



# STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION



2016–2025

# 2015

JUNE 2015

North Carolina Department of Transportation

## NORTH CAROLINA 2016 – 2025

### STATE TRANSPORTATION IMPROVEMENT PROGRAM

#### **What is a State Transportation Improvement Program (STIP)?**

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

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

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

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

## **How is the STIP organized?**

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

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

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

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

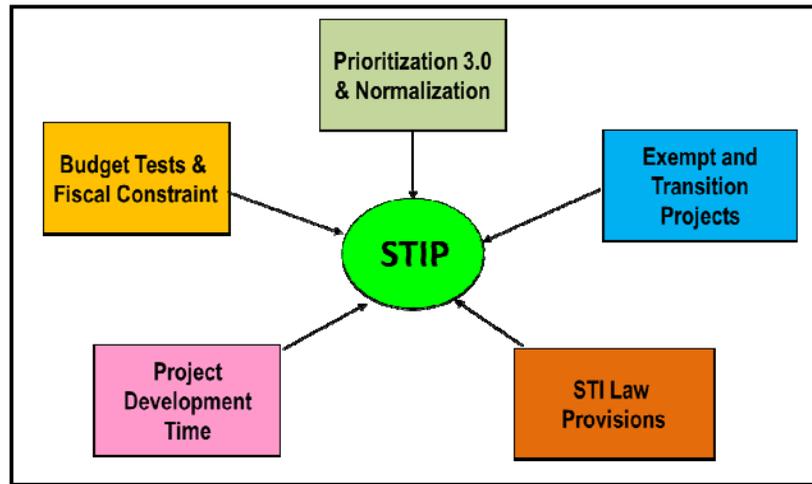
All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

## **Strategic Prioritization**

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

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

Figure A



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

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

### **Public Involvement – Draft STIP**

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

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

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

**Transportation Conformity**

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

**North Carolina Air Quality Non-Attainment/Maintenance Area Summary**

Region	Counties	Pollutant(s)	
		8- Hour Ozone	PM 2.5
Metrolina	Cabarrus (Partial)	✓	
	Gaston (Partial)	✓	
	Iredell (Partial)	✓	
	Lincoln (Partial)	✓	
	Mecklenburg	✓	
	Rowan (Partial)	✓	
	Union (Partial)	✓	
Triad	Guilford		✓
	Davidson		✓
Greater Hickory/Unifour	Catawba		✓

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

**Project Descriptions**

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

## PROGRAM BUDGETS

### Transportation Revenue Forecast

#### State Budget

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

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

#### Previous Federal Budget

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

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

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

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

It created two new formula programs:

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

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

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

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

### **Federal Aid Program**

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

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

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

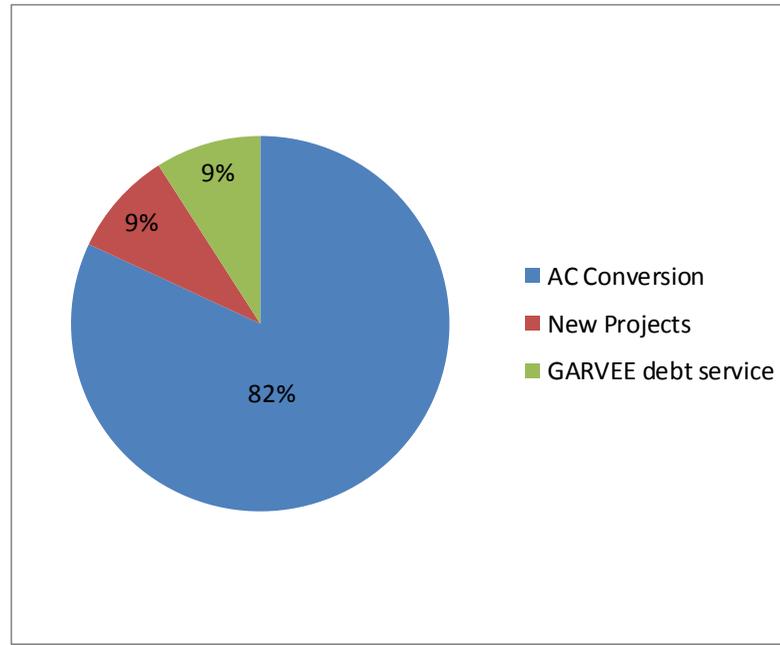
### **Public Transportation Project Funding**

