

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

Wednesday, May 31, 2017, at 1:30 p.m.
Greenville City Hall, Room # 337
Actions to be taken in bold italics

1) Approval of Agenda; **approve**

Chair to read aloud Ethics Awareness and Conflict of Interest reminder

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

2) Approval of Minutes of September 21, 2016, Meeting (Attachment 1); **approve (p 3)**

3) Public Comment Period

4) New Business / Action Items:

a) Discussion of P 5.0 within the MPO. Presented by NCDOT staff. (p 9)

b) Identification/discussion of project ideas for future submittal to NCDOT and resulting modifications in the MPO's Metropolitan Transportation Plan (MTP). (Attachment 4b) ***Consider future projects and recommend for TAC consideration*** (p 48)

5) Any other discussion items

- Update on filling vacancy of Transportation Planner

6) 2017 MPO Meeting Schedule (all at Greenville City Hall, Room 337, at 1:30pm)

- TCC Meetings - May 31, 2017, Aug 8, 2017 and October 18, 2017
- TAC Meetings - June 14, 2017, Aug 23, 2017 and November 8, 2017

7) Adjourn

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

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

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

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

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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

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

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

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC) MINUTES
September 21, 2016**

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

Mr. Kevin Mulligan, City of Greenville
Mr. Rik DiCesare, City of Greenville
Ms. Barbara Lipscomb, City of Greenville
Mr. Merrill Flood, City of Greenville
Mr. Scott Godefroy, City of Greenville
Mr. Lamont Jackson, City of Greenville
Mr. James Rhodes, Pitt County
Mr. Jonas Hill, Pitt County
Mr. Michael Taylor, Pitt County
Ms. Allison Swart, Pitt County
Mr. Stephen Penn, Town of Winterville
Mr. Stephen Smith, Town of Ayden
Mr. Steve Hamilton, NCDOT
Mr. David Boyd, Village of Simpson
Mr. Haywood Daughtry, NCDOT
Mr. Justin Oakes, Mid-East Commission
Mr. Jeff Cabaniss, NCDOT

OTHERS PRESENT:

Mr. Daryl Vreeland, City of Greenville
Ms. Amanda Braddy, City of Greenville

I. AGENDA

A motion was made by Mr. Rhodes to approve the agenda as presented. The motion was seconded by Mr. Godefroy and passed unanimously.

II. APPROVAL OF MINUTES OF MAY 3, 2016 MEETING

Mr. Rhodes made a motion to approve the May 3, 2016 meeting minutes as presented. Mr. DiCesare seconded the motion. The motion passed unanimously.

III. PUBLIC COMMENT PERIOD

There were no public comments

IV. NEW BUSINESS / ACTION ITEMS

A. Modifications to 2014-2040 Metropolitan Transportation Plan (MTP)

Mr. Vreeland stated the 2014-2040 MTP was originally adopted on August 5, 2014, and updated on August 25, 2015. Mr. Vreeland further explained the modification is to update the MTP for the Arlington Blvd project for access management. This project ranks highly in the SPOT system, and thus has a probability of being programmed in the STIP. Currently, the project termini is noted as Firetower Road. This modification changes the termini from Firetower Road to Old Firetower Road, to match the termini as the project placed in the SPOT system.

Mr. Rhodes asked if there were any other plans for Arlington Blvd for improvement plans. Mr. Vreeland responded the Comprehensive Transportation Plan addressed the improvement plans for Arlington Blvd.

A motion was made by Mr. Flood to recommend the modification to the MTP for the Arlington Blvd project to TAC for adoption. The motion was seconded by Mr. Rhodes and passed unanimously.

B. DIVISION projects point assignment

Mr. Vreeland explained the process for DIVISION point assignments. Mr. Vreeland stated Staff recommendations for points assignments were provided in the agenda package and are determined based on the probability of projects being funded. Mr. Vreeland stated Staff recommendations are to reduce the points on the Mills Street project in Winterville from 100 to 97. This would allow the Town Common to River Park North Connector trail to move up in ranking and allow for a higher probability of funding.

Mr. Rhodes made a motion to forward Staff recommendations to the TCC for adoption. Mr. Flood seconded the motion. The motion passed unanimously.

C. Self-Certification of Greenville Urban Area MPO Transportation Planning Process for FY18

Mr. Vreeland stated since the Greenville Urban Area is under 200,000 in population, it is permissible for the MPO to “self-certify” by completing the attached Self Certification Checklist and providing it to NCDOT. In addition, it is necessary for the TAC to adopt a resolution certifying that our planning process is in compliance with all applicable regulations.

The Self Certification Checklist has been reviewed by representatives of the Transportation Planning Branch of NCDOT and it has been determined that all information has been adequately addressed. Therefore, GUAMPO may “self-certify” the MPO planning process via this resolution

Mr. Rhodes made a motion to approve the self-certification process for the MPO and forward to the TCC for final adoption. The motion was seconded by Mr. Godefroy and passed unanimously.

D. Modifications to FY16-17 Planning Work Program (PWP) to reflect new costs associated with additional planning work to Active Transportation Master Plan, and for the Travel Demand Model update

Mr. Vreeland explained the current FY17 PWP has an amount of \$180,000 programmed for development of the Active Transportation master plan. The City of Greenville has expressed interest in development of conceptual designs and feasibility analysis for a pedestrian bridge over the Tar River. This additional work to the Active Transportation Master Plan contract would cost approximately \$25,000, with \$5,000 for staff time. This amendment proposes to obligate an additional amount of \$30,000 from the MPO’s unobligated balance.

The MPO’s Travel Demand Model is required to be updated every 5 years, and must begin soon and be complete well in advance of updating the MPO’s long-range plan (MTP). Upon the completion of the Model update, development of a County-wide Comprehensive Transportation Plan (CTP) can begin. The MPO’s portion of the CTP will be separate from the County’s, but will be developed concurrently for continuity and best planning practice. This update will provide more meaningful model output and bring it to current standards. The model update is estimated at \$120,000 with \$30,000 for staff time. Once the model is updated, work can begin

on the development of the full Comprehensive Transportation Plan.

Mr. Vreeland further explained that other areas of the PWP could be reduced to offset the total cost of these additional requests. Mr. Vreeland directed attention to the agenda package for more information in the modifications. Mr. Rhodes asked if the MPO members share would increase based on the additional requests. Mr. Vreeland stated that these projects are City of Greenville related and therefore the City of Greenville would absorb the additional costs.

Mr. DiCesare made a motion to recommend TAC adopt the modifications to the PWP as presented. Mr. Hamilton followed with a second. The motion passed unanimously.

