

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC) MEETING**

Wednesday, April 4, 2018, at 1:30 p.m.
Greenville City Hall, Room # 329
Actions to be taken in bold italics

1) Approval of Agenda; approve

Chair to read aloud Ethics Awareness and Conflict of Interest reminder

ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER--Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved

2) Approval of Minutes of January 31, 2018 Meeting (Attachment 1); approve (pg.3-9)

3) Public Comment Period

4) New Business / Action Items:

- a) Review of Prioritization 5.0 Quantitative Scoring for Greenville MPO Projects – Discussion (pg. 10)*
- b) Local Input Point Assignment for Greenville Urban Area MPO Prioritization 5.0 Regional Projects – Resolution No. 2018-07-GUAMPO; Recommended for TAC Adoption (pg. 11-19)*
- c) Adoption of Project List for Inclusion in the Pitt County 2045 Travel Demand Model Update – Resolution No. 2018-08-GUAMPO; Recommended for TAC Adoption (pg. 20-23)*
- d) Administrative Modifications to 2018-2017 STIP Projects U-5875 and U-5952 and Addition of Performance Measure Language – Discussion (pg.24-82)*

5) Other Discussion Items

- a) Legislative update (pg. 83-86)*
- b) NCDOT Update*
 - i. Division 2*
 - ii. Transportation Planning Division*
- c) MPO Project Report (pg. 87-90)*

6) Upcoming MPO Meeting Schedule (Greenville City Hall, Room 337, at 1:30pm)

- TCC Meetings –June 27, 2018; September 12, 2018; October 31, 2018
- TAC Meetings – April 18, 2018; July 11, 2018; September 26, 2018; November 14, 2018

7) Items for future consideration

8) Adjourn

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

U.S. Department of Justice regulations, 28 Code of Federal Regulations, Section 42.405, Public Dissemination of Title VI Information, require recipients of Federal financial assistance to publish or broadcast program information in the news media. Advertisements must state that the program is an equal opportunity program and/or indicate that Federal law prohibits discrimination. Additionally, reasonable steps shall be taken to publish information in languages understood by the population eligible to be served or likely to be directly affected by transportation projects.

The Greenville Urban Area MPO hereby gives public notice that it's the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, Executive Order 13166 *Improving Access to Services for Persons with Limited English Proficiency*, and related nondiscrimination statutes and regulations in all programs and services. It is the MPO's policy that no person in the United States shall, on the grounds of race, color, sex, age, income status, national origin, or disabilities be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program, activities, or services for which the MPO receives Federal financial assistance.

Any person who believes they have been mistreated by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the Greenville Urban Area MPO. Any such complaint must be in writing or in person to the City of Greenville, Public Works--Engineering, MPO Title VI Coordinator, 1500 Beatty St, Greenville, NC 27834, within one hundred eighty (180) days following the date of the alleged discrimination occurrence. Title VI Discrimination Complaint forms may be obtained from the above address at no cost, or via internet at www.greenvillenc.gov.

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

El Departamento de Justicia de regulaciones de EU, Código 28 de Regulaciones Federales, Sección 42.405, Difusión Pública del Título VI de la información, exigen que el beneficiario de la ayuda financiera del gobierno federal publique o difunda la información del programa a los medios de comunicación. Los anuncios deben indicar que el programa es un programa de igualdad de oportunidades y / o indicar que la ley federal prohíbe la discriminación. Además, deben tomarse pasos razonables para publicar la información en los idiomas de la población a la cual servirán, o que puedan ser directamente afectadas por los proyectos de transporte.

La Organización Metropolitana de Planificación de Greenville (Greenville Urban Area MPO) notifica públicamente que es política del MPO asegurar el pleno cumplimiento del Título VI del Acta de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, la Orden Ejecutiva 12898 Dirección Federal de Acciones para la Justicia Ambiental en Poblaciones minoritarias y poblaciones de bajos ingresos, la Orden Ejecutiva 13166 Mejorar el acceso a los Servicios para Personas con Inglés Limitado, y de los estatutos y reglamentos relacionados con la no discriminación en todos los programas y servicios. El MPO está comprometido a ofrecer oportunidades de participación significativa en sus programas, servicios y actividades a las minorías, poblaciones de bajos recursos y personas que no dominan bien el idioma Inglés. Además, reconocemos la necesidad de evaluar el potencial de impactos a estos grupos a través del proceso de toma de decisiones, así como la obligación de evitar, minimizar y mitigar impactos adversos en los que son desproporcionadamente altos. Es política del MPO que ninguna persona en los Estados Unidos, por motivos de raza, color, sexo, edad, nivel de ingresos, origen nacional o discapacidad sea excluido de la participación en, sea negado los beneficios de, o sea de otra manera sujeto a discriminación bajo cualquier programa, actividades o servicios para los que el MPO recibe asistencia financiera federal.

Cualquier persona que crea haber sido maltratada por una práctica discriminatoria ilegal en virtud del Título VI tiene derecho a presentar una queja formal con NCDOT. Cualquier queja debe ser por escrito o en persona con el Ciudad de Greenville, Public Works--Engineering, MPO Title VI Coordinator, 1500 Beatty St, Greenville, NC 27834, dentro de los ciento ochenta (180) días siguientes a la fecha en que ocurrió la supuesta discriminación. Los formatos de quejas por discriminación del Título VI pueden obtenerse en la Oficina de Public Works sin costo alguno o, a través de Internet en www.greenvillenc.gov.

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC) MINUTES
January 31, 2018**

Members of the Technical Coordinating Committee met on the above date at 1:30 p.m. at City Hall in Conference Room 337. Mr. Ben Williams, TCC-ViceChairperson, called the meeting to order. The following attended the meeting:

Scott Godefroy, City of Greenville
Rik DiCesare, City of Greenville
Thomas Weitnauer, City of Greenville
Lamont Jackson, City of Greenville
Ben Williams, Vice-Chair, Town of Winterville
James Rhodes, Pitt County
Jonas Hill, Pitt County
Michael Taylor, Pitt County
Bryan Jones, Town of Winterville
Stephen Smith, Town of Ayden
Richard Zeck, Village of Simpson
Preston Hunter, NCDOT
Steve Hamilton, NCDOT
Dominique Boyd, NCDOT
Jeff Cabaniss, NCDOT
Jamie Heath, Mid-East RPO
William Bagnell, ECU

OTHERS PRESENT:

Amanda Braddy, City of Greenville
Ryan Purtle, City of Greenville
Eliud DeJesus, Mid-East
Amira Yassin-Fort, Mid-East
Diane Hampton, NCDOT
Ken Graves, City of Greenville

I. AGENDA

Mr. Williams request the addition of New Business Item “H” for Amendment of the PWP. A motion was made by Mr. Rhodes to add this item. The motion was seconded by Mr. Godefroy. The motion passed unanimously.

II. ELECTION OF CHAIR AND VICE-CHAIR FOR THE GREENVILLE MPO’S TECHNICAL COORDINATING COMMITTEE (TCC)

Mr. Godefroy nominated Mr. Kevin Mulligan to remain as Chair for the TCC and Mr. Ben Williams as Vice-Chair. The nomination was seconded by Mr. Hamilton. No other nominations were made. The nominations were approved unanimously.

III. APPROVAL OF MINUTES OF OCTOBER 18, 2017 MEETING

Mr. Rhodes made a motion to approve the October 18, 2017 meeting minutes as presented. Mr. Hamilton seconded the motion. The motion passed unanimously.

IV. PUBLIC COMMENT PERIOD

There were no public comments.

V. NEW BUSINESS / ACTION ITEMS

A. NCDOT State Safety Performance Measures Endorsement

Mr. Purtle stated that legislation passed in recent years, namely MAP-21 and the FAST Act, have mandated that States and MPOs transition to performance based transportation planning. Provisions 23 CFR 625, 23 CFR 490 and 23 CFR 450 of the Code of Federal Regulation details regulations that State DOTs and MPOs must now include in the transportation planning process. Through these regulations, and subsequent Federal rule making procedures, four (4) categories of performance measures were established and are as follows:

1. Safety
2. Pavement and Bridge
3. CMAQ, Reliability and Freight
4. Transit Asset Management

Each category will contain several specific measures that must be addressed. The NCDOT Transportation Planning Division (TPD) will be developing the State standards for categories 1-3 with the NCDOT's Public Transportation Division developing the State measures for Transit Asset Management. The development and adoption of the categories are staggered with each category, and the specific measures associated with it, adopted by the State according to a federally mandated schedule. The first category, Safety, must have an action prior to February 27, 2018.

The Safety category was developed by the State in coordination with the NCDOT's annual Highway Safety Improvement Program (HSIP) report. The HSIP report was submitted on August 31, 2017 and included the five (5) Safety category specific measures that must be adopted or addressed by the State and MPOs. The five HSIP safety measures that must be addressed are:

- Number of fatalities
- Fatality Rate (per 100 million VMT)
- Number of Serious Injuries
- Serious Injury Rate (per 100 million VMT), and
- Number of Non-motorized (Pedestrians + Bicyclists) Fatalities and Serious Injuries

These five specific criteria must be updated on an annual basis with the specific benchmarks adopted by NCDOT for 2018.

Per the legislative regulations, the MPO must take action in one of two ways for the above State HSIP Safety Performance Measures. One of these Safety Measures, adopted as a part of the HSIP annual report and released to MPOs on October 19, 2017, must have action taken within 180 days of the initial adoption. The MPO thus is required to take action prior to February 27, 2018. Staff is hereby requesting the MPO TCC request the TAC adopt a resolution of support for the State established Safety Performance Measures for 2018.

A motion was made by Mr. Rhodes to recommend TAC adopt the NCDOT State Safety Performance Measures Endorsement. The motion was seconded by Mr. Godefroy and passed unanimously.

B. Update to the Greenville Urban Area MPO Public Involvement Plan

Mr. Purtle stated the MPO is required by FHWA and legislation to maintain an up to date plan to solicit and gather public comments throughout all transportation planning efforts. All MPO adopted plans and actions are available to the public and go through a public comment period before official action can be taken. The goal of public involvement is to integrate community

goals into the transportation planning process and create a transparent and easy to follow process.

Early and continuous communication between transportation officials and the public ensures that projects and plans suit community needs while providing the best engineered solution to the movement of people and goods throughout the MPO.

In an effort to stay current on all Federal and State regulations while incorporating new and innovative techniques for public engagement, MPOs must update their Public Involvement Plans (PIP) every five (5) years. The last update to the Greenville MPO took place in 2013 creating a need for an update in 2018. The PIP underwent a forty-five (45) day public comment period as required and staff hosted a public meeting to gather additional input and educate the public on involvement opportunities with regards to the MPO planning process. Comments made during the public comment period and during the public meeting are included as a part of the PIP as a record of input for consideration by the MPO's Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC).

Key updates to the Greenville MPO PIP include the following:

1. Updates to the "Executive Summary" to reflect the current MPO and community goals;
2. Update "Federal Requirements for Public Participation" to include the FAST Act;
3. Inclusion of requirement to utilize innovative techniques to solicit and gather public input during the transportation plans and studies;
4. Inclusion of the MPO Active Transportation Plan with an update interval of 5 years within "Major Planning Documents;"
5. Inclusion of the Greenville Area Transit (GREAT) Program of Projects (POP) within "Major Planning Documents;"
6. Updated MPO Contact List

Staff is requesting TCC recommend the TAC adopt Resolution 2018-02-GUAMPO updating the Greenville Urban Area MPO's Public Involvement Plan (PIP). Mr. Rhodes asked that there be an addition to the plan to include a location at the Pitt County Offices where the PIP could be reviewed by the public. A motion was made by Mr. Rhodes to recommend adoption by TAC of the PIP with the inclusion of his request. The motion was seconded by Mr. DiCesare and passed unanimously.

C. Preferred Design Alternative for 2018-2027 MTIP Projects U-5785 and U-5870

Mr. Purtle began by stating the Metropolitan Transportation Improvement Program (MTIP) projects U-5785 and U-5870, is scheduled for right-of-way acquisition completion in fiscal year (FY) 2018 with construction scheduled to start in FY 2019. The project was originally planned and programmed as widening project for Firetower Road and Portertown Road, between Charles Boulevard and 10th Street, from two lanes to four-lanes divided. A widening of the existing modern roundabout at the intersection of Portertown Road and Firetower Road from one to two lanes as well was included as a part of the original scope with an additional roundabout planned for the intersection of Portertown Road and Eastern Pines Road.

During the initial design and study of the project, it was found that the project, as originally planned and programmed, would not address the issues entirely. The review showed that as the design year of 2040 was approached, an increase of failure at the Firetower Road intersections with Arlington Boulevard and Charles Boulevard would occur.

In order to achieve the purpose of the project and upgrade the intersections to reduce failure, alternatives were created to expand the scope of the project to include the intersections of

Firetower Road and Arlington Boulevard; and Firetower Road and Charles Boulevard. The alternatives would address the failing functionality of those two specific intersections and increase safety by reducing crashes.

The original project was presented to the City of Greenville City Council in February 2017, with City Council approving the study of alternatives to address the issues existing at the Firetower Road intersections of Arlington Boulevard and Charles Boulevard. Due to the original scope not addressing the intersection issues at Charles Boulevard and Arlington Boulevard, NCDOT and a consultant began to study and expand the scope to address those intersections. The proposed expanded scope included the initial project design with the addition of what is referred to as “quadrant loops,”

These quad loops would serve to increase mobility and safety by restricting left turn movements across several lanes of traffic at failing intersections. The new expanded scope was found to address the congestion and intersection failure concerns. This new expanded project was presented to the public during meetings with property owners and developers (May/June 2017), area businesses (June/October 2017) and during a public meeting that took place on July 31, 2017.

NCDOT presented the expanded project to the City of Greenville City Council on August 10, 2017 with the City Council voting to support the expanded project. With the project originating as a submitted prioritization project, NCDOT has requested that the MPO take similar action in approving the expanded project. Staff requests that the TCC recommend the TAC take action to support the expanded project scope for STIP projects U-5785 and U-5870.

Mr. Rhodes asked if there was any public opposition to the new designs. Mr. Purtle stated there was some opposition; however, The Greenville City Council approved the new design and NCDOT has made contact with local property owners to address concerns as well.

A motion was made by Mr. DiCesare to request the TAC adopt Resolution 2018-03-GUAMPO supporting the expansion of the project scope for STIP projects U-5785 and U-5870. The motion was seconded by Mr. Godefroy and passed unanimously.

