



# NCDOT Current STIP

December 2018

**NORTH CAROLINA 2018 – 2027  
STATE TRANSPORTATION IMPROVEMENT PROGRAM**

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

The STIP is a multi-year capital improvement document which denotes the scheduling and funding of construction projects across the state over a minimum 4 year time period as required by State and Federal laws. North Carolina's STIP covers a 10 year period, with the first five years (2018-2022 in this version) referred to as the delivery STIP and the latter five years (2023-2027 in this version) as the developmental STIP. Per 23 CFR 450.216 & 23 U.S. Code § 135 STIP's must also:

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

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

This is the second STIP developed under the Strategic Transportation Investments (STI) law passed in June 2013. This landmark legislation elevates the use of transportation criteria and the input of local communities to determine project priorities and directs the use of dollars for transportation projects.

**Performance Management Targets**

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

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

The STIP contains funding information and schedules for transportation modes and programs including: Highways, Aviation, Bicycle and Pedestrian, Ferry, Public Transportation, Rail, Governor's Highway Safety and statewide related programs. The Appendix also contains a reference list of completions and deletions since the 2016-2025 STIP which was approved in 2015.

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

Projects are further subdivided by category: interstate, rural, urban, bridge, municipal bridge, bicycle and pedestrian, congestion mitigation, highway safety improvement program, ferry, passenger rail, and roadside environmental. Interstate, rural, urban, bridge, and ferry projects are described by route number. Municipal bridge, bike and pedestrian projects are listed by city or county. Congestion mitigation and passenger rail projects are listed alphabetically by city or county. Highway safety improvement program projects may be listed by route, city or county. The Public Transportation program list projects first by the transportation partners and providers then by identification numbers.

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

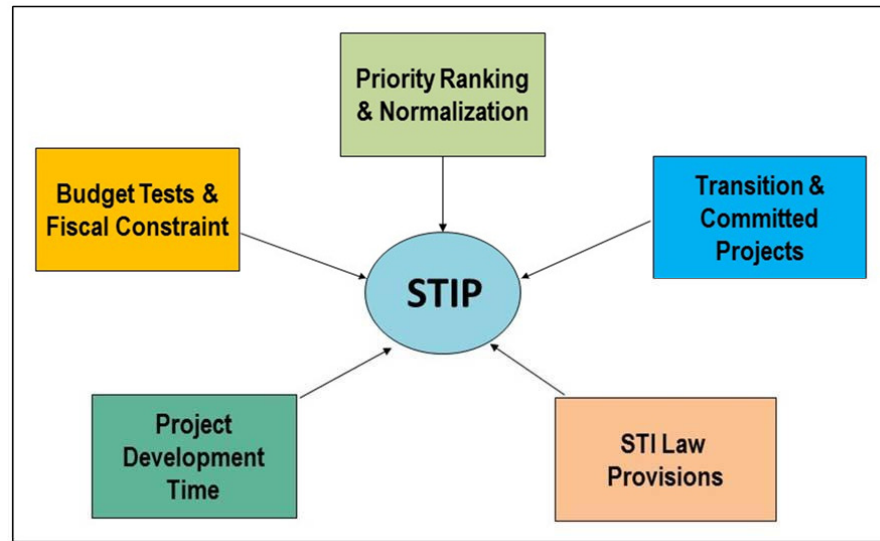
All projects require extensive planning, environmental impact and design studies. The location and exact type of improvements are subject to refinement and modification during the planning and design phases.

### **Strategic Prioritization**

The Department manages a strategic project prioritization process. The 4th generation of this process, Prioritization 4.0 or P4.0, is a significant component of this STIP development. Strategic prioritization uses transportation data and the input of local government partners and the public to generate scores and rankings of projects across the state. Multiple public input opportunities were provided during the spring and summer of 2016 regarding the submittal of new projects and the assignment of local points to projects. This input assisted each Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) and NCDOT's transportation divisions to produce criteria-based methodologies which directed how local points were allocated.

The P4.0 process resulted in each transportation mode using different quantitative criteria, measures and weights to provide technical scores for projects. Also, per the intent of STI for transportation modes to compete for funding, a normalization process was recommended to create minimum percentages of funding for highway and non-highway projects in the combined Regional Impact and Division Needs categories. The minimum percentage for highways was 90% and minimum percentage for non-highways was 4%. These percentages guided the programming process, which ultimately yielded a 95% to 5% highway vs non-highway programmed amount in the combined Regional Impact and Division Needs categories.

Figure A



The results of the P4.0 process do not necessarily mean that projects will be programmed in the order of their score and rank. Over a 10-year time frame, funding was provided to the highest scoring projects. However, there are other considerations and factors in developing the actual program (Figure A). A major factor in deciding when the top scoring projects are funded is project delivery time. Projects need to fulfill a series of environmental and preliminary engineering requirements, right-of-way must be purchased, utility relocation (where applicable) must be addressed, and final plans must be developed for lettings. The time period to accomplish these activities can be lengthy. Construction funding cannot be allocated to projects before these preconstruction activities have taken place.

There were also STI law provisions (including a corridor cap and individual modal caps) which directed programming decisions and the entire program had to meet budget tests and fiscal constraint per state and federal requirements. STI law also included a provision to exempt from prioritization select projects (Transition Period Projects) scheduled to be obligated for construction prior to July 1, 2015. In addition, projects funded for right-of-way or construction in the first 5 years of the previous 2016-2025 STIP, were considered committed and were not evaluated in P4.0. However the funding required for both the transition and committed projects was accounted for when budgeting for other projects.

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

After the release of the Draft STIP in January 2017, NCDOT hosted 9 public information sessions across the state from March 28 to May 9, 2017. The purpose of these sessions was to inform citizens about projects in the Draft STIP and get feedback on it. As noted in the Strategic Prioritization section multiple public input opportunities were also available ahead of the development of the Draft STIP and from the beginning of the STI implementation process.

Each session was structured as a 2-hour open house format to allow participants to study maps of projects in the Draft STIP, and review proposed project schedules and information with Department staff. Sessions were held in transit accessible locations and the Department provided auxiliary aids for participants under the Americans with Disabilities Act as well as special services for English limited participants. Consultation was conducted with stakeholder groups (traditional and non-traditional) throughout North Carolina via emails and direct mailing to encourage participation via multiple feedback options.

### **Transportation Conformity**

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

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

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

## **Public Transportation Project Funding**

The projects listed in the STIP are funded from several different FTA Funds and State Funds. In addition, many of the FTA Funds require a match to the project. Annually, the NCDOT Public Transportation Division conducts a call for projects to provide state funds to assist with part of the match requirements. The amount available for state match is limited to the amount provided in the approved state budget for that year.

All of the FTA program funding amounts are published annually in the Federal Register and posted to the FTA website. NCDOT uses these apportionments to distribute the various funding sources overseen by the Department. Most of the funding for programs in the MPO's with a population of 200,000 or greater is managed directly by the MPO. The MPO's develop projects to list in the STIP from the total apportioned amount received from FTA. NCDOT allocates federal funds to small urban areas less than 200,000 population and for the rural areas. The small urban MPO's then develop projects to list in the STIP within the total allocated amount received from NCDOT and any prior year funding that is unspent. For the rural areas, the NCDOT applies directly to FTA for the funds. The NCDOT funds rural projects to match the total apportioned amount and any available prior year funding. These rural projects are listed in the STIP. The Federal Funding programs managed by NCDOT are listed below and their projects are included in the STIP.

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

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

### **B. Section 5307 Urban Area Formula Program**

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

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

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

### **D. Section 5311 Rural Formula Grant Program**

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

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

3. PTD Goals:

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

E. Section 5339 Bus and Bus Facilities Program

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

2. PTD Goal:

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

**Project Descriptions**

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

## PROGRAM BUDGETS

### Transportation Revenue Forecast

#### State Budget

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

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

#### Federal Budget

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

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Railway-Highway Crossings (subset of the HSIP)
- Metropolitan Planning
- Construction of Ferry Boats and Ferry Terminal Facilities
- Transportation Alternatives (TA)
- National Highway Freight Program

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



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

#### Federal Aid Program

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

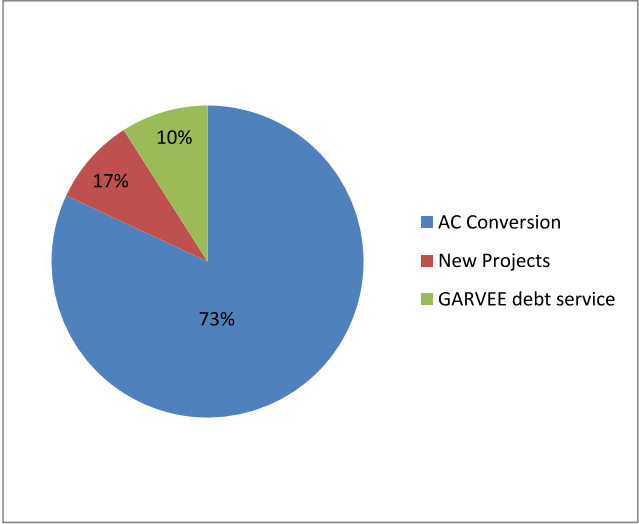
North Carolina's availability of federal funds for the STIP in FFY 2018 is expected to be about \$1,096.6 million, excluding CMAQ and State Planning and Research funds.

Virtually all federal-aid projects require a local or state fund contribution. Most highway and transit programs require a 20% local or state share. The amount of state matching funds needed for the Federal Aid Program is expected to be \$290 million, which will be funded by the State Highway Trust Fund.

