



NCDOT Current STIP

September 2018

NORTH CAROLINA 2018 – 2027 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 (2018-2022 in this version) referred to as the delivery STIP and the latter five years (2023-2027 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:
 - 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 second STIP developed under the 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 for transportation projects.

Performance Management Targets

The NCDOT has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)) and for transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan and will establish federally mandated performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight movement. The NCDOT anticipates meeting their identified targets with the mix of projects included in the STIP aided by the Strategic Transportation Investments Prioritization and Programming process (described on page T-2) and other Federal Aid Programs.

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 completions and deletions since the 2016-2025 STIP which was approved in 2015.

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, bridge, municipal bridge, bicycle and pedestrian, congestion mitigation, highway safety improvement program, ferry, passenger rail, and roadside environmental. Interstate, rural, urban, 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.

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.

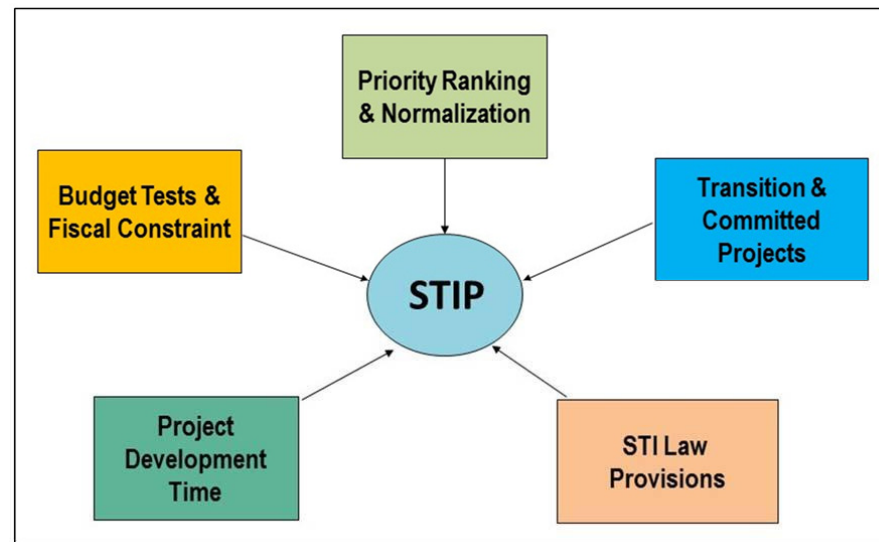
All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

Strategic Prioritization

The Department manages a strategic project prioritization process. The 4th generation of this process, Prioritization 4.0 or P4.0, is 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 2016 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 P4.0 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.

Figure A



The results of the P4.0 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. In addition, projects funded for right-of-way or construction in the first 5 years of the previous 2016-2025 STIP, were considered committed and were not evaluated in P4.0. However the funding required for both the transition and committed projects was accounted for when budgeting for other projects.

Public Involvement – Draft STIP

After the release of the Draft STIP in January 2017, NCDOT hosted 9 public information sessions across the state from March 28 to May 9, 2017. The purpose of these sessions was to inform citizens about projects in the Draft STIP and get feedback on it. 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 2-hour open house format to allow participants to 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. 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.

North Carolina Air Quality Non-Attainment/Maintenance Area Summary

Region	Counties	Pollutant(s)
		8- Hour Ozone
Metrolina	Cabarrus (Partial)	✓
	Gaston (Partial)	✓
	Iredell (Partial)	✓
	Lincoln (Partial)	✓
	Mecklenburg	✓
	Rowan (Partial)	✓
	Union (Partial)	✓

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. The Federal Funding programs managed by NCDOT are listed below and their projects are included in the STIP.

A. Section 5303 / 5304 Metropolitan Planning and Statewide Planning Program

1. Federal Program Description: Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states that are cooperative, continuous and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities. The planning programs are jointly administered by FTA and the Federal Highway Administration (FHWA), which provides additional funding to the MPOs.
2. PTD Goals:
 - 5303 – Create a fair and equitable distribution of planning funds to urbanized areas (UZAs) and foster transit planning on a larger scale.
 - 5304 – Provide for statewide planning and technical studies.

B. Section 5307 Urban Area Formula Program

1. Federal Program Description: Makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance, and for transportation related planning in urbanized areas. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.
2. PTD Goals:
 - 5307 Governor's Apportionment (GA) – Work with the governor's apportionment systems to make sure the needs in their 5 year budgets are met and grants are managed appropriately.
 - 5307 Large UZA – Work with the large UZAs to make sure funding earned is fairly and equitably distributed and the needs of the former 5311 recipients are being met.

C. Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

1. Federal Program Description: Improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.
3. PTD Goal:
 - Support transportation of seniors and persons with disabilities in small urban (50,000-200,000 population) and rural North Carolina (less than 50,000 population).

D. Section 5311 Rural Formula Grant Program

1. Federal Program Description: provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program (RTAP), Intercity Bus (5311F) and Appalachian Development Transportation Assistance Program. North Carolina is one of 13 states receiving the Appalachian

Development grants in the following 29 counties: Alexander, Alleghany, Ashe, Avery, Buncombe, Burke, Caldwell, Cherokee, Clay, Davie, Forsyth, Graham, Haywood, Henderson, Jackson, McDowell, Macon, Madison, Mitchell, Polk, Rutherford, Stokes, Surry, Swain, Transylvania, Watauga, Wilkes, Yadkin, and Yancey.

3. PTD Goals:

- Support general public transportation in rural North Carolina (less than 50,000 population) and provide a coordinated transportation network.
- Implement the Rural Transportation Assistance Program (RTAP), Intercity Bus (5311F) and Appalachian Development Transportation Assistance Program activities.

E. Section 5339 Bus and Bus Facilities Program

1. Federal Program Description: provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

2. PTD Goal:

- Create a small urban and statewide funding program that provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.

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 total 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 and OSBM staff develop the forecast for the remaining years. Motor Fuel revenues are forecasted based on crude oil prices from IHS Global Insight, a private financial forecasting company and in-house consumption forecasting models. 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.

Federal Budget

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act." Overall, the FAST Act largely maintains current program structures and funding shares between highways and transit. The law also makes changes and reforms to many Federal transportation programs, including streamlining the approval processes for new transportation projects, providing new safety tools, and establishing new programs to advance critical freight projects. The core formula programs are:

- 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
- Construction of Ferry Boats and Ferry Terminal Facilities
- Transportation Alternatives (TA)
- National Highway Freight Program

Federal transportation funding is distributed by Congress based on multi-year reauthorization bills and annual appropriations.

The primary variables for both state and federal revenues are the MFT rate and fuel consumption. The passage of S.L. 2015-2 / S20 altered the variable MFT state 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.

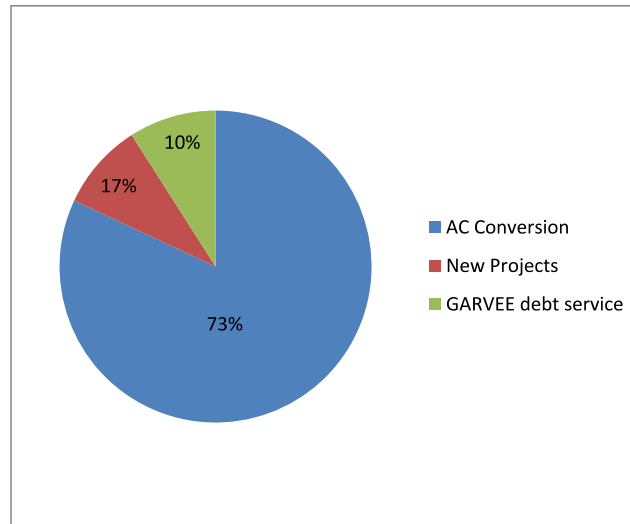
North Carolina's availability of federal funds for the STIP in FFY 2018 is expected to be about \$1,096.6 million, excluding CMAQ and State Planning and Research funds.

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 \$290 million, which will be funded by the State Highway Trust Fund.

Federal Aid Construction Program - FFY 2018 (\$ in Millions)

Category	Federal Funds	Required State Matching Funds	Total
National Highway Performance Program	606	152	758
Rail Hwy Crossing	7	2	9
Statewide Planning	17	4	21
TAP	23	6	29
Research Development	5	1	6
Metropolitan Planning	6	2	8
Congestion Mitigation	50	12	62
Surface Transportation Program	400	100	500
Highway Safety Improvement	61	7	68
Freight	29	7	36
Total Apportionment	1,204	293	1,497
Obligation Limitation	1,160	290	1,450

Proposed Use of FFY 2018 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 Federal-aid 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 and \$264.9 million in 2015.

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	300.54	86.32
2016		100.00
2017		99.39
2018		99.39
2019		99.39
2020		78.00
2021		78.00
2022		78.00
2023		78.00
2024		38.29
2025		38.29
2026		38.29
2027		38.29
2028		38.29
2029		38.29
2030		38.29

T-10

State Highway Trust Fund

Revenues for the Trust Fund are generated from 29% of 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 \$1,547.7 million for FY 2018 and \$16.9 billion during the 10-year period. Of this \$16.9 billion in revenue, \$490 million goes to NCTA, \$573 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 \$15.8 billion is available for STIP purposes. Federal aid of \$11.1 billion is also available. After preliminary engineering, a reserve for construction cost overruns, inflation, and Bonus allocation and local participation deductions, \$23 billion is available for programming. *(Note – funds available for programming and used in the development of the 2018-2027 STIP were prior to the actions of the 2017 General Assembly.)*

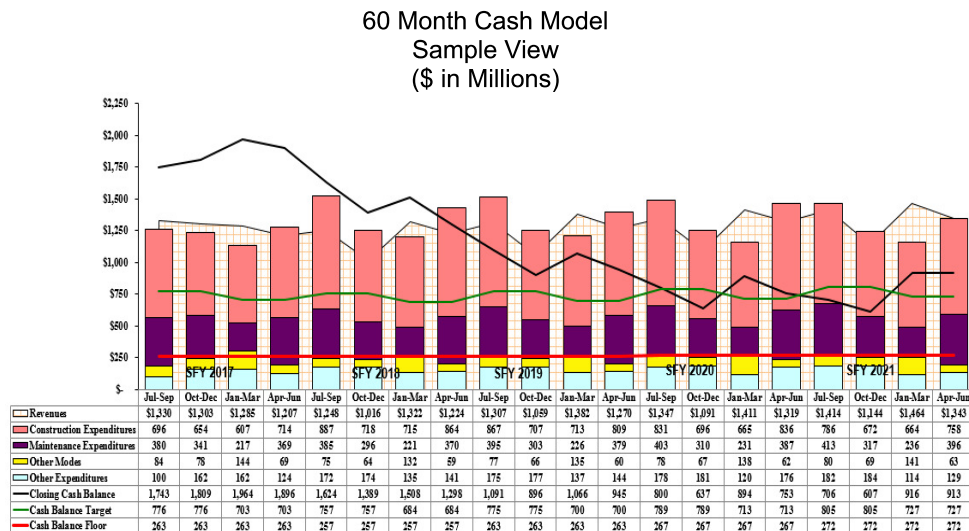
Funds Available for Programming											
(\$ in Millions)											
State Fiscal Year	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	10 Year STIP Total
Motor Fuels Tax	\$ 564.6	\$ 585.9	\$ 600.2	\$ 610.8	\$ 619.5	\$ 626.3	\$ 630.7	\$ 635.0	\$ 638.5	\$ 640.9	\$ 6,152.4
DMV Fees & Investment Income	162.2	161.1	160.9	176.0	178.1	181.3	185.0	205.8	209.6	213.4	1,833.4
Use Tax	820.8	839.3	858.8	867.8	878.1	894.2	912.6	930.1	947.3	964.5	8,913.4
Total State Highway Trust Fund Revenues	\$ 1,547.7	\$ 1,586.3	\$ 1,619.9	\$ 1,654.6	\$ 1,675.7	\$ 1,701.7	\$ 1,728.3	\$ 1,770.8	\$ 1,795.4	\$ 1,818.8	\$ 16,899.2
NCTA GAP Funding	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(490.0)
GO Debt Service	(52.2)	(50.0)	(59.8)	-	-	-	-	-	-	-	(162.0)
Visitors Center	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(4.0)
Program Administration	(37.6)	(38.6)	(39.4)	(40.2)	(40.8)	(41.4)	(42.0)	(43.1)	(43.7)	(44.2)	(411.0)
Available Trust Fund Revenues	\$ 1,408.5	\$ 1,448.3	\$ 1,471.3	\$ 1,564.9	\$ 1,585.5	\$ 1,611.0	\$ 1,636.9	\$ 1,678.3	\$ 1,702.4	\$ 1,725.2	\$ 15,832.2
Federal Aid	1,159.8	1,188.3	1,214.5	1,214.4	1,214.4	1,214.4	1,214.4	1,214.4	1,214.4	1,214.4	12,061.4
Less SPR Funds	(33.2)	(34.0)	(34.8)	(34.8)	(34.8)	(34.8)	(34.8)	(34.8)	(34.8)	(34.8)	(345.4)
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	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(30.0)	(300.0)
Less Yadkin River GARVEE debt service	(17.2)	(15.6)	(5.1)	(5.1)	-	-	-	-	-	-	(43.1)
Available Federal Aid	\$ 1,049.4	\$ 1,078.7	\$ 1,114.6	\$ 1,114.5	\$ 1,119.6	\$ 1,119.6	\$ 1,119.6	\$ 1,119.6	\$ 1,119.6	\$ 1,119.6	\$ 11,073.0
Total Available Funds	\$ 2,457.9	\$ 2,525.0	\$ 2,585.9	\$ 2,679.4	\$ 2,705.1	\$ 2,730.6	\$ 2,756.5	\$ 2,798.0	\$ 2,822.0	\$ 2,844.8	\$ 26,905.1
Preliminary Engineering	(200.0)	(200.0)	(200.0)	(200.0)	(200.0)	(200.0)	(200.0)	(200.0)	(200.0)	(200.0)	(2,000.0)
Construction Cost Overruns	(58.0)	(60.0)	(61.8)	(64.6)	(65.4)	(66.2)	(66.9)	(68.2)	(68.9)	(69.6)	(649.7)
Bonus Alloc. for Tolling & Local Participation	(69.3)	(39.1)	(22.6)	(48.8)	(42.6)	(25.2)	(25.4)	(28.4)	(10.9)	(28.4)	(340.5)
Less Inflation	(10.7)	(33.6)	(58.0)	(84.0)	(109.8)	(111.7)	(112.9)	(114.6)	(116.4)	(116.6)	(868.3)
Funds Available for Programming	\$ 2,120.0	\$ 2,192.3	\$ 2,243.5	\$ 2,282.0	\$ 2,287.4	\$ 2,327.5	\$ 2,351.3	\$ 2,386.8	\$ 2,425.8	\$ 2,430.2	\$ 23,046.7

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: 2018 - 1.005, 2019 - 1.0151, 2020 - 1.0252, 2021 - 1.0355, 2022 through 2027 - 1.0458. This allows project costs used in the Program to be shown in current (2018) 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, NC GS §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. 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 is the first modern toll facility in North Carolina. The Expressway 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. The Triangle Expressway was completed on schedule on January 2, 2013, approximately five percent under budget providing excess bond proceeds. During Fiscal Year ("FY") 2014, the Turnpike Authority developed a fiscally-responsible plan to utilize these proceeds. Included in this plan were partially funding two additional interchanges, the Veridea Parkway Interchange (formerly the Old Holly Springs-Apex Road Interchange) and the Morrisville Parkway Interchange, which will provide increased connectivity and access along the Expressway.

Total revenues, inclusive of toll revenue and processing fees, but excluding transponder revenues, were \$36.3 million and \$29.0 million for FY 2016 and FY 2015. FY 2016 total revenues increased by 25% year-over-year (YOY) when compared to FY 2015. Transponder revenues were \$0.60 million and \$0.45 million for FY 2016 and FY 2015, respectively, increasing by 33% YOY. Operating expenses totaled \$14.8 million and \$13.6 million for FY 2016 and FY 2015. FY 2016 operating expenses increased by 9% YOY from the previous year due, in part, to the increased number of transactions.

