

2016-2025

North Carolina Department of Transportation

JUNE 2015

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NORTH CAROLINA 2016 – 2025

STATE TRANSPORTATION IMPROVEMENT PROGRAM

What is a State Transportation Improvement Program (STIP)?

The STIP is a multi-year capital improvement document which denotes the scheduling and funding of construction projects across the state over a minimum 4 year time period as required by State and Federal laws. North Carolina's STIP covers a 10 year period, with the first five years (2016-2020 in this version) referred to as the delivery STIP and the latter five years (2021-2025 in this version) as the developmental STIP. Per 23 CFR 450.216 & 23 U.S. Code § 135 STIP's must also:

- Be submitted to Federal Highway Administration (FHWA) & Federal Transit Administration (FTA) for approval at least every 4 years
- Be fiscally constrained by year
- Include all capital and non-capital projects using Title 23 USC or Title 49 USC funds, other than certain safety, planning, and research funds
- Include metropolitan TIPs from Metropolitan Planning Organizations
- Provide public comment opportunity on STIP document
- And include the following information:
 - o Project description and termini
 - Estimated total cost (NCDOT includes Utility, R/W, and Construction costs)
 - Federal funds to be obligated
 - Responsible agency (such as municipality)

North Carolina's STIP is updated every two years and developed in concert with federal and state revenue forecasts, North Carolina Department of Transportation's (NCDOT's) Strategic Prioritization process, preconstruction and project development timetables, and in adherence with federal and state laws. North Carolina state law requires Board of Transportation (BOT) action to approve the STIP.

This is the first STIP developed under the new Strategic Transportation Investments (STI) law passed in June 2013. This landmark legislation elevates the use of transportation criteria and the input of local communities to determine project priorities and directs the use of dollars from the state's Highway Trust Fund for construction. The result has generated one of the largest STIP's in recent memory with projects in all transportation modes represented and projects in all 100 counties of the state.

How is the STIP organized?

The STIP contains funding information and schedules for transportation modes and programs including: Highways, Aviation, Bicycle and Pedestrian, Ferry, Public Transportation, Rail, Governor's Highway Safety and statewide related programs. The Appendix also contains a reference list of project accomplishments, completions and deletions since the 2012-2015 STIP which was approved in 2011.

The transportation program in the STIP is organized by the 14 transportation divisions. Each Division section includes a funding source reference table and is divided between highway and non-highway project schedules. Projects are also listed by county within each division. This results in some duplication since transportation projects frequently extend across county and division lines. When this duplication occurs, a project is listed in each county in which it is found.

Projects are further subdivided by category: interstate, rural, urban, federal bridge, municipal bridge, bicycle and pedestrian (& Safe Routes to School), congestion mitigation, highway safety improvement program, ferry, passenger rail, and roadside environmental. Interstate, rural, urban, federal bridge, and ferry projects are described by route number. Municipal bridge, bike and pedestrian projects are listed by city or county. Congestion mitigation and passenger rail projects are listed alphabetically by city or county. Highway safety improvement program projects may be listed by route, city or county. The Public Transportation program list projects first by the transportation partners and providers then by identification numbers. (*Note: Highway Funded (HFB) bridge projects are funded from maintenance funds and are not selected through the STI process. Therefore they are shown in the STIP for information only.*)

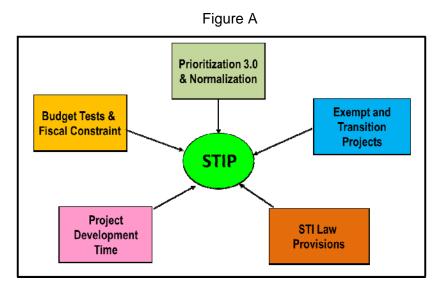
Projects are also listed by the STI category they are funded from, i.e., by Statewide Mobility, Regional Impact, or Division Needs. The phases of projects (such as Right of Way (R), Utility relocation (U), and Construction (C) are listed by Fiscal Year along with their costs and anticipated funding sources.

All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

Strategic Prioritization

The Department manages a strategic project prioritization process. The 3rd generation of this process, Prioritization 3.0 or P3.0 was underway during the passage of STI and was a significant component of this STIP development. Strategic prioritization uses transportation data and the input of local government partners and the public to generate scores and rankings of projects across the state. Multiple public input opportunities were provided during the spring and summer of 2014 regarding the submittal of new projects and the assignment of local points to projects. This input assisted each Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) and NCDOT's transportation divisions to produce criteria based methodologies which directed how local points were allocated.

The P3.0 process resulted in each transportation mode using different quantitative criteria, measures and weights to provide technical scores for projects. Also, per the intent of STI for transportation modes to compete for funding, a normalization process was recommended to create minimum percentages of funding for highway and non-highway projects in the combined Regional Impact and Division Needs categories. The minimum percentage for highways was 90% and minimum percentage for non-highways was 4%. These percentages guided the programming process, which ultimately yielded a 95% to 5% highway vs non-highway programmed amount in the combined Regional Impact and Division Needs categories.



The results of the P3.0 process do not necessarily mean that projects will be programmed in the order of their score and rank. Over a 10-year time frame, funding was provided to the highest scoring projects. However, there are other considerations and factors in developing the actual program (Figure A). A major factor in deciding when the top scoring projects are funded is project delivery time. Projects need to fulfill a series of environmental and preliminary engineering requirements, right–of-way must be purchased, utility relocation (where applicable) must be addressed, and final plans must be developed for lettings. The time period to accomplish these activities can be lengthy. Construction funding cannot be allocated to projects before these preconstruction activities have taken place.

There were also STI law provisions (including a corridor cap and individual modal caps) which directed programming decisions and the entire program had to meet budget tests and fiscal constraint per state and federal requirements. STI law also included a provision to exempt from prioritization select projects (Transition Period Projects) scheduled to be obligated for construction prior to July 1, 2015. The funding required for these projects was accounted for when budgeting for other projects.

Public Involvement – Draft STIP

After the release of the Draft STIP in December 2014, NCDOT hosted 10 public information sessions – nine regional and one statewide - across the state from March 17 to April 23, 2015. The purpose of these sessions was to inform citizens about projects in the Draft STIP and to gather input on the process which produced the Draft STIP. Nearly 160 individuals participated in these sessions and citizens also provided feedback via online. As noted in the Strategic Prioritization section multiple public input opportunities were also available ahead of the development of the Draft STIP and from the beginning of the STI implementation process.

Each session was structured as a 3-hour open house format to allow participants to view a brief video, study maps of projects in the Draft STIP, and review proposed project schedules and information with Department staff. Sessions were held in transit accessible locations and the Department provided auxiliary aids for participants under the Americans with Disabilities Act as well as special services for English limited participants.

A public engagement tool (referred to as "MindMixer") was deployed to create an active social media presence with citizens and to act as an additional venue for feedback and posting of session materials. Consultation was conducted with stakeholder groups (traditional and non-traditional) throughout North Carolina via emails and direct mailing to encourage participation via multiple feedback options.

Transportation Conformity

Each Metropolitan Planning Organization (MPO) is required to develop a 20+ year Metropolitan Transportation Plan (MTP). In MPOs that are listed as either a non-attainment or maintenance air quality area, Transportation Conformity must be demonstrated on all plans, projects and TIPs. This ensures that transportation projects that receive federal funding do not negatively impact an area's ability to meet air quality goals. Projects must be grouped by horizon year and the travel demand model must be run for each horizon year. From the travel demand model, speeds and Vehicle Miles Traveled (VMT) are obtained and used in the air quality model to calculate emissions that are compared to the budgets approved by the US EPA. As long as the calculated emissions are less than the budget, the area can make a conformity finding. If the area cannot meet the budget, then the MPO's project list does not meet the transportation conformity test and the area may be subject to lapse. A lapse can delay projects as federal actions cannot take place during a lapse and only exempt projects can move forward. A revised Transportation Conformity analysis can be triggered whenever a project is delayed or accelerated such that it crosses a horizon year. Whenever an MPO develops a new MTP, a new conformity analysis must be performed. When a new TIP comes out, the new TIP must be checked to make sure it is consistent with the MTP. If there is any inconsistency between the TIP and the MTP (conformity finding) then FHWA cannot take any federal action including approval of the TIP until this inconsistency is resolved.

		Pollut	ant(s)
Region	Counties	8- Hour Ozone	PM 2.5
	Cabarrus (Partial)	\checkmark	
	Gaston (Partial)	\checkmark	
	Iredell (Partial)	\checkmark	
Metrolina	Lincoln (Partial)	\checkmark	
	Mecklenburg	\checkmark	
	Rowan (Partial)	\checkmark	
	Union (Partial)	\checkmark	
Triad	Guilford		\checkmark
inau	Davidson		\checkmark
Greater Hickory/Unifour	Catawba		~

North Carolina Air Quality Non-Attainment/Maintenance Area Summary

Note: Forsyth County is under a limited maintenance plan for Carbon Monoxide until 11/7/15

Project Descriptions

EPA's Transportation Conformity Regulation states "The degree of specificity required in the transportation plan and the specific travel network assumed for air quality modeling do not preclude the consideration of alternatives in the NEPA process of other project development studies." In an effort to not unduly influence the outcome of NEPA studies the STIP has used fairly generic descriptions of proposed work although the cost estimates were derived from specific future cross sections. In future documents, more specific descriptions will be used as the NEPA process determines a preferred alternative. So while the out years 6 through 10 may use a description like "widen to multi-lanes" as the NEPA process defines a recommended cross section this may become "widen to 4 lane median-divided cross section" as the project comes closer to having right of way and construction actually funded.

PROGRAM BUDGETS

Transportation Revenue Forecast

State Budget

State transportation revenues are derived from user fees in the form of Motor Fuel Tax (MFT), driver and vehicles fees collected by the NC Division of Motor Vehicles (DMV Fees) and a Highway Use Tax (HUT) on vehicle title transfers. Federal transportation revenues are derived from a federal MFT tax, vehicle fees (mostly on trucks) and since 2008 it has included transfers from the U.S. General Fund. North Carolina's transportation funding consists of roughly 75 percent state revenues and 25 percent federal.

State revenue projections are obtained from a consensus forecast by the Office of State Budget and Management (OSBM), Legislative Fiscal Research Division and NCDOT. Budget estimates developed for the Governor's biennial budget serves as a base from which NCDOT staff develops the forecast for the remaining years. Motor Fuel revenues are forecasted based on crude oil prices and expected consumption, derived from information from the US Department of Energy and IHS Global Insight, a private financial forecasting company. DMV fee revenue forecasts are based on historical transactional information, vehicle registration, licensed driver numbers and Office of State Budget and Management projected population growth in the age range 19–84. Highway Use Tax revenue is forecasted based on the number of vehicles purchased or traded in, vehicle price and the statutory rate. The number of vehicles sold and the price depend on economic conditions. Regarding DMV/Title Fees, the two variables are statutory rates and the number of transactions, which is based on licensed drivers and vehicle registration. Generally, DMV fees correlate with projected changes in population. Title fees correlate closer to forecasted changes in car sales.

Previous Federal Budget

MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012. Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 was the first new highway authorization enacted since 2005 and its policies and funding were extended through May 31, 2015.

