



NDDOT ASSET MANAGEMENT AND STIP DEVELOPMENT

Jack Smith PE
July 2023 Peer Exchange
Boston, MA



STIP Development Process

- Investment Strategy Executive Meeting
- Asset Management Information Provided to the Districts
- Districts Submit Priorities
- Programming Division Develops the STIP
- **Draft STIP Meeting Held**



Participants

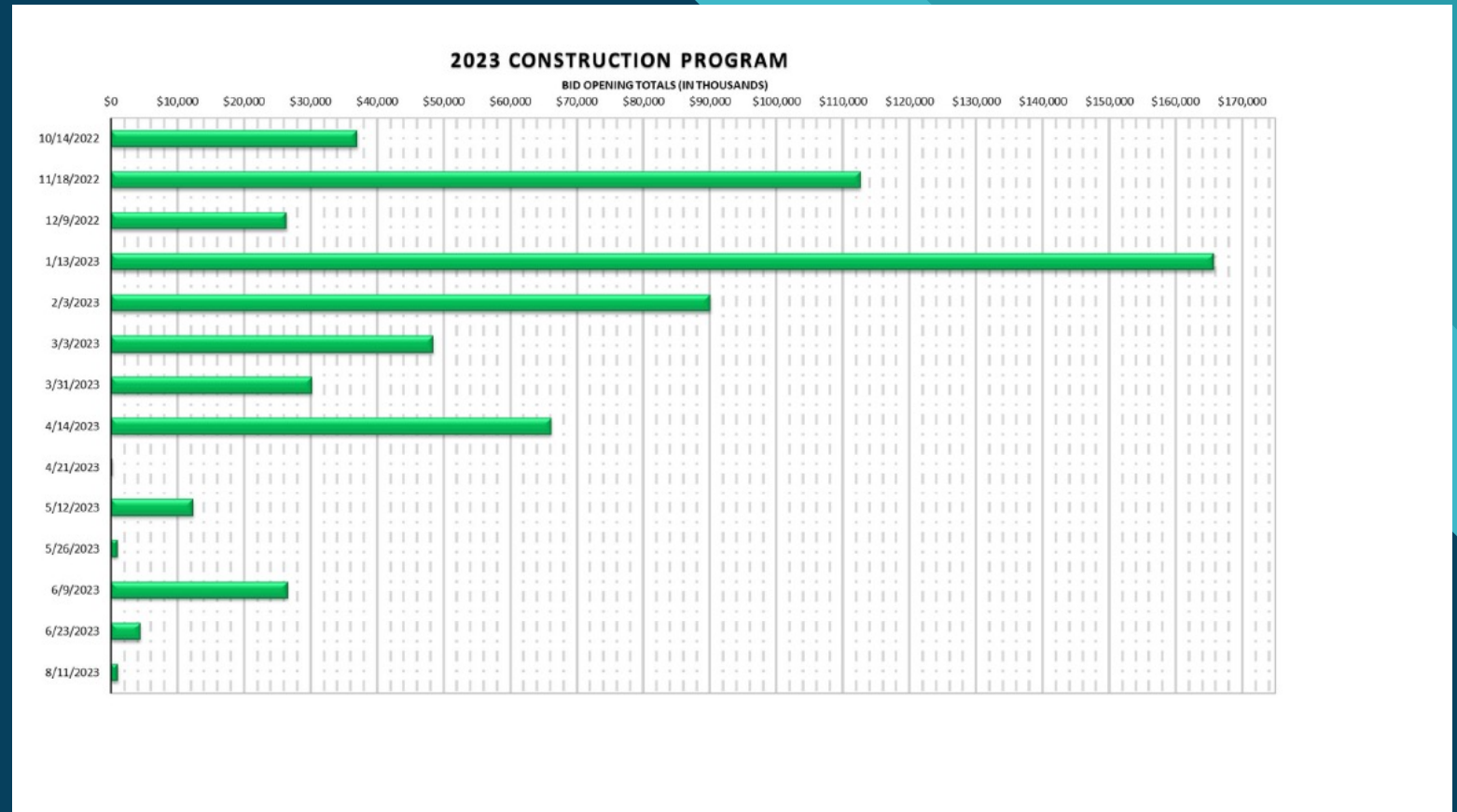
- Deputy Director for Engineering
- Deputy Director for Planning
- Divisions
 - Programming
 - Planning/Asset Management
 - Local Government
 - Bridge
- District Engineers