E. 2017-2018 Planning Work Program

Mr. Vreeland stated the proposed PWP for the PL-funded planning activities was developed from information provided by representatives of the MPO's participating communities and coordinated with NCDOT's Transportation Planning Branch. The City of Greenville's Transit Manager provided information regarding future FTA-sponsored planning activities and needs.

Furthermore, NCDOT has requested that a 5-year work plan be submitted and updated to keep NCDOT abreast of long-range planning issues. This requirement was initiated by NCDOT for the 2009-2010 planning period. Similar to last year's effort, this is based on information provided by representatives of the MPO's participating communities and will be submitted along with the PWP.

Mr. Rhodes made a motion to forward the PWP to the TCC for adoption. The motion was seconded by Mr. Godefroy and passed unanimously.

F. Identification/discussion of project ideas for future submittal to NCDOT and resulting modifications in the MPO's Metropolitan Transportation Plan (MTP)

Mr. Vreeland asked MPO members for ideas for future requests to the MTP. Mr. Vreeland stated MPO Staff has developed transportation project ideas as provided in the agenda package. Projects need to be in the MTP in order to allow the MPO to submit them for scoring and funding consideration of the SPOT (points/programming) process. Thus, should TCC wish to submit any new project ideas to NCDOT, they must first be noted in the MPO's long range plan (MTP). If so instructed by TAC, MPO staff can begin the MTP modification process.

MPO staff seeks direction regarding updating the long-range plan (MTP) for inclusion of some, none, or all of the identified projects.

Mr. DiCesare made a motion to recommend the projects as identified to the TAC for adoption. A second was made by Mr. Godefroy and passed unanimously.

G. Amendments to the CTP Highway Map

Mr. Vreeland In 2001, revisions were made to North Carolina General Statute 136-66.2 that were intended to expand current transportation planning in North Carolina to include consideration of non-roadway alternatives. The changes include the development of a Comprehensive Transportation Plan (CTP). The CTP is a long-term "wish-list" of recommended transportation improvements intended for an entire MPO planning area. It doesn't have a specific timeline, cost, or funding source. The plan is expected to be a living document that provides for inter-jurisdictional cooperation and planning. The MPO may include projects in its CTP that are not included in a financially constrained plan (Long-Range Transportation Plan or LRTP) or are anticipated to be needed beyond the horizon year of a LRTP.

The City of Greenville City Council at its August, 2016 meeting requested that the MPO consider modifications 1-8 as identified in the agenda package to the CTP Highway Map.

Modification #9 was requested by the Town of Winterville, and modification #10 is requested by NCDOT Division 2.

The list of amendments is as follows:

1. Re-align the WH Smith extension to connect with Memorial Drive, at the Glenwood Dr intersection. Maintain classification of “recommended”.
2. Reclassify segments of Arlington Boulevard as “existing” to “needs improvement”
 - a. From W. 5th St to Stantonsburg Road
 - b. From Greenville Blvd to Firetower Road
3. Extend Thomas Langston Road from its current terminus at Davenport Farm Road to Forlines Road. Classify as “recommended”.
4. Reclassify Regency Blvd (Between NC11 and Evans St) from “recommended” to “needs improvement”.
5. Reclassify NC43 between Greenville Blvd and Firetower Rd from “existing” to “needs improvement”
6. Re-align Firetower Rd extension project to mirror the Reedy Branch Rd alignment and then along Forlines Rd. Maintain current classification of “recommended” and “needs improvement”.
7. Reclassify Evans St between Greenville Blvd and 10th St from “existing” to “needs improvement”.
8. Reclassify NC33 from Greenville Blvd to Portertown from “existing” to “needs improvement”
9. Reclassify Boyd Street in Winterville from “existing” to “needs improvement” from NC11 to Railroad St.

Mayor Boyd made a motion to recommend the list of modifications to the TCC for adoption. A second was made by Mr. Godefroy. The motion passed unanimously.

H. Modifications to Transportation Improvement Program (TIP) for Project EB-5539 (South Tar River Greenway Phase 3) and various Statewide projects

Mr. Vreeland stated NCDOT proposes to modify the STIP for the projects as follows:

1. EB-5539 (South Tar River Greenway, Phase 3)
 - Delay Construction from FY16 to FY17 to allow additional time for Right-of-Way acquisition.
2. W-5702DIV, Various, Safety improvements at various locations in Division 2
 - Add right-of-way and construction not previously programmed
3. W-5702REG, Various, Safety improvements at various locations in Division 2
 - Add right-of-way and construction not previously programmed
4. W-5702SW, Various, Safety improvements at various locations in Division 2
 - Add right-of-way and construction not previously programmed
5. R-5782, Various, Division 2 Transportation Alternatives Program
 - Add construction in FY16 not previously programmed

Mr. Rhodes made a motion to recommend the modifications to the TAC for adoption. Mr. Flood seconded the motion and the motion passed unanimously.

I. Resolution of support for designation of future interstate corridor of: 1) NC11 between US64 and US70 (via Harvey Parkway, SW Bypass, and US264) and 2) a)US264 between US264 and ½ mile east of NC11, and b) SW Bypass, between US 264 and NC11

Mr. Vreeland informed members that on April 5, 2013 TAC adopted a resolution in support of the “quad east” highway system in Eastern NC.

At that time, the MPO endorsed the concept of a regional interstate highway system in Eastern NC, based upon a vision of a regional interstate highway system that fosters regional cooperation, economic development, and enhances mobility and connectivity throughout the region.

The envisioned interstate network would run along existing (or soon-to-be-built) high-speed corridors, some of which are already expected to be built to interstate standards (SW Bypass). That vision involved upgrading US264, NC11, and US70 to interstate highway standard. This would provide for a regional interstate system that would serve the Eastern NC area. The regional interstate concept involves an interstate facility joining I795 with US264, NC11, and US70.

This new resolution expands upon that previous effort by supporting the designation of Interstate Highway of US264 from US64 (in Wake County) to the SW Bypass, along with NC11 from US64 to US70.

Upon discussion of the locations of the requested future interstate corridors, members determined the need to amend the resolution as presented to include the description of corridor from Carolina Gateway Corridor from US 70 in the vicinity of Kinston, NC passing through Greenville, NC to the US64 in the vicinity of Bethel, NC, generally along the routes of US13 and NC11.

A motion was made by Mr. Flood to recommend the resolution as amended to the TAC for adoption. The motion was seconded by Mr. Smith and passed unanimously.

J. Updates regarding DOT Transportation projects within the MPO

Mr. Jeff Cabaniss presented those present with a list of NCDOT project updates.

K. Ethics Filing Reminder

Mr. Vreeland asked TCC members to remind their elected officials to complete their Ethics filing by April 15, 2017.