MAP-21 is a milestone for the U.S. economy and the Nation's surface transportation program. By transforming the policy and programmatic framework for investments to guide the system's growth and development, MAP-21 created a streamlined and performance-based surface transportation program and built upon many of the highway, transit, bike, and pedestrian programs and policies established in 1991.

MAP-21 restructured core highway formula programs. Activities carried out under some existing formula programs – the National Highway System Program, the Interstate Maintenance Program, the Highway Bridge Program, and the Appalachian Development Highway System Program – are incorporated into the following new core formula program structure:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (subset of the HSIP)
- Metropolitan Planning

It created two new formula programs:

- Construction of Ferry Boats and Ferry Terminal Facilities replaces a similarly purposed discretionary program.
- Transportation Alternatives (TA) a new program, with funding derived from the NHPP, STP, HSIP, CMAQ and Metropolitan Planning programs, encompassing most
 activities funded under the Transportation Enhancements, Recreational Trails, and Safe Routes to School programs under the previous reauthorization bill (known as
 SAFETEA-LU.)

Federal transportation funding is distributed by Congress based on multi-year reauthorization bills and annual appropriations. Federal-Aid revenues are assumed to remain at the FY 2014 level through 2025.

The primary variables for both state and federal revenues are the MFT rate and fuel consumption. The state MFT rate, under state law, has a fixed portion and variable portion that is based on wholesale prices and can adjust every six months, on January 1st and July 1st.

Note – the passage of S.L. 2015-2 / S20 altered the variable MFT rate formula starting April 1, 2015. The new variable rate formula is based on changes in population and the Consumer Price Index for Energy (CPI-E) beginning on January 1, 2017. The federal MFT rate, set by Congress in 1993, is 18.4 cents per gallon for gasoline and 24.4 cents for diesel. Fuel consumption is affected by fuel prices, which are determined by world markets and economic domestic output, vehicle fuel efficiency and alternate fuel vehicles.

Federal Aid Program

The Federal Aid Construction Program consists of many funding categories. Funding in most of these individual categories is subject to overall federal budget constraints and Federal Obligation Limitation. The obligation limitation effectively limits the amount of federal funds that can be utilized in any one year.

North Carolina's availability of federal funds for the STIP in FFY 2016 is expected to be about \$886.7 million, excluding CMAQ and State Planning and Research funds.

Virtually all federal-aid projects require a local or state fund contribution. Most highway and transit programs require a 20% local or state share. The amount of state matching funds needed for the Federal Aid Program is expected to be \$239 million, which will be funded by the State Highway Trust Fund.

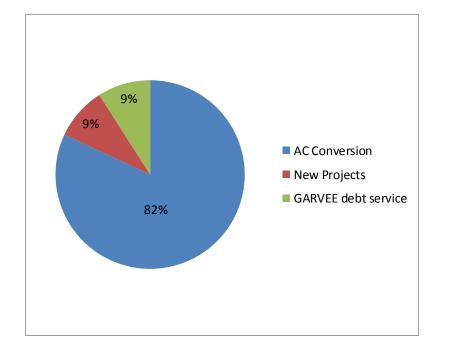
Public Transportation Project Funding

The projects listed in the STIP are funded from several different FTA Funds and State Funds. In addition, many of the FTA Funds require a match to the project. Annually, the NCDOT Public Transportation Division conducts a call for projects to provide state funds to assist with part of the match requirements. The amount available for state match is limited to the amount provided in the approved state budget for that year. All of the FTA program funding amounts are published annually in the Federal Register and posted to the FTA website. NCDOT uses these apportionments to distribute the various funding sources overseen by the Department. Most of the funding for programs in the MPO's with a population of 200,000 or greater is managed directly by the MPO. The MPO's develop projects to list in the STIP from the total apportioned amount received from FTA. NCDOT allocates federal funds to small urban areas less than 200,000 population and for the rural areas. The small urban MPO's then develop projects to list in the STIP within the total allocated amount received from NCDOT and any prior year funding that is unspent. For the rural areas, the NCDOT applies directly to FTA for the funds. The NCDOT funds rural projects to match the total apportioned amount and any available prior year funding. These rural projects are listed in the STIP. Planning Funds (5303) are allocated by NCDOT to urbanized areas from a formula based on transit service hours. The allocated amounts are then provided by NCDOT to the urbanized areas and are programmed in the MPO Planning Work Programs to match the allocation amount. NCDOT applies to FTA for the 5303 funds for the urbanized areas. Section 5310 Funds are allocated for small urbanized and rural areas. Projects are selected and funded based on the total available budget for the funds. These projects are included in the STIP.

Federal Aid Construction Program - FFY 2016 (\$ in Millions)

	Federal	Required State Matching	
Category	Funds	Funds	Total
National Highway Performance Program	420	105	525
Rail Hwy Crossing	6	2	8
Statewide Planning	14	4	18
ТАР	22	6	28
Research Development	5	1	6
Metropolitan Planning	6	2	8
Congestion Mitigation	50	12	62
Surface Transportation Program	424	106	530
Highway Safety Improvement	40	10	50
Total Apportionment	987	248	1235
		-	
Obligation Limitation	956	239	1195

Proposed Use of FFY 2016 Obligation Authority



The program is fiscally constrained to the amount of funds projected to be available each year in order to prevent the Department from over committing future revenues. "Advance Construction" (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federalaid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements. Advance construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program. NCDOT uses AC both to support its GARVEE Bond program and to assist in its cash management.

GARVEE Bonds

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal funds and no state funds may be committed to the debt service. In October 2007, the Department received \$287.6 million in GARVEE bond proceeds, \$242.5 million in 2009, \$145.5 million in 2011, and \$179.5 million in 2012. The Department is expected to sell \$300 million in 2015 and \$300 million in 2016.

GARVEE Bond Program \$ in Millions

State Fiscal Year	Proceeds Including Premium	Debt Service
2008	\$299.80	\$ 5.06
2009		59.33
2010	263.14	67.17
2011		82.00
2012	364.90	59.84
2013		86.33
2014		86.33
2015	*300.00	86.32
2016	*300.00	100.00
2017		111.07
2018		112.18
2019		112.19
2020		90.03
2021		90.03
2022		90.02
2023		90.03
2024		74.38
2025		74.37
2026		74.38
2027		74.38
2028		74.38
2029		74.38
2030		74.37
2031		74.38

*Proceeds and debt service for proposed 2015 & 2016 sales are estimated

State Highway Trust Fund

The 1989 General Assembly created the North Carolina Highway Trust Fund to complete a 3,600-mile intrastate system of four-lane roads; widen and improve 113 miles of existing interstate highways; build multi–lane loops and connectors near seven major cities (now expanded to ten); provide additional funds in order to pave all unpaved secondary roads and provide additional funds for municipal streets. In 2013 the General Assembly passed HB 817, creating the STI law and establishing a strategic mobility formula for the prioritization of projects.

Revenues for the Trust Fund are generated from the state motor fuels tax, the 3 percent use tax on the transfer of motor vehicle titles, DMV titles and other fees, and interest income. \$49 million of Trust Fund revenues are transferred each year to the NCTA for project funding.

The STIP budget is based on a consensus forecast by the OSBM, Legislative Fiscal Research Division, and NCDOT. These estimates were used to develop the draft program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues are projected to be about \$1,160.4 million for FY 2016 and \$12.8 billion during the 10-year period. Of this \$12.8 billion in revenue, \$490 million goes to NCTA, \$654 million is used for debt service on previous GO bonds and Administration, and \$4 million is transferred to the Highway Fund for Visitor Centers. The remaining \$11.7 billion is available for STIP purposes. After preliminary engineering and a reserve for construction cost overruns, \$18.5 billion is available for programming and used in the development of the 2016-2025 STIP were prior to the actions of the 2015 General Assembly.)

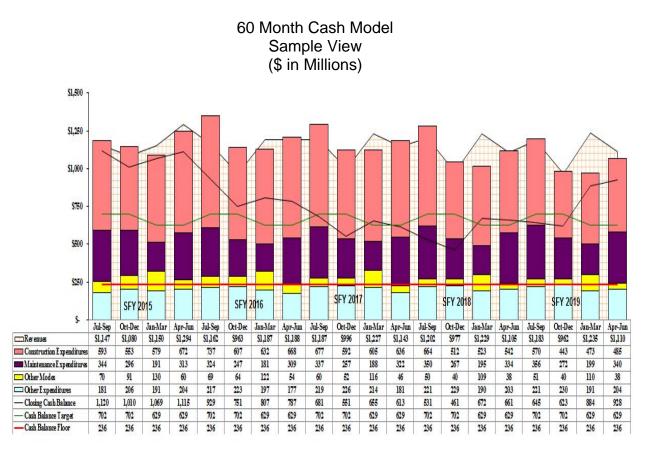
				I	Funds Ava	ilable for P	rogrammin	g			
State Fiscal Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	10 Year STIP Total
Motor Fuels Tax	\$ 454.7	\$ 479.5	\$ 502.6	\$ 512.8	\$ 493.6	\$ 499.5	\$ 504.4	\$ 512.4	\$ 517.7	\$ 523.8	\$ 5,001.0
Investment Income	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10.0
Certificates of Title Fees	88.5	90.9	92.3	93.7	92.3	93.5	94.6	95.5	96.6	97.7	935.6
Miscellaneous Fees	15.7	16.1	16.4	16.6	16.2	16.4	16.6	16.8	16.9	17.2	164.9
Use Tax	600.5	627.7	643.8	659.7	667.9	682.4	695.0	706.5	719.4	733.2	6,736.1
Total State Trust Fund Revenues	\$1,160.4	\$1,215.2	\$1,256.1	\$1,283.8	\$1,271.0	\$1,292.8	\$1,311.6	\$1,332.2	\$1,351.6	\$1,372.9	\$12,847.6
NCTA GAP Funding	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(490)
GO Debt Service	(48.6)	(61.0)	(52.2)	(50.0)	(59.8)	-	-	-	-	-	(272)
Visitors Center	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(4)
Program Administration	(34.5)	(36.2)	(37.4)	(38.2)	(37.8)	(38.5)	(39.0)	(39.7)	(40.2)	(40.9)	(382)
Available Trust Fund Revenues	\$1,027.8	\$1,068.6	\$1,117.2	\$1,146.2	\$1,124.0	\$1,204.9	\$1,223.2	\$1,243.1	\$1,262.0	\$1,282.6	\$11,699.6
Federal Aid	956.0	956.0	956.0	956.0	961.0	1,016.0	1,021.0	1,026.0	1,031.0	1,036.0	9,915.0
Less SPR Funds	(24.3)	(24.3)	(24.3)	(24.3)	(24.4)	(24.6)	(26.0)	(26.1)	(26.2)	(26.3)	(250.8)
Less CMAQ	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(300.0)
Less EEP	(25.0)	(25.0)	(25.0)	(25.0)	(25.0)	(25.0)	(25.0)	(25.0)	(25.0)	(25.0)	(250.0)
Available Federal Aid	\$ 876.7	\$ 876.7	\$ 876.7	\$ 876.7	\$ 881.6	\$ 936.4	\$ 940.0	\$ 944.9	\$ 949.8	\$ 954.7	\$ 9,114.2
Total Available Funds	\$1,904.5	\$1,945.3	\$1,993.9	\$2,022.9	\$2,005.6	\$2,141.4	\$2,163.2	\$2,188.1	\$2,211.8	\$2,237.3	20,813.8
Preliminary Engineering	\$ (165.0)	\$ (165.0)	\$ (165.0)	\$ (165.0)	\$ (165.0)	\$ (165.0)	\$ (165.0)	\$ (165.0)	\$ (165.0)	\$ (165.0)	\$ (1,650.0)
Construction Cost Overruns	\$ (59.6)	\$ (61.2)	\$ (63.2)	\$ (64.3)	\$ (63.6)	\$ (69.1)	\$ (69.9)	\$ (70.9)	\$ (71.9)	\$ (72.9)	\$ (666.6)
Funds Available for Programming	\$1,680.0	\$1,719.1	\$1,765.7	\$1,793.5	\$1,776.9	\$1,907.3	\$1,928.3	\$1,952.1	\$1,974.9	\$1,999.4	\$18,497.2

Anticipated Inflation Impact

Inflation is not explicitly factored into the above revenue estimates. However, before programming projects in the STIP, available funds were reduced by an amount for inflation. The following inflation factors for future construction and right of way cost increases were used: 2016 - 1.0608, 2017 - 1.1032, 2018 – 1.1474, 2019 through 2025 - 1.1933. This allows project costs used in the Program to be shown in current (2015) dollars.