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

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

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

### Proposed Use of FFY 2016 Obligation Authority



The program is fiscally constrained to the amount of funds projected to be available each year in order to prevent the Department from over committing future revenues. “Advance Construction” (AC) allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority before starting projects. As a result, a state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. At some future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a 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. The Department is expected to sell \$300 million in 2015 and \$300 million in 2016.

**GARVEE Bond Program  
\$ in Millions**

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

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

**State Highway Trust Fund**

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

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

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

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

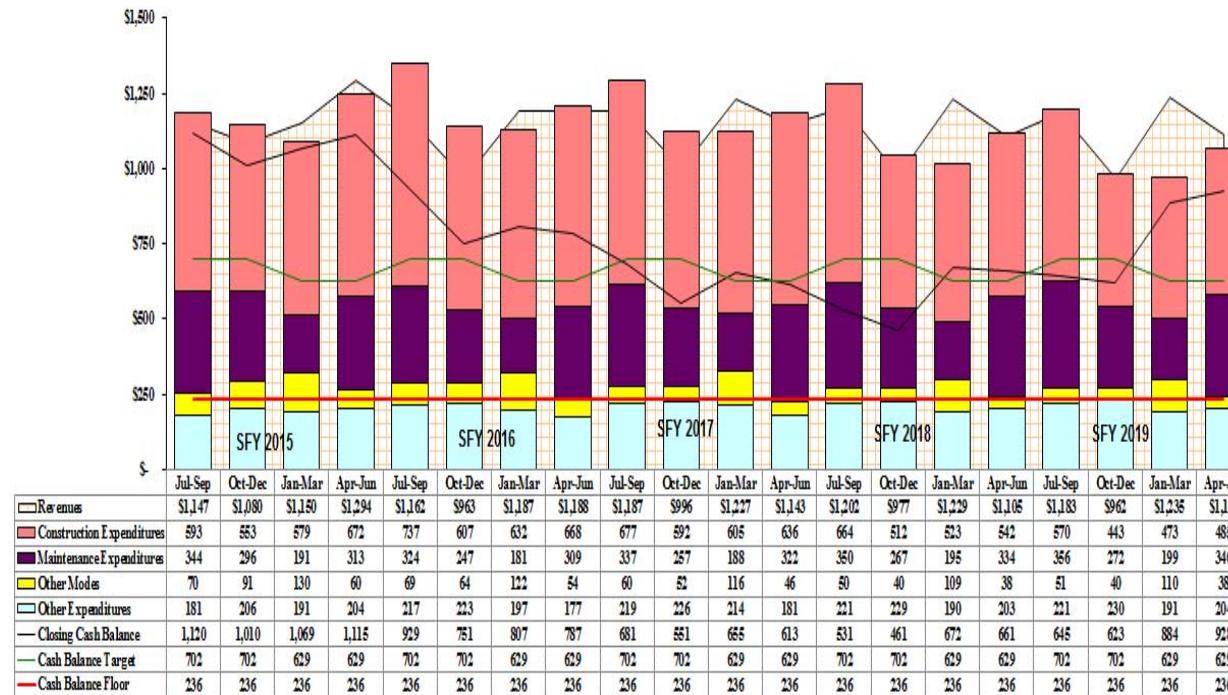
**Anticipated Inflation Impact**

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

**Cash Model**

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

60 Month Cash Model  
Sample View  
(\$ in Millions)



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

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

### **The North Carolina Turnpike Authority (NCTA)**

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

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

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

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

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION**  
**HIGHWAY PROGRAM**

**(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)**

<b>FUNDING</b>	<b>FUND_DESCRIPTION</b>	<b>FUNDING TYPE</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>
HFB	Highway Fund Bridge Replacement Program	S				89
NHP	National Highway Performance Program	F			229	
NHPB	National Highway Performance Program(Bridge)	F			1147	
STP	Surface Transportation Program	F	7840	8153		
STPOFF	Surface Transportation Program (Off System)	F				107
T	Highway Trust Funds	S	76259	47553	49458	

