

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING**

Wednesday, October 13, 2010, at 10:00 a.m.
Greenville Public Works Conference Room, 1500 Beatty St
Actions to be taken in bold italics

- 1) Approval of Agenda; ***approve***
- 2) Approval of Minutes of September 22, 2010, Meeting (Attachment 1); ***approve***
- 3) Public Comment Period
- 4) New Business / Action Items:
 - a) Develop 2012-2018 MTIP Strategies (Attachment 2); ***discuss*** (Pg 9)
 - b) Discussion of MPO staffing levels (Attachment 3); ***discuss*** (Pg 59)
 - c) Comment on Mobility Fund project criteria (Attachment 4); ***discuss*** (Pg 72)
 - d) Prioritization version 2.0 (Attachment 5); ***discuss*** (Pg 77)
- 5) Non-Action Items:
 - a) Reminders:
 - i) Next TCC meeting scheduled for Thursday, January 20, 2011 (1:30pm - 3:30pm)
 - (1) TAC following this TCC meeting is scheduled for March 17, 2011 (1:30pm – 3:30 pm)
 - b) Prepare to update stimulus-funded project list next TCC meeting (Jan. 20, 2011)
 - i) The list is included in the minutes of the January 14, 2010 TCC.
 - c) Transportation Priorities to be updated beginning next January.
 - i) Open House public input sessions anticipated 1st week of January, 2011
 - (1) Greenville (Sheppard Memorial Library)
 - (2) Winterville Town Hall
- 6) Date, Time, and Place of next TAC Meeting
 - *March 17, 2011-- 1:30 p.m. in the Greenville Public Works Conference Room*
- 7) Adjourn



ITEM #2 - Attachment 1

Transportation Advisory Committee

Action Required

October 13, 2010

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Minutes from September 22, 2010 TCC meeting

Purpose: Review and approve the minutes from the previous TCC meeting.

Discussion: The draft minutes of the September 22, 2010 TCC meeting are included as Attachment 1 in the agenda package for review and approval by the TCC.

Action Needed: Adoption of September 22, 2010 TCC meeting minutes.

Attachments: September 22, 2010 TCC meeting minutes.

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES
September 22, 2010**

Members of the Transportation Advisory Committee met on the above date at 10:00 a.m. in the Conference Room of the Public Works Facility. Ms. Patricia C. Dunn, Chairperson, called the meeting to order. The following attended the meeting:

Mayor Patricia C. Dunn, City of Greenville
Mayor Doug Jackson, Town of Winterville
Mayor Stephen W. Tripp, Town of Ayden
Ms. Leigh McNairy, NCDOT Board Member

TECHNICAL COORDINATING COMMITTEE MEMBERS PRESENT:

Mr. Alan Lilley, Town of Winterville
Mr. Daryl Vreeland, City of Greenville
Mr. Wesley Anderson, TCC Chairman
Mr. Neil Lassiter, NCDOT
Mr. James Rhodes, Pitt County
Mr. Mark Eatman, NCDOT
Mr. Chris Padgett, Town of Ayden
Mr. Merrill Flood, City of Greenville
Mr. Steve Hamilton, NCDOT

OTHERS PRESENT:

Mr. Wayne Bowers, City Manager, City of Greenville
Ms. Amanda Braddy, City of Greenville
Mr. Scott Elliott, Pitt County Manager
Mr. Jim Trogdon, NCDOT
Mr. Bill Marley, FHWA
Mr. Alpesh Patel, NCDOT
Mr. Ray McIntyre, NCDOT
Mr. Don Voelker, NCDOT
Mr. Jim Trogden, NCDOT
Mr. G. Dennis Massey, Pitt Community College
Mr. Jack Blount, Resident of Greenville Urban Area MPO

I. AGENDA:

The agenda was amended to include an update on the NC Hwy 11 Work Group. A motion was made by Mayor Tripp to accept the agenda as amended. Mayor Jackson seconded the motion. The motion passed unanimously.

II. MINUTES:

Mayor Tripp made a motion to approve the minutes of the March 16, 2010 meeting as presented. The motion was seconded by Mayor Jackson, and the motion passed unanimously.

III. PUBLIC COMMENT PERIOD

Mr. Jack Blount, citizen of Greenville, addressed the group. He questioned why the Evans Street/Tar Road Widening Project, which is on the State Improvement Priority list as item number 3, has been pushed back from 2015 to 2019. Mr. Blount stated Evans Street currently runs approximately 15,000 vehicles a day and feels it is the major north/south corridor in Greenville.

Mr. Ray McIntyre replied to Mr. Blount's concern and informed him of an equity formula used in the development of funds for projects. In this instance, the needs were greater than funds available and the project was pushed back. Mr. McIntyre also informed Mr. Blount the Division 2 district of the North Carolina Department of Transportation (NCDOT) preconstruction staff will continue to work on the project based on the schedule that was in the last Transportation Improvement Plan. Mr. McIntyre stated that if funds became available or another project was delayed, the Evans Street/Old Tar Road Widening Project could be brought back to schedule.

Dr. G. Dennis Massey, President of Pitt Community College, spoke to the group regarding the growth of Pitt Community College and the Master Plan being developed to the year 2019. He expressed thanks to the Department of Transportation, City of Greenville and all entities involved with the Fire Tower Road project.

Dr. Massey expressed concerns regarding the traffic on Memorial Drive and Reedy Branch Road in connection with traffic being generated by those attending Pitt Community College. Dr. Massey stated a plan is in place to expand Dr. Fulford Drive to connect with Reedy Branch Road. This plan would allow a connection from Fire Tower Road to Reedy Branch Road and could alleviate some of the traffic cutting through the campus. Dr. Massey also expressed his support of the Southwest Bypass Project as he feels this would also alleviate some of the traffic congestion in the area.

IV. NEW BUSINESS/ACTION ITEMS

A. Amendment to 2009-2015 Metropolitan Transportation Improvement Program (MTIP) for Project # BD-5102 – Resolution No. 2010-10—GUAMPO

Mr. Vreeland explained The North Carolina Board of Transportation has amended the 2009-2015 State Transportation Improvement Program (STIP) during their April, 2010 meeting for the inclusion of project BD-5102. Project BD-5102 provides for NCDOT's Division 2 to identify small, low impact bridges that can be replaced quickly with minimal disruption. The Division will be responsible to pick projects that meet these criteria. Until the project is selected, it is not known where it will be located. However, until the MTIP is amended for the inclusion of project BD-5102, no potential projects can be performed within the Urbanized Area. Therefore, it is in the MPO's best interest to amend the MTIP accordingly, to allow for any potential project selection within the MPO's Urbanized Area at some future time.

To follow the proper protocol for the expenditure of Federal funds, the 2009-2015 MTIP must be amended to correspond with projects in the STIP. This amendment

would place project BD-5102 in the Federal Bridge Projects section of the MTIP, in the statewide portion of the MTIP.

In accordance with the MPO's Public Involvement Plan, this proposed amendment to the 2009-2015 MTIP has been advertised in the local newspaper for a minimum of 10 days. No public comment was received.

A motion was made by Mayor Jackson to amend the 2009-2015 MTIP for Project #BD-5102. A second was made by Mayor Tripp and the motion passed unanimously.

B. Review of Draft 2012-2018 STIP

Mr. Vreeland explained the North Carolina Department of Transportation (NCDOT) recently distributed the "Draft" 2012-2018 State Transportation Improvement Program (STIP) to all Metropolitan Planning Organizations (MPO) asking for their input. Projects that were shown in previous versions of the STIP as "unfunded" and that were not funded in this "Draft" STIP have been removed from the "Draft" STIP document. These projects will be resubmitted for prioritization in 2011, (per the MPO's transportation priority list) and may be found in NCDOT's project search tool on their website. (www.ncdot.gov/performance/reform).

In response to Governor Bev Perdue's call to reform transportation decision making and improve accountability in state government, NCDOT introduced a new planning strategy. The 5 year work program contains the projects, programs and services that NCDOT will accomplish from 2011-2015 to improve safety, mobility, and the physical condition of the transportation network. This Work Program is part of the larger "Policy to Projects" framework that includes a 20-year North Carolina Transportation Plan. This 20-year plan incorporates significant public input to set high level mission and goals, strategies and objectives. The 10-year Program and Resource Plan outlines the longer-term financial resource needs and performance targets for NCDOT program areas. Projects listed in years 5-10 of the 10-year work program are considered part of the "developmental" work program and do not have funds allocated to them.

The Draft 2012-2018 STIP is available on the City's web site. The MPO has completed a public comment period of at least 10 calendar days as outlined in the Public Involvement Policy. No public comments were received.

Mr. Jim Trogdon gave a PowerPoint presentation on the North Carolina Department of Transportation's "Transportation Reform." (A copy of the presentation will be available upon request.) This presentation detailed the plan which involves the transportation reform plan, a funding snapshot, strategic prioritization, urban loops, formula components, and a proposed schedule.

After the presentation, Mayor Steve Tripp commented that he felt the formula components are not an equitable dividing factor as numbers drive the formula and areas with lower populations are not considered as a higher priority compared to

higher density areas.

Mr. Trogdon addressed Mayor Tripp's concerns by commenting that population and traffic are not the only factors that are considered. Mr. Trogdon stated that economic development, employment, and connectivity are calculated in the formula as well.

Ms. Leigh McNairy questioned Mr. Trogdon if the numbers used in rural areas are also being used to identify needs. Mr. Trogdon stated that it is hard to account for those numbers, but when available, are used in the travel demand models for loops and bypasses and travel time saving factors.

Mr. Scott Elliott questioned when a project is scheduled up to ten (10) years out on a right of way acquisition, what happens to the corridor protection plan. Mr. Trogdon stated the plan will remain in place until all right of way is acquired.

Mr. Chris Padgett asked what stops communities that are higher on the list from getting their projects complete and adding new projects to the list and pushing other community's projects back even further on the priority list. Mr. Trogdon commented the impact of other projects being added to the list could possibly be considered by legislature and prioritized accordingly.

Mr. Padgett also questioned if the monies from urban loops be brought into the confines of the prioritization list for the transportation reform plan. Mr. Trogdon responded that by State law, the monies could not be combined. Mr. Trogdon did explain that the mobility fund may be beneficial to funding the transportation reform plan.

Mr. Merrill Flood asked if there was a way to factor public investment that has occurred to help further a project to completion. Mr. Trogdon commented this was a factor in the formula components of the transportation reform plan.

Mayor Dunn asked if there were current plans to obtain revenue resources. Mr. Trogdon stated the mobility fund was one of the first positive potential revenue access points since 1989 when the fund was established. Another potential revenue source being contemplated is the possibility of tolls. Other revenue sources are also being discussed and should be available to the general assembly by December 2010.

C. Modification to the 2010-2011 PWP – Resolution No. 2010-11-GUAMPO

In October, 2009, the North Carolina Department of Transportation (NCDOT) rescinded approx \$500k of unobligated planning funds from the MPO. On September 8, 2010, NCDOT made these previously rescinded funds available again. The exact amount of these funds is \$572,204.

This amendment to the PWP provides funding to allow for the potential hiring of an additional staff person to perform bicycle and pedestrian planning, along with other MPO planning activities. Additionally, this amendment programs funds in the PWP to

tasks to be performed should Census data be released in the current Fiscal Year. A total of \$120,800 is proposed for tasks associated with Bicycle and Pedestrian Planning activities (intended for use by current and any potential future additional staff), and an additional \$75,600 is proposed for tasks associated with the release of Census data (travel demand modeling, mapping, etc).

In total, this amendment would program an additional \$196,400 to the current (2010-2011) PWP. Descriptions of work to be performed for the amended tasks have been modified in the text of the 2010-2011 PWP. These proposed modifications have been coordinated with and reviewed by NCDOT.

A motion was made by Mayor Jackson and seconded by Mayor Tripp to modify the 2010-2011 PWP. The motion passed unanimously.

V. NON-ACTION ITEMS

A. Administrative Modifications – summary of modifications

Details of modifications to the 2010-2011 PWP and details of modifications to project U-5212 in the 2009-2015 MTIP were identified.

B. Project Informational Updates

- Bicycle and Pedestrian Master Plan -

C. Discuss Topics

- a. US Senate Bill HR 1586: \$2.2 billion reduction in highway contracting authority
 - i. Impact to NCDOT is approximately \$65 million

- b. Mobility Fund – Presentation by NCDOT

A PowerPoint presentation was given by Mr. Alpesh Patel from NCDOT. (A copy of the presentation will be available upon request.)

- c. FHWA/FTA Livability Initiative – Presentation by FHWA

A PowerPoint presentation was given by Mr. Bill Marley from FHWA. (A copy of the presentation will be available upon request.)

- d. NC 11 Work Group – a brief introduction of this work group, study area, and planned activities were mentioned.

D. Reminders

- a. Next TCC meeting scheduled for Thursday, January 20, 2011 (1:30pm - 3:30pm)
 - i. TAC following this TCC meeting is scheduled for March 17, 2011 (1:30pm – 3:30 pm)
- b. Prepare to update stimulus-funded project list next TCC meeting (Jan. 20, 2011)
 - i. The list is included in the minutes of the January 14, 2010 TCC meeting attached to this agenda package.
- c. Transportation Priorities to be updated beginning next January.
 - i. Open House public input sessions anticipated 1st week of January, 2011
 1. Greenville (Sheppard Memorial Library)

2. Winterville Town Hall

E. Date, Time, and Place of next TAC meeting

- Wednesday, October, 13, 2010 at 10:00 a.m. in the Greenville Public Works Conference Room

VI. ADJOURNMENT

There being no further discussion, the meeting adjourned at 12:30 p.m.



ITEM #4A - Attachment 2

Transportation Advisory Committee

Action Required

October 13, 2010

TO: Technical Coordinating Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Develop Draft 2012-2018 STIP Strategies

Purpose: Develop Strategies for “Draft” 2012-2018 State Transportation Improvement Program (STIP) and for future STIP submissions.

Discussion: To aid in discussion, talking points have been drafted and are presented herein. All other attachments, including the agenda item presenting the Draft 2012-2018 STIP are included as reference and are identical to those presented at the September 22, 2010 TAC meeting.

Action Needed: TAC begins the process of developing a strategy for the current STIP and strategy for preparing for further STIP submissions.

Attachments:

- Talking points for strategies for Draft 2012-2018 STIP
- SW Bypass (R-2250) TIP Segment map
- Agenda item from September 22, 2010 TAC meeting containing the following attachments:
 - Chart depicting the STIP/MTIP process
 - Bubble chart depicting timeframes and relationships of NCDOT’s new documents
 - Draft Urban Loop schedule
 - “Draft” 2012-2018 STIP for Pitt County area
 - Comparison of Major Changes from “Draft” 2012-2018 MTIP to the current 2009-2015 MTIP for the Greenville Urban Area MPO
 - 2009-2010 Transportation Improvement Priorities

October 13, 2010 TAC Meeting

Strategy Discussion Topics for Draft 2012-2018 STIP

Preparing for the 1-on-1 meeting with Ray McIntyre, Manger, Eastern Region with NCDOT's TIP Development Unit:

- Purpose of the one-on-One meeting is to allow MPO's an opportunity to express their position regarding the Draft 2012-2018 STIP
- Loop project: NCDOT would need an additional \$575 million, right now, to advance the SW Bypass project 5 years from its current initial ROW purchase of 2018.
- Mobility Fund: Request NCDOT to allow loop projects be eligible for prioritization and funding through the "mobility fund" funding mechanism.
 - NCDOT currently seeking comments for projects scoring options.
 - Item #4c in the agenda provides further information.
- SW Bypass project segment ordering
 - Please reference attached map indicating the three segments of R-2250. Currently ordered segment A, B, C; optimized for funding purposes. Segment C, if constructed first, may provide a greater initial impact (264 to Forlines). Segment C is more expensive. Funding this segment may delay the other segments.