Agenda

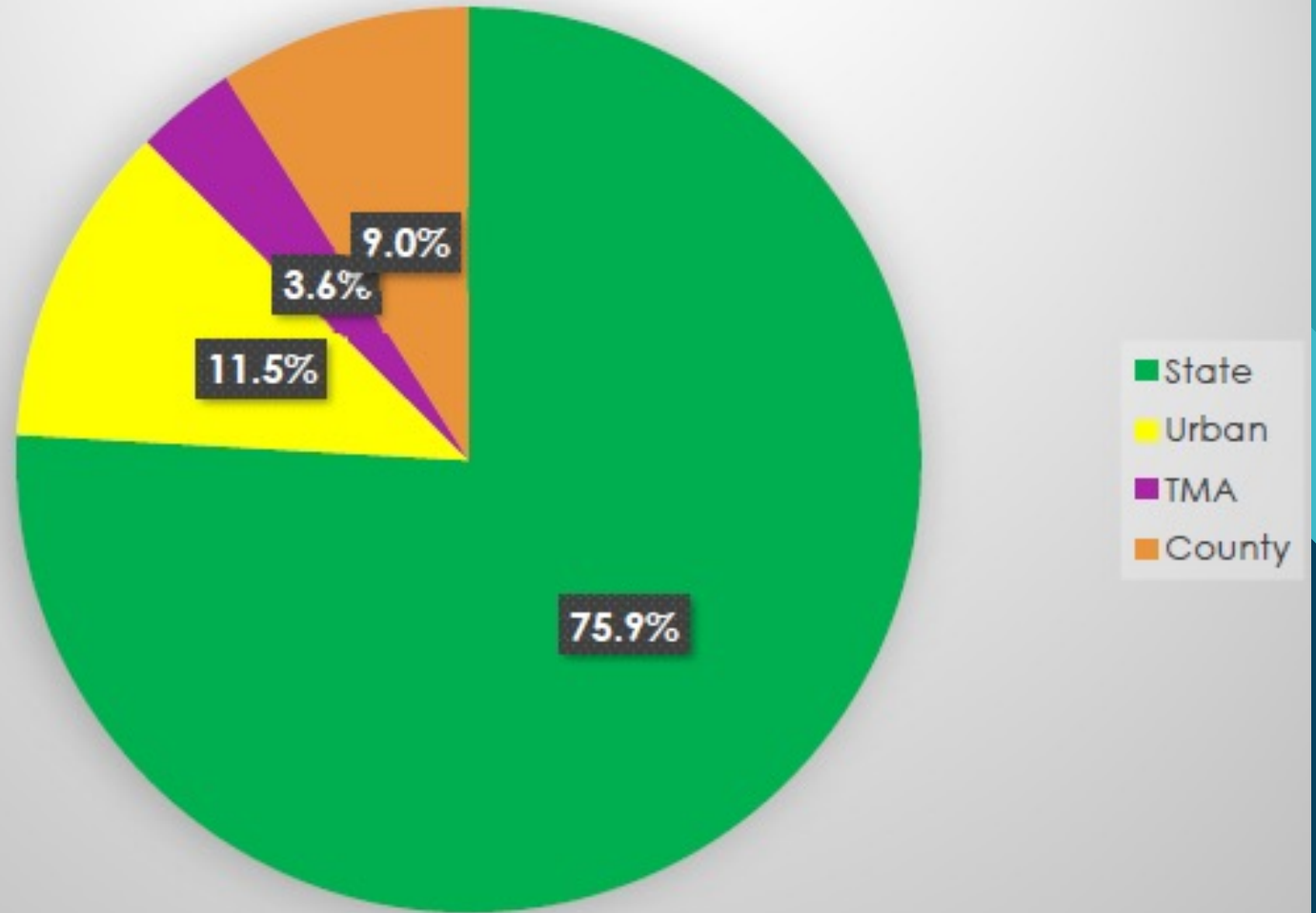
- Construction Program Information
- Funding
 - FAST Act / IJA
 - Local Government Update
 - Distribution of Obligational Authority
 - Bridge Funding
- Program Information
 - Work Distribution
 - Concrete vs Asphalt Paving
 - Highway Performance Classification System
- Condition
 - Forecast
 - Current Condition
- Approval