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION**  
**NON-HIGHWAY PROGRAM**

**(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)**

<b>FUNDING</b>	<b>FUND_DESCRIPTION</b>	<b>FUNDING TYPE</b>	<b>FY 2016</b>	<b>FY 2017</b>	<b>FY 2018</b>	<b>FY 2019</b>
FMPL	Metropolitan Planning (5303)	F	28	29	30	32
FUZ	Capital Program - Bus Earmark (5309)	F	1897	1724	4638	2120
L	Local	O	998	1076	1073	1011
S	State	S	3	14	310	3
SMAP	Operating Assistance and State Maintenance	S	361	386	369	328









GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

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 PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
								FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS
<b>FEDERAL BRIDGE PROJECTS</b>																		
PITT	NC 33	B-5418 REG	REPLACE BRIDGE 730050 OVER JOHNSON MILL RUN.		1267	1267												
BRIDGE PURCHASE ORDER CONTRACT (DPOC): UNDER CONSTRUCTION																		
PITT	SR 1401 (OLD RIVER ROAD)	B-4787 DIV	REPLACE BRIDGE 730095 OVER JOHNSON MILL RUN.		1827	1827												
UNDER CONSTRUCTION																		
PITT	SR 1418 (STATON HOUSE ROAD)	B-4788 HF	REPLACE BRIDGE 730171 OVER JOHNSON MILL RUN.		951	101	HFB											
PITT	SR 1715 (JACK JONES ROAD)	B-4603 DIV	REPLACE BRIDGE 730029 OVER FORK SWAMP.		1134	144	STPOFF											
BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	VARIOUS	BD-5102 DIV	DIVISION 2 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		12375	12375												
UNDER CONSTRUCTION - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																		
<b>MUNICIPAL BRIDGE PROJECTS</b>																		
PITT	GREENVILLE (KING GEORGE ROAD)	B-5100 DIV	REPLACE BRIDGE 730421 OVER MEETING HOUSE BRANCH.		777	777												
CITY OF GREENVILLE - MUNICIPAL BRIDGE: UNDER CONSTRUCTION																		
<b>MITIGATION PROJECTS</b>																		
BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	VARIOUS	EE-4902	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 2 PROJECT MITIGATION.		2647	2647												
IN PROGRESS																		

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

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

HIGHWAY PROGRAM

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS											
								STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
								FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS	
<b>HIGHWAY SAFETY PROJECTS</b>																			
BEAUFORT	VARIOUS	W-5202	DIVISION 2 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		8280	8280													
CARTERET																			
CRAVEN																			
GREENE																			
JONES																			
LENOIR																			
PAMLICO																			
PITT																			
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																			