Cash Model

NCDOT uses a cash model to manage its operations on a cash-flow basis; the Department uses statistical models that were developed specifically to support NCDOT programs. The models are used to forecast future cash demands and financial capacity. These projections serve as the basis for the dollar values found herein.



NCGS §143C:6-11 revised the cash target to between 15% and 20% of the total appropriations from the Highway Fund and Highway Trust Fund for the current fiscal year. Any federal funds on hand shall not be considered as cash for this purpose. The target shall include an amount necessary to make all municipal-aid funding requirements. Also, NCGS §143C:6-11 revised the cash balance floor to at least 7.5% of the total appropriations for the current fiscal year. If this floor is not maintained, no further transportation project contract commitments may be entered into until the floor is restored. Session Law 2014-100 Senate Bill 744 Section 34.23(c) established a cash balance ceiling of one billion dollars. If the balance exceeds the ceiling, the Department must report to the General Assembly and Fiscal Research the reasons for exceeding the ceiling and the plans to reduce the balance.

The proposed STIP was modeled to insure that the department would have adequate cash to pay for all programmed projects, operations and maintenance activities. Based on the program of projects and anticipated revenue, it appears that there should be adequate funding available to support the program.

The North Carolina Turnpike Authority (NCTA)

NCTA is a public agency of the State of North Carolina located within NCDOT. The Triangle Expressway, the first toll facility in North Carolina was completed January 2, 2013. It is approximately 18.8 miles of new highway construction, extending the partially complete "Outer Loop" around the greater Raleigh area from I-40 in the north to the NC 55 Bypass in the south.

Two projects will be built with the remaining funds from the Triangle Expressway. The new exchanges are within the existing footprint of the Triangle Expressway: the Holly Springs-Apex Road Interchange and the Morrisville Parkway Interchange.

Total revenues, inclusive of toll revenue and processing fees but excluding transponder revenues were \$24.3 million and \$13.0 million for fiscal year 2014 and 2013. Fiscal year 2014 revenues increased \$11.3 million from the prior year. Operating expenses totaled \$13.4 million and \$9.7 million for fiscal year 2014 and 2013. Fiscal year 2014 costs increased \$3.7 million from the prior year reflecting the increased number of transactions. Sales of transponders peaked with the opening of the final phase in January 2013 and remained steady through the end of fiscal year 2014.

(INFLATED) STIP FUNDING SUMMARY 2016 - 2019 (JUNE 2015)

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION HIGHWAY PROGRAM

			(ESTIMATED C	OST ARE IN TI	HOUSANDS OF	DOLLARS)
FUNDING	FUND_DESCRIPTION	FUNDING TYPE	FY 2016	FY 2017	FY 2018	FY 2019
HFB	Highway Fund Bridge Replacement Program	S				89
NHP	National Highway Performance Program	F			229	
NHPB	National Highway Performance Program(Bridge)	F			1147	
STP	Surface Transportation Program	F	7840	8153		
STPOFF	Surface Transportation Program (Off System)	F				107
Т	Highway Trust Funds	S	76259	47553	49458	

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION NON-HIGHWAY PROGRAM

			(ESTIMATED (COST ARE IN T	HOUSANDS OF	DOLLARS)
		FUNDING				
FUNDING	FUND_DESCRIPTION	TYPE	FY 2016	FY 2017	FY 2018	FY 2019
FMPL	Metropolitan Planning (5303)	F	28	29	30	32
FUZ	Capital Program - Bus Earmark (5309)	F	1897	1724	4638	2120
L	Local	0	998	1076	1073	1011
S	State	S	3	14	310	3
SMAP	Operating Assistance and State Maintenance	S	361	386	369	328

DIVISION 00

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

					TOTAL	PRIOR	(0				I	YPE OF W	VORK/E	STIM	ATED COS		10054	ANDS / P	ROJE		REAKS				
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (MILES)	PROJECT COST	YEARS COST	, jn [STATE T	RANSPORT	ation im	PROV	'EMENT PI	ROGRAM				DEVEL	OPMENT	AL PF	ROGRA	M			U	INFUNDED
		NUMBER			(THOU)	(THOU)	FY 2016	FY 2017	FY 201	8	FY 2019	FY 2020	0	FY 2021	FY 2	022	FY 2	023	FY	2024	F	Y 2025	FU	ITURE YEARS
ROUTE/CITY I - Interstate US or NC Ro SR - Second Various - mu NEW ROUTE	outes ary Road ultiple routes	n project at emains with	I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION. LOCATION / DESCRIPTION Project termini and a general work description. FUNDING SOURCE (2) See Highway Funding Key for an explanation of funding ca used for each project phase. FUNDING CATEGORY (1) Identifies the "STI" Funding Category for the project and any project breaks.	7.3 tegories	63,450	250	NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP	M 700 U 1500 A I-40 TC	D NC 3 FO SR 1003 03 TO NC 96 P O dd		REAP etter	_	Phase Prelin Right Utilitie For o or act	es of i ninary of Wa es or (o ther v tivities	PE (ACTIVIT) implementatic / engineering, ay, Mitigation, Construction. work types	Y) E on: F f f iii	Prelimin and Cor surrent unding ndicate or activi	ATED COS hary Engin histruction dollars. Co types. Mu s (Cash-F ty beginnin tes are in the construction to be construction to be constructed and the construction the construction to be constructed and the constructed and the constructed and the test and the constructed and the cons	eering cost e ost ma ulti-yea low F ng in t	g, Right estimate ay incluc ar fundin Funding the initia	s by fun de one c ng of a p) with pi al sched	Utility ding c or mor projec ropos	y, Mitigat category re st segme ed work	tion in nt	10000 C
	(1) FUNDING C DIV - Division EX - Exempt HF - State Dolla REG - Regional SW - Statewide TRN -Transition	ars (Non-STI)	(2) FUNDING KEY FOR HI APD - Appalachian Developme BA - Bonus Allocation BOND (R) - Revenue Bond CMAQ - Congestion Mitigation DP - Discretionary or Demonstr ER - Emergency Relief Funds HFB - Highway Fund Bridge Re HP - Federal-Aid High Priority HRRR - High Risk Rural Roads HSIP - Highway Safety Improv L - Local NHP - National Highway Perfor	nt ation eplacement ement Prog	Program ram	N N N N N N N N N N N N N N N N N N N	HPB - 1 HPBA - HPIM - - Othei - State (M) - S TP - Su TPDA - TPOFF TPON -		way Perform way Perform rtation Progr sportation Pr sportation P sportation P	ance Prog ance Progr am ogram - Dir rogram (Of	ram (E ram (Ir rect At f Syste	Bonus Alloc Interstate Ma tributable em Bridge)	aintenance))	(3) WORK A - Acquisi C - Constru CG - Constru CG - Constru G - Gradinu I - Impleme L - Landsc M - Mitigat O - Operat P - Paving PE - Prelin R - Right o RG - Right S - Structu U - Utilities	ition uction truction lity Stuc g and S entation aping ion ions ions ninary E f Way of Way re	(GAR\ ly tructure	/EE) es							



HIGHWAY	PROGRAM				TOTAL	PRIOR YEARS						WORK / ESTI	MATED	COST IN TH	IOUSANE						
		ID			COST	COST			E TRANSPORTA			51/0000			514.0		PMENTAL P				UNFUNDED
COUNTY RURAL PRO	ROUTE/CITY JECTS	NUMBER	LOCATION / DESCRIPTION	LENGTH	(THOU)	(THOU) FUNDS	FY 2016	FY 2017	FY 2018	FY	2019	FY 2020		FY 2021	FY 2	022	FY 2023	FY 202	24	FY 2025	FUTURE YEAR
PITT	NC 11/NC 903 (GREENVILLE SOUTHWEST BYPASS)	R-2250* TRN	NC 11 TO US 264 (GREENVILLE BYPASS). CONSTRUCT FOUR LANE DIVIDED FACILITY ON NEW LOCATION WITH BYPASS OF WINTERVILLE.	, 12.4	241244	83144 T T T	R 27000 U 1785 C 43105	C 43105	C 43105												
						UNDER CO	ONSTRUCTION						_								
IRBAN PRO. ITT	JECTS US 13	U-5730	NC 43 (5TH STREET). UPGRADE		2200	NHP			R 200		- r - r		י ר ד ר		гт	<u> </u>	<u> </u>			<u> </u>	
	(MEMORIAL DRIVE)	REG	INTERSECTION.		2200	NHP						C 2000						<u>++</u>			
PITT	SR 1700 (EVANS STREET/ OLD TAR ROAD)	U-2817 DIV	SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264A (GREENVILLE BOULEVARD) IN GREENVILLE. WIDEN TO MULTI-LANES.	3.8	37306	4166 STP STP STP											R 12840 U 1500			6267	C 12533
						PLANNING	G/DESIGN IN PRO	OGRESS					_								
PITT	SR 1708 (FIRETOWER ROAD)	U-5870 DIV	SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	2.2	23755	STP STP STP													R U	2768 332	R 2767 U 332 C 17556
PITT	SR 1708 (FIRETOWER ROAD)	U-5785 DIV	NC 43 (CHARLES BOULEVARD) TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	0.6	6233	T T T						R 1494 U 179			C 4	560					
PITT	STANTONSBURG ROAD/ TENTH STREET CONNECTOR	U-3315 TRN	US 13/NC 11 (MEMORIAL DRIVE) TO SR 1702 (EVANS STREET) IN GREENVILLE. CONSTRUCT MULTI-LANES, SOME NEW LOCATION WITH GRADE SEPARATION AT CSX TRANSPORTATION SYSTEM.	2 1.2	55305	40523 STP	C 7391	C 7391				1									
FEASIBILITY	STUDIES					UNDER CO	ONSTRUCTION														
PITT	US 264 (GREENVILLE BOULEVARD)	FS-1002B	NC 11 TO NC 33. WIDEN AND IMPROVE INTERSECTIONS.																		
						FEASIBILI	TY STUDY IN PR	OGRESS													
FEDERAL BR PITT	RIDGE PROJECTS US 13	B-4786	REPLACE BRIDGE 730038 OVER TAR RIVER		8630	330 NHPB			R 1000	<u> </u>			ר ד								
	0010	REG				NHPB						C 7300									
HF - State	Dollars (Non STI) REG	Exempt C - Regiona Transitior	I Category							Page 1 o	f 5							CHANGE AS		NFORMATIC	D SUBJECT TO