Attaining Air Quality Standards

According to federal guidelines, entire states, and regions within states, can be broadly designated as either "attainment" or "non-attainment" with respect to the National Ambient Air Quality Standards (NAAQS).

Background

- Designation of Non-attainment status may affect SW Bypass or other roadway construction project timelines, but is an unknown at this point in time. Can only know when the transportation conformity process begins. (when State agencies perform air quality calculations on a per-project basis)

- Should the area be designated as “non-attainment”, the MPO will be required to start the transportation conformity analysis. This conformity analysis requires extensive transportation and air quality coordination and computer modeling to ensure transportation projects do not affect the area’s ability to regain and/or maintain attainment. Transportation conformity requirements are time consuming, costly and include establishing a mobile emissions ‘budget’ from which to determine the impact transportation projects, once implemented, would have on regional air quality. In nonattainment areas, transportation projects can proceed only if it can be demonstrated that they will not result in increased emissions.
- Non-attainment: When corporations begin the search for a new area to relocate or expand into, non-attainment regions are often automatically eliminated from the list.
 - If a business or industry generates a high level of emissions, and they move into a non-attainment area, the company must purchase emission credits in order to obtain the required permits for their business. The process of obtaining credits can be time consuming and expensive.
 - As soon as an area is identified as being projected to be a nonattainment area it can impact economic development. This may cause manufacturers and siting consultants to avoid the risk of locating in these areas because of uncertainty associated with this new standard and what may be required of emission sources in the area to meet this standard. They simply will not consider locating facilities in these areas. The economic effect will be the same as if the sanction had been officially imposed.

Methods of Meeting Air Quality Standards

Non-attainment status allows communities to apply for Congestion Mitigation and Air Quality (CMAQ) Improvement Program. Simply put, this is a Federal Highway Fund category for projects that will improve air quality. This program allows MPOs to apply for funds on an 80% reimbursement basis for projects that can show a benefit to air quality.

There are many project types that could be funded with this program.

- A nonattainment area strategy may include improvement to its mass transit systems and provide incentives or encouragement to reduce emissions from

motor vehicles such as introducing carpool lanes and a centralized carpool list; providing incentives to utilize mass transit; encouraging refueling at different times of the day; encouraging biking and walking; reducing idling emissions especially from diesel buses and trucks; providing incentives to utilize renewable fuels; and many other measures to encourage behaviors from the general public that may impact the local air quality.

Long Range:

1. The MPO has no objective measures such as volume-to-capacity ratios, etc to help in determination of priority list project ranking.
 - o Does the MPO want to implement objective scoring criteria similar to SPOT's for MPO's consideration along with traditional list?
2. Each municipality/jurisdiction, when applicable, will lobby for the same projects, in the order established by the priority lists.

R-2250 PITT COUNTY

NC 11-903 (Greenville Southwest Bypass)

PROJECT BREAKDOWN MAP

PROJECT SCHEDULES AND COSTS ARE ACCURATE AS OF DATE SHOWN.



R-2250

I.D. NO. / D.S.R. NO.	R-2250 A	R-2250 B	R-2250 C
STATE PROJECT NO. (P.E.)	344 11	344 11	344 11
PROJECT ENGINEER	C. HOUSER	G. MUMFORD	D. TAYLOR
PROJECT DESCRIPTION	SOUTH OF OLD NC 11 TO SOUTH OF NC 102	SOUTH OF NC 102 TO SOUTH OF SR 1126 (FORLINES ROAD)	SOUTH OF SR 1126 (FORLINES ROAD) TO US 264
COUNTY / DIVISION	PITT / DIV. 2	PITT / DIV. 2	PITT / DIV. 2
LENGTH	2.188 MILES	4.830 MILES	5.376 MILES
TYPE OF CONTRACT	TURNKEY	TURNKEY	TURNKEY
REMARKS	PEF	IN-HOUSE (ROADWAY DESIGN)	PEF
BEGIN R/W ACQUISITION (T.I.P.)	FY-18	FY-19	FY-20
BEGIN R/W ACQUISITION (PRODUCTION)			
PROPOSED LETTING (T.I.P.)	FY-20	PY	PY
PROPOSED LETTING (PRODUCTION)			
EST. COMP. DATE (T.I.P.)			
ESTIMATED R/W COST	\$ 8,820,000	\$ 8,800,000	\$ 18,840,000
ESTIMATED CONSTRUCTION COST	\$ 24,600,000	\$ 52,900,000	\$ 103,900,000





Transportation Advisory Committee

Action Required

October 13, 2010

TO: Technical Coordinating Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Review and Discussion of “Draft” 2012-2018 STIP

Purpose: Review the “Draft” 2012-2018 State Transportation Improvement Program (STIP).

Discussion: The North Carolina Department of Transportation (NCDOT) recently distributed the “Draft” 2012-2018 State Transportation Improvement Program (STIP) to all Metropolitan Planning Organizations (MPO) asking for their input. Projects that were shown in previous versions of the STIP as “unfunded” and that were not funded in this “Draft” STIP have been removed from the “Draft” STIP document. These projects will be resubmitted for prioritization in 2011, (per the MPO’s transportation priority list) and may be found in NCDOT’s project search tool on their website. (www.ncdot.gov/performance/reform).

The attached document lists projects programmed in a ten year format consistent with the investment strategy outlined in NCDOT’s 10 Year Program and Resource Plan. The projects programmed for delivery during the seven year STIP cycle (state fiscal years 2012-2018) are shaded in grey.

In response to Governor Bev Perdue’s call to reform transportation decision making and improve accountability in state government, NCDOT introduced a new planning strategy. The 5 year work program contains the projects, programs and services that NCDOT will accomplish from 2011-2015 to improve safety, mobility and the physical condition of the transportation network. This Work Program is part of the larger “Policy to Projects” framework that includes a 20-year North Carolina Transportation Plan. This 20-year plan incorporates significant public input to set high level mission and goals, strategies and objectives. The 10-year Program and Resource Plan outlines the longer-term financial resource needs and performance targets for NCDOT program areas. Projects listed in years 5-10 of the 10-year work program are considered part of the “developmental” work program and do not have funds allocated to them.

The Draft 2012-2018 STIP is available on the City’s web site. The MPO has completed a public comment period of at least 10 calendar days as outlined in the Public Involvement Policy. No public comments were received.

Please review the “Draft” STIP and comparison table prior to the TAC meeting and be ready to discuss and provide comments. Representatives from NCDOT will be available to answer questions. The TCC has recommended that a 1-on-1 meeting with NCDOT take place, with an additional TAC meeting to occur in October.

Action Needed: TAC to determine if it will be necessary to have a one-on-one meeting with NCDOT representatives to discuss the “Draft” 2012-2018 STIP.

Attachments:

- Chart depicting the STIP/MTIP process (Pg 16)
- Bubble chart depicting timeframes and relationships of NCDOT's new documents (Pg 17)
- Draft Urban Loop schedule (Pg 18)
- "Draft" 2012-2018 STIP for Pitt County area (Pg 19-47)
- Comparison of Major Changes from "Draft" 2012-2018 MTIP to the current 2009-2015 MTIP for the Greenville Urban Area MPO (Pg 48-52)
- 2009-2010 Transportation Improvement Priorities (Pg 53-58)

Two-Year Transportation Improvement Program Process (Tentative Dates)

Year 1

Year 2

Early Winter/
Spring 2009

MPO conducts Priorities
Public Involvement &
Comment Process

Winter/Spring
2009

MPO drafts
MPO Priorities List

Winter/Spring
2009

Draft list presented to
local governing bodies

Spring 2009

MPO adopts Final
Priorities List

Spring 2009

STIP review meeting
between MPO and NCDOT;
NCDOT also holds public
meetings throughout state

Summer 2010

NCDOT announces
"Draft" State TIP

Fall/Winter
2010

DOT conducts STIP Public
Involvement & Comment
Process

Fall 2010

STIP Review meeting
between MPO and NCDOT

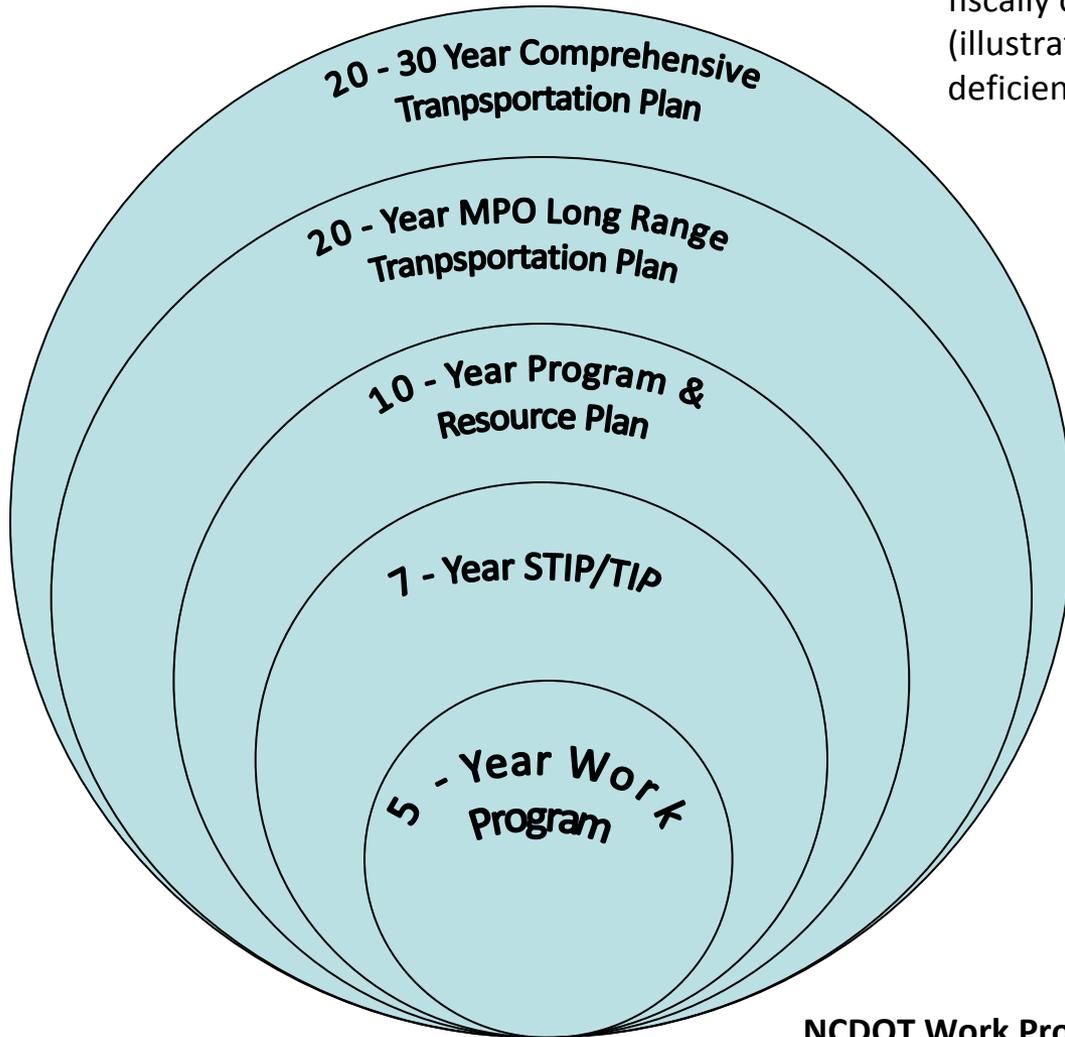
Summer/
Fall 2011

State adopts Final TIP

Summer/
Fall 2011

MPO adopts Final
Metropolitan TIP





Comprehensive Transportation Plan (CTP)

Required by NC §136-66.2. In MPOs, includes **20 year** fiscally constrained LRTP and any additional projects (illustrative or vision) required to address FY transportation deficiencies

Long Range Transportation Plan (LRTP)

Required by Title 23 CFR 450. MPOs are required to develop a **20 year** fiscally constrained LRTP. Approved locally and submitted to FHWA. In non-attainment areas, projects have to be broken up by AQ budget horizon years. AQ conformity is demonstrated on the LRTP.

NCDOT Program and Resource Plan

10 year Work Program adopted by NCDOT that includes all projects, programs and services

NCDOT STIP and MPOs TIP

Seven Year Transportation Improvement Program (TIP) adopted by NCDOT and submitted to FHWA for approval biennially. FHWA reviews and approves years 1-4. For Non-attainment areas outside MPOs, the STIP serves as the LRTP for conformity determination purposes.

NCDOT Work Program

5 year Work Program adopted by NCDOT that includes all projects, programs and services. Includes first five years of STIP.