V. ANY OTHER DISCUSSION ITEMS

- **Pitt County passes resolution asking the General Assembly to revise the formula for awarding transportation dollars**

VI. 2016 MPO MEETING SCHEDULE (all at Greenville City Hall Conference Room 337 at 1:30pm)

• TCC

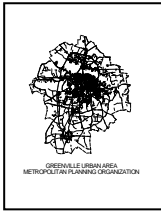
- Mr. Godefroy made a motion to cancel the scheduled November 9, 2016 TCC meeting. The motion was seconded by Mr. Hamilton and passed unanimously.

• TAC

- **October 4; November 16**

VII. ADJOURN

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



Attachment 4a
Technical Coordinating Committee

No Action Required

May 31, 2017

TO: Technical Coordinating Committee
FROM: Scott P. M. Godefroy, P.E., City Engineer
SUBJECT: NCDOT Update

Purpose: Receive NCDOT's update on P 5.0.

Discussion: A discussion of the P 5.0 process by NCDOT representative(s).

Action Needed: Receive update.

Attachments: P5.0 Workgroup Recommendations: High Level Summary



NORTH CAROLINA

Department of Transportation



P5.0 Workgroup Recommendations: High-level Summary

May 2017

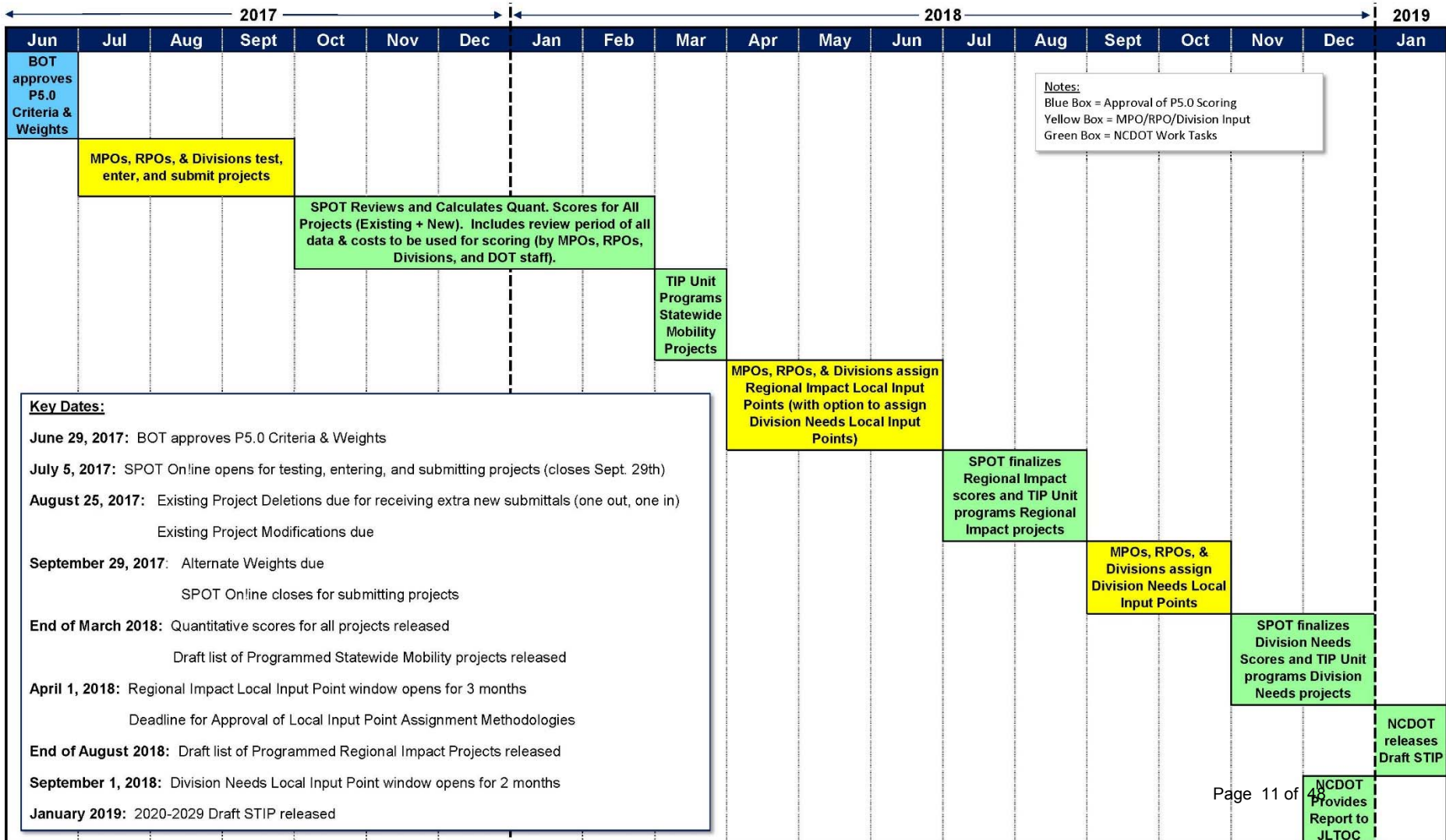
Today's Roadmap

- 1. P5.0 Schedule**
- 2. Projects to Evaluate**
- 3. Non-Highway Scoring**
- 4. Highway Scoring**
- 5. Local Input Points & Normalization**

P5.0 Schedule

Prioritization 5.0 Schedule

May 23, 2017





P5.0 Workgroup Recommendations: Projects to Evaluate

Committed Projects

Projects **NOT** subject to re-evaluation in P5.0

- Right-of-Way OR Construction date in 2018-2022 based on Final STIP (first 5 years of STIP)

- Same as P4.0 approach
- Committing on R/W date also locks in future construction dollars
- Commits projects based on first year STI dollars are programmed
- Applies to all modes

Projects to Evaluate in P5.0

Carryover Projects

Projects that automatically carry over from P4.0 for evaluation in P5.0

- Programmed in the Final 2018-2027 STIP, but not considered a Committed project
- Sibling of a programmed project
- The project has a NEPA document completed within the last 10 years or the NEPA document was actively being worked on

Projects to Evaluate in P5.0

Project Submittals

MPOs and RPOs:

- Base of 12 submittals, plus:
 - One additional submittal for every 50,000 in population
 - One additional submittal for every 500 centerline miles

Divisions:

- 14 submittals each

Above applies to each mode



P5.0 Workgroup Recommendations: Non-Highway Scoring

Aviation Scoring

Criteria	Measure	Statewide Mobility (100%)	Regional Impact (70%)	Division Needs (50%)
NCDOA Project Rating	NCDOA Project Rating	40%	30%	25%
FAA ACIP Rating	FAA Airport Capital Improvement Plan (ACIP) rating	10%	5%	10%
Non-State Contribution Index	% of Local Contribution vs State Contribution	30%	20%	5%
Benefit/Cost	Total Economic Contribution / Cost to NCDOT	20%	15%	10%