HIGHWAY PROGRAM

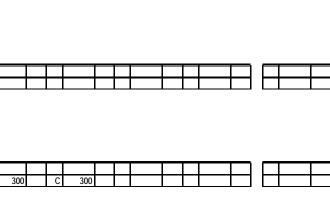
HIGHWAY	PROGRAM				TOTAL								TYPE O	F WORK / EST	MATED COST	IN THOU	Sands / Pr	OJECT BRE	AKS				
					PROJ	YEARS			STA	TE TRANS	PORTATIO	ON PROGR	RAM		7		DEVI	ELOPMENTA	L PROGR	RAM			UNFUNDED
COUNTY	ROUTE/CITY	id Number	LOCATION / DESCRIPTION	LENGTH	COST (THOU)	COST (THOU) FUI		FY 2016	FY 20		FY 2018		2019	FY 2020	FY 202	21	FY 2022	FY 202		FY 2024	F	/ 2025	FUTURE YEARS
	IDGE PROJECTS	-			(-				
PITT	NC 33	B-5418 REG	REPLACE BRIDGE 730050 OVER JOHNSON MILL RUN.		1267	1267																	
							GE PURCI	HASE ORDE	ER CONTRAC	t (dpoc): u	NDER CON	STRUCTION	N										
PITT	SR 1401 (OLD RIVER ROAD)	B-4787 DIV	REPLACE BRIDGE 730095 OVER JOHNSON MILL RUN.		1827	1827																	
		DIV																					
						UNDI	ER CONST	TRUCTION															
PITT	SR 1418 (STATON HOUSE ROAD)	B-4788	REPLACE BRIDGE 730171 OVER JOHNSON MILL RUN.		951	101 HFB HFB						R	75	C 775									
	,	HF																					
PITT	SR 1715	B-4603	REPLACE BRIDGE 730029 OVER FORK		1134	144 STP0)FF			 	<u>г</u>	R	90		ر								
	(JACK JONES ROAD)	DIV	SWAMP.		1134	STPC							70		C 30	0 C	300	C 300					
BEAUFORT CARTERET CRAVEN GREENE JONES	VARIOUS	BD-5102	DIVISION 2 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		12375	12375																	
LENOIR PAMLICO PITT																							
		DIV																					
						וחאח			BRIDGE PUR				יי										
	RIDGE PROJECTS					GND		inde field -	DRIDGETOR				,										
PITT	GREENVILLE (KING GEORGE ROAD)	B-5100	REPLACE BRIDGE 730421 OVER MEETING HOUSE BRANCH.		777	777																	
		DIV																					
						CITY	OF GREE	NVILLE - MU	JNICIPAL BR	IDGE: UNDE	R CONSTR	UCTION											
MITIGATION	PROJECTS																						
BEAUFORT CARTERET CRAVEN GREENE	VARIOUS	EE-4902	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 2 PROJECT MITIGATION.		2647	2647																	
JONES LENOIR PAMLICO																							
PITT																							

IN PROGRESS

DIV - Division Category EX - Exempt Category HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project

Wednesday, June 03, 2015

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					TOTAL PRIOR				TYPE	OF WORK / ESTIM	ATED COST IN T	Housands / Pr	OJECT BREAKS			
		ID			PROJ YEARS COST COST		STATE TR	RANSPORTATION	V PROGRAM			DEVE	LOPMENTAL PR	ROGRAM		UNFUNDED
COUNTY	ROUTE/CITY	NUMBER	LOCATION / DESCRIPTION	LENGTH		FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS
HIGHWAY SA	FETY PROJECTS															
BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	VARIOUS	W-5202	DIVISION 2 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	т	8280 8280											

DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS

DIV - Division Category EX - Exempt Category HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project

DIVISION 00

NON HIGHWAY PROGRAM

TIGER DISC - TIGER Discretionary Grants

TOTAL PRIOR SUNDS PROJECT YEARS ROUTE / CITY / LOCATION / DESCRIPTION STATE TRANSPORTATION IMPROVEMENT PROGRAM DEV COUNTY ID COST COST TRANSIT PARTNER NUMBER (THOU) (THOU) FY 2016 FY 2017 FY 2018 FY 2019 FY 2020 FY 2021 FY 2022 DURHAM DURHAM AREA TA-4738 **PASSENGER AMENITIES - BUS STOP** FUZ**CP** 4000 A **TRANSIT AUTHORITY** SHELTERS, BENCHES, SHOP EQUIPMENT. -UZCP 700 SPARE PARTS, ENGINES, SERVICE /div VEHICLES, ETC. ROUTE / CITY / CP 9000 A TRANSIT PARTNER | ♠ | LOCATION / DESCRIPTION I - Interstate CF 5000 Project termini and a general **US or NC Routes** ▲ | work description. SR - Secondary Road Various - multiple routes FUNDING SOURCE (2) DIV A BUS STOP SHELTER AND BENCHES LOCATED AT HOLLOWAY STREET NEW ROUTE or City See Highway Funding Key BUS STOP SHELTER AND BENCHES LOCATED AT GREGSON AVENUE DIV в TRANSIT PARTNER C _ SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC. for an explanation of funding categories DIV used for each project phase. **IDENTIFICATION NUMBER ESTIMATED COST PROJECT BRĖAKS** WORK TYPE (ACTIVITY) (3) Assigned to each project at One or two letter Phases of implementation: conception and remains with FUNDING CATEGORY (1) Preliminary Engineering, designation for project project until completion. Right of Way, Mitigation, Identifies the "STI" Funding break. Category for the project and Utilities or Construction. any project breaks. For other work types or activities see Work Type (Activity) box bel (3) WORK TYPE (ACTIVITY) (1) FUNDING CATEGORY (2) FUNDING SOURCES KEY DIV - Division A - Acquisition ADTAP - Applalachian Development Transportation Assistance Pgm. L - Local **HF** - State Dollars (Non-STI) CMAQ - Congestion Mitigation AD - Administrative O - Other **DP** - Discretionary or Demonstration REG - Regional **RR** - Rail-Highway Safety C - Construction FBUS - Capital Program - Bus Earmark (5309) RTAP - Rural Transit Assistance Program CP - Capital SW - Statewide FED - Federal Rail Funds S - State I - Impementation **FEPD** - Elderly and Persons with Disablity (5310) S (M) - State Match **O** - Operations FF - Federal Ferry **SMAP** - Operating Assistance and State Maintenance Oc - OPS Funded Capital FLAP - Federal Lands Access Program SRTS - Safe Routes to School **PE** - Preliminary Engineering FMOD - Fixed Guideway Modifications STAT - State PL - Planning / Design FMPL - Metropolitan Planning (5303) STHSR - Stimulus High Speed Rail **R** - Right-of-Way FNF - New Freedom Program **STP** - Surface Transportation Program FNS - New Starts - Capital (5309) **STPDA -** Surface Transportation Program - Direct Attributable FNU - Non Urbanized Area Formula Program (5311) **STPE -** Surface Transportation Program, Enhancements FSGR - State of Good Repair **STPEB** - Surface Transportation Program, Enhancements (Bike) FSPR - State Planning and Research T - State Highway Trust Funds **FUZ** - Urbanized Area Formula Program (5307) T2001 - State Rail Funds HP - Federal-Aid High Priority **TAP** - Transportation Alternatives Program JARC - Job Assistance and Reverse Commute (3037) TAPDA - Transportation Alternatives Program - Direct Attributable

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

	ELOPMENTAL PROGRAM UNFUNDED FY 2023 FY 2024 FY 2025 FUTURE YEARS														
VEL	_OF	PMENTAL	PR	OG	RAM					U	NFUNDE	D			
2		FY 202		FUT	URE YEAR	s									
			-												
В			(CP	5000	В	CP	5000	В	CP	5000	В			
										CP	10000	С			
										CP	20000	С			
						· · · · ·			· · · · ·	-	Δ.				

Preliminary Engineering, Right of Way, Utility, Mitigation and Construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (Cash-Flow Funding) with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)

UNFUNDED FUTURE COMMITMENTS

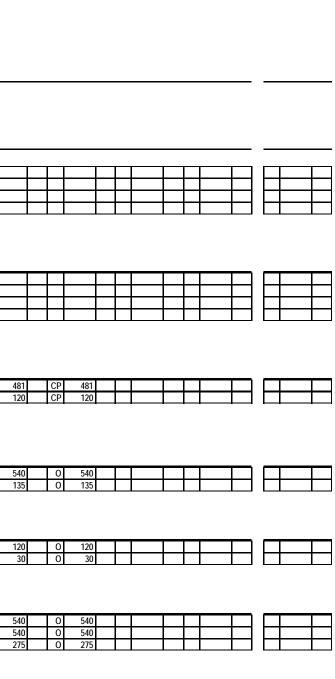
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NON HIGHWAY PROGRAM

NON HIGI	HWAY PROGRAM										ТҮР	F OF WO	RK / ESTIM	ATED COST	IN THOUSA	ANDS / PR		FAKS				
						YEARS		STAT	E TRANSPORT	TATION PH		201 110						TAL PROGRA	4 <i>M</i>			UNFUNDED
COUNTY	ROUTE/CITY	ID NUMBER	R LOCATION / DESCRIPTION	LENGTH	COST (THOU)	COST (THOU) FUNDS	FY 2016	FY 2017			FY 2019	FY	2020	FY 202	21 F	Y 2022	FY 2		-Y 2024	FY 2)25	FUTURE YEARS
	ID PEDESTRIAN PROJECTS				、	` ,																
PITT	GREENVILLE	EB-4996 TRN	GREEN MILL RUN GREENWAY, CHARLES BOULEVARD TO EVANS PARK. CONSTRUC GREENWAY.	CT	1718	1718																
						UNDER CC	ONSTRUCTION															
PITT	GREENVILLE	EB-5539 TRN	SOUTH TAR RIVER GREENWAY. PHASE 3: PITT STREET TOWARD MOYE BOULEVARD IN VICINITY OF PITT MEMORIAL HOSPITAL. CONSTRUCT GREENWAY USING EXISTING SIDEWALKS, ROADS AND ON NEW LOCATION ALONG THE RIVER.		2116	2116																
							ONSTRUCTION															
PITT	GREENVILLE	EB-5618 TRN	PROVIDE PEDESTRIAN CROSSWALK IMPROVEMENTS AT MULTIPLE INTERSECTIONS.	1.0	750	750																
						UNDER CC	ONSTRUCTION E	BY CITY OF GRE	ENVILLE													
PUBLIC TRA PITT	NSPORTATION PROJECTS GREENVILLE AREA		REPLACEMENT BUS		4330	1650 FBUS						<u> </u>			<u> </u>	I			—			
FILL	TRANSIT	TA-4703	REFEACEMENT BUS		4330	FUZ			CP 21	44								+++	=			
						S				.08 .68												
		HF																				
PITT	GREENVILLE AREA	TD-4716	FACILITY - INTERMODAL CENTER - LAND,		8100																	
	TRANSIT		PLANNING, DESIGN, CONSTRUCTION			FUZ L																
		HF				S																
PITT	GREENVILLE AREA TRANSIT	TG-4767	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE		7738	3044 <u>FUZ</u> L	CP 441 CP 110	CP 452 CP 113		64 CI		CP CP	481 120	CP 481 CP 120		481 120		181	<u> </u>			
	INANSIT	HF	PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC													•			•			
																						·
PITT	GREENVILLE AREA TRANSIT	TG-5107B	B PREVENTIVE MAINTENANCE		8717	3291 FUZ L	0 525 0 131	0 538 0 135		38 (D 566 D 141	0	540 135	0 540 0 135		540 135		540 135				
		HF																				
PITT	GREENVILLE AREA TRANSIT	TG-5107C	OPERATING ASSISTANCE - ADA PARATRANSIT SERVICE		2334	850 FUZ	0 170 0 43	0 174 0 44		79 (45 (D 183 D 46	0	120 30	0 120		120 30		30	\square			
	TRANSIT	HF				En:	0 10															
PITT	GREENVILLE AREA	TO-4726	OPERATING ASSISTANCE		18975	7852 FUZ	0 641	O 307		90 (D 540	0	540	0 540		540		540				
	TRANSIT					L SMAP	0 657 0 341	0 673 0 350		67 (22 (D 540 D 275	0	540 275	0 540 0 275		540 275		540 275				
		HF								_		_	_						_			