Urban Loop Prioritization Process DRAFT Schedule - SUBJECT TO CHANGE

TIP	Priority Ratio	Area	Route	Section	Description	SFY 2010	SFY 2011	SFY 2012	SFY 2013	SFY 2014	SFY 2015	SFY 2016	SFY 2017	SFY 2018	SFY 2019	SFY 2020	
U-4434	88.62	Wilmington	Independence Blvd Ext.		Randall Parkway to the Martin Luther King Jr. Parkway												
R-4902	74.10	Charlotte	I-485 Widening		I-77 South to US 521												
X-0002	32.38	Fayetteville	I-295	BB	West of NC 24/87 (Bragg Blvd) to NC 210 (Murchison Road) - Paving of U-2519E / X-0002B												
X-0002	32.38	Fayetteville	I-295	BC / CA	NC 210 (Murchison Road) to East of SR 1600 (McArthur Road)												
X-0002	32.38	Fayetteville	I-295	CB	East of SR 1600 (McArthur Road) to US 401												
X-0002	32.38	Fayetteville	I-295	CC	NC 210 (Murchison Road to US 401) - Paving of X-0002BC, CA, & CB												
U-0071	32.17	Durham	East End Connector		NC 147 To North Of NC 98												
R-2633	23.85	Wilmington	I-140/US 17	BA	US 74/76 East of Malmo to SR 1430												
R-2633	23.85	Wilmington	I-140/US 17	BB	SR 1430 to US 421 North of Wilmington												
R-2633	23.85	Wilmington	I-140/US 17	BC	US 74/76 East of Malmo to US 421 North of Wilmington - Paving of R-2633BA & BB												
U-2524	22.68	Greensboro	I-840 (Western Loop)	C	Bryan Blvd to East of US 220 (Battleground Avenue)												
U-2525	18.19	Greensboro	I-840 (Eastern Loop)	B	North of US 70 to US 29												
R-2250	14.37	Greenville	Greenville Southwest Bypass	A	South of Old NC 11 to South of NC 102												
R-2250	14.37	Greenville	Greenville Southwest Bypass	B	South of NC 102 to South of SR 1126 (Forlines Road)												
R-2250	14.37	Greenville	Greenville Southwest Bypass	C	South of SR 1126 (Forlines Road) to US 264												

Note: Only funded projects using loop dollars are shown (i.e., Turnpike Projects are not shown)

= Right-of-Way Acquisition

= Construction



Draft STIP Supplement

Greenville Urban Area Metropolitan Planning Organization

2011 – 2020

August 2010

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: 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	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS
MITIGATION PROJECTS																		
BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	VARIOUS	EE-4902	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 2 PROJECT MITIGATION.															
IN PROGRESS																		
BICYCLE AND PEDESTRIAN PROJECTS																		
PITT	GREENVILLE	EB-4997	PARKERS CREEK GREENWAY, TAR RIVER TO US 13. CONSTRUCT GREENWAY.															
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDIES ONLY BY CITY																		
PITT	GREENVILLE	EB-4996	GREEN MILL RUN GREENWAY, CHARLES BOULEVARD TO EVANS PARK. CONSTRUCT GREENWAY.		1375			STPEB			C	1375						
PITT	GREENVILLE	EB-5129	GREEN MILL RUN GREENWAY: PHASE II, ONE MILE FROM CHARLES BOULEVARD TO HOOKER ROAD. CONSTRUCT GREENWAY.															
FEASIBILITY STUDY IN PROGRESS																		
PITT	GREENVILLE	EB-4702	SOUTH TAR RIVER GREENWAY, SOUTH OF TAR RIVER FROM TOWN COMMONS TO GREEN MILL RUN GREENWAY. CONSTRUCT GREENWAY.	3.0	2488	2488												
UNDER CONSTRUCTION																		
HAZARD ELIMINATION PROJECTS																		
PITT	SR 1711 WORTHINGTON ROAD	W-5102	SR 1700 (OLD TAR ROAD) TO NC 43. VARIOUS SAFETY IMPROVEMENTS.	3.7	1350			HES		C	1350							
BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	VARIOUS	W-5202	DIVISION 2 RUMBLE STRIPS, GUARDRAIL AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		100	100												
UNDER CONSTRUCTION - DIVISION PURCHASE ORDER CONTRACT (DPOC)																		

* INDICATES INTRASTATE PROJECT

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: 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					UNFUNDED						
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
HAZARD ELIMINATION PROJECTS																			
PITT	SR 2241 IVEY ROAD	SF-4902A	SR 1727 (EASTERN PINES ROAD). IMPROVE INTERSECTION.		190	190													
UNDER CONSTRUCTION																			
PASSENGER RAIL PROJECTS																			
PITT	GREENVILLE	P-5000	TRACK IMPROVEMENTS AT NORFOLK SOUTHERN AND CSX TRANSPORTATION RAILROADS. STREAMLINE RAIL NETWORK TO MINIMIZE BLOCKING OF HIGHWAY-RAILROAD AT GRADE CROSSINGS.		3100	3100													
IN PROGRESS																			

Draft STIP



PUBLIC TRANSPORTATION PROGRAM
(Urban With Funds)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS
FISCAL YEARS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS						
						FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM										
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020					
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TG-4759B	PREVENTIVE MAINTENANCE - PARATRANSIT	25843	4328	FUZ	3462	3362	3462	3462	3462											
						L	866	841	866	866	866											
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TG-4957O	ADA PARATRANSIT SERVICE	3173	598	FUZ	412	412	412	412	412											
						L	103	103	103	103	103											
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TG-5105	ROUTINE CAPITAL: BUS STOP SHELTERS, BENCHES, SHOP EQUIP., SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.	1496	496	FUZ	800															
						L	100															
						STAT	100															
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TN-4706	NEW FREEDOM - BEYOND AM. DISABILITY ACT REQUIREMENTS	1267	107	FNF	93	93	93	93	93	93	93	93	93	93	93	93	93	93	93	
						L	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
						STAT	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TO-4971	OPERATING ASSISTANCE	21725	1975	STAT	1975	1975	1975	1975	1975	1975	1975	1975	1975	1975	1975	1975	1975	1975	1975	
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TO-4980	OPERATIONAL ASSISTANCE - HEAT (C-4953)	797		FUZ	388	250														
						L	97	62														
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TO-5101	OPERATIONAL ASSISTANCE - CMAQ TRANSFERRED TO FTA	1727	863	CMAQ	657															
						L	207															
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TO-5125	OPERATING ASSISTANCE - PRIORITY SERVICE	6849	1222	CMAQ	1827	1827	849													
						L	456	456	212													
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TP-4712	PLANNING ASSISTANCE	502		FUZ			100	100	200											
						L			13	13	25											
						STAT			13	13	25											
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TP-5101	PLANNING ASSISTANCE - 5303/04 FUNDS	1631	123	FMPL	100	100	100	100	200	100	100	100	100	100	100	100	100	100	200	
						L	13	13	13	13	25	13	13	13	13	13	13	13	13	13	25	
						STAT	13	13	13	13	25	13	13	13	13	13	13	13	13	13	25	
PITT	GREENVILLE AREA TRANSIT	TA-4773	EXPANSION BUS	10500	3900	FBUS				800												
						FUZ				1040					1120		1200				1280	
						L				130					140		150				160	
						STAT				130					140		150				160	
PITT	GREENVILLE AREA TRANSIT	TA-4965	REPLACEMENT BUS	7350	950	FBUS				2080					560	1200				1280		
						L				260					70	150				160		
						STAT				260					70	150				160		
PITT	GREENVILLE AREA TRANSIT	TD-4716B	FACILITY: INTERMODAL CENTER - NEW DESIGN, ACQUISITION, CONSTRUCTION	1585	1585																	
PITT	GREENVILLE AREA TRANSIT	TG-4767	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.	738	179	FUZ	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	
						FUZST	99															
						L	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

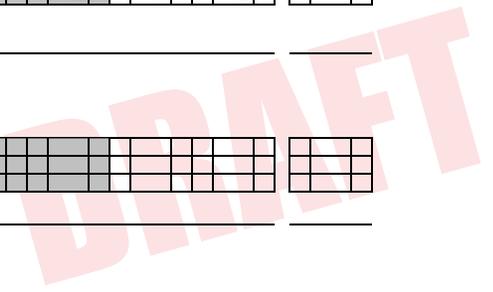


PUBLIC TRANSPORTATION PROGRAM
(Urban With Funds)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS
FISCAL YEARS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PITT	GREENVILLE AREA TRANSIT	TG-5106S	SAFETY & SECURITY	444	79	FUZ		79	13	14	15	161	21	15	15	16	16	
PITT	GREENVILLE AREA TRANSIT	TG-5107B	PREVENTIVE MAINTENANCE: FIXED ROUTE	4270		FUZ		362	362	362	362	362	362	362	362	362	362	
						L		65	65	65	65	65	65	65	65	65	65	
PITT	GREENVILLE AREA TRANSIT	TG-5107C	ADA PARATRANSIT SERVICE	1390		FUZ		111	111	111	111	111	111	111	111	111	111	
						L		28	28	28	28	28	28	28	28	28	28	
PITT	GREENVILLE AREA TRANSIT	TO-4726	OPERATING ASSISTANCE	14608	1468	FUZ		520	520	520	520	520	520	520	520	520	520	
						FUZST		50										
						L		520	520	520	520	520	520	520	520	520	520	
						STAT		269	269	269	269	269	269	269	269	269	269	
PITT	GREENVILLE AREA TRANSIT	TP-5107A	PLANNING ASSISTANCE - 5303/04 FUNDS	363	33	FMPL		27	27	27	27	27	27	27	27	27	27	
						L		3	3	3	3	3	3	3	3	3	3	
						STAT		3	3	3	3	3	3	3	3	3	3	
PITT	GREENVILLE AREA TRANSIT	TP-5107B	PLANNING ASSISTANCE - 5 YEAR PLAN	200		FUZ		80					80					
						L		10					10					
						STAT		10					10					
DAVIDSON GUILFORD RANDOLPH	HI-TRAN	TG-4814	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC. (INCLUDES \$40K CAPITAL COST OF CONTRACTING)	2519	229	FUZ		181	181	181	181	181	181	181	181	181	181	
						L		48	48	48	48	48	48	48	48	48	48	
DAVIDSON GUILFORD RANDOLPH	HI-TRAN	TG-5121S	SAFETY & SECURITY	39	14	FUZ												
DAVIDSON GUILFORD RANDOLPH	HI-TRAN	TM-4713	SAFETY AND SIDEWALKS ADJACENT TO BUS ROUTES	300	300													
DAVIDSON GUILFORD RANDOLPH	HI-TRAN	TO-4790	OPERATING ASSISTANCE	29675	3135	FUZ		2131	2131	2131	2131	2131	2131	2131	2131	2131	2131	
						STAT		523	523	523	523	523	523	523	523	523	523	
DAVIDSON GUILFORD RANDOLPH	HI-TRAN	TT-5103	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY	189	189													
ONslow	JACKSONVILLE TRANSIT	TA-4943	EXPANSION BUS	1050	450	FUZ												
						L												
						STAT												

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

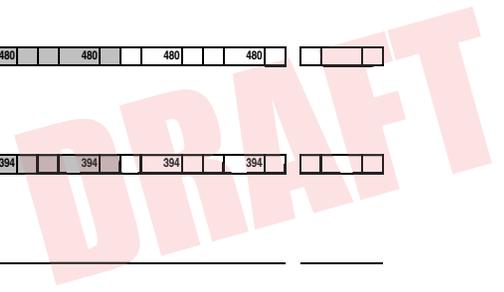




PUBLIC TRANSPORTATION PROGRAM (ROAP)

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										UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
BERTIE HALIFAX HERTFORD NORTHAMPTON		TL-5102	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3168	288	EDTAP	288	288	288	288	288	288	288	288	288	288			
CASWELL DAVIDSON MONTGOMERY RANDOLPH ROCKINGHAM		TL-5103	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	5489	499	EDTAP	499	499	499	499	499	499	499	499	499	499			
ALEXANDER BURKE CALDWELL CATAWBA		TL-5104	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	4411	401	EDTAP	401	401	401	401	401	401	401	401	401	401			
ALLEGHANY ASHE AVERY MITCHELL WATAUGA WILKES YANCEY		TL-5105	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	5313	483	EDTAP	483	483	483	483	483	483	483	483	483	483			
ANSON STANLY UNION		TL-5106	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3091	281	EDTAP	281	281	281	281	281	281	281	281	281	281			
CARTERET CRAVEN JONES ONSLOW PAMLICO		TL-5107	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	4598	418	EDTAP	418	418	418	418	418	418	418	418	418	418			
BEAUFORT MARTIN PITT		TL-5108	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	2904	264	EDTAP	264	264	264	264	264	264	264	264	264	264			
CLEVELAND GASTON IREDELL LINCOLN		TL-5109	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	5280	480	EDTAP	480	480	480	480	480	480	480	480	480	480			
BUNCOMBE HAYWOOD MADISON TRANSYLVANIA		TL-5110	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	4334	394	EDTAP	394	394	394	394	394	394	394	394	394	394			



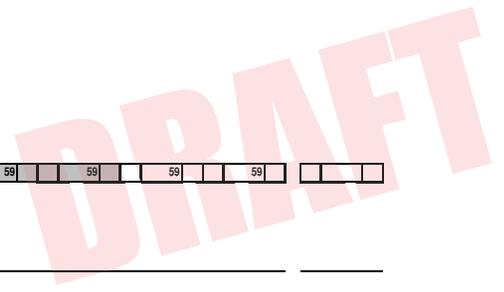
ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



PUBLIC TRANSPORTATION PROGRAM (ROAP)

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										UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
CASWELL DAVIDSON MONTGOMERY RANDOLPH ROCKINGHAM		TJ-5101	OPS FOR EMPLOYMENT TRANSPORTATION	1815	165	OAWP	165	165	165	165	165	165	165	165	165	165			
ALEXANDER BURKE CALDWELL CATAWBA		TJ-5102	OPS FOR EMPLOYMENT TRANSPORTATION	1111	101	OAWP	101	101	101	101	101	101	101	101	101	101			
ALLEGHANY ASHE AVERY MITCHELL WATAUGA WILKES YANCEY		TJ-5103	OPS FOR EMPLOYMENT TRANSPORTATION	902	82	OAWP	82	82	82	82	82	82	82	82	82	82			
ANSON STANLY UNION		TJ-5104	OPS FOR EMPLOYMENT TRANSPORTATION	1023	93	OAWP	93	93	93	93	93	93	93	93	93	93			
JONES CARTERET CRAVEN JONES ONSLOW PAMLICO		TJ-5105	OPS FOR EMPLOYMENT TRANSPORTATION	1254	114	OAWP	114	114	114	114	114	114	114	114	114	114			
BEAUFORT MARTIN PITT		TJ-5106	OPS FOR EMPLOYMENT TRANSPORTATION	737	67	OAWP	67	67	67	67	67	67	67	67	67	67			
CAMDEN CHOWAN CURRITUCK DARE GATES HYDE PASQUOTANK PERQUIMANS TYRRELL WASHINGTON		TJ-5107	OPS FOR EMPLOYMENT TRANSPORTATION	715	65	OAWP	65	65	65	65	65	65	65	65	65	65			
BERTIE HALIFAX HERTFORD NORTHAMPTON		TJ-5108	OPS FOR EMPLOYMENT TRANSPORTATION	649	59	OAWP	59	59	59	59	59	59	59	59	59	59			



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS



PUBLIC TRANSPORTATION PROGRAM
(Unfunded Urban)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS
FISCAL YEARS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
GASTON	GASTONIA TRANSIT	TG-5225u	SECURITY AND SAFETY																
GASTON	GASTONIA TRANSIT	TG-5226u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT																
GASTON	GASTONIA TRANSIT	TO-5204u	OPERATING ASSISTANCE																
GASTON	GASTONIA TRANSIT	TT-5205u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY	75	75	FED													
WAYNE	GATEWAY	TD-5102u	FACILITY: INTERMODAL CENTER, REHAB UNION STATION	1704	1704	FED													
WAYNE	GATEWAY	TG-5227u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT																
WAYNE	GATEWAY	TG-5228u	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.																
WAYNE	GATEWAY	TT-5206u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC CONTROL																
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TA-4767Bu	REPLACEMENT BUSES: PARATRANSIT	5103		FED		1053			1890		974		1186				
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TA-4771u	REPLACEMENT BUSES: FIXED ROUTE ALTERNATIVE FUEL	1736		FED		1479		5078		5230				5549			
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TD-5114u	FACILITY: TRANSFER STATION	2108		FED		2108											
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TG-5105u	ROUTINE CAPITAL: BUS STOP SHELTERS, BENCHES, SHOP EQUIP., SPARE PARTS, ENGINES, SERVICE VEHICLES, ETC.																
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TG-5229u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT																
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TT-5108u	TECHNOLOGY: AUTOMATED VEHICLE LOCATORS AND MOBILE DATA TERMINALS FOR PARATRANSIT	200	200	FED													
GUILFORD	GREENSBORO TRANSIT AUTHORITY	TT-5207u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY																
PITT	GREENVILLE AREA TRANSIT	TD-4716Cu	FACILITY: INTERMODAL CENTER - NEW DESIGN, ACQUISITION, CONSTRUCTION																
PITT	GREENVILLE AREA TRANSIT	TD-5206u	FACILITY: BUS BAYS																
PITT	GREENVILLE AREA TRANSIT	TD-5208u	FACILITY: TRANSIT CENTER																
PITT	GREENVILLE AREA TRANSIT	TD-5211u	FACILITY: TRANSIT CENTER																
PITT	GREENVILLE AREA TRANSIT	TG-5231u	SECURITY AND SAFETY																



ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

STATEWIDE PROJECTS

FISCAL YEARS: 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										UNFUNDED FUTURE YEARS
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
INTERSTATE PROJECTS																	
STATEWIDE	I-95	M-0412	CORRIDORS OF THE FUTURE PROGRAM. INTERSTATE MAINTENANCE DISCRETIONARY FUNDS (IMD) FOR IMPROVEMENTS TO I-95 FROM FLORIDA TO VIRGINIA. NORTH CAROLINA TO PROVIDE FUNDS TO ADJOINING STATES UNDER TERMS OF AN AGREEMENT.		16800	16800											
IN PROGRESS																	
STATEWIDE	VARIOUS	I-9999	IM BALANCE.	0.0													
STATEWIDE	VARIOUS	I-9998	INTERSTATE PREVENTATIVE MAINTENANCE.														
RURAL PROJECTS																	
STATEWIDE	VARIOUS	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.		1372	372	S	N	100	N	100	N	100	N	100	N	100
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT	0.0	1500	1500											
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		15980	5980	S	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.		14900	5900	S	PE	900	PE	900	PE	900	PE	900	PE	900
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITIATIVES.		3000	3000											
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS		6978	2978	S	PE	400	PE	400	PE	400	PE	400	PE	400
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		2800	1200	S	PE	160	PE	160	PE	160	PE	160	PE	160
IN PROGRESS																	
STATEWIDE	VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		375230	175230	STP	C	20000	C	20000	C	20000	C	20000	C	20000
IN PROGRESS																	

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: 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	
								5 YEAR WORK PROGRAM										FUTURE YEARS	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
RURAL PROJECTS																			
STATEWIDE	VARIOUS	R-4500	ECONOMIC DEVELOPMENT.		10000		S	C	5000	C	5000								
IN PROGRESS																			
STATEWIDE	VARIOUS	R-2929	NATIONAL PARKS SERVICE SPOT SAFETY AND SIGN REHABILITATION.	0.0	1000		FLPP	C	100	C	100	C	100	C	100	C	100	C	100
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																			
STATEWIDE	VARIOUS	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.		41878	16878	STP	N	2500	N	2500	N	2500	N	2500	N	2500	N	2500
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT)		103412	63412	STP	C	4000	C	4000	C	4000	C	4000	C	4000	C	4000
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4066	WETLAND RESTORATION PROGRAM. COMPLETION OF WATERSHED ASSESSMENT PLANS IN ALL SEVENTEEN (17) RIVER BASINS TO IDENTIFY WETLAND AND STREAM RESTORATION PROJECTS FOR MITIGATION.		17500	17500													
IN PROGRESS																			
STATEWIDE	VARIOUS	R-8888	STATEWIDE PLANNING FOR TRAFFIC FORECASTING, PRE-TIP PLANNING AND PURPOSE AND NEED STUDIES.		1494	494	S	F	100	F	100	F	100	F	100	F	100	F	100
IN PROGRESS																			
STATEWIDE	VARIOUS	R-2930	NATIONAL PARKS SERVICE EMERGENCY PAVEMENT REHABILITATION.	0.0	700		FLPP	C	70	C	70	C	70	C	70	C	70	C	70
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																			
STATEWIDE	VARIOUS	R-4454	IMPROVEMENT PROJECTS THAT FURTHER ECONOMIC GROWTH AND DEVELOPMENT IN SMALL URBAN AND RURAL AREAS.		47000	47000													
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC)	0.0	230792	100792	IM	C	9750	C	9750	C	9750	C	9750	C	9750	C	9750
							NHS	C	3250	C	3250	C	3250	C	3250	C	3250	C	3250
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.		22632	12632	STP	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000
IN PROGRESS																			

* INDICATES INTRASTATE PROJECT

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

STATEWIDE PROJECTS

FISCAL YEARS: 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										UNFUNDED							
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS						
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020								
FEDERAL BRIDGE PROJECTS																									
STATEWIDE	VARIOUS	BR-5100	REHABILITATE BRIDGES AT SELECTED LOCATIONS.		150000		FA																		
								SCHEDULED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY																	
STATEWIDE	VARIOUS	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860																			
								UNDER CONSTRUCTION																	
STATEWIDE	VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100																			
								IN PROGRESS																	
BICYCLE AND PEDESTRIAN PROJECTS																									
STATEWIDE	VARIOUS	EB-5130	BICYCLE MAPS AND ROUTES. REVISE, UPDATE, REPRINT MAPS AND SIGN ROUTES.		600		STPEB MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP
								A NORTH CAROLINA BICYCLE HIGHWAY MAPS. B LOCAL BICYCLE MAPS. C URBAN, REGIONAL AND COUNTY BICYCLE MAPS.																	
STATEWIDE	VARIOUS	EB-2956	STATEWIDE BICYCLE PROGRAM.	0.0	13645	8645	STPEB C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C	500	C
								IN PROGRESS																	
STATEWIDE	VARIOUS	EB-2966	SAFETY-EDUCATION PROJECTS.	0.0	670	420	STPEB B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B	25	B
								IN PROGRESS																	
STATEWIDE	VARIOUS	EB-4012	NORTH CAROLINA BICYCLING HIGHWAYS NO. 10 (SANDHILLS SECTOR): MAPPING AND SIGNING.	0.0																					
								DELETED - WORK TO BE ACCOMPLISHED UNDER EB-3120																	
STATEWIDE	VARIOUS	EB-4013	SPOT IMPROVEMENTS: SHORT PAVEMENT SECTIONS, BICYCLE RACKS AND SIGNING NEEDS.	0.0	3830	2830	STPEB C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C	100	C
								IN PROGRESS																	
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.		9880	7880	STPEB C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C	200	C
								IN PROGRESS																	
STATEWIDE	VARIOUS	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	0.0	5600	4100	STPEP C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C
								IN PROGRESS																	
STATEWIDE	VARIOUS	EB-5118	STATEWIDE BIKE AND PEDESTRIAN FACILITY DEVELOPMENT.		3331	3331																			
								IN PROGRESS																	

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: 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	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED									
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS									
BICYCLE AND PEDESTRIAN PROJECTS																											
STATEWIDE	VARIOUS	EB-9999	BIKE-PEDESTRIAN BALANCE		30000		STPEB							C	5000	C	5000	C	5000	C	5000	C	5000				
STATEWIDE	REGIONAL	EB-4410	AREA-WIDE BICYCLE IMPROVEMENTS FEASIBILITY STUDIES.		200	150	STPEB	F	5	F	5	F	5	F	5	F	5	F	5	F	5	F	5				
IN PROGRESS																											
CONGESTION MITIGATION PROJECTS																											
STATEWIDE	NC RAILROAD	C-4901	RAIL DIVISION, CONSTRUCT A SECOND MAIN LINE BETWEEN THOMASVILLE AND LEXINGTON IN DAVIDSON COUNTY.		52295	7776	STHSR	PE	1119	PE	1135	PE	1154														
							STHSR	R	2749	R	5852	R	5951														
							STHSR	C	4475	C	12045	C	7789														
							O	C	750	C	750	C	750														
A NCRRIP - RESTORE DOUBLE TRACK, BOWERS TO LAKE - UNDER CONSTRUCTION.																											
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.	0.0	6702	6702																					
IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES																											
STATEWIDE	VARIOUS	C-4982	TRANSPORTATION OPERATIONS CENTER TO ALLOW COORDINATED STATE AND REGIONAL TRANSPORTATION FUNCTIONS IN CONJUNCTION WITH THE STATE HIGHWAY PATROL COMMUNICATIONS CENTER AND OTHER EMERGENCY SERVICES PROVIDERS.		6900	6900																					
IN PROGRESS																											
STATEWIDE	NON-ATTAINMENT AND MAINTENANCE AREAS	C-5100	SCHOOL BUS DIESEL PARTICULATE FILTER AND CLOSED CASE VENTILATION SYSTEM RETROFITS.		2000	2000																					
IN PROGRESS BY DEPARTMENT OF AIR QUALITY																											
STATEWIDE	NORTH CAROLINA DIVISION OF AIR QUALITY	C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		1500	500	CMAQ	N	80	N	80	N	80	N	80	N	80	N	80	N	80	N	80				
							O	N	20	N	20	N	20	N	20	N	20	N	20	N	20	N	20				
IN PROGRESS BY DEPARTMENT OF AIR QUALITY																											
STATEWIDE	STATEWIDE	C-9999	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS		123000		CMAQ																				

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: 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										UNFUNDED FUTURE YEARS								
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM													
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020									
ENHANCEMENT PROJECTS (ROADSIDE)																									
STATEWIDE	VARIOUS	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	0.0	1781	1031	STPEL	N	75	N	75	N	75	N	75	N	75	N	75	N	75				
							IN PROGRESS																		
STATEWIDE	VARIOUS	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	0.0	13429	9429	STPEL	L	400	L	400	L	400	L	400	L	400	L	400	L	400				
							IN PROGRESS																		
STATEWIDE	VARIOUS	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.	0.0	17849	11849	STPEL	L	600	L	600	L	600	L	600	L	600	L	600	L	600				
							IN PROGRESS																		
STATEWIDE	VARIOUS	ER-2973	ROADSIDE BEAUTIFICATION PROJECTS IN ALL FOURTEEN HIGHWAY DIVISIONS.	0.0	62993	32993	STPEL	L	3000	L	3000	L	3000	L	3000	L	3000	L	3000	L	3000				
							IN PROGRESS																		
STATEWIDE	VARIOUS	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	0.0	27358	13358	STPER	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400				
							IN PROGRESS																		
STATEWIDE	BLUE RIDGE PARKWAY	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION.	101.4	2200	2200																			
							IN ACQUISITION																		
HAZARD ELIMINATION PROJECTS																									
STATEWIDE	VARIOUS	SI-4902	FREEWAY SIGNING INITIATIVE. INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.		200	200																			
							UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	SI-4901	NO NEED 2 SPEED SAFETY INITIATIVE. SIGNING, EVALUATION, AND IMPLEMENTATION.		280	280																			
							IMPLEMENTATION IN PROGRESS																		
STATEWIDE	VARIOUS	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.		250	250																			
							UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	SI-4735	SAFETY MANAGEMENT INITIATIVES.		1107	1107																			
							IN PROGRESS																		
STATEWIDE	VARIOUS	W-4715	POSITIVE MEDIAN BARRIER PROJECTS.		9000		HES	C	500	C	500	C	1000	C	1000	C	1000	C	1000	C	1000				
STATEWIDE	VARIOUS	W-9999	HIGH HAZARD BALANCE, FISCAL YEARS 11-15.	0.0	117000		HES									C	19500	C	19500	C	19500	C	19500		

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: 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										UNFUNDED		
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
HAZARD ELIMINATION PROJECTS																				
STATEWIDE	VARIOUS	W-5301	LANE DEPARTURE SYSTEMIC IMPROVEMENTS.		50000		HES	C	5000	C	5000	C	5000	C	5000	C	5000			
STATEWIDE	VARIOUS	W-4716	MEDIAN INLET REPLACEMENT PROJECT.																	
UNDER CONSTRUCTION																				
STATEWIDE	VARIOUS	W-4714	RUMBLE STRIPS, SHOULDERS, ROADSIDE SAFETY IMPROVEMENTS, AUXILIARY TURN LANES, RAISED PAVEMENT MARKERS AND PROFILE PAVEMENT MARKINGS.		10050	50	HES	C	1000	C	1000	C	1000	C	1000	C	1000			
STATEWIDE	VARIOUS	W-4447	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		75829	23829	HES	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200			
IN PROGRESS																				
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		10000		HES	C	1000	C	1000	C	1000	C	1000	C	1000			
SAFE ROUTES TO SCHOOLS																				
STATEWIDE	VARIOUS	SR-5000	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.		1925	925	SRTS	N	100	N	100	N	100	N	100	N	100			
IN PROGRESS																				
STATEWIDE	VARIOUS	SR-5001	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL COMSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		45307	1307	SRTS	R	400	R	400	R	400	R	400	R	400			
							SRTS	C	4000	C	4000	C	4000	C	4000	C	4000			
IN PROGRESS																				
PASSENGER RAIL PROJECTS																				
STATEWIDE	VARIOUS	P-3809	RAILROAD SAFETY INSPECTIONS IN ALL FOURTEEN (14) DIVISIONS.		5810	4310	RR	I	50	I	50	I	50	I	50	I	50			
							T2001	I	100	I	100	I	100	I	100	I	100			
IN PROGRESS																				
STATEWIDE	VARIOUS	P-4702	MAINTENANCE OF RAILROAD TRACK AND SIGNAL IMPROVEMENTS.		14130	5730	T2001	C	840	C	840	C	840	C	840	C	840			
IN PROGRESS																				
STATEWIDE	VARIOUS	P-5202	ENVIRONMENTAL STUDIES FOR RAIL CAPITAL PROJECTS.		19251		T2001	C	1750	C	1787	C	1824	C	1863	C	1902			
STATEWIDE	VARIOUS	P-4701	CAPACITY AND TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS, NEW EQUIPMENT AND MATCH FOR FEDERAL FUNDS.		173118	98518	T2001	C	7460	C	7460	C	7460	C	7460	C	7460			
							A RESTORE DOUBLE TRACK TO HOSKINS - UNDER CONSTRUCTION.													
PART UNDER CONSTRUCTION																				

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: 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										UNFUNDED FUTURE YEARS					
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM										
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020						
PASSENGER RAIL PROJECTS																						
STATEWIDE	VARIOUS	P-4700	RAILROAD STATION REHABILITATION PROJECTS.		6900	6900																
IN PROGRESS																						
STATEWIDE	VARIOUS	P-4404	SOUTHEAST HIGH SPEED RAIL CORRIDOR. UPDATE RAIL CROSSING INVENTORY FROM SOUTH CAROLINA STATE LINE TO THE VIRGINIA STATE LINE VIA RALEIGH AND CHARLOTTE AND THE APEX/CARY BYPASS SEGMENT.		150	150																
IN PROGRESS																						
STATEWIDE	VARIOUS	P-4001	RAIL INDUSTRIAL ACCESS PROGRAM.	0.0	19000	9000	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
IN PROGRESS																						
STATEWIDE	VARIOUS	P-3814	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN SOUTH END SEHSRC TRAFFIC SEPARATION STUDY. RIGHT OF WAY TO BE ACQUIRED BY MUNICIPALITIES.	0.0	597	597																
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	P-3419	SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.	0.0	12307	12307																
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	P-5003	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA FAYETTEVILLE.		132357	2356	T2001											C	130001			
RIGHT OF WAY IN PROGRESS																						
STATEWIDE	VARIOUS	P-5004	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA GOLDSBORO.		192087	3086	T2001											C	189001			
RIGHT OF WAY IN PROGRESS																						
STATEWIDE	VARIOUS	P-3418	PLANNING, MANAGEMENT AND RESEARCH STUDIES.	0.0	14367	6367	T2001	F	800	F	800	F	800	F	800	F	800	F	800			
IN PROGRESS																						
STATEWIDE	VARIOUS	P-3309	AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	0.0	9452	6452	RR	C	150	C	150	C	150	C	150	C	150	C	150			
IN PROGRESS																						