D. Greenville Urban Area MPO Local Methodology for P5.0

Mr. Purtle stated when assigning points to candidate projects submitted for NCDOT's funding consideration, the MPO uses a NCDOT-approved process for assigning local input points based on a combination of quantitative and qualitative data in accordance with the Strategic Transportation Investment State Law (Session Law 2013-183/House Bill 817).

If the MPO desires to make any modifications to their prioritization ranking process/formulas, they must first be submitted to NCDOT for their conditional approval. This is vetted by a review committee, and, if given, then final approval is considered after the public input process and consideration of comments for the modified point assignment/prioritization process. The attached draft prioritization process has received NCDOT's conditional approval.

For this MPO, there will be a total of 1300 points that can be distributed over all modes for regional projects, and a total of 1300 points that can be distributed over all modes for division-level projects.

NCDOT emphasizes openness, transparency, and public input. Each MPO/RPO methodology must contain at two criteria, of which one must be qualitative. MPO staff has developed a scoring methodology to prioritize projects across all submitted modes of transportation projects.

It is NCDOT's intent that these criteria/weighting be able to be modified each prioritization cycle, should an MPO/RPO wish. The MPO must have and adopt a local methodology prior to April 1, 2018. The prioritization process has been developed in accordance with the NCDOT study on local methodologies, distributed July 2017, and the local methodology standards adopted by NCDOT and sent to MPOs and RPOs on November 8, 2017. The MPO's draft process has received conditional approval by NCDOT. Staff requests that the TCC recommend TAC resolve to adopt this local methodology.

There was a 30-day public comment period that started on January 15, 2018. Any public comments received will be attached to this agenda item.

A motion was made by Mr. Godefroy to recommend TAC adopt the draft local methodology for P5.0. The motion was seconded by Mr. Rhodes and passed unanimously.

E. Update to the 2013 Pitt County Bicycle Map

Mr. Purtle stated at the MPO's last round of TCC and TAC meetings, staff mentioned that a question had been posed to staff by various stakeholders whether MPO funds could be utilized to update the existing 2013 Greenville & Pitt County Bike Map. After conferring with NCDOT's Transportation Planning Division MPO funds can be used for mapping and/or updating the current map under the Planning Work Program (PWP) Task Item II-A-1 Networks and Support Systems.

This map was developed by a consultant in order to have an online and hard copy map outlining the safe bike routes throughout the County based on suitability for the average rider. The map also notates significant destinations throughout the City. Safety tips and best practices are included on the map providing additional benefits to the readers. Currently the Map and information included on the hardcopy can be found on City of Greenville hosted site (in addition to the hard copy versions). The City currently houses the data for the map so an update would include any bicycle facilities identified since 2013.

The MPO currently has \$60,000 programmed for the Task Item II-A-1 in the current Fiscal Year 2018 PWP. Staff estimates the cost to update the current map and printing services would be approximately \$15,000 total. This would include a \$3,000, or 20%, local contribution broken down for each MPO member as indicated in the MPO's Memorandum of Understanding. The City of Greenville's Bicycle and Pedestrian Commission has requested the MPO consider completing this item in 2018.

A motion was made by Ms. Heath to request TAC direct staff in updating the 2013 Pitt & Greenville Bike Map. The motion was seconded by Mr. Rhodes and passed unanimously.

F. Amendment to the Greenville Urban Area MPO's 2018-2027 MTIP

Mr. Purtle stated NCDOT proposes to modify project R-5782 (Division 2 Program to Upgrade Intersections to ADA Standards) to add construction in FY 2018 not previously programmed and to delete U-5953 (NC 102, Ayden Elementary School Right Turn Lane) as the project is to be completed through other funding in the State Transportation Improvement Program (STIP). The Board of Transportation will consider the above modifications at their January 2018 meeting. R-5782, as shown above will have money programmed in FY 2018 to accommodate the project. U-5953 is being deleted from the STIP as funds from the State Highway Fund will be utilized to complete this work.

To follow the proper protocol for the expenditure of Federal funds, the 2018-2027 Metropolitan Transportation Improvement Program (MTIP, or the local portion of the STIP) must be

amended to correspond with projects in the STIP. This amendment would modify the MTIP as indicated above and in the adoption resolution.

In accordance with the MPO's Public Involvement Plan, these proposed amendments to the 2016-2025 TIP were advertised in the local newspaper for a minimum of 10 days. No public comments were received.

A motion was made by Mr. Rhodes to recommend the TAC adopt Resolution 2018-05-GUAMPO amending the Greenville Urban Area 2018-2027 MTIP as identified above. The motion was seconded by Mr. Godefroy and passed unanimously.

G. Intercity Passenger Rail Feasibility Study Letter of Request

Mr. Purtle stated as a part of the Fiscal Year 2019 Unified Planning Work Program (UPWP), the MPO has programmed funds to solicit professional services to perform a feasibility study on a possible intercity passenger rail connection between Greenville and Raleigh.

The MPO's Metropolitan Transportation Plan includes this passenger rail connection as a priority. In addition to the MPO's long range plan, NCDOT's 2015 Long Range Rail Plan includes the passenger rail connection between Raleigh and Greenville within the list of connections identified for study. In an effort to continue to develop alternative methods of transportation, the MPO has reached out to NCDOT about the possibility of performing a feasibility study to determine if such a connection is possible, possible locations for track and a terminal and a preliminary cost estimate of such an undertaking if it is indeed feasible to move forward.

After discussions with NCDOT's Rail and Transportation Planning Divisions (TPD), it was recommended that the MPO submit a letter requesting this project be completed as a partnership between the Rail Division and the MPO. Rail Division has indicated interest in the project and may have funds available to assist in paying for the study. In addition to Rail Division, TPD has also indicated interest in the project. Each year TPD solicits projects for State Planning Research funding which MPO staff plans to request for this study. In an effort to streamline this project MPO staff has also had preliminary conversations with TPD and Rail about the possibility of utilizing an in-house NCDOT consultant on this project. This would allow the MPO to move forward immediately with the project as early as spring 2018.

A motion was made Mr. Hamilton to request the TAC instruct staff to submit a letter of request to NCDOT's Rail Division to partner on the Intercity Passenger Rail Feasibility Study. The motion was seconded by Mr. Rhodes and passed unanimously.

H. EASTERN NORTH CAROLINA REGIONAL FREIGHT MOBILITY PLAN PARTICIPATION

In November 2017 MPO staff began to reach out to Rural Planning Organizations (RPO) and Metropolitan Planning Organizations (MPO) located in eastern North Carolina to gauge interest in partnership to complete what is referred to as a Freight Mobility Plan at the eastern North Carolina level.

After the initial discussion with NCDOT staff, a study area east of I-95 in North Carolina was thought to be too large and possibly to generalized to gain valuable insight in our region towards the intended goals. In an effort to ensure that the plan would focus on highly detailed strategies for our regional needs, the study area was reduced to include NCDOT Divisions 1, 2 and 4 with special consideration being given to the Norfolk metro area for inclusion. In this specified area, four MPOs and six RPOs would collaborate with a consultant to develop a multi-modal freight plan to increase regional economic competitiveness focus the efforts to develop the National Highway System in our area. In addition to the planning organizations the Highway 70 and 17/64 Corridor Commissions would also partner on this effort.

On January 17, 2018 Greenville Urban Area MPO staff met with, in person and via phone, members from each of the MPOs and RPOs within the planned study area. Greenville MPO staff gave the presentation to reinforce the importance of this potential effort. States are required to develop Statewide Freight Plans to support these policies but regional collaborations around the State of North Carolina have developed or begun to develop Freight Plans.

In an effort to continue to move toward kicking off this project, the members of each participant organization is requested to pass a resolution of support for this project and to program funds consistent with the potential cost share discussed. The exact cost share for each participant is still to be determined as possible State level funding is being explored. Staff and the TCC recommend that the TAC support the MPO's participation in the Eastern North Carolina Regional Freight Mobility Plan.

Mr. Taylor made a motion to recommend TAC provide a letter of support for this project. The motion was seconded by Scott Godefroy and passed unanimously.

VI. OTHER DISCUSSION ITEMS

A. Legislative update regarding "Rectangular Rapid Flashing Beacons (RRFB)"

Mr. Purtle informed the TCC that Federal regulation, through the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) prohibits patented devices from experimentation, IA, or inclusion in the MUTCD. The FHWA has learned of the existence of four issued U.S. patents, and at least one pending patent application, covering aspects of the Rectangular Rapid Flashing Beacons (RRFB) device originally approved under IA-li of July 16, 2008.

For the aforementioned reasons, FHWA hereby rescinds IA-li for all new installations of RRFB devices. Installed RRFBs may remain in service until the end of useful life of those devices and need not be removed.

B. Reminder of 2018 Ethics filing (SEI) for TAC members

Mr. Purtle mentioned to the TCC that TAC members are required to file a Statement of Economic Interest for 2018. This is required to be filed by each TAC member every year and should be completed by April 15, 2018.

C. MPO Project Report (See Attachment to Agenda)

- a. Travel Demand Model Update**
- b. Southwest Bypass Corridor Land Use Plan**
- c. 2045 Metropolitan Transportation Plan**
- d. Prioritization 5.0**
- e. Comprehensive Transportation Plan (CTP)**
- f. Eastern North Carolina Regional Freight Mobility Plan**

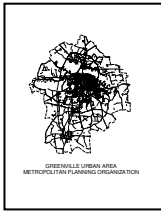
VII. UPCOMING MPO MEETING SCHEDULE (Greenville City Hall Conf Rm 337 at 1:30pm)

- **TCC** - April 4, 2018; June 27, 2018, September 12, 2018, October 31, 2018
- **TAC** - February 14, 2018; April 18, 2018; July 11, 2018; September 26, 2018; November 14, 2018

VIII. ITEMS FOR FUTURE CONSIDERATION

IX. ADJOURN

With no other business or discussions, Mr. DiCesare made a motion to adjourn the meeting. A second was made by Mr. Godefroy and the meeting was adjourned.



Attachment 4a

Technical Coordinating Committee

No Action Required

April 4, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Prioritization 5.0 Quantitative Scoring Review for Projects within the Greenville Urbanized Area

Purpose: To review and discuss the recently released Prioritization P5.0 Quantitative Scoring for projects within the Greenville Urbanized Area.

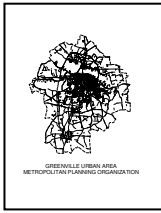
Discussion: In September 2017 staff of the Greenville Urban Area MPO submitted projects into Prioritization 5.0 for potential federal funding. The list of projects submitted was reviewed by the MPO's Technical Coordinating Committee (TCC) at their May 31, 2017 and August 8, 2017 meetings and by the Transportation Advisory Committee (TAC) at their June 14, 2017 meeting before being adopted by the TAC on August 23, 2017. The list of projects included sixteen total highway mode projects, eleven bicycle & pedestrian mode projects and four aviation mode projects. Each project submitted for the MPO is contained within either the 2014-2040 Metropolitan Transportation Plan or the Comprehensive Transportation Plan, both of which serve as the MPO's long range transportation plan, as is required by NCDOT for project eligibility

Since September 2017 the NCDOT SPOT Unit has been analyzing projects and compiling quantitative scores. Projects listed in the Statewide category will be programmed in the 2020-2029 State Transportation Improvement Program (STIP) based on the NCDOT calculated quantitative scores which represents 100% of the Statewide score. Statewide projects that are not funded will drop down into the Regional project category and, along with the Regional projects, are eligible to receive local input points. Regional project scores are 70% based on the NCDOT's quantitative scoring and 30% based on local input point assignment (15% MPO and 15% NCDOT Division 2). In July 2018 NCDOT, based on quantitative scoring and local input points, will release the Regional level projects receiving funding and direct MPOs, RPOs and Divisions to assign points to the Division level projects with Regional projects not receiving funding eligible as well. Division project scores are 50% based on NCDOT's quantitative scoring and 50% based on local input (25% MPO and 25% NCDOT Division 2)

With the release of NCDOT's quantitative scoring, the MPO can begin the process of assigning local input points to unfunded Statewide and Regional level projects in accordance with the MPO's adopted Prioritization 5.0 methodology.

Action Needed: No action is required for this item.

Attachments: *Prioritization 5.0 Project Spreadsheet for Projects within the Greenville Urbanized Area (to be provided at meeting due to schedule constraints).*



Attachment 4b Technical Coordinating Committee

Action Required

April 4, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Local Point Assignment for Greenville Urban Area MPO Prioritization 5.0 Regional Projects

Purpose: To assign the Greenville Urban Area MPO's 1300 total Regional local input points in accordance with the MPO's adopted Prioritization 5.0 local methodology.

Discussion: In September 2017 staff of the Greenville Urban Area MPO submitted projects into Prioritization 5.0 for potential federal funding. The list of projects submitted was reviewed by the MPO's Technical Coordinating Committee (TCC) at their May 31, 2017 and August 8, 2017 meetings and by the Transportation Advisory Committee (TAC) at their June 14, 2017 meeting before being adopted by the TAC on August 23, 2017. The list of projects included sixteen total highway mode projects, eleven bicycle & pedestrian mode projects and four aviation mode projects. Each project submitted for the MPO is contained within either the 2014-2040 Metropolitan Transportation Plan or the Comprehensive Transportation Plan, both of which serve as the MPO's long range transportation plan, as is required by NCDOT for project eligibility

Since September 2017 the NCDOT SPOT Unit has been analyzing projects and compiling quantitative scores. Projects listed in the Statewide category will be programmed in the 2020-2029 State Transportation Improvement Program (STIP) based on the NCDOT calculated quantitative scores which represents 100% of the Statewide score. Statewide projects that are not funded will drop down into the Regional project category and, along with the Regional projects, are eligible to receive local input points. Regional project scores are 70% based on the NCDOT's quantitative scoring and 30% based on local input point assignment (15% MPO and 15% NCDOT Division 2). In July 2018 NCDOT, based on quantitative scoring and local input points, will release the Regional level projects receiving funding and direct MPOs, RPOs and Divisions to assign points to the Division level projects with Regional projects not receiving funding eligible as well. Division project scores are 50% based on NCDOT's quantitative scoring and 50% based on local input (25% MPO and 25% NCDOT Division 2)

With the release of NCDOT's quantitative scoring, the MPO can begin the process of assigning local input points to unfunded Statewide and Regional level projects in accordance with the MPO's adopted Prioritization 5.0 methodology. At the Regional Level, the MPO will assign the full 100 potential points to the top eleven (11) Highway mode projects and the full 100 potential points to the top two (2) non-highway mode projects based on the local methodology criteria and ranking process. The MPO can assign points to projects in a manner outside of the local methodology as long as the projects and reasoning for going outside of the method are advertised and posted, in accordance with the MPO's Public Participation Plan, for public review.