HIGHWAY PROGRAM

[illegible]

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

(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES	
APD - Appalachian Development	NHP - National Highway Performance Program
BA - Bonus Allocation	NHPB - National Highway Performance Program (Bridge)
BOND (R) - Revenue Bond	NHPBA - National Highway Performance Program (Bonus Allocation)
CMAQ - Congestion Mitigation	NHPIM - National Highway Performance Program (Interstate Maintenance)
DP - Discretionary or Demonstration	O - Others
ER - Emergency Relief Funds	S - State
FLAP - Federal Lands Access Program	S (M) - State Match
HP - Federal-Aid High Priority	STBG - Surface Transportation Block Grant Program
HRRR - High Risk Rural Roads	STBGDA - Surface Transportation Block Grant Program - Direct Attributable
HSIP - Highway Safety Improvement Program	STBGOF - Surface Transportation Block Grant Program (Off System Bridge)
L - Local	T - State Highway Trust Funds

(3) WORK TYPE (ACTIVITY)	
A	- Acquisition
C	- Construction
CG	- Construction (GARVEE)
F	- Feasibility Study
G	- Grading and Structures
I	- Implementation
L	- Landscaping
M	- Mitigation
O	- Operations
P	- Paving
PE	- Preliminary Engineering
R	- Right of Way
RG	- Right of Way (GARVEE)
S	- Structure
U	- Utilities

DIVISION 00

NON HIGHWAY PROGRAM

			LOCATION / DESCRIPTION	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
COUNTY	ROUTE / CITY / TRANSIT PARTNER	ID NUMBER					STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
DURHAM	DURHAM AREA TRANSIT AUTHORITY	TA-4738	PASSENGER AMENITIES - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.			FUZZCP 4000 A																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				</

**ROUTE / CITY /
TRANSIT PARTNER**
I - Interstate
US or NC Routes
SR - Secondary Road
Various - multiple routes
NEW ROUTE or City
TRANSIT PARTNER

IDENTIFICATION NUMBER
Assigned to each project at
conception and remains with
project until completion.

LOCATION / DESCRIPTION
Project termini and a general
work description.

FUNDING SOURCE (2)
See Highway Funding Key
for an explanation of funding
categories used for each project phase.

FUNDING CATEGORY (1)
Identifies the "STI" Funding
Category for the project and
any project breaks.

DIV A BUS STOP SHELTER AND BENCHES LOCATED AT HOLLOWAY STREET
DIV B BUS STOP SHELTER AND BENCHES LOCATED AT GREGSON AVENUE
DIV C SHOP EQUIPMENT, SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.

PROJECT BREAKS
One or two letter
designation for project
break.

WORK TYPE (ACTIVITY) (3)
Phases of implementation:
Preliminary Engineering,
Right of Way, Mitigation,
Utilities or Construction.
For other work types
or activities see
Work Type(Activity) box
below.

ESTIMATED COST
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

(1) FUNDING CATEGORY
DIV - Division
HF - State Dollars (Non-STI)
REG - Regional
SW - Statewide

(2) FUNDING SOURCES KEY
ADTAP - Appalachian Development Transportation Assistance Pgm. CMAQ - Congestion Mitigation DP - Discretionary or Demonstration FBUS - Bus and Bus Facilities (5339) FED - Federal Rail Funds FEPD - Enhanced Mobility Adults and People with Disabilities (5310) FF - Federal Ferry FLAP - Federal Lands Access Program FMOD - Fixed Guideway Modifications FMPL - Metropolitan and Statewide Planning (5303/5304) FNF - New Freedom Program (5317) FNS - New Starts - Fixed Guideway CIG - Capital (5309) FNU - Non Urbanized Area Formula Program (5311) FSGR - State of Good Repair Formula (Rail) (5337) FSPR - State Planning and Research FUZ - Urbanized Area Formula Program (5307) HP - Federal-Aid High Priority JARC - Job Assistance and Reverse Commute (5316)
FBBF - Bus and Bus Facilities Formula (5339) FSSO - Federal State Safety Oversight (Rail) (5329) FEDT - Undesignated Federal Transit Funds L - Local O - Other RR - Rail-Highway Safety RTAP - Rural Transit Assistance Program S - State S (M) - State Match SMAP - Operating Assistance and State Maintenance SRTS - Safe Routes to School STHSR - Stimulus High Speed Rail STBG - Surface Transportation Block Grant Program STBGDA - STBG Program - Direct Attributable T - State Highway Trust Funds TAP - Transportation Alternatives Program TAPDA - Transportation Alternatives Program - Direct Attributable TIGER DISC - TIGER Discretionary Grants

(3) WORK TYPE (ACTIVITY)
A - Acquisition AD - Administrative C - Construction CP - Capital I - Implementation O - Operations OC - OPS Funded Capital PE - Preliminary Engineering PL - Planning / Design R - Right-of-Way

Greenville Urban Area Metropolitan Planning Organization (GUAMPO)

Metropolitan Transportation Improvement Program (MTIP)

Summary

The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) has, through cooperative engagement with all pertinent stakeholders, developed the 2018-2027 Metropolitan Transportation Improvement Program (MTIP) contained hereinafter. Coordination with the North Carolina Department of Transportation (NCDOT), Greenville Area Transit (GREAT), Pitt County Area Transit (PATs) and the Pitt-Greenville Airport has resulted in the formation and adoption of the fiscally constrained MTIP that reflects transportation investment priorities and programs projects over the ten-year program horizon. Project programmed in years 2018-2021 of the MTIP reflect committed funding while projects in the outer remaining years, 2022-2027, are considered in the development portion of the MTIP and are for illustrative purposes.

The 2014-2040 Metropolitan Transportation Plan (MTP) provides the context and basis for the MTIP. The MTP was adopted in 2014 and is defined as a federally-mandated, long-term planning document detailing the transportation improvements and policies to be implemented in the MPO's planning area that is updated at a minimum every five years. The 2014-2040 MTP can be online at the following link: <http://www.greenvillenc.gov/home/>.

The Strategic Transportation Investment law (STI) passed in 2014 by the North Carolina General Assembly mandates how projects are selected for inclusion in the MTIP. In 2015 projects were entered into the SPOT online database for quantitative scoring and analysis. Based on that data projects were scored and programmed accordingly based on funding availability. In spring of 2016 the list of Statewide Mobility projects funded was released. GUAMPO held a public comment period for the public to review the Regional Impact tier projects and provide feedback regarding how local points should be assigned. In May of 2016 the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) assigned points to the Regional Tier projects based on public feedback and the locally adopted and State approved methodology. In fall of 2016 another public comment period was opened for review and comment regarding the Division Needs tier projects. In October of 2016 the TCC and TAC assigned points to the Division Needs tier projects according to the locally adopted and State approved methodology.

The section of the MTIP for Public Transportation outlines FTA 5307 and 5303 grant expenditures. The final section of the MTIP contains Statewide Projects, or those programmed for work throughout the entire state that may be applicable to GUAMPO. The draft Statewide Transportation Improvement Program (STIP), of which the local portion is the MTIP, was released in January 2017. The final STIP was adopted by the North Carolina Board of Transportation on August 3, 2017. GUAMPO adopted the MTIP on August 23, 2017.

Highway projects within the MTIP, all phases, are the responsibility of NCDOT. Preliminary Engineering for all projects, excluding bicycle and Pedestrian projects, is accounted for under the Statewide Line Item which also includes environmental analysis. Local match for all projects, unless otherwise stated, is provided by NCDOT. All costs listed in the MTIP or total costs.

Performance Measures

The Greenville Urban Area MPO has established performance management targets for highway safety and for transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan and has taken action to support the jointly developed State performance management targets for Safety, Pavement & Bridge and Reliability & Freight. The MPO anticipates meeting the targets established within the MPO through a mix of projects included in the TIP in direct support of the State meeting their statewide performance management targets for the above measures. For additional information on the Greenville Urban Area MPO's established performance measure targets please refer to **Appendix A**.

Fiscal Constraint

Federal regulations require that the MTIP be fiscally constrained to reasonable expected revenue. The NCDOT, having provided funding and programming levels to be used, has demonstrated fiscal constraint on the 2018 – 2027 STIP adopted on August 3, 2017 by the North Carolina Board of Transportation. The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) MTIP, a subset of the STIP adopted August 23, 2017 by the MPO, and therefore by extension demonstrates fiscal constraint. Approximately \$158 million in revenues and \$158 million of project and program costs are forecast for the first four years of the TIP (2018-21).

Fiscal constraint (with Funding Source Identified) for the first four years, 2018-2021, of the MTIP for Highway Expenditures is shown in Table 1. Non-Highway Expenditures, identified with Funding Source, is reference in Table 2. Expenditures are listed in current year dollars with an expected 2% rise in cost over the documents program horizon accounted for. Revenue is projected to remain consistent and stable during the program horizon ensuring that funding is available for all projects in the first four years. NCDOT makes requisite adjustments annually to update anticipated costs reflect the most up to date assessments.

(INFLATED) STIP FUNDING SUMMARY 2018 - 2021 (August 2017)

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)			
			FY 2018	FY 2019	FY 2020	FY 2021
HSIP	HIGHWAY SAFETY IMPROVEMENT PROGRAM	F	88			
NHPB	National Highway Performance Program(Bridge)	F	1004	2707	2734	2760
STBG	Surface Transportation Block Grant Program	F	8542	7683	7759	8879
STPOFF	Surface Transportation Program (Off System)	F		91		930
T	Highway Trust Funds	S	53963	11790	9562	22322
SUBTOTAL			63597	22271	20055	34891

Table 1

(INFLATED) STIP FUNDING SUMMARY 2018 - 2021 (August 2017)

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)			
			FY 2018	FY 2019	FY 2020	FY 2021
DP	Discretionary or Demonstration	F	663			
FMPL	Metropolitan Planning (5303)	F	27	27	27	27
FUZ	Capital Program - Bus Earmark (5309)	F	4141	1804	1737	1740
L	Local	O	1114	860	847	856
S	State	S	282	3	3	3
SMAP	Operating Assistance and State Maintenance	S	323	279	281	284
T	Highway Trust Funds	S		872		
TAP	Transportation Alternatives Program	F	907			
SUBTOTAL			7457	3845	2895	2910
TOTAL			71054	26116	22950	37801

Table 2

(INFLATED) STIP FUNDING SUMMARY 2018 - 2021 (August 2017)

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<i><u>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</u></i>			
			FY 2018	FY 2019	FY 2020	FY 2021
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STPOFF	Surface Transportation Program (Off System)	F		91		930
T	Highway Trust Funds	S	53963	11790	9562	22322
SUBTOTAL			63597	22271	20055	34891

(INFLATED) STIP FUNDING SUMMARY 2018 - 2021 (August 2017)

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
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S	State	S	282	3	3	3
SMAP	Operating Assistance and State Maintenance	S	323	279	281	284
T	Highway Trust Funds	S		872		
TAP	Transportation Alternatives Program	F	907			
SUBTOTAL			7457	3845	2895	2910
TOTAL			71054	26116	22950	37801

ALPHABETICAL LISTING OF COUNTIES									
COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV
ALAMANCE	7	CHOWAN	1	GUILFORD	7	MITCHELL	13	RUTHERFORD	13
ALEXANDER	12	CLAY	14	HALIFAX	4	MONTGOMERY	8	SAMPSON	3
ALLEGHANY	11	CLEVELAND	12	HARNETT	6	MOORE	8	SCOTLAND	8
ANSON	10	COLUMBUS	6	HAYWOOD	14	NASH	4	STANLY	10
ASHE	11	CRAVEN	2	HENDERSON	14	NEW HANOVER	3	STOKES	9
AVERY	11	CUMBERLAND	6	HERTFORD	1	NORTHAMPTON	1	SURRY	11
BEAUFORT	2	CURRITUCK	1	HOKE	8	ONSLow	3	SWAIN	14
BERTIE	1	DARE	1	HYDE	1	ORANGE	7	TRANSYLVANIA	14
BLADEN	6	DAVIDSON	9	IREDELL	12	PAMLICO	2	TYRRELL	1
BRUNSWICK	3	DAVIE	9	JACKSON	14	PASQUOTANK	1	UNION	10
BUNCOMBE	13	DUPLIN	3	JOHNSTON	4	PENDER	3	VANCE	5
BURKE	13	DURHAM	5	JONES	2	PERQUIMANS	1	WAKE	5
CABARRUS	10	EDGEcombe	4	LEE	8	PERSON	5	WARREN	5
CALDWELL	11	FORSYTH	9	LENOIR	2	PITT	2	WASHINGTON	1
CAMDEN	1	FRANKLIN	5	LINCOLN	12	POLK	14	WATAUGA	11
CARTERET	2	GASTON	12	MACON	14	RANDOLPH	8	WAYNE	4
CASWELL	7	GATES	1	MADISON	13	RICHMOND	8	WILKES	11
CATAWBA	12	GRAHAM	14	MARTIN	1	ROBESON	6	WILSON	4
CHATHAM	8	GRANVILLE	5	McDOWELL	13	ROCKINGHAM	7	YADKIN	11
CHEROKEE	14	GREENE	2	MECKLENBURG	10	ROWAN	9	YANCEY	13

NORTH CAROLINA COUNTIES BY DIVISION									
<u>DIVISION 1</u>		<u>DIVISION 3</u>		<u>DIVISION 6</u>		<u>DIVISION 9</u>		<u>DIVISION 12</u>	
BERTIE		BRUNSWICK		BLADEN		DAVIDSON		ALEXANDER	
CAMDEN		DUPLIN		COLUMBUS		DAVIE		CATAWBA	
CHOWAN		NEW HANOVER		CUMBERLAND		FORSYTH		CLEVELAND	
CURRITUCK		ONSLow		HARNETT		ROWAN		GASTON	
DARE		PENDER		ROBESON		STOKES		IREDELL	
GATES		SAMPSON						LINCOLN	
HERTFORD				<u>DIVISION 7</u>		<u>DIVISION 10</u>		<u>DIVISION 13</u>	
HYDE				ALAMANCE		ANSON		BUNCOMBE	
MARTIN				CASWELL		CABARRUS		BURKE	
NORTHAMPTON				GUILFORD		MECKLENBURG		MADISON	
PASQUOTANK				ORANGE		STANLY		McDOWELL	
PERQUIMANS				ROCKINGHAM		UNION		MITCHELL	
TYRRELL		<u>DIVISION 4</u>						RUTHERFORD	
WASHINGTON		EDGEcombe						YANCEY	
		HALIFAX		<u>DIVISION 8</u>		<u>DIVISION 11</u>		<u>DIVISION 14</u>	
		JOHNSTON		CHATHAM		ALLEGHANY		CHEROKEE	
		NASH		HOKE		ASHE		CLAY	
		WAYNE		LEE		AVERY		GRAHAM	
		WILSON		MONTGOMERY		CALDWELL		HAYWOOD	
				MOORE		SURRY		HENDERSON	
		<u>DIVISION 5</u>		RANDOLPH		WATAUGA		MACON	
		DURHAM		RICHMOND		WILKES		POLK	
		FRANKLIN		SCOTLAND		YADKIN		SWAIN	
		GRANVILLE						TRANSYLVANIA	
		PERSON							
		VANCE							
		WAKE							
		WARREN							