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

<b>Category</b>	<b>Federal Funds</b>	<b>Required State Matching Funds</b>	<b>Total</b>
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
<b>Total Apportionment</b>	<b>1,204</b>	<b>293</b>	<b>1,497</b>
<b>Obligation Limitation</b>	<b>1,160</b>	<b>290</b>	<b>1,450</b>

**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**

<b>State Fiscal Year</b>	<b>Proceeds Including Premium</b>	<b>Debt Service</b>
2008	\$299.80	\$ 5.06
2009		59.33
2010	263.14	67.17
2011		82.00
2012	364.90	59.84
2013		86.33
2014		86.33
2015	300.54	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
<b>Total State Highway Trust Fund Revenues</b>	<b>\$ 1,547.7</b>	<b>\$ 1,586.3</b>	<b>\$ 1,619.9</b>	<b>\$ 1,654.6</b>	<b>\$ 1,675.7</b>	<b>\$ 1,701.7</b>	<b>\$ 1,728.3</b>	<b>\$ 1,770.8</b>	<b>\$ 1,795.4</b>	<b>\$ 1,818.8</b>	<b>\$ 16,899.2</b>
NCTA GAP Funding	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(49.0)	(490.0)
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)
<b>Available Trust Fund Revenues</b>	<b>\$ 1,408.5</b>	<b>\$ 1,448.3</b>	<b>\$ 1,471.3</b>	<b>\$ 1,564.9</b>	<b>\$ 1,585.5</b>	<b>\$ 1,611.0</b>	<b>\$ 1,636.9</b>	<b>\$ 1,678.3</b>	<b>\$ 1,702.4</b>	<b>\$ 1,725.2</b>	<b>\$ 15,832.2</b>
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)
<b>Available Federal Aid</b>	<b>\$ 1,049.4</b>	<b>\$ 1,076.7</b>	<b>\$ 1,114.6</b>	<b>\$ 1,114.5</b>	<b>\$ 1,119.6</b>	<b>\$ 1,119.6</b>	<b>\$ 1,119.6</b>	<b>\$ 1,119.6</b>	<b>\$ 1,119.6</b>	<b>\$ 1,119.6</b>	<b>\$ 11,073.0</b>
<b>Total Available Funds</b>	<b>\$ 2,457.9</b>	<b>\$ 2,525.0</b>	<b>\$ 2,585.9</b>	<b>\$ 2,679.4</b>	<b>\$ 2,705.1</b>	<b>\$ 2,730.6</b>	<b>\$ 2,756.5</b>	<b>\$ 2,798.0</b>	<b>\$ 2,822.0</b>	<b>\$ 2,844.8</b>	<b>\$ 26,905.1</b>
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)
<b>Funds Available for Programming</b>	<b>\$ 2,120.0</b>	<b>\$ 2,192.3</b>	<b>\$ 2,243.5</b>	<b>\$ 2,282.0</b>	<b>\$ 2,287.4</b>	<b>\$ 2,327.5</b>	<b>\$ 2,351.3</b>	<b>\$ 2,386.8</b>	<b>\$ 2,425.8</b>	<b>\$ 2,430.2</b>	<b>\$ 23,046.7</b>

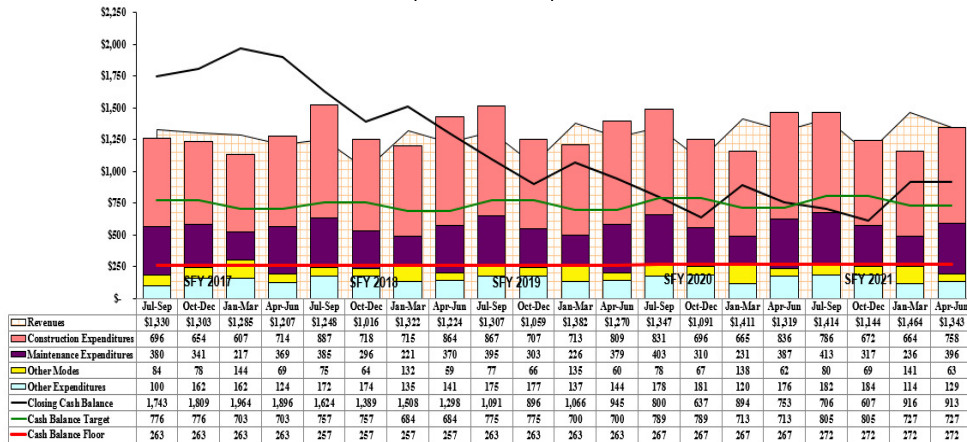
Anticipated Inflation Impact

Inflation is not explicitly factored into the above revenue estimates. However, before programming projects in the STIP, available funds were reduced by an amount for inflation. The following inflation factors for future construction and right of way cost increases were used: 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.

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							R	5000	B		C	5000	B		C	5000	B
							NHP																	
							NHP																	
							NHP																	
							SW A			I-40 TO NC 3														
							SW B			NC 3 TO SR 1003														
							SW C			SR 1003 TO NC 96														

**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.

**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.

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

**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 dollars.)

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





# Greenville Urban Area Metropolitan Planning Organization (GUAMPO) Metropolitan Transportation Improvement Program (MTIP)

## Summary

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

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

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

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

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

## Performance Measures

The MPO has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)), transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan, and performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight movement. The MPO anticipates meeting their identified targets with the mix of projects included in the TIP aided by the Strategic Transportation Investments Prioritization and Programming process. For additional information on the Greenville Urban Area MPO's established performance measure targets please refer to **Appendix A**.

## Fiscal Constraint

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

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

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

#### GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

##### HIGHWAY PROGRAM

FUNDING	FUNDING DESCRIPTION	FUNDING TYPE	<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
<b>SUBTOTAL</b>			<b>63597</b>	<b>22271</b>	<b>20055</b>	<b>34891</b>

*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			
<b>SUBTOTAL</b>			<b>7457</b>	<b>3845</b>	<b>2895</b>	<b>2910</b>
<b>TOTAL</b>			<b>71054</b>	<b>26116</b>	<b>22950</b>	<b>37801</b>

*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
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
<b>SUBTOTAL</b>			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
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			
		<b>SUBTOTAL</b>	7457	3845	2895	2910
		<b>TOTAL</b>	71054	26116	22950	37801

ALPHABETICAL LISTING OF COUNTIES											
COUNTY	DIV	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																																			
<b>DIVISION 1</b>			<b>DIVISION 3</b>			<b>DIVISION 6</b>			<b>DIVISION 9</b>			<b>DIVISION 12</b>																							
BERTIE	CAMDEN	CHOWAN	CURRITUCK	DARE	GATES	HERTFORD	HYDE	MARTIN	NORTHAMPTON	PASQUOTANK	PERQUIMANS	TYRRELL	WASHINGTON	BRUNSWICK	DUPLIN	NEW HANOVER	ONSLOW	PENDER	SAMPSON	BLADEN	COLUMBUS	CUMBERLAND	HARNETT	ROBESON	DAVIDSON	DAVIE	FORSYTH	ROWAN	STOKES	ALEXANDER	CATAWBA	CLEVELAND	GASTON	IREDELL	LINCOLN
<b>DIVISION 2</b>			<b>DIVISION 4</b>			<b>DIVISION 7</b>			<b>DIVISION 10</b>			<b>DIVISION 13</b>																							
BEAUFORT	CARTERET	CRAVEN	GREENE	JONES	LENOIR	PAMLICO	PITT	BEAUFORT	CASWELL	GUILFORD	ORANGE	ROCKINGHAM	HALIFAX	JOHNSTON	NASH	WAYNE	WILSON	ALAMANCE	CASWELL	GUILFORD	ORANGE	ROCKINGHAM	ANSON	CABARRUS	MECKLENBURG	STANLY	UNION	BUNCOMBE	BURKE	MADISON	McDOWELL	MITCHELL	RUTHERFORD	YANCEY	
<b>DIVISION 5</b>			<b>DIVISION 8</b>			<b>DIVISION 11</b>			<b>DIVISION 14</b>																										
DURHAM	FRANKLIN	GRANVILLE	PERSON	VANCE	WAKE	WARREN	CHATHAM	HOKE	LEE	MONTGOMERY	MOORE	RANDOLPH	RICHMOND	SCOTLAND	ALLEGHANY	ASHE	AVERY	CALDWELL	SURRY	WATAUGA	WILKES	YADKIN	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
Goldsboro Metropolitan Planning Organization	City of Goldsboro, Town of Pikeville, Village of Walnut Creek, Wayne County
Grand Strand Area Transportation Study (SC/NC)	In North Carolina: Brunswick County, Town of Calabash, Town of Carolina Shores, Town of Holden Beach, Town of Ocean Isle Beach, Town of Shallotte, Town of Sunset Beach, Town of Varnantown

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

<b>RURAL PLANNING ORGANIZATIONS (RPO)</b>	
<b>RPO</b>	<b>COUNTY</b>
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





**WILLIAM CLARKE**

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

**CULLIE M. TARLETON**

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

**MICHAEL S. FOX**

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

**R. MICHAEL WELLS, Sr.**

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

**VALERIE D. JORDAN**

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

**GUS TULLOSS**

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

**DOUGLAS MORAN**

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

**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**

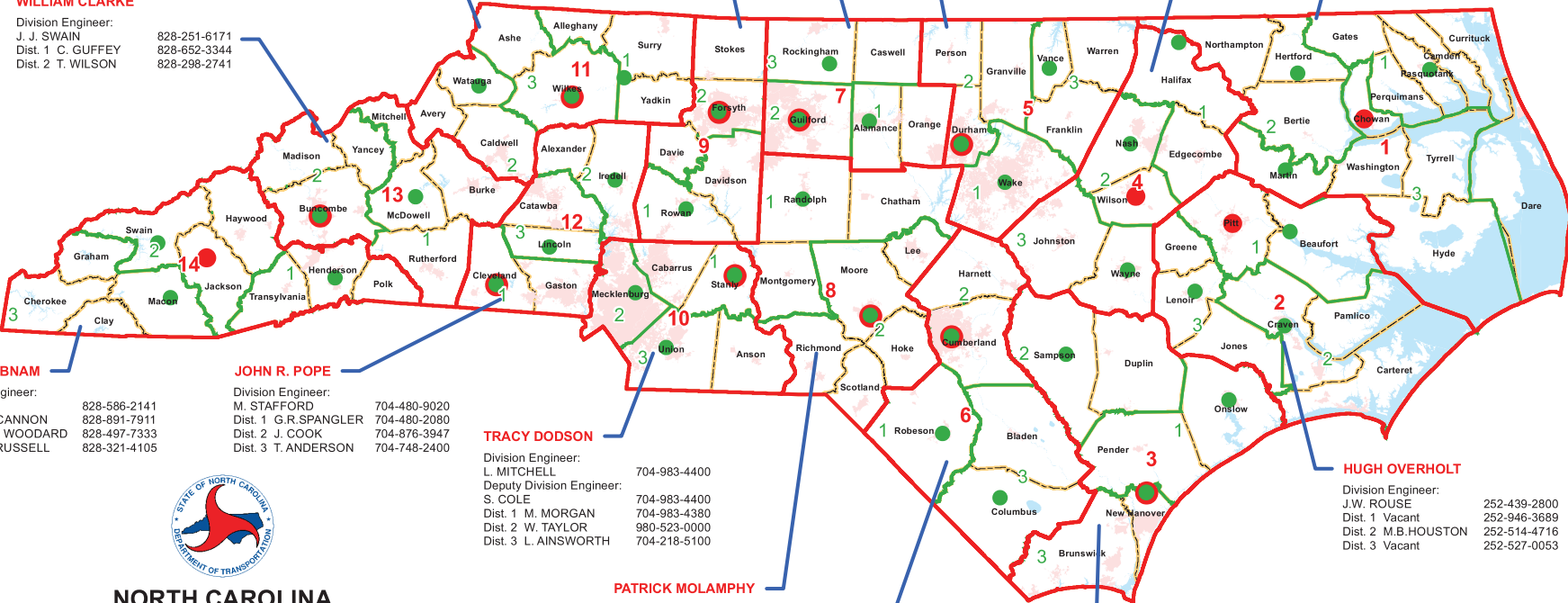
Division Engineer:  
G.W. BURNS 910-486-1493  
Dist. 1 C.S. MILLER 910-618-5546  
Dist. 2 R. HINES 910-486-1496  
Dist. 3 H.L. COX 910-642-3760