Bicycle & Pedestrian Scoring

Criteria	Measure	Division Needs (50%)
Safety	(Number of crashes x 40%) + (Posted speed limit x 20%) + (Crash severity x 20%) + (Project safety benefit x 20%)	15%
Access	(Destination Type x 50%) + (Distance to Prime Destination x 50%)	10%
Demand/Density	# of households and employees per square mile near facility	10%
Connectivity	Degree of bike/ped separation from roadway, connectivity to a similar or better project type, part of/connection to a national/state/regional bike route	10%
Cost Effectiveness	(Safety + Access + Demand + Connectivity) / Cost to NCDOT	5%

Ferry Scoring

Criteria	Measure	Regional Impact (70%)	Division Needs (50%)
Asset Condition	100 - Asset Condition Rating	15%	15%
Benefits	Number of hours (in \$) saved compared to driving	10%	10%
Accessibility/ Connectivity	# of nearby Points of Interest	10%	10%
Asset Efficiency	3-year maintenance cost / 3-year replacement cost	15%	15%
Capacity/ Congestion	% of vehicles left behind at each departure compared to total carried by the route	20%	-

Rail Scoring

Criteria	Measure	Statewide Mobility* (100%)	Regional Impact (70%)	Division Needs (50%)
Benefit-Cost	Benefit-Cost score	35%	25%	10%
System Opportunities	(Accessibility/Connectivity score x 50%) + (Multimodal score x 50%)	15%	10%	15%
Safety	Safety score	30%	15%	10%
Capacity and Diversion	(Volume/Capacity score x 75%) + (Highway Diversion score x 25%)	10%	10%	10%
Economic Competitiveness	Economic Competitiveness score	10%	10%	5%

*Only Class I Freight projects eligible in Statewide Mobility
 Passenger Rail only eligible for Regional Impact and Division Needs

Public Transportation Scoring - Mobility

Criteria	Measure	Regional Impact (70%)	Division Needs (50%)
Impact	Number of trips affected by project	15%	10%
Demand/ Density	Total Trips / Service population	20%	10%
Efficiency	Total trips / Total revenue seat hours	10%	10%
Cost Effectiveness	Additional trips / (Cost to NCDOT / Lifespan of project)	25%	20%

Project Types:

- Route-specific vehicles (for new or expanded service)
- Fixed guideway (Light Rail, Commuter Rail)
- Bus Rapid Transit (BRT)
- Boss-on-shoulder-system (BOSS) / Busway

Public Transportation Scoring – Demand Response

Criteria	Measure	Regional Impact (70%)	Division Needs (50%)
Impact	Number of trips affected by project	10%	10%
Demand/ Density	Total hours with the project in place / Service population	20%	15%
Efficiency	Vehicle Utilization Ratio	15%	10%
Cost Effectiveness	Additional trips / (Cost to NCDOT / Lifespan of project)	25%	15%

Project Types:

- Vehicles

Public Transportation Scoring - Facilities

Criteria	Measure	Regional Impact (70%)	Division Needs (50%)
Impact	Number of trips affected by project	20%	15%
Demand/ Density	Ridership Growth Trend for the Previous 5 Years	10%	10%
Efficiency	Efficiency Score	15%	10%
Cost Effectiveness	Additional trips / (Cost to NCDOT / Lifespan of project)	25%	15%

Project Types:

- Passenger stations
- Stops/shelters
- Park and rides lots
- Administration/Maintenance buildings



P5.0 Workgroup Recommendations: Highway Scoring

Highway Scoring – Eligible Criteria

<u>Criteria</u>	<u>Existing Conditions</u>	<u>Project Benefits (Future Conditions)</u>
- Congestion (Volume/Capacity + Volume)		
- Benefit/Cost [(Travel Time Savings + Safety Benefits) / Cost to NCDOT]		
- Safety Score (Critical Crash Rates, Density, Severity, Safety Benefits)		
- Economic Competitiveness (% Change in Jobs + Economy)		
- Accessibility / Connectivity (County Economic Indicator, Improve Mobility)		
- Freight (Truck Volumes, Truck %, Future Interstate Completion)		
- Multimodal (Multimodal Benefits)		
- Lane Width (Existing Width vs. Standard Width)		
- Shoulder Width (Existing Width vs. Standard Width)		
- Pavement Score (Pavement Condition Rating)		

Highway – Congestion

<u>Funding Category</u>	<u>Criteria Weight</u>
Statewide Mobility	30%
Regional Impact	20%
Division Needs	15%

Purpose – Measure existing level of mobility along roadways by indicating congested locations and bottlenecks

Statewide Mobility	60% - Existing Volume/Capacity Ratio 40% - Existing Volume
Regional Impact	80% - Existing Volume/Capacity Ratio 20% - Existing Volume
Division Needs	100% - Existing Volume/Capacity Ratio

- Peak ADT will be used as the Existing Volume

Highway – Benefit-Cost

<u>Funding Category</u>	<u>Criteria Weight</u>
Statewide Mobility	25%
Regional Impact	20%
Division Needs	15%

Purpose – measure the expected benefits of the project over a 10 year period against the estimated project cost to NCDOT

$$\left[\frac{\text{(Travel Time Savings over 10 years in \$ + Safety Benefits over 10 years in \$)}}{\text{Project Cost to NCDOT at time of submittal}} \right] + \left[\frac{\text{Other Funds}}{\text{Total Project Cost}} \right] \times 100$$

- Cost can be lowered and score increased if other funds (non-federal or non-state funds) are committed

Highway – Safety

<u>Funding Category</u>	<u>Criteria Weight</u>
Statewide Mobility	10%
Regional Impact	10%
Division Needs	10%

Purpose – measure existing crashes along/at the project and **calculate future safety benefits**

Segments	20% - Crash Density
	20% - Crash Severity
	20% - Critical Crash Rate
	40% - Safety Benefits
Intersections	30% - Crash Frequency
	30% - Severity Index
	40% - Safety Benefits

Highway – Freight

<u>Funding Category</u>	<u>Criteria Weight</u>
Statewide Mobility	25%
Regional Impact	10%
Division Needs	5%

Purpose – Account for key indicators of freight movement

50% (Truck Volume) + 50% (Truck %) + Future Interstate Completion Factor

Future Interstate Completion Factor [Modernization Projects] = $((\text{Project Length} / \text{Miles Needed to Complete Future Interstate Corridor between NHS Routes}) \times 100) / 2$