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

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
								FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>																		
PITT	GREENVILLE	EB-4996 TRN	GREEN MILL RUN GREENWAY, CHARLES BOULEVARD TO EVANS PARK. CONSTRUCT GREENWAY.		1718	1718												
UNDER CONSTRUCTION																		
PITT	GREENVILLE	EB-5539 TRN	SOUTH TAR RIVER GREENWAY. PHASE 3: PITT STREET TOWARD MOYE BOULEVARD IN VICINITY OF PITT MEMORIAL HOSPITAL. CONSTRUCT GREENWAY USING EXISTING SIDEWALKS, ROADS AND ON NEW LOCATION ALONG THE RIVER.		2116	2116												
UNDER CONSTRUCTION																		
PITT	GREENVILLE	EB-5618 TRN	PROVIDE PEDESTRIAN CROSSWALK IMPROVEMENTS AT MULTIPLE INTERSECTIONS.	1.0	750	750												
UNDER CONSTRUCTION BY CITY OF GREENVILLE																		
<b>PUBLIC TRANSPORTATION PROJECTS</b>																		
PITT	GREENVILLE AREA TRANSIT	TA-4965	REPLACEMENT BUS		4330	1650		FBUS										
								HF										
								FUZ										
								L										
								S										
PITT	GREENVILLE AREA TRANSIT	TD-4716	FACILITY - INTERMODAL CENTER - LAND, PLANNING, DESIGN, CONSTRUCTION		8100	8100		FBUS										
								HF										
								FUZ										
								L										
								S										
PITT	GREENVILLE AREA TRANSIT	TG-4767	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC		7738	3044		CP	441	CP	452	CP	464	CP	475	CP	481	
								HF										
								L	CP	110	CP	113	CP	116	CP	119	CP	120
PITT	GREENVILLE AREA TRANSIT	TG-5107B	PREVENTIVE MAINTENANCE		8717	3291		FUZ	O	525	O	538	O	552	O	566	O	540
								HF										
								L	O	131	O	135	O	138	O	141	O	135
PITT	GREENVILLE AREA TRANSIT	TG-5107C	OPERATING ASSISTANCE - ADA PARATRANSIT SERVICE		2334	850		FUZ	O	170	O	174	O	179	O	183	O	120
								HF										
								L	O	43	O	44	O	45	O	46	O	30
PITT	GREENVILLE AREA TRANSIT	TO-4726	OPERATING ASSISTANCE		18975	7852		FUZ	O	641	O	307	O	690	O	540	O	540
								HF										
								L	O	657	O	673	O	367	O	540	O	540
								SMAP	O	341	O	350	O	322	O	275	O	275

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 TRN - Transition Project

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

NON HIGHWAY PROGRAM

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																													
							STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM						UNFUNDED																	
							FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS																			
<b>PUBLIC TRANSPORTATION PROJECTS</b>																																				
PITT	GREENVILLE AREA TRANSIT	TP-5107	PLANNING ASSISTANCE - 5303		461	197	FMPL	PL	27	PL	27	PL	27	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	PL	3	PL	3	PL	3											
							S	PL	3	PL	3	PL	3	PL	3	PL	3	PL	3	PL	3	PL	3	PL	3											
			HF																																	
PITT	GREENVILLE AREA TRANSIT	TP-5107A	PLANNING ASSISTANCE - 5 YEAR PLAN		200	100	FUZ			CP	80																									
							L			CP	10																									
							S			CP	10																									
			HF																																	
PITT	GREENVILLE AREA TRANSIT	TS-5112	SAFETY & SECURITY		177	102	FUZ	CP	15	CP	15	CP	15	CP	15	CP	15																			
			HF																																	

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STATEWIDE PROJECTS

HIGHWAY PROGRAM

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED	
								STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS
								FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025		
<b>INTERSTATE PROJECTS</b>																			
STATEWIDE	VARIOUS	I-9999	INTERSTATE MAINTENANCE BALANCE. SW		488522		NHPIM	C 5000	C 5000	C 5000	C 5000	C 5000	C 63522	C 100000	C 100000	C 100000	C 100000		
<b>RURAL PROJECTS</b>																			
STATEWIDE	VARIOUS	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.																
IN PROGRESS																			
STATEWIDE	VARIOUS	M-0219	PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS SW		4257	1757		T PE 75 DIV	T PE 75 RE	T PE 100 SW			PE 75 DIV	PE 75 RE	PE 100 SW				
DIV DIV PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS REG REG PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS SW SW PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS																			
STATEWIDE	VARIOUS	M-0479	STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. SW		5500	500		T PE 150 DIV	T PE 150 RE	T PE 200 SW			PE 150 DIV	PE 150 RE	PE 200 SW				
SW DIV STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. REG REG STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. DIV SW STATEWIDE PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																			
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. SW		21180	11180		T PE 300 DIV	T PE 300 RE	T PE 400 SW			PE 300 DIV	PE 300 RE	PE 400 SW				
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																			
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK. SW		20066	11066		T PE 270 DIV	T PE 270 RE	T PE 360 SW			PE 270 DIV	PE 270 RE	PE 360 SW				
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																			
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. SW		3720	2120		T PE 48 DIV	T PE 48 RE	T PE 64 SW			PE 48 DIV	PE 48 RE	PE 64 SW				
DIV DIV HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. REG REG HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. SW SW HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																			
IN PROGRESS																			