**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**

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

**Legend**

- Red circle: Division Office
- Green circle: District Office
- Red circle with green center: Division & District
- Red outline: Divisions
- Green outline: Districts
- Pink outline: Municipal
- Black outline: 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									R	5000	B		C	5000	B	C	5000	B
							NHP																R	10000	C
							NHP																C	20000	C
							SW A			I-40 TO NC 3															
							SW B			NC 3 TO SR 1003															
							SW C			SR 1003 TO NC 96															

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

**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 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



**NCBOT AMENDED STIP - DECEMBER 2018**

**HIGHWAY PROGRAM**

DIVISION 2

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS
<b>RURAL PROJECTS</b>																		
LENOIR	NC 11	R-5815	PROPOSED GREENVILLE SOUTHWEST BYPASS TO PROPOSED HARVEY PARKWAY EXTENSION. UPGRADE TO INTERSTATE STANDARDS.	10.5	194400											R 7350	R 7350	
PITT																U 900	U 900	C 35580
		DIV																C 142320
<b>UNDER CONSTRUCTION</b>																		
LENOIR	NC 148 (CF HARVEY PARKWAY)	R-5703	NC 58 TO NC 11. CONSTRUCT MULTI-LANE FACILITY ON NEW LOCATION.	4.2	94385	37718			C 28333	C 28334								
		REG																
<b>URBAN PROJECTS</b>																		
LENOIR	SR 1569 (CAREY ROAD EXTENSION)	U-3618	SR 1572 (ROUSE ROAD) TO US 258. CONSTRUCT MULTI-LANES ON NEW LOCATION.	1.8	24529	1003												
		DIV																
<b>FEASIBILITY STUDIES</b>																		
LENOIR	US 70	FS-1502A	US 70 AND US 258 (QUEEN STREET). CONSTRUCT OVERPASS WITH SQUARE LOOP DESIGN.															
<b>FEASIBILITY STUDY IN PROGRESS</b>																		
<b>BRIDGE PROJECTS</b>																		
LENOIR	US 70 BUSINESS/ 258 BUSINESS (SOUTH QUEEN STREET)	B-4565	REPLACE BRIDGE 530042 AND BRIDGE 530043 OVER NEUSE RIVER. REPLACE BRIDGE 530026 AND BRIDGE 530028 OVER NEUSE RIVER OVERFLOW.		17577	17577												
		REG																
<b>UNDER CONSTRUCTION</b>																		
LENOIR	SR 1389 (HARDY BRIDGE ROAD)	B-5619	REPLACE BRIDGE 530052 OVER NEUSE RIVER AND 530152 OVER NEUSE RIVER OVERFLOW.		9000						R 500							
		DIV										C 4250						
<b>BRIDGE PROJECTS</b>																		
PAMLICO	SR 1302 (JANIERO ROAD)	B-5995	REPLACE BRIDGE 680057 OVER DAWSON CREEK.		6600				R 600									
		DIV										C 6000						
<b>BRIDGE PROJECTS</b>																		
PAMLICO	SR 1324 (FLORENCE ROAD)	B-4598	REPLACE BRIDGE 680016 OVER FORK OF BAY RIVER.		1357	1357												
		HF																
<b>UNDER CONSTRUCTION</b>																		

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

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

27

**NCBOT AMENDED STIP - DECEMBER 2018**

**HIGHWAY PROGRAM**

DIVISION 2

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS
								STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
<b>INTERSTATE PROJECTS</b>																		
PITT	(FUTURE I-587) US 264/US 258	I-6035	GREENE COUNTY LINE TO SR 1467 (STANTONSBURG ROAD) INTERCHANGE (GREENVILLE SOUTHWEST BYPASS). PAVEMENT REHABILITATION.	13.2	18500		NHPIM				C 18500							
		SW																
TO BE LET WITH I-6032																		
<b>RURAL PROJECTS</b>																		
PITT	NC 11	R-5702	SR 1110 (HANRAHAN ROAD), UPGRADE INTERSECTION.		3125	3125												
		REG																
UNDER CONSTRUCTION																		
PITT	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	239805												
		TRN																
UNDER CONSTRUCTION																		
<b>URBAN PROJECTS</b>																		
PITT	US 13 (MEMORIAL DRIVE)	U-5730	NC 43 (5TH STREET), UPGRADE INTERSECTION.		2350	350					C 100		C 1900					
		REG																
PLANNING/DESIGN IN PROGRESS - RIGHT OF WAY IN PROGRESS																		
PITT	NC 33 (10TH STREET)	U-6125	OXFORD ROAD TO SR 1702 (EVANS STREET). ACCESS MANAGEMENT.															
		REG																
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY.																		
PITT	NC 43	U-5991	SR 1708 (FIRE TOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES.	3.2	30200													
		DIV																
													C 6150	C 6150	C 6150	C 6150		
PITT	NC 43 (CHARLES BOULEVARD)	U-6147	US 264A (GREENVILLE BOULEVARD) TO SR 1726 (BELLS FORK ROAD). ACCESS MANAGEMENT.	2														
		REG																
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY.																		
PITT	SR 1126 (BOYD STREET)	U-5919	NC 11 TO RAILROAD STREET. UPGRADE ROADWAY.	0.4	1710	1710												
		DIV																
UNDER CONSTRUCTION																		
PITT	SR 1203 (ALLEN ROAD)	U-5875	SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO MULTI-LANES.	2.3	28390	2990						C 8467	C 8467	C 8466				
		DIV																
PLANNING/DESIGN IN PROGRESS																		

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

NCBOT AMENDED STIP - DECEMBER 2018

HIGHWAY PROGRAM

DIVISION 2

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	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
<b>URBAN PROJECTS</b>																		
PITT	SR 1467 (STANTONSBURG ROAD) SR 1598 (TENT STREET CONNECTOR)	U-3315	US 13/NC11 (MEMORIAL DRIVE) TO SR 1702 (EVANS STREET) IN GREENVILLE. CONSTRUCT MULTI-LANES, SOME NEW LOCATION WITH GRADE SEPARATION AT CSX TRANSPORTATION SYSTEM.	1.2	69808	69808												
		TRN																
UNDER CONSTRUCTION																		
PITT	SR 1700 (EVANS STREET/ OLD TAR ROAD)	U-2817	SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 284 ALTERNATE (GREENVILLE BOULEVARD) IN GREENVILLE. WIDEN TO MULTI-LANES.	3.8	85766	4166			R 22500	R 22500								
		DIV							U 1150	U 1150								
											C 8575	C 8575						
													C 8575	C 8575				
PLANNING/DESIGN IN PROGRESS																		
PITT	SR 1704 (FOURTEENTH STREET)	U-5917	RED BANKS ROAD TO SR 1708 (FIRETOWER ROAD). WIDEN TO MULTI-LANES.	1.1	12468	575			RB 172	RB 172	RB 172	RB 172						
		DIV							R 1315									
									U 398									
											C 2533	C 2533						
													C 2534					
																	RB 1032	
PITT	SR 1708 (FIRETOWER ROAD)	U-5785	NC 43 (CHARLES BOULEVARD) TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	0.6	22814	1000			U 254									
		DIV							R 8500	R 8500								
											C 1520	C 1520						
PLANNING/DESIGN IN PROGRESS																		
PITT	SR 1708 (FIRETOWER ROAD)	U-5870	SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	2.2	30462	450			U 958									
		DIV							R 5750	R 5750								
											C 5852	C 5852						
PLANNING/DESIGN IN PROGRESS																		
PITT	SR 1713 (LAURIE ELLIS ROAD)	U-5921	NC 11 TO SR 1149 (MILL STREET). CONSTRUCT CONNECTOR ON NEW LOCATION.	0.3	1543	1543												
		DIV																
UNDER CONSTRUCTION																		
PITT	SR 1598 (DICKINSON AVENUE)	U-5606	NC 11 TO READE CIRCLE. IMPROVE ROADWAY.	1.3	12054	3554			C 8500									
		DIV																
RIGHT OF WAY IN PROGRESS																		
PITT	GREENVILLE	U-5952	GREENVILLE SIGNAL SYSTEM.	25	8572				U 100									
		REG									C 2824	C 2824	C 2824					
<b>BRIDGE PROJECTS</b>																		
PITT	US 13	B-4786	REPLACE BRIDGE 730038 OVER TAR RIVER.		8330	1330					C 7000							
		REG																
RIGHT OF WAY IN PROGRESS																		

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

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

29

**NCBOT AMENDED STIP - DECEMBER 2018**

**HIGHWAY PROGRAM**

DIVISION 2

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS
								STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
<b>BRIDGE PROJECTS</b>																		
PITT	NC 33	B-5418 REG	REPLACE BRIDGE 730050 OVER JOHNSON MILL RUN.		1267	1267												
BRIDGE PURCHASE ORDER CONTRACT (DPOC): UNDER CONSTRUCTION																		
PITT	NC 222	B-5612 REG	REPLACE BRIDGE 730024 OVER TAR RIVER.		14424	100			R 1000									
										C 4441		C 4441		C 4442				
PITT	SR 1715 (JACK JONES ROAD)	B-4603 DIV	REPLACE BRIDGE 730029 OVER FORK SWAMP.		1134	144	STBGOF		R 90					C 900				
							STBGOF											
PITT	SR 1923 (GARDENVILLE ROAD)	B-4607 DIV	REPLACE BRIDGE 730043 OVER SWIFT CREEK.		2963	105	STBGOF		R 260									
							STBGOF							C 2598				
PITT	SR 1777 (BLACK JACK GRIMESLAND ROAD)	B-4605 DIV	REPLACE BRIDGE 730005 OVER CHICOD CREEK.		1045		STBGOF		R 95									
							STBGOF			C 950								