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

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COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
								5 YEAR WORK PROGRAM										FUTURE YEARS	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS																			
STATEWIDE	VARIOUS	P-3815	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN NEWTON-HICKORY-CONOVER MPO TRAFFIC SEPARATION STUDY.	0.0	1620	1620													
UNDER CONSTRUCTION																			
STATEWIDE	VARIOUS	Y-4100	HIGHWAY-RAIL CROSSINGS SAFETY IMPROVEMENTS AND INVENTORY PASSENGER ROUTES.		15384	5384	RR	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000
UNDER CONSTRUCTION																			
STATEWIDE	VARIOUS	Y-9999	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS, PASSENGER ROUTES.		13215	8315	RR	C	490	C	490	C	490	C	490	C	490	C	490
IN PROGRESS																			
STATEWIDE	VARIOUS	Y-4415	HIGHWAY-RAIL CROSSING INVENTORY.		3075	2575	RR	C	50	C	50	C	50	C	50	C	50	C	50
IN PROGRESS																			
STATEWIDE	VARIOUS	Y-4800	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		17285	17285													
IN PROGRESS																			
STATEWIDE	VARIOUS	Z-4100	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.		9000	9000													
IN PROGRESS																			
STATEWIDE	VARIOUS	Z-5200	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.																
IN PROGRESS																			
STATEWIDE	VARIOUS	Z-9999	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS.		90511	25511	RR	C	6500	C	6500	C	6500	C	6500	C	6500	C	6500
IN PROGRESS																			
STATEWIDE	CSX	P-5005	HIGH PRIORITY NORTH-SOUTH RAIL CORRIDOR OF THE FUTURE.		25975	950	STHSR	PE	425	A									
							STHSR	R	503	A									
							STHSR	C	5326	A									
							STHSR	PE	430	B									
							STHSR	R	400	B									
							STHSR	C	5941	B									
							T2001	C	4000										
							O	C	8000										
A PIEDMONT CORRIDOR - CSXT MP A 101.0 (ENFIELD CROSSING). B PIEDMONT CORRIDOR - CSXT MP A 115.9 (ARMSTRONG CROSSING).																			
STATEWIDE	NCRR	P-3414	TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.	0.0	71500	61500	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000
IN PROGRESS																			

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

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COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS																			
STATEWIDE	NCRR-CSX	P-3819	FEDERALLY-DESIGNATED HIGH SPEED RAIL CORRIDOR BETWEEN CHARLOTTE AND VIRGINIA STATE LINE, ENVIRONMENTAL STUDY, PRELIMINARY ENGINEERING, RIGHT OF WAY, DESIGN AND CONSTRUCTION.	260.0	16894	8746		T2001	R	1695									
								O	R	3955									
								STHSR	PE	12	A	PE	12	A	PE	12	A		
								STHSR	R	5	A	R	11	A	R	11	A		
								STHSR	C	478	A	C	967	A	C	990	A		
								A FAIRGROUNDS CROSSING.											
								IN PROGRESS											
STATEWIDE	STATEWIDE	Z-5100	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.					IN PROGRESS											
ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)																			
STATEWIDE	VARIOUS	K-4704	INTERSTATE REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.		6700	2700		IMPM	C	400	C	400	C	400	C	400	C	400	
								IN PROGRESS											
ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)																			
STATEWIDE	VARIOUS	L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0.0	3303	2403		PLF	L	90	L	90	L	90	L	90	L	90	
								IN PROGRESS											
STATEWIDE	VARIOUS	L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0.0	26960	15960		PLF	L	1100	L	1100	L	1100	L	1100	L	1100	
								IN PROGRESS											
STATEWIDE	VARIOUS	L-2500	COLOR AND CANOPY AND TREE PLANTING.	0.0	5743	743		PLF	L	500	L	500	L	500	L	500	L	500	
								IN PROGRESS											
STATEWIDE	VARIOUS	S-5001	NORTH CAROLINA SCENIC BYWAYS LAND CONSERVATION INITIATIVE TO IMPLEMENT RESOURCE PROTECTION AND HERITAGE TOURISM DEVELOPMENT TO ENHANCE AND PRESERVE SCENIC VISTAS AND TOURISM CORRIDORS ALONG 26 OF NORTH CAROLINA'S SCENIC BYWAYS.		316	316		IN PROGRESS											

* INDICATES INTRASTATE PROJECT

Major changes from current STIP to Draft 2012-2018 STIP

HIGHWAY PROJECTS

SW Bypass: (from NC11 to US264 Bypass)

	Current STIP	Draft 2012-2018 STIP
ROW:	FY 09-10	ROW: FY 18-20
Construction:	unfunded	Section A: scheduled for FY20 (not technically in TIP) Section B&C: unfunded

NC33 (North) widening: (from US264 Bypass to US64 in Tarboro)

	Current STIP	Draft 2012-2018 STIP
ROW:	FY 14	FY 19 – 20
Construction:	unfunded	unfunded

Evans St/Old Tar Rd widening: (from Greenville Blvd to Worthington Rd)

	Current STIP	Draft 2012-2018 STIP
ROW:	FY 15	FY 19
Construction:	unfunded	FY20 (construction only partially indicated; remaining amount is unfunded)

Firetower Rd Extension: (from NC11 to Frog Level Rd)

	Current STIP	Draft 2012-2018 STIP
ROW:	unfunded	FY 20 Additional ROW and Construction are unfunded.
Construction:	unfunded	unfunded

FEASIBILITY STUDY PROJECTS

Greenville Blvd widening: (NC11 to NC33)

	Current STIP	Draft 2012-2018 STIP
Feasibility Study	Not in Current STIP	In Current STIP (no specific FY)

BRIDGE PROJECTS

Municipal Bridge Project:King George Rd over Meeting House Branch:

	Current STIP	Draft 2012-2018 STIP
ROW:	2011	Programmed for planning and environmental studies only
Construction:	2012	unfunded

		TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK																	
		STATE TRANSPORTATION IMPROVEMENT PROGRAM																	
		5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				"UNFUNDED"								
ROUTE/CITY	COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS
<i>2011-2020 Draft TIP (August 2010)</i>																			
GREENVILLE	PITT	U-5160	SR 1467 (STANTONSBURG ROAD) AT ARLINGTON BOULEVARD. CONSTRUCT AN ADDITIONAL LEFT TURN LANE.	92	92														
<i>2009-2015 TIP (June 2008)</i>																			
						UNDER CONSTRUCTION													
					0														

Draft STIP

RESOLUTION NO. 2009-04-GUAMPO

RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S 2009-2010 TRANSPORTATION IMPROVEMENT PRIORITIES TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization held public informational meetings on January 7th and January 9th and a 30-day comment period to receive citizens' input on the Transportation Improvement Priorities; and

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 17th day of March 2009, to consider needed transportation improvement priorities;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation improvements, listed by category in order of priority, are recommended to the North Carolina Department of Transportation for inclusion in the Transportation Improvement Program:

2009-2010 TRANSPORTATION IMPROVEMENT PRIORITIES

HIGHWAY IMPROVEMENTS

- 1.* **SOUTHWEST BYPASS** - Construct a four-lane, median divided, limited access facility on new location from US-264 west of Greenville to NC-11 near Ayden with a bypass of Winterville (7.8 miles) (**ID No. R-2250**).
2. **TENTH STREET CONNECTOR** - Improve existing multi-lane, curb and gutter facility with sidewalk, bicycle, and landscaping improvements on Farmville Boulevard from Memorial Drive (NC-11/43/903) to Fourteenth Street; and new location multi-lane urban section facility from Fourteenth Street to Dickinson Avenue (SR-1598) at Tenth Street (SR-1598) with a grade separation at CSX Railroad (0.9 miles) (**ID No. U-3315**).
- 3.* **EVANS STREET AND OLD TAR ROAD (SR-1700)** - Widen existing two/three-lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements from Greenville Boulevard (US-264A) to Worthington Road/Cooper Street (SR-1711) (3.8 miles) (**ID No. U-2817**)
4. **NC 43** - Widen existing two-lane roadway to a four-lane divided facility from Memorial Drive (NC 11/US 13) to US 264 (2.5 miles) (**ID No. U-5018**).
- 5.* **GREENVILLE BOULEVARD (US 264A/NC-43)** – Widen to six travel lanes and improve intersections from Memorial Drive (NC-11/903) to Tenth St. (4.5 miles).

- 6.* **FIRE TOWER ROAD PHASE II (SR-1708)** - Construct a multi-lane urban section facility on new location with sidewalk, bicycle, and landscaping improvements from Memorial Drive (NC-11/903) to Forlines Road (1.6 miles) (**ID No. U-3613**).
- 7.* **MAIN STREET (SR-1133)** - Reconstruct existing curb and gutter portion with sidewalk, landscaping, and bicycle improvements from NC-11 to the end of curb and gutter; widen existing two-lane roadway to a multi-lane urban section facility with sidewalk, landscaping, and bicycle improvements from the end of existing curb and gutter to the end of the existing pavement east of Old Tar Road (SR-1700).
- 8.* **FROG LEVEL ROAD (SR-1127)** – Widen to meet tolerable lane width requirements and to serve as a connector between US 13/US 264A and NC-903.
- 9.* **NC-33 WEST** - Widen roadway to a multi-lane rural section facility from US-264 in Greenville to US-64 southeast of Tarboro (17.9 miles) (**ID No. R-3407**).
- 10.* **FIRE TOWER ROAD PHASE III, EAST FIRE TOWER ROAD (SR-1725) FROM CHARLES BOULEVARD (NC-43) TO FOURTEENTH STREET EXTENSION (SR- 1704)** - Widen existing two-lane roadway to a multi-lane urban section facility from Charles Boulevard (NC-43) to Fourteenth Street Extension (SR-1704) (0.6 miles).
- 11.* **FOURTEENTH STREET (SR-1704)** - Widen existing two-lane roadway to a multi-lane urban section facility with intersection improvements from Red Banks to East Fire Tower Road (SR-1725) (1.12 miles).
- 12.* **NORTHEAST BYPASS INCLUDING THE US-264/NC-33 EAST CONNECTOR** - Construct a four-lane, median divided, limited access facility on new location from US-264 Northwest Bypass to NC-33 East with a new bridge over the Tar River east of Greenville (9.2 miles) (**ID No. U-3430**).
- 13.* **FIRE TOWER ROAD PHASE IV, EAST FIRE TOWER ROAD (SR-1725) FROM FOURTEENTH STREET EXTENSION (SR- 1704) TO PORTERTOWN ROAD (SR 1726) AND PORTERTOWN ROAD** - Widen existing two-lane roadways to multi-lane urban section facilities on East Fire Tower Road from Fourteenth Street Extension (SR-1704) to Portertown Road (SR-1726) (.75 miles), and Portertown Road from East Fire Tower Road (SR-1725) East 10th Street/NC 33 (1.43 miles). Includes intersection improvements at East Fire Tower Road and Portertown Road to change the primary movement to East Fire Tower Road and the northern leg of Portertown Road.
- 14.* **CHARLES BOULEVARD (NC-43 South)** – Widen existing two-lane and three-lane roadway to a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements from Bell’s Fork to Worthington Road (SR-1711) (3.0 miles).
- 15.* **ALLEN ROAD (SR-1203)** - Widen existing two and three lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements from Stantonsburg Road (SR-1200) to US-13/264A (2.3 miles).

- 16.* **IVY ROAD (SR-2241), TUCKER ROAD (SR-1759), AND AYDEN GOLF CLUB ROAD (SR-1723)** - Widen to meet tolerable lane width requirements, including straightening and realigning intersections, to serve as a connector between NC-102, NC-43 South, and NC-33 East.
- 17.* **NC 102**, from NC 11 to Verna Avenue, widen to a multi-lane facility with sidewalks.
- 18.* **FOURTEENTH STREET**, Railroad grade separation at CSX Transportation crossing 641, 641E (ID No. U-3839).
- 19.* **FORLINES ROAD**, from SW Bypass Interchange to NC 11, Widen existing two-lane roadway to multi-lane urban section facility including bicycle and pedestrian facilities.
- 20.* **NC 903**, from NC 11 to Greene County Line - Distance 7.6 miles - Widen existing pavement to 32 ft (4 ft widening either side to accommodate Bicycle) - Utility relocation, structure improvements, widen typical roadway section, various intersection improvements.

LOCAL PROJECTS

THOMAS LANGSTON ROAD EXTENSION – Construct on new location a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements from Memorial Drive (NC-11/903) at Thomas Langston Road (SR-1134) to Evans Street Extension (SR-1700)(1.14 miles).

BROWNLEA DRIVE EXTENSION PHASE II – Construct primarily on new location a multi-lane urban section facility with sidewalk from Tenth Street to Fourteenth Street (0.8 miles).

MAIN STREET EXTENSION - Construct new multi-lane urban section facility with sidewalk, landscaping, and bicycle improvements from end of roadway to Worthington Road (SR-1711).

BRIDGE REPLACEMENT IMPROVEMENTS

1. **MEMORIAL DRIVE (US 13/NC-11/903) OVER TAR RIVER BRIDGE NO. 38** - Replacement of existing bridges over the Tar River and overflow (**ID No. B-4786**).
2. **MT. PLEASANT CHURCH ROAD (SR-1418) BRIDGE 171** - Replacement of an existing bridge over Johnson's Mill Run (**ID No. B-4788**).
3. **STANTONSBURG ROAD (SR-1200) BRIDGE NO. 65** - Replacement of an existing bridge over Pinelog Branch (**ID No. B-4233**).
4. **JACK JONES ROAD (SR-1715) BRIDGE NO. 29** - Replacement of an existing bridge over Fork Swamp (**ID No. B-4603**).
5. **OLD RIVER ROAD (SR-1401) BRIDGE NO. 95** – Replacement of an existing bridge over Johnson's Mill Run (**ID No. B-4787**).

6. **AYDEN GOLF CLUB ROAD (SR-1723) BRIDGE NO. 25** - Replacement of an existing bridge over east branch of Swift Creek east of Ayden (**ID No. B-4237**).
- 7.* **WEYERHAEUSER ROAD (SR-1900) BRIDGE NO. 154** - Replacement of an existing bridge over branch of Swift Creek (**ID No. B-4791**).
8. **PORTERTOWN ROAD (SR-1726) BRIDGE NO. 219** – Replacement of an existing bridge over Hardee Creek, .2 miles east of King George Road (**ID No. B-4238**).
- 9.* **WORTHINGTON ROAD (SR-1711) BRIDGE NO. 28** – Replacement of an existing bridge over Fork Swamp (**ID No. B-4602**).
10. **FISHPOND ROAD (SR-1214) BRIDGE NO. 64** - Replacement of an existing bridge over Pinelog Creek with culvert (**ID No. B-4601**).
11. **NC-903 BRIDGE NO. 9** - Replacement of an existing bridge over Swift Creek east of Ayden (**ID No. B-4232**)
12. **KING GEORGE ROAD BRIDGE NO. 421** – Replacement of an existing bridge over Meeting House Branch. (**ID No. B-5100**)

RAILROAD CROSSING IMPROVEMENTS - In full support of railroad crossing improvements listed in the State TIP.