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

STATEWIDE PROJECTS

HIGHWAY PROGRAM

COUNTY		ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED	FUTURE YEARS														
									FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025																					
<b>RURAL PROJECTS</b>																																							
STATEWIDE	VARIOUS		M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		8478	4478		T	PE	120	DIV	PE	120	DIV	PE	120	DIV	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	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	PE	160	SW	PE	160	SW	PE	160	SW			
			SW						DIV	DIV	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																												
									REG	REG	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																												
									SW	SW	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																												
IN PROGRESS																																							
STATEWIDE	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.					PROGRAM IN PROGRESS																														
			EX						PROGRAM IN PROGRESS																														
STATEWIDE	VARIOUS		R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		265523	265523		IN PROGRESS																														
									IN PROGRESS																														
STATEWIDE	VARIOUS		R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC).		158759	158759		IN PROGRESS																														
									IN PROGRESS																														
STATEWIDE	VARIOUS		R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT).		89398	89398		IN PROGRESS																														
									IN PROGRESS																														
STATEWIDE	VARIOUS		R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.		17399	17399		IN PROGRESS																														
									IN PROGRESS																														
STATEWIDE	VARIOUS		R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.		61399	31399	STP	C	3000	DIV	C	3000	DIV	C	3000	DIV	C	3000	DIV	C	3000	DIV	C	3000	DIV	C	3000	DIV	C	3000	DIV	C	3000	DIV				
									DIV	DIV	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.																												
									IN PROGRESS																														
STATEWIDE	VARIOUS		R-9999WM	ENVIRONMENTAL MITIGATION AND MINIMIZATION.		73971	63971	NHP	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	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	M	150	RE	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	M	200	SW	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	M	150	DIV	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	M	150	RE	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	M	200	SW	M	200	SW	M	200	SW	M	200	SW	M	200	SW			
			SW						DIV	DIV	ENVIRONMENTAL MITIGATION AND MINIMIZATION.																												
									REG	REG	ENVIRONMENTAL MITIGATION AND MINIMIZATION.																												
									SW	SW	ENVIRONMENTAL MITIGATION AND MINIMIZATION.																												
IN PROGRESS																																							
<b>FEASIBILITY STUDIES</b>																																							
STATEWIDE	VARIOUS		M-0452	TOLLING/FINANCIAL FEASIBILITY STUDIES.		3064	1064	T	PE	200		PE	200		PE	200		PE	200		PE	200		PE	200		PE	200		PE	200		PE	200					
			SW																																				