Action Needed: Request the TAC adopt Resolution 2018-07-GUAMPO assigning Regional local input points to the eligible identified projects

Attachments: *Greenville Urban Area MPO Prioritization 5.0 Local Methodology*

Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Prioritization Process

The following local input methodology has been developed by the Greenville Urban Area MPO for the purpose of determining regional priorities for transportation funding, as carried out through the State of North Carolina's Strategic Transportation Investments (STI) law and the associated Strategic Prioritization Office of Transportation (SPOT) Prioritization Process. This methodology is intended to incorporate both measurable, objective data and information about priorities from local jurisdictions, to ensure a process that is both data-driven and responsive to local needs. STI as summarized on the NCDOT website:

"Passed in 2013, the Strategic Transportation Investments law allows the N.C. Department of Transportation to use its funding more efficiently and effectively to enhance the state's infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages thinking from a statewide and regional perspective while also providing flexibility to address local needs.

STI also establishes the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input. It is used to develop NCDOT's State Transportation Improvement Program, which identifies the transportation projects that will receive funding during a specified 10-year period.

Federal law requires the State Transportation Improvement Program to be updated at least every four years. NCDOT, however, updates it every two years."

The subsequent local input methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process of determining project prioritization. For P5.0, the process must include the use of at least two (2) different criteria with, at a minimum, one (1) of those required to be qualitative. The output of this process will generate a point assignment per project.

Transportation projects are divided into highway, bicycle-pedestrian, rail, aviation, ferry and public transit projects, and sorted based on eligible Strategic Transportation Investment categories. Each mode has a series of measurable criteria and weighting in each criteria category.

Quantitative criteria are based on measurable data available from local and state sources. Qualitative criteria are based on staff knowledge of local conditions, public comment and suggestions from TCC and TAC members. Data measurements were chosen based on TCC and TAC knowledge of evaluation measures.

Regional projects scored using Division Points

The STI law provides for the use of points from a lower-level project on a higher-level project. If a project is entered into SPOT as a Statewide project but does not receive funding at that level, the project will cascade downwards into the Regional level projects. Likewise if a Regional project does not receive funding at the Regional level the project will cascade downwards into the Divisional level for possible funding. If a project cascades downwards it is eligible to be funded at that level and may have local input points assigned to it in accordance to the process outlined in this document (30% local input at the Regional level and 50% local input at the Division level). The MPO may choose to do this for some projects that may have an improved chance of being funded in this manner at a lower-level. Figure 1 below depicts the cascade process for projects not receiving funding at their initial level and being cascaded downwards.

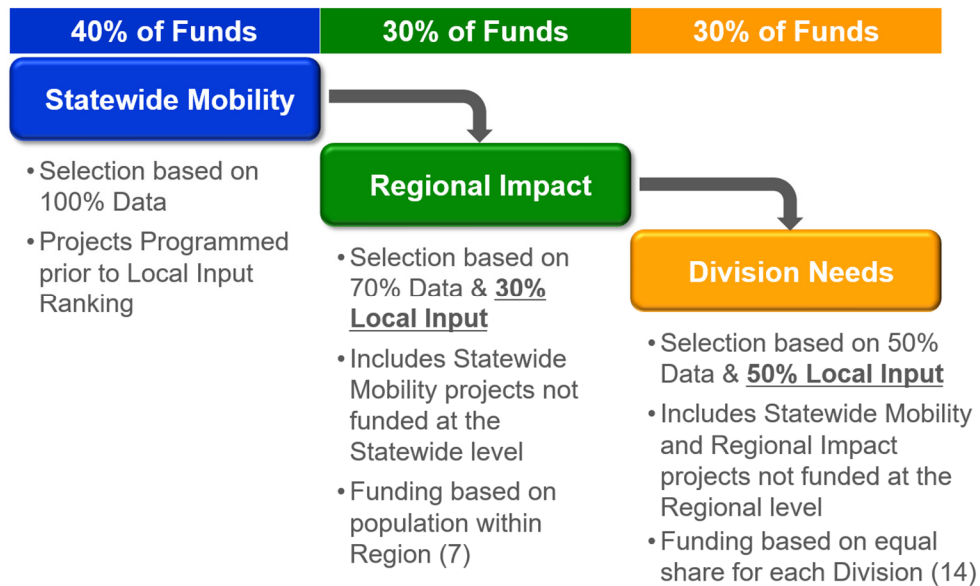


Figure 1

Public Comment and SPOT Schedule

Public input opportunities are available at all TCC and TAC meetings. All TCC and TAC meetings have designated public comment periods. The Greenville Urban Area MPO will advertise a minimum 30-day public comment period to solicit public input regarding the proposed prioritization process described within this document. Additionally, all TCC and TAC meetings are advertised and open to the public.

Public comment on the MPO prioritization process will be available according to the timeline shown below. The criteria will be presented at a scheduled TCC and TAC meeting so that residents can understand how the projects will be ranked and selected. The information will also be posted on the City of Greenville’s website and on the MPO home page, to assure wider dissemination of the points criteria. During the preliminary point assignment phase, for Regional and Division level projects, the public will have at least 10 days, as outlined below, in which to comment on the proposed point

assignment. Comments can be given by phone, mail, fax and/or by dropping off written comments to the Greenville Urban Area MPO. The address and contact information to be used during the comment periods is are as follows:

*The Greenville Urban Area MPO
 c/o Greenville Public Works Department
 1500 Beatty St. Greenville, NC 27834
 Phone: 252-329-4476
 Fax: (252) 329-4535
 Online:*

http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510

Email: Rputtle@GreenvilleNC.gov

All comments received regarding the Division and Regional preliminary point assignment phase will be recorded and taken into account by Staff, the TCC and the TAC before finalizing and formally adopting point assignments for each project. The comments will be presented and discussed before committee action is taken regarding point assignment and posted to the MPO's website until the final 2020-2029 State Transportation improvement Program (STIP) is adopted. Public hearings for Divisional and Regional point assignments will be held during the respective TCC and TAC meetings in which point assignment is listed and advertised as an agenda item. Should additional public involvement opportunities be requested or advised by the TCC or TAC, the MPO will advertise said opportunity in the local newspaper and on the MPO website.

Action	Date*
Public input meeting and 30-day comment period on candidate projects	July/August 2017
Candidate projects identified by MPO	August, 2017
Draft MPO prioritization methodology conditionally approved by NCDOT	October, 2017
Advertise for public comments on prioritization methodology (this document)	October, 2017
TCC meeting to receive public comments, and recommend TAC adopt prioritization methodology	January, 2018
TAC meeting to receive public comments and adopt prioritization methodology.	February, 2018

10-day Public comment period to receive input on Regional projects preliminary point assignment	April, 2018
TCC meeting to recommend final point prioritization (for Regional projects).	April, 2018
TAC meeting to adopt final point prioritization (for Regional projects).	April, 2018
10-day Public comment period on Division Needs projects preliminary point assignment	September, 2018
TCC meeting to recommend final point prioritization (for Division Needs projects)	September, 2018
TAC meeting to adopt final point prioritization (for Division Needs projects)	September, 2018
Alternative scenario (depending upon availability of data, as released by NCDOT) Public comment period on both Regional and Division Needs projects preliminary point assignment	Potentially: April, 2018
Alternative scenario (depending upon availability of data, as released by NCDOT) TCC meeting to recommend final point prioritization for both Regional and Division Needs projects.	Potentially: June, 2018
Alternative scenario (depending upon availability of data, as released by NCDOT) TAC meeting to adopt final point prioritization for both Regional and Division Needs projects.	Potentially: July, 2018

**Actual dates depend upon the date NCDOT releases information to the public, and are presented here based upon the information available at the time this document was developed, and thus are subject to change.*

*** All TCC and TAC meetings are advertised and open to the general public.*

In addition to the above SPOT schedule, the Greenville Urban Area MPO's TCC and TAC have tentatively scheduled meetings, with consideration to holidays and the SPOT schedule, for the following dates:

<u>TCC</u>	<u>TAC</u>
January 31, 2018	February 14, 2018
April 4, 2018	April 18, 2018
June 27, 2018	July 11, 2018
September 12, 2018	September 26, 2018
October 31, 2018	November 14, 2018

The Chairperson for each the TCC and TAC reserves the right to call a meeting in addition to the dates above, or reschedule a meeting should the need arise.

Scoring Criteria

The Greenville MPO will locally rank Regional and Division level projects according to the criteria and matrix below and assign local input points according to that rank. The maximum points a single project can receive cannot exceed 100.

For P5.0 of STI Prioritization, the Greenville Urban Area MPO submitted Highway, Bicycle & Pedestrian and Aviation mode projects only. Highway and bicycle & pedestrian projects will utilize all five (5) of the below defined criteria. Aviation projects will be scored using only the three defined qualitative criteria (plan consistency, multi-modal support and economic development support) for scoring.

Prioritization 5.0 Safety Score: The Prioritization 5.0 Safety Score defined and calculated with the purpose of measuring existing crashes along/at a project and calculate future safety benefits. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

Prioritization 5.0 Accessibility/Connectivity Score: The Prioritization 5.0 Accessibility/Connectivity Score defined and calculated with the purpose of improving access opportunity in rural and less affluent areas and improving interconnectivity of the transportation network. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

Plan Consistency: a qualitative yes or no question to establish whether a proposed project is found in any currently adopted plan (Comprehensive Transportation Plan (CTP); Metropolitan Transportation Plan (MTP); or any locally adopted plan). This qualitative criteria will be applied to all modes of P5.0 submitted projects

Multi-Modal Support: a qualitative yes or no question to establish whether a highway project incorporates and/or connects bicycle, pedestrian or transit accommodations, and is based on the project description. For non-highway (bicycle & pedestrian and aviation) projects, a yes or no is based on whether a project is within one (1) mile of a commercial service airport (passenger and/or freight), public bus system stop and/or hub, Port, sidewalks and/or bike lanes, or

intermodal freight terminal. This qualitative criteria will be applied to all modes of submitted projects.

Economic Development Support: a qualitative measure of a project’s support within the transportation network of local/regional economic development goals or objectives; or a connection of two or more economically significant areas or routes in the project vicinity that will support local/regional economic development goals or objectives. This category will assign points based on no support (0 points), moderate support (2 points), or significant support (4 points) as determined by locally adopted plans and community goals. Level of support, if any, shall be determined by the TCC and TAC. This qualitative criteria will be applied to all modes of P5.0 submitted projects.

<u>Criteria</u>	0 Points	1 Points	2 Points	3 Points	4 Points
Prioritization 5.0 Safety Score <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
Prioritization 5.0 Accessibility/Connectivity Score <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
Plan Consistency **Applicable for all modes	No, project not contained in an adopted plan				Yes, project is contained in an adopted plan
Multi-Modal Support **Applicable for all modes	No, project does not include any multi-modal support as defined above.				Yes, project does include multi-modal support as defined above.
Economic Development Support **Applicable for all modes	None		Moderate		Significant

Project Scoring Based on Ranking

The Greenville MPO has a total of 1,300 points to distribute to Regional Projects, and 1,300 points to Division Projects. Projects will be ranked using the above local scoring matrix. Projects will receive a total criteria score of 0-20 (see above for weighting and scoring criteria). The top 11 Highway Projects and top 2 Non-Highway Projects based on the local scoring matrix's total criteria score will be assigned 100 local input points. Should the Regional or Division Project's list not contain a Non-Highway project, the top 13 ranked Highway Projects will be assigned 100 local input points.

Should more than one project have the same score utilizing the local scoring matrix, those projects shall be ordered according to their total Prioritization 5.0 Safety Score.

A project not entirely located within the MPO's planning boundary may only receive that amount of points correlating to the percent of the project that lies within the MPO. For example, a roadway project that is 20% within the MPO may only receive a maximum score of 20 points. In this case, the remaining points (80) will be distributed to other projects according to their rank. Any points remaining after the top 11 Highway Project and top 2 Non-Highway Projects, or top 13 Highway Projects should a Non-Highway Project not be available, shall be assigned to the next highest ranked project according to the total criteria score based on the local scoring matrix.

If TAC moves to assign points in a manner not consistent with this process, those point assignment and rationale why will be publically documented and disclosed and posted on the MPO website, under "Transportation Priorities" titles "Deviations from Adopted Local Methodology," for public review. These preliminary point assignments will be distributed for public comment outlined with how the scoring matrix was applied and a description of any deviation should one exist. Following the public comment period, the TCC/TAC will make the final point assignments (any deviations included), taking into consideration any public input received. If any additional changes are made to the point assignments between the preliminary assignment stage and the final assignment stage, the reasons will be publicly documented and disclosed on the MPO's website.

Final scores and project ranking will be posted on the Greenville MPO home page after TAC consideration and adoption. Additionally should the need arise, for any reason, to change the finalized point assignment after. The URL link to the Greenville Urban Area MPO's web page is <http://www.greenvillenc.gov/government/public-works/engineering/greenville-urban-area-metropolitan-planning-organization>.

**RESOLUTION NO. 2018-07-GUAMPO
ADOPTING REGIONAL LEVEL LOCAL INPUT POINT ASSIGNMENT FOR
PRIORITIZATION 5.0, BASED ON THE NORTH CAROLINA STRATEGIC
TRANSPORTATION INVESTMENT LAW**

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 Strategic Investment Session Law 2012-84 requires NCDOT to approve MPOs and RPOs local input methodology; and

WHEREAS, according to the adopted law, the methodology will describe the MPO's ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process with the measures and the percentages assigned to each measure defined, described, and outlined; and

WHEREAS, NCDOT must conditionally approve each MPO's methodology by April 1, 2018; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed a local input methodology that has been conditionally approved by NCDOT, and has been reviewed by the Technical Coordinating Committee, and the committee recommends approval by the Transportation Advisory Committee (TAC); and

WHEREAS, the MPO preliminarily assigned local input points to Regional Level Prioritization 5.0 projects and advertised the preliminary local input point assignments for public review and comment in accordance with the MPO's Public Involvement Policy with additional clarification for any point assignment outside of the MPO's adopted methodology;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the local input point assignment discussed and approved for Regional Level Prioritization 5.0 projects.

Today, April 18, 2018.

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

Amanda Braddy, Secretary



Attachment 4c

Technical Coordinating Committee

Action Required

April 4, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Adoption of Project List for Inclusion in the Pitt County 2045 Travel Demand Model Update

Purpose: To recommend adoption of the project list to be input in the 2045 Pitt County Travel Demand Model that is currently under development.