HIGHWAY SPOT SAFETY IMPROVEMENTS

- 1.* **NC-11/DAVENPORT FARM ROAD (SR-1128) INTERSECTION** - Improve safety and capacity at this intersection in Winterville.
- 2.* **NC-11/THOMAS LANGSTON ROAD (SR-1134) INTERSECTION** - Improve safety and capacity at this intersection in Greenville.
- 3.* **FIRE TOWER ROAD (SR-1708)/ARLINGTON BLVD AND COUNTY HOME ROAD (SR-1725) INTERSECTION** - Improve safety and capacity at this intersection in Greenville.
- 4.* **OLD TAR ROAD/MAIN STREET INTERSECTION**- Improve safety and capacity at this intersection; design and construct in anticipation of and accommodation of future widening on Old Tar Road (SR-1700) and Main Street (SR-1133) in Winterville.
- 5.* **COUNTY HOME ROAD (SR-1725) SAFETY IMPROVEMENTS** – Improve safety on County Home Road from Bells Chapel Road to Wintergreen Intermediate School, including adding a continuous turn lane.

- 6.* **D.H. CONLEY HIGH SCHOOL SAFETY IMPROVEMENTS** – Improve safety on Worthington Road (SR-1711) in front of D. H. Conley High School.
- 7.* **SOUTH CENTRAL HIGH SCHOOL AND CREEKSIDE ELEMENTARY SCHOOL SAFETY IMPROVEMENTS** – Improve safety on Forlines Road (SR-1126) in the vicinity of these schools.
- 8.* **NC-11 SOUTH/OLD SNOW HILL ROAD (SR-1113) INTERSECTION** - Improve safety and capacity at this intersection on the southwest side of Ayden.
- 9.* **NC-11 SOUTH/ELLIOT DIXON ROAD (SR-1154) INTERSECTION** - Improve safety and capacity at this intersection south of Ayden.
- 10.* **FORLINES ROAD/FROG LEVEL ROAD** - Improve safety and capacity at this intersection in Winterville.
- 11.* **NC 43/IVY ROAD** - Improve safety and capacity at this intersection in Winterville.

BICYCLE/PEDESTRIAN PROJECTS

1. **SOUTH TAR RIVER GREENWAY** – Construct new bicycle path along south side of Tar River from Greenville Bridge over Town Creek to Green Mill Run Greenway (3.0 miles). (ID No. EB-4702).
- 2.* **BIKEWAY SYSTEM IMPROVEMENTS** – Signs, pavement markings, maps, and brochures to develop the short-term “Bikeway 2000” system.
3. **GREEN MILL RUN GREENWAY** - Construct new bicycle path from Charles Boulevard to Evans Park. (ID No. EB-4996)
- 4.* **PARKERS CREEK GREENWAY/BICYCLE PATH** - Construct new bicycle path along Parkers Creek from SR-1579 (Staton Road) to River Park North (3.4 miles). (ID No. EB-4997)
- 5.* **GREEN MILL RUN, NATURAL CORRIDOR** – Construct new multi-use path from terminus of existing Green Mill Run greenway to where main stem of Green Mill Run meets a southern fork of the creek system, just East of Evans Road. Corridor would provide connectivity to the Green Mill Run Greenway.
- 6.* **SCHOOLHOUSE BRANCH GREENWAY & COMPLETION OF 3RD STREET CONNECTOR** – Construct multi-use path along Schoolhouse Branch from South Tar River Trail to medical complex area.

PUBLIC TRANSPORTATION

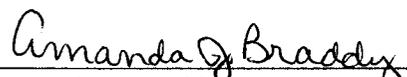
- 1. **RELOCATION OF CSX RAIL SWITCHING STATION** – Relocation of CSX switching station and track improvements on the Norfolk Southern and CSX systems (P-5000)
- 2.* **INTERMODAL TRANSPORTATION CENTER** – Design, acquire land, and construct a multimodal transfer center for intercity buses, GREAT, ECU Student Transit, PATS, taxis, and possibly passenger rail (ID No. TD-4716B).
- 3.* **PASSENGER RAIL SYSTEM (RALEIGH TO GREENVILLE)** – Feasibility/planning study for passenger rail service from Raleigh to Greenville, as described in NCDOT’s 2001 North Carolina Rail Plan.
- 4. **OPERATING, PLANNING AND CAPITAL ASSISTANCE** - For Transit operations from 07-01-09 through 06-30-17.
- 5.* **TRANSIT CAPITAL ITEMS** – Projects listed in 2009-2015 MTIP.

Adopted the 17th day of March 2009.



 Mayor Patricia C. Dunn, Chairperson
 Transportation Advisory Committee
 Greenville Urban Area

ATTEST:



 Amanda J. Braddy, TAC Secretary

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* Project is an UNMET NEED, where funding has not been programmed in the TIP for the project.



Item #4b - Attachment 3

Transportation Advisory Committee

Action Required

October 13, 2010

TO: Transportation Advisory Committee
 FROM: Daryl Vreeland, AICP, Transportation Planner
 SUBJECT: Proposed addition to MPO staff

Purpose: Justification for additional MPO staff position to perform current and foreseeable MPO-related tasks.

Discussion: Over the past two years, the MPO workload has been steadily increasing due to increasing requirements from local advocacy groups, new tasks associated with NCDOT's project prioritization process, and other recent regulatory requirements. Potential action from the EPA designating Pitt County as non-attainment in their new air quality standards further compounds the current staffing situation. Additionally, there are new State or Federal requirements that continually arise, such as refinement of criteria for NCDOT's prioritization process, loop project prioritization, criteria development for Mobility Fund projects, etc. NCDOT's new process for submitting transportation improvement projects through their online input tool requires significant data collection and preparation prior to their actual online submittal.

On a (typically) monthly basis, the current MPO staff person must prepare traffic reports that quantify the differential in traffic volumes as a result of requested parcel rezoning. Staff also attends the Greenville Planning and Zoning Commission meetings for those months when rezoning requests are under consideration, should any traffic-related questions arise. The volume of work associated with these tasks varies depending upon the volume of rezoning requests for a given month.

The MPO travel demand model needs periodical updating. This is specialized, technical work which demands a thorough review process and coordination with NCDOT and MPO member-agencies. The travel demand model will have to be updated with new socioeconomic data from the new Census data, and updated prior to the Long Range Transportation Plan (LRTP) updates.

Upon release of the upcoming Census data, MPO's will need to prepare a Limited English Proficiency plan. The purpose of a Limited English Proficiency (LEP) Plan is to demonstrate compliance with Title VI of the Civil Rights Act of 1964 and Executive Order 13166 (ensuring accessibility to programs and services to otherwise eligible persons who are not proficient in the English language). The LEP Plan is for persons who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English. MPO staff will need to conduct an analysis, report, plan development, and adoption resolution preparation for a Limited English Proficiency plan.

Further regulatory requirements will likely be brought forth resulting from a new Federal Transportation Bill. Currently, Congress is operating on a "continuing resolution" basis, which

provides funding for a specified, short-term timeframe. Once Congress advances a new six-year Federal transportation bill, there are likely to be numerous new goals, objectives, reporting, coordination, and documentation required, similar to new requirements implemented in the previous transportation bill. Evidence of the continual expansion of staff requirements resulting from these requirements can be witnessed by examining the Long Range Transportation Plan (LRTP) of 2004-2030 vis-à-vis the 2009-2035 plan. The simplest way to compare these reports is by comparing their number of pages. The 2004 plan contains 50 pages, and was developed before the previous Transportation Bill was enacted in 2005. The 2009 plan contains 158 pages. Subtracting 50 pages from 158 pages reveals that 108 additional pages were newly created. New requirements established in the previous Transportation Bill require an additional 108 pages to address. These requirements must now be continuously addressed and updated in every future update to the LRTP. The Public Involvement Plan (PIP) is another example of increasing regulatory burden. In 2008, the MPO adopted an update to the previous PIP. The 2008 version is 24 pages long. The previous version was 2 pages long. Additional regulations and requirements resulted in a 12-fold size increase. These, too, must be continuously addressed and updated. The trend is very clear: Federal regulations impose an increasing amount of requirements and those requirements are becoming more complex in nature. Therefore, an increasing amount of staff time is required for research, development, coordination, and production of required planning documents. Tasks resulting from additional and future regulatory requirements require approximately 0.4 FTE staff positions.

During the last few years, MPO-area residents have increasingly expressed an interest in bicycling and pedestrian issues. Resulting from this interest, several new advocacy groups have formed that are related to non-motorized modes of transportation. These organizations include Friends of Greenville Greenways (FROGGS), Eastern Carolina Injury Prevention Program, Pedestrian Safety Task Force, Safe Communities Coalition, and EC Velo. Furthermore, in September 2009, the City of Greenville Bicycle and Pedestrian Commission was established by Greenville City Council. Attendance, research, and preparation of topics for these groups have compounded over time, increasingly adding to staff time and requirements. A draft work plan proposed by the commission is attached highlighting examples of work tasks that the Bicycle and Pedestrian Commission plans to accomplish. A majority of tasks in the draft work plan will require input from MPO staff.

Addressing bicycling and pedestrian issues/groups/commission along with related MPO work requires an additional staff person. Currently, the sole full-time MPO staff person performs some of this work, but there are requests that simply cannot be addressed due to staff time constraints. In addition to those tasks, the MPO staff person must perform the usual and customary MPO tasks, manage special projects, such as the development of the bicycle and pedestrian master plan, along with special report preparation, such as the MPO's upcoming work on the Comprehensive Transportation Plan, as outlined in the PWP's 5-year work calendar.

Usually, the formation of a dedicated, permanent bicycle and pedestrian commission, by itself, necessitates the addition of a staff person to coordinate, prepare agenda items and conduct research into best industry practices for requested items, such as new ordinances, city codes, etc. Asheville, Raleigh, Wilmington, Greensboro, and Charlotte are a few communities in North

Carolina with active bicycle/pedestrian groups that have staff dedicated to servicing those groups. This is also in keeping with best practices. Additionally, having a bicycling program manager is a factor in determining a city's eligibility to be classified as a "Bicycle Friendly Community" by the League of American Bicyclists. Tasks resulting from increased public interest in bicycling and pedestrian issues require approximately 0.75 FTE staff positions.

The Environmental Protection Agency (EPA) is in the process of implementing stricter air quality standards that may have Pitt County deemed as "non-attainment" of those standards. The current ozone standard is now 0.08 ppm. Exceeding this value places an area in "non-attainment" status. In January 2010, the EPA proposed new ozone standards (currently under consideration) ranging from 0.06-0.07 ppm. Pitt County's 3-year (2007-2009) average reading is 0.074 ppm, exceeding even the highest value of the proposed range, and likely to result in Pitt County being classified as "non-attainment". The new standards are anticipated to be announced by the EPA by October 31, 2010. After that, the State Division of Air Quality will submit areas of proposed "non-attainment" designation to the EPA. By August 2011, EPA is expected to release the final designations in the Federal Register. If Pitt County becomes designated "non-attainment", then the MPO will be immediately required to begin the Conformity Determination Report process. This involves coordination with the State's Division of Air Quality, area RPO's, NCDOT, report and adoption resolution preparation, development of modeling data for State Implementation Plan, and regional emission analysis. Projects eligible for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program need to be identified and prioritized. An application for each project would need to be prepared (including documentation of air quality benefits), and submitted to NCDOT for review. The work tasks described above relating to the Conformity Determination Report and management of the CMAQ program would be new, ongoing tasks that would require continual updating. These tasks are not currently performed by the MPO.

The existing MPO staff person will have a large amount of additional tasks should Pitt County be designated as "non-attainment". Current work demand already exceeds capacity, thus a "non-attainment" designation would further compound matters. Those tasks require substantial amounts of work, such as updating the Long Range Transportation Plan, preparation of a Conformity Determination Report, and implementation and management of the CMAQ Program. Development of the MTIP would require an air quality conformity process. The travel demand model and LRTP would have to be updated for interim horizon years. A "non-attainment" designation requires the LRTP be updated every 4 years instead of every 5 years. The travel demand model would have to be updated prior to the transportation conformity process, so that the latest socioeconomic data is available for modeling emissions. With the travel demand model update taking about 6 months to 1 year (depending upon difficulty and degree of update needed), and transportation conformity process taking about 1 year, and updating the LRTP taking 1 to 1.5 years, there is an almost continual new workload associated with a "non-attainment" designation. The workload resulting from the potential "non-attainment" designation is in addition to current workload of MPO agenda preparation, quarterly reporting, statewide and regional coordination, and preparation of all of the MPO's required documentation. Tasks resulting from pending EPA actions require approximately 0.5 FTE staff positions. Due to the MPO not yet having been exposed to the process, the staff time required will initially be greater than this 0.5 estimate.

A strong correlation exists between the size of an MPO's staff and the population of the planning area. In a recent nationwide survey (*Staffing and Administrative Capacity of Metropolitan Planning Organizations*, May 2010), results for similar-sized urban areas (100,000-200,000 population) the average number of total employees is 5.5; the median number is 5. The minimum number of employees was reported as 3.

In an April 2010 survey conducted by MPO staff (attached), of all 17 MPO's in North Carolina, among similarly sized MPO's (those MPO's with a population less than 200,000), the average was 55,389 people per one full-time MPO position. The Greenville Urban Area MPO has an estimated population of 120,000, based upon 2007 population estimates. Based on the State average and using updated population numbers, the Greenville Urban Area MPO should be staffed with about 2.5 full time (equivalent) staff positions. This MPO is the only one in the State of North Carolina staffed with only one full-time position. The Jacksonville MPO is of comparable size to the Greenville MPO and is staffed with 2 full-time positions, and considering the addition of a third position. Their MPO staff does not have a lead responsibility for staffing a local bike/ped advocacy group or commission, nor does it have existing or pending air-quality issues. Census 2000 data for the MPO serving Gainesville, FL indicates a population of 159,000 residents of that MPO. They have four full-time (or FTE) staff positions and additionally, currently employ 2 part-time interns. Similarly, MPO staff serving the Gainesville, FL region does not have lead duties in a bicycle/pedestrian commission, nor have existing air-quality issues.

Another consequence of present staffing levels is the ability to participate in training, conferences, and statewide coordination meetings. Throughout the year, there are various training opportunities held by NCDOT and/or FHWA. A Statewide MPO conference is also usually held once a year. There are also other planning conferences held yearly. However staff cannot attend the majority of these opportunities due to workload demands. The Statewide association of MPO's currently has 8 working groups. MPO staff cannot attend the majority of quarterly meetings, let alone participate in any of the work groups as a result of current workload. Additional MPO staff will help to ensure attendance in conferences, statewide coordination meetings, and training sessions.