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STATEWIDE PROJECTS

HIGHWAY PROGRAM

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED								
								STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS							
								FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025									
<b>FEDERAL BRIDGE PROJECTS</b>																										
STATEWIDE	VARIOUS	B-9999	BRIDGE INSPECTION PROGRAM.		300121	190121		STP	I	3300	DIV	I	3300	DIV	I	3300	DIV	I	3300	DIV	I	3300	DIV			
								STP	I	3300	RE	I	3300	RE	I	3300	RE	I	3300	RE	I	3300	RE			
								STP	I	4400	SW	I	4400	SW	I	4400	SW	I	4400	SW	I	4400	SW			
								DIV DIV BRIDGE INSPECTION PROGRAM.																		
								REG REG BRIDGE INSPECTION PROGRAM.																		
								SW SW BRIDGE INSPECTION PROGRAM.																		
								IN PROGRESS																		
STATEWIDE	VARIOUS	BK-5100	ESTABLISH BRIDGE MANAGEMENT SYSTEM.		5000	5000																				
								IN PROGRESS																		
STATEWIDE	VARIOUS	BK-5101	DECK PRESERVATION AT 15 SELECTED LOCATIONS.		7747	7747																				
								UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	BK-5132	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.		1000	1000																				
								IN PROGRESS																		
STATEWIDE	VARIOUS	BK-5102	BRIDGE PAINTING AT 19 SELECTED LOCATIONS.		2027	2027																				
								IN PROGRESS																		
STATEWIDE	VARIOUS	BK-5131	BRIDGE PRESERVATION AT SELECTED LOCATIONS.		1500	1500																				
								UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	BP-5500	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.		14270	14270																				
								SW DIV BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																		
								SW REG BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																		
								SW SW BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																		
STATEWIDE	VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100																				
								IN PROGRESS																		
STATEWIDE	VARIOUS	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860																				
								UNDER CONSTRUCTION																		

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STATEWIDE PROJECTS

HIGHWAY PROGRAM

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 PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED													
								FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS																		
<b>MITIGATION PROJECTS</b>																																				
STATEWIDE	VARIOUS	R-9999MW	ENVORINMENTAL MITIGATION AND MINIMIZATION.		73971	63971		NHP	M	150	DIV	M	150	DIV	M	150	DIV	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	M	150	RE	M	150	RE	M	150	RE							
								NHP	M	200	SW	M	200	SW	M	200	SW	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	M	150	DIV	M	150	DIV	M	150	DIV							
								T	M	150	RE	M	150	RE	M	150	RE	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	M	200	SW	M	200	SW	M	200	SW							
		SW						DIV DIV ENVIRONMENTAL MITIGATION AND MINIMIZATION REG REG ENVIRONMENTAL MITIGATION AND MINIMIZATION SW SW ENVIRONMENTAL MITIGATION AND MINIMIZATION																												
IN PROGRESS																																				
<b>HIGHWAY SAFETY PROJECTS</b>																																				
STATEWIDE	VARIOUS	W-5517	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		66000	11000		HSIP	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	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	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	PE	2200	SW	PE	2200	SW	PE	2200	SW				
								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.																												
STATEWIDE	VARIOUS	W-9999	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.		186200			HSIP							C	6450	DIV	C	6450	DIV	C	6750	DIV	C	6750	DIV	C	7110	DIV	C	7110	DIV				
								HSIP							C	6450	RE	C	6450	RE	C	6750	RE	C	6750	RE	C	7110	RE	C	7110	RE				
								HSIP							C	8600	SW	C	8600	SW	C	9000	SW	C	9000	SW	C	9480	SW	C	9480	SW				
		SW						DIV DIV HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE. REG REG HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE. SW SW HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.																												
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		15808	5808		HSIP	C	300	DIV	C	300	DIV	C	300	DIV	C	300	DIV	C	300	DIV	C	300	DIV	C	300	DIV	C	300	DIV				
								HSIP	C	300	RE	C	300	RE	C	300	RE	C	300	RE	C	300	RE	C	300	RE	C	300	RE	C	300	RE				
								HSIP	C	400	SW	C	400	SW	C	400	SW	C	400	SW	C	400	SW	C	400	SW	C	400	SW	C	400	SW				
								DIV DIV SIGNAL RETIMING TO IMPROVE SAFETY. REG REG SIGNAL RETIMING TO IMPROVE SAFETY. SW SW SIGNAL RETIMING TO IMPROVE SAFETY.																												
IN PROGRESS																																				
STATEWIDE	VARIOUS	W-5601	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		105078	7078		HSIP	R	420	DIV	R	420	DIV	R	420	DIV	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	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	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	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	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	C	3360	SW	C	3360	SW	C	3360	SW				
		SW						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 STATWIDE CATEGORY.																												
IN PROGRESS																																				
STATEWIDE	VARIOUS	W-5508	HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.		1500	1500																														