Discussion: Stantec, NCDOT and the Greenville Urban Area MPO are currently in the process of updating the Greenville Urban Area MPO’s Travel Demand Model. The Travel Demand Model is a forecasting tool used by NCDOT and the MPO to estimate travel demand and behavior for a specific future time utilizing sets of parameters. The current model is being updated to forecast conditions to the year 2045. In addition to updating the model within the MPO boundaries, the model is being expanded to include all of Pitt County and a transit module is being added to be utilized for more efficient transit planning within not only the MPO but the County.

Massive amounts of data are required to update the Travel Demand Model. The MPO has worked with NCDOT and Stantec to provide the following data:

Organization	Item
NCDOT	Draft zonal system including internal and external TAZs for the entire Pitt County (Task 2)
	Draft network layer containing only basic attributes for the entire Pitt County (Task 5)
	2016 social-economic data by census blocks
	2016 employment data by census blocks
	2016 NC NHTS survey data for Greenville, Rocky Mount, & any relevant areas (Task 6)
	Any truck survey data (Task 10)
	AADT traffic counts for 2016 (Task 4)
	Classification counts within Pitt County or the adjacent counties (Task 4)
Greenville MPO	Hourly counts within Pitt County or the adjacent counties (Task 4)
	2006 Greenville external survey data (Task 4)
	1996 Greenville household travel behavior survey (Task 6)
	Any truck survey data (Task 10)
	Turn prohibition and truck restriction data (Task 5)
	Local bus routes, stops, run times, and schedules (Task 11)
	Shuttle bus routes, stops, run times, and schedules (Task 11)
	Bus on-board survey data (Task 11)
	Survey data for ridership and number of transfers (Task 11)
	Any Transit Parking facility information (Task 11)
	Base Year Enplanements from airport (Task 8)
	Base Year Truck data from airport (Task 8)
	Any existing origin-destination survey data from the Greenville Airport
	Zip code information for enrolled students and staffs (Task 9)
	Housing locations for students (Task 9)
	Enrolled students in on-site campus housing or off-site campus housing (Task 9)
	Traffic counts and ridership from the university shuttle bus system (Task 9)
	Any survey data for other local community colleges (Task 9)
	Any existing origin-destination survey data from East Carolina University (Task 6)
	Socioeconomic data for 2016 base year using NCDOT Zone System (Task 3)
SE data (households by household size, workers, household median income, vehicle, so on)	
Count data for each special generator location (hospital, mall, distribution centers) (Task 8)	
Parking data for each special generator location (hospital, mall, distribution centers) (Task 8)	
AADT traffic counts for 2016 (Task 4)	
List of project improvements for the future horizon years (Task 5)	
Future year socioeconomic data sets for each horizon year (2025, 2035, and 2045) (Task 16)	

As the MPO and NCDOT have finished compiling and providing the above data for Stantec the MPO will now begin to verify items such as the constructed highway network, Socioeconomic data from the base year and future years, employment data, etc.. In addition to verifying the MPO has been tasked by NCDOT and the consultant to jointly compile what is referred to as a project table for inclusion in the model. The project table defines parameters of improvements to be made so as TransCad runs the model those projects are included as a part of the forecast with the output adjusting based on the improvement type and year of project opening (when the project will be finished and in use). This allows the model user to input projects and forecast the future travel conditions with those improvements implemented.

MPO staff and technical staff from NCDOT and the MPO jurisdictional partners met to discuss which projects were of interest for inclusion as a part of the update and expansion. The projects outlined in the MPO's long range plans and in the previous model are currently a part of the table but as we move to a new model and update the Metropolitan Transportation Plan (MTP) new projects should be identified for inclusion. The area within Pitt County outside of the MPO must also have projects included in the model to get an accurate model of the area of Pitt County outside of the MPO.

Action Needed: Recommend that the TAC approve the attached list of projects for inclusion in the MPO's Travel Demand Model expansion and update.

Attachments: *2045 Greenville Urban Area MPO Travel Demand Model Project Table*

Greenville Urban Area MPO Travel Demand Model Update and Expansion: Project Table Input			
Project Corridor	From	To	Improvement Type
Tenth Street Connector	Memorial Dr	Tenth St	New Road
Tenth Street Connector			cul-de-sac existing road (delete)
Arlington Blvd Channelization	Stantonsburg Rd	Firetower Rd	
Charles divided roadway	Greenville Blvd.	Bells Fork Rd	
Allen Rd Widening	Dickinson Ave	US 264	Widening
Firetower Rd Extension			Add Centroid Connector
Firetower Rd Extension			Turn off Centroid Connector
Signature Dr	NC 43	Country Home Rd	New Road
Firetower Rd Extension	NC11	Forlines/Frog Level	U-5006
Firetower Rd / Portertown Rd W	Charles Blvd	14th Street	Widening
Evans St Widening	Greenville Blvd	Worthington Rd	Widening
Realignment of NC11 for SWBypa			delete section of NC11 for realignment of SWBypass
Change Speed Limit due SWBypas			Increase Speed Limit to 70mph from 55mph for SWByp
Southwest Bypass Interchange			US264
Southwest Bypass Interchange			US 13
Southwest Bypass Interchange			at Forlines RD
Southwest Bypass Interchange			at NC102 in Ayden
Southwest Bypass Interchange			at NC11 S of Ayden
Southwest Bypass Phase 1	NC11 south of Ayden	South of NC102	New Freeway
Southwest Bypass Phase 2	South of NC11	South of Forlines Rd	New Freeway
Southwest Bypass Phase 3	South of Forlines Rd	US264 west	New Freeway
Southwest Bypass Interchange			
NC 33 West Widening	US 264	US 64 (County Boundary)	Widening
Laurie Ellis Rd Connector	NC 11	South Mill Street	New Location
Forlines Rd Widening	Southwest Bypass	Memorial Dr	Widening
14th St Widening	Charles Blvd.	Elm St	Widening
Greenville Blvd Widening	NC 11	Charles Blvd	Widening
NC 43 South	Bells Fork Rd	US 17 (County Boundary)	Widening
NC 102- 3rd St Widening	NC 11	Verna Rd	Widening
Frontgate Dr Extension	End of Pavement	Thomas Langston Rd	New Road
US264-Connector Interchange			at US264 Southeast
NC33-Connector Interchange			at NC33 Southeast
Tobacco Rd Extension			Add Centroid Connector
Tobacco Rd Extension			Turn off Centroid Connector
Frog Level Rd Widening	US 13/US 264 A	NC 903	Widening
Ivy Rd / Tucker Rd / Ayden Gol	NC 33	NC 102	Widening
NC 903 Widening	NC 11	Green Co line	Widening
14th Street Widening	Red Banks Rd	Firetower Rd	
Tobacco Rd Extension			Turn off CC's - See project 350032
County Home Rd Widening	Firetower Road	Worthington Rd	Widening
Mill St	NC 11	Blount St	Widening
NC 43	Worthington Rd	MPO Boundary	Widening
Hines Rd Extension	NC 11	Juanita Ave	New Road
Reedy Branch Rd Extension	NC 11	Reedy Branch Rd	New Road
Allen Rd Extension	NC 43	MacGregor Downs Rd	New Road
Main St Extension	Old Tar Rd	Cooper St	New Road
Mobley Bridge Rd Extension	NC 43 South	Ivy Rd	New Road
Dickinson Ave Widening	Memorial Dr/NC 11	Arlington Blvd	Widening
Dickinson Ave Widening	Arlington Blvd	Speight Seed Farm Rd	Widening
Ayden Southern Loop	Weyerhaeuser Rd	Ayden Golf Club	New Road
Juanita Ave Extension	Snow Hill St	Weyerhaeuser Rd	New Road
Northeast Bypass Interchange			at US264 East
Hines Rd Extension			Add Centroid Connector
Hines Rd Extension			Turn off Centroid Connector
Allen Road Ext			Add Centroid Connector
Allen Road Ext			Turn off Centroid Connector
W H Smith Extension			Add Centroid Connector
Southwest Bypass Interchange			at Weyerhauser RD
Southwest Bypass Interchange			at NC102 southeast
Southwest Bypass Interchange			at NC43 east
Southwest Bypass Interchange			Mobley-Bridge RD
Southwest Bypass Interchange			NC33 East
WH Smith Alt B			Connect to NC 11 vs Arlington
WH Smith Centroid Connector			Connects to Project 350061/350062
1st Street Road Diet	Pitt Street	Summit Street	Undivided
Arlington Blvd Widening	Stantonsburg Rd	Greenville Blvd.	Widening
NC 33 Widening	Blackjack Simpson Rd	US 17 (County Boundary)	Widening
NC 33	Mobleys Bridge Rd	Calvert St	Road Diet (Divided)
Northeast Bypass	US 264 West	US 264 East	New Freeway
Northeast Bypass Interchange			at US264 West
Northeast Bypass Interchange			at NC11 North
Northeast Bypass Interchange			at NC903
Northeast Bypass Interchange			at Old Creek Rd
US264-NC33 Connector	US 264	NC 33	New Road
Southeast Bypass	from NC11 S of Ayden	NC33 East	New Freeway
Main St Widening	NC 11	east of Old Tar Rd	Widening
WH Smith Blvd Alt A			Connect to Arlington Blvd
NC 43 West Widening	US 264	Colonial Rd (County Boundary)	Widening
US 258	NC 123	US 264 Alt	Widening
US 264	NC 33	US 17 (County Boundary)	Interstate
NC 11/US 13	US 264	US 64	Interstate
NC 102	NC 43	US 17 (County Boundary)	Widening
Proposed CF Harvey Parkway Ext	CF Harvey Parkway	NC 11	Interstate
NC 11	Southwest Bypass	Proposed CF Harvey Parkway Ext.	Interstate
NC 903 Widening	NC 11/US 13	US 264	Widening

**RESOLUTION NO. 2018-08-GUAMPO
ADOPTION OF THE PROJECT TABLE, OUTLINING THE IMPROVEMENT PROJECT
PLANNED WITHIN PITT COUNTY, TO BE INCOPORATED IN THE TRAVEL DEMAND
MODEL UPDATE AND EXPANSION**

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 Federal Highway Administration requires that the MPO and North Carolina Department of Transportation coordinate to maintain a Travel Demand Model to accurately forecast transportation conditions to a specified horizon year and perform regular updates every five (5) years; and

WHEREAS, the MPO is currently updating and expanding their Travel Demand Model to analyze conditions in all of Pitt County from the base year 2016 to the horizon year 2045; and

WHEREAS, the update requires the MPO to compile a project table reflecting all of the planned improvements projects for an accurate creation of the Model's current and future highway network; and

WHEREAS, the project table will allow the model to successfully incorporate planned improvements into the Model to provide users a validated and accurate forecasting tool to utilize for long range transportation planning that encompasses all of Pitt County; and

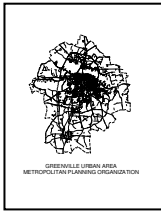
WHEREAS, MPO staff met with the MPO's jurisdictional members and agency members to compile an up to date project list for incorporation;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the compiled Project Table for inclusion in the update and expansion of the MPO's Travel Demand Model.

Today, April 18, 2018.

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

Amanda Braddy, Secretary



Attachment 4d

Technical Coordinating Committee

No Action Required

April 4, 2018

TO: Technical Coordinating 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 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.

Attachments: *MTIP modifications reference page with indicated projects; Greenville Urban Area 2018-2027 MTIP.*

REVISIONS TO THE 2018-2027 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 2

U-5875	SR 1203 (ALLEN ROAD), SR 1467 (STANTONSBURG	RIGHT-OF-WAY	FY 2018 -	\$1,777,000	(T)
PITT	ROAD) TO US 13 (DICKINSON AVENUE EXTENSION).	UTILITIES	FY 2019 -	\$213,000	(T)
PROJ.CATEGORY	WIDEN TO MULTI-LANES.	CONSTRUCTION	FY 2021 -	\$5,814,000	(T)
DIVISION	<u>ACCELERATE RIGHT-OF-WAY FROM FY 19 TO FY 18.</u>		FY 2022 -	\$5,814,000	(T)
			FY 2023 -	\$5,814,000	(T)
				\$19,432,000	

DIVISION 3

U-4902B	US 17 BUSINESS (MARKET STREET), CSX RAILROAD	RIGHT-OF-WAY	FY 2018 -	\$500,000	(T)
NEW HANOVER	TO CINEMA DRIVE; JACKSONVILLE STREET TO NORTH	CONSTRUCTION	FY 2021 -	\$8,000,000	(T)
PROJ.CATEGORY	OF US 117/NC 132 (COLLEGE ROAD).			\$8,500,000	
REGIONAL	<u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS</u>				

DIVISION 4

* EB-5707	STONEY CREEK GREENWAY, US 70 BYPASS TO SR	CONSTRUCTION	FY 2019 -	\$110,000	(SRTS)
WAYNE	1560 (ROYALL AVENUE). CONSTRUCT 10 FOOT WIDE			\$110,000	
PROJ.CATEGORY	ASPHALT GREENWAY.				
DIVISION	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN DELAY CONSTRUCTION FROM FY 17 TO FY 19</u>				

* I-5974	I-95, US 701/NC 96. CONSTRUCT INTERCHANGE	RIGHT-OF-WAY	FY 2020 -	\$6,000,000	(NHP)
JOHNSTON	<u>RIGHT OF WAY ACCELERATED FROM FY 26 TO FY 20</u>	UTILITIES	FY 2020 -	\$200,000	(NHP)
PROJ.CATEGORY	<u>AND CONSTRUCTION FROM PY TO FY 22.</u>	CONSTRUCTION	FY 2022 -	\$15,500,000	(NHP)
REGIONAL				\$21,700,000	

DIVISION 5

C-4928	SR 1317 (MORREENE ROAD), NEAL ROAD TO SR 1320	RIGHT-OF-WAY	FY 2019 -	\$6,000	(STBGDA)
DURHAM	(ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES		FY 2019 -	\$1,000	(L)
PROJ.CATEGORY	AND SIDEWALKS.	CONSTRUCTION	FY 2020 -	\$2,331,000	(CMAQ)
DIVISION	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY RIGHT-OF-WAY FROM FY 18 TO FY 19 AND CONSTRUCTION FROM FY 18 TO FY 20.</u>		FY 2020 -	\$2,140,000	(STBGDA)
			FY 2020 -	\$1,312,000	(L)
				\$5,790,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2018-2027 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* U-5952	- GREENVILLE URBAN AREA	GREENVILLE, GREENVILLE SIGNAL SYSTEM.	UTILITIES	FY 2019 -	\$100,000	(STBG)
PITT	METROPOLITAN PLANNING ORGANIZATION	<u>ACCELERATE UTILITIES FROM FY 22 TO FY 19 AND</u>	CONSTRUCTION	FY 2020 -	\$2,824,000	(STBG)
PROJ.CATEGORY		<u>CONSTRUCTION FROM FY 23 TO FY 20.</u>		FY 2021 -	\$2,824,000	(STBG)
REGIONAL				FY 2022 -	<u>\$2,824,000</u>	(STBG)
					\$8,572,000	

* INDICATES FEDERAL AMENDMENT



STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) Volume 1 (Divisions 1-7)



2018-2027

2017

AUGUST 2017

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

2018-2027 State Transportation Improvement Program

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**STATE TRANSPORTATION
IMPROVEMENT PROGRAM**



Transportation Program

**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.

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.