The new person would serve as a single point of contact for MPO members concerning bicycling and pedestrian issues and coordination. This position would become the technical expert on these issues, and serve to prepare grant applications seeking funding for related projects. The position would serve as project manager for related planning projects. This position would coordinate and attend public outreach activities related to bicycling and pedestrian events. Establishing such a position would help to ensure that the MPO does not miss out on any opportunities to apply for and receive grant money for bicycle or pedestrian projects. Further, having a position to focus on bicycle/pedestrian issues brings the MPO closer to the forefront of livability and sustainability programming. Due to the specialized knowledge and experience required of this position, it is not suitable to be staffed at an intern-level.

In summary, the following chart specifies future and existing tasks and the estimated FTE work load to accomplish those tasks.

Task	Estimated Full-Time Equivalent (FTE) work load
Bicycling/Pedestrian-related tasks (+ grant writing)	0.75
Air Quality/Transportation Conformity	0.5
Other tasks associated with recently established State or Federal policy (SPOT process, Mobility Fund, Loop prioritization, develop CTP, develop Limited English Plan)	0.4
Standard MPO duties (develop PWP, TIP, LRTP, PIP, meeting agendas, coordination, travel demand modeling, etc) along with preparation of rezoning traffic reports.	1.25 or greater, depending upon the amount of concurrent tasks.
	Total = 2.9

The current and projected work load totals require approximately 2.9 FTE staff-positions for work tasks required and anticipated by the MPO. An additional MPO-position would be 80% reimbursable with MPO-planning funds, with a net 20% required for the local match. Should the MPO approve the creation of an additional position, City Manager and Public Works Director must determine available funding and Greenville City Council would have to approve funding and creation of a new City staff position.

Action Needed: MPO to approve creation of additional transportation planner position. After MPO approval, the City Manager and Public Works Director must determine available funding and Greenville City Council would have to approve funding and creation of a new City staff position.

Attachments:

- Bicycle and Pedestrian Commission draft work plan
- Description of continuous Transportation Conformity process
- Survey of North Carolina MPO staffing levels per population

Draft Work Plan - City of Greenville Bike & Pedestrian Commission

Vision - Greenville is a walk and bicycle friendly city with a landscape that provides for vibrant, healthy, active, engaged and economically sound citizenry. Regardless of destination, it is possible to easily and comfortably move across the city by walking or biking.

2 BIG GOALS -

- Obtain Bike Friendly designation from League of American Bicyclists by summer 2012
- Obtain Walk Friendly Community designation from Pedestrian & Bicycle Information Center by summer 2012

The goals below are steps to take to achieve the designations as based upon the report from the Bike Friendly Task Force. The goals for pedestrian and biking are not prioritized and have been compiled in discussion with members of the commission and advisers.

Note - the Walk Friendly Community is still in the process of being designed; the Ped & Bike Information Center is funded by USDOT and maintained and run by NC Highway Safety Research Center

Work Plan for 2010

1. Engineering Goals - Mitch Johnson, Gunnar Swanson, JP Walsh with support/ input from Public Works
 - a. Objective - create and advocate for emphasis on physical infrastructure to enhance the ease and safety of walking & biking in Greenville, with secondary plans to connect to other cities in the region.
 - i. Bike-line creation (aka B-line). A connected north-south to west bike blvd using bike lanes and sharrows.
 1. Route from bike lanes on Redbanks connecting to east 5th bike lanes
 2. Route from Up Town to west side of Greenville/PCMH along west 3rd and/or west 5th
 3. Route from East Firetower north to Redbanks bike lanes
2. Encouragement Goals - Chris Davis, Uriah Wood
 - a. Objective - Create a community that highly desires events and materials that make it fun, easy and economical to ride or walk through Greenville
 - i. Devising marketing with regards to walking/biking/driving which have sex appeal, life style emphasize and subtle but useful tips on

walking/biking/driving.

3. Enforcement Goals - Jerry Hopfengardner, John Kenny
 - a. Objective - Provide positive means of transportation through succinct and logical rules & laws that enhance the safety of all road users
 - i. updating/adding policy for walking/biking facilities (e.g. sidewalks, bike racks required for new businesses or renovation, tax incentives, signage, maps)
 - ii. Modernize policy on sidewalk riding to allow for but not encourage cycling on sidewalks when users deem it appropriate.
4. Evaluation Goals - Chip Davis,
 - b. Objective - Create measurable and useful ways to understand if the Commission is seeing increasing use in biking & walking
 - i. Determine usage along existing section of South Tar River Greenway from Town Commons to Off leash dog park.
5. Education Goals - Walter Council, Don McGlohon
 - c. Objective - Provide for a means to inform the public about their rights and responsibilities
 - i. write resolution for Council to pass asking State of North Carolina to update driver education curriculum and license renewal with regards to walking/biking
 - ii. Aesthetic and useful signs along the greenway to provide direction and information on future greenways and bike/walk facilities.
 1. Signage to direct users at all junctions so they understand where the greenway starts, ends, turns and merges with sidewalks. In particular from Green Spring park to 10th street crossing.
6. Other Goals - Daryl Vreeland
 - a. Objective - for other goals that do not neatly fit into 1 of the above sections
 - iii. Start creation of the Bike & Pedestrian master plan

Work Plan for 2011

2. Engineering Goals
 - a. Objective - create and advocate for emphasise of physical infrastructure to enhance the ease and safety of walking & biking in Greenville, with secondary plans to connect to other cities in the area.

- i. Find multiple streams of financing to address transportation needs, including but not limited dedicated funding mechanisms maintaining fiscally sound practices
- ii. Name bike routes after people (perhaps BMX riders or other famous citizens)
- iii. B-line expansion
- iv. Crosswalk lights at key intersections (e.g., Charles and Greenville Blvd.; Arlington and Red Banks)
- v. Cross walks at all lighted intersections and other busier minor intersections
- vi. More sidewalks (focus on key locations) & usable public map of locations
- vii. Safe cross-town bike route for riders of all abilities
- viii. Defined and well-marked bike routes for recreational riders, commuters, mountain bicyclists and serious road cyclists.
- ix. More bike lanes for getting around town
- x. More extensive greenway system.
- xi. More trails for “hiking” (i.e., walking in the woods).
- xii. Focus on north-south bicycle routes.
- xiii. Where crosswalk signal lights are not feasible, install crosswalk signs in the middle of the roadway (I’m thinking of how they do it in Amherst, Northampton, and elsewhere in MA).
- xiv. Better signage for the greenway system.
- xv. Plant trees for more shade on sidewalks and bikeable roads.
- xvi. New ordinance requiring bicycle parking with new construction.
- xvii. Adopt a “Complete Streets” ordinance and related policies.

3. Encouragement Goals

- a. Objective - Create a community that highly desires events and materials that make it fun, easy and economical to ride or walk through Greenville
 - i. Bike map creation for navigating around town
 - ii. Creating a full-time ped-bike coordinator.
 - iii. Creating website to inform public about going ons
 - iv. City supported/run Bike Month activities
 - v. City run/supported bike program
 - vi. Can the City encourage/assist an independent group to start a community bike shop (“bike kitchen”)?
 - vii. Coordinate with wheelchair-users’ groups to determine best policies.
 - viii. Coordinate with senior-citizens’ groups to determine best polices.
 - ix. Coordinate with Planning & Zoning commission to promote mixed-use development downtown.

4. Enforcement Goals

- a. Objective - Provide positive means of transportation through succinct and logical rules & laws that enhance the safety of all road users
 - i. Sidewalk legalization with wording to specify places to ride or not
 - ii. Create & maintain positive relationships with City Police and Sheriff departments
 - iii. Develop methods for people to submit & report road rage/ aggressive driving/biking or problematic locations for pedestrians to cross
 - iv. Marketing campaign to inform the public of "Yield to Pedestrian" law

5. Evaluation Goals

- a. Objective - Create measurable and useful ways to understand if the Commission is seeing increasing use in biking & walking
 - i. Yearly inventory current pedestrian & biking infrastructure
 - ii. Yearly inventory of accomplishments to date
 - iii. Run twice annual bike & walking counts through out the city
 - iv. Count number of bike/car/pedestrian encounters
 - v. Determine number of drivers who pass/fail questions on biking or walking laws when renewing licence

6. Education Goals

- a. Objective - Provide for means to inform the public about their rights and responsibilities
 - i. Education of drivers and cyclists through rewriting/updating driver education curriculum
 - ii. Education of drivers on bike and pedestrian laws via driver's license renewal,
 - iii. Create Public Service Announcement distribute via TV, newspaper and local magazines and major public events, such as football games, Freeboot, etc
 - iv. Police and/or Recreation & Park run bike & pedestrian rodeos for schools and groups
 - v. Create section on website to inform public about topics concerning using the road via vehicle or foot or wheelchair

7. Other Goals

- a. Objective - Ideas that are needed to accomplish the above
 - i. Creating sub-groups to accomplish tasks for 2010

- ii. Create sub-groups to accomplish tasks for 2011 (marketing, education, infrastructure, policy writing, policies that increase more walking & biking)
- iii. Policies that emphasize creating more bikeways or bike/walking facilities for all users (bikes, walking, wheelchairs, regardless of age)
- iv. Describe organizational relationships and responsibilities between agencies responsible for bike and pedestrian issues.

Transportation Conformity Process

Once the MPO TAC approves a list of projects (or amended projects) in a non-attainment or maintenance area (pending a transportation conformity determination) then the transportation conformity process can begin. On average, the transportation conformity process takes nine to twelve months from the initial kick-off meeting to the final USDOT transportation conformity determination. This schedule reflects a **12-month** process, which assumes each step occurs sequentially.

1. Kick-Off Interagency Consultation Meeting (14 days)

The initial IC meeting should include staff participation from, but is not limited to: MPO, Rural Planning Organization (RPO), local air agency, North Carolina Department of Transportation (NCDOT), North Carolina Department of the Environment and Natural Resources Division of Air Quality (NCDENR-DAQ), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA). These agencies need to agree on 17 data items that make up the Transportation Conformity Pre-analysis Consensus Plan (TCPCP). Agency concurrence and all decisions from the meeting should be accurately documented for inclusion in the Conformity Determination Report (CDR). A follow-up meeting may be needed if concurrence is not reached on all items or not all agencies are able to attend the meeting.

2. Project List Review (30 days)

The MPO submits the LRTP/TIP project list to all agency partners for review and comment. The agencies provide comments on regional significance, exempt status and financial constraint. The MPO submits a response to all comments. This should be documented and included in the CDR. Ideally, the MPO TAC should adopt the project list (pending a transportation conformity determination) to ensure their concurrence. This entire process is about 30 days.

3. Transportation Modeling (70 days)

The MPO/NCDOT runs the travel demand model (TDM) in order to extract speed and vehicle miles traveled (VMT) data. This information is used to develop the emission factors.

4. Emissions Factors Development (20 days)

Once NCDOT/MPO completes the transportation modeling process, all VMT and speeds are submitted to NCDENR. NCDENR uses this information to develop emission factors using the latest approved emissions model.

5. Emissions Estimation (15 days)

NCDENR-DAQ submits the emissions factors to the MPO/NCDOT. The MPO/NCDOT uses the emissions factors to estimate vehicle emissions. These estimated vehicle emissions are compared to the motor vehicle emissions budget (MVEB) in the State Implementation Plan (SIP) or interim emission test if there are no MVEB available for that area. If the estimated emissions are less than the MVEB, then the MPO/NCDOT can proceed with the draft CDR. If the estimated emissions are greater than the MVEB, then

the MPO may have to revise the project list and then go back through the TDM and emissions factors development process.

6. *Draft Conformity Determination Report (30 days)*

The MPO with the assistance of NCDOT prepares the draft CDR. They can start drafting sections of the report earlier in the process.

7. *NCDENR Review (21 days)*

North Carolina State Law mandates that NCDENR-DAQ has 21 days to review and comment on the draft CDR. During this time, a draft is also sent to all Federal agency partners for review and comment. This is a critical juncture in the process to address and resolve major conformity issues. MPO/NCDOT provides responses to all NCDENR-DAQ and Federal partner comments.

8. *Interagency Consultation Meeting (5 days)*

MPO, NCDOT and FHWA should meet to review and respond to unresolved agency comments.

9. *NCDENR Review and Comment Letter (7 days)*

If all NCDENR comments have been addressed, they will submit a “clean” review letter to be included in the final CDR.

10. *Final CDR (15 days)*

The MPO/NCDOT creates the final CDR that is inclusive of comments from all agency partners. During this step, the MPO/NCDOT should be preparing newspaper ads to announce the public review and comment period.

11. *Public Review and Comment Period (30 days)*

The public and other interested entities have 30 days to review and comment on the final CDR. The MPO should make the CDR available in accordance with their public involvement plan. The agency partners should also receive the final CDR.

12. *Respond to Public Comments (30 days)*

The MPO/NCDOT should address **all** public comments. These responses should be documented and included in the final CDR.

13. *MPO TAC Makes the Transportation Conformity Determination (30 days)*

The MPO TAC makes a conformity determination and adopts the LRTP/TIP. These resolutions need to be documented and included in the final CDR.

14. *Federal Review Process (30 days)*

The MPO submits the final CDR and LRTP to EPA, FHWA and FTA for the 30 day Federal review period. EPA submits a review and comment letter to FHWA and FTA. FHWA and FTA sign a joint letter for the USDOT conformity determination.

North Carolina MPO's: Population and Staff Levels

#	MPO	MPO Population Estimate	Year MPO Population Estimate is based upon	# of Employees (or Full-time Equivalent positions) PL FUNDED	# of employees (FTE) doing MPO work NON-PL FUNDED (transit, funded by City, etc)	# of voting TCC members	# of voting TAC members
1	Burlington-Graham	143,000	2007	1.50	0.00	23	10
2	Cabarrus Rowan	300,000	2008	3.00	1.00	22	18
3	Capital Area	1,006,000	2008	11.00	0.00	48	27
4	Durham-Chapel Hill-Carrboro	380,654	?	8.00	0.00	30	8
5	Fayetteville	320,000		6.00			
6	French Broad River	323,243	2000	2.50	1.00	28	24
7	Gaston	170,125	?	4.00	21 FTE + 7 part-timers, which includes admin, drivers, mechanics	25	13
8	Goldsboro	80,997	2000	3.00	0.00	16	5
9	Greater Hickory	294,519	2002	3.00	0.00	41	29
10	Greensboro	360,000	2008	2.50	4.00	11	6
11	Greenville	119,000	2007	1.00	1.00	21	6
12	High Point	187,300	2000	2.50	2.00	22	12
13	Jacksonville	120,000	?	2.00	1.00	12	5
14	Mecklenburg Union	978,800	2005	6.00	0.50	25	17
15	Rocky Mount	65,800	2000	2.00	1.00	20	7
16	Wilmington	221,755	2008	5.00	1.00	18	14
17	Winston-Salem	360,000	2002	6.25	1.00	29	20

total	5,431,193		69.25	This column needs to be re-surveyed to clarify admin vs transit drivers, mechanics, etc	391	221
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Avg MPO population per PL-staff
78,429

over 200k Avg MPO pop per PL-funded staff
85,352

less than 200k Avg MPO pop per PL-funded staff
55,389



ITEM #4C - Attachment 4

Transportation Advisory Committee

Action Required

October 13, 2010

TO: Technical Coordinating Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Mobility Fund—comment on draft ranking criteria

Purpose: Provide comments on Mobility Fund draft ranking criteria to NCDOT.