METROPOLITAN PLANNING ORGANIZATIONS (MPO)	
MPO	CITY-TOWN-COUNTY
Burlington-Graham Metropolitan Planning Organization (BGMPO)	Alamance County, Village of Alamance, City of Burlington, Town of Elon, Town of Gibsonville, City of Graham, Town of Green Level, Guilford County, Town of Haw River, City of Mebane, Orange County, Town of Whitsett
Cabarrus-Rowan Metropolitan Planning Organization (CRMPO)	Cabarrus County, Town of China Grove, Town of Cleveland, City of Concord, Town of East Spencer, Town of Faith, Town of Granite Quarry, Town of Harrisburg, City of Kannapolis, Town of Landis, Town of Midland, Town of Mount Pleasant, Town of Rockwell, Rowan County, City of Salisbury, Town of Spencer
Capital Area Metropolitan Planning Organization (CAMPO)	Town of Angier, Town of Apex, Town of Archer Lodge, Town of Bunn, Town of Cary, Town of Clayton, Town of Creedmoor, Franklin County, Town of Franklinton, Town of Fuquay-Varina, Town of Garner, Granville County, Harnett County, Town of Holly Springs, Johnson County, Town of Knightdale, Town of Morrisville, City of Raleigh, Town of Rolesville, Wake County, Town of Wake Forest, Town of Wendell, Town of Youngsville, Town of Zebulon
Charlotte Regional Transportation Planning Organization (CRTPO)	City of Charlotte, Town of Cornelius, Town of Davidson, Town of Fairview, Town of Huntersville, Town of Indian Trail, Iredell County, Town of Marshville, Village of Marvin, Town of Matthews, Mecklenburg County, Town of Mineral Springs, Town of Mint Hill, City of Monroe, Town of Mooresville, Town of Pineville, Town of Stallings, City of Statesville, Town of Troutman, Union County, Town of Waxhaw, Town of Weddington, Town of Wingate, Village of Wesley Chapel
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)	Town of Carrboro, Town of Chapel Hill, Chatham County, City of Durham, Durham County, Town of Hillsborough, Orange County
Fayetteville Area Metropolitan Planning Organization (FAMPO)	Cumberland County, Town of Eastover, City of Fayetteville, Harnett County, Hoke County, Town of Hope Mills, Town of Spring Lake, Robeson County, City of Raeford, Town of Parkton
French Broad River Metropolitan Planning Organization (FBRMPO)	City of Asheville, Town of Biltmore Forest, Town of Black Mountain, Buncombe County, Town of Canton, Town of Clyde, Village of Flat Rock, Town of Fletcher, Haywood County, Henderson County, City of Hendersonville, Town of Laurel Park, Town of Maggie Valley, Town of Mars Hill, Town of Mills River, Town of Montreat, Town of Waynesville, Town of Weaverville, Town of Woodfin, Madison County, Transylvania County
Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO)	City of Belmont, Town of Belwood, City of Bessemer City, Town of Boiling Springs, Town of Casar, City of Cherryville, Cleveland County, Town of Cramerton, Town of Dallas, Town of Delview, Town of Earl, Town of Fallston, Gaston County, City of Gastonia, Town of Grover, Town of High Shoals, City of Kings Mountain, Town of Kingstown, Town of Lattimore, Town of Lawndale, Lincoln County, City of Lincolnton, City of Lowell, Town of Maiden, Town of McAdenville, Town of Mooresboro, City of Mount Holly, Town of Patterson Springs, City of Polkville, Town of Ranlo, City of Shelby, Town of Spencer Mountain, Town of Stanley, Town of Waco
Goldsboro Metropolitan Planning Organization	City of Goldsboro, Town of Pikeville, Village of Walnut Creek, Wayne County
Grand Strand Area Transportation Study (SC/NC)	In North Carolina: Brunswick County, Town of Calabash, Town of Carolina Shores, Town of Holden Beach, Town of Ocean Isle Beach, Town of Shallotte, Town of Sunset Beach, Town of Varnantown

METROPOLITAN PLANNING ORGANIZATIONS (MPO)	
MPO	CITY-TOWN-COUNTY
Greater Hickory Metropolitan Planning Organization	Alexander County, Town of Brookford, Burke County, Town of Cahah's Mountain, Caldwell County, Town of Catawba, Catawba County, Village of Cedar Rock, City of Claremont, Town of Connelly Springs, City of Conover, Town of Drexel, Town of Gamewell, Town of Glen Alpine, Town of Granite Falls, City of Hickory, Town of Hildrebran, Town of Hudson, City of Lenoir, Town of Long View, Town of Maiden, City of Morganton, City of Newton, Town of Rhodhiss, Town of Rutherford College, Town of Sawmills, Town of Valdese
Greensboro Urban Area Metropolitan Planning Organization (GUAMPO)	City of Greensboro, Guilford County, Town of Oak Ridge, Town of Pleasant Garden, Town of Sedalia, Town of Stokesdale, Town of Summerfield
Greenville Urban Area Metropolitan Planning Organization	Town of Ayden, City of Greenville, Pitt County, Village of Simpson, Town of Winterville
High Point Urban Area Metropolitan Planning Organization (HPMPO)	City of Archdale, Davidson County, Town of Denton, Forsyth County, Guilford County, City of High Point, Town of Jamestown, City of Lexington, Randolph County, City of Thomasville, City of Trinity, Town of Wallburg
Jacksonville Urban Area Metropolitan Planning Organization (JUMPO)	City of Jacksonville, Onslow County
New Bern Metropolitan Planning Organization	Town of Bridgeton, Craven County, City of New Bern, Town of River Bend, Town of Trent Woods
Rocky Mount Urban Area Metropolitan Planning Organization	Edgecombe County, Nash County, Town of Nashville, City of Rocky Mount, Town of Sharpsburg
Wilmington Urban Area Metropolitan Planning Organization (WMPO)	Town of Belville, Brunswick County, Town of Carolina Beach, Town of Kure Beach, Town of Leland, Town of Navassa, New Hanover County, Pender County, City of Wilmington, Town of Wrightsville Beach
Winston-Salem Urban Area Metropolitan Planning Organization	Town of Bermuda Run, Town of Bethania, Village of Clemmons, Davidson County, Davie County, Forsyth County, Town of Kernersville, City of King, Town of Lewisville, Town of Midway, Town of Rural Hall, Stokes County, Village of Tobaccoville, Town of Walkertown, Town of Wallburg, City of Winston-Salem

RURAL PLANNING ORGANIZATIONS (RPO)	
RPO	COUNTY
Albemarle Rural Planning Organization	Camden, Chowan, Currituck, Dare, Gates, Hyde, Pasquotank, Perquimans, Tyrrell, and Washington
Cape Fear Rural Planning Organization	Brunswick, Columbus, and Pender
Down East Rural Planning Organization	Carteret, Craven, Jones, Onslow, and Pamlico
Eastern Carolina Rural Planning Organization	Duplin, Greene, Lenoir, and Wayne
High Country Rural Planning Organization	Alleghany, Ashe, Avery, Mitchell, Watauga, Wilkes and Yancey
Isothermal Rural Planning Organization	McDowell, Polk and Rutherford
Kerr Tar Rural Planning Organization	Franklin, Granville, Person, Vance and Warren
Land of Sky Rural Planning Organization	Buncombe, Haywood, Madison, Transylvania, City of Brevard, Town of Hot Springs, Town of Marshall, Town of Rosman
Lumber River Rural Planning Organization	Hoke, Richmond, Robeson and Scotland
Mid-Carolina Rural Planning Organization	Bladen, Cumberland, Harnett and Sampson
Mid-East Rural Planning Organization	Beaufort, Pitt and Martin
Northwest Rural Planning Organization	Davie, Stokes, Surry and Yadkin
Peanut Belt Rural Planning Organization	Bertie, Halifax, Hertford and Northampton
Piedmont Triad Rural Planning Organization	Caswell, Montgomery, Randolph and Rockingham
Rocky River Rural Planning Organization	Anson, Stanly and Union
Southwestern Rural Planning Organization	Cherokee, Clay, Graham, Jackson, Macon and Swain
Triangle Area Rural Planning Organization	Chatham, Lee, Moore and Orange
Upper Coastal Plain Rural Planning Organization	Edgecombe, Johnston, Nash and Wilson



CULLIE M. TARLETON

Division Engineer:
M.A. PETTYJOHN 336-667-9111
Dist. 1 B. WHITAKER 336-835-4241
Dist. 2 D. ELLER 828-268-6026
Dist. 3 D. POINDEXTER 336-903-9172

MICHAEL S. FOX

Division Engineer:
J.M. MILLS 336-487-0000
Deputy Division Engineer:
vacant
Dist. 1 C.N. EDWARDS 336-487-0000
Dist. 2 B.L. NORRIS 336-487-0100
Dist. 3 J. JULIAN 336-634-5644

R. MICHAEL WELLS, Sr.

Division Engineer:
S. P. IVEY 336-747-7800
Dist. 1 C.T. CORRIHER 704-630-3200
Dist. 2 L. PUCKETT 336-747-7900

VALERIE D. JORDAN

Division Engineer:
J.R. HOPKINS 919-220-4600
Deputy Division Engineer:
R.W. HANCOCK 919-220-4600
Dist. 1 M.S. WHEELER 919-733-3213
Dist. 2 M.W. CRAIG 919-220-4750
Dist. 3 T.R. ELMORE 252-598-5100

GUS TULLOSS

Division Engineer:
T.M. LITTLE 252-237-6164
Dist. 1 R. KEETER 252-583-5861
Dist. 2 Vacant 252-459-2128
Dist. 3 J. HARRELL 919-739-5300

DOUGLAS MORAN

Division Engineer:
J.D. JENNINGS 252-482-1850
Dist. 1 R. MIDGETT 252-331-4737
Dist. 2 S. EMORY 252-332-4012
Dist. 3 D.S. LEE 252-789-6150

WILLIAM CLARKE

Division Engineer:
J. J. SWAIN 828-251-6171
Dist. 1 C. GUFFEY 828-652-3344
Dist. 2 T. WILSON 828-298-2741

JACK DEBNAM

Division Engineer:
E. GREEN 828-586-2141
Dist. 1 S. CANNON 828-891-7911
Dist. 2 J.L. WOODARD 828-497-7333
Dist. 3 A. RUSSELL 828-321-4105

JOHN R. POPE

Division Engineer:
M. STAFFORD 704-480-9020
Dist. 1 G.R. SPANGLER 704-480-2080
Dist. 2 J. COOK 704-876-3947
Dist. 3 T. ANDERSON 704-748-2400

TRACY DODSON

Division Engineer:
L. MITCHELL 704-983-4400
Deputy Division Engineer:
S. COLE 704-983-4400
Dist. 1 M. MORGAN 704-983-4380
Dist. 2 W. TAYLOR 980-523-0000
Dist. 3 L. AINSWORTH 704-218-5100

PATRICK MOLAMPHY

Division Engineer:
B.H. JONES 910-944-2344
Dist. 1 M.C. TILLMAN 336-318-4000
Dist. 2 T. MORGAN 910-944-7621

TERRY HUTCHENS

Division Engineer:
G.W. BURNS 910-486-1493
Dist. 1 C.S. MILLER 910-618-5546
Dist. 2 R. HINES 910-486-1496
Dist. 3 H.L. COX 910-642-3760

LONDON G. ZIMMER

Division Engineer:
K.E. COLLETTE 910-341-2000
Deputy Division Engineer:
C. KIMES 910-341-2000
Dist. 1 P. RIDDLE 910-346-2040
Dist. 2 K. BATCHELOR 910-592-6174
Dist. 3 B. HUGHES 910-251-2655

HUGH OVERHOLT

Division Engineer:
J.W. ROUSE 252-439-2800
Dist. 1 Vacant 252-946-3689
Dist. 2 M.B. HOUSTON 252-514-4716
Dist. 3 Vacant 252-527-0053



**NORTH CAROLINA
BOARD OF TRANSPORTATION
and Division and District Offices**

JAMES H. TROGDON, III Secretary of Transportation

AT-LARGE APPOINTMENTS

Environmental	NINA SZLOSBERG-LANDIS
State Ports and Aviation	DANNY McCOMAS
Rural Transportation	GRADY HUNT
Mass Transit	ANDREW PERKINS
Government-Related Finance and Accounting	ANTHONY T. LATHROP

Legend

- Division Office
- District Office
- Division & District
- Divisions
- Districts
- Municipal
- County Boundary

HIGHWAY PROGRAM

[illegible]

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

(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES	
APD - Appalachian Development	NHP - National Highway Performance Program
BA - Bonus Allocation	NHPB - National Highway Performance Program (Bridge)
BOND (R) - Revenue Bond	NHPBA - National Highway Performance Program (Bonus Allocation)
CMAQ - Congestion Mitigation	NHPIM - National Highway Performance Program (Interstate Maintenance)
DP - Discretionary or Demonstration	O - Others
ER - Emergency Relief Funds	S - State
FLAP - Federal Lands Access Program	S (M) - State Match
HP - Federal-Aid High Priority	STBG - Surface Transportation Block Grant Program
HRRR - High Risk Rural Roads	STBGDA - Surface Transportation Block Grant Program - Direct Attributable
HSIP - Highway Safety Improvement Program	STBGOF - Surface Transportation Block Grant Program (Off System Bridge)
L - Local	T - State Highway Trust Funds

(3) WORK TYPE (ACTIVITY)	
A	- Acquisition
C	- Construction
CG	- Construction (GARVEE)
F	- Feasibility Study
G	- Grading and Structures
I	- Implementation
L	- Landscaping
M	- Mitigation
O	- Operations
P	- Paving
PE	- Preliminary Engineering
R	- Right of Way
RG	- Right of Way (GARVEE)
S	- Structure
U	- Utilities

NON HIGHWAY PROGRAM[illegible]

(1) FUNDING CATEGORY	
DIV	- Division
HF	- State Dollars (Non-STI)
REG	- Regional
SW	- Statewide

(2) FUNDING SOURCES KEY	
ADTA - Appalachian Development Transportation Assistance Pgm.	FBFB - Bus and Bus Facilities Formula (5339)
CMAQ - Congestion Mitigation	FSO - Federal State Safety Oversight (Rail) (5329)
DP - Discretionary or Demonstration	FEDT - Undesignated Federal Transit Funds
FBUS - Bus and Bus Facilities (5339)	L - Local
FED - Federal Rail Funds	O - Other
FEPD - Enhanced Mobility Adults and People with Disabilities (5310)	RR - Rail-Highway Safety
FF - Federal Ferry	RTAP - Rural Transit Assistance Program
FLAP - Federal Lands Access Program	S - State
FMOD - Fixed Guideway Modifications	S (M) - State Match
FMPL - Metropolitan and Statewide Planning (5303/5304)	SMAP - Operating Assistance and State Maintenance
FNF - New Freedom Program (5317)	SRTS - Safe Routes to School
FNS - New Starts - Fixed Guideway CIG - Capital (5309)	STHSR - Stimulus High Speed Rail
FNU - Non Urbanized Area Formula Program (5311)	STBG - Surface Transportation Block Grant Program
FSGR - State of Good Repair Formula (Rail) (5337)	STBGDA - STBG Program - Direct Attributable
FSPR - State Planning and Research	T - State Highway Trust Funds
FUZ - Urbanized Area Formula Program (5307)	TAP - Transportation Alternatives Program
HP - Federal-Aid High Priority	TAPDA - Transportation Alternatives Program - Direct Attributable
JARC - Job Assistance and Reverse Commute (5316)	TIGER DISC - TIGER Discretionary Grants

(3) WORK TYPE (ACTIVITY)	
A	- Acquisition
AD	- Administrative
C	- Construction
CP	- Capital
I	- Impementation
O	- Operations
OC	- OPS Funded Capital
PE	- Preliminary Engineering
PL	- Planning / Design
R	- Right-of-Way

HIGHWAY PROGRAM

DIVISION 2

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

[illegible]

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

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

Thursday, May 31, 2018

NCBOT AMENDED STIP - JUNE 2018

HIGHWAY PROGRAM

DIVISION 2

DIVISION2

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

NCBOT AMENDED STIP - JUNE 2018

HIGHWAY PROGRAM

DIVISION 2

			TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS															
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
URBAN PROJECTS																		
PITT	SR 1467 (STANTONSBURG ROAD) SR 1598 (TENT STREET CONNECTOR, TRN	U-3315	US 13/NC11 (MEMORIAL DRIVE) TO SR 1702 (EVANS STREET) IN GREENVILLE. CONSTRUCT MULTI-LANES, SOME NEW LOCATION WITH GRADE SEPARATION AT CSX TRANSPORTATION SYSTEM.	1.2	69808	69808												
UNDER CONSTRUCTION																		
PITT	SR 1598 (DICKINSON AVENUE)	U-5606	NC 11 TO READE CIRCLE. IMPROVE ROADWAY.	1.3	12054	3554	STBG	C	8500									
RIGHT OF WAY IN PROGRESS																		
PITT	SR 1708 (FIRETOWER ROAD)	U-5785	NC 43 (CHARLES BOULEVARD) TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	0.6	11782	1000	T	U	254									
							T	R	5968									
							T			C	1520		C	1520		C	1520	
PLANNING/DESIGN IN PROGRESS																		
PITT	SR 1713 (LAURIE ELLIS ROAD)	U-5921	NC 11 TO SR 1149 (MILL STREET). CONSTRUCT CONNECTOR ON NEW LOCATION.	0.3	1543	1543												
UNDER CONSTRUCTION																		
PITT	SR 1708 (FIRETOWER ROAD)	U-5870	SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	2.2	41414	450	T	U	955									
							T	R	11225		R	11226						
							T			C	5852		C	5852		C	5852	
PLANNING/DESIGN IN PROGRESS																		
PITT	SR 1704 (FOURTEENTH STREET)	U-5917	RED BANKS ROAD TO SR 1708 (FIRETOWER ROAD). WIDEN TO MULTI-LANES.	1.1	12610	575	T				R	1658		R	1657			
							T				U	398						
							T											
PLANNING/DESIGN IN PROGRESS																		
PITT	US 13 (MEMORIAL DRIVE)	U-5730	NC 43 (5TH STREET). UPGRADE INTERSECTION.		2350	150	T	R	200									
							T	C	2000									
PLANNING/DESIGN IN PROGRESS																		
PITT	GREENVILLE	U-5952	GREENVILLE SIGNAL SYSTEM.	25	8572		STBG			U	100							
							STBG						C	2824		C	2824	
PLANNING/DESIGN IN PROGRESS																		
PITT	SR 1700 (EVANS STREET/ OLD TAR ROAD)	U-2817	SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 294 ALTERNATE (GREENVILLE BOULEVARD) IN GREENVILLE. WIDEN TO MULTI-LANES.	3.8	53606	4166	STBG			R	6420		R	6420				
							STBG			U	1150		U	1150				
							STBG						C	8575		C	8575	
PLANNING/DESIGN IN PROGRESS																		
													C	8575		C	8575	