30

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

NCBOT AMENDED STIP - DECEMBER 2018

NON HIGHWAY PROGRAM

DIVISION 2

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
<b>AVIATION PROJECTS</b>																		
BEAUFORT	WARREN FIELD (OCW)	AV-5743	ACQUIRE LAND FOR AND CONSTRUCT RUNWAY 5-23 EXTENSION AND TAXIWAY.	0	3576				R	300								
							T				C	3276						

<b>FERRY PROJECTS</b>																	
BEAUFORT	VARIOUS	F-5703	REPLACEMENT VESSEL (SUPPORT FLEET) FOR TUGS AND BARGES		10700				C	6500	A						
BERTIE									C	4200	B						
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 A Z-DRIVE TOWING AND PUSHING TUG  
 DIV B TWO SUPPORT/ANCHOR TUGS, ONE SUPPORT TUG, THREE BARGES

<b>PUBLIC TRANSPORTATION PROJECTS</b>																	
BEAUFORT	BEAUFORT COUNTY DEVELOPMENT CENTER, INC.	TA-6119	CAPITAL		718	718	FNU L S										
FUNDS AUTHORIZED IN PROGRESS																	
BEAUFORT	BEAUFORT COUNTY DEVELOPMENT CENTER, INC.	TK-6110	ADMINISTRATION		1969	1123	FNU L S	AD	113	AD	113	AD	113	AD	113	AD	113
FUNDS AUTHORIZED IN PROGRESS																	
BEAUFORT	BEAUFORT COUNTY DEVELOPMENT CENTER, INC.							AD	21	AD	21	AD	21	AD	21	AD	21
BEAUFORT	BEAUFORT COUNTY DEVELOPMENT CENTER, INC.							AD	7	AD	7	AD	7	AD	7	AD	7

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

31

**NCBOT AMENDED STIP - DECEMBER 2018**

**NON HIGHWAY PROGRAM**

DIVISION 2

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS		
							STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM							
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		
<b>PUBLIC TRANSPORTATION PROJECTS</b>																			
BEAUFORT	GREYHOUND LINES	TI-6104	INTERCITY BUS FROM RALEIGH TO NORFOLK, VA VIA ELIZABETH CITY ALONG US 64, US 301, US 264, AND US 17 WITH STOPS AT RALEIGH, ROCKY MOUNT, WILSON, GREENVILLE, WASHINGTON, WILLIAMSTON, EDENTON, AND ELIZABETH CITY	28273	14401		FNU	O	1156	O	1156	O	1156	O	1156	O	1156	O	1156
BERTIE							L	O	1156	O	1156	O	1156	O	1156	O	1156	O	1156
CHOWAN																			
EDGECOMBE																			
FRANKLIN																			
MARTIN																			
NASH																			
PASQUOTANK																			
PERQUIMANS																			
PITT																			
WAKE																			
WILSON																			
FUNDS AUTHORIZED IN PROGRESS																			
<b>AVIATION PROJECTS</b>																			
CARTERET	MICHAEL J. SMITH FIELD (MRH)	AV-5746	FULL PARALLEL TAXIWAY 8-26.	2844	2844		T												
		DIV																	
CARTERET	MICHAEL J. SMITH FIELD (MRH)	AV-5838	STRENGTHEN RUNWAY TO ACCOMMODATE LARGER AIRCRAFT.	2680			T										C	2680	
		DIV																	
<b>FERRY PROJECTS</b>																			
CARTERET	NC 12	F-5704	CEDAR ISLAND - OCRACOKE FERRY. REPLACE MV SILVER LAKE SOUND CLASS FERRY	18000			T										C	18000	
HYDE		DIV																	
BRUNSWICK	VARIOUS	F-5301	CEDAR ISLAND, SOUTHPORT AND FORT FISHER DOCKS. REPLACE DOLPHINS.	980	980														
CARTERET																			
NEW HANOVER		TRN																	
UNDER CONSTRUCTION																			
<b>PUBLIC TRANSPORTATION PROJECTS</b>																			
CARTERET	CARTERET COUNTY	TA-6553	CAPITAL	274	274		FNU												
							L												
							S												
FUNDS AUTHORIZED IN PROGRESS																			

32

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



NCBOT AMENDED STIP - DECEMBER 2018

NON HIGHWAY PROGRAM

DIVISION 2

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS		
								STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM							
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027			
<b>PUBLIC TRANSPORTATION PROJECTS</b>																				
LENOIR	LENOIR COUNTY	TA-6130	CAPITAL		999	999	FNU													
							L													
							S													
FUNDS AUTHORIZED IN PROGRESS																				
LENOIR	LENOIR COUNTY	TK-6178	ADMINISTRATION		3707	2135	FNU	AD	210	AD	210	AD	210	AD	210	AD	210	AD	210	
							L	AD	39	AD	39	AD	39	AD	39	AD	39	AD	39	
							S	AD	13	AD	13	AD	13	AD	13	AD	13	AD	13	
FUNDS AUTHORIZED IN PROGRESS																				
LENOIR	LENOIR COUNTY	TM-6154	SECTION 5316 OPERATING		110	110	JARC													
							L													
<b>AVIATION PROJECTS</b>																				
PITT	PITT - GREENVILLE AIRPORT (PGV)	AV-5861	CONSTRUCT VISUAL NAVAIDS.		352		L											C	52	
			REG				T											C	300	
PITT	PITT-GREENVILLE AIRPORT (PGV)	AV-5810	T-HANGAR SITE PREPARATION AND ACCESS ROAD.		630		O											C	330	
			REG				T											C	300	
OTHER FUNDS ARE AIRPORT FUNDS																				
PITT	PITT-GREENVILLE AIRPORT (PGV)	AV-5807	APRON EXPANSION - DESIGN AND CONSTRUCTION FOR AIR CARRIER RAMP.		1460		O							C	1160					
			REG				T							C	300					
PITT	PITT-GREENVILLE AIRPORT (PGV)	AV-5864	AIRFIELD DRAINAGE IMPROVEMENTS.		750		L											C	450	
			REG				T											C	300	
PITT	PITT-GREENVILLE AIRPORT (PGV)	AV-5865	CONSTRUCT AIRFIELD EMERGENCY ACCESS ROAD.		660		L											C	360	
			REG				T											C	300	
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>																				
PITT	GREENVILLE	EB-5847	SR 1149 (MILL STREET), SR 1133 (MAIN STREET) TO SR 1126 (BOYD STREET). CONSTRUCT SIDEWALK.	0.5	230		L							R	14			C	32	
			DIV				L							R	56			C	128	
							TAP													
							TAP													

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

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

33

**NCBOT AMENDED STIP - DECEMBER 2018**

**NON HIGHWAY PROGRAM**

DIVISION 2

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED													
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS													
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>																															
PITT	GREENVILLE	EB-5846	TOWN COMMON AT SR 1531 (GREENE STREET) TO RIVER PARK NORTH. CONSTRUCT GREENWAY.	1.09	2520		L									R	4														
							L																								
							TAP																								
							TAP																								
DIV																															
PITT	GREENVILLE	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	2693																									
UNDER CONSTRUCTION																															
PITT	GREENVILLE	EB-5618 TRN	PROVIDE PEDESTRIAN CROSSWALK IMPROVEMENTS AT MULTIPLE INTERSECTIONS.	1	750	750																									
UNDER CONSTRUCTION BY CITY OF GREENVILLE																															
PITT	GREENVILLE	EB-4996 TRN	GREEN MILL RUN GREENWAY, CHARLES BOULEVARD TO EVANS PARK. CONSTRUCT GREENWAY.		1631	1631																									
UNDER CONSTRUCTION																															
<b>PUBLIC TRANSPORTATION PROJECTS</b>																															
PITT	GREENVILLE AREA TRANSIT	TA-5190	PURCHASE OF TWO 35' REPLACEMENT HYBRID BUSES		1300	1300	FUZ																								
Funds Authorized in Progress																															
PITT	GREENVILLE AREA TRANSIT	TA-4965	REPLACEMENT BUS		4330	1650	FBUS																								
							FUZ	CP	2144																						
							L	CP	268																						
							S	CP	268																						
PITT	GREENVILLE AREA TRANSIT	TD-4716	FACILITY - INTERMODAL CENTER - LAND, PLANNING, DESIGN, CONSTRUCTION		8100	8100	FBUS																								
							FUZ																								
							L																								
							S																								
PITT	GREENVILLE AREA TRANSIT	TG-4767	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC		7738	4160	FUZ	CP	464	CP	475	CP	481	CP	481	CP	481	CP	481	CP	481	CP	481	CP	481	CP	481	CP	481	CP	481
							L	CP	116	CP	119	CP	120	CP	120	CP	120	CP	120	CP	120	CP	120	CP	120	CP	120	CP	120	CP	120
Funds Authorized in Progress																															
PITT	GREENVILLE AREA TRANSIT	TG-5107B	PREVENTIVE MAINTENANCE		8717	4620	FUZ	O	552	O	566	O	540	O	540	O	540	O	540	O	540	O	540	O	540	O	540	O	540	O	540
							L	O	138	O	141	O	135	O	135	O	135	O	135	O	135	O	135	O	135	O	135	O	135	O	135
Funds Authorized in Progress																															

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

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

34

**NCBOT AMENDED STIP - DECEMBER 2018**

**NON HIGHWAY PROGRAM**

DIVISION 2

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS			
							STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM								
PUBLIC TRANSPORTATION PROJECTS							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027				
PITT	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		
						L	O	45	O	46	O	30	O	30	O	30	O	30		
FUNDS AUTHORIZED IN PROGRESS																				
PITT	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				
						SMAP	O	322	O	275	O	275	O	275	O	275				
FUNDS AUTHORIZED IN PROGRESS																				
PITT	GREENVILLE AREA TRANSIT	TP-5107	PLANNING ASSISTANCE - 5303	461	263	FML	PL	27	PL	27	PL	27	PL	27	PL	27	PL	27		
						L	PL	3	PL	3	PL	3	PL	3	PL	3				
						S	PL	3	PL	3	PL	3	PL	3	PL	3				
FUNDS AUTHORIZED IN PROGRESS																				
PITT	GREENVILLE AREA TRANSIT	TP-5107A	PLANNING ASSISTANCE - 5 YEAR PLAN	200	100	FUZ	CP	80												
						L	CP	10												
						S	CP	10												
FUNDS AUTHORIZED IN PROGRESS																				
PITT	GREENVILLE AREA TRANSIT	TS-5112	SAFETY & SECURITY	177	132	FUZ	CP	15	CP	15	CP	15								
						L														
						S														
FUNDS AUTHORIZED IN PROGRESS																				
PITT	PITT COUNTY	TA-9002	CAPITAL - PURCHASE OF SERVICE	97	97	FEPD														
						L														
						S														
FUNDS AUTHORIZED IN PROGRESS																				
PITT	PITT COUNTY	TA-6134	CAPITAL	727	727	FNU														
						L														
						S														
FUNDS AUTHORIZED IN PROGRESS																				
PITT	PITT COUNTY	TK-6154	ADMINISTRATION	2503	1423	FNU	O	134	O	134	O	134	O	134	O	134	O	134		
						FNU														
						L	O	27	O	27	O	27	O	27	O	27	O	27		
						S	O	19	O	19	O	19	O	19	O	19	O	19		
FUNDS AUTHORIZED IN PROGRESS																				