DIV - Division Category EX - Exempt Category HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project

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NON HIGHWAY PROGRAM

					TOTAL	PRIOR				TYPE	e of work / estin	IATED COST IN	THOUSANDS / P	ROJECT BREAKS	5		
		ID			PROJ	YEARS COST		STATE 1	RANSPORTATIC	N PROGRAM			DEV	ELOPMENTAL P	ROGRAM		UNFUNDED
COUNTY	ROUTE/CITY	NUMBER	LOCATION / DESCRIPTION	LENGTH		(THOU) FUNDS	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS
<u>public tra</u> Pitt	NSPORTATION PROJECTS GREENVILLE AREA TRANSIT	TP-5107 HF	PLANNING ASSISTANCE - 5303		461	197 FMPL L S	PL 27 PL 3 PL 3	PL 27 PL 3 PL 3	PL 27 PL 3 PL 3	PL 27 PL 3 PL 3	PL 27 PL 3 PL 3 PL 3	PL 27 PL 3 PL 3	PL 27 PL 3 PL 3	PL 27 PL 3 PL 3			
PITT	GREENVILLE AREA TRANSIT	TP-5107A HF	PLANNING ASSISTANCE - 5 YEAR PLAN		200	100 FUZ L S		CP 80 CP 10 CP 10									
PITT	GREENVILLE AREA TRANSIT	TS-5112 HF	SAFETY & SECURITY		177	102 FUZ	CP 15	CP 15	CP 15	CP 15	CP 15						

DIV - Division Category EX - Exempt Category HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project

DIVISION 00

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

					TOTAL	PRIOR	(0				I	YPE OF W	VORK/E	STIM	ATED COS		10054	ANDS / P	ROJE		REAKS				
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (MILES)	PROJECT COST	YEARS COST	, jn [STATE T	RANSPORT	ation im	PROV	'EMENT PI	ROGRAM				DEVEL	OPMENT	AL PF	ROGRA	M			U	INFUNDED
		NUMBER			(THOU)	(THOU)	FY 2016	FY 2017	FY 201	8	FY 2019	FY 2020	0	FY 2021	FY 2	022	FY 2	023	FY	2024	F	Y 2025	FU	ITURE YEARS
ROUTE/CITY I - Interstate US or NC Ro SR - Second Various - mu NEW ROUTE	outes ary Road ultiple routes	n project at emains with	I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION. LOCATION / DESCRIPTION Project termini and a general work description. FUNDING SOURCE (2) See Highway Funding Key for an explanation of funding ca used for each project phase. FUNDING CATEGORY (1) Identifies the "STI" Funding Category for the project and any project breaks.	7.3 tegories	63,450	250	NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP NHP	M 700 U 1500 A I-40 TC	D NC 3 FO SR 1003 03 TO NC 96 P O dd		REAP etter	_	Phase Prelin Right Utilitie For o or act	es of i ninary of Wa es or (o ther v tivities	PE (ACTIVIT) implementatic / engineering, ay, Mitigation, Construction. work types	Y) E on: F f f iii	Prelimin and Cor surrent unding ndicate or activi	ATED COS hary Engin histruction dollars. Co types. Mu s (Cash-F ty beginnin tes are in the construction to be construction to be constructed by the construction the construction of the construction to be constructed by the construction the construction of the construction to be constructed by the	eering cost e ost ma ulti-yea low F ng in t	g, Right estimate ay incluc ar fundin Funding the initia	s by fun de one c ng of a p) with pi al sched	Utility ding c or mor projec ropos	y, Mitigat category re tt segme ed work	tion in nt	10000 C
	(1) FUNDING C DIV - Division EX - Exempt HF - State Dolla REG - Regional SW - Statewide TRN -Transition	ars (Non-STI)	(2) FUNDING KEY FOR HI APD - Appalachian Developme BA - Bonus Allocation BOND (R) - Revenue Bond CMAQ - Congestion Mitigation DP - Discretionary or Demonstr ER - Emergency Relief Funds HFB - Highway Fund Bridge Re HP - Federal-Aid High Priority HRRR - High Risk Rural Roads HSIP - Highway Safety Improv L - Local NHP - National Highway Perfor	nt ation eplacement ement Prog	Program ram	N N N N N N N N N N N N N N N N N N N	HPB - 1 HPBA - HPIM - - Othei - State (M) - S TP - Su TPDA - TPOFF TPON -		way Perform way Perform rtation Progr sportation Pr sportation P sportation P	ance Prog ance Progr am ogram - Dir rogram (Of	ram (E ram (Ir rect At f Syste	Bonus Alloc Interstate Ma tributable em Bridge)	aintenance))	(3) WORK A - Acquisi C - Constru CG - Constru CG - Constru G - Gradinu I - Impleme L - Landsc M - Mitigat O - Operat P - Paving PE - Prelin R - Right o RG - Right S - Structu U - Utilities	ition uction truction lity Stuc g and S entation aping ion ions ions ninary E f Way of Way re	(GAR\ ly tructure	/EE) es							



							31		UJEC13					
HIGHWAY	PROGRAM				TOTAL	PRIOR				TYPI	E OF WORK / ESTI	MATED CC	OST IN TH	HOUSAND
		ID				YEARS COST		STATE	TRANSPORTATIO	ON PROGRAM				
COUNTY	ROUTE/CITY	NUMBER	LOCATION / DESCRIPTION	LENGTH		(THOU) FUNDS	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY	2021	FY 20
INTERSTATE	PROJECTS													
STATEWIDE	VARIOUS	I-9999 SW	INTERSTATE MAINTENANCE BALANCE.		488522	NHPIM	C 5000	C 5000	C 5000	C 5000	C 5000		53522	C 1000
RURAL PRO	JECTS													
STATEWIDE	VARIOUS	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS	5.										
STATEWIDE	VARIOUS	M-0219	PHOTOGRAMMETRY, PRELIMINARY		4257	IN PROGR		IV PE 75 [DIV PE 75 DI	V PE 75 D	IV PE 75 DIV	PE	75 DIV	PE
			ENGINEERING FOR MISCELLANEOUS PROJECTS			Т т	PE 75 R PE 100 S		RE PE 75 R		E PE 75 RE W PE 100 SW	PE PE	75 RE 100 SW	
		SW				REG REG	PHOTOGRAM PHOTOGRAM	IMETRY, PRELIMI IMETRY, PRELIMI	JARY ENGINEERING JARY ENGINEERING JARY ENGINEERING	G FOR MISCELLAN G FOR MISCELLAN	IEOUS PROJECTS IEOUS PROJECTS			<u>, , , , , , , , , , , , , , , , , , , </u>
STATEWIDE	VARIOUS	M-0479	STATEWIDE PROJECT DEVELOPMENT AND		5500	500 T			DIV PE 150 DI		IV PE 150 DIV		150 DIV	
			ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	(T T	PE 150 R PE 200 S		RE PE 150 R SW PE 200 S		E PE 150 RE W PE 200 SW	PE PE	150 RE 200 SW	_
		SW				REG REG	STATEWIDE	PROJECT DEVELC	PMENT AND ENVIR	ONMENTAL ANAL	YSIS, PRELIMINARY YSIS, PRELIMINARY YSIS, PRELIMINARY	ENGINEER	ING FOR N	MISCELLAN
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY		21180	11180 T	PE 300 D		DIV PE 300 DI		IV PE 300 DIV	PE	300 DIV	
			ENGINEERING FOR MISCELLANEOUS PROJECTS.			T	PE 300 R PE 400 S		RE PE 300 R SW PE 400 S			PE PE	300 RE 400 SW	
		SW				REG REG	DESIGN SER	VICES, PRELIMINA	RY ENGINEERING RY ENGINEERING RY ENGINEERING	FOR MISCELLANE	OUS PROJECTS.			
						IN PROGR	ESS							
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON PROJECT SPECIFIC WORK.		20066	11066 T T	PE 270 R	E PE 270 F	DIV PE 270 DI RE PE 270 R	E PE 270 R	IV PE 270 DIV E PE 270 RE	PE PE	270 DIV 270 RE	PE 2
		SW	PROJECT SPECIFIC WORK.			DIV DIV			SW PE 360 [S] TUDIES AND INVES		W PE 360 SW ECT TO COVER NON-		360 SW SPECIFIC \	
											ECT TO COVER NON- ECT TO COVER NON-			
						IN PROGR	ESS							
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	i	3720	2120 T T T	PE 48 R	E PE 48 F	RE PE 48 R	E PE 48 R	IV PE 48 DIV E PE 48 RE W PE 64 SW	PE PE PE	48 DIV 48 RE 64 SW	PE
		SW				DIV DIV			W PE 64 S				04 310	PE
						REG REC	HYDRAULICS	, PRELIMINARY E	NGINEERING FOR M NGINEERING FOR M	ISCELLANEOUS F	PROJECTS.			
						IN PROGR	ESS							

DIV - Division Category EX - Exempt Category HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project

OUSANDS / PROJECT BREAKS

DEVI	ELOPMENTAL PR	COGRAM		UNFUNDED
Y 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS
100000	C 100000	C 100000	C 100000	

75	DIV	PE	75	DIV	PE	75	DIV	PE	75	DIV	Ìſ		
75	RE	PE	75	RE	PE	75	RE	PE	75	RE	1		
100	SW	PE	100	SW	PE	100	SW	PE	100	SW			

150 DIV	PE	150	DIV	PE	150	DIV	PE	150	DIV	וו		
150 RE	PE	150	RE	PE	150	RE	PE	150	RE			
200 SW	PE	200	SW	PE	200	SW	PE	200	SW			

MISCELLANEOUS PROJECTS.

ISCELLANEOUS PROJECTS.

ISCELLANEOUS PROJECTS.