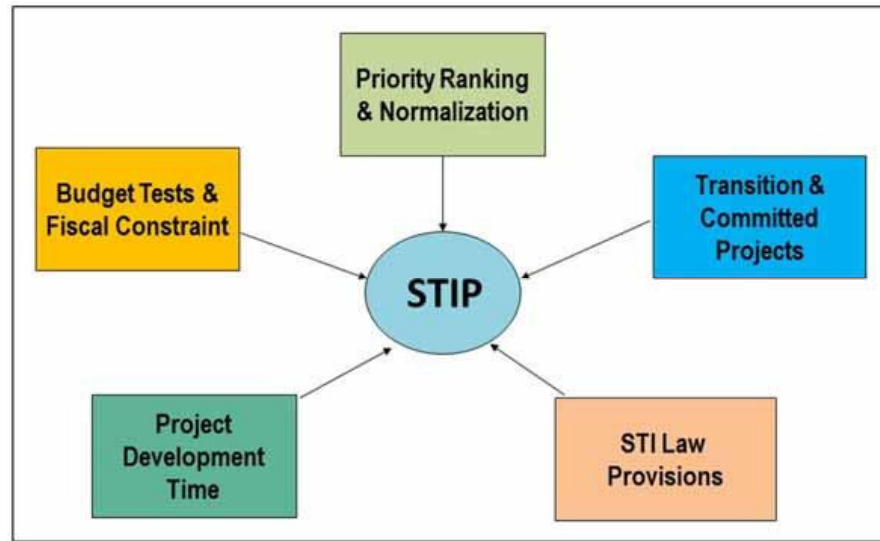
All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

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.

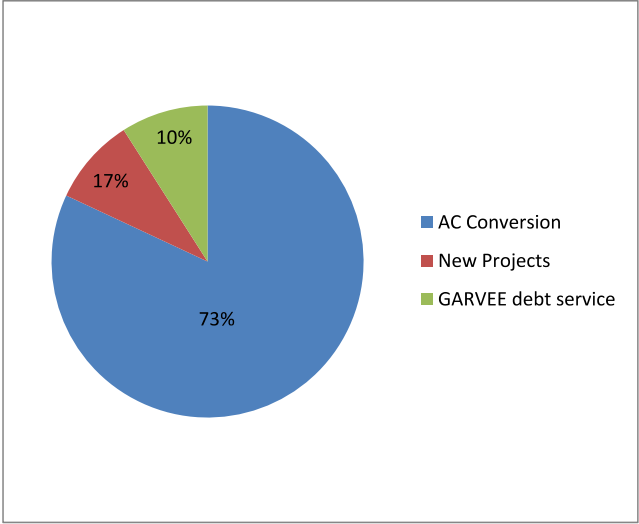
North Carolina's availability of federal funds for the STIP in FFY 2018 is expected to be about \$1,096.6 million, excluding CMAQ and State Planning and Research funds.

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

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	1,186.3	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	\$ 1,076.7	\$ 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

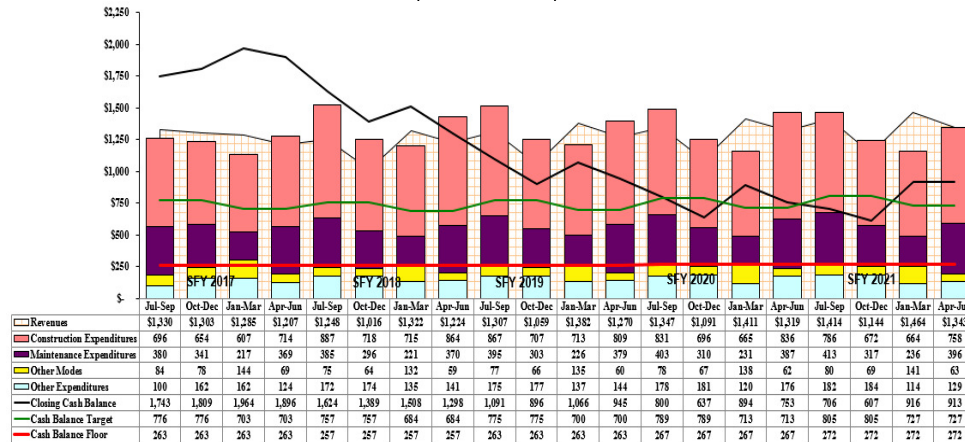
Anticipated Inflation Impact

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.

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. 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.

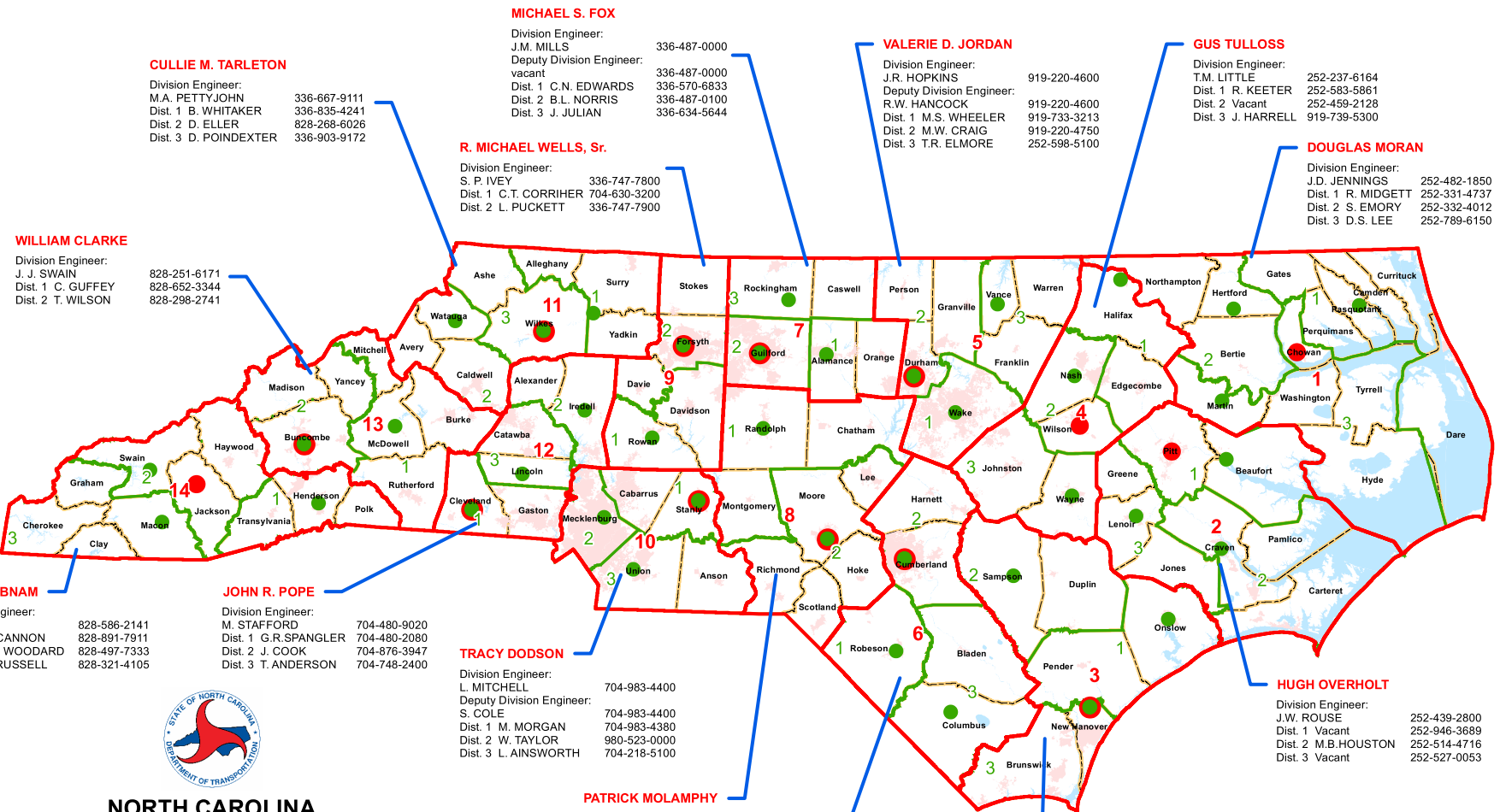
ALPHABETICAL LISTING OF COUNTIES									
COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV	COUNTY	DIV
ALAMANCE	7	CHOWAN	1	GUILFORD	7	MITCHELL	13	RUTHERFORD	13
ALEXANDER	12	CLAY	14	HALIFAX	4	MONTGOMERY	8	SAMPSON	3
ALLEGHANY	11	CLEVELAND	12	HARNETT	6	MOORE	8	SCOTLAND	8
ANSON	10	COLUMBUS	6	HAYWOOD	14	NASH	4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

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
Goldsoboro 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 Varnamtown

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 336-487-0000
 Dist. 1 C.N. EDWARDS 336-570-6833
 Dist. 2 B.L. NORRIS 336-487-0100
 Dist. 3 J. JULIAN 336-634-5644

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

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

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

LANDON 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

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

- Legend**
- Division Office
 - District Office
 - Division & District
 - ▭ Divisions
 - ▭ Districts
 - ▭ Municipal
 - ▭ County Boundary

DIVISION 00

HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (MILES)	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																														
								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																				
WAKE	NC 00	R-0000	I-40 TO NC 96 EAST OF HOMETOWN. WIDEN TO A FOUR-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION.	7.3	63,450	250	NHP R	4000	A																													
							NHP M	700																														
							NHP U	1500																														
							NHP				C	9000	A																									
							NHP																															
							NHP																															
							NHP																															
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							NHP																															
							NHP																															
							NHP																															
							SW A																															
							SW B																															
							SW C																															

ROUTE/CITY
 I - Interstate
 US or NC Routes
 SR - Secondary Road
 Various - Multiple Routes
 NEW ROUTE or City

LOCATION / DESCRIPTION
 Project termini and a general work description.

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

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.

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 belc

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 ofdollars.)

UNFUNDED

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

COUNTY	ROUTE / CITY / TRANSIT PARTNER	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS													
							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.	4000		FUZ/CP	4000	A												
						FUZ/CP	700	A												
												CF	9000	A						
													CP	5000	B					
																CP	5000	B		
																CP	5000	B		
																CF	5000	B		
																CF	10000	C		
																CF	20000	C		

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.

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.	FBBF - Bus and Bus Facilities Formula (5339)
CMAQ - Congestion Mitigation	FSSO - 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

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 Management

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.

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	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
			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	<i>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</i>			
			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>(ESTIMATED COST ARE IN THOUSANDS OF DOLLARS)</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>			
			FY 2018	FY 2019	FY 2020	FY 2021
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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

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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 FUTURE YEARS
						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM						
						FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		
RURAL PROJECTS																	
NC 11	R-5815	PROPOSED GREENVILLE SOUTHWEST BYPASS TO PROPOSED HARVEY PARKWAY EXTENSION. UPGRADE TO INTERSTATE STANDARDS.	10.5	194400		T											
						T											
						T											
LENOIR PITT	DIV																
NC 11/NC 903 (GREENVILLE SOUTHWEST BYPASS)	R-2250	NC 11 TO US 264 (GREENVILLE BYPASS). CONSTRUCT FOUR LANE DIVIDED FACILITY ON NEW LOCATION WITH BYPASS OF WINTERVILLE.	12.4	239805	196180	T	C	43625									
PITT	TRN																
UNDER CONSTRUCTION																	
VARIOUS BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	R-5782 DIV	DIVISION 2 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.		416	416												
UNDER CONSTRUCTION																	
URBAN PROJECTS																	
US 13 (MEMORIAL DRIVE) PITT	U-5730 REG	NC 43 (5TH STREET). UPGRADE INTERSECTION.		2350	150	T	R	200									
						T	C	2000									
PLANNING/DESIGN IN PROGRESS																	
NC 43 PITT	U-5991 DIV	SR 1708 (FIRETOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES.	3.2	30200		T											
						T											
						T											
NC 102 PITT	U-5953 REG	AYDEN ELEMENTARY SCHOOL. CONSTRUCT RIGHT TURN LANE.	1	500		T											
						T											
						T											

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

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

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

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
URBAN PROJECTS																	
SR 1126 (BOYD STREET) PITT	U-5919 DIV	NC 11 TO RAILROAD STREET. UPGRADE ROADWAY.	0.4	1710	1710												
UNDER CONSTRUCTION																	
SR 1203 (ALLEN ROAD) PITT	U-5875 DIV	SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO MULTI-LANES.	2.3	20432	1000	T			R	1777							
						T			U	213							
						T					C	5814	C	5814			
PLANNING/DESIGN IN PROGRESS																	
SR 1467 (STANTONSBURG ROAD)/ SR 1598 (TENTH STREET CONNECTOR) PITT	U-3315 TRN	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																	
SR 1598 (DICKINSON AVENUE) PITT	U-5606 DIV	NC 11 TO READE CIRCLE. IMPROVE ROADWAY.	1.3	12054	3554	STBG	C	8500									
RIGHT OF WAY IN PROGRESS																	
SR 1700 (EVANS STREET/ OLD TAR ROAD) PITT	U-2817 DIV	SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264 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																	
SR 1704 (FOURTEENTH STREET) PITT	U-5917 DIV	US 264 ALTERNATE (GREENVILLE BOULEVARD) TO SR 1708 (FIRETOWER ROAD). WIDEN TO MULTI-LANES.	1.4	12610	575	T			R	1658	R	1657					
						T			U	398							
						T					C	2774	C	2774			

