0%	D	
Bicycle & Pedestrian	Mobility	Statewide		D	\$11,718,243	\$45,000	0.0%	F	\$178,000	0.0%	D	\$279,000	0.0%	C	\$171,667	0.0%	D	\$656,000	0.0%	A	\$22,360,000	0.2%	A	
		Regional		F	\$25,053,361	\$3,000,000	0.0%	F	\$34,620,000	0.3%	F	\$69,491,412	0.7%	D	\$16,666,667	0.2%	F	\$8,100,000	0.1%	F	\$726,000	0.0%	F	
		Subregional		F	\$334,286,940	\$22,470,000	0.2%	F	\$89,020,000	0.8%	D	\$110,024,000	1.0%	D	\$115,856,667	1.1%	D	\$63,000,000	0.6%	D	\$26,311,000	0.2%	F	
Ferry	Mobility	Statewide		C	\$156,000,000	\$102,000,000	0.9%	D	\$99,600,000	0.9%	D	\$112,440,000	1.1%	C	\$102,000,000	1.0%	D	\$163,800,000	1.6%	C	\$71,600,000	0.7%	D	
		Regional		C	\$0	\$60,000,000	0.5%	D	\$63,000,000	0.6%	D	\$49,200,000	0.5%	D	\$55,333,333	0.5%	D	\$525,000	0.0%	D		0.0%	D	
	Health	Statewide		B	\$13,950,000	\$11,374,000	0.1%	D	\$14,356,920	0.1%	D	\$11,287,932	0.1%	D	\$11,040,776	0.1%	D	\$16,800,000	0.2%	C	\$1,150,000	0.0%	F	
		Regional		B	\$1,500,000	\$6,680,000	0.1%	B	\$4,808,000	0.0%	C	\$6,061,518	0.1%	B	\$6,435,864	0.1%	B	\$1,575,000	0.0%	C		0.0%	C	
Public Transportation ⁸	Mobility	Statewide		C	\$64,170,000	\$126,231,000	1.1%	C	\$103,046,198	1.0%	D	\$138,656,876	1.3%	C	\$126,281,000	1.2%	C	\$76,825,000	0.7%	D		0.0%	D	
		Regional		C	\$2,314,375,200	\$374,184,000	3.4%	C	\$340,910,400	3.2%	C	\$359,510,400	3.4%	C	\$430,071,416	4.0%	C	\$608,000,000	5.8%	C	\$234,237,000	2.2%	D	
		Subregional		C	\$287,528,500	\$192,784,000	1.8%	C	\$197,685,320	1.9%	C	\$198,880,500	1.9%	C	\$192,784,000	1.8%	C	\$161,000,000	1.5%	C	\$1,439,000	0.0%	D	
	Health	Statewide		C	\$0	\$36,000,000	0.3%	C	\$32,880,000	0.3%	C	\$33,600,000	0.3%	C	\$36,000,000	0.3%	C	\$6,425,000	0.1%	D		0.0%	D	
		Regional		C	\$95,042,200	\$160,874,000	1.5%	B	\$117,536,720	1.1%	C	\$128,121,189	1.2%	C	\$151,936,533	1.4%	B	\$107,750,000	1.0%	C	\$6,106,000	0.1%	D	
		Subregional		B	\$139,761,059	\$368,454,000	3.4%	B	\$242,263,329	2.3%	C	\$277,918,141	2.6%	C	\$347,984,451	3.3%	B	\$171,600,000	1.6%	C	\$588,000	0.0%	D	
Rail ²	Mobility	Statewide		D	\$5,291,153,979	\$97,259,000	0.9%	D	\$892,423,775	8.5%	D	\$267,117,800	2.5%	D	\$98,172,667	0.9%	D	\$182,800,000	1.7%	D	\$48,840,000	0.5%	D	
Non-Highway (All)⁵					\$8,758,482,626	\$1,642,355,000	14.9%		\$2,361,388,663	22.5%		\$1,864,248,768	17.8%		\$1,586,919,819	14.9%		\$1,618,240,000	15.4%		\$644,095,000	6.0%		
Highway	Safety ⁹	All Tiers	Hazard Elimination / Spot Safety ⁷		C	\$673,622,000	\$144,000,000	1.3%	D	\$194,320,000	1.9%	D	\$173,124,400	1.6%	D	\$144,000,000	1.4%	D	\$274,000,000	2.6%	C	\$235,250,000	2.2%	D
		Statewide		C	\$19,449,281,364	\$4,475,211,000	40.7%	B	\$2,081,690,200	19.8%	C	\$2,613,646,711	24.9%	C	\$3,161,980,500	29.8%	C	\$3,465,027,000	33.0%	B	\$4,254,332,000	39.7%	B	
	Mobility	Regional		B	\$7,798,666,336	\$678,441,000	6.2%	B	\$381,407,580	3.6%	B	\$572,752,800	5.5%	B	\$589,220,500	5.5%	B	\$396,800,000	3.8%	B	\$429,599,000	4.0%	B	
		Subregional		N/A ³	\$6,388,489,241	\$643,402,000	5.9%	N/A ³	\$521,853,560	5.0%	N/A*	\$416,169,880	4.0%	N/A*	\$596,701,000	5.6%	N/A*	\$198,400,000	1.9%	N/A ³	\$349,090,000	3.3%	N/A ³	
		Statewide	Interstate Pavement Pavement (Contract Resurfacing) ⁷		B	\$1,450,032,950	\$560,000,000	5.1%	D	\$658,297,630	6.3%	D	\$629,044,076	6.0%	D	\$682,311,019	6.4%	C	\$806,700,000	7.7%	C	\$928,862,000	8.7%	B
	Health ⁴	Statewide	Pavement (Contract Resurfacing) ⁷		D	\$585,155,000	\$250,845,000	2.3%	F	\$318,279,888	3.0%	D	\$342,830,965	3.3%	D	\$331,788,720	3.1%	D	\$459,300,000	4.4%	C	\$454,116,000	4.2%	C
			Modernization		N/A ³	\$553,471,800	\$566,000	0.0%	N/A ³	\$541,480	0.0%	N/A*	\$652,800	0.0%	N/A*	\$50,308,000	0.5%	N/A*	\$1,325,000	0.0%	N/A ³	\$71,569,000	0.0%	N/A ³
			Pavement (Contract Resurfacing) ⁷		D	\$1,065,695,000	\$360,000,000	3.3%	F	\$566,531,550	5.4%	D	\$505,555,889	4.8%	D	\$451,173,715	4.2%	D	\$716,000,000	6.8%	C	\$653,484,000	6.1%	D
		Regional	Modernization		N/A ³	\$1,498,196,780	\$63,759,000	0.6%	N/A ³	\$54,732,020	0.5%	N/A*	\$63,759,000	0.6%	N/A*	\$63,759,000	0.6%	N/A*	\$66,688,000	0.6%	N/A ³	\$15,400,000	0.1%	N/A ³
			Pavement (Contract Resurfacing) ⁷		D	\$3,248,211,000	\$809,789,000	7.4%	F	\$1,744,842,197	16.6%	F	\$1,687,306,511	16.1%	F	\$1,254,894,500	11.8%	F	\$859,520,000	8.2%	F	\$1,022,400,000	9.5%	F
			Modernization		N/A ³	\$342,640,904	\$9,078,000	0.1%	N/A ³	\$7,880,840	0.1%	N/A*	\$9,078,000	0.1%	N/A*	\$92,468,726	0.9%	N/A*	\$7,128,000	0.1%	N/A ³	\$20,600,000	0.2%	N/A ³
All Tiers	Bridge (fixed commitment)		D	\$1,550,000,000	\$1,284,540,000	11.7%	D	\$1,550,000,000	14.8%	D	\$1,550,000,000	14.8%	D	\$1,550,000,000	14.6%	D	\$1,537,600,000	14.6%	D	\$1,638,479,000	15.3%	D		
Highway (All)					\$45,249,301,357	\$9,346,259,000	85.1%		\$8,138,746,786	77.5%		\$8,635,751,232	82.2%		\$9,035,233,681	85.1%		\$8,881,760,000	84.6%		\$10,073,181,000	94.0%		
TOTAL ALL BUCKETS					\$54,007,783,983	\$10,988,614,000	100.0%		\$10,500,135,449			\$10,500,000,000			\$10,622,153,500			\$10,500,000,000			\$10,717,276,000			