Future Interstate Completion Factor [All Other Projects] = $((\text{Project Length} / \text{Miles Needed to Complete Future Interstate Corridor between NHS Routes}) \times 100)$

Max Future Interstate Completion Factor = 25

Highway – Economic Competitiveness

<u>Funding Category</u>	<u>Criteria Weight</u>
Statewide Mobility	10%
Regional Impact	N/A
Division Needs	N/A

Purpose – measure the economic benefits the transportation project is expected to provide in economic activity (GDP) and jobs over 10 yrs

Score based on Output from **TREDIS[®] (Economic Impact Model)**

50% - % change in county economy

50% - % **change** in long term jobs

- Does NOT include contingent (prospective) development
- Criteria is not intended to evaluate projects for recruiting purposes

Highway – Accessibility / Connectivity

<u>Funding Category</u>	<u>Criteria Weight</u>
Statewide Mobility	N/A
Regional Impact	10%
Division Needs	5%

Purpose – Improve access to opportunity in rural and less-affluent areas and improve interconnectivity of the transportation network.

50% - County Economic Indicator – Points are based on economic distress indicators:

- property tax base per capita
- population growth
- median household income
- unemployment rate

50% - Improve Mobility – If project upgrades mobility of roadway (e.g. eliminating signals), points based on travel time savings per user

Highway – Accessibility / Connectivity

Improve Mobility (Does project upgrade the roadway facility type?)

- Focus on improving how the roadway functions, with emphasis on enhancing traffic flow, removing/bypassing traffic signals, and increasing access control
- Eligibility based on combination of Existing Facility Type and Project Facility Type (see below)

Existing Facility Type (From)	Project Facility Type (To)
Two Lane Highway	Freeway
Two Lane Highway	Multilane Highway
Two Lane Highway	Superstreet
Multilane Highway	Freeway
Arterial (Signalized Roadway)	Freeway
Arterial (Signalized Roadway)	Multilane Highway
Arterial (Signalized Roadway)	Superstreet
Superstreet	Freeway
Superstreet	Multilane Highway

New Location (Freeway, Multilane Highway, Superstreet) and Upgrade Intersection to Interchange/Grade separation projects also eligible)

- If project is eligible, travel time savings per user is the measure

P5.0 Highway – Multimodal

Funding Category

Criteria Weight

Statewide Mobility

-

Regional Impact

-

Division Needs

-

Purpose – measure degree the highway project benefits other modes

Score based on sum of benefits to other modes

Benefit points awarded based on:

- Proximity to airports, ferry terminals, ports, intermodal terminals, passenger bus or rail stations, park & ride lots, military bases
- If project includes bicycle and/or pedestrian accommodations, transit roadway components (bus-on-shoulder, pullouts, signal prioritization, etc), managed lanes

Highway – Multimodal Benefits Table

Mode	Benefit
Aviation	Within 1 mile of commercial service airport (passenger & freight access points)
Aviation	Within 1 mile of red & blue general aviation airport
Bike/Ped	Includes sidewalks, pedestrian crossings, striped bicycle lanes, wide outside lanes (greater than or equal to 14 feet), OR 4ft paved shoulder
Ferry	Within 1 mile of ferry terminal access point
Port	Within 1 mile of Port of Morehead City OR Port of Wilmington access points
Rail	Within 1 mile of NHS truck / rail intermodal terminal
Rail	Within 1 mile of Amtrak Station access point
Rail	Includes new highway-rail grade separation (primary purpose of project is highway)
Transit	Includes bus pullouts, transit bypass lanes, OR transit signal prioritization
Transit	Includes bus-on-shoulder-system (BOSS) OR managed lanes
Transit	Within 1 mile of major passenger station access points
Transit	Within 1 mile of standalone park and ride lot (minimum # spaces)
Military	Within 1 mile of access point to major military base on STRAHNET / defense access roads

Each row in above table is worth 1 point. Project score = sum of points

P5.0 Highway – Lane Width

Funding Category

Criteria Weight

Statewide Mobility

-

Regional Impact

-

Division Needs

-

Purpose – measure the existing lane width vs. DOT design standard

Existing Lane Width – DOT design standard Lane Width

- Greater the difference, the higher points the project receives
- Does NOT mean that project will be constructed to design standard

Highway – [Paved] Shoulder Width

Funding Category

Criteria Weight

Statewide Mobility

-

Regional Impact

-

Division Needs

-

Purpose – measure the existing paved shoulder width vs. DOT design standard

Existing Paved Shoulder Width – DOT design standard Paved Shoulder Width

- Greater the difference, the higher points the project receives
- Does NOT mean that project will be constructed to design standard

Highway – Pavement Condition

<u>Funding Category</u>	<u>Criteria Weight</u>
Statewide Mobility	-
Regional Impact	-
Division Needs	-

Purpose – measure the existing pavement condition along the project

100 – Pavement Condition Rating

- Based on 2016 Pavement Condition Survey
- Higher scores indicate poorer pavement condition

Highway Scoring Criteria & Weights (Default)

Funding Category	<u>QUANTITATIVE</u>		<u>LOCAL INPUT</u>	
	Data		Division	MPO/RPO
Statewide Mobility	Congestion = 30% Benefit-Cost = 25% Freight = 25% Safety = 10% Economic Comp. = 10%	100%	--	--
Regional Impact	Congestion = 20% Benefit-Cost = 20% Safety = 10% Accessibility/Connectivity = 10% Freight = 10%	70%	15%	15%
Division Needs	Congestion = 15% Benefit-Cost = 15% Safety = 10% Accessibility/Connectivity = 5% Freight = 5%	50%	25%	25%

Note: Region(s) _____ and Division(s) _____ use Alternate Criteria & Weights

Highway Scoring – Alternate Weights

Available for Regional Impact and Division Needs scoring

Requirements:

1. All MPOs/RPOs/Division Engineers unanimously agree on Alternate Weights by funding category (inaction doesn't mean non-agreement; action required for disagreement)
 - Alternate Weights from P4.0 will not carry to P5.0
 - Within respective Paired Funding Region(s) or Division(s)
2. Memo to SPOT from each MPO/RPO/Division Engineer – reference TAC Chair(s) agreement
 - Memo must be received by **September 30th, 2017**



P5.0 Workgroup Recommendations: Local Input Points and Normalization

P5.0 Local Input Points

Use in Regional Impact & Division Needs categories only

→ **All Modes**

of Points per Area = Base of 1,000 points

+ 100 additional points for every 50,000 in population

- Max 2,500 points per area
- Same allocation of points for Regional Impact and Division Needs
- 100 point max per project per category