DIV - Division Category EX - Exempt Category
 HF - State Dollars (Non STI) REG - Regional Category
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NCBOT AMENDED STIP - JUNE 2018

HIGHWAY PROGRAM

DIVISION 2

DIVISION 2

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

Thursday, May 31, 2018

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
NON HIGHWAY PROGRAM

							TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS													
ROUTE/CITY		ID	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED		
COUNTY	NUMBER								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS	
AVIATION PROJECTS																				
PITT - GREENVILLE AIRPORT (PGV) PITT	AV-5861 REG	CONSTRUCT VISUAL NAVAIDS.		352		L T										C 52 C 300				
PITT-GREENVILLE AIRPORT (PGV) PITT	AV-5810 REG	T-HANGAR SITE PREPARATION AND ACCESS ROAD.		630		O T										C 330 C 300				
OTHER FUNDS ARE AIRPORT FUNDS																				
PITT-GREENVILLE AIRPORT (PGV) PITT	AV-5864 REG	AIRFIELD DRAINAGE IMPROVEMENTS.		750		L T										C 450 C 300				
PITT-GREENVILLE AIRPORT (PGV) PITT	AV-5865 REG	CONSTRUCT AIRFIELD EMERGENCY ACCESS ROAD.		660		L T										C 360 C 300				
PITT-GREENVILLE AIRPORT (PGV) PITT	AV-5807 REG	APRON EXPANSION - DESIGN AND CONSTRUCTION FOR AIR CARRIER RAMP.		300		T								C 300						
BICYCLE AND PEDESTRIAN PROJECTS																				
GREENVILLE PITT	EB-5618 TRN	PROVIDE PEDESTRIAN CROSSWALK IMPROVEMENTS AT MULTIPLE INTERSECTIONS.	1	750	750															
UNDER CONSTRUCTION BY CITY OF GREENVILLE																				
GREENVILLE PITT	EB-4996 TRN	GREEN MILL RUN GREENWAY, CHARLES BOULEVARD TO EVANS PARK. CONSTRUCT GREENWAY.		1631	1631															
UNDER CONSTRUCTION																				
GREENVILLE PITT	EB-5539 TRN	SOUTH TAR RIVER GREENWAY. PHASE 3: PITT STREET TO NASH STREET. CONSTRUCT GREENWAY USING EXISTING SIDEWALKS, ROADS AND ON NEW LOCATION ALONG THE RIVER.		2693	965	DP L TAP	C 660 C 165 C 903													
GREENVILLE PITT	EB-5846 DIV	TOWN COMMON AT SR 1531 (GREENE STREET) TO RIVER PARK NORTH. CONSTRUCT GREENWAY.	1.09	2520		L L TAP TAP								R 4 R 16 C 500 C 2000						
DIV - Division Category HF - State Dollars (Non STI) SW - Statewide Category																				
EX - Exempt Category REG - Regional Category TRN - Transition Project																				
Page 6 of 9																				
COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE																				

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																		
ROUTE/CITY		ID	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
COUNTY	NUMBER	FY 2018						FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS	
BICYCLE AND PEDESTRIAN PROJECTS																		
GREENVILLE	EB-5847	SR 1149 (MILL STREET), SR 1133 (MAIN STREET) TO SR 1126 (BOYD STREET). CONSTRUCT SIDEWALK.	0.5	230	L													
					L													
					TAP													
					TAP													
PITT	DIV																	
FERRY PROJECTS																		
VARIOUS	F-5703	REPLACEMENT VESSEL (SUPPORT FLEET)		10745	T				C	10745								
BEAUFORT	DIV	FOR TUGS AND BARGES																
BERTIE																		
BRUNSWICK																		
CAMDEN																		
CARTERET																		
CHOWAN																		
CRAVEN																		
CURRITUCK																		
DARE																		
DUPLIN																		
GATES																		
GREENE																		
HERTFORD																		
HYDE																		
JONES																		
LENOIR																		
MARTIN																		
NEW HANOVER																		
NORTHAMPTON																		
ONSLOW																		
PAMLICO																		
PASQUOTANK																		
PENDER																		
PERQUIMANS																		
PITT																		
SAMPSON																		
TYRRELL																		
WASHINGTON																		

DIV - Division Category	EX - Exempt Category
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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																	
			TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM							DEVELOPMENTAL PROGRAM					UNFUNDED
ROUTE/CITY	ID	LOCATION / DESCRIPTION	LENGTH (Miles)			FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS
PUBLIC TRANSPORTATION PROJECTS																	
GREENVILLE AREA TRANSIT	TA-4965	REPLACEMENT BUS		4330	1650	FBUS											
						FUZ	CP	2144									
						L	CP	268									
						S	CP	268									
PITT	HF																
GREENVILLE AREA TRANSIT	TA-5190	PURCHASE OF TWO 35' REPLACEMENT HYBRID BUSES		1300	1300	FUZ											
						L											
PITT	HF																
FUNDS AUTHORIZED IN PROGRESS																	
GREENVILLE AREA TRANSIT	TD-4716	FACILITY - INTERMODAL CENTER - LAND, PLANNING, DESIGN, CONSTRUCTION		8100	8100	FBUS											
						FUZ											
						L											
						S											
PITT	HF																
GREENVILLE AREA TRANSIT	TG-4767	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC		7738	4160	FUZ	CP	464	CP	475	CP	481	CP	481	CP	481	
						L	CP	116	CP	119	CP	120	CP	120	CP	120	
PITT	HF																
FUNDS AUTHORIZED IN PROGRESS																	
GREENVILLE AREA TRANSIT	TG-5107B	PREVENTIVE MAINTENANCE		8717	4620	FUZ	O	552	O	566	O	540	O	540	O	540	
						L	O	138	O	141	O	135	O	135	O	135	
PITT	HF																
FUNDS AUTHORIZED IN PROGRESS																	
GREENVILLE AREA TRANSIT	TG-5107C	OPERATING ASSISTANCE - ADA PARATRANSIT SERVICE		2334	1281	FUZ	O	179	O	183	O	120	O	120	O	120	
						L	O	45	O	46	O	30	O	30	O	30	
PITT	HF																
FUNDS AUTHORIZED IN PROGRESS																	
GREENVILLE AREA TRANSIT	TO-4726	OPERATING ASSISTANCE		18975	10821	FUZ	O	690	O	540	O	540	O	540	O	540	
						L	O	367	O	540	O	540	O	540	O	540	
						SMAP	O	322	O	275	O	275	O	275	O	275	
PITT	HF																
FUNDS AUTHORIZED IN PROGRESS																	

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
NON HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																					
			TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED	
ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)		FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS					
<u>PUBLIC TRANSPORTATION PROJECTS</u>																					
GREENVILLE AREA TRANSIT	TP-5107	PLANNING ASSISTANCE - 5303		461	263	FMPL	PL	27	PL	27	PL	27	PL	27	PL	27	PL	27			
						L	PL	3	PL	3	PL	3	PL	3	PL	3	PL	3			
						S	PL	3	PL	3	PL	3	PL	3	PL	3	PL	3			
PITT	HF																				
FUNDS AUTHORIZED IN PROGRESS																					
GREENVILLE AREA TRANSIT	TP-5107A	PLANNING ASSISTANCE - 5 YEAR PLAN		200	100	FUZ	CP	80													
						L	CP	10													
						S	CP	10													
PITT	HF																				
GREENVILLE AREA TRANSIT	TS-5112	SAFETY & SECURITY		177	132	FUZ	CP	15	CP	15	CP	15									
PITT	HF																				
FUNDS AUTHORIZED IN PROGRESS																					

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

STATEWIDE PROJECTS HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																												
			TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED												
ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION				LENGTH (Miles)	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS											
INTERSTATE PROJECTS																												
VARIOUS	I-9999	INTERSTATE MAINTENANCE BALANCE.		306960		NHPIM	C	5000	C	5000	C	5000	C	5000	C	5000	C	75460	C	96500	C	100000						
STATEWIDE	SW																											
RURAL PROJECTS																												
VARIOUS	M-0515	RIGHT-OF-WAY BRANCH, REVIEW OF LOCAL PUBLIC AGENCY (LPA) PROJECTS BY THE APPRAISAL SECTION.		2750	250	T		R	250	R	250	R	250	R	250	R	250	R	250	R	250	R	250					
STATEWIDE	DIV																											
VARIOUS	M-0219	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS		4808	2308	T		PE	75	DIV	PE	75	DIV	PE	75	DIV	PE	75	DIV	PE	75	DIV	PE	75	DIV			
						T		PE	75	RE	PE	75	RE	PE	75	RE	PE	75	RE	PE	75	RE	PE	75	RE			
						T		PE	100	SW	PE	100	SW	PE	100	SW	PE	100	SW	PE	100	SW	PE	100	SW			
STATEWIDE	SW							DIV	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS																			
								REG	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS																			
								SW	SW	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS																		
VARIOUS	M-0479	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		7130	2130	T		PE	150	DIV	PE	150	DIV	PE	150	DIV	PE	150	DIV	PE	150	DIV	PE	150	DIV			
						T		PE	150	RE	PE	150	RE	PE	150	RE	PE	150	RE	PE	150	RE	PE	150	RE			
						T		PE	200	SW	PE	200	SW	PE	200	SW	PE	200	SW	PE	200	SW	PE	200	SW			
STATEWIDE								DIV	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																			
								REG	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																			
								SW	SW	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																		
VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		4280	2680	T		PE	48	DIV	PE	48	DIV	PE	48	DIV	PE	48	DIV	PE	48	DIV	PE	48	DIV			
						T		PE	48	RE	PE	48	RE	PE	48	RE	PE	48	RE	PE	48	RE	PE	48	RE			
						T		PE	64	SW	PE	64	SW	PE	64	SW	PE	64	SW	PE	64	SW	PE	64	SW			
STATEWIDE								DIV	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																			
								REG	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																			
								SW	SW	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																		
IN PROGRESS																												
VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		8076	4076	T		PE	120	DIV	PE	120	DIV	PE	120	DIV	PE	120	DIV	PE	120	DIV	PE	120	DIV			
						T		PE	120	RE	PE	120	RE	PE	120	RE	PE	120	RE	PE	120	RE	PE	120	RE			
						T		PE	160	SW	PE	160	SW	PE	160	SW	PE	160	SW	PE	160	SW	PE	160	SW			
STATEWIDE								DIV	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																			
								REG	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																			
								SW	SW	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																		
IN PROGRESS																												

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
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STATEWIDE PROJECTS HIGHWAY PROGRAM

						TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS															
ROUTE/CITY	ID	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED
COUNTY	NUMBER		(Miles)		FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS					
RURAL PROJECTS																					
VARIOUS	M-0521	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS.		600	300	T	PE	100	DIV												
						T	PE	100	RE												
						T	PE	100	SW												
STATEWIDE						DIV DIV TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE DIVISION TIER.															
						REG REG TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE REGIONAL TIER.															
						SW SW TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS ON THE STATEWIDE TIER.															
IN PROGRESS																					
VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON- PROJECT SPECIFIC WORK.		21257	12167	T	PE	270	DIV	PE	270	DIV	PE	270	DIV	PE	360	DIV			
						T	PE	270	RE	PE	270	RE	PE	270	RE	PE	360	RE			
						T	PE	360	SW	PE	360	SW	PE	360	SW	PE	360	SW			
STATEWIDE						DIV DIV STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.															
						REG REG STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.															
						SW SW STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.															
IN PROGRESS																					
VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		23328	13328	T	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV			
						T	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE			
						T	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW			
STATEWIDE						DIV DIV DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.															
						REG REG DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.															
						SW SW DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.															
IN PROGRESS																					
VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT).		89398	89398																
STATEWIDE																					
IN PROGRESS																					
VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		265523	265523																
STATEWIDE																					
IN PROGRESS																					
VARIOUS	R-5753	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.																			
STATEWIDE																					
PROGRAM IN PROGRESS																					

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

STATEWIDE PROJECTS HIGHWAY PROGRAM

										TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS												
ROUTE/CITY	ID	LOCATION / DESCRIPTION	LENGTH	TOTAL	PRIOR		STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED					
COUNTY	NUMBER		(Miles)	PROJ COST (THOU)	YEARS COST (THOU)	FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS					
RURAL PROJECTS																						
VARIOUS	R-4073	ASPHALT MATERIALS TESTING		20305	20305																	
STATEWIDE		LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.																				
IN PROGRESS																						
VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT		158759	158759																	
STATEWIDE		MANAGEMENT, 511, SMARTLINK, TEC, TMC).																				
IN PROGRESS																						
VARIOUS	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	67523	37523			STBG	C	900	DIV	C	900	DIV	C	900	DIV	C	900	DIV			
							STBG	C	900	RE	C	900	RE	C	900	RE	C	900	RE			
							STBG	C	1200	SW	C	1200	SW	C	1200	SW	C	1200	SW			
STATEWIDE							DIV	DIV	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - DIVISION CATEGORY. -	IN PROGRESS												
							REG	REG	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - REGIONAL CATEGORY. -	IN PROGRESS												
							SW	SW	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - STATEWIDE CATEGORY. -	IN PROGRESS												
IN PROGRESS																						
VARIOUS	R-9999WM	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	82759	72759			NHP	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV			
							NHP	M	150	RE	M	150	RE	M	150	RE	M	150	RE			
							NHP	M	200	SW	M	200	SW	M	200	SW	M	200	SW			
							T	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV			
							T	M	150	RE	M	150	RE	M	150	RE	M	150	RE			
							T	M	200	SW	M	200	SW	M	200	SW	M	200	SW			
STATEWIDE							DIV	DIV	ENVIRONMENTAL MITIGATION AND MINIMIZATION.													
							REG	REG	ENVIRONMENTAL MITIGATION AND MINIMIZATION.													
							SW	SW	ENVIRONMENTAL MITIGATION AND MINIMIZATION.													
IN PROGRESS																						
URBAN PROJECTS																						
VARIOUS	M-0505	TRANSPORTATION PROGRAM		3300	300		T	PE	300		PE	300		PE	300		PE	300				
STATEWIDE	DIV	MANAGEMENT UNIT (TPMU) OVERSIGHT FOR LOCALLY-ADMINISTERED PROJECTS INCLUDING PREPARATION OF AGREEMENTS AND FUNDING AUTHORIZATION REQUESTS.																				
IN PROGRESS																						
FEASIBILITY STUDIES																						
VARIOUS	M-0452	TOLLING/FINANCIAL FEASIBILITY STUDIES.	3064	1064			T	PE	200		PE	200		PE	200		PE	200				
STATEWIDE	SW																					