35

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



**STATE TRANSPORTATION  
IMPROVEMENT PROGRAM**

**Statewide**



NCBOT AMENDED STIP - DECEMBER 2018

HIGHWAY PROGRAM

STATEWIDE

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS															
								STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM																				
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																
STATEWIDE	VARIOUS	I-9999 SW	INTERSTATE MAINTENANCE BALANCE.	306960				NHPIM	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000	C	75460	C	96500	C	100000					
<b>INTERSTATE PROJECTS</b>																																	
STATEWIDE	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	
								DIV	DIV	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																							
								REG	REG	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																							
								SW	SW	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																							
IN PROGRESS																																	
STATEWIDE	VARIOUS	M-0521	TRANSPORTATION PLANNING BRANCH, TRAFFIC FORECASTING FOR MISCELLANEOUS PROJECTS.	600	300			T	PE	100	DIV																						
								T	PE	100	RE																						
								T	PE	100	SW																						
								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																																	
STATEWIDE	VARIOUS	M-0515 DIV	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	R	250	
STATEWIDE	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	
								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.																							
STATEWIDE	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	
								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																																	
STATEWIDE	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	
								T	PE	270	RE	PE	270	RE	PE	270	RE	PE	270	RE	PE	270	RE	PE	270	RE	PE	270	RE	PE	270	RE	
								T	PE	360	SW	PE	360	SW	PE	360	SW	PE	360	SW	PE	360	SW	PE	360	SW	PE	360	SW	PE	360	SW	
								DIV	DIV	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																							
								REG	REG	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																							
								SW	SW	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.																							
IN PROGRESS																																	

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

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

**NCBOT AMENDED STIP - DECEMBER 2018**

**HIGHWAY PROGRAM**

STATEWIDE

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS																										
							STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM																															
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																											
<b>RURAL PROJECTS</b>																																											
STATEWIDE	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									
							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	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	PE	400	SW	PE	400	SW						
							DIV DIV DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. REG REG DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS. SW SW DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.																																				
IN PROGRESS																																											
STATEWIDE	VARIOUS	M-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	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	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	PE	100	SW	PE	100	SW	PE	100	SW			
							DIV DIV PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS REG REG PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS SW SW PHOTOGRAMMETRY, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS																																				
IN PROGRESS																																											
STATEWIDE	VARIOUS	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	67523	37523		STBG	C	900	DIV	C	900	DIV	C	900	DIV	C	900	DIV	C	900	DIV	C	900	DIV	C	900	DIV	C	900	DIV	C	900	DIV	C	900	DIV						
							STBG	C	900	RE	C	900	RE	C	900	RE	C	900	RE	C	900	RE	C	900	RE	C	900	RE	C	900	RE	C	900	RE	C	900	RE						
							STBG	C	1200	SW	C	1200	SW	C	1200	SW	C	1200	SW	C	1200	SW	C	1200	SW	C	1200	SW	C	1200	SW	C	1200	SW	C	1200	SW	C	1200	SW			
							DIV DIV NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - DIVISION CATEGORY. - IN PROGRESS REG REG NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - REGIONAL CATEGORY. - IN PROGRESS SW SW NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY - STATEWIDE CATEGORY. - IN PROGRESS																																				
IN PROGRESS																																											
STATEWIDE	VARIOUS	R-5753	FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.	56623			ERFO																																				
							FLTP	C	9812	C	1794	C	9955	C	35062																												
PROGRAM IN PROGRESS																																											
STATEWIDE	VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC).	158759	158759																																						
IN PROGRESS																																											
STATEWIDE	VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.	20305	20305																																						
IN PROGRESS																																											
STATEWIDE	VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).	265523	265523																																						
IN PROGRESS																																											
STATEWIDE	VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT).	89398	89398																																						
IN PROGRESS																																											

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

38

**NCBOT AMENDED STIP - DECEMBER 2018**

**HIGHWAY PROGRAM**

**STATEWIDE**

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS																				
							STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM																									
							FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																				
<b>RURAL PROJECTS</b>																																					
STATEWIDE	VARIOUS	R-9999WM	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	82759	72759			NHP	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV		
								NHP	M	150	RE	M	150	RE	M	150	RE	M	150	RE	M	150	RE	M	150	RE	M	150	RE	M	150	RE	M	150	RE		
								NHP	M	200	SW	M	200	SW	M	200	SW	M	200	SW	M	200	SW	M	200	SW	M	200	SW	M	200	SW	M	200	SW		
								T	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV	M	150	DIV		
								T	M	150	RE	M	150	RE	M	150	RE	M	150	RE	M	150	RE	M	150	RE	M	150	RE	M	150	RE	M	150	RE		
								T	M	200	SW	M	200	SW	M	200	SW	M	200	SW	M	200	SW	M	200	SW	M	200	SW	M	200	SW	M	200	SW		
DIV DIV ENVIRONMENTAL MITIGATION AND MINIMIZATION. REG REG ENVIRONMENTAL MITIGATION AND MINIMIZATION. SW SW ENVIRONMENTAL MITIGATION AND MINIMIZATION.																																					
IN PROGRESS																																					
<b>URBAN PROJECTS</b>																																					
STATEWIDE	VARIOUS	M-0505 DIV	TRANSPORTATION PROGRAM MANAGEMENT UNIT (TPMU) OVERSIGHT FOR LOCALLY-ADMINISTERED PROJECTS INCLUDING PREPARATION OF AGREEMENTS AND FUNDING AUTHORIZATION REQUESTS.	3300	300			T	PE	300	PE	300	PE	300	PE	300	PE	300	PE	300	PE	300	PE	300	PE	300	PE	300	PE	300	PE	300	PE	300			
IN PROGRESS																																					
<b>FEASIBILITY STUDIES</b>																																					
STATEWIDE	VARIOUS	M-0452 SW	TOLLING/FINANCIAL FEASIBILITY STUDIES.	3064	1064			T	PE	200	PE	200	PE	200	PE	200	PE	200	PE	200	PE	200	PE	200	PE	200	PE	200	PE	200	PE	200	PE	200			
IN PROGRESS																																					
<b>BRIDGE PROJECTS</b>																																					
STATEWIDE	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	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	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	I	4400	SW		
DIV DIV BRIDGE INSPECTION PROGRAM. REG REG BRIDGE INSPECTION PROGRAM. SW SW BRIDGE INSPECTION PROGRAM.																																					
IN PROGRESS																																					
STATEWIDE	VARIOUS	BK-5132 REG	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.	1000	1000																																
IN PROGRESS																																					
STATEWIDE	VARIOUS	BK-5131 DIV	BRIDGE PRESERVATION AT SELECTED LOCATIONS.	1500	1500																																
UNDER CONSTRUCTION																																					
STATEWIDE	VARIOUS	BK-5102 DIV	BRIDGE PAINTING AT 19 SELECTED LOCATIONS.	2027	2027																																
IN PROGRESS																																					
STATEWIDE	VARIOUS	BK-5101 DIV	DECK PRESERVATION AT 15 SELECTED LOCATIONS.	7747	7747																																
UNDER CONSTRUCTION																																					
STATEWIDE	VARIOUS	BK-5100 DIV	ESTABLISH BRIDGE MANAGEMENT SYSTEM.	5000	5000																																
IN PROGRESS																																					

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

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

**NCBOT AMENDED STIP - DECEMBER 2018**

**HIGHWAY PROGRAM**

STATEWIDE

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS															
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																
<b>BRIDGE PROJECTS</b>																																	
STATEWIDE	VARIOUS	BP-5500	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.		23151	23151																											
							DIV	DIV BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																									
							REG	REG BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																									
							SW	SW BRIDGE PRESERVATION ISSUES AT SELECTED SITES.																									
STATEWIDE	VARIOUS	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860																											
							DIV	UNDER CONSTRUCTION																									
STATEWIDE	VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100																											
							DIV	IN PROGRESS																									
<b>HIGHWAY SAFETY PROJECTS</b>																																	
STATEWIDE	VARIOUS	W-5300	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																									
STATEWIDE	VARIOUS	W-5508	HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.		1500	1500																											
STATEWIDE	VARIOUS	W-5517	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		71601	16601		HSIP	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV				
							HSIP	DIV SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																									
							REG	REG SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																									
							SW	SW SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																									
STATEWIDE	VARIOUS	W-5601	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		206378	118178		HSIP				R	420	DIV	R	420	DIV	R	420	DIV	R	420	DIV	R	420	DIV	R	420	DIV				
							HSIP	DIV RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY.																									
							REG	REG RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY.																									
							SW	SW RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON STATWIDE CATEGORY.																									
								IN PROGRESS																									

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

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

40



**NCBOT AMENDED STIP - DECEMBER 2018**

**HIGHWAY PROGRAM**

STATEWIDE

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS															
								STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM																				
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027																
<b>HIGHWAY SAFETY PROJECTS</b>																																	
STATEWIDE	VARIOUS	W-5700	SIGNAL RETIMING TO IMPROVE SAFETY.	18500	3500			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				
								DIV DIV SIGNAL RETIMING TO IMPROVE SAFETY. REG REG SIGNAL RETIMING TO IMPROVE SAFETY. SW SW SIGNAL RETIMING TO IMPROVE SAFETY.																									
								IN PROGRESS																									
STATEWIDE	VARIOUS	W-9999	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.	223850				HSIP	C	3600	DIV	C	6750	DIV	C	7035	DIV	C	7110	DIV	C	7110	DIV	C	7110	DIV	C	7110	DIV	C	7110	DIV	
								HSIP	C	3600	RE	C	6750	RE	C	7035	RE	C	7110	RE	C	7110	RE	C	7110	RE	C	7110	RE	C	7110	RE	
								HSIP	C	4800	SW	C	9000	SW	C	9300	SW	C	9480	SW	C	9480	SW	C	9480	SW	C	9480	SW	C	9480	SW	
								DIV DIV HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE. REG REG HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE. SW SW HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.																									
<b>CONGESTION MITIGATION PROJECTS</b>																																	
STATEWIDE	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																												
		EX						IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES																									
STATEWIDE	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																						
		EX						L	OT	375	C																						
								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.																									
STATEWIDE	VARIOUS	C-5601	CMAQ PROJECTS TO IMPROVE AIR QUALITY ACROSS MULTIPLE NONATTAINMENT AND MAINTENANCE AREAS.	5922				CMAQ	PE	117	PE	239	PE	118																			
								L	PE	30	PE	60	PE	29																			
								CMAQ	R	117	R	239	R	118																			
								L	R	30	R	60	R	29																			
								CMAQ	C	703	C	1433	C	704																			
								L	C	176	C	358	C	176																			
								CMAQ	O	117	O	239	O	118																			
								L	O	30	O	60	O	29																			
								CMAQ	I	117	I	239	I	118																			
								L	I	30	I	60	I	29																			