300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV		
300	RE	PE	300	RE	PE	300	RE	PE	300	RE		
400	SW	PE	400	SW	PE	400	SW	PE	400	SW		

270	DIV	PE	270	DIV	PE	270	DIV	PE	270 [DIV	ĺ		
270	RE	PE	270	RE	PE	270	RE	PE	270	RE			
360	SW	PE	360	SW	PE	360	SW	PE	360 \$	SW	- [

48	DIV	PE	48	DIV	PE	48	DIV	PE	48	DIV		
48	RE	PE	48	RE	PE	48	RE	PE	48	RE		
64	SW	PE	64	SW	PE	64	SW	PE	64	SW		

								STAT	EWIDE PRO	JECTS												
HIGHWAY F	PROGRAM				τοται	PRIOR	2				TYP	e of wor	K / ESTIM/	ATED COST I	N THOUS	SANDS / PR	OJECT BREA	KS				
		ID			PROJ	YEAR	S		STATE TH	RANSPORTATI	ON PROGRAM					DEVE	LOPMENTAL	PROGRAM	1		UN	FUNDEL
COUNTY	ROUTE/CITY	NUMBER	LOCATION / DESCRIPTION	LENGTH) FUNDS	FY 2016	FY 2017	FY 2018	FY 2019	FY 2	2020	FY 202	1	FY 2022	FY 2023	FY	2024	FY 2025	FUTU	ire yea
RURAL PROJE STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS		8478	4478	T T	PE 120 DIV PE 120 RE	PE 120 DIV PE 120 RE				120 DIV 120 RE		DIV PE RE PE			DIV PE RE PE	120 DIV 120 RE			_
		SW	PROJECTS.				T	PE 160 SW					160 SW		SW PE			SW PE	160 SW			
		SW					REG REG	STRUCTURE DES STRUCTURE DES STRUCTURE DES	ign, prelimina	RY ENGINEERIN	G FOR MISCELLA	NEOUS PRO	JECTS.									
							IN PROGR	ESS														
STATEWIDE	VARIOUS	R-5753 EX	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.																			
							PROGRAM	I IN PROGRESS														
STATEWIDE	VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		265523	265523																
							IN PROGR	ESS														
STATEWIDE	VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC).		158759	158759																
							IN PROGR	ESS														
STATEWIDE	VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT).	ſ	89398	89398																
							IN PROGR	ESS														
STATEWIDE	VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES		17399	17399																
							IN PROGR	ESS														
STATEWIDE	VARIOUS	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	S	61399	31399	STP	C 3000 DIV	C 3000 DIV	C 3000 D	V C 3000 [DIV C 3	3000 DIV	C 3000	DIV C	3000 DIV	C 3000	DIV C	3000 DIV	C 3000 DIV		
							DIV DIV	NPDES PERMIT, F	ETROFIT FOUR	TEEN SITES PER	YEAR TO PROTE	CT WATER C	2UALITY.									
	VADIOUC	D.00001111			70074	63971	IN PROGR		M 150 DIV	/ M 150 D	V M 150 [DIV M	150 DIV	150		150 DIV	M 150		150 DIV	M 150 DIV		
STATEWIDE	VARIOUS	K-9999WW	ENVIRONMENTAL MITIGATION AND MINIMIZATION.		/39/1	63971	NHP	M 150 RE	M 150 RE	M 150 R	E M 150 F	RE M	150 RE	M 150	DIV M RE M	150 RE	M 150	RE M	150 RE	M 150 RE		
							NHP T	M 200 SW M 150 DIV	M 200 SW M 150 DIV	/ M 150 D	N M 200 S V M 150 E	DIV M	200 SW 150 DIV	M 150	SW M DIV M	150 DIV	M 150	DIV M	200 SW 150 DIV	M 150 DIV		
							T T	M 150 RE M 200 SW	M 150 RE M 200 SW				150 RE 200 SW		RE M SW M			RE M SW M	150 RE 200 SW			
		SW					REG REG	ENVIRONMENTAL G ENVIRONMENTAL ENVIRONMENTAL	MITIGATION A	ND MINIMIZATION	l.											
							IN PROGR	ESS														
FEASIBILITY S STATEWIDE		M 0452			3064	1064	т	PE 200	PE 200	PE 200	PE 200	PE	200	PE 200	PE	200	PE 200	PE	200	PE 200		<u> </u>
JIAILWIDE	VARIOUS	M-0452 SW	TOLLING/FINANCIAL FEASIBILITY STUDIES.		3004	1004	<u>e</u>		. 2 200	1 200	11 200		200	1 200	<u>, (</u> ,,,	200	1 200	<u> </u>	200	200		I
DIV - Divisior	n Category F	X - Exempt C	ategory								Page 2 of 9						OST AND SO			LIMINARY ANI		

Wednesday, June 03, 2015

AVAILABLE

monwai	FROGRAM				τοται	PRIOR				TYPE OI	F WORK / ESTIMA	TED COST IN THOU	JSANDS / PRO	JECT BREAKS			
		ID			PROJ	YEARS	5	STATE TRANSP	PORTATION	ROGRAM			DEVEL	OPMENTAL PR	OGRAM		UNFUNDED
COUNTY	ROUTE/CITY		R LOCATION / DESCRIPTION	LENGTH		(THOU) FUND	OS FY 2016 FY	(2017 F	Y 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEAR
FEDERAL BR	RIDGE PROJECTS										<u> </u>						
STATEWIDE	VARIOUS	B-9999	BRIDGE INSPECTION PROGRAM.		300121	REG F	I 3300 RE I	Rogram.	3300 DIV 3300 RE 4400 SW	I 3300 DIV I 3300 RE I 4400 SW							
						in pro	GRESS										
STATEWIDE	VARIOUS	BK-5100 DIV	ESTABLISH BRIDGE MANAGEMENT SYSTEM.		5000	5000											
						IN PRO	GRESS										
STATEWIDE	VARIOUS	BK-5101 DIV	DECK PRESERVATION AT 15 SELECTED LOCATIONS.		7747	7747											
						UNDER	CONSTRUCTION										
STATEWIDE	VARIOUS	BK-5132 REG	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.		1000	1000											
						IN PRO	GRESS										
STATEWIDE	VARIOUS	BK-5102 DIV	BRIDGE PAINTING AT 19 SELECTED LOCATIONS.		2027	2027											
						IN PRO	CDESS										
STATEWIDE	VARIOUS	BK-5131 DIV	BRIDGE PRESERVATION AT SELECTED LOCATIONS.		1500												
STATEWIDE	VARIOUS	BP-5500 SW	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.		14270	14270 SW E SW F	DIV BRIDGE PRESERVATIO REG BRIDGE PRESERVATIO SW BRIDGE PRESERVATIO	N ISSUES AT SEI	ECTED SITES								
STATEWIDE	VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF		3100	3100											
		DIV	EXISTING BRIDGES.														
						IN PRO	GRESS										
STATEWIDE	VARIOUS	M-0418 DIV	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860			_		_		_			_	
						UNDER	CONSTRUCTION										

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

-					TOTAL	PRIOR				TYPE O	F WORK / ESTIN	IATED COST IN TH	OUSANDS / PROJE	CT BREAKS			
		ID				YEARS COST		STATE TH	RANSPORTATION PI	ROGRAM			DEVELOP	MENTAL PROG	GRAM		UNFUNDEL
	ROUTE/CITY	NUMBER	R LOCATION / DESCRIPTION	LENGTH	(THOU)	(THOU) FUNDS	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YE
<u>MITIGATION P</u>	VARIOUS	R-9999MV SW	V ENVORINMENTAL MITIGATION AND MINIMIZATION.		73971	REG REG	M 150 DIV M 150 RE M 200 SW M 150 DIV M 150 RE M 200 SW ENVIRONMENTA ENVIRONMENTA	M 200 SW AL MITIGATION AN AL MITIGATION AN	M 200 SW I M 150 DIV I M 150 RE I M 200 SW I M 200 SW I M 200 SW I M 200 SW I ND MINIMIZATION ND MINIMIZATION	M 150 DIV M 150 RE M 200 SW M 150 DIV M 150 RE M 200 SW	M 150 DIV M 150 RE M 200 SW M 150 DIV M 150 RE M 200 SW	M 150 DIV M 150 RE M 200 SW M 150 DIV M 150 RE M 200 SW	M 150 DIV M M 150 RE M M 200 SW M M 150 DIV M M 150 RE M M 150 RE M M 200 SW M	150 RE M	M 150 DIV M 150 RE M 200 SW M 150 DIV M 150 RE M 200 SW	M 150 RE M 200 SW M 150 DIV M 150 RE	
						IN PROGR	ESS										
HIGHWAY SAF	<u>ETY PROJECTS</u> VARIOUS	W-5517	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		66000	HSIP HSIP DIV DIV REG REG	G SAFETY MANAG	PE 2200 SW EMENT PROGRA	PE 1650 RE P	E 1650 RE E 2200 SW CATION, ANALYS CATION, ANALYS	PE 1650 RE PE 2200 SW SIS AND PRELIMIN SIS AND PRELIMIN	ARY ENGINEERING.	PE 1650 RE PE	1650 DIV PI 1650 RE PI 2200 SW PI	E 1650 RE	PE 1650 RE	
STATEWIDE	VARIOUS	W-9999	HIGHWAY SAFETY IMPROVEMENT		186200	HSIP			C 6450 DIV	C 6750 DIV	C 7110 DIV	C 7110 DIV	C 7110 DIV C	7110 DIV	C 7110 DIV	C 7110 DIV	
STATEWIDE	VARIOUS	W-9999	PROGRAM BALANCE.		100200	HSIP HSIP DIV DIV REG REG	G HIGHWAY SAFE	TY IMPROVEMEN	C 6450 RE C C 6450 SW C T PROGRAM BALANCE T PROGRAM BALANCE T PROGRAM BALANCE	C 6750 RE C 9000 SW	C 7110 RE C 9480 SW	C 7110 RE C 9480 SW	C 7110 RE C C 9480 SW C	7110 RE (C 7110 RE	C 7110 RE	
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		15808	REG REG	C 300 DIV C 300 RE C 400 SW SIGNAL RETIMIN S SIGNAL RETIMIN SIGNAL RETIMIN	C 300 RE C 400 SW NG TO IMPROVE S NG TO IMPROVE S	C 300 RE 0 ' C 400 SW 0 SAFETY. SAFETY. SAFETY. SAFETY.	C 300 DIV C 300 RE C 400 SW	C 300 DIV C 300 RE C 400 SW	C 300 DIV C 300 RE C 400 SW	C 300 RE C	300 DIV (300 RE (400 SW (C 300 DIV C 300 RE C 400 SW	C 300 RE	
STATEWIDE	VARIOUS	W-5601	RUMBLE STRIPS, GUARDRAIL, SAFETY AN	D	105078	IN PROGR	ESS	R 420 DIV	/ R 420 DIV 1	R 420 DIV	R 420 DIV	R 420 DIV	R 420 DIV R	420 DIV	R 420 DIV	R 420 DIV	
			LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.			HSIP HSIP HSIP HSIP HSIP	C 2520 DIV R 420 RE C 2520 RE R 560 SW C 3360 SW	C 2520 DIV R 420 RE C 2520 RE R 560 SW	7 C 2520 DIV 0 R 420 RE 1 C 2520 RE 0 7 R 560 SW 1	C 2520 DIV R 420 RE C 2520 RE R 560 SW C 3360 SW	C 2520 DIV R 420 RE C 2520 RE R 560 SW C 3360 SW	C 2520 DIV R 420 RE C 2520 RE R 560 SW C 3360 SW	C 2520 DIV C R 420 RE R C 2520 RE C R 560 SW R	2520 DIV (420 RE 2520 RE (560 SW 3360 SW (C 2520 DIV R 420 RE C 2520 RE R 560 SW C 3360 SW	C 2520 DIV R 420 RE C 2520 RE R 560 SW	
		SW				REG REG	RUMBLE STRIPS G RUMBLE STRIPS	S, GUARDRAIL, SA S, GUARDRAIL, SA	AFETY AND LIGHTING AFETY AND LIGHTING AFETY AND LIGHTING	IMPROVEMENTS IMPROVEMENTS	S AT SELECTED LO S AT SELECTED LO	DCATIONS ON DIVIS	ON CATEGORY. DNAL CATEGORY.	<u> </u>			
						IN PROGR	ESS										
STATEWIDE	VARIOUS	W-5508	HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.		1500	1500											
DIV - Division HF - State D SW - Statewi	ollars (Non STI) R	X - Exempt (EG - Regiona N - Transition	I Category						Page	e 4 of 9						ELIMINARY ANI RE INFORMATIC	