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

STATEWIDE PROJECTS

HIGHWAY PROGRAM

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS		
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025			
<b>CONGESTION MITIGATION PROJECTS</b>																			
STATEWIDE	VARIOUS	C-5600 EX	STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.		31342		CMAQ	C	15671		C	15671							
STATEWIDE	VARIOUS	C-5601 EX	CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.		4500		CMAQ	C	2250		C	2250							
STATEWIDE	VARIOUS	C-5554 EX	DIVISION OF AIR QUALITY SCHOOL BUS REPLACEMENT PROGRAM. REPLACE BUSES WITH NEW BUSES THAT MEET THE NEW HEAVY DUTY DIESEL TRUCK AND BUS STANDARDS.		1775	1775	IN PROGRESS												
STATEWIDE	VARIOUS	C-3600 EX	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.		6702	6702	IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES												
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	C-4902 EX	NORTH CAROLINA STATE UNIVERSITY SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL-ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL CMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.		4694	4694	IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY												
STATEWIDE	NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES	C-4903 EX	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		2125	1500	CMAQ	I	500										
							O	I	125										
							IN PROGRESS BY NCDENR DIVISION OF AIR QUALITY												
STATEWIDE	STATEWIDE	C-9999 EX	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS.		240000		CMAQ					C	30000	C	30000	C	30000	C	30000
<b>ENHANCEMENT (ROADSIDE PROJECTS)</b>																			
STATEWIDE	VARIOUS	ER-5600	VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.		40000		STP	C	4000	DIV	C	4000	DIV	C	4000	DIV	C	4000	DIV
							DIV DIV VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE. - IN PROGRESS												
							IN PROGRESS												
STATEWIDE	VARIOUS	M-0451 SW	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.		1112	412	T	PE	21	DIV	PE	21	DIV	PE	21	DIV	PE	21	DIV
							T	PE	21	RE	PE	21	RE	PE	21	RE	PE	21	RE
							T	PE	28	SW	PE	28	SW	PE	28	SW	PE	28	SW
							DIV DIV STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS. REG REG STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS. SW SW STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.												

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STATEWIDE PROJECTS

HIGHWAY PROGRAM

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										
								STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
								FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS
<b>SAFE ROUTES TO SCHOOLS PROJECTS</b>																		
STATEWIDE	VARIOUS	SR-5001 DIV	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		10926	10926												
IN PROGRESS - \$200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C																		
STATEWIDE	VARIOUS	SR-5000 DIV	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.		6435	6435												
IN PROGRESS																		
<b>ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)</b>																		
STATEWIDE	VARIOUS	K-4704 SW	REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.		4100	4100												
IN PROGRESS																		

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STATEWIDE PROJECTS

NON HIGHWAY PROGRAM

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																							
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED													
							FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS													
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>																														
STATEWIDE	VARIOUS	E-4018	NATIONAL RECREATIONAL TRAILS. DIV		12645	645	TAP	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200			
IN PROGRESS																														
STATEWIDE	VARIOUS	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM. TRN		5260	5260																								
UNDER CONSTRUCTION																														
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.																											
IN PROGRESS																														
STATEWIDE	VARIOUS	EB-5542	STATEWIDE BICYCLE-PEDESTRIAN PROGRAM. DIV		10000		STP	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000			
STATEWIDE	VARIOUS	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS. TRN		25408	25408																								
IN PROGRESS - \$182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E																														
<b>PUBLIC TRANSPORTATION PROJECTS</b>																														
STATEWIDE	GREYHOUND LINES	TI-6108	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE VIA WILMINGTON ALONG US 70, US 117, AND US 17 AND FROM JACKSONVILLE TO MYRTLE BEACH VIA WILMINGTON ALONG US 17 HF		4081	4081	FNU																							
STATEWIDE	GREYHOUND LINES	TI-6107	INTERCITY BUS SERVICE from RALEIGH TO JACKSONVILLE ALONG US 70 AND US 17 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, KINSTON, AND NEW BERN HF		1910	1910	FNU																							
STATEWIDE	GREYHOUND LINES	TI-6106	INTERCITY BUS SERVICE FROM RALEIGH TO WILMINGTON ALONG US 70 AND US 117 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, WALLACE, AND WILMINGTON HF		1592	1592	FNU																							
STATEWIDE	GREYHOUND LINES	TI-6105	INTERCITY BUS SERVICE FROM RALEIGH TO NORFOLK ALONG US 64 AND US 258 WITH STOPS AT RALEIGH, ROCKY MOUNT, AHOSKIE, AND SUFFOLK HF		1402	1402	FNF																							
STATEWIDE	NCDOT FERRY DIVISION	TA-6535	CAPITAL HF		789	789	FNF	S																						