Same as P4.0

MPOs, RPOs, & Divisions required to have approved methodology for assigning local input points

Normalization

Intent of STI legislation is to fund best transportation projects, regardless of mode



VS



VS



VS



VS



VS



Challenges:

- Different criteria and weights used for evaluating projects in each mode
- No “best practice” from national review – Peer Exchange in Dec. 2014 confirms this

Objective/Definition:

Allocation of funds between Highway and Non-Highway projects

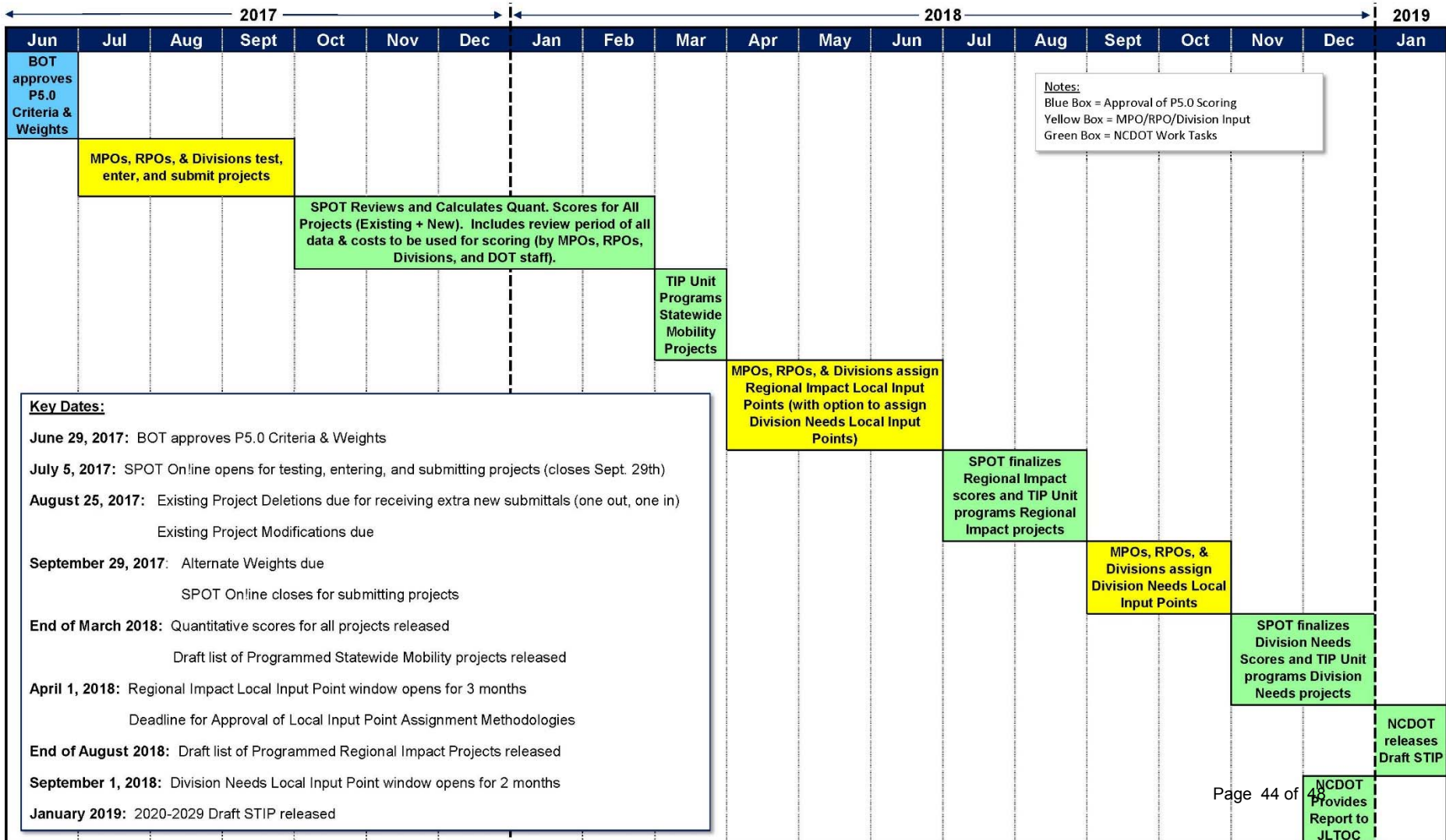
Normalization in P5.0

Mode	Regional Impact	Division Needs
Highway	90% (Region competition)	90% (Division competition)
Non-Highway	4% (Statewide competition)	4% (2% Statewide competition, 2% Division competition)
Flex	6% (Region competition)	6% (Division competition)

P5.0 Schedule

Prioritization 5.0 Schedule

May 23, 2017



Contact Information

STRATEGIC TRANSPORTATION INVESTMENTS

Smart decisions to keep North Carolina moving.

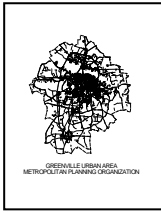
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Attachment 4b

Technical Coordinating Committee

Action Required

May 31, 2017

TO: Technical Coordinating Committee
FROM: Scott P. M. Godefroy, P.E., City Engineer
SUBJECT: Discuss Identification of future projects for submittal to NCDOT via the SPOT system;

Purpose: To identify projects intended for future submittal in the SPOT system. Projects must be submitted to NCDOT in the summer, 2017. (Thus, the MTP needs to be modified to include any projects that need to be submitted).

Discussion: This item is being discussed as follow-up to the last round of TCC and TAC meetings, and to determine if there are any changes, modifications, or new ideas to add to the transportation ideas originally presented at those meetings.

At the last round of MPO meetings, staff was instructed to modify the MTP. However, in light of the release of the draft STIP and with the new information regarding the number of road project submittals, staff needs to revisit this item prior to initiating MTP changes.

Recall that projects with ROW or Construction activity in the first 5 years of the STIP are considered “committed” projects and they do not need to be re-prioritized. Projects not in the STIP, or in years 6-10 of the STIP need to be re-submitted and reprioritized.

All projects need to be in the MTP in order for the MPO to be able to submit them for scoring and funding consideration for the following iteration of the SPOT (points/programming) process. Thus, should TCC wish to submit any of the following new project ideas to NCDOT, they must first be noted in the MPO’s long range plan (MTP). If so instructed by TAC, MPO staff can begin the MTP modification process.

NCDOT will basically remove all previously submitted projects from their database to start the submittal process over. The MPO is allowed 16 projects PER MODE. (16 highway, 16 bike/ped, etc).

MPO staff seeks direction regarding updating the long-range plan (MTP) for inclusion of some, none, or all of these projects. Note that some other projects would have to be removed from the plan to do so. Staff seeks direction regarding these possible changes to the MTP.