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**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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														
						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED				
						FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS			
URBAN PROJECTS																				
SR 1708 (FIRETOWER ROAD) PITT	U-5870 DIV	SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	2.2	24206	450	T	R	6200												
						T		C	5852	C	5852	C	5852							
PLANNING/DESIGN IN PROGRESS																				
SR 1708 (FIRETOWER ROAD) PITT	U-5785 DIV	NC 43 (CHARLES BOULEVARD) TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	0.6	7233	1000	T	R	1673												
						T		C	1520	C	1520	C	1520							
PLANNING/DESIGN IN PROGRESS																				
SR 1713 (LAURIE ELLIS ROAD) PITT	U-5921 DIV	NC 11 TO SR 1149 (MILL STREET). CONSTRUCT CONNECTOR ON NEW LOCATION.	0.3	1543	1543															
UNDER CONSTRUCTION																				
GREENVILLE PITT	U-5952 REG	GREENVILLE SIGNAL SYSTEM.	25	8573		STBG														
						STBG														
												C	8473							
BRIDGE PROJECTS																				
US 13 PITT	B-4786 REG	REPLACE BRIDGE 730038 OVER TAR RIVER.		9330	330	NHPB	R	1000												
						NHPB			C	2667	C	2667	C	2666						
NC 33 PITT	B-5418 REG	REPLACE BRIDGE 730050 OVER JOHNSON MILL RUN.		1267	1267															
BRIDGE PURCHASE ORDER CONTRACT (DPOC): UNDER CONSTRUCTION																				
SR 1715 (JACK JONES ROAD) PITT	B-4603 DIV	REPLACE BRIDGE 730029 OVER FORK SWAMP.		1134	144	STPOFF			R	90										
						STPOFF						C	900							

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

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	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 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS
BRIDGE PROJECTS																	
VARIOUS	BD-5102	DIVISION 2 PURCHASE ORDER CONTRACT		12451	12451												
BEAUFORT	DIV	BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.															
CARTERET																	
CRAVEN																	
GREENE																	
JONES																	
LENOIR																	
PAMLICO																	
PITT																	
UNDER CONSTRUCTION - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																	
GREENVILLE (KING GEORGE ROAD) PITT	B-5100	REPLACE BRIDGE 730421 OVER MEETING HOUSE BRANCH.		1096	1096												
CITY OF GREENVILLE - MUNICIPAL BRIDGE: UNDER CONSTRUCTION																	
MITIGATION PROJECTS																	
VARIOUS	EE-4902	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 2 PROJECT MITIGATION.		755	755												
BEAUFORT																	
CARTERET																	
CRAVEN																	
GREENE																	
JONES																	
LENOIR																	
PAMLICO																	
PITT																	
IN PROGRESS																	

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

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS	
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		
HIGHWAY SAFETY PROJECTS																		
VARIOUS	W-5202	DIVISION 2 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		9378	9378													
BEAUFORT	REG																	
CARTERET																		
CRAVEN																		
GREENE																		
JONES																		
LENOIR																		
PAMLICO																		
PITT																		
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																		
VARIOUS	W-5702	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS IN DIVISION 2.	1548	848			HSIP	R	30	DIV								
							HSIP	C	180	DIV								
							HSIP	R	30	RE								
							HSIP	C	180	RE								
							HSIP	R	40	SW								
							HSIP	C	240	SW								
BEAUFORT							DIV	DIV	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.									
CARTERET							REG	REG	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.									
CRAVEN							SW	SW	SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS.									
GREENE																		
JONES																		
LENOIR																		
PAMLICO																		
PITT																		
IN PROGRESS																		

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

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

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
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			

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**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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 FUTURE YEARS
						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM						
						FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		
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						R	14				
						TAP							C	32			
						TAP						R	56				
						TAP							C	128			
PITT	DIV																
FERRY PROJECTS																	
VARIOUS	F-5703	REPLACEMENT VESSEL (SUPPORT FLEET) FOR TUGS AND BARGES		10745		T											
BEAUFORT	DIV												C	10745			
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
HF - State Dollars (Non STI)	REG - Regional Category
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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
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**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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														
						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED				
						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														
PITT	HF					L														
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	CP	481		
PITT	HF					L	CP	116	CP	119	CP	120	CP	120	CP	120	CP	120		
FUNDS AUTHORIZED IN PROGRESS																				
GREENVILLE AREA TRANSIT	TG-5107B	PREVENTIVE MAINTENANCE		8717	4620	FUZ	O	552	O	566	O	540	O	540	O	540	O	540		
PITT	HF					L	O	138	O	141	O	135	O	135	O	135	O	135		
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	O	120		
PITT	HF					L	O	45	O	46	O	30	O	30	O	30	O	30		
FUNDS AUTHORIZED IN PROGRESS																				
GREENVILLE AREA TRANSIT	TO-4726	OPERATING ASSISTANCE		18975	10821	FUZ	O	690	O	540	O	540	O	540	O	540	O	540		
						L	O	367	O	540	O	540	O	540	O	540	O	540		
						SMAP	O	322	O	275	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
SW - Statewide Category	TRN - Transition Project

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
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														
						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				
PUBLIC TRANSPORTATION PROJECTS																				
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
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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

**STATEWIDE PROJECTS
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 FUTURE YEARS												
						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM																						
						FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																	
INTERSTATE PROJECTS																																	
VARIOUS	I-9999	INTERSTATE MAINTENANCE BALANCE.		306960		NHPIM	C	5000	C	5000	C	5000	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	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	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	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	PE	100	SW	PE	100	SW			
STATEWIDE	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																									
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	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	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	PE	200	SW	PE	200	SW			
STATEWIDE						DIV	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.																									
						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	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	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	PE	64	SW	PE	64	SW			
STATEWIDE						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																																	
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	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			
						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			
STATEWIDE						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																																	

DIV - Division Category	EX - Exempt Category
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STATEWIDE PROJECTS
HIGHWAY PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION PROGRAM											DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS																						
						FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																												
RURAL PROJECTS																																												
VARIOUS	M-0521	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS.		600	300	T	PE	100	DIV																																			
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	270	DIV	PE	270	DIV	PE	270	DIV	PE	270	DIV	PE	270	DIV	PE	270	DIV	PE	360	DIV								
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	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV					
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	EX																																											
PROGRAM IN PROGRESS																																												

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**STATEWIDE PROJECTS
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 FUTURE YEARS												
						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM																						
						FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																		
BRIDGE PROJECTS																																	
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			
						STBG	I	3300	RE	I	3300	RE	I	3300	RE	I	3300	RE	I	3300	RE	I	3300	RE	I	3300	RE	I	3300	RE			
						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			
STATEWIDE						DIV	DIV	BRIDGE INSPECTION PROGRAM.																									
						REG	REG	BRIDGE INSPECTION PROGRAM.																									
						SW	SW	BRIDGE INSPECTION PROGRAM.																									
IN PROGRESS																																	
VARIOUS	BK-5102	BRIDGE PAINTING AT 19 SELECTED LOCATIONS.		2027	2027																												
STATEWIDE	DIV																																
IN PROGRESS																																	
VARIOUS	BK-5132	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.		1000	1000																												
STATEWIDE	REG																																
IN PROGRESS																																	
VARIOUS	BK-5131	BRIDGE PRESERVATION AT SELECTED LOCATIONS.		1500	1500																												
STATEWIDE	DIV																																
UNDER CONSTRUCTION																																	
VARIOUS	BK-5101	DECK PRESERVATION AT 15 SELECTED LOCATIONS.		7747	7747																												
STATEWIDE	DIV																																
UNDER CONSTRUCTION																																	
VARIOUS	BK-5100	ESTABLISH BRIDGE MANAGEMENT SYSTEM.		5000	5000																												
STATEWIDE	DIV																																
IN PROGRESS																																	
VARIOUS	BP-5500	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.		23151	23151																												
STATEWIDE						DIV	DIV	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																									
						REG	REG	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																									
						SW	SW	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																									
UNDER CONSTRUCTION																																	
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																												
STATEWIDE	DIV																																

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**STATEWIDE PROJECTS
HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

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																																																																																																																												
BRIDGE PROJECTS																																																																																																																																													
VARIOUS STATEWIDE	M-0379 DIV	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100																																																																																																																																								
IN PROGRESS																																																																																																																																													
HIGHWAY SAFETY PROJECTS																																																																																																																																													
VARIOUS STATEWIDE	W-9999 DIV	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.		223850			HSIP	C	3600	DIV	C	6750	DIV	C	7035	DIV	C	7110	DIV	C	7110	DIV																																																																																																																							
<table border="1"> <tr> <td>HSIP</td><td>C</td><td>3600</td><td>RE</td><td>C</td><td>6750</td><td>RE</td><td>C</td><td>7035</td><td>RE</td><td>C</td><td>7110</td><td>RE</td><td>C</td><td>7110</td><td>RE</td><td>C</td><td>7110</td><td>RE</td><td>C</td><td>7110</td><td>RE</td> <td></td><td></td><td></td> </tr> <tr> <td>HSIP</td><td>C</td><td>4800</td><td>SW</td><td>C</td><td>9000</td><td>SW</td><td>C</td><td>9380</td><td>SW</td><td>C</td><td>9480</td><td>SW</td><td>C</td><td>9480</td><td>SW</td><td>C</td><td>9480</td><td>SW</td><td>C</td><td>9480</td><td>SW</td> <td></td><td></td><td></td> </tr> </table>																	HSIP	C	3600	RE	C	6750	RE	C	7035	RE	C	7110	RE	C	7110	RE	C	7110	RE	C	7110	RE				HSIP	C	4800	SW	C	9000	SW	C	9380	SW	C	9480	SW	C	9480	SW	C	9480	SW	C	9480	SW																																																																														
HSIP	C	3600	RE	C	6750	RE	C	7035	RE	C	7110	RE	C	7110	RE	C	7110	RE	C	7110	RE																																																																																																																								
HSIP	C	4800	SW	C	9000	SW	C	9380	SW	C	9480	SW	C	9480	SW	C	9480	SW	C	9480	SW																																																																																																																								
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HSIP	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV																																																																																																																								
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HSIP	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW																																																																																																																								
DIV DIV HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE. REG REG HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE. SW SW HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.																																																																																																																																													
VARIOUS STATEWIDE	W-5300 DIV	SIGNAL RETIMING TO IMPROVE SAFETY.		6608	6608		DIV	DIV	SIGNAL RETIMING TO IMPROVE SAFETY.																																																																																																																																				
REG REG SIGNAL RETIMING TO IMPROVE SAFETY. SW SW SIGNAL RETIMING TO IMPROVE SAFETY.																																																																																																																																													
IN PROGRESS																																																																																																																																													
VARIOUS STATEWIDE	W-5517 DIV	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																																																																																																																							
<table border="1"> <tr> <td>HSIP</td><td>PE</td><td>1650</td><td>RE</td><td>PE</td><td>1650</td><td>RE</td><td>PE</td><td>1650</td><td>RE</td><td>PE</td><td>1650</td><td>RE</td><td>PE</td><td>1650</td><td>RE</td><td>PE</td><td>1650</td><td>RE</td><td>PE</td><td>1650</td><td>RE</td> <td></td><td></td><td></td> </tr> <tr> <td>HSIP</td><td>PE</td><td>2200</td><td>SW</td><td>PE</td><td>2200</td><td>SW</td><td>PE</td><td>2200</td><td>SW</td><td>PE</td><td>2200</td><td>SW</td><td>PE</td><td>2200</td><td>SW</td><td>PE</td><td>2200</td><td>SW</td><td>PE</td><td>2200</td><td>SW</td> <td></td><td></td><td></td> </tr> </table>																	HSIP	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																																																																														
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VARIOUS STATEWIDE	W-5601 DIV	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																																																																																																																							
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HSIP	C	2520	DIV	C	2520	DIV	C	2520	DIV	C	2520	DIV	C	2520	DIV	C	2520	DIV	C	2520	DIV																																																																																																																								
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**STATEWIDE PROJECTS
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 FUTURE YEARS									
						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM																			
						FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027															
HIGHWAY SAFETY PROJECTS																														
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			
						HSIP	C	450	RE	C	450	RE	C	450	RE	C	450	RE	C	450	RE	C	450	RE	C	450	RE			
						HSIP	C	600	SW	C	600	SW	C	600	SW	C	600	SW	C	600	SW	C	600	SW	C	600	SW			
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-5508	HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.	1500	1500																										
STATEWIDE																														
CONGESTION MITIGATION PROJECTS																														
VARIOUS	C-5601	CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.	5922			CMAQ	PE	235		PE	239																			
						L	PE	59		PE	60																			
						CMAQ	R	235		R	239																			
						L	R	59		R	60																			
						CMAQ	C	1407		C	1433																			
						L	C	352		C	358																			
						CMAQ	O	235		O	239																			
						L	O	59		O	60																			
						CMAQ	I	235		I	239																			
						L	I	59		I	60																			
STATEWIDE	EX																													
VARIOUS	C-3600	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	6702	6702																										
STATEWIDE	EX																													
IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES																														

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						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				
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	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															
STATEWIDE	EX					EX	A	PHASE 2 OF IMPLEMENTATION												
IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY																				
NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCE	C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		1500	1500															
STATEWIDE	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																			

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						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM																			
						FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027															
ENHANCEMENT (ROADSIDE PROJECTS)																														
VARIOUS	ER-5600	VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.	42182	2182		STBG	C	1200	DIV	C	1200	DIV	C	1200	DIV	C	1200	DIV	C	1200	DIV	C	1200	DIV	C	1200	DIV			
						STBG	C	1200	RE	C	1200	RE	C	1200	RE	C	1200	RE	C	1200	RE	C	1200	RE	C	1200	RE			
						STBG	C	1600	SW	C	1600	SW	C	1600	SW	C	1600	SW	C	1600	SW	C	1600	SW	C	1600	SW			
STATEWIDE						DIV DIV VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - DIVISION CATEGORY. - IN PROGRESS REG REG VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - REGIONAL CATEGORY. - IN PROGRESS SW SW VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE - STATEWIDE CATEGORY. - IN PROGRESS																								
						IN PROGRESS																								
VARIOUS	M-0451	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.	1312	612		T	PE	21	DIV	PE	21	DIV	PE	21	DIV	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	PE	21	RE	PE	21	RE	PE	21	RE			
						T	PE	28	SW	PE	28	SW	PE	28	SW	PE	28	SW	PE	28	SW	PE	28	SW	PE	28	SW			
STATEWIDE						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.																								
SAFE ROUTES TO SCHOOLS PROJECTS																														
VARIOUS	SR-5001	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.	13519	13519																										
STATEWIDE	DIV																													
						IN PROGRESS - \$200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C																								
VARIOUS	SR-5000	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.	6435	6435																										
STATEWIDE	DIV																													
						IN PROGRESS																								