41

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

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

NCBOT AMENDED STIP - DECEMBER 2018

HIGHWAY PROGRAM

STATEWIDE

				TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS												UNFUNDED			
				STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS					
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		
<b>CONGESTION MITIGATION PROJECTS</b>																			
STATEWIDE	VARIOUS	C-5600	STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.	86200	44979		CMAQ PE 817	PE 1664	PE 817										
							S(M) PE 204	PE 416	PE 204										
							CMAQ R 817	R 1664	R 817										
							S(M) R 204	R 416	R 204										
							CMAQ C 4901	C 9983	C 4901										
							S(M) C 1226	C 2496	C 1226										
							CMAQ O 817	O 1664	O 817										
							S(M) O 204	O 416	O 204										
							CMAQ I 817	I 1664	I 817										
							S(M) I 204	I 416	I 204										
			EX																
STATEWIDE	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														
			EX																
IN PROGRESS BY NCDENR DIVISION OF AIR QUALITY																			
STATEWIDE	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														
			EX																
EX A PHASE 2 OF IMPLEMENTATION																			
IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY																			
STATEWIDE	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		C 30000	C 30000	C 30000	C 30000	C 30000		
			EX																
<b>ENHANCEMENT (ROADSIDE PROJECTS)</b>																			
STATEWIDE	VARIOUS	ER-5600	VEGETATION MANAGEMENT - CLEAR ZONE IMPROVEMENT AND MANAGEMENT STATEWIDE.	39264	3264		STBG	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
							STBG	C 1600	SW	C 1600	SW	C 1600	SW	C 1600	SW	C 1600	SW	C 1600	SW
							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																			
STATEWIDE	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
							T	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
							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.											

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

42

**NCBOT AMENDED STIP - DECEMBER 2018**

**HIGHWAY PROGRAM**

STATEWIDE

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										
								STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
<b>SAFE ROUTES TO SCHOOLS PROJECTS</b>																		
STATEWIDE	VARIOUS	SR-5001 DIV	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		14230	14230												
IN PROGRESS - \$200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C																		
STATEWIDE	VARIOUS	SR-5000 DIV	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.		6435	6435												
IN PROGRESS																		

43

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

**NCBOT AMENDED STIP - DECEMBER 2018**

**NON HIGHWAY PROGRAM**

STATEWIDE

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS	
							STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>																		
STATEWIDE	VARIOUS	E-4018 DIV	NATIONAL RECREATIONAL TRAILS.		12645	645	TAP	C	1200	C	1200	C	1200	C	1200	C	1200	
IN PROGRESS																		
STATEWIDE	VARIOUS	EB-5542 DIV	STATEWIDE BICYCLE-PEDESTRIAN PROGRAM.		11503	1503	STBG	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.															
IN PROGRESS																		
STATEWIDE	VARIOUS	EB-3314 TRN	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.		6476	6476												
UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	ER-2971 TRN	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.		25408	25408												
IN PROGRESS - \$182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E																		
<b>PUBLIC TRANSPORTATION PROJECTS</b>																		
STATEWIDE	GREYHOUND LINES	TI-6108	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE VIA WILMINGTON ALONG US 70, US 117, AND US 17 AND FROM JACKSONVILLE TO MYRTLE BEACH VIA WILMINGTON ALONG US 17		4081	4081	FNU											
STATEWIDE	GREYHOUND LINES	TI-6107	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE ALONG US 70 AND US 17 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, KINSTON, AND NEW BERN		1910	1910	FNU											
STATEWIDE	GREYHOUND LINES	TI-6106	INTERCITY BUS SERVICE FROM RALEIGH TO WILMINGTON ALONG US 70 AND US 117 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, WALLACE, AND WILMINGTON		1592	1592	FNU											
STATEWIDE	GREYHOUND LINES	TI-6105	INTERCITY BUS SERVICE FROM RALEIGH TO NORFOLK ALONG US 64 AND US 258 WITH STOPS AT RALEIGH, ROCKY MOUNT, AHOSKIE, AND SUFFOLK		1402	1402	FNF											
STATEWIDE	NCDOT FERRY DIVISION	TA-6535	CAPITAL		789	789	FNF											
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTATION	TP-4901	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES		7769	5579	FSPR	CP	600	CP	600	CP	600					
							S	CP	150	CP	120	CP	120					
FUNDS AUTHORIZED IN PROGRESS																		

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

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

NCBOT AMENDED STIP - DECEMBER 2018

NON HIGHWAY PROGRAM

STATEWIDE

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS		
								STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM							
PUBLIC TRANSPORTATION PROJECTS								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027			
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTION	TT-9702A	TECHNOLOGY - ADMINISTRATION (ITRE)	50	50	UTCH														
STATEWIDE	STATEWIDE	TA-6712	REPLACEMENT OF TRANSIT VEHICLES MEETING USEFUL LIFE	7915		CMAQ				CP 6332										
						L				CP 1583										
STATEWIDE	STATEWIDE	TA-6666	5339 BUS AND BUS FACILITIES	81715	1527	FBUS	CP 1806	CP 7183	CP 7190	CP 7200	CP 7210	CP 7220	CP 7230	CP 7240	CP 7250	CP 7260				
						L	CP 201	CP 1437	CP 1438	CP 1440	CP 1442	CP 1444	CP 1446	CP 1448	CP 1450	CP 1452				
						S	CP 201													
FUNDS AUTHORIZED IN PROGRESS																				
STATEWIDE	STATEWIDE	TA-6665	5311 CAPITAL PROJECTS FOR RURAL AREAS	175501	11823	FNU	CP 4262	CP 14487	CP 14490	CP 14500	CP 14510	CP 14520	CP 14530	CP 14540	CP 14550	CP 14560				
						L	CP 620	CP 2898	CP 2898	CP 2900	CP 2902	CP 2904	CP 2906	CP 2908	CP 2910	CP 2912				
						S	CP 1971													
FUNDS AUTHORIZED IN PROGRESS																				
STATEWIDE	STATEWIDE	TA-6520	SECTION 5317 NEW FREEDOM CAPITAL FUNDING ASSISTANCE TO COMMUNITY TRANSPORTATION SYSTEMS AND NON-PROFIT AGENCIES ACROSS THE STATE	443	443	ENF														
STATEWIDE	STATEWIDE	TC-5004	5311 ADTAP	28633	2310	ADTAP	CP 2264	CP 2116	CP 2120	CP 2140	CP 2160	CP 2180	CP 2200	CP 2210	CP 2220	CP 2240				
						L	CP 278	CP 424	CP 424	CP 428	CP 432	CP 436	CP 440	CP 442	CP 444	CP 448				
						S	CP 277													
FUNDS AUTHORIZED IN PROGRESS																				
STATEWIDE	STATEWIDE	TH-2000	TRAVELER'S AID PROGRAM	126	126	L														
						S														
FUNDS AUTHORIZED IN PROGRESS																				
STATEWIDE	STATEWIDE	TI-6109	INTERCITY BUS SERVICE	9043	9043	FNU														
						L														
						S														
FUNDS AUTHORIZED IN PROGRESS																				
STATEWIDE	STATEWIDE	TK-4902	STATE ADMINISTRATION OF APPALACHIAN DEVELOPMENT TRANSPORTATION ASSISTANCE PROGRAM	2417	330	ADTAP	AD 231	AD 156	AD 170	AD 180	AD 200	AD 210	AD 220	AD 230	AD 240	AD 250				
FUNDS AUTHORIZED IN PROGRESS																				
STATEWIDE	STATEWIDE	TK-6181	5311 ADMINISTRATIVE	232352	17973	FNU	AD 13423	AD 18171	AD 18180	AD 18190	AD 18200	AD 18210	AD 18220	AD 18230	AD 18240	AD 18250				
						L	AD 2630	AD 3635	AD 3636	AD 3638	AD 3640	AD 3642	AD 3644	AD 3646	AD 3648	AD 3650				
						S	AD 1656													
FUNDS AUTHORIZED IN PROGRESS																				

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

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

NCBOT AMENDED STIP - DECEMBER 2018

NON HIGHWAY PROGRAM

STATEWIDE

				TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																								
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT 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										
<b>PUBLIC TRANSPORTATION PROJECTS</b>																												
STATEWIDE	STATEWIDE	TK-49002	5311 STATE ADMINISTRATION AND 5311 STATE ADMINISTRATION	39850	12180	FNU	AD	1743	AD	2807	AD	2820	AD	2840	AD	2860	AD	2880	AD	2900	AD	2920	AD	2940	AD	2960		
FUNDS AUTHORIZED IN PROGRESS																												
STATEWIDE	STATEWIDE	TM-6155	OPERATING FUNDING FOR EXISTING PROJECTS STATEWIDE	350	350	JARC																						
FUNDS AUTHORIZED IN PROGRESS																												
STATEWIDE	STATEWIDE	TO-6142	URBANIZED FORMULA PROGRAM FUNDS MANAGED BY NCDOT FOR ORANGE, ALAMANCE, DAVIDSON, GUILFORD, CABARRUS, IREDELL, HOKE, CUMBERLAND, HARNETT, UNION, MECKLENBURG TRANSPORTATION SYSTEMS - OPERATING	18778		FUZ	CP	1975	CP	1799	CP	1835	CP	1871	CP	1909												
STATEWIDE	STATEWIDE	TO-6155	5311 OPERATING AND 5311 OPERATING F	173475		FNU			O	12770	O	12790	O	12810	O	12830	O	12850	O	12870	O	12890	O	12910	O	12930		
STATEWIDE	STATEWIDE	TO-6135	5311 OPERATING PROJECTS FOR RURAL AREAS	4293	4293	FNU																						
FUNDS AUTHORIZED IN PROGRESS																												
STATEWIDE	STATEWIDE	TP-5154	5304 PLANNING	5724		FMPL			PL	490	PL	500	PL	510	PL	520	PL	530	PL	540	PL	550	PL	560	PL	570		
STATEWIDE	STATEWIDE	TP-4902	STATEWIDE SUPPORT TO UPDATE LOCAL COMMUNITY TRANSPORTATION SERVICE PLANS - 5311	3710	3710	FNU																						
FUNDS AUTHORIZED IN PROGRESS																												
STATEWIDE	STATEWIDE	TQ-6954	5310 OPERATING PROJECTS FOR RURAL AREAS	39986	4208	FEPD	O	2231	O	1658	O	1680	O	1700	O	1720	O	1740	O	1760	O	1780	O	1800	O	1820		
STATEWIDE	STATEWIDE	TQ-9038	5310 CAPITAL PROJECTS FOR RURAL AREAS AND SMALL URBAN AREAS	42265	3226	FEPD	CP	3459	CP	3178	CP	3180	CP	3190	CP	3200	CP	3210	CP	3220	CP	3240	CP	3250	CP	3260		
STATEWIDE	STATEWIDE	TS-7001	5329 STATE SAFETY AND OVERSIGHT	5076		FED			AD	430	AD	440	AD	450	AD	460	AD	470	AD	480	AD	490	AD	500	AD	510		
STATEWIDE	STATEWIDE	TS-7000	DEVELOP AND IMPLEMENT AN ENHANCED STATE SAFETY OVERSIGHT PROGRAM	844	844	SSO																						