Discussion: NCDOT is seeking comment on draft scoring criteria to be used to determine project ranking for funding through the Mobility Fund program.

Action Needed: TAC to discuss and provide comment.

Attachments:

- Overview of Mobility Fund and two proposed scoring options

Mobility Fund

In 2010, Gov. Bev Perdue proposed the creation of the Mobility Fund as a way to generate new dollars for transportation projects of statewide or regional significance. The North Carolina General Assembly included her proposal in the 2010 Appropriations Act.

The Mobility Fund will generate \$173 million from fiscal year 2011 to fiscal year 2014 and \$58 million each fiscal year thereafter. Approximately \$120-\$130 million is dedicated to phase two of the I-85 Corridor Improvement Project near the Yadkin River in Davidson County. The funding comes from unused gap funds and reductions in the amount of money transferred from the Highway Trust Fund to the General Fund. As part of the legislation that established the fund, NCDOT is entrusted with developing the project selection criteria.

The Funds Mission

According to Chapter 136 of the N.C. General Statutes (see page 154, section 28.7):

(a) (a) The Department of Transportation shall use the Mobility Fund to fund transportation projects, selected by the Department, of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation. The Department of Transportation shall establish project selection criteria based on the provisions of this Article.

"When developing the project criteria and selection process, the Department shall involve the public and other stakeholders, including, but not limited to, the North Carolina Association of Municipal Planning Organizations, the North Carolina Association of Rural Planning Organizations, the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, and the North Carolina Council of Regional Governments."

"When developing the project criteria and selection process, the Department shall give preferential consideration to projects qualified to receive State grants from the Congestion Relief and Intermodal Transportation 21st Century Fund under Article 19 of Chapter 136 of the General Statutes."

Developing the Project Criteria and Selection Process

More than 70 citizens, organizations, and/or planning partners submitted comments during the initial public comment period from Aug. 9th – Sept. 9th. (Responses to these comments can be found in the Preliminary Report, Appendix A, see below). In addition, a formal work group was established to assist in recommending project criteria and a selection process to the N.C. Board of Transportation. This work group consists of the North Carolina Association of Municipal Planning Organizations, the North Carolina Association of Rural Planning Organizations, the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, the North Carolina Council of Regional Governments and NCDOT staff.

Based on input shared through these collaborative efforts, the department has developed:

- A potential set of minimum requirements for each candidate project; and

Two potential scoring options

Minimum Project Requirements

(Applicable to both proposed scoring options)

- Projects should be associated with Statewide or Regional Tier facilities (highways, ferries, airports, railroads, busses, etc.).
- The Mobility Fund should be used for capital costs, not for maintenance or operations.
- Projects should be consistent with MPO/RPO transportation planning efforts and coordinated with local land-use plans where available.
- Projects should be able to be delivered in a relatively short amount of time.
- Proposed projects (in non-attainment areas) should have positive or neutral air quality effects and ensure transportation conformity with federal regulations.

Scoring Option One: Needs-based Approach

Candidate projects are scored on levels of congestion, safety, condition of the infrastructure, economic impact, number of people per vehicle, ability to leverage non-DOT dollars and whether the project meets the criteria of the Congestion and Intermodal Fund. Projects are scored on a 0-to-100 scale for each weighted factor below.

Criterion	Weight
Congestion – measured by volume to capacity, which helps recognize how much demand the transportation infrastructure was designed to handle versus how much demand the transportation infrastructure has today	30%
Safety – measured by crash rates (for rail project this could be highway/rail crossings, for transit this could be collisions with other vehicles)	5%
Infrastructure Health – measured by condition of the service (or useful) life of pavement or vehicle fleet	5%
Economic Vitality / Attractiveness – measured by economic impact. The specific measure for this criterion has not been selected yet	15%
Multi-modal – measured by the number of people per vehicle, reduction in Vehicle Miles Traveled or improvement to more than one mode of transportation	10%
Funding leverage – measured by percent of non-DOT dollars used	25%
Congestion and Intermodal Fund – measured by whether the project meets the requirements of that fund	10%

A selection process would begin in Spring 2011 when candidate projects would be submitted. NCDOT staff would evaluate and rank the candidate projects according to the final project criteria and share the results with the work group. The work group would recommend to the department which projects should be funded.

Scoring Option Two: Benefit-Cost Approach

Candidate projects are scored on travel-time savings, economic benefit and the cost of the project, whether the project is on the Statewide Tier/Strategic Highway Corridor (SHC) and whether the project meets the criteria of the Congestion and Intermodal Fund. Projects are scored on a 0-to-100 scale for each weighted factor below.

Criterion	Weight
Benefit-Cost Analysis <ul style="list-style-type: none"> • Congestion relief benefits weighted 80% within this criterion – measured by travel-time savings and the number of users of the transportation infrastructure over a 30-year period • Economic vitality weighted 20% within this criterion – measured by economic impact (specific approach to be determined) • The benefits listed above are added together and then divided by the total project cost minus non-DOT dollars. 	80%
Statewide Tier Facility/Strategic Highway Corridor – measured by whether the project has been identified as a Statewide Tier facility or Strategic Highway Corridor	10%
Congestion and Intermodal Fund – measured by whether the project meets the requirements of that fund	10%

A selection process would consist of a period of time for candidate projects to be submitted sometime in the Spring of 2011. Department staff would evaluate and rank the candidate projects according to the final project criteria and share the results with the Workgroup. The Workgroup would provide their recommendations to the Department on which projects should be funded.

Please share your thoughts on these requirements and options, as well as suggestions for improvement from Oct. 1 – Oct. 29.



ITEM #4D - Attachment 5

Transportation Advisory Committee

Action Required

October 13, 2010

TO: Technical Coordinating Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: NCDOT Transportation Project Prioritization 2.0

Purpose: Provide comments on how NCDOT prioritizes projects.

Discussion: NCDOT will host a series of “listening sessions” across the state to solicit feedback and input from the Department’s planning partners, stakeholders and the public on how to improve the current prioritization process. Feedback will be used to guide the development of Prioritization 2.0. NCDOT has asked MPO’s for the following information:

1. Will the TCC and TAC Chairs attend?
2. What aspects of the prioritization process would you like to discuss at the forum?
3. Is there a desire to discuss prioritization of non-highway modes? If so, which ones?

Action Needed: TAC to discuss and provide comment.

Attachments:

- Flyer with workshop locations and agenda.
- Existing prioritization scoring information.

prioritization2.0

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

Listening Sessions

Join us and offer your feedback!

NCDOT is hosting four listening sessions across the state to get your input on the way we prioritize projects.

When and Where

- **Nov. 8 at 9 a.m. in Raleigh**
RDU Airport Authority (1000 Trade Drive, RDU Airport)
As you enter the airport area, follow signs to Rental Car Return. RDU Center is located across from Thrifty Car Rental.
- **Nov. 10 at 9 a.m. in Kinston**
Global Transpark Center Training Facility (Auditorium)
<http://www.ncgtp.com/center.html>
- **Nov. 15 at 9 a.m. in Greensboro**
Greensboro Coliseum Special Events Center, Meeting Room 1 (A and B)
http://www.greensborocoliseum.com/guest_services/directions
- **Nov. 16 at 10 a.m. in Morganton**
Western Piedmont Community College (Foothills Higher Education Center)
<http://www.wpcc.edu/academics.php?cat=18%E2%80%8E>

Agenda

- **Opening Comments / Welcome — NCDOT Staff**
- **Overview of Prioritization 1.0 — NCDOT Staff**
Current scoring system, submittal process, web interface and accomplishments
- **Data Driven Approach (Non-Highway Modes) – NCDOT Staff**
Presentations from Aviation, Bicycle & Pedestrian, Ferry, Rail and Public Transportation Divisions
- **Open Discussion — Attendees**
Input for creating Prioritization 2.0
- **Closing / Next Steps — NCDOT Staff**



Highway Prioritization Model Overview

Total Score = Quantitative Pts + Qualitative Pts + Multimodal Pts

- **Quantitative** points derived from current roadway condition data:
 - Safety Score (Critical Crash Rate, Crash Severity, Crash Density)
 - Mobility/Congestion Score (Volume/Capacity + AADT)
 - Infrastructure Health/Pavement Score (Pavement Condition Rating)
- **Qualitative** points driven by Division rank and MPO/RPO rank:
 - MPO/RPO Rank – use local methodology to rank order priorities
 - Division Rank – use knowledge of local area to rank order priorities
 - ***Only one # 1 highway project per MPO/RPO and per Division***
 - ◇ ***Rank Top 25 highway projects***

Final Scoring Matrix for Highway Projects

		<u>Quantitative</u>		<u>Qualitative</u>	
<u>GOAL</u>	<u>TIER</u>	<u>Weighted Condition Data Percentage</u>		<u>Weighted Division Rank Percentage</u> <i>Top 25 Projects</i>	<u>Weighted MPO/RPO Rank Percentage</u> <i>Top 25 Projects</i>
MOBILITY	Statewide	70%		20%	10%
	Regional	50%		25%	25%
	Subregional	0%	40%	60%	
SAFETY	Statewide	70%		20%	10%
	Regional	70%		15%	15%
	Subregional	50%		20%	30%
INFRASTRUCTURE HEALTH	Statewide	70%		20%	10%
	Regional	70%		15%	15%
	Subregional	50%		20%	30%

FINAL Multi-Modal Scoring System For Highway Projects

Please check if the **highway** project includes one or more of the following new or additional multimodal elements (select all that apply):

- **Multimodal Options → 8 points:** HOV / HOT or Light Rail or Bus Rapid Transit within the highway right-of-way.
- **Multimodal Connections → 5 points:** Direct connection to a transportation terminal (airport, seaport, rail depot, ferry terminal, intermodal terminal, transit terminal)
- **Multimodal Design Features → 3 points:** Sidewalks, Pedestrian Crossings, Striped Bicycle Lanes, Wide Outside Shoulders (greater than or equal to two feet), Bus Pullouts, Transit Bypass Lanes, Transit Signal Prioritization, Bus Shelters

NOTE:

- ❖ ***Multimodal Projects must be included in the Top 25 Highway Projects and must be part of an adopted Comprehensive Transportation Plan, Long Range Transportation Plan, or a mode-specific plan.***
- ❖ ***Multimodal points will be added to a project after the Quantitative and Qualitative Scoring is calculated.***

Project Classifications for Prioritization

Goal

Safety

Projects where the *primary* purpose is to improve safety. A safety project may also improve the condition of the facility or mobility along the corridor. Examples include:

- Guardrail projects
- Rail crossing and safety projects
- Upgrade roadway projects to improve safety, where no additional capacity or lanes are included
- Traffic signals
- Rumble strips
- Runway lighting

Mobility

Projects where the *primary* purpose is to improve mobility or improve access. This includes the majority of projects which add capacity or improve travel time, even if the safety or condition of the facility is also improved. Examples include:

- Widening projects (including projects with incorporate a bridge replacement project)
- New location projects (unless a project is to relocate a facility to improve safety)
- Convert grade-separation to interchange projects
- Signal system coordination projects
- Variable message signs and traffic cameras
- New multi-use trail projects
- New buses for a new bus route
- New passenger/commuter/light rail service
- Adding double track to a rail line
- New ferry vessel for expanded ferry service
- Runway extension to accommodate larger planes

Infrastructure Health

Projects where the *primary* purpose is to improve the condition of the infrastructure. Projects that improve the health of the infrastructure and safety of the facility are typically classified as infrastructure health, unless the primary purpose is to improve safety. Examples include:

- Reconstruction, rehabilitation, resurfacing, repair, replacement, or preservation projects
- Rest area projects
- Replacing an aging ferry vessel (as opposed to a new ferry for new service)
- Replacing an aging bus (as opposed to a new bus for new service)
- Repaving an airport runway

Tier

Mode	Statewide Tier	Regional Tier	Subregional Tier
Highways	The Strategic Highway Corridors (SHC) as approved by the Board of Transportation	All primary routes (US and NC) not on the Statewide Tier	All secondary routes (SR) not on the Statewide Tier
Rail (Passenger & Commuter)	All intercity (including out-of-state) passenger rail service and station facilities associated with intercity services	Commuter rail service and associated station facilities which serve commuters <i>between</i> two or more counties	Commuter and light rail service and associated station facilities which serve commuters <i>within</i> a county
Rail (Freight)	Rail lines of strategic importance as determined by the Rail Division	All remaining rail lines not included on the Statewide Tier	N/A
Ferry	Ferry routes connecting Statewide Tier Highway facilities	Ferry routes connecting Regional Tier Highway facilities	Ferry routes connecting Subregional Tier Highway facilities
Aviation	Commercial service airports with at least 100,000 annual enplanements	Commercial service airports (Part 139 Certificated) with less than 100,000 annual enplanements <i>or</i> General aviation airports with at least 25 based aircraft	General Aviation airports with fewer than 25 based aircraft
Public Transportation	Bus service and associated station facilities which serve out-of-state travel	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>between</i> two or more counties	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>within</i> a county
Bicycle and Pedestrian	NC bicycling highways (on-road)	NCDOT designated multi-county regional routes (on-road) <i>or</i> Off-road facilities spanning multiple jurisdictions with a length of at least 20 miles	Off-road facilities with a length shorter than 20 miles <i>or</i> Town, city, or county on-road bicycle networks <i>or</i> All sidewalks

If a project is located at the intersection of more than one tier, the project is classified by the higher tier. An exception is at an intersection, interchange, or grade separation where the project only improves one of the facilities. In this case, the project is classified according to the facility in which the improvement is located. For example, a project that converts a grade separation to an interchange (on a freeway) is classified by the tier of facility which currently does not have access to the freeway.

Mode

Highway

Projects where the *primary* purpose is to improve the highway system.

Bicycle and Pedestrian

Projects where the *primary* purpose is to enhance the Bicycle and Pedestrian system. Projects which include improving a roadway facility and enhancing bicycle access (such as a resurfacing project which includes adding wide outside shoulders) are classified as highway projects. Standalone projects which add wide outside shoulders are classified as bicycle and pedestrian projects.

Rail

Projects where the *primary* purpose is to improve passenger and freight rail service. Rail safety projects may be classified as a rail project or a highway project, depending how they are classified in the STIP.

Ferry

Projects where the *primary* purpose is to improve the ferry system.

Aviation

Projects where the *primary* purpose is to improve the publicly-owned airports.

Public Transportation

Projects where the *primary* purpose is to improve the public transportation system and regional/urban/rural transit systems.

Submode

The submode classification applies primarily to highway projects classified as safety or infrastructure health.

Safety

Safety (I, R, U)

Safety projects which are typically classified as an interstate, rural, or urban project in the State Transportation Improvement Program (STIP). Generally, these are larger and more costly safety projects than Hazard Elimination or Spot Safety Projects (see below). These projects are not scored by the Mobility and Safety Division.

Infrastructure Health

Interstate Pavement

Projects which resurface, rehabilitate, repair, or reconstruct pavement on interstates.

Modernization

Projects which upgrade the roadway to meet the latest design standards. These projects generally include resurfacing the roadway, but also may include adding shoulders, straightening curves, adding turn lanes, widening the existing travel lanes, raising the elevation of the roadway, etc.

Miscellaneous

Projects which are not classified as Interstate Pavement, Modernization, or Rest Areas, such as lighting and weigh stations.