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STATEWIDE PROJECTS HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
			LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION					FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
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VARIOUS	B-9999	BRIDGE INSPECTION PROGRAM.	339692	229692	STBG	I	3300	DIV	I	3300	DIV	I	3300	DIV	I	3300	DIV	I	3300	DIV	I	3300	DIV	I	3300	DIV	I	3300	DIV																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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					STBG	I	4400	SW	I	4400	SW	I	4400	SW	I	4400	SW	I	4400	SW	I	4400	SW	I	4400	SW	I	4400	SW																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
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STATEWIDE PROJECTS HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																									
			LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED								
ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION					FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS								
BRIDGE PROJECTS																									
VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF		3100	3100																				
STATEWIDE	DIV	EXISTING BRIDGES.																							
IN PROGRESS																									
HIGHWAY SAFETY PROJECTS																									
VARIOUS	W-9999	HIGHWAY SAFETY IMPROVEMENT		223850			HSIP	C	3600	DIV	C	6750	DIV	C	7035	DIV	C	7110	DIV	C	7110	DIV			
		PROGRAM BALANCE.					HSIP	C	3600	RE	C	6750	RE	C	7035	RE	C	7110	RE	C	7110	RE			
							HSIP	C	4800	SW	C	9000	SW	C	9380	SW	C	9480	SW	C	9480	SW			
STATEWIDE							DIV	DIV	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.																
							REG	REG	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.																
							SW	SW	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.																
IN PROGRESS																									
VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		6608	6608																				
STATEWIDE							DIV	DIV	SIGNAL RETIMING TO IMPROVE SAFETY.																
							REG	REG	SIGNAL RETIMING TO IMPROVE SAFETY.																
							SW	SW	SIGNAL RETIMING TO IMPROVE SAFETY.																
IN PROGRESS																									
VARIOUS	W-5517	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		71601	16601		HSIP	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV			
							HSIP	PE	1650	RE	PE	1650	RE	PE	1650	RE	PE	1650	RE	PE	1650	RE			
							HSIP	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW			
STATEWIDE							DIV	DIV	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																
							REG	REG	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																
							SW	SW	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																
IN PROGRESS																									
VARIOUS	W-5601	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		180736	82736		HSIP	R	420	DIV	R	420	DIV	R	420	DIV	R	420	DIV	R	420	DIV			
							HSIP	C	2520	DIV	C	2520	DIV	C	2520	DIV	C	2520	DIV	C	2520	DIV			
							HSIP	R	420	RE	R	420	RE	R	420	RE	R	420	RE	R	420	RE			
							HSIP	C	2520	RE	C	2520	RE	C	2520	RE	C	2520	RE	C	2520	RE			
							HSIP	R	560	SW	R	560	SW	R	560	SW	R	560	SW	R	560	SW			
							HSIP	C	3360	SW	C	3360	SW	C	3360	SW	C	3360	SW	C	3360	SW			
STATEWIDE							DIV	DIV	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY.																
							REG	REG	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY.																
							SW	SW	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON STATEWIDE CATEGORY.																
IN PROGRESS																									

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STATEWIDE PROJECTS HIGHWAY PROGRAM

			TOTAL PROJ COST (THOU)		PRIOR YEARS COST (THOU)		TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
										FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
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VARIOUS	W-5700	SIGNAL RETIMING TO IMPROVE SAFETY.	17000	2000	HSIP	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450</

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

STATEWIDE PROJECTS HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

ROUTE/CITY	ID	LOCATION / DESCRIPTION	LENGTH	TOTAL	PRIOR	STATE TRANSPORTATION PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED
COUNTY	NUMBER		(Miles)	PROJ COST (THOU)	YEARS COST (THOU)	FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS				
CONGESTION MITIGATION PROJECTS																					
VARIOUS	C-5600	STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.		60260	18379	CMAQ	PE	1634	PE	1664											
						S(M)	PE	408	PE	416											
						CMAQ	R	1634	R	1664											
						S(M)	R	408	R	416											
						CMAQ	C	9803	C	9983											
						S(M)	C	2451	C	2496											
						CMAQ	O	1634	O	1664											
						S(M)	O	408	O	416											
						CMAQ	I	1634	I	1664											
						S(M)	I	408	I	416											
						S(M)	I	327	I	333											
STATEWIDE	EX																				
VARIOUS	C-5702	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM, INCLUDING EMISSIONS-REDUCING SUB-AWARDS, IN ALL CMAQ-ELIGIBLE COUNTIES.		4869	2994	CMAQ	OT	1500	C												
						L	OT	375	C												
STATEWIDE	EX					EX	A	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. CONDUCT A CLEAN-FUEL ADVANCED TECHNOLOGY OUTREACH AND AWARENESS PROGRAM IN ALL CMAQ-ELIGIBLE COUNTIES. - IN PROGRESS													
						EX	B	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES. - IN PROGRESS													
						EX	C	NORTH CAROLINA CLEAN ENERGY TECHNOLOGY CENTER. EMISSIONS-REDUCING SUB-AWARDS IN ALL CMAQ-ELIGIBLE COUNTIES.													
NORTH CAROLINA STATE UNIVERSITY STATEWIDE	C-4902	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																
	EX					EX	A	PHASE 2 OF IMPLEMENTATION													
IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY																					
NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCE STATEWIDE	C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		1500	1500																
	EX																				
IN PROGRESS BY NCDENR DIVISION OF AIR QUALITY																					
STATEWIDE	C-9999	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS.		300000		CMAQ	C	30000	C	30000	C	30000	C	30000	C	30000					
STATEWIDE	EX																				

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

STATEWIDE PROJECTS HIGHWAY PROGRAM

|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

DIV - Division Category	EX - Exempt Category
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SW - Statewide Category	TRN - Transition Project

STATEWIDE PROJECTS NON HIGHWAY PROGRAM

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION PROGRAM										DEVELOPMENTAL PROGRAM										UNFUNDED		
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS												
BICYCLE AND PEDESTRIAN PROJECTS																														
VARIOUS	E-4018	NATIONAL RECREATIONAL TRAILS.		12645	645	TAP	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200								
STATEWIDE	DIV																													
IN PROGRESS																														
VARIOUS	EB-3314	STATEWIDE PEDESTRIAN FACILITIES		6476	6476																									
STATEWIDE	TRN	PROGRAM.																												
UNDER CONSTRUCTION																														
VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE																												
STATEWIDE		SAFETY ON STATE AND LOCAL																												
		DESIGNATED BIKE ROUTES.																												
IN PROGRESS																														
VARIOUS	EB-5542	STATEWIDE BICYCLE-PEDESTRIAN		11503	1503	STBG	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000								
STATEWIDE	DIV	PROGRAM.																												
VARIOUS	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN		25408	25408																									
STATEWIDE	TRN	HIGHWAY DIVISIONS.																												
IN PROGRESS - \$182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E																														
PUBLIC TRANSPORTATION PROJECTS																														
GREYHOUND LINES	TI-6108	INTERCITY BUS SERVICE FROM RALEIGH TO		4081	4081	FNU																								
		JACKSONVILLE VIA WILMINGTON ALONG US				L																								
STATEWIDE	HF	70, US 117, AND US 17 AND FROM																												
		JACKSONVILLE TO MYRTLE BEACH VIA																												
		WILMINGTON ALONG US 17																												
GREYHOUND LINES	TI-6105	INTERCITY BUS SERVICE FROM RALEIGH TO		1402	1402	FNF																								
		NORFOLK ALONG US 64 AND US 258 WITH				L																								
STATEWIDE	HF	STOPS AT RALEIGH, ROCKY MOUNT,																												
		AHOSKIE, AND SUFFOLK																												
GREYHOUND LINES	TI-6106	INTERCITY BUS SERVICE FROM RALEIGH TO		1592	1592	FNU																								
		WILMINGTON ALONG US 70 AND US 117																												
STATEWIDE	HF	WITH STOPS AT RALEIGH, SMITHFIELD,																												
		GOLDSBORO, WALLACE, AND WILMINGTON																												
GREYHOUND LINES	TI-6107	INTERCITY BUS SERVICE FROM RALEIGH TO		1910	1910	FNU																								
		JACKSONVILLE ALONG US 70 AND US 17																												
STATEWIDE	HF	WITH STOPS AT RALEIGH, SMITHFIELD,																												
		GOLDSBORO, KINSTON, AND NEW BERN																												

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

STATEWIDE PROJECTS NON HIGHWAY PROGRAM

			TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS															
ROUTE/CITY	ID		LENGTH	TOTAL	PRIOR	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED		
COUNTY	NUMBER	LOCATION / DESCRIPTION	(Miles)	PROJ COST (THOU)	YEARS COST (THOU)	FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS	
PUBLIC TRANSPORTATION PROJECTS																		
NCDOT FERRY DIVISION	TA-6535	CAPITAL		789	789	FNF												
STATEWIDE	HF					S												
REGIONAL COORDINATED AREA TRANSPORTION STATEWIDE																		
TP-4901	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES			7769	5579	FSPR	CP	600	CP	600	CP	600						
						S	CP	150	CP	120	CP	120						
REGIONAL COORDINATED AREA TRANSPORTION STATEWIDE																		
TT-9702A	TECHNOLOGY - ADMINISTRATION (ITRE)			50	50	UTCH												
REGIONAL COORDINATED AREA TRANSPORTION STATEWIDE																		
TA-6665	5311 CAPITAL PROJECTS FOR RURAL AREAS			18676	11823	FNU	CP	4262										
						L	CP	620										
						S	CP	1971										
STATEWIDE																		
HF																		
FUNDS AUTHORIZED IN PROGRESS																		
REGIONAL COORDINATED AREA TRANSPORTION STATEWIDE																		
TA-6666	PURCHASE REPLACEMENT VEHICLES			3735	1527	FBUS	CP	1806										
						L	CP	201										
						S	CP	201										
STATEWIDE																		
HF																		
FUNDS AUTHORIZED IN PROGRESS																		
REGIONAL COORDINATED AREA TRANSPORTION STATEWIDE																		
TA-6520	SECTION 5317 NEW FREEDOM CAPITAL FUNDING ASSISTANCE TO COMMUNITY TRANSPORTATION SYSTEMS AND NON- PROFIT AGENCIES ACROSS THE STATE			443	443	FNF												
STATEWIDE																		
HF																		
REGIONAL COORDINATED AREA TRANSPORTION STATEWIDE																		
TC-5004	5311 ADTAP CAPITAL PROJECTS FOR RURAL AREAS			5129	2310	ADTAP	CP	2264										
						L	CP	278										
						S	CP	277										
STATEWIDE																		
HF																		
FUNDS AUTHORIZED IN PROGRESS																		
REGIONAL COORDINATED AREA TRANSPORTION STATEWIDE																		
TH-2000	TRAVELER'S AID PROGRAM			126	126	L												
						S												
STATEWIDE																		
HF																		
FUNDS AUTHORIZED IN PROGRESS																		

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EX - Exempt Category
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**STATEWIDE PROJECTS
NON HIGHWAY PROGRAM**

ROUTE/CITY COUNTY		ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED				
							FUNDS	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS			
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027					
PUBLIC TRANSPORTATION PROJECTS																					
STATEWIDE	TI-6109	INTERCITY BUS SERVICE			9043	9043	FNU														
							L														
							S														
STATEWIDE	HF																				
FUNDS AUTHORIZED IN PROGRESS																					
STATEWIDE	TK-6181	5311 ADMINISTRATIVE PROJECTS FOR RURAL AREAS			35682	17973	FNU	AD	13423												
							L	AD	2630												
							S	AD	1656												
STATEWIDE	HF																				
FUNDS AUTHORIZED IN PROGRESS																					
STATEWIDE	TK-4902	STATE ADMINISTRATION OF APPALACHIAN DEVELOPMENT TRANSPORTATION ASSISTANCE PROGRAM			561	330	ADTAP	AD	231												
STATEWIDE	HF																				
FUNDS AUTHORIZED IN PROGRESS																					
STATEWIDE	TK-4900Z	STATE ADMINISTRATION - RURAL AREA GENERAL PUBLIC TRANSIT SERVICES			19423	12180	FNU	AD	1743	AD	1100	AD	1100	AD	1100	AD	1100				
STATEWIDE	HF																				
FUNDS AUTHORIZED IN PROGRESS																					
STATEWIDE	TM-6155	OPERATING FUNDING FOR EXISTING PROJECTS STATEWIDE			350	350	JARC														
							L														
STATEWIDE	HF																				
FUNDS AUTHORIZED IN PROGRESS																					
STATEWIDE	TO-6135	5311 OPERATING PROJECTS FOR RURAL AREAS			4293	4293	FNU														
							L														
STATEWIDE	HF																				
FUNDS AUTHORIZED IN PROGRESS																					
STATEWIDE	TP-4902	STATEWIDE SUPPORT TO UPDATE LOCAL COMMUNITY TRANSPORTATION SERVICE PLANS - 5311			3710	3710	FNU														
STATEWIDE	HF																				
FUNDS AUTHORIZED IN PROGRESS																					
STATEWIDE	TQ-9038	5310 CAPITAL PROJECTS FOR RURAL AREAS AND SMALL URBAN AREAS			7551	3226	FEPD	CP	3459												
							L	CP	433												
							S	CP	433												
STATEWIDE	HF																				
FUNDS AUTHORIZED IN PROGRESS																					

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

STATEWIDE PROJECTS NON HIGHWAY PROGRAM

						TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS														
ROUTE/CITY	ID			TOTAL PROJ COST	PRIOR YEARS COST	STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM					UNFUNDED			
COUNTY	NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	(THOU)	(THOU)	FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS			
PUBLIC TRANSPORTATION PROJECTS																				
STATEWIDE	TQ-9039	5310 MOBILITY MANAGEMENT PROJECTS FOR RURAL AREAS		657	657	FEPD														
						L														
						S														
STATEWIDE	HF																			
FUNDS AUTHORIZED IN PROGRESS																				
STATEWIDE	TQ-6954	5310 OPERATING PROJECTS FOR RURAL AREAS		8670	4208	FEPD	O	2231												
						L	O	2231												
STATEWIDE	HF																			
FUNDS AUTHORIZED IN PROGRESS																				
STATEWIDE	TS-7000	DEVELOP AMD IMPLEMENT AN ENHANCED STATE SAFETY OVERSIGHT PROGRAM		844	844	SSO														
STATEWIDE	HF																			
STATEWIDE	TS-4900Z	STATEWIDE TRAINING AND SUPPORT SERVICES RTAP (RURAL, SMALL-URBAN AND PARATRANSIT)		2285	1873	RTAP	AD	412												
STATEWIDE	HF																			
FUNDS AUTHORIZED IN PROGRESS																				
STATEWIDE	TT-5205	NCDOT FERRY DIVISION WILL PURCHASE AND INSTALL VISUALS, PAGING SYSTEMS ON BOARD FIVE CLASS FERRY VESSELS		66	66	FNF														
						S														
STATEWIDE	HF																			
FUNDS AUTHORIZED IN PROGRESS																				
SUB REGIONAL	TM-5301	STATE ADMINISTRATION - JOB ACCESS NON-URBAN		5592	4092	JARC	AD	500		AD	500		AD	500						
STATEWIDE	HF																			
FUNDS AUTHORIZED IN PROGRESS																				
SUB REGIONAL	TN-5112	STATE ADMINISTRATION - NEW FREEDOM - 5317		4270	3184	FNF	AD	386		AD	350		AD	350						
STATEWIDE	HF																			
FUNDS AUTHORIZED IN PROGRESS																				
SUB REGIONAL	TV-4903	STATE ADMINISTRATION - ELDERLY AND DISABLED PERSONS (FEDERAL PROGRAM)		9749	5930	FEPD	AD	569		AD	650		AD	650		AD	650			
STATEWIDE	HF																			
FUNDS AUTHORIZED IN PROGRESS																				

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

STATEWIDE PROJECTS
NON HIGHWAY PROGRAM

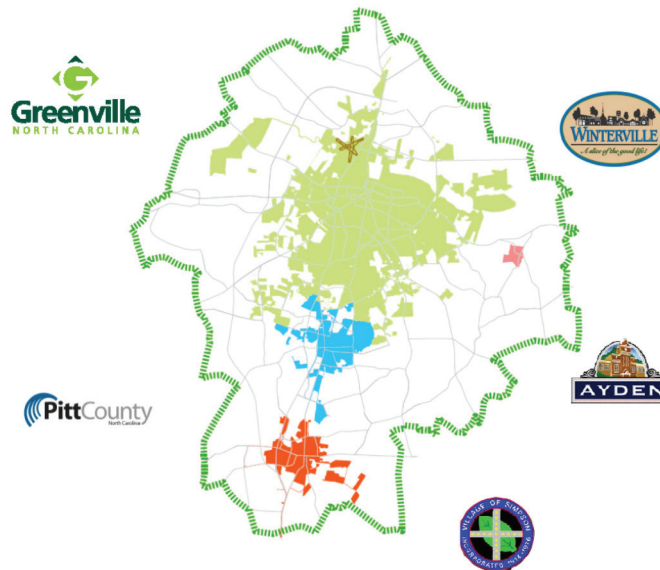
TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