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NON HIGHWAY PROGRAM**

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						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED				
						FUNDS	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 STATEWIDE	E-4018 DIV	NATIONAL RECREATIONAL TRAILS.	12645	645		TAP	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200		
IN PROGRESS																				
VARIOUS STATEWIDE	EB-3314 TRN	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	6476	6476																
UNDER CONSTRUCTION																				
VARIOUS STATEWIDE	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.																		
IN PROGRESS																				
VARIOUS STATEWIDE	EB-5542 DIV	STATEWIDE BICYCLE-PEDESTRIAN PROGRAM.	11503	1503		STBG	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000		
VARIOUS STATEWIDE	ER-2971 TRN	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	25408	25408																
IN PROGRESS - \$182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E																				
PUBLIC TRANSPORTATION PROJECTS																				
GREYHOUND LINES STATEWIDE	TI-6108 HF	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE VIA WILMINGTON ALONG US 70, US 117, AND US 17 AND FROM JACKSONVILLE TO MYRTLE BEACH VIA WILMINGTON ALONG US 17	4081	4081		FNU														
GREYHOUND LINES STATEWIDE	TI-6105 HF	INTERCITY BUS SERVICE FROM RALEIGH TO NORFOLK ALONG US 64 AND US 258 WITH STOPS AT RALEIGH, ROCKY MOUNT, AHO SKIE, AND SUFFOLK	1402	1402		FNF														
GREYHOUND LINES STATEWIDE	TI-6106 HF	INTERCITY BUS SERVICE FROM RALEIGH TO WILMINGTON ALONG US 70 AND US 117 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, WALLACE, AND WILMINGTON	1592	1592		FNU														
GREYHOUND LINES STATEWIDE	TI-6107 HF	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE ALONG US 70 AND US 17 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, KINSTON, AND NEW BERN	1910	1910		FNU														

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						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				
PUBLIC TRANSPORTATION PROJECTS																				
NCDOT FERRY DIVISION STATEWIDE	TA-6535	CAPITAL		789	789	FNF														
	HF					S														
REGIONAL COORDINATED AREA TRANSPORTION STATEWIDE	TP-4901	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES		7769	5579	FSPR	CP	600	CP	600	CP	600								
	HF					S	CP	150	CP	120	CP	120								
FUNDS AUTHORIZED IN PROGRESS																				
REGIONAL COORDINATED AREA TRANSPORTION STATEWIDE	TT-9702A	TECHNOLOGY - ADMINISTRATION (ITRE)		50	50	UTCH														
	HF																			
STATEWIDE	TA-6665	5311 CAPITAL PROJECTS FOR RURAL AREAS		18676	11823	FNU	CP	4262												
	HF					L	CP	620												
						S	CP	1971												
FUNDS AUTHORIZED IN PROGRESS																				
STATEWIDE	TA-6666	PURCHASE REPLACEMENT VEHICLES		3735	1527	FBUS	CP	1806												
	HF					L	CP	201												
						S	CP	201												
FUNDS AUTHORIZED IN PROGRESS																				
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	TC-5004	5311 ADTAP CAPITAL PROJECTS FOR RURAL AREAS		5129	2310	ADTAP	CP	2264												
	HF					L	CP	278												
						S	CP	277												
FUNDS AUTHORIZED IN PROGRESS																				
STATEWIDE	TH-2000	TRAVELER'S AID PROGRAM		126	126	L														
	HF					S														
FUNDS AUTHORIZED IN PROGRESS																				

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						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM							
						FUNDS	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												
STATEWIDE	HF					L												
FUNDS AUTHORIZED IN PROGRESS																		
STATEWIDE	TO-6135	5311 OPERATING PROJECTS FOR RURAL AREAS		4293	4293	FNU												
STATEWIDE	HF					L												
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																		

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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 FUTURE YEARS	
						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM							
						FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		
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 AND 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	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**

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 FUTURE YEARS												
						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM																						
						FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																		
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	PE	300	DIV			
STATEWIDE						T	PE	300	RE	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	PE	400	SW			
						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		R	500				
STATEWIDE	DIV					RR	C	2500		C	2500		C	2500		C	2500		C	2500		C	2500		C	2500		C	2500				
						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																											
STATEWIDE	DIV					RR																											
VARIOUS	Z-5700	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	7404	404		RR	R	500		R	500																						
STATEWIDE	DIV					RR	C	3000		C	3000																						
						IN PROGRESS																											
VARIOUS	Z-5800	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	10500			RR				R	500		R	500		R	500																
STATEWIDE	DIV					RR				C	3000		C	3000		C	3000																
						IN PROGRESS																											
NORTH CAROLINA RAILROAD	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

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

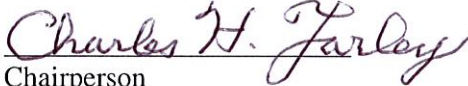
WHEREAS, the Metropolitan Transportation Plan (MTP) has a planning horizon year of 2040, and meets all the requirements of an adequate MTP; and

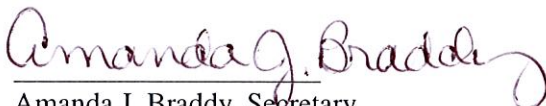
WHEREAS, the Transportation Advisory Committee (TAC) has provided for a formal 30-day public comment period for the proposed Transportation Improvement Program; and

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.												
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.												
1416	416	Under Construction										

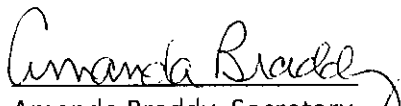
PROJECT DELETIONS: FOLLOWING PROJECTS TO BE DELETED FROM TIP.												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	F 2023	F 2024	F 2025	F 2026	FY 2027
U-5953 NC 102, Ayden Elementary School Construct Right Turn Lane												
500		T		(R/U) 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.



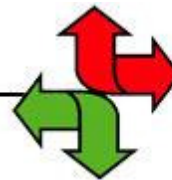
Chairman
 Transportation Advisory Committee,
 Greenville Urban Area MPO


 Amanda Braddy, Secretary



FHWA Policy Memorandums

Manual on Uniform Traffic Control Devices (MUTCD)



[Resources](#) > [Interim Approvals Issued by FHWA](#)

Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11)

****Inquiries regarding this interim approval should be sent to Bruce Friedman at Bruce.Friedman@dot.gov.****

[PDF Version](#), 84KB

You will need the [Adobe Acrobat Reader](#) to view the PDF on this page.



U.S. Department of Transportation
Federal Highway Administration

Memorandum

Sent via Electronic Mail

Subject: INFORMATION: MUTCD - Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (IA-11)	Date: July 16, 2008
From: Anthony T. Furst /s/ Anthony T. Furst Acting Associate Administrator for Operations	Reply to Attn. of: HOTO-1
To: Associate Administrators Chief Counsel Acting Chief Financial Officer Directors of Field Services Federal Lands Highway Division Engineers Resource Center Director Division Administrators	

Purpose: The purpose of this memorandum is to issue an Interim Approval for the optional use of Rectangular Rapid Flashing Beacons (RRFB) as warning beacons under certain limited conditions. Interim Approval allows interim use, pending official rulemaking, of a new traffic control device, a revision to the application or manner of use of an existing traffic control device, or a provision not specifically described in the Manual on Uniform Traffic Control Devices (MUTCD).

Background: The Florida Department of Transportation, in conjunction with the city of St. Petersburg, has requested that the Federal Highway Administration (FHWA) issue an Interim Approval to allow the use of RRFBs as warning beacons to supplement standard pedestrian crossing and school crossing warning signs at crossings across uncontrolled approaches. The RRFB does not meet the current standards for flashing warning beacons as contained in the 2003 edition of the MUTCD, Chapter 4K which requires a warning beacon to be round in shape and either 8 or 12 inches in diameter, to flash at a rate of approximately once per second, and to be located no less than 12 inches outside the nearest edge of the warning sign it supplements. The RRFB uses rectangular-shaped high-intensity LED-

based indications, flashes rapidly in a wig-wag "flickering" flash pattern, and is mounted immediately between the crossing sign and the sign's supplemental arrow plaque.

Research on the RRFB: The city of St. Petersburg has completed experimentation with the RRFB at 18 pedestrian crosswalks across uncontrolled approaches and has submitted their final report. In addition to "before" data, the city collected "after" data at intervals for 1 year at all sites and for 2 years at the first 2 implemented sites. For the first 2 sites, the city collected data for overhead and ground-mounted pedestrian crossing signs supplemented with standard round yellow flashing beacons, for comparison purposes, before the RRFBs were installed. The data show very high rates of motorist "yield to pedestrians" compliance, mostly in the high 80s to close to 100 percent, in comparison to far lower rates (in the 15 to 20 percent range) for standard beacons. The very high yielding rates are sustained even after 2 years in operation, and no identifiable negative effects have been found. The RRFB's very high compliance rates are previously unheard of for any device other than a full traffic signal and a "HAWK" hybrid signal, both of which stop traffic with steady red signal indications. The St. Petersburg data also shows that drivers exhibit yielding behavior much further in advance of the crosswalk with RRFB than with standard round yellow flashing beacons. These data clearly document very successful and impressive positive experience with the RRFBs at crosswalks in that city.

In addition to the St. Petersburg locations, experimentation is underway at 3 sites in Miami-Dade County, FL, 4 sites in Largo, FL, and 2 sites in Las Cruces, NM, and RRFBs are being installed at 3 sites in northern Illinois. Additionally, the District of Columbia has installed RRFBs at one crosswalk and plans to request experimentation with RRFB at several sites. Data from locations other than St. Petersburg is limited but does show results very similar to those found in St. Petersburg. A study of 2 RRFB locations in Miami-Dade County, FL, reported in a TRB paper, found that evasive conflicts between drivers and pedestrians and the percentage of pedestrians trapped in the center of an undivided road because of a non-yielding driver in the second half of the roadway were both significantly reduced to negligible levels. Data so far from the one RRFB site in DC shows driver yielding compliance rates increased from 26 percent to 74 percent after 30 days in operation and advance yielding distances also increased comparable to the St. Petersburg results.

FHWA Evaluation of Results: The Office of Transportation Operations has reviewed the available data and considers the RRFB to be highly successful for the applications tested (uncontrolled crosswalks). The RRFB offers significant potential safety and cost benefits, because it achieves very high rates of compliance at a very low relative cost in comparison to other more restrictive devices that provide comparable results, such as full midblock signalization. The components of RRFB are not proprietary and can be assembled by any jurisdiction with off-the-shelf hardware. The FHWA believes that the RRFB has a low risk of safety or operational concerns. However, because proliferation of RRFBs in the roadway environment to the point that they become ubiquitous could decrease their effectiveness, use of RRFBs should be limited to locations with the most critical safety concerns, such as pedestrian and school crosswalks across uncontrolled approaches, as tested in the experimentation.

At a recent meeting of the National Committee on Uniform Traffic Control Devices, the Signals Technical Committee voted to endorse the future inclusion of the RRFB for uncontrolled crosswalks into the MUTCD and recommended that FHWA issue an Interim Approval for RRFB. The FHWA believes this indicates a consensus in the practitioner community in support of optional use of RRFB. This Interim Approval does not create a new mandate compelling installation of RRFB but will allow agencies to install this type of flashing beacon, pending official MUTCD rulemaking, to provide a degree of enhanced pedestrian safety at uncontrolled crosswalks that has been previously unattainable without costly and delay-producing full traffic signalization.

Conditions of Interim Approval: The FHWA will grant Interim Approval for the optional use of the RRFB as a warning beacon to supplement standard pedestrian crossing or school crossing signs at crosswalks across uncontrolled approaches to any jurisdiction that submits a written request to the Office of Transportation Operations. A State may request Interim Approval for all jurisdictions in that State. Jurisdictions using RRFB under this Interim Approval must agree to comply with the technical conditions detailed below, to maintain an inventory list of all locations where the devices are placed, and to comply with Item F at the bottom of Page 1A-6 of the 2003 MUTCD, Section 1A.10 which requires:

"An agreement to restore the site(s) of the Interim Approval to a condition that complies with the provisions in this Manual within 3 months following the issuance of a Final Rule on this traffic control device. This agreement must also provide that the agency sponsoring the Interim Approval will terminate use of the device or application installed under the Interim Approval at any time that it determines significant safety concerns are directly or indirectly attributable to the device or application. The FHWA's Office of Transportation Operations has the right to terminate the interim approval at any time if there is an indication of safety concerns."

1. General Conditions:

- a. An RRFB shall consist of two rapidly and alternately flashed rectangular yellow indications having LED-array based pulsing light sources, and shall be designed, located, and operated in accordance with the detailed requirements specified below.

- b. The use of RRFBs is optional. However, if an agency opts to use an RRFB under this Interim Approval, the following design and operational requirements shall apply, and shall take precedence over any conflicting provisions of the MUTCD for the approach on which RRFBs are used:

2. Allowable Uses:

- a. An RRFB shall only be installed to function as a Warning Beacon (see 2003 MUTCD Section 4K.03).
- b. An RRFB shall only be used to supplement a W11-2 (Pedestrian) or S1-1 (School) crossing warning sign with a diagonal downward arrow (W16-7p) plaque, located at or immediately adjacent to a marked crosswalk.
- c. An RRFB shall not be used for crosswalks across approaches controlled by YIELD signs, STOP signs, or traffic control signals. This prohibition is not applicable to a crosswalk across the approach to and/or egress from a roundabout.
- d. In the event sight distance approaching the crosswalk at which RRFBs are used is less than deemed necessary by the engineer, an additional RRFB may be installed on that approach in advance of the crosswalk, as a Warning Beacon to supplement a W11-2 (Pedestrian) or S1-1 (School) crossing warning sign with an AHEAD: (W16-9p) plaque. This additional RRFB shall be supplemental to and not a replacement for RRFBs at the crosswalk itself.

3. Sign/Beacon Assembly Locations:

- a. For any approach on which RRFBs are used, two W11-2 or S1-1 crossing warning signs (each with RRFB and W16-7p plaque) shall be installed at the crosswalk, one on the right-hand side of the roadway and one on the left-hand side of the roadway. On a divided highway, the left-hand side assembly should be installed on the median, if practical, rather than on the far left side of the highway.
- b. An RRFB shall not be installed independent of the crossing signs for the approach the RRFB faces. The RRFB shall be installed on the same support as the associated W11-2 (Pedestrian) or S1-1 (School) crossing warning sign and plaque.