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STATEWIDE PROJECTS

NON HIGHWAY PROGRAM

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																																	
							STATE TRANSPORTATION PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED																		
							FUNDS	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FUTURE YEARS																						
<b>PUBLIC TRANSPORTATION PROJECTS</b>																																								
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTION	TP-4901	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES		7739	4139	FSPR	CP	600																															
		HF					S	CP	120																															
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTION	TT-9702A	TECHNOLOGY - ADMINISTRATION (ITRE)		50	50	UTCH																																	
		HF																																						
STATEWIDE	STATEWIDE	TA-6520	SECTION 5317 NEW FREEDOM CAPITAL FUNDING ASSISTANCE TO COMMUNITY TRANSPORTATION SYSTEMS AND NON-PROFIT AGENCIES ACROSS THE STATE		443	443	FNF																																	
		HF																																						
STATEWIDE	STATEWIDE	TK-4902	STATE ADMINISTRATION OF APPALACHIAN DEVELOPMENT TRANSPORTATION ASSISTANCE PROGRAM		145		ADTAP	AD	145																															
		HF																																						
STATEWIDE	STATEWIDE	TK-4900Z	STATE ADMINISTRATION - RURAL AREA GENERAL PUBLIC TRANSIT SERVICES		17091	7446	FNU	AD	1945	AD	1100	AD	1100	AD	1100	AD	1100	AD	1100																					
		HF																																						
STATEWIDE	STATEWIDE	TM-6155	OPERATING FUNDING FOR EXISTING PROJECTS STATEWIDE		350		JARC	O	175																															
		HF					L	O	175																															
STATEWIDE	STATEWIDE	TP-4902	STATEWIDE SUPPORT TO UPDATE LOCAL COMMUNITY TRANSPORTATION SERVICE PLANS - 5311		3710	3010	FNU	PL	700																															
		HF																																						
STATEWIDE	STATEWIDE	TS-7000	DEVELOP AND IMPLEMENT AN ENHANCED STATE SAFETY OVERSIGHT PROGRAM		844	844	SSO																																	
		HF																																						
STATEWIDE	STATEWIDE	TS-4900Z	STATEWIDE TRAINING AND SUPPORT SERVICES RTAP (RURAL, SMALL-URBAN AND PARATRANSIT)		1472	1057	RTAP	AD	415																															
		HF																																						
STATEWIDE	SUB REGIONAL	TM-5301	STATE ADMINISTRATION - JOB ACCESS NON-URBAN		5592	3092	JARC	AD	500																															
		HF																																						
STATEWIDE	SUB REGIONAL	TN-5112	STATE ADMINISTRATION - NEW FREEDOM - 5317		4270	2412	FNF	AD	386	AD	386	AD	386	AD	350	AD	350																							
		HF																																						

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

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

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

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

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

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

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

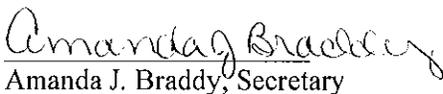
WHEREAS, the Transportation Advisory Committee has solicited public and private transportation provider comments; and

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

**Today, August 25, 2015.**



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

  
Amanda J. Braddy, Secretary