¹ Aviation Submitted Needs only reflect a two year period.

² Rail LOS calculations do not include \$545 million in ARRA funding to further develop the Southeast High-Speed Rail Corridor.

³ No LOS data available at this time.

⁴ This LOS calculation does not include ARRA projects.

⁵ LOS = Level of Service. See Introduction to Program & Resource Plan document for more information on LOS.

⁶ Non-Highway project programming is subject to further refinement in the future as more information becomes available.

⁷ Contract Resurfacing and Spot Safety are not included in the State Transportation Improvement Program (STIP).

⁸ This table does not include federally or locally funded or any unfunded Public Transportation project costs. For the 2015-2020 period State Public Transportation funds support a \$1.4B total capital program.

⁹ In 2011 "Safety (I,R,U)" projects previously in this category were integrated into Mobility or Health goal areas.

¹⁰ STIP = State Transportation Improvement Program

NOTE: This Multi-Year Resource Strategy was used as a guide to developing the STIP. Actual projects selected to meet this Strategy were subject to funding, legal, and scheduling constraints. Investment reflects mostly construction and engineering activities and is only a subset of the overall NCDOT budget. Congestion Mitigation Air Quality (CMAQ), Non-Bicycle/Pedestrian Enhancements, Direct Attributable and Urban Loop projects are not included in these values.