ROUTE/CITY		ID	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM										DEVELOPMENTAL PROGRAM										UNFUNDED								
COUNTY	NUMBER	LOCATION / DESCRIPTION		FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS																			
PASSENGER RAIL PROJECTS																																		
VARIOUS	P-5602	STATEWIDE RAIL PRELIMINARY ENGINEERING		12001	2001	T	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV							
						T	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE							
						T	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW							
STATEWIDE						DIV	DIV	STATEWIDE RAIL PRELIMINARY ENGINEERING																										
						REG	REG	STATEWIDE RAIL PRELIMINARY ENGINEERING																										
						SW	SW	STATEWIDE RAIL PRELIMINARY ENGINEERING																										
VARIOUS	Y-5500	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		31087	1087	RR	R	500		R	500		R	500		R	500		R	500		R	500		R	500								
						RR	C	2500		C	2500		C	2500		C	2500		C	2500		C	2500		C	2500								
STATEWIDE						DIV																												
IN PROGRESS																																		
VARIOUS	Z-5400	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		23316	23316																													
STATEWIDE						DIV																												
IN PROGRESS																																		
VARIOUS	Z-9999	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS - UNPROGRAMMED BALANCE.		17500		RR																												
						RR																												
STATEWIDE						DIV																												
VARIOUS	Z-5700	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		7404	404	RR	R	500		R	500																							
						RR	C	3000		C	3000																							
STATEWIDE						DIV																												
IN PROGRESS																																		
VARIOUS	Z-5800	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		10500		RR				R	500		R	500		R	500																	
						RR				C	3000		C	3000		C	3000																	
STATEWIDE						DIV																												
NORTH CAROLINA RAILROAD STATEWIDE	C-5571	NCDOT PIEDMONT AND CAROLINIAN PASSENGER RAIL SERVICES. PUBLIC OUTREACH AND AWARENESS PROGRAM.		2456	2456																													
STATEWIDE						EX																												
IN PROGRESS																																		

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

Appendix A:

Greenville Urban Area MPO Performance Measure Information



**RESOLUTION NO. 2018-01-GUAMPO
ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE MEASURES FOR 2018
AS ESTABLISHED BY NCDOT**

WHEREAS, the City of Greenville Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Transportation Advisory Committee is the governing body of the Greenville Urban Area MPO; and

WHEREAS, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2017; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries; and

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina through a Safety Target Setting Coordination Training Workshop held in March, 2017; and

WHEREAS, the NCDOT has officially established and reported the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2017; and

WHEREAS, the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure, or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report; and

WHEREAS, that the MPO Staff and governing committees agree to plan and program projects that contribute toward the accomplishment of the State's targets as noted below for each of the aforementioned performance measures:

- 1. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce total fatalities by 5.10 percent each year from 1,340.6 (2012-2016 average) to 1,207.3 (2014-2018 average) by December 31, 2018.**
- 2. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the fatality rate by 4.75 percent each year from 1.228 (2012-2016 average) to 1.114 (2014-2018 average) by December 31, 2018.**
- 3. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce total serious injuries by 5.10 percent each year from 2,399.8 (2012-2016 average) to 2,161.2 (2014-2018 average) by December 31, 2018.**

4. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the serious injury rate by 4.75 percent each year from 2.191 (2012-2016 average) to 1.988 (2014-2018 average) by December 31, 2018.
5. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 5.30 percent each year from 438.8 (2012-2016 average) to 393.5 (2014-2018 average) by December 31, 2018.

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization hereby resolves to endorse the Safety Performance Targets for 2018 as Established by NCDOT.

Today, February 27, 2018

A large, stylized handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

Chairman
Transportation Advisory Committee,
Greenville Urban Area MPO

Amanda Braddy, Secretary

**RESOLUTION NO. 2018-09-GUAMPO
ESTABLISHMENT OF PERFORMANCE TARGETS FOR PERFORMANCE MEASURES
ASSOCIATED WITH PAVEMENT & BRIDGE, AND RELIABILITY & FREIGHT**

WHEREAS, the City of Greenville Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Transportation Advisory Committee is the governing body of the Greenville Urban Area MPO; and

WHEREAS Federal regulations (23 CFR Part 490) require States to set targets for interstate and non-interstate National Highway System (NHS) pavement condition, NHS bridge condition, travel time reliability, freight reliability, and emissions reduction, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for the performance measures noted above, and;

WHEREAS, the NCDOT coordinated the establishment of targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina through a series of work group meetings, webinars, and email communications between the winter of 2017 and spring of 2018, and;

WHEREAS, the NCDOT has officially established targets and transmitted them to FHWA on May 18, 2018, and;

WHEREAS, Federal regulations require MPO's to establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure, or establish its own target within 180 days of the State establishing and reporting its targets to FHWA, and;

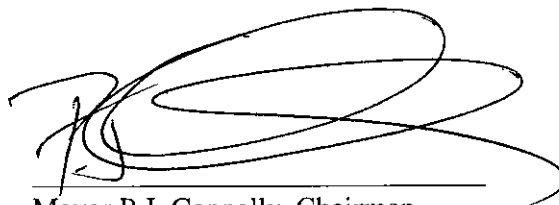
WHEREAS, The Greenville MPO supports the below stated targets for performance measure 2 and 3, excluding congestion mitigation and air quality (CMAQ) related targets;

Performance Measure	2 Year Target	4 Year Target
	1/1/2018 – 12/31/2019	1/1/2018 – 12/31/2021
Interstate Pavement Condition (Good)		37.0 %
Interstate Pavement Condition (Poor)		2.2 %
Non-Interstate NHS Pavement Condition (Good)	27.0%	21.0%
Non-Interstate NHS Pavement Condition (Poor)	4.2%	4.7%
NHS Bridge Condition (Good)	33.0%	30.0%

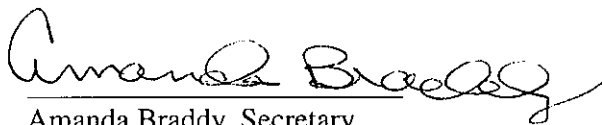
NHS Bridge Condition (Poor)	8.0%	9.0%
Interstate Level of Travel Time Reliability	80.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability		70.0%
Interstate Truck Travel Time Reliability	1.65	1.70

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO, that it does hereby support targets established by NCDOT, in coordination with the MPO and the Federal Highway Administration, for performance measures 2 (pavement & bridge) and 3 (CMAQ, reliability & Freight) and agrees to plan and program projects that contribute toward the accomplishment of the above stated State targets.

Today, July 11, 2018.



Mayor P.J. Connelly, Chairman
Transportation Advisory Committee
Greenville Urban Area MPO



Amanda Braddy, Secretary

RESOLUTION NO. 2018-10-GUAMPO
SUPPORT OF THE STATE TRANSIT ASSET MANAGEMENT GROUP PLAN ESTABLISHED
TARGETS FOR TRANSIT ASSEST MANAGEMENT PERFORMANCE MEASURES

WHEREAS, the City of Greenville Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Transportation Advisory Committee is the governing body of the Greenville Urban Area MPO; and

WHEREAS the FAST Act continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set their initial asset management targets by January 1, 2017; and

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets; and

WHEREAS, the transit agencies or jurisdictions operating public transportation in the MPO's planning area have developed information and targets toward compliance with the law and regulation and have communicated their current targets for transit asset management to the MPO; and

WHEREAS 49 CFR Part 625, the FTA Transit Asset Management Rule, which became effective on October 1, 2016, requires transit operators to develop and adopt a Transit Asset Management Plan that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities; and

NOW THEREFORE, BE IT RESOLVED, that the MPO's Transportation Advisory Committee (TAC) supports the Greenville Area Transit's and Pitt Area Transit's targets and agrees to plan and program projects that contribute toward the accomplishment of the transit agency's targets as noted below for each of the listed performance measures:

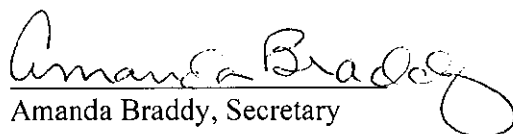
Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
REVENUE VEHICLES			
Age - % of revenue vehicles within a	AO - Automobile	8	20%
	BU - Bus	14	20%

particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	CU - Cutaway Bus	10	20%
	MB - Mini-bus	10	20%
	MV - Mini-van	8	20%
	SV - Sport Utility Vehicle	8	20%
	VN - Van	8	20%
	Other	8	20%
EQUIPMENT			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	8	20%
	Steel Wheel Vehicles	8	20%
	Trucks and other Rubber Tire Vehicles	8	20%
	Maintenance Equipment	Agency Determined	20%
	Computer Software	Agency Determined	20%
	Custom 1	Agency Determined	20%
FACILITIES			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A	20%
	Maintenance	N/A	20%
	Parking Structures	N/A	20%
	Passenger Facilities	N/A	20%
	Shelter	N/A	20%
	Storage	N/A	20%
	Custom 1	N/A	20%

Today, October 10, 2018.



Mayor P.J. Connelly, Chairman
Transportation Advisory Committee
Greenville Urban Area MPO



Amanda Braddy, Secretary

RESOLUTION NO. 2017-01-GUAMPO
ADOPTING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2018-2027

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

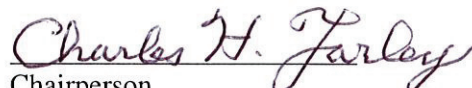
WHEREAS, the Metropolitan Transportation Plan (MTP) has a planning horizon year of 2040, and meets all the requirements of an adequate MTP; and

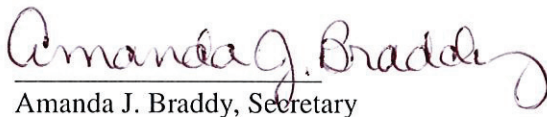
WHEREAS, the Transportation Advisory Committee (TAC) has provided for a formal 30-day public comment period for the proposed Transportation Improvement Program; and

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 2018-2027 Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization.

This 23rd day of August 2017


Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO


Amanda J. Braddy, Secretary

**RESOLUTION NO. 2018-05-GUAMPO
AMENDING THE GREENVILLE URBAN AREA MPO
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2018-2027**

WHEREAS, the City of Greenville Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2018-2027 Metropolitan Transportation Improvement Program (MTIP) and found the need to amend said document for projects identified below; and

WHEREAS, the following amendment has been proposed for Federal, and State, and/or local funds:

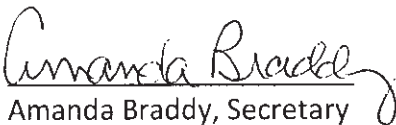
PROJECT MODIFICATIONS: FOLLOWING PROJECTS CURRENTLY IN TIP.												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
ORIGINAL												
R-5782 Various, Division 2 Program to Upgrade Intersections to Comply with the Americans with Disabilities Act (ADA) using Transportation Alternative (TA) Funds.												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
416	416	Under Construction										
MODIFICATION												
R-5782 Various, Division 2 Program to Upgrade Intersections to Comply with the Americans with Disabilities Act (ADA) using Transportation Alternative (TA) Funds.												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
1416	416	Under Construction										

PROJECT DELETIONS: FOLLOWING PROJECTS TO BE DELETED FROM TIP.												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 20 21	FY 20 22	F Y 20 23	F Y 20 24	F Y 20 25	F Y 20 26	FY 2027
U-5953 NC 102, Ayden Elementary School Construct Right Turn Lane												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 20 21	FY 20 22	F Y 20 23	F Y 20 24	F Y 20 25	F Y 20 26	FY 2027
500		T		(R/U) 200	(Const.) 300							

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization resolves to adopt the above referenced modifications to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP) in conformance with the North Carolina State Transportation Improvement Program (STIP).

Today, February 27, 2018.


Chairman
Transportation Advisory Committee,
Greenville Urban Area MPO


Amanda Braddy, Secretary

**RESOLUTION NO. 2018-10-GUAMPO
AMENDMENT #2 OF THE GREENVILLE URBAN AREA MPO'S
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2018-2027**

WHEREAS, the City of Greenville Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS, the Transportation Advisory Committee is the governing body of the Greenville Urban Area MPO; and

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting a continuing, cooperative, and comprehensive transportation planning program in order to insure that funds for transportation projects are effectively allocated to the Greenville Urban Area; and

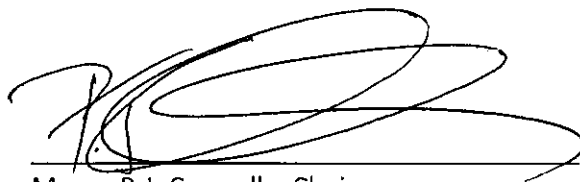
WHEREAS, the Transportation Advisory Committee has reviewed the FY 2018-2027 Metropolitan Transportation Improvement Program (MTIP) and found the need to amend said document for projects identified below; and

WHEREAS, the following amendment has been proposed for Federal, and State, and/or local funds:

PROJECT ADDITION: FOLLOWING PROJECT IS PROPOSED FOR ADDITION TO THE MTIP.												
I-6035: US 264/US 258 (FUTURE I-587), GREENE COUNTY LINE TO SR 1467 (STANTONSBURG ROAD) INTERCHANGE (GREENVILLE SOUTHWEST BYPASS). PAVEMENT REHABILITATION.												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 20 20	FY 20 21	FY 20 22	FY 20 23	FY 20 24	FY 20 25	FY 2026	FY 2027
		NHIPM		18500								

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization resolves to adopt the above referenced Amendment to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP) in conformance with the North Carolina State Transportation Improvement Program (STIP).

Today, July 11, 2018.



Mayor P.J. Connelly, Chairman
Transportation Advisory Committee,
Greenville Urban Area MPO



Amanda Braddy, Secretary

NCDOT TAM Plan Summary

The North Carolina Department of Transportation/Public Transportation Division (NCDOT/PTD) has prepared a Group TAM (Transit Asset Management) plan for all community transportation systems and small urban systems opting to be included in the plan. This activity is mandated by Federal Transit Administration (FTA) (Federal Register/Vol. 81, No. 143 § 625.3). The purpose of this document is to summarize the components of the TAM Plan and the process.

1. Expectations and Relationship to Funding

The Federal Register/Vol. 81, No. 143/Tuesday, July 26, 2016/Rules and Regulations/PART 625 establishes the Transit Asset Management requirements. The requirements for group plan sponsors and participants include:

Group Plan Expectations

§625.27 Group plans for transit asset management.

(a) Responsibilities of a group TAM plan sponsor.

(1) A sponsor must develop a group TAM plan for its tier II provider subrecipients, except those subrecipients that are also direct recipients under the 49 U.S.C. 5307 Urbanized Area Formula Grant Program. The group TAM plan must include a list of those subrecipients that are participating in the plan.

(2) A sponsor must comply with the requirements of this part for a TAM plan when developing a group TAM plan.

(3) A sponsor must coordinate the development of a group TAM plan with each participant's Accountable Executive.

(4) A sponsor must make the completed group TAM plan available to all participants in a format that is easily accessible.

(b) Responsibilities of a group TAM plan participant.

(1) A tier II provider may participate in only one group TAM plan.

(2) A tier II provider must provide written notification to a sponsor if it chooses to opt-out of a group TAM plan. A provider that opts-out of a group TAM plan must either develop its own TAM plan or participate in another sponsor's group TAM plan.

(3) A participant must provide a sponsor with any information that is necessary and relevant to the development of a group TAM plan.

Relationship to Funding

The NCDOT Group TAM Plan is a planning tool for predicting when assets should be replaced to maintain safety and reliability through a State of Good Repair (SGR). Identifying an asset in the group plan as warranting replacement does not guarantee the asset will be funded. If NCDOT is to be a partner in funding, multiple department procedures must be followed. This plan will help all transit systems identify future funding needs and enable them to begin the process of exploring funding options.

2. Participation in the State-Sponsored Group TAM Plan

All current §5311 sub-recipient agencies of NCDOT and §5307 recipients with “one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode”, within North Carolina are Tier II Providers [49 CFR § 625.45] and are invited to participate in the NCDOT Group TAM Plan. Participation in this Group TAM Plan is optional. Per federal requirements, transit systems receiving §5311 and/or §5307 funds must either participate in a group plan or develop their own plan.

Transit systems are invited to offer input into the State Group TAM Plan. However, individualized performance targets for transit systems in the group plan will not be considered. If specific performance targets are required by a transit system, the transit system must either develop its own plan or participate in another group plan. If an agency chooses to “opt out”, the accountable executive must indicate in writing that the transit system will not be participating in the State Group TAM Plan.