AVAILABLE

	PROGRAM				TOTAL PRIOF	2					ΤY	YPE OF W	/ORK / ESTI	MATE	D COST I	N THOU	JSANDS	/ PROJE	CT BRE	AKS					
		ID			PROJ YEAR COST COST	S		STATE	TRANSPORT	ATION PI	ROGRAM	Λ					D	EVELOF	PMENTAL	PROGR	RAM			UNFL	UNDED
COUNTY	ROUTE/CITY	NUMBER	LOCATION / DESCRIPTION L	ENGTH	(THOU) (THOU		FY 2016	FY 2017	FY 20	18	FY 2019	9	FY 2020		FY 2021		FY 202	2	FY 2023	3	FY 2024		FY 2025	FUTURE	E YEAR
CONGESTION STATEWIDE	I <u>MITIGATION PROJECTS</u> VARIOUS	C-5600 EX	STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.		31342	CMAQ	C 15671	C 15671			I	<u>I I</u>									1 1				
STATEWIDE	VARIOUS	C-5601 EX	CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.		4500	CMAQ	C 2250	C 2250			<u> </u>														
STATEWIDE	VARIOUS	C-5554 EX	DIVISION OF AIR QUALITY SCHOOL BUS REPLACEMENT PROGRAM. REPLACE BUSES WITH NEW BUSES THAT MEET THE NEW HEAVY DUTY DIESEL TRUCK AND BUS STANDARDS.		1775 1775	i																			
						IN PROGE	RESS																		
STATEWIDE	VARIOUS	C-3600 EX	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.		6702 6702																				
						IN PROGR	RESS BY DEPA	RTMENT OF MOT	OR VEHICLES																
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	C-4902 EX	NORTH CAROLINA STATE UNIVERSITY SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL-ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL CMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.		4694 4694		PHASE 2 OF	IMPLEMENTATIO	N																
						IN PROGR	RESS BY NORT	H CAROLINA STA	TE UNIVERSITY																
STATEWIDE	NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES	C-4903 EX	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		2125 1500	CMAQ O	I 500 I 125] E											
						IN PROGR	RESS BY NCDE	NR DIVISION OF A	IR QUALITY																
STATEWIDE	STATEWIDE	C-9999 EX	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON- ATTAINMENT AREAS.		240000	CMAQ			C 300	00	C 30000) C	30000		C 30000	(C 30000) (30000	C	30000	C	30000		
ENHANCEME	NT (ROADSIDE PROJECTS))																							
STATEWIDE	VARIOUS	-	VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.		40000	<u>stp</u> Div Div		DIV C 4000		DO DIV (-	DIV C			C 4000 IN PROGI	-	C 4000	DIV (C 4000	DIV C	4000	DIV C	4000 DIV		
						IN PROGR	RESS																		
STATEWIDE	VARIOUS	M-0451	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.		1112 412	T T	PE 21	RE PE 21	RE PE	21 DIV P 21 RE P	PE 21	I DIV PE		Р	E 21	DIV P RE P	E 21	DIV PE RE PE	E 21	DIV PE RE PE	21		21 DIV 21 RE		\pm
		SW				REG RE	statewide G statewide	SW PE 28 LANDSCAPE PLA LANDSCAPE PLA LANDSCAPE PLA	NS FOR STIP C NS FOR STIP C	ONSTRUC	TION PRO. TION PRO.	JECTS.	28 SW		L <u> 28</u>	SW P	<u>L 28</u>	SW PE	<u>- 28</u>	SW PE	. 28	SW PE	28 SW		

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				1	OTAL	PRIOR				TYPE	OF WORK / ESTIMA	TED COST IN TH	IOUSANDS / PR	OJECT BREAKS			
		ID			PROJ			STATE TH	RANSPORTATIO	N PROGRAM			DEVE	LOPMENTAL PR	ROGRAM		UNFUNDED
COUNTY	ROUTE/CITY	NUMBER	LOCATION / DESCRIPTION			THOU) FUNDS	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS
SAFE ROUTE	S TO SCHOOLS PROJE	<u>ECTS</u>															
STATEWIDE	VARIOUS	SR-5001 DIV	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		10926	10926											
						IN PROGR	ESS - \$200,800 IN	I STPDA FUNDS AI	LOCATED TO SR-	5001C							
STATEWIDE	VARIOUS		SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-	-	6435	6435											
		DIV	INFRASTRUCTURE NEEDS.														
						IN PROGR	ESS										
ROADSIDE EI	NVIRONMENTAL PROJ	ECTS (REST AF	REA)														
STATEWIDE	VARIOUS	K-4704	REST AREA SYSTEM PRESERVATION.		4100	4100											
		SW	PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.														
						IN PROGR	ESS										

DIV - Division Category EX - Exempt Category HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project

DIVISION 00

NON HIGHWAY PROGRAM

TIGER DISC - TIGER Discretionary Grants

TOTAL PRIOR SUNDS PROJECT YEARS ROUTE / CITY / LOCATION / DESCRIPTION STATE TRANSPORTATION IMPROVEMENT PROGRAM DEV COUNTY ID COST COST TRANSIT PARTNER NUMBER (THOU) (THOU) FY 2016 FY 2017 FY 2018 FY 2019 FY 2020 FY 2021 FY 2022 DURHAM DURHAM AREA TA-4738 **PASSENGER AMENITIES - BUS STOP** FUZ**CP** 4000 A **TRANSIT AUTHORITY** SHELTERS, BENCHES, SHOP EQUIPMENT. -UZCP 700 SPARE PARTS, ENGINES, SERVICE /div VEHICLES, ETC. **ROUTE / CITY /** CP 9000 A TRANSIT PARTNER | ♠ | LOCATION / DESCRIPTION I - Interstate CF 5000 Project termini and a general **US or NC Routes** ▲ | work description. SR - Secondary Road Various - multiple routes FUNDING SOURCE (2) DIV A BUS STOP SHELTER AND BENCHES LOCATED AT HOLLOWAY STREET NEW ROUTE or City See Highway Funding Key BUS STOP SHELTER AND BENCHES LOCATED AT GREGSON AVENUE DIV в TRANSIT PARTNER C _ SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC. for an explanation of funding categories DIV used for each project phase. **IDENTIFICATION NUMBER ESTIMATED COST PROJECT BRĖAKS** WORK TYPE (ACTIVITY) (3) Assigned to each project at One or two letter Phases of implementation: conception and remains with FUNDING CATEGORY (1) Preliminary Engineering, designation for project project until completion. Right of Way, Mitigation, Identifies the "STI" Funding break. Category for the project and Utilities or Construction. any project breaks. For other work types or activities see Work Type (Activity) box bel (3) WORK TYPE (ACTIVITY) (1) FUNDING CATEGORY (2) FUNDING SOURCES KEY DIV - Division A - Acquisition ADTAP - Applalachian Development Transportation Assistance Pgm. L - Local **HF** - State Dollars (Non-STI) CMAQ - Congestion Mitigation AD - Administrative O - Other **DP** - Discretionary or Demonstration REG - Regional **RR** - Rail-Highway Safety C - Construction FBUS - Capital Program - Bus Earmark (5309) RTAP - Rural Transit Assistance Program CP - Capital SW - Statewide FED - Federal Rail Funds S - State I - Impementation **FEPD** - Elderly and Persons with Disablity (5310) S (M) - State Match **O** - Operations FF - Federal Ferry **SMAP** - Operating Assistance and State Maintenance Oc - OPS Funded Capital FLAP - Federal Lands Access Program SRTS - Safe Routes to School **PE** - Preliminary Engineering FMOD - Fixed Guideway Modifications STAT - State PL - Planning / Design FMPL - Metropolitan Planning (5303) STHSR - Stimulus High Speed Rail R - Right-of-Way FNF - New Freedom Program **STP** - Surface Transportation Program FNS - New Starts - Capital (5309) **STPDA -** Surface Transportation Program - Direct Attributable FNU - Non Urbanized Area Formula Program (5311) **STPE -** Surface Transportation Program, Enhancements FSGR - State of Good Repair **STPEB** - Surface Transportation Program, Enhancements (Bike) FSPR - State Planning and Research T - State Highway Trust Funds **FUZ** - Urbanized Area Formula Program (5307) T2001 - State Rail Funds HP - Federal-Aid High Priority **TAP** - Transportation Alternatives Program JARC - Job Assistance and Reverse Commute (3037) TAPDA - Transportation Alternatives Program - Direct Attributable

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

VEL	_OF	PMENTAL		U	NFUNDE	D						
2		FY 202	3		FY 2024		F	Y 2025		FUT	URE YEAR	S
									-			
В				CP	5000	В	CP	5000	В	CP	5000	В
										CP	10000	С
										CP	20000	С
		-									A	

Preliminary Engineering, Right of Way, Utility, Mitigation and Construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates (Cash-Flow Funding) with proposed work type or activity beginning in the initial scheduled year. (Estimates are in thousand of dollars.)