Staff-proposed new projects (Would need to be added into MTP via modification)

Road projects

1. Greenville Blvd Improvements. City to determine scope/nature of improvements. (already in MTP)
2. NC43/Charles Blvd, from Greenville Blvd to Firetower Rd. Construct medians, sidewalk, protected bike lanes, bus pull out bays, stormwater improvements, and intersection capacity improvements/turn lane additions.

3. Evans Street. Greenville Blvd to 10th Street. Medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane additions.
4. 14th Street. Greenville Blvd to Elm Street. Improved two lane section with curb and gutter, turn lanes at appropriate intersections, sidewalks and protected bike lanes.
5. US13/Dickinson Ave. Memorial Drive to Greenville Blvd/Allen Rd. Widen to 4-lanes throughout, construct medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane additions.
6. Thomas Langston Road from NC11 to Davenport Farm Road. Widening (2 lanes to 4 lanes), protected bike lane, sidewalk, intersection capacity improvements. Extend on new location from Davenport Farm Road to Forlines Rd.

Proposed modifications to existing roadway projects:

At the last round of meetings, splitting the NC43 project was discussed. Since that meeting, we have discovered that this project has been programmed in the “outer years” of the draft STIP. Since the project made it into the STIP as previously submitted, MPO staff recommends keeping this project as one single project, and not splitting it into 2 projects, as previously discussed.

- ~~1. Split NC43 widening from Firetower Rd to Worthington Rd into 2 projects

 - ~~a. NC43: Firetower Rd to the Southern terminus of Bells Fork Rd (SR 1729)~~
 - ~~b. NC43: Southern terminus of Bells Fork Rd (SR 1729) to Worthington Rd~~~~

~~Widen to 4 lanes divided, buffered bike lanes, sidewalk, intersection capacity improvement / turn lane additions~~

New Bike/ped projects

1. Worthington Road. Old Tar Rd to Christ Covenant School on Worthington Rd. Sidewalks and protected bike lanes.

To maintain fiscal constraint in the MTP, the following projects are recommended for removal from the MTP. These projects ranked poorly in NCDOT’s point ranking process. NCDOT will remove from their database any project that the MPO does not award points to. If removed from the MTP, the MPO cannot submit them for future funding consideration.

Proposed deletions from MTP (and also NCDOT’s SPOT project database):

1. NC11 – US264 to US64 – upgrade to interstate
2. NC903 modernization
3. Arlington Blvd

Action Needed: TAC to instruct MPO staff to modify the MTP for removal/inclusion of desired projects.

P4.0 Projects - Status for P5.0 - SUBJECT TO CHANGE based on Final 2018-2027 STIP