The National Transit Database (NTD) is the official mechanism for reporting transit data. Transit systems participating in this group TAM Plan reporting their own data to NTD should select the NCDOT Group TAM Plan in their annual NTD report.

Accountable Executives representing each system participating in this group plan must provide certified asset inventory data and approve the NCDOT Group TAM Plan. The plan participants are listed on page 4 of the TAM Plan under the heading “Group Plan Contributors”. The sponsor, NCDOT, reserves the right to decide, develop and communicate:

- Eligibility for participation in the group plan
- Plans, timelines, and deadlines for TAM plan development
- Data needs and formats from agencies
- Procedures for policy discussions
- Targets and prioritizing investments
- Thresholds and procedures for amending the TAM plan
- Coordination with planning organizations
- Expectations for the process of opting out of the plan

3. Relationship with Metropolitan Planning Organization Performance Targets

Metropolitan Planning Organization’s (MPOs) are required to develop and report transit performance targets. These targets may be based on Group Plans or transit system plans within the MPO area or the targets may be developed independently. Transit systems and group plan sponsors should share their targets with MPOs to facilitate consistency within the plans and to establish a dialogue about appropriate transit asset conditions. MPOs should also share their targets with Group Plan sponsors and transit systems in their areas for the same reasons. Although consistency is preferred between the performance targets, the MPO plans are not required to be consistent with the Group Plans and/or transit system plans.

4. Timeline

The completed NCDOT Sponsored Group TAM Plan and corresponding Performance Targets and Measures will be provided to transit providers and MPOs by October 1st, 2018. Targets will also be submitted annually to the National Transit Database (NTD). This Group TAM Plan is required to be updated at least every four years in alignment with the State Transportation Improvement Program

updates. NCDOT will provide TAM Inventories to the transit systems by June 25 of each year. Transit systems will submit TAM Inventories certified by the Accountable Executive by July 15 of each year.

5. Asset Inventory Data

Asset data used to inform the TAM Plan are compiled from three primary sources: the NCDOT Vehicle Inventory, the Electronic Asset Management (EAM) system, and the TAM Inventory.

The NCDOT Vehicle inventory tracks all vehicles NCDOT participated in funding. The vehicle ending odometer mileage as of July 1st will be updated annually from the EAM system.

The TAM Inventory will be completed annually by the transit systems to supply inventories and mileage for all vehicles purchased without NCDOT assistance, all equipment, and all facilities. Instructions for completing the TAM Inventory are attached in Appendix A. If NCDOT participated in funding the equipment, the equipment must include a Claim ID matching the claim submitted to NCDOT/PTD via Partner Connect. Useful life benchmarks for equipment and TERM Scale Condition Ratings for all facilities will be established by the transit systems in the TAM Inventory.

Agencies participating in the Group TAM Plan must submit a completed TAM Inventory to NCDOT via Partner Connect. This inventory must be certified annually by the Accountable Executive [49 CFR § 625.5] for a participating agency. Failure to submit this inventory in the specified annual time frame may result in funding penalties according to NCDOT guidelines. This TAM Inventory shall be sent out annually on the 25th of June to gather updates and must be returned by the 15th of July each year.

6. NCDOT Group TAM Plan Elements

The NCDOT Group TAM Plan is based on an excel workbook template specifically designed by FTA for state-sponsored TAM Plans which includes the following sections: Capital Asset Inventory, Decision Support, Investment Prioritization and Project Ranking, Performance Measures, and Performance Targets.

Capital Asset Inventory

The Capital Asset Inventory contains an Asset Inventory Summary which calculates statistics regarding the asset categories and replacement costs found in the Asset Register in Appendix A of the TAM Plan. This section also contains an Asset Condition Summary of data shown in the Revenue Vehicle, Equipment and Facility Condition tables found in Appendix B1, Appendix B2 and Appendix B3 of the TAM Plan. This summary expands on the Capital Asset Inventory detailing the condition of all assets utilizing useful life benchmarks and TERM Scale Condition ratings.

Decision Support

The Decision Support page gives a synopsis of the investment prioritization process and the decision support tools used to make these prioritizations. This section also includes descriptions of each tool used in the process of creating the TAM Plan. The tools include: projecting asset replacement timeframes and costs, tools for gathering data on all assets utilized by NCDOT Group TAM Plan participants in the provision of transportation services, and tools for prioritizing assets according to state guidelines. The following tools are included:

- Strategic Transportation Investment (STI)
- Vehicle Replacement Schedule

- NCDOT Vehicle Inventory
- TERM Scale Condition Worksheet
- TAM Inventory
- EAM Asset Management Software

Investment Prioritization and Project Ranking

The FTA requires an asset prioritization and ranking for all assets. Each year, NCDOT completes a vehicle investment prioritization using vehicle mileage. Non-vehicular assets are assessed using useful life and condition. Qualifying assets are also ranked in accordance with FTA's guidelines in the process described below.

EQUIPMENT

- Non-revenue vehicles are considered to be equipment. The Useful Life Benchmark (ULB) for these vehicles is initially set to 8 years.
- All non-vehicular equipment valued at greater than (>) \$50,000 (ie. Generators, hydraulic lifts, etc.) must have a useful life benchmark provided by the transit system. This useful life benchmark will determine the priority and ranking of such investments. Systems are expected to maintain equipment until this useful life benchmark is met.

ROLLING STOCK

- Vehicle replacement prioritization is determined by mileage using the Vehicle Replacement Schedule which is updated annually to reflect actual mileages. Vehicle odometers are determined using the transit system managed software EAM (AssetWorks). The annual mileage information is used by NCDOT to project the mileage for the next 5 (five) years. Using the replacement mileages defined by NCDOT (TAM Plan Appendix D) each vehicle is assigned a projected year of replacement (Project Year) based on projected mileage.
- Vehicle ranking corresponds to the vehicle Project Year and the mileage in relation to other vehicles in that project year. Vehicles are organized by Project Year and sorted by the ratio of projected year end odometer to replacement mileage. Vehicles in each project year are assigned a priority of "Low", "Medium" or "High" based on this ratio. Any vehicle projected to become due for replacement more than 5 years from FY18 is assigned a project year of "5555" because the inventory requires data entry in this field.

FACILITIES

- Facility replacements and upgrades are based on TERM-scales.

Performance Measures

EQUIPMENT

- Percentage of equipment meeting or exceeding respective Useful Life Benchmarks (ULB), measured in accordance with the FTA 2017 Asset Inventory Module Reporting Manual. Includes all tangible assets used in the provision of transportation (Replacement Cost >\$50,000) and all non-revenue vehicles.

- Service/Support Vehicles ULB: (8) years
- All Other Equipment (\$50,000 or >) ULB: Set by system

ROLLING STOCK

-Percentage of revenue vehicles within a particular asset class meeting or exceeding respective ULBs. Tracking all revenue vehicles including NCDOT funded vehicles and locally-owned vehicle assets.

- 6 Asset Classes w/ ULBs:
 - Bus: (14) years
 - LTV: (10) years
 - Minivan: (8) years
 - Other: (8) years
 - Sports Utility Vehicle: (8) years
 - Van: (8) years
- Assessed according to Age based on Model Year -1.

FACILITIES

-Calculated according to percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (1=Poor to 5=Excellent).

- TERM SCALE: Required to determine mean value across components. Calculate the TERM SCALE by averaging all component ratings. Example: If 5 components are inspected and the results are evenly distributed between the 5 rating categories, the overall rating is 3.

Performance Targets

A performance target of 20% is set for all asset categories, meaning that 80% of the assets in each category meet or exceed the state of good repair performance measure. Twenty-percent was selected to account for delays in acquiring the local match, the grant cycle, procurement process, and asset delivery.

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
REVENUE VEHICLES			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AO - Automobile	8	20%
	BU - Bus	14	20%
	CU - Cutaway Bus	10	20%
	MB - Mini-bus	10	20%
	MV - Mini-van	8	20%
	SV - Sport Utility Vehicle	8	20%
	VN - Van	8	20%
	Other	8	20%
EQUIPMENT			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	8	20%
	Steel Wheel Vehicles	8	20%
	Trucks and other Rubber Tire Vehicles	8	20%
	Maintenance Equipment	Agency Determined	20%
	Computer Software	Agency Determined	20%
	Custom 1	Agency Determined	20%
FACILITIES			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A	20%
	Maintenance	N/A	20%
	Parking Structures	N/A	20%
	Passenger Facilities	N/A	20%
	Shelter	N/A	20%
	Storage	N/A	20%
	Custom 1	N/A	20%

Data Cleaning and Default Values

The data analysis and entry process requires accurate and complete data from every participating agency in the Group TAM Plan. While every effort has been made to validate and clean this agency provided data, there are often instances in which the data requests cannot be fulfilled due to incomplete knowledge, lost records or known inaccuracies. In these instances, the following default values may have been utilized:

FOR EMPTY RECORDS	
EQUIPMENT	DEFAULT VALUE
Vehicle Mileage	0
Acquisition Year	2010
Replacement Cost/Value	0
Useful Life Benchmark	Maintenance - 15, Service Vehicle - 8, Software - 5
FACILITIES	DEFAULT VALUE
Acquisition Year	1950
Replacement Cost/Value	\$350,000
ROLLING STOCK	DEFAULT VALUE
Vehicle Mileage	0
Replacement Cost/Value	0

Appendix A

General Instructions

Transportation Asset Management Inventory (TAM): Getting Started

General Overview


This Excel workbook collects asset information for each agency, for each fiscal year beginning July 1st and ending June 30th. The workbook is separated into 3 worksheets organized according to FTA asset categories.

Saving the TAM Inventory File

Your first step should be to save this file to a location where it can be retrieved and updated. It is helpful to save the document with the transit system name and fiscal year in the format "*[System Name].TAM_Inventory.FY[YY].[Date Completed "YYYYMMDD"].xlsm*". Once saved, open the file and complete the form following the step-by-step instructions. It is recommended that the file be saved frequently while updating information so as not to lose data if technical difficulties with hardware or software are experienced.

Worksheet Tabs and Line Numbers

Tabs for each worksheet are located at the bottom of the Excel program screen and are labeled. Begin with the first tab "1. Rolling Stock" to select your system's name. All lines formatted in

 require a number or other information to be entered. Instructions are provided in this document for each cell in each row. A popup with directions will appear in any cell requiring a user entry.

In some lines and columns, the data is automatically calculated or information is copied from another section in the report. These autofill lines and columns are protected and the answers cannot be changed.

Effective Date

The Effective Date of this TAM Inventory requirement is July 1st, 2016, the start of the fiscal year. Any Equipment acquired after this date should be included in this asset inventory. All agency-owned Rolling Stock and all Facilities currently used in the provision of transportation must be reported in this inventory.

How to Report

1. Rolling Stock

Report only revenue vehicles for which NCDOT does not hold the title that are used in the provision of public transportation.

*THIS INCLUDES (but is not limited to):

- Agency owned vehicles
- FTA Direct-Recipient Vehicles
- Transportation Authority owned vehicles
- 3rd Party Leased vehicles
- County owned vehicles

*DOES NOT INCLUDE:

- NCDOT leased vehicles (these are tracked separately)
- Service and Support Vehicles (tracked in the Equipment tab)
- Brokered transportation vehicles
- Purchased-transportation vehicles

2. Equipment

-Report all capital assets used in the provision of transportation:

- With a PTD Claim ID AND
- With a purchase price greater than \$100 AND

- With a useful life greater than 1 year AND
- Purchased after July 1st, 2016 (start of FY17)

-Report **ALL LOCALLY-OWNED SERVICE/SUPPORT VEHICLES**, and all assets with a replacement value:
 -Greater than \$50,000, regardless of purchase date/funding (No Claim ID required).
 -This includes hydraulic lifts and high-value maintenance equipment

3. Facilities

Report all facilities used in the provision of transportation, whether they are owned, leased or rented.

*THIS INCLUDES (but is not limited to):

- Rented/leased office spaces
- Parking facilities (ex. Park and Ride Lots, Garages)
- Administrative and maintenance facilities (county or agency owned)

*DOES NOT INCLUDE:

- Private service stations (ex. Joe's Garage, Jiffy Lube, Meineke)

4. TERM Scale

Please use the attached TERM Scale Worksheet to assign a condition rating to facilities. Please save a copy of the TERM Scale Worksheet for each facility in your personal records.

NCDOT does not require copies of these worksheets to be submitted but they may be requested during a site visit.

5. Completion

The Accountable Executive must fill out and sign the Completion tab.

Where to Send the TAM Inventory

Systems should submit the completed TAM Inventory (as an Excel workbook) and signed Completion tab (as a .pdf document) to PTD via Partner Connect Drop Box under the category "TAM Inventory" with the proper naming convention given above.

Report Deadlines

All updates to this inventory should be submitted by July 15th of each fiscal year.

Where to Get Assistance

Contact Jonah Freedman with ITRE at jfreedm@ncsu.edu if there are any questions about completing this TAM Inventory and contact your Regional Mobility Development Specialist about uploading to Partner Connect.



N.C. Department of Transportation

Transit Asset Management Plan Performance Targets and Measures

The TAM Final Rule requires transit providers and group TAM plan sponsors to set State of Good Repair (SGR) performance targets and measures within 3 months after the effective date of the Final Rule [49 CFR § 625.45 (b)(1)]. Accordingly, transit providers and group TAM plan sponsors must set initial SGR performance targets no later than Oct. 12, 2017.

Performance targets are expressed based on quantifiable indicator of a performance measure.

NCDOT Group TAM Plan

NCDOT defines **Tier II providers** [49 CFR § 625.45] eligible for participation in the NCDOT Group TAM Plan as:

- All current 5311 sub-recipient agencies of NCDOT, or
- All current 5311 sub-recipient agencies of NCDOT and 5307 sub recipients from NCDOT, or
- All current 5311 sub-recipient agencies of NCDOT and Federal Transit Administration (FTA) 5307 direct recipients in small urbanized areas.

The Tier II providers are listed in Appendix B.

Agencies participating in the Group TAM Plan must submit the provided TAM Inventory to NCDOT via Partner Connect. This inventory must be certified by the Accountable Executive [49 CFR § 625.5] with each claim submitted and annually before TAM Plan submission to FTA.

Tracking TAM Inventory

The NCDOT TAM Inventory is a tool created to uniformly gather data on the assets held by transit agencies. The inventory tracks asset data for the three asset categories: Rolling Stock, Equipment and Facilities. Collection of these accurately updated inventories will be required with every relevant asset claim requested from NCDOT. Instructions for the TAM Inventory are attached in Appendix A.

Equipment will be tracked using a database and will be updated routinely by NCDOT beginning FY17. All other active asset categories will be assessed yearly in total before updating the TAM Plan and determining Performance Targets. Rolling Stock will be assessed using a combination of the NCDOT Vehicles Inventory database and the TAM Inventory Rolling Stock asset category. Facilities will be assessed using reported TERM Scale measures from the TAM Inventory.

Defining Performance Measures

EQUIPMENT: Percentage of equipment meeting or exceeding respective Useful Life Benchmarks (ULB) in accordance with the FTA Transit Requirements Model (TERM) scale. Includes all tangible assets used in the provision of transportation (Replacement/Annual Rental Cost >\$100.00) and all non-revenue vehicles. All equipment shall be updated by the Transit System with each reimbursement claim.

The equipment asset category also includes any asset valued at greater than \$50,000.

ROLLING STOCK: Percentage of revenue vehicles within a particular asset class meeting or exceed respective ULBs. Tracking all revenue vehicles including NCDOT funded vehicles and locally-owned vehicle assets. All rolling stock shall be updated annually.

FACILITIES: Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (1=Poor to 5=Excellent). Includes entire existing inventory. All facilities shall be updated by the Transit System annually.

- **TERM SCALE**: To determine mean value across components. Calculate this by taking the average of all component ratings. Example: If 10 components were inspected and the results were evenly distributed between ratings (2 components with each of the 5 rating values), the overall rating would be 3, at least half of the ratings would have a value of 3 or less.

Performance Targets

EQUIPMENT: Percentage of equipment valued > \$50,000/support/service vehicles meeting or exceeding useful life benchmark.

- Service/Support Vehicles ULB: (8) years

ROLLING STOCK: Percentage of revenue vehicles meeting or exceeding ULBs by Asset Class.