46

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

NCBOT AMENDED STIP - DECEMBER 2018

NON HIGHWAY PROGRAM

STATEWIDE

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS		
							STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027			
STATEWIDE	STATEWIDE	TS-4900Z	STATEWIDE RTAP	6787	1873		RTAP	AD	412	AD	422	AD	440	AD	460	AD	480		
							FUNDS AUTHORIZED IN PROGRESS												
STATEWIDE	STATEWIDE	TT-5205	NCDOT FERRY DIVISION WILL PURCHASE AND INSTALL VISUALS, PAGING SYSTEMS ON BOARD FIVE CLASS FERRY VESSELS	66	66		FNF												
							FUNDS AUTHORIZED IN PROGRESS												
STATEWIDE	SUB REGIONAL	TM-5301	STATE ADMINISTRATION - JOB ACCESS NON-URBAN	5592	4092		JARC	AD	500	AD	500	AD	500						
							FUNDS AUTHORIZED IN PROGRESS												
STATEWIDE	SUB REGIONAL	TN-5112	STATE ADMINISTRATION - NEW FREEDOM - 5317	4270	3184		FNF	AD	386	AD	350	AD	350						
							FUNDS AUTHORIZED IN PROGRESS												
STATEWIDE	SUB REGIONAL	TV-4903	5310 STATE ADMIN	11269	5930		FEPD	AD	569	AD	420	AD	500	AD	520	AD	530		
							FUNDS AUTHORIZED IN PROGRESS												
<b>PASSENGER RAIL PROJECTS</b>																			
STATEWIDE	VARIOUS	P-5602	STATEWIDE RAIL PRELIMINARY ENGINEERING	12926	2926		T	PE	300	DIV	PE	300	DIV	PE	300	DIV	PE	300	DIV
							DIV DIV STATEWIDE RAIL PRELIMINARY ENGINEERING												
							REG REG STATEWIDE RAIL PRELIMINARY ENGINEERING												
							SW SW STATEWIDE RAIL PRELIMINARY ENGINEERING												
							IN PROGRESS												
STATEWIDE	VARIOUS	Y-5500	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.	31944	1944		RR	R	500	R	500	R	500	R	500	R	500		
							RR C 2500 C 2500 C 2500 C 2500 C 2500												
							DIV												
							IN PROGRESS												
STATEWIDE	VARIOUS	Z-5800	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	10500			RR			R	500	R	500	R	500				
							RR C 3000 C 3000 C 3000												
							DIV												
STATEWIDE	VARIOUS	Z-5700	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	13496	9996		RR			R	500								
							RR C 3000 C 3000 C 3000												
							DIV												
							IN PROGRESS												
STATEWIDE	VARIOUS	Z-9999	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS - UNPROGRAMMED BALANCE.	24500			RR												
							RR C 3000 C 3000 C 3000 C 3000 C 3000												
							DIV												
							IN PROGRESS												
STATEWIDE	VARIOUS	Z-5400	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.	28841	28841														
							IN PROGRESS												

DIV - Division Category  
 HF - State Dollars (Non STI)  
 SW - Statewide Category

EX - Exempt Category  
 REG - Regional Category  
 TRN - Transition Project

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

47

NCBOT AMENDED STIP - DECEMBER 2018

NON HIGHWAY PROGRAM

STATEWIDE

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS											
								STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS	
								FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		
<b>PASSENGER RAIL PROJECTS</b>																			
STATEWIDE	NORTH CAROLINA RAILROAD	C-5571	NCDOT PIEDMONT AND CAROLINIAN PASSENGER RAIL SERVICES. PUBLIC OUTREACH AND AWARENESS PROGRAM.		2456	2456													
IN PROGRESS																			

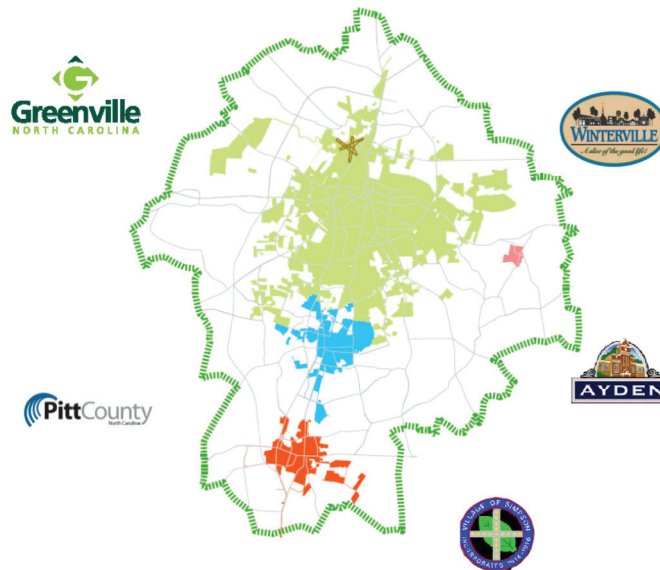
48

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



# Appendix A:

## Greenville Urban Area MPO Performance Measure Information



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

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

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

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

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

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

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

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

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

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

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

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

**Today, February 27, 2018**



Chairman  
Transportation Advisory Committee,  
Greenville Urban Area MPO

---

Amanda Braddy, Secretary

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

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

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

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

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

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

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

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

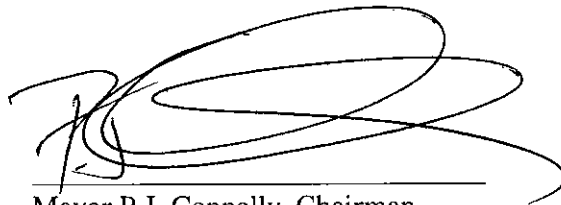
WHEREAS, The Greenville MPO supports the below stated targets for performance measure 2 and 3, excluding congestion mitigation an air quality (CMAQ) related targets;

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


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

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

**Today, July 11, 2018.**



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



Amanda Braddy, Secretary

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

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

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

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

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

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

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

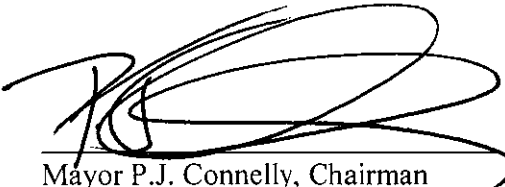
WHEREAS 49 CFR Part 625, the FTA Transit Asset Management Rule, which became effective on October 1, 2016, requires transit operators to develop and adopt a Transit Asset Management Plan that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities; and

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

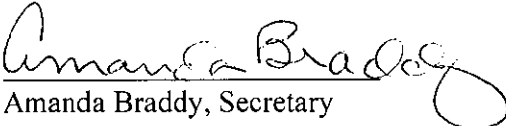
Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
REVENUE VEHICLES			
Age - % of revenue vehicles within a	AO - Automobile	8	20%
	BU - Bus	14	20%

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

Today, October 10, 2018.



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



Amanda Braddy, Secretary





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

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

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

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

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

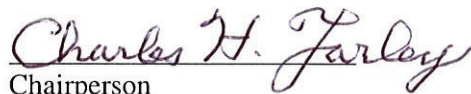
WHEREAS, the Metropolitan Transportation Plan (MTP) has a planning horizon year of 2040, and meets all the requirements of an adequate MTP; and

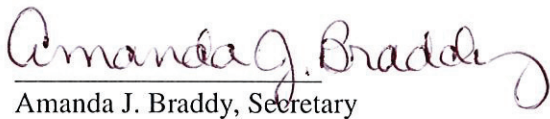
WHEREAS, the Transportation Advisory Committee (TAC) has provided for a formal 30-day public comment period for the proposed Transportation Improvement Program; and

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

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area adopts the FY 2018-2027 Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization.

This 23<sup>rd</sup> 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:

<b>PROJECT MODIFICATIONS: FOLLOWING PROJECTS CURRENTLY IN TIP.</b>												
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
<b>ORIGINAL</b>												
<b>R-5782 Various, Division 2 Program to Upgrade Intersections to Comply with the Americans with Disabilities Act (ADA) using Transportation Alternative (TA) Funds.</b>												
416	416	Under Construction										
<b>MODIFICATION</b>												
<b>R-5782 Various, Division 2 Program to Upgrade Intersections to Comply with the Americans with Disabilities Act (ADA) using Transportation Alternative (TA) Funds.</b>												
1416	416	Under Construction										

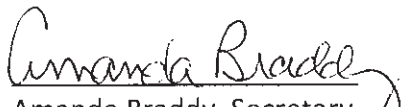
<b>PROJECT DELETIONS: FOLLOWING PROJECTS TO BE DELETED FROM TIP.</b>												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	F 2023	F 2024	F 2025	F 2026	FY 2027
<b>U-5953 NC 102, Ayden Elementary School Construct Right Turn Lane</b>												
500		T		(R/U) 200	(Const.) 300							

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

Today, February 27, 2018.