Construction Program Information



Funding

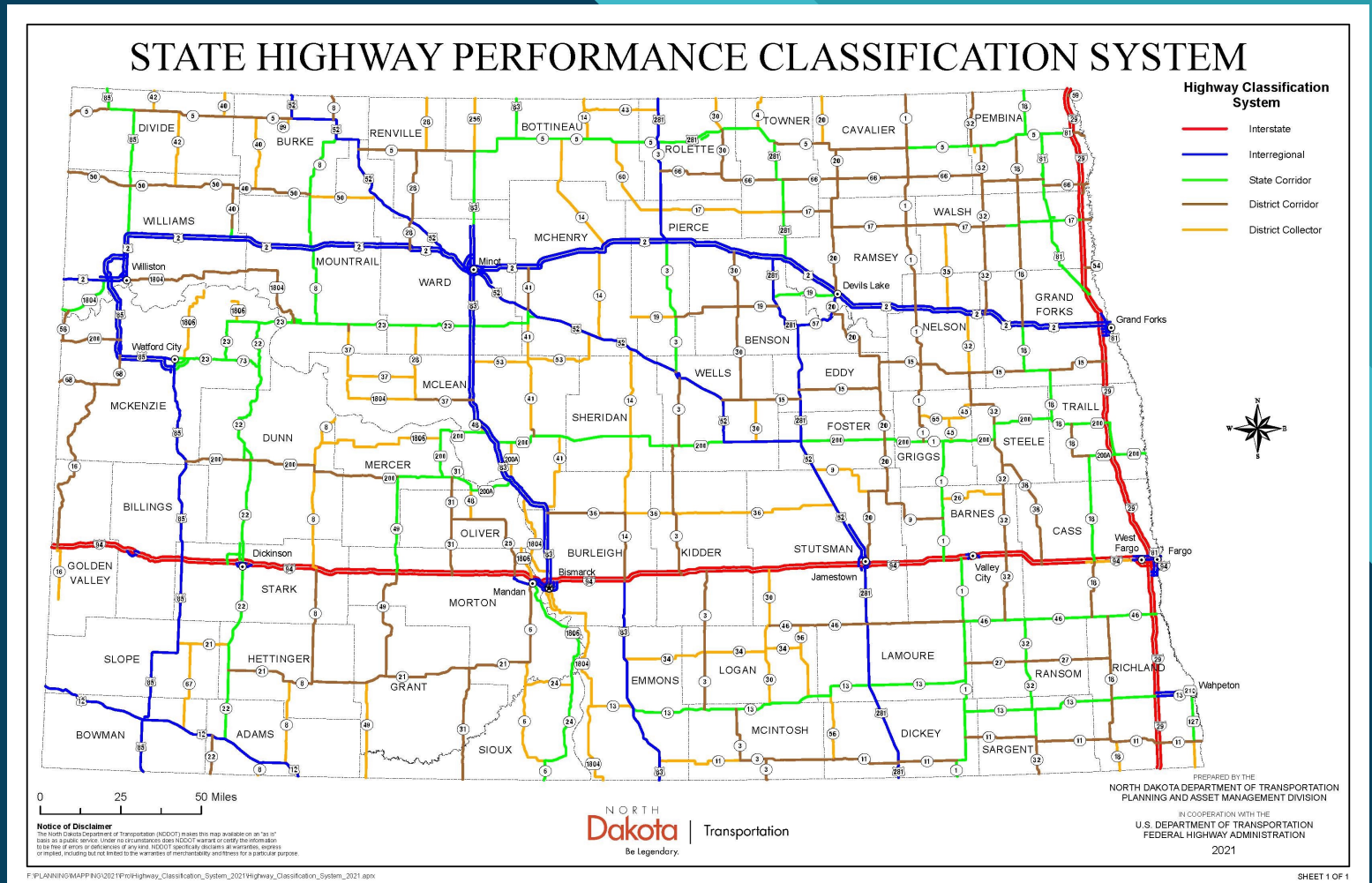
% Fed OA 2022



Obligational Authority

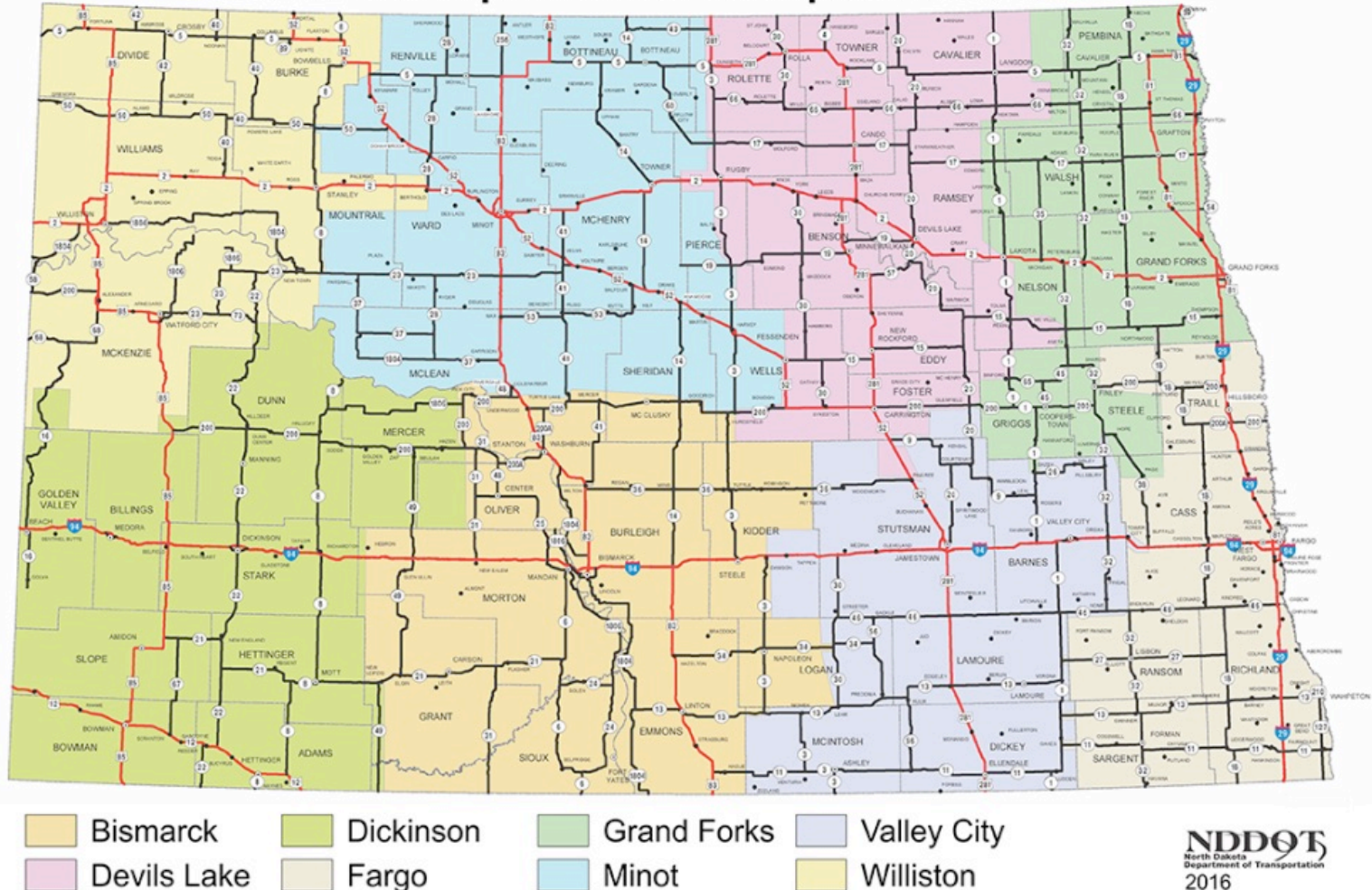
DISTRIBUTION OF OBLIGATIONAL AUTHORITY (OA)								
<i>All Dollars are shown in Federal Funds (in thousands)</i>								
		DRAFT STIP		DRAFT STIP		DRAFT STIP		DRAFT STIP
	2024	2024	2025	2025	2026	2026	2027	2027
Total OA ⁽¹⁾	\$392,700	\$507,466	\$399,500	\$522,620	\$406,500	\$486,902	\$414,630	\$486,902
Safety State	\$8,000		\$8,000		\$8,000		\$8,000	
Safety LRSP	\$8,000	\$40,809	\$8,000	\$19,894	\$8,000	\$18,547	\$8,000	\$483
Urban ⁽²⁾	\$45,161		\$45,943		\$46,748		\$47,682	
Urban to Urban Grant ⁽³⁾	\$4,600	\$97,813	\$4,600	\$94,470	\$4,600	\$54,571	\$4,600	\$55,684
TMA ⁽³⁾	\$14,137	\$14,137	\$14,382	\$14,382	\$14,634	\$14,634	\$14,927	\$14,927
County ⁽⁴⁾	\$35,343	\$35,343	\$35,955	\$35,955	\$36,585	\$36,585	\$37,317	\$37,317
BFP Bridge to County ⁽⁵⁾	\$7,250	\$7,250	\$7,250	\$7,250	\$7,250	\$7,250	\$7,250	\$7,250
PEP ⁽¹⁰⁾	\$35,603	\$35,603	\$32,062	\$32,062	\$32,062	\$32,062	\$32,062	\$32,062
Seals	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
BFP Bridge on Rural Roadway Projects ⁽⁶⁾	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Bridges ⁽⁶⁾	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000	\$16,000
EV HIP ⁽¹¹⁾	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500	\$5,500
TAP ⁽⁷⁾⁽⁸⁾	\$5,453	\$5,453	\$5,582	\$5,582	\$5,713	\$5,713	\$5,847	\$5,847
Rural OA	\$192,254		\$200,826		\$206,008		\$212,045	
Available to TAMP (includes match)	\$309,531		\$320,124		\$326,527		\$333,986	
Rural plus PEP & SEALS OA	\$247,856	\$293,563	\$252,889	\$318,793	\$258,070	\$329,055	\$264,107	\$340,929
		(\$45,706)		(\$65,904)		(\$70,984)		(\$76,822)
		18.4%		26.1%		27.5%		29.1%