- 6 Asset Classes w/ ULBs:
 - Bus: (14) years
 - LTV: (10) years
 - Minivan: (8) years
 - Other: (8) years
 - Sports Utility Vehicle: (8) years
 - Van: (8) years
- Assessed according to Age based on Model Year
- Benchmarks determined by Capital Replacement Plan

FACILITIES: Calculated according to percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (1=Poor to 5=Excellent). This includes entire existing inventory. All facilities shall be updated by the Transit System with each reimbursement claim.

Summary: State of Good Repair (SGR) Performance Targets and Measures

Performance targets and measures are submitted to MPOs by Oct. 12, 2017. The TAM Final Rule requires transit providers and group sponsors to set State of Good Repair (SGR) performance targets within 3 months after the effective date of the Final Rule [49 CFR § 625.45 (b)(1)]. Accordingly, transit providers and group TAM plan sponsors must set initial SGR performance targets no later than Oct. 12, 2017.

Appendix A

General Instructions

Transportation Asset Management Inventory (TAM): Getting Started

General Overview

This Excel workbook collects asset information for each agency. The workbook is separated into three worksheets organized according to FTA asset categories.

Saving the TAM Inventory File

Your first step should be to save this file to a location where it can be retrieved and updated. It is helpful to save the document with the transit system name and fiscal year in the formation "[SystemName].FY17.TAM_Inventory.xlsm" Once saved, open the file and complete the form following the step-by-step instructions. It is recommended that the file be saved frequently while updating information so as not to lose data if technical difficulties with hardware or software are experienced.

Worksheet Tabs and Line Numbers

Tabs for each worksheet are located at the bottom of the Excel program screen and are labeled. Begin with the first tab, "1.Rolling Stock" to select your system's name. All lines formatted in [] require a number or other information to be entered. Instructions are provided in this document for each row. A pop-up with directions will appear in any cell requiring user entry. In some lines and columns, the answer is automatically calculated or information is copied from another section in the report. These auto-fill lines and columns are protected and the answers cannot be changed.

Effective Date

The Effective Date of this TAM inventory requirement is July 1, 2016, the start of the fiscal year. Any Equipment acquired after this date should be included in this asset inventory. All agency-owned Rolling Stock and all Facilities currently used in the division of transportation must be reported in this inventory.

How to Report

1. Rolling Stock

Report only revenue vehicles for which NCDOT does not hold the title that are used in the division of public transportation.

- THIS INCLUDES (but is not limited to):
 - Agency-owned vehicles
 - FTA Direct-Recipient Vehicles
 - Transportation Authority owned vehicles
 - Third Party leased vehicles
 - County Owned vehicles

- DOES NOT INCLUDE:
 - NCDOT leased vehicles (these are tracked separately)
 - Service and Support Vehicles
 - Brokered transportation vehicles
 - Purchased-transportation vehicles

2. Equipment

Report all capital assets used in the provision of transportation:

- With a purchase price greater than \$100 AND
- With a useful life greater than 1 year AND
- Purchased after July 1, 2016 (start of FY17)

Report all assets with a replacement value greater than \$50,000 regardless of purchase date.

- This includes service vehicles and support vehicles, hydraulic lifts and high-value maintenance equipment.

3. Facilities

Report all facilities used in the provision of transportation, whether they are owned, leased or rented.

- THIS INCLUDES (but is not limited to):
 - Rented/leased office spaces
 - Parking facilities (ex. Park and Ride Lots, Garages)
 - Administrative and maintenance facilities (county or agency owned)
- DOES NOT INCLUDE:
 - Private service stations (ex. Joe's Garage, Jiffy Lube, Meineke)

Please use the attached TERM Scale Worksheet to assign a condition rating to facilities.
Please save a copy of the TERM Scale Worksheet for each facility in your personal records.

NCDOT does not require copies of these worksheets to be submitted but they may be requested during a site visit.

Where to Send the TAM Inventory

Systems should submit the completed TAM Inventory to PTD via Partner Connect Drop Box under the category "TAM Inventory" with the proper naming convention given above.

Report Deadlines

The initial data collection deadline was Dec. 15, 2016. All subsequent claims after this date must be submitted with an updated copy of the TAM Inventory.

APPENDIX B
TRANSIT SYSTEMS PARTICIPAING IN GROUP PLAN
(Reporting October 12th, 2017)

Alleghany County
Aging, Disability and Transit Services of Rockingham Co. (Inc.)
Alamance County Transportation Authority
Albemarle Regional Health Services (dba ICPTA)
Anson County
AppalCART
Ashe County Transportation Authority, Inc.
Avery County Transportation Authority
Beaufort County Developmental Center, Inc.
Bladen County
Brunswick Transit System, Inc.
Buncombe County
Cabarrus County
Carteret County
Caswell County
Chatham Transit Network (Inc.)
Cherokee County
Choanoke Public Transportation Authority
Clay County
Columbus County
Community & Senior Serv. of Johnston County, Inc.
Craven County
Cumberland County
Dare County
Davidson County
Duplin County
Durham County
Gaston County
Gates County
Goldsboro-Wayne Transportation Authority
Graham County
Greene County
Guilford County
Harnett County
Hoke County
Hyde County Non-Profit Private Transportation Corp. / Tyrrell County
Iredell County
Jackson County
Kerr Area Transportation Authority Lee
County
Lenoir County Lincoln
County Macon
County
Madison County Transportation Authority
Martin County

McDowell County Transportation Planning Board, Inc.
Mecklenburg County
Mitchell County Transportation Authority
Moore County
Mountain Projects, Inc./ Haywood County
Onslow United Transit System, Inc.
Orange County
Pender Adult Services, Inc.
Person County
Pitt County
Polk County Transportation Authority
Randolph County Senior Adult Association, Inc.
Richmond Interagency Transportation, Inc.
Robeson County
Rowan County
Rutherford County
Sampson County
Scotland County
Stanly County
Swain County Focal Point on Aging, Inc.
Tar River Transit/ City of Rocky Mount
Transportation Administration of Cleveland Co., Inc.
Transylvania County
Union County
Wake County
Washington County
Western Carolina Community Action, Inc.
Western Piedmont Regional Transit Authority
Wilkes Transportation Authority
Wilson City / County
Yadkin Valley Economic Development District, Inc.
Yancey County Transportation Authority



Attachment 4e

Transportation Advisory Committee

No Action Required

April 18, 2018

TO: Transportation Advisory Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Modifications to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

Purpose: Amend the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP) to modify a two (2) transportation improvement projects, as shown below and to include performance measure specific language for MTIP compliance.

PROJECT MODIFICATIONS

1. U-5952 (Greenville Signal System Upgrade)
 - Modify to accelerate utility relocation from 2022 to 2019 and construction from 2023 to 2020
2. U-5875 (Allen Road Widening)
 - Modify to accelerate right-of-way acquisition to from 2019 to 2018.

Discussion:

NCDOT has modified the above referenced project(s) in the State Transportation Improvement Program (STIP). The Board of Transportation adopted a schedule modification to U-5875, also known as the Allen Road Widening project, to accelerate right-of-way acquisition from 2019 to 2018. U-5952, also known as the City of Greenville signal system upgrade, was also recently modified to accelerate the project schedule for utility relocation from 2022 to 2019 and to accelerate construction from 2023 to 2020.

As these projects are programmed within the fully funded portion of the 2018-2027 STIP they do not require direct action for the Metropolitan Transportation Improvement Plan (MTIP), the local portion of the STIP, to remain compliant. The above modifications are classified as administrative modifications and do not require public advertisement before adoption. Staff will include these modifications in the current MTIP, which is available to the public on the MPO's website.

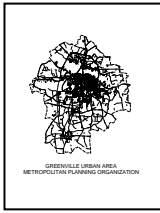
In addition to the project modifications, NCDOT is recommending that MPO include add the following language to the MTIP to establish compliance with federal regulation 23 CFR 450.326 (d) establishing the requirements that TIPs included description of the anticipated effect of the MTIP toward achieving performance targets:

"The Greenville Urban Area MPO has established performance management targets for highway safety and for transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan and will establish federally mandated performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight

movement. The Greenville Urban Area MPO anticipates meeting their identified targets with the mix of projects included in the TIP.

The inclusion of this language as an administrative modification allows the Greenville Urban Area MPO's MTIP to remain federally compliant with all requirements associated with performance measures. Amendments to the MTIP after May 27, 2018 require the MTIP to be in compliance with the above referenced CFR, so as to be proactive, MPO staff is recommending the addition of this language in advance of that deadline.

Action Needed: No action is required for this item.



Attachment 4g

Transportation Advisory Committee

No Action Required

July 11, 2018

TO: Transportation Advisory Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Administrative Modifications to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

Purpose: To make administrative modifications to the Greenville Urban Area MPO's 2018-2027 Metropolitan Transportation Improvement Program (MTIP) associated with the cost and schedule updates associated with four (4) separate projects. In addition, updates to the Summary section "Performance Management" language shall be made and an additional section titled "Appendix A" shall be created to house the established performance measure targets.

PROJECT MODIFICATIONS

Schedule Modifications

1. B-4786 (US 13 Bridge Replacement)
 - Modify to delay construction from FY 2019 to FY 2020 to allow for completion of R-2250 (Greenville SW Bypass)

Project Cost Modifications

2. U-5785 (Firetower Road Widening, from Charles Blvd to 14th St)
 - Cost Increase from \$7.23 Million to reflect the below (*Exceeding \$2 Million and 25% threshold):

i. RIGHT-OF-WAY FY 2018	\$5,968,000
ii. UTILITIES FY 2018 -	\$254,000
iii. CONSTRUCTION FY 2019 -	\$1,520,000
FY 2020 -	\$1,520,000
FY 2021 -	\$1,520,000
TOTAL	\$10,782,000
3. U-5870 (Firetower Road/Portertown Road Widening, from 14th St to 10th St)
 - Cost Increase from \$24.206 Million to reflect the below (*Exceeding \$2 Million and 25% threshold):

i. RIGHT-OF-WAY FY 2018 -	\$11,226,000
FY 2019 -	\$11,226,000
ii. UTILITIES FY 2018 -	\$956,000
iii. CONSTRUCTION FY 2019 -	\$5,852,000
FY 2020 -	\$5,852,000

FY 2021 -	\$5,852,000
TOTAL	\$40,964,000

4. U-5875 (Allen Road Widening, from Stantonsburg Rd to US 13)

- Cost Increase from \$20.432 Million to reflect the below (*Exceeding \$2 Million and 25% threshold):

i. RIGHT-OF-WAY	FY 2018 -	\$1,777,000
ii. UTILITIES	FY 2019 -	\$213,000
iii. CONSTRUCTION	FY 2021 -	\$8,467,000
	FY 2022 -	\$8,467,000
	FY 2023 -	\$8,466,000
	TOTAL	\$27,390,000

**Notates projects required to be brought before the NCDOT Board of Transportation as a modification according to NCDOT's requirements for any projects that has a cost increase exceeding 25% or \$2 Million dollars.*

Additional Administrative Modifications

5. Update to the Performance Management language to reflect the following

- **“The Greenville Urban Area MPO has established performance management targets for highway safety, infrastructure condition, system reliability, freight movement and has choose to participate in NCDOT’s Group Transit Asset Management (TAM) Plan. Targets have been established in coordination with the State within the required timeframe, as specified by the final rule for each specified performance measure. For additional information on the Greenville Urban Area MPO’s established performance Measure Targets please refer to Appendix A. The Greenville Urban Area MPO anticipates meeting their identified targets with the mix of projects included in the TIP.”**

6. Inclusion of Appendix A

- **Contains all Greenville Urban Area MPO Resolutions, and any accompanying documentation, establishing performance measure targets.**

Discussion:

NCDOT has modified the above referenced project(s) in the State Transportation Improvement Program (STIP). The Board of Transportation adopted the above 2018-2027 State Transportation Improvement Program (STIP) project modifications at their May 31, 2018 meeting. To remain compliant with the 2018-2027 STIP, the MPO must also modify the projects within the local portion of the STIP, also known as the 2018-2027 Metropolitan Transportation Improvement Program (MTIP). Project modifications are required by NCDOT when cost of a programmed project increases more than 25% and/or by \$2 million dollars or more.

Project B-4786 has been modified to delay construction from FY 2019 to FY 20 in order to accommodate the completion of R-2250, also known as the Greenville Southwest Bypass. This

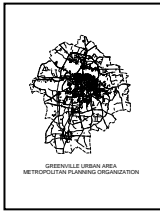
delay will reduce the impacts to traffic along the NC 11 (Memorial Drive) corridor once construction on the bridge replacement begins as traffic will be able to utilize the bypass. Due to scope changes to U-5785 and U-5870, an increase in budget is required. Revised design for these projects include two “quad-loop” intersections at the Firetower Rd/Charles Blvd and Firetower Rd/ Arlington Blvd intersections requiring additional right-of-way acquisition, utility work and construction for each project. Project U-5875 has also required additional funding per final engineering estimates and thus must be modified accordingly.

As these projects are programmed within the fully funded portion of the 2018-2027 STIP they do not require direct action to be compliant. The above modifications are classified as administrative modifications and do not require public advertisement or a formal public input period before adoption. Staff will include these modifications in the current MTIP, which is available to the public on the MPO’s website.

With the Greenville MPO taking official action to establish performance measure targets for performance measures 2 and 3, the MPO has officially established all mandated targets. As such the “Performance Measure” language within the MTIP has been updated to reflect completion of the necessary actions to establish targets and comply with federal legislation. An appendix of information, Appendix A, has been created to contain all relevant documentation relating to the MPO’s establishment/participation of all required performance measure targets.

Action Needed: No action is required for this item.

Attachments: *MTIP modifications reference page with indicated projects; Updated 2028-2027 Metropolitan Transportation Improvement Program (MTIP)*



Attachment 4b

Technical Coordinating Committee

No Action Required

September 19, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Administrative Modifications to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

Purpose: To make administrative modifications to the Greenville Urban Area MPO's 2018-2027 Metropolitan Transportation Improvement Program (MTIP) associated with schedule updates associated with four (4) separate projects. In addition, consistent with item 4a, a resolution of support for the State Group Transit Asset Management established performance measure targets shall be added to the MTIP to maintain compliance.

PROJECT MODIFICATIONS

Schedule Modifications

1. U-5606 (Dickinson Avenue Improvement Project)
 - To allow additional time for planning and design, delay construction from FY 2018 to FY 2019.
2. U-5730 (Memorial Drive and West 5th Street Intersection Improvement)
 - To allow additional time for planning and design, delay construction from FY 2018 to FY 2019.
3. U-5785 (Firetower Road Widening , from Charles Blvd to 14th St)
 - To allow additional time for planning and design, delay right-of-way from FY 2018 to FY 2019 and delay construction from FY 2019 to FY 2020.
4. U-5870 (Firetower/Portertown Rd Widening, from 14th St to 10th St)
 - To allow additional time for planning and design, delay right-of-way from FY 2018 to FY 2019 and delay construction from FY 2019 to FY 2020.

Discussion:

NCDOT has modified the above referenced project(s) in the State Transportation Improvement Program (STIP). The Board of Transportation adopted the above 2018-2027 State Transportation Improvement Program (STIP) project modifications at their August 2, 2018 meeting. To remain compliant with the 2018-2027 STIP, the MPO must also modify the projects within the local portion of the STIP, also known as the 2018-2027 Metropolitan Transportation Improvement Program (MTIP). Project modifications are required by when adjustments to the project delivery schedule occur or when cost of a programmed project increases more than 25% and/or by \$2 million dollars or more.

To allow for additional engineering and planning time the schedule for the above referenced projects will be modified accordingly. The schedule modifications will allow for fewer traffic impacts, increased efficiency in project delivery and reduction of overall impacts of the projects.

In compliance with MAP-21 and the FAST Act, the MPO, in partnership with its transit providers, must establish performance targets for Transit Asset Management. The Greenville Area Transit System (GREAT) and Pitt Area Transit System (PATS) have established targets in association with the North Carolina Department of Transportation's (NCDOT) Group Transit Asset Management Plan. These established targets if adopted by the MPO, shall be included in Appendix A of the Greenville Urban Area MPO's MTIP, in conformance with legislation requiring the inclusion of performance based planning in the MPO's processes. The Greenville Urban Area MPO will thereafter plan and develop projects in support of the State established Transit Asset Management targets as is required with inclusion in the State's Transit Asset Management Group Plan.

Action Needed: No action is required for this item.

Attachments: *MTIP modifications reference page with indicated projects; Updated 2028-2027 Metropolitan Transportation Improvement Program (MTIP)*