Chairman  
 Transportation Advisory Committee,  
 Greenville Urban Area MPO



Amanda Braddy, Secretary

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

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

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

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

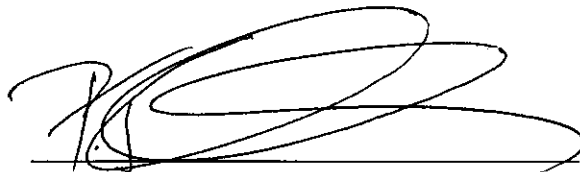
WHEREAS, the Transportation Advisory Committee has reviewed the FY 2018-2027 Metropolitan Transportation Improvement Program (MTIP) and found the need to amend said document for projects identified below; and

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

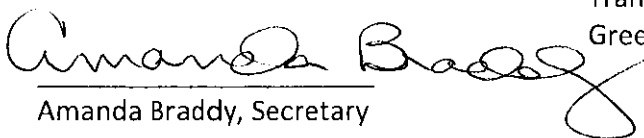
<b>PROJECT ADDITION: FOLLOWING PROJECT IS PROPOSED FOR ADDITION TO THE MTIP.</b>												
<b>I-6035: US 264/US 258 (FUTURE I-587), GREENE COUNTY LINE TO SR 1467 (STANTONSBURG ROAD) INTERCHANGE (GREENVILLE SOUTHWEST BYPASS). PAVEMENT REHABILITATION.</b>												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
		NHIPM		18500								

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

Today, July 11, 2018.



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



Amanda Braddy, Secretary

# NCDOT TAM Plan Summary

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

## 1. Expectations and Relationship to Funding

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

### *Group Plan Expectations*

*§625.27 Group plans for transit asset management.*

*(a) Responsibilities of a group TAM plan sponsor.*

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

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

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

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

*(b) Responsibilities of a group TAM plan participant.*

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

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

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

### *Relationship to Funding*

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

## **2. Participation in the State-Sponsored Group TAM Plan**

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

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

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

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

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

## **3. Relationship with Metropolitan Planning Organization Performance Targets**

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

## **4. Timeline**

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

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

## **5. Asset Inventory Data**

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

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

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

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

## **6. NCDOT Group TAM Plan Elements**

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

### *Capital Asset Inventory*

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

### *Decision Support*

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

- Strategic Transportation Investment (STI)
- Vehicle Replacement Schedule

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

### *Investment Prioritization and Project Ranking*

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

#### EQUIPMENT

-Non-revenue vehicles are considered to be equipment. The Useful Life Benchmark (ULB) for these vehicles is initially set to 8 years.

-All non-vehicular equipment valued at greater than (>) \$50,000 (ie. Generators, hydraulic lifts, etc.) must have a useful life benchmark provided by the transit system. This useful life benchmark will determine the priority and ranking of such investments. Systems are expected to maintain equipment until this useful life benchmark is met.

#### ROLLING STOCK

-Vehicle replacement prioritization is determined by mileage using the Vehicle Replacement Schedule which is updated annually to reflect actual mileages. Vehicle odometers are determined using the transit system managed software EAM (AssetWorks). The annual mileage information is used by NCDOT to project the mileage for the next 5 (five) years. Using the replacement mileages defined by NCDOT (TAM Plan Appendix D) each vehicle is assigned a projected year of replacement (Project Year) based on projected mileage.

-Vehicle ranking corresponds to the vehicle Project Year and the mileage in relation to other vehicles in that project year. Vehicles are organized by Project Year and sorted by the ratio of projected year end odometer to replacement mileage. Vehicles in each project year are assigned a priority of "Low", "Medium" or "High" based on this ratio. Any vehicle projected to become due for replacement more than 5 years from FY18 is assigned a project year of "5555" because the inventory requires data entry in this field.

#### FACILITIES

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



## *Performance Measures*

### EQUIPMENT

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

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

### ROLLING STOCK

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

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

### FACILITIES

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

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

### Performance Targets

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

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

### *Data Cleaning and Default Values*

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

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

# Appendix A

## General Instructions

### Transportation Asset Management Inventory (TAM): Getting Started

#### General Overview


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

#### Saving the TAM Inventory File

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

#### Worksheet Tabs and Line Numbers

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

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

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

#### Effective Date

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

#### How to Report

##### 1. Rolling Stock

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

\*THIS INCLUDES (but is not limited to):

- Agency owned vehicles
- FTA Direct-Recipient Vehicles
- Transportation Authority owned vehicles
- 3<sup>rd</sup> Party Leased vehicles
- County owned vehicles

\*DOES NOT INCLUDE:

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

##### 2. Equipment

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

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

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

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

### 3. Facilities

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

\*THIS INCLUDES (but is not limited to):

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

\*DOES NOT INCLUDE:

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

### 4. TERM Scale

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

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

### 5. Completion

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

#### **Where to Send the TAM Inventory**

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

#### **Report Deadlines**

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

#### **Where to Get Assistance**

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



## **N.C. Department of Transportation**

### **Transit Asset Management Plan Performance Targets and Measures**

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

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

#### **NCDOT Group TAM Plan**

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

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

The Tier II providers are listed in Appendix B.

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

#### **Tracking TAM Inventory**

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

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

### Defining Performance Measures

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

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

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

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

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

### Performance Targets

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

- Service/Support Vehicles ULB: (8) years

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

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

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

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

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



## Appendix A

### General Instructions

#### Transportation Asset Management Inventory (TAM): Getting Started

##### General Overview

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

##### Saving the TAM Inventory File

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

##### Worksheet Tabs and Line Numbers

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

##### Effective Date

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

##### How to Report

###### 1. Rolling Stock

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

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

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

## 2. Equipment

Report all capital assets used in the provision of transportation:

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

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

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

## 3. Facilities

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

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

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

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

### **Where to Send the TAM Inventory**

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

### **Report Deadlines**

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

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

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

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



## Attachment 4e

### Transportation Advisory Committee

**No Action Required**

April 18, 2018

---

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

---

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

#### PROJECT MODIFICATIONS

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

#### Discussion:

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

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

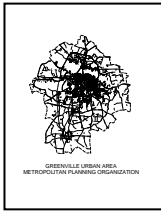
In addition to the project modifications, NCDOT is recommending that MPO include add the following language to the MTIP to establish compliance with federal regulation 23 CFR 450.326 (d) establishing the requirements that TIPs included description of the anticipated effect of the MTIP toward achieving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

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

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

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

Action Needed: No action is required for this item.



# Attachment 4g

## Transportation Advisory Committee

**No Action Required**

July 11, 2018

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

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

### **PROJECT MODIFICATIONS**

#### Schedule Modifications

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

#### Project Cost Modifications

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

i. RIGHT-OF-WAY FY 2018	\$5,968,000
ii. UTILITIES FY 2018 -	\$254,000
iii. CONSTRUCTION FY 2019 -	\$1,520,000
FY 2020 -	\$1,520,000
FY 2021 -	\$1,520,000
<b>TOTAL</b>	<b>\$10,782,000</b>

3. U-5870 (Firetower Road/Portertown Road Widening, from 14<sup>th</sup> St to 10<sup>th</sup> St)
  - Cost Increase from \$24.206 Million to reflect the below (\*Exceeding \$2 Million and 25% threshold):

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

FY 2021 -	\$5,852,000
<b>TOTAL</b>	<b>\$40,964,000</b>

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

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

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

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

Additional Administrative Modifications

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

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

6. Inclusion of Appendix A

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

Discussion:

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

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



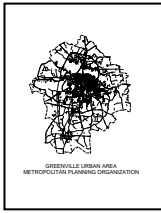
delay will reduce the impacts to traffic along the NC 11 (Memorial Drive) corridor once construction on the bridge replacement begins as traffic will be able to utilize the bypass. Due to scope changes to U-5785 and U-5870, an increase in budget is required. Revised design for these projects include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

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

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

Action Needed: No action is required for this item.

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



## Attachment 4b

### Technical Coordinating Committee

**No Action Required**

September 19, 2018

---

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

---

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

### **PROJECT MODIFICATIONS**

#### Schedule Modifications

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

#### Discussion:

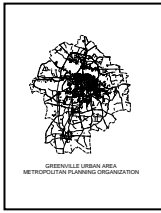
NCDOT has modified the above referenced project(s) in the State Transportation Improvement Program (STIP). The Board of Transportation adopted the above 2018-2027 State Transportation Improvement Program (STIP) project modifications at their August 2, 2018 meeting. To remain compliant with the 2018-2027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

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

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

Action Needed: No action is required for this item.

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



## Attachment 4b Joint Governing Committee

**No Action Required**

December 12, 2018

---

TO: Joint Governing Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: Administrative Modifications and Minor Amendments to the 2018-2027  
Metropolitan Transportation Improvement Program (MTIP)

---

Purpose: To update the 2018-2027 Metropolitan Transportation Improvement Program (MTIP) in compliance with two (2) administrative modifications (Performance Measure Language and Project Cost Estimate) and two (2) minor amendments (programming of two Regional projects for environmental study and planning).

### **ADMINISTRATIVE MODIFICATIONS**

#### Project Modification

1. U-2817 (Evans Street/Old Tar Road Widening)
  - Cost Estimate \$81.6 Million (Revised)

#### Language Modification

2. “The MPO has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)), transit tier 2 providers that choose to participate in NCDOT’s Group Transit Asset Management (TAM) Plan, and performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight movement. The MPO anticipates meeting their identified targets with the mix of projects included in the TIP aided by the Strategic Transportation Investments Prioritization and Programming process.”

### **MINOR AMENDMENTS**

#### Project Addition

3. U-6125 (10<sup>th</sup> Street Access Management)
  - New STI Project Programmed for Planning and Environmental Study
4. U-6147 (Charles Blvd Access Management)
  - New STI Project Programmed for Planning and Environmental Study

#### Discussion:

NCDOT has modified and added the above referenced project(s) and language in the State Transportation Improvement Program (STIP). The Board of Transportation adopted the above 2018-2027 State Transportation Improvement Program (STIP) October and November regularly scheduled meetings. To remain compliant with the 2018-2027 STIP, the MPO must also modify/amend the local portion of the STIP, referred to as the Greenville Urban Area’s Metropolitan Transportation Improvement Program (MTIP). Project modifications are required

when adjustments to the project delivery schedule occur or when cost of a programmed project increases more than 25% and/or by \$2 million dollars or more. A minor Amendment will be initiated for projects that are programmed in the STIP for preliminary work. As such, projects receiving preliminary funding at the Regional Impact level of the State Prioritization system must be added in order for preliminary study and environmental work to move forward.

The above updated language regarding performance measures must also be included for compliance purposes. As the MPO has established all required performance measure targets, it is required that the MTIP include mention of these performance measures and the anticipated effect the MTIP has towards achieving those targets.

Action Needed: No action is required for this item.

Attachments: *MTIP modifications reference page with indicated projects*