Highway Performance Classification System



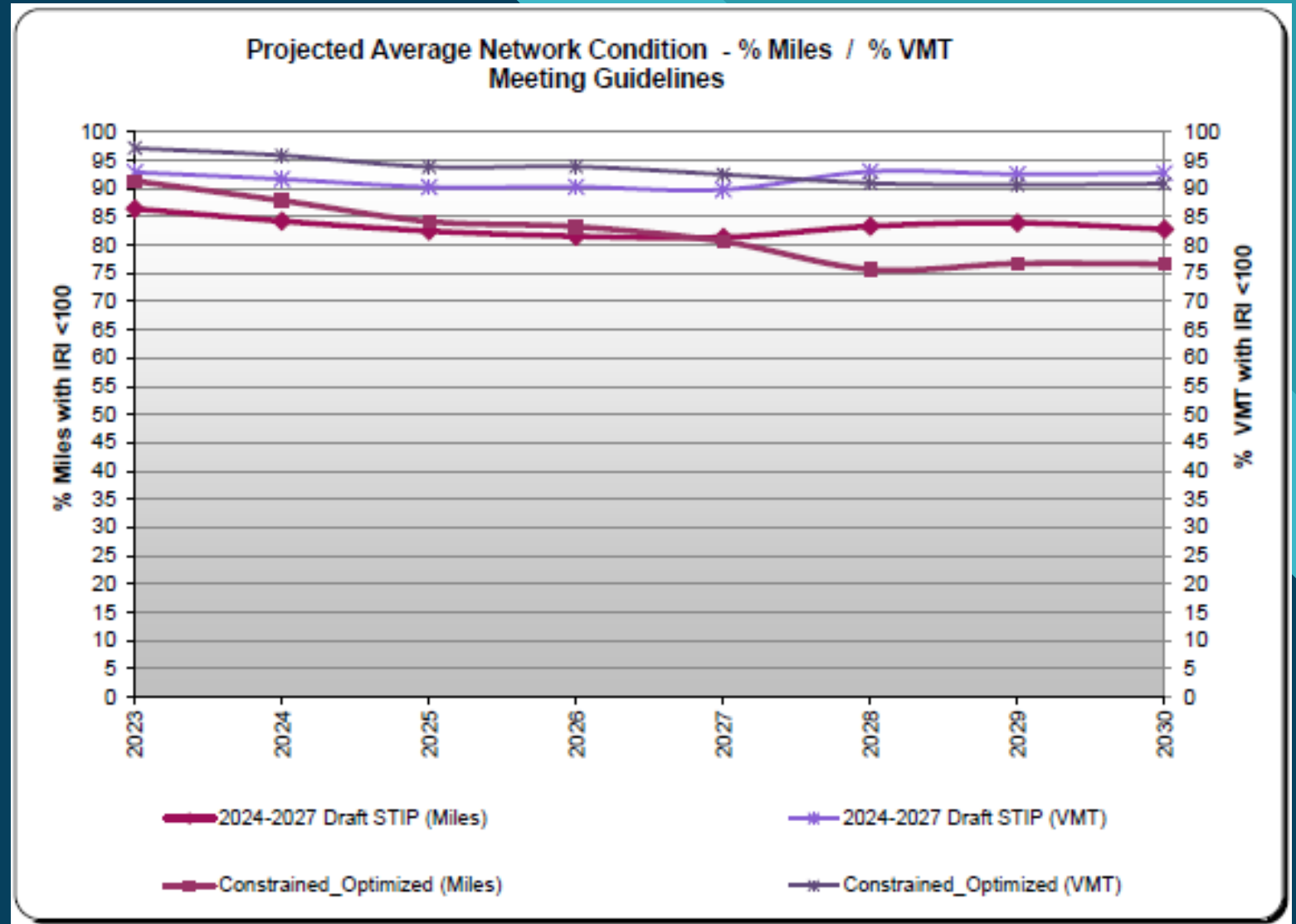
Work Distribution

North Dakota Department of Transportation Districts



Condition

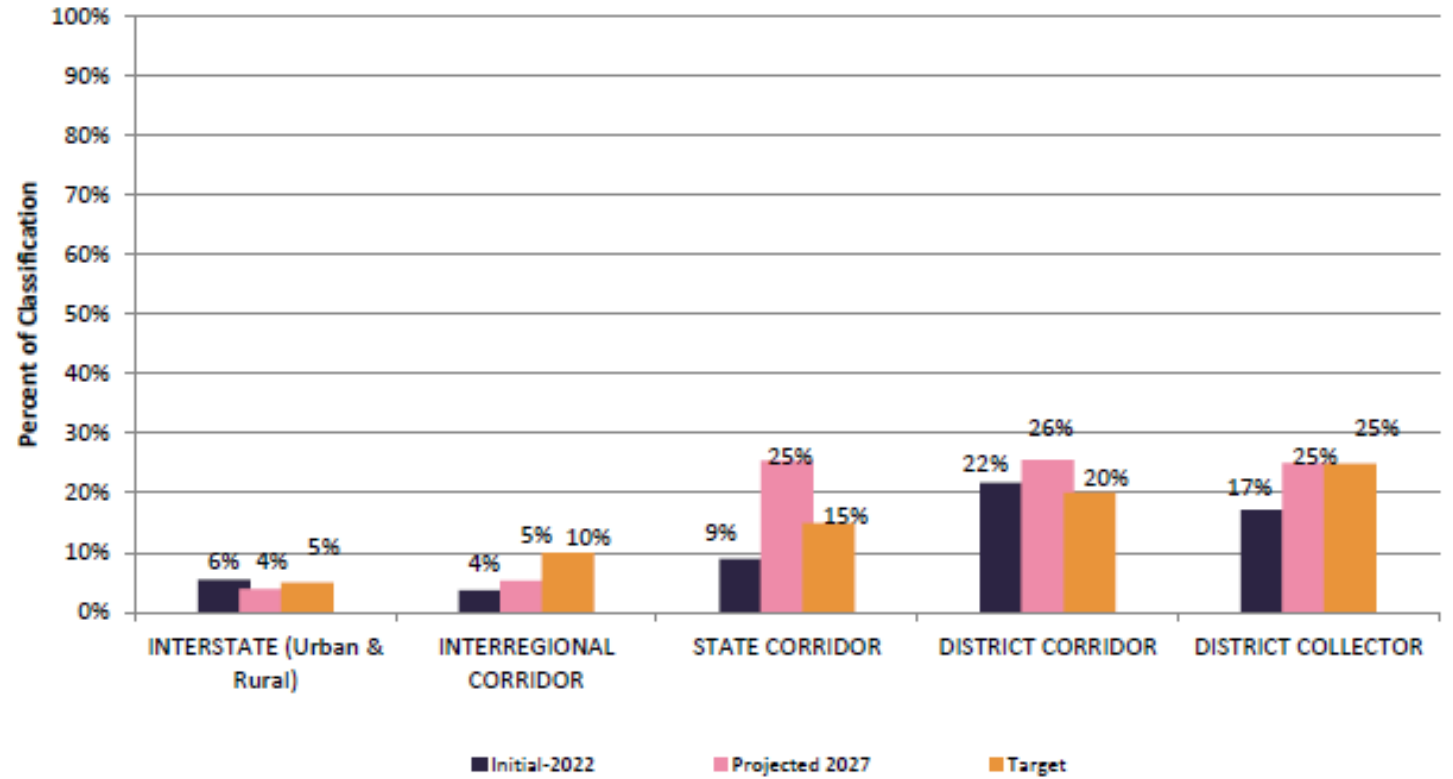
Forecast



Current Condition

Ride Quality Deficient Rural Roadway Miles

(based on Draft 2024-2027 STIP)



Projected impact by Highway Performance Classification System

- Ride Deficient defined as IRI = Fair or Poor (≥ 100)



Thank You