4. Beacon Dimensions and Placement in Sign Assembly:

- a. Each RRFB shall consist of two rectangular-shaped yellow indications, each with an LED-array based light source. Each RRFB indication shall be a minimum of approximately 5 inches wide by approximately 2 inches high.
- b. The two RRFB indications shall be aligned horizontally, with the longer dimension horizontal and with a minimum space between the two indications of approximately seven inches (7 in), measured from inside edge of one indication to inside edge of the other indication.
- c. The outside edges of the RRFB indications, including any housings, shall not project beyond the outside edges of the W11-2 or S1-1 sign.
- d. As a specific exception to 2003 MUTCD Section 4K.01 guidance, the RRFB shall be located between the bottom of the crossing warning sign and the top of the supplemental downward diagonal arrow plaque (or, in the case of a supplemental advance sign, the AHEAD plaque), rather than 12 inches above or below the sign assembly. ([See attached example photo.](#))

5. Beacon Flashing Requirements:

- a. When activated, the two yellow indications in each RRFB shall flash in a rapidly alternating "wig-wag" flashing sequence (left light on, then right light on).
- b. As a specific exception to 2003 MUTCD Section 4K.01 requirements for the flash rate of beacons, RRFBs shall use a much faster flash rate. Each of the two yellow indications of an RRFB shall have 70 to 80 periods of flashing per minute and shall have alternating but approximately equal periods of rapid pulsing light emissions and dark operation. During each of its 70 to 80 flashing periods per minute, one of the yellow indications shall emit two rapid pulses of light and the other yellow indication shall emit three rapid pulses of light.
- c. The flash rate of each individual yellow indication, as applied over the full on-off sequence of a flashing period of the indication, shall not be between 5 and 30 flashes per second, to avoid frequencies that might cause seizures.
- d. The light intensity of the yellow indications shall meet the minimum specifications of Society of Automotive Engineers (SAE) standard J595 (Directional Flashing Optical Warning Devices for Authorized Emergency, Maintenance, and Service Vehicles) dated January 2005.

6. Beacon Operation:

- a. The RRFB shall be normally dark, shall initiate operation only upon pedestrian actuation, and shall cease operation at a predetermined time after the pedestrian actuation or, with passive detection, after the pedestrian clears the crosswalk.
- b. All RRFBs associated with a given crosswalk (including those with an advance crossing sign, if used) shall, when activated, simultaneously commence operation of their alternating rapid flashing indications and shall cease operation simultaneously.

- c. If pedestrian pushbuttons (rather than passive detection) are used to actuate the RRFBs, a pedestrian instruction sign with the legend PUSH BUTTON TO TURN ON WARNING LIGHTS should be mounted adjacent to or integral with each pedestrian pushbutton.
 - d. The duration of a predetermined period of operation of the RRFBs following each actuation should be based on the MUTCD procedures for timing of pedestrian clearance times for pedestrian signals.
 - e. A small light directed at and visible to pedestrians in the crosswalk may be installed integral to the RRFB or push button to give confirmation that the RRFB is in operation.
7. Other:
- a. Except as otherwise provided above, all other provisions of the MUTCD applicable to Warning Beacons shall apply to RRFBs.

Any questions concerning this Interim Approval should be directed to Mr. Scott Wainwright at scott.wainwright@dot.gov or by telephone at 202-366-0857.



Example of RRFB with W11-2 sign and W16-7p plaque at crosswalk across uncontrolled approach. [Photo courtesy of City of St. Petersburg, Florida]



Agenda Item 5c

Greenville Urban Area MPO Project Report

April 2018

1. Travel Demand Model Update (TDM)

The MPO's current Travel Demand Model (TDM) has a horizon year of 2040. The Model, as previously presented to the TCC and TAC, is required by Federal regulations to be updated every five years at minimum. The project is underway and on schedule for completion by the deadline of August 2018. The MPO recently completed the significant list of data needs requested by the consultant. MPO Staff has now moved to the verification stage in order to validate the data sets, such as employment data, socio-economic data and the highway network, compiled by the consultant. The MPO staff will continue to verify and distribute verification needs for community specific data. Recently a representatives of the MPO's membership jurisdictions and partner agencies to identify projects for inclusion in the model update. Projects included will have improvements and build year identified so as the model begins to forecast it takes into account those specific projects at the correct time. For example, if a project to widen a road from 2 to 4-lanes in 2025, and the model was run to 2045 to forecast conditions that road would change to the 4-lane configuration in the model and the forecasting would be altered pursuant to that change.

As we have progressed through the initial stages of the model update an issue has arisen regarding non-motorized trips and how they are modeled across future years. Stantec has requested the MPO provided feedback on which of the below two (2) options the MPO prefers to resolve this issue.

- *Estimate non-motorized trips following trip generation - This approach essentially factors off a certain percentage of trips based on the land use characteristics (density & mixed development) and network characteristics (roadway types that either support or restrain non-motorized trips).*
- *Estimation non-motorized trips following trip distribution - This approach follows the standard mode choice modeling where non-motorized trips are represented as a formal mode.*

As a recap, the model update and expansion project is being funded by the MPO in coordination with NCDOT. The MPO will be invoicing the costs associated with the update upon completion of the project, once the MPO has invoiced and received the 80% reimbursement, NCDOT will invoice the total project cost.

2. Southwest Bypass Corridor Study

The Southwest Bypass Corridor Study kicked off and is on schedule for completion in summer 2018. The project is approximately 50% complete with the consultant beginning work on the recommendations and implementation strategies as outlined in Phase 3 of the project. As a part of Phase 3 the MPO will work with the consulting team to assist development of the transportation recommendations and implementation strategies. This project is on schedule for completion in mid-summer 2018.

3. 2045 Metropolitan Transportation Plan Development (MTP)

On March 8, 2018 the City of Greenville City Council approved the use of Kimley-Horn as the preferred vendor to provide professional services required to develop the 2045 MTP. Staff has worked with

Kimley-Horn's Project Manager, Allison Fluitt, to negotiate the contract and fee structure. The contract has gone through NCDOT's Office of Inspector General's pre-audit and is now moving forward with execution of the contract. Work is preliminarily schedule to begin in early April to adhere to our delivery timeline of 14 months with completion scheduled prior to end of Fiscal Year 2019 (June 30, 2019 deadline). As stated in the April 4, 2018 TCC Agenda Item 4c, MPO staff is coordinating the creating of the project's Steering Committee. It is recommended that the MPO's TCC serve as the Technical Committee for this project. In addition to the recommendations of the TCC and TAC for membership on the Steering Committee, the MPO has advertised the opportunity to the general public.

4. Prioritization

Project entry for P5.0 ended on September 29, 2017. The TCC and TAC adopted project list was entered with no complications. The MPO entered a total of 13 Bike & Ped projects and 16 Highway projects. As of April 1, 2018 the NCDOT quantitative scoring (representing 100% of scores at the Statewide level, 70% of scores at the Regional Level and 50% of scores at the Division Level) has been released to the MPOs and RPOs across the State. The MPO is currently in the process of assigning points to the Regional Level projects, scheduled for adoption

Once all three levels of projects have been finalized the NCDOT STIP unit will program and release the first draft of the 2020-2029 State Transportation Improvement Program (STIP). Once released the NCDOT and the MPO will coordinate public involvement opportunities.

5. Comprehensive Transportation Plan (CTP)

On March 6, 2018 the Greenville Urban Area MPO, in coordination with Pitt County, officially requested that NCDOT develop the full Comprehensive Transportation Plan for the Greenville Urbanized Area and Pitt County. Currently the Highway Map is the only map developed for the MPO. Current data availability has now made it possible to begin development of the maps not currently completed: Bicycle and Pedestrian, Rail and Public Transportation. In an effort to conduct transportation planning in a regionally connected process, a single CTP is requested to be developed for Pitt County and the MPO. Currently the MPO and Pitt County are separated, but due to the Travel Demand Model being expanded County wide, a single unified CTP is possible and preferred. The CTP format is currently being upgraded by NCDOT and the planned Pitt County CTP (with the MPO included) will be developed in the new format (CTP 2.0) if possible. The Mid-East RPO and MPO will coordinate to develop this unified CTP.

The first map scheduled for development is the Bicycle and Pedestrian Map. The data and information within the MPO's Active Transportation Plan will be utilized to develop this map for the MPO area while the area outside of the MPO will be developed by the RPO. The Rail and Public Transportation Maps will follow and be developed in coordination between the MPO and RPO. The last map to be developed will be the Highway Map as that map will be developed utilizing the County wide Travel Demand Model currently under development. The MPO currently has a Highway Map developed and will update to the new CTP 2.0 format in coordination with the County's map creation. While this project will be a coordination effort between the RPO and MPO, each organization's funds will only be used to develop the CTP for their planning area. By taking the action to create a unified complete CTP, the MPO and RPO can effectively coordinate planning efforts on project that may stretch beyond each other's planning boundary.

6. State Planning and Research (SPR) Fund Request

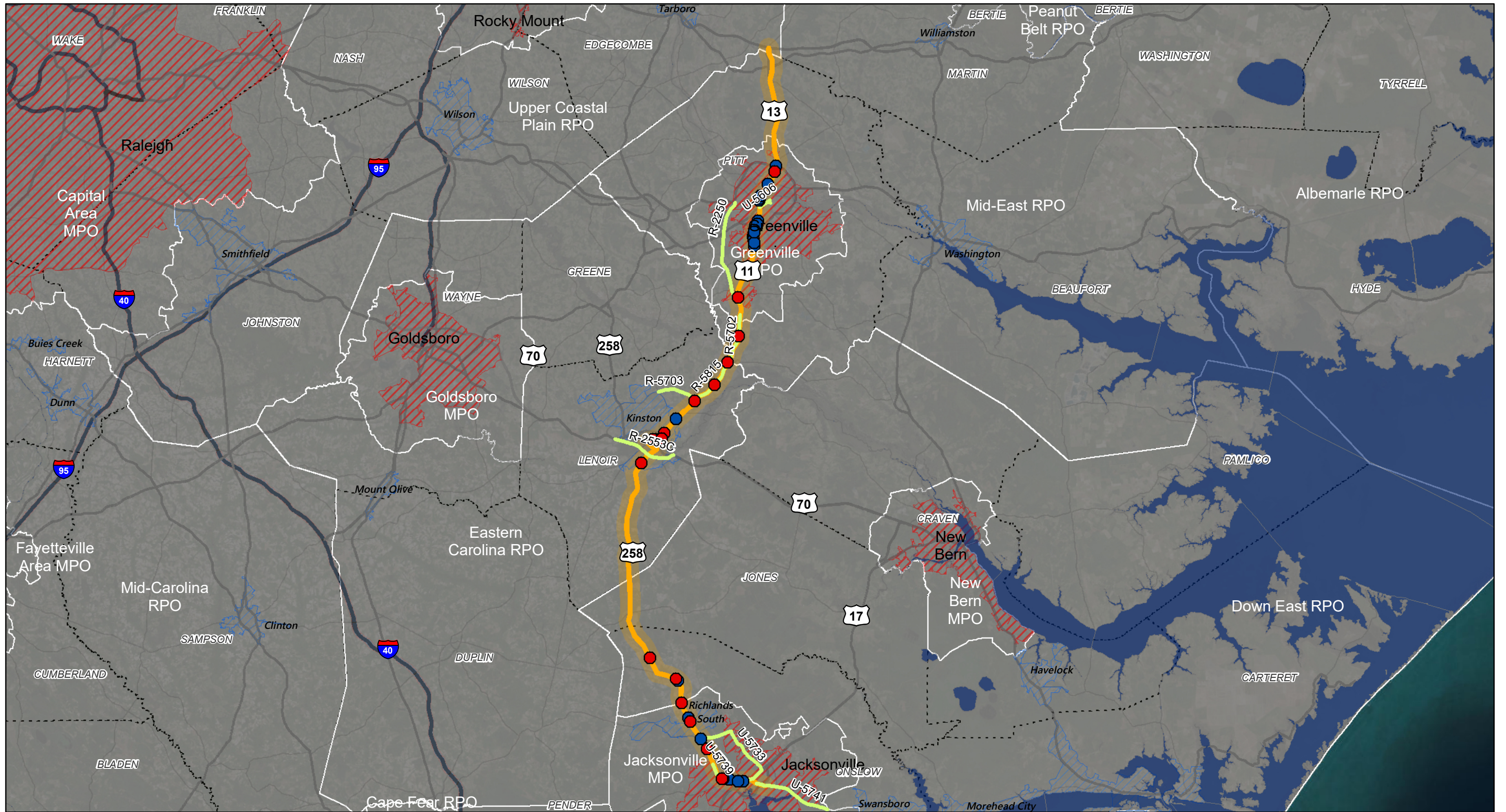
On March 9, 2017 the Greenville Urban Area MPO submitted three separate requests per NCDOT's call for potential State Planning and Research (SPR) funded projects. The MPO submitted three projects for consideration:

- A.) Worthington Road Corridor Study (Limits TBD)
- B.) Eastern North Carolina Regional Freight Mobility Plan (On behalf of all partners)
- C.) Pavement Condition Assessment (Greenville, Winterville, Ayden and Pitt County)

NCDOT is scheduled to review the requests made from MPOs and RPOs around the State until the end of the current fiscal year and announce selected projects in July 2018. In preparation MPO staff will work with the various communities to have RFPs/RFQs prepared for the above projects so as to move forward as quickly as possible should funding be made available.

7. Update of the 2013 Pitt County Bike Map

The 2013 Pitt County Bike Map was approved by the MPO's TCC and TAC for update using MPO funds. MPO staff has put together an RFQ for the planned update highlighting some of the key objectives of the updates such as an up to date inventory of bicycle facilities within the County and to perform an updated suitability analysis to grade facilities based on how suitable they are for various level of riders. The RFQ is currently being reviewed by NCDOT for conformance to State purchasing requirements. As the expected expenditure is under \$50,000 the RFQ can go through an abbreviated RFQ process where the MPO can send the RFQ to a select number of firms in lieu of a formal advertising process. Three qualified bidders are still required to proceed with selection. The update was a request by the City of Greenville Bicycle and Pedestrian Commission. MPO Staff hopes to move forward with this process and complete the update within the current fiscal year.



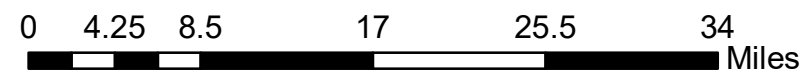
**NC STRATEGIC
TRANSPORTATION
CORRIDORS**

MARCH 2018

Source: NCOneMap, NCDOT GIS, ESRI

Legend

- STIP Points 2018-2027
- STIP 2018-2027
- Corridor X
- High Crash Severity Index Intersections
- High Crash Frequency Intersections
- High Crash Frequency and Severity Index Intersections
- Urban Cluster
- Urbanized Area



**NC STC
JACKSONVILLE TO
GREENVILLE (CORRIDOR X)
FIGURE 3**