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost To NCDOT	Statewide Mobility Total / Quantitative Score (Out of 100)	Regional Impact Total Score (Out of 100)	Division Needs Total Score (Out of 100)	Funding Region	Division(s)	MPO(s)/RPO(s)	County(s)	P5.0 Status	Type of Carryover	NEPA Date	Programmed Amount (2018-2027)	Draft Right-of-Way Date	Draft Construction Date	Funded Status	Comments
A130258	Aviation	AV-5807	Regional Impact	PGV - Pitt-Greenville			Apron Expansion - Design and Construction (Concrete and Bituminous) for air carrier ramp (Includes Project Request Numbers: 2538)	1200 - Aircraft Apron / Helipad Requirements	\$ 300,000	N/A	83.09	N/A	B	02	Greenville Urban Area MPO	Pitt	Carryover	Programmed After FY2022		\$ 300,000		FY 2024	Regional Impact	
A130266	Aviation	AV-5810	Regional Impact	PGV - Pitt-Greenville			T-Hangar Site Preparation & Access Road - Design and Construction (Includes Project Request Numbers: 3276)	1900 - Hangars	\$ 300,000	N/A	71.07	N/A	B	02	Greenville Urban Area MPO	Pitt	Carryover	Programmed After FY2022		\$ 300,000		FY 2027	Regional Impact	
B150577	BikePed	EB-5847	Division Needs	SR 1149 (Mill St)	SR 1133 (Main St)	SR 1126 (Boyd St)	Construct sidewalk on west side of roadway. Construct associated signing and marking, handrail, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction.	5- Protected Linear Pedestrian Facility (Pedestrian)	\$ 208,000	N/A	N/A	86.32	B	02	Greenville Urban Area MPO	Pitt	Carryover	Programmed After FY2022		\$ 184,000	FY 2024	FY 2025	Division Needs	\$ -
B150863	BikePed	EB-5846	Division Needs	Town Common to River Park North connector trail	Town Common at Greene Street (SR 1531)	River Park North	Construct Greenway / multi-use trail. Will include combination of bicycle facility and sidewalk, boardwalk, paved multi-use path, retaining wall, HAWK signal, and related improvements as needed.	1- Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 2,264,000	N/A	N/A	86.46	B	02	Greenville Urban Area MPO	Pitt	Carryover	Programmed After FY2022		\$ 2,016,000	FY 2025	FY 2026	Division Needs	\$ -
H090636	Highway	U-5991	Regional Impact	NC 43	SR 1708 (Firetower Rd)	SR 1711 (Worthington Road)	Widen Existing 2-Lane and 3-Lane Roadway to a Multi-Lane Urban Section Facility including Sidewalk, Landscaping, and Bicycle Improvements	1- Widen Existing Roadway	\$ 30,200,000	N/A	49.12	74.37	B	02	Greenville Urban Area MPO	Pitt	Carryover	Programmed After FY2022		\$ 30,200,000	FY 2025	FY 2027	Division Needs	\$ -
H090640	Highway	U-5953	Regional Impact	NC 102	Ayden Elementary School		Construct right turn lane on NC 102 WB into Ayden Elementary School	10 - Improve Intersection	\$ 500,000	N/A	74.36	N/A	B	02	Greenville Urban Area MPO	Pitt	Carryover	Programmed After FY2022		\$ 500,000	FY 2023	FY 2025	Regional Impact	
H150343	Highway	U-5952	Regional Impact	Greenville Citywide Signal System			Upgrade existing signal system hardware and replace fiber optic infrastructure, install additional detection/camera/counting hardware at selected intersections, provide infrastructure backbone for future signals.	13 - Citywide Signal System	\$ 8,572,500	N/A	74.51	N/A	B	02	Greenville Urban Area MPO	Pitt	Carryover	Programmed After FY2022		\$ 8,573,000	FY 2023	FY 2025	Regional Impact	
H090224-C	Highway	R-3407C	Regional Impact	NC 33	NC 222 at Belvoir Crossroads	US 264 Bypass	Widen to Multi-Lanes	1 - Widen Existing Roadway	\$ 31,900,000	N/A	43.44	44.66	B	02	Greenville Urban Area MPO, Mid-East RPO	Pitt	Carryover	Active or Completed NEPA	3/31/2010				Did Not Score High Enough to Receive Funding	\$ -
A130267	Aviation		Regional Impact	PGV - Pitt-Greenville			Airfield Emergency Access Road Improvements; Airport is currently in the process of updating the ALP to show this project (includes Project Request Numbers: 2549)	3005 - Other: Not otherwise defined in system plan objectives	\$ 300,000	N/A	35.93	7.37	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
A130268	Aviation		Regional Impact	PGV - Pitt-Greenville			Airfield Drainage Improvements (includes Project Request Numbers: 2558)	3005 - Other: Not otherwise defined in system plan objectives	\$ 300,000	N/A	38.17	11.80	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
A130271	Aviation		Regional Impact	PGV - Pitt-Greenville			Visual NAVAIDS Runway 8-26 PAPIs & REILS Design and Construction (includes Project Request Numbers: 3271)	3005 - Other: Not otherwise defined in system plan objectives	\$ 300,000	N/A	41.66	15.86	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
B140603	BikePed		Division Needs	SR 1712 Ange St	Primrose Lane	Windmill Drive	Construct sidewalk. Construct associated signing and marking, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction.	5- Protected Linear Pedestrian Facility (Pedestrian)	\$ 352,000	N/A	N/A	31.70	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
B140682	BikePed		Division Needs	S. Tar River Greenway Ph2	Green Mill -South Tar Connector Greenway	Near Cemetery on NC33 (Eastside Park)	Design and Construct the S. Tar River Greenway, Phase 2, from existing Green Mill/South Tar Connector Greenway to City property (Eastside Park) near cemetery on NC33, including Tar River to Hardee Creek and other neighborhood connectors	1- Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 4,256,000	N/A	N/A	57.54	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
B150334	BikePed		Division Needs	South Tar River Greenway, Phase 3B	Terminus of Phase3A near Nash St	Moye Blvd/ Veteran's Administration Bldg	Construct greenway from terminus of phase 3A near Nash St to Moye Blvd. adjacent to Veteran's Administration clinic.	1- Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 1,760,000	N/A	N/A	31.72	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
B150736	BikePed		Division Needs	NC 102	NC11	SR 1149 (Lee St)	Construct new sidewalk and remove and replace existing sidewalk (and curb and gutter, as needed) along north side of NC102. Construct new handicapped accessible curb ramps as needed. Install and mark high visibility crosswalks throughout project extents. Install pedestrian-related signage.	5- Protected Linear Pedestrian Facility (Pedestrian)	\$ 360,000	N/A	N/A	31.58	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
H090510	Highway	U-5006	Division Needs	SR 1708 (New Route - Firetower Road Extension)	Proposed Greenville Southwest Bypass	NC 11/903	Construct Multi-Lanes, Part on New Location	6 - Widen Existing Roadway and Construct Part on New Location	\$ 30,490,000	N/A	N/A	24.06	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
H090591	Highway		Division Needs	SR 1127 (Frog Level Road)	US 13 (Dickinson Avenue)	NC 903	Modernize roadway by widening existing lane width to proper standard and add Continuous 2 Way Left Turn Lane	1 - Widen Existing Roadway	\$ 22,800,000	N/A	N/A	41.65	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
H111004	Highway		Division Needs	SR 1126 (Boyd Street)	NC 11	Railroad Street	Widen to Meet tolerable Lane Width Requirements, Provide Bicycle and Pedestrian Facilities, Construct Curb and Gutter and Associated Drainage Structures, and Construct Turn Lanes to Allow the Facility to Serve As a Connector Between NC 11 and Railroad Street	16 - Modernize Roadway	\$ 5,200,000	N/A	N/A	15.36	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
H111046	Highway		Division Needs	SR 1713	NC 11	SR 1149 (Mill Street)	Laurie Ellis Rd Extension/Connector: Construct on New Location 2-Lane Roadway with Bicycle and Pedestrian Facilities. Construct intersection with NC11 Turn Lane Improvements and Traffic Light Installation	5 - Construct Roadway on New Location	\$ 2,800,000	N/A	N/A	46.97	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
H141004	Highway		Regional Impact	NC 11	SR 1108 (Littlefield Rd)		Upgrade at-grade intersection	10 - Improve Intersection	\$ 590,000	N/A	47.76	42.70	B	02	Greenville Urban Area MPO, Mid-East RPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
H140563	Highway		Division Needs	SR 1120 (Jolly Road)	NC11	NC102	Modernize roadway to meet tolerable lane width requirements, provide bicycle and pedestrian facilities	16 - Modernize Roadway	\$ 1,700,000	N/A	N/A	29.32	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
H141637	Highway		Regional Impact	NC 903	NC 11	Greene Co line	Widen roadway from 20 feet to 26 feet and resurface	16 - Modernize Roadway	\$ 8,498,000	N/A	41.66	18.86	B	02	Greenville Urban Area MPO, Mid-East RPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
H141074	Highway		Division Needs	SR 1726 (Portertown Road)	SR 1727 (Eastern Pines Road)		Upgrade intersection at SR 1726 and SR 1727 to a roundabout	10 - Improve Intersection	\$ 1,300,000	N/A	N/A	38.37	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
H150335	Highway		Division Needs	Arlington Boulevard	NC 43 (W. 5th St)	SR 2235 (Old Firetower Road)	Widen existing cross section and construct median along Arlington Blvd with dedicated left and right turn lanes in selected locations, provide dedicated/protected bicycle lanes, construct sidewalks on both sides of roadway, provide dedicated right turn and/or dual left turn lanes at selected intersections; re-align Red banks road intersection to facilitate a safer north-south movement along Arlington Blvd; location of bus pull-out bays will be determined by transit agency in the future.	18 - Widen Existing Local (Non-State) Roadway	\$ 38,300,000	N/A	N/A	58.22	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
H150417	Highway		Regional Impact	NC 43	SR 1737 Edward's Farm Rd		Construct right turn lane and left turn lane on NC 43 at the intersection with SR 1737 Edward's Farm Rd	10 - Improve Intersection	\$ 600,000	N/A	28.29	32.34	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -
H150722	Highway		Division Needs	SR 1127 (Frog Level Rd)	SR 1128 Davenport Farm Rd		Construct roundabout at the intersection of SR 1127 and SR 1128	10 - Improve Intersection	\$ 1,100,000	N/A	N/A	38.88	B	02	Greenville Urban Area MPO	Pitt	Hold Tank						Did Not Score High Enough to Receive Funding	\$ -