UNFUNDED FUTURE COMMITMENTS

						PRIOR YEARS				STATE T	RANSPO	RTATIO	V PROGR				7	TED COST IN	
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	ENGTH	COST (THOU)		FUNDS	FY 2016		(2017		2018	FY 2		F	Y 2020		FY 2021	FY
	D PEDESTRIAN PROJECTS				((. 01120			2017		20.0			•	. 2020	_		
STATEWIDE	VARIOUS	E-4018 DIV	NATIONAL RECREATIONAL TRAILS.		12645	645	TAP	C 1200	С	1200	С	1200	C 1	200	С	1200		C 1200	C
							IN PROGR	ESS											
STATEWIDE	VARIOUS	EB-3314 TRN	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.		5260	5260													
							UNDER CO	NSTRUCTION											
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.																
							in progr	ESS											
STATEWIDE	VARIOUS	EB-5542 DIV	STATEWIDE BICYCLE-PEDESTRIAN PROGRAM.		10000			PE 1000	PE	1000	PE	1000	PE 1	000	PE	1000		PE 1000	PE
STATEWIDE	VARIOUS	ER-2971 TRN	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.		25408	25408													
								ESS - \$182,000					2071E						
PUBLIC TRA	NSPORTATION PROJECTS						INT ROOK	200 - 0102,000		1010037	LEOGAN	DIOER	27/12						
STATEWIDE	GREYHOUND LINES	TI-6108 HF	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE VIA WILMINGTON ALONG US 70, US 117, AND US 17 AND FROM JACKSONVILLE TO MYRTLE BEACH VIA WILMINGTON ALONG US 17		4081	4081	FNU L												
STATEWIDE	GREYHOUND LINES	TI-6107 HF	INTERCITY BUS SERVICE from RALEIGH TO JACKSONVILLE ALONG US 70 AND US 17 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, KINSTON, AND NEW BERN		1910	1910	FNU												
STATEWIDE	GREYHOUND LINES	TI-6106 HF	INTERCITY BUS SERVICE FROM RALEIGH TO WILMINGTON ALONG US 70 AND US 117 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, WALLACE, AND WILMINGTON		1592	1592	FNU						ΤΤ						
STATEWIDE	GREYHOUND LINES	TI-6105 HF	INTERCITY BUS SERVICE FROM RALEIGH TO NORFOLK ALONG US 64 AND US 258 WITH STOPS AT RALEIGH, ROCKY MOUNT, AHOSKIE, AND SUFFOLK		1402	1402	FNF L												
STATEWIDE	NCDOT FERRY DIVISION	TA-6535 HF	CAPITAL		789	789	FNF S												

DIV - Division Category EX - Exempt Category HF - State Dollars (Non STI) REG - Regional Category SW - Statewide Category TRN - Transition Project

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ANDS / PROJECT BREAKS UNFUNDED DEVELOPMENTAL PROGRAM FY 2023 FY 2024 FY 2025 FUTURE YEARS FY 2022 1200 C 1200 C 1200 C 1200 _ _ _ _ 1000 PE 1000 PE 1000 PE 1000

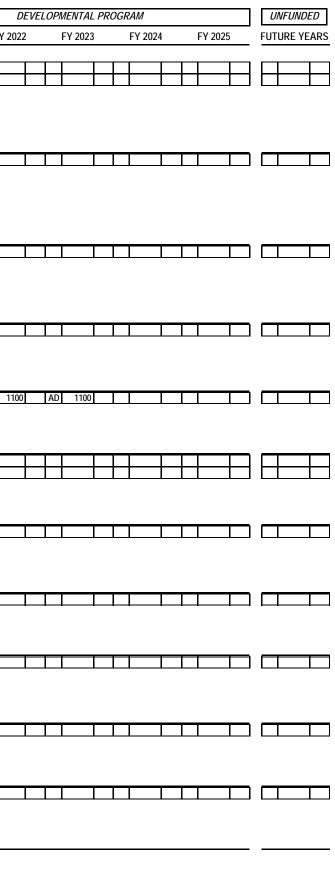
NON HIGHWAY PROGRAM

					TOTAL PROJ	PRIOR YEARS				TATE	RANSP	ΟΠΤΑΤ						r -			
COUNTY	ROUTE/CITY	id Number	LOCATION / DESCRIPTION	LENGTH	COST	COST (THOU) FUNDS	FY 20	16		2017		Y 2018		FY 2019		FY 2	2020		(2021		FY 20
	ISPORTATION PROJECTS	NOMBER	ECCATION / DESCRIPTION	LLINGTH	(1100)		1120	10		2017		1 2010		1 2017		112	2020		2021		1120
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTION	TP-4901 HF	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES		7739	4139 FSPR S		00 20	CP CP	600 120	CP CP	600 120	CP CP	600 120	C C		600 120				
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTION		TECHNOLOGY - ADMINISTRATION (ITRE)		50	50 UTCH															
		HF																			
STATEWIDE	STATEWIDE	TA-6520 HF	SECTION 5317 NEW FREEDOM CAPITAL FUNDING ASSISTANCE TO COMMUNITY TRANSPORTATION SYSTEMS AND NON- PROFIT AGENCIES ACROSS THE STATE		443	443 FNF						<u> </u>									
STATEWIDE	STATEWIDE	TK-4902 HF	STATE ADMINISTRATION OF APPALACHIAN DEVELOPMENT TRANSPORTATION		145	ADTAP	AD 1	45								1					<u> </u>
			ASSISTANCE PROGRAM																		
STATEWIDE	STATEWIDE	TK-4900Z HF	STATE ADMINISTRATION - RURAL AREA GENERAL PUBLIC TRANSIT SERVICES		17091	7446 FNU	AD 19	45	AD	1100	AD	1100	AD	1100	A	D 1	100	AD	1100	AD	11
STATEWIDE	STATEWIDE	TM-6155	OPERATING FUNDING FOR EXISTING		350	JARC		75													
		HF	PROJECTS STATEWIDE			L	0 1	75													<u> </u>
STATEWIDE	STATEWIDE	TP-4902 HF	STATEWIDE SUPPORT TO UPDATE LOCAL COMMUNITY TRANSPORTATION SERVICE PLANS - 5311		3710	3010 FNU	PL 7	00													
STATEWIDE	STATEWIDE	TS-7000 HF	DEVELOP AND IMPLEMENT AN ENHANCED STATE SAFETY OVERSIGHT PROGRAM		844	844 <u>SSO</u>										1					<u> </u>
						2742															
STATEWIDE	STATEWIDE	TS-4900Z HF	STATEWIDE TRAINING AND SUPPORT SERVICES RTAP (RURAL, SMALL-URBAN AND PARATRANSIT)		1472	1057 <u>RTAP</u>	AD 4	15													<u> </u>
STATEWIDE	SUB REGIONAL	TM-5301 HF	STATE ADMINISTRATION - JOB ACCESS NOI URBAN	N-	5592	3092 JARC	AD 5	00	AD	500	AD	500	AD	500	A	D	500				
																_ 1					
STATEWIDE	SUB REGIONAL	TN-5112 HF	STATE ADMINISTRATION - NEW FREEDOM - 5317		4270	2412 FNF	AD 3	86	AD	386	AD	386	AD	350	A	U	350				<u> </u>

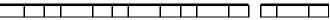
DIV - Division CategoryEX- Exempt CategoryHF - State Dollars (Non STI)REG - Regional CategorySW - Statewide CategoryTRN - Transition Project

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ANDS / PROJECT BREAKS



					TOTAL	PRIOR					1	YPE OF W	ORK / ESTIM	IATED (COST IN T	HOUSANDS	/ PROJE	CT BREAKS				
		ID				YEARS COST		STA	ATE TRANS	SPORTATIO	N PROGRA	И				L	DEVELOP	MENTAL PR	OGRAM			UNFUNDED
COUNTY	ROUTE/CITY	NUMBER	LOCATION / DESCRIPTION	LENGTH		(THOU) FUNDS	FY 2016	FY 20	017	FY 2018	FY 20 ⁻	9	FY 2020	F	Y 2021	FY 202	2	FY 2023	FY 202	4	FY 2025	FUTURE YEA
PUBLIC TRAN	SPORTATION PROJECTS																					
STATEWIDE	SUB REGIONAL	TV-4903 HF	STATE ADMINISTRATION - ELDERLY AND DISABLED PERSONS (federal PROGRAM)		9959	5147 FEPD	AD 262	AD 6	50 AE	D 650	AD 65	0 AD	650	AD	650	AD 65) AD	650				
PASSENGER	RAIL PROJECTS																					
STATEWIDE	VARIOUS	P-5602	STATEWIDE RAIL PRELIMINARY ENGINEERING		10000	REG RE	PE 300 PE 400 STATEWIDE G STATEWIDE	RE PE 3	NARY ENGI	E 300 RE E 400 SV NEERING NEERING	PE 30	0 DIV PE 0 RE PE 0 SW PE	300 DIV 300 RE 400 SW	PE PE PE	300 DI 300 RE 400 SW	PE 30	DIV PE RE PE SW PE	300 RE	PE 300	D DIV PE D RE PE D SW PE		
STATEWIDE	VARIOUS	Y-5500	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		30000	REG RE	G TRAFFIC SE	DIV C 7 RE R 1 RE C 7 SW R 2	UDY IMPLEN	C 1000 SM MENTATION A MENTATION A	V C 75 R 15 C 75 V R 20 V C 100 AND CLOSURI AND CLOSURI	ES.	150 DIV 750 DIV 150 RE 750 RE 200 SW 1000 SW	R C R C C	150 DIV 750 DIV 150 RE 750 RE 200 SW 1000 SW	/ C 75 R 15 C 75 / R 20	DIV R DIV C RE R RE C SW R SW C	150 DIV 750 DIV 150 RE 750 RE 200 SW	C 750 R 150 C 750 R 200	D DIV R D DIV C D RE R D RE C D SW R D SW C	750 DIV 150 RE 750 RE	
STATEWIDE	VARIOUS	Z-5400	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	(41817	REG RE	R 150 C 900 R 150 C 900 R 200 C 1200 HIGHWAY-R HIGHWAY-R	DIV C 9 RE R 1 RE C 9 SW R 2	Rossing Sa	C 900 RE R 200 SW C 1200 SW AFETY IMPRO	V C 90 R 15 5 C 90 7 V R 20 V C 120 VEMENTS. VEMENTS.	0 DIV R 0 DIV C 0 RE R 0 RE C 0 SW R 0 SW C	150 DIV 900 DIV 150 RE 900 RE 200 SW 1200 SW	R C R C C	150 DI 900 DI 150 RE 900 RE 200 SW 1200 SW	/ C 90 R 15 C 90 / R 20	DIV R DIV C RE R RE C SW R SW C	150 DIV 900 DIV 150 RE 900 RE 200 SW	C 900 R 150 C 900 R 150	D DIV R D DIV C D RE R D RE C D SW R D SW C	900 DIV	
STATEWIDE	NORTH CAROLINA RAILROAD	C-5571 EX	NCDOT PIEDMONT AND CAROLINIAN PASSENGER RAIL SERVICES. PUBLIC OUTREACH AND AWARENESS PROGRAM.		1637	IN PROGE 819 CMAQ	ESS										ΙΙ	I I	Γ	ΤΤ		



RESOLUTION NO. 2015-02-GUAMPO ADOPTING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2016-2025

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has found that the Greenville Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the Transportation Advisory Committee has found the Metropolitan Transportation Improvement Program to be in full compliance with title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the Transportation Advisory Committee has considered how the Metropolitan Transportation Improvement Program will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Transportation Advisory Committee has considered how the Metropolitan Transportation Improvement Program will affect the elderly and disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations; and

WHEREAS, the Metropolitan Transportation Plan (MTP) has a planning horizon year of 2040, and meets all the requirements of an adequate MTP; and

WHEREAS, the Transportation Advisory Committee (TAC) has provided for a formal 30-day public comment period for the proposed Transportation Improvement Program; and

WHEREAS, the Transportation Advisory Committee has solicited public and private transportation provider comments; and

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area adopts the FY 2016-2025 Transportation Improvement Program dated June, 2015, for the Greenville Urban Area Metropolitan Planning Organization. Today, August 25, 2015.

Mayor Allen Thomas, Chairman Transportation Advisory Committee Greenville Urban Area MPO

<u>Amanda J. Braddy</u>, Secretary