

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

Wednesday, June 28, 2023 at 1:30 p.m. - Hybrid  
Main Conference Room, Public Works Department  
1500 Beatty Street Greenville, NC 27834.

***Actions to be taken in bold italics***

**1) Approval of the 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) Public Comment Period**

**3) MPO101 Presentation**

- a)* Greenville Urban Area MPO "MPO 101" Overview Presentation-- ***discussion*** (pg.3-26)

**4) Regular Agenda**

- a)* Approval of the Minutes from the February 15th, 2023 TCC Meeting-- ***approve*** (pg.27-30)  
*b)* 2020-2029 Transportation Improvement Program (TIP) Amendment-- ***recommend*** (pg.31-37)  
*c)* Supporting NCDOT targets for performance measures associated with Pavement and Bridge, and Reliability and Freight-- ***recommend*** (pg.38-40)  
*d)* Safe Streets for All Grant Application Letter of Support-- ***approve*** (pg.41-43)  
*e)* Approval of the Greenville Urban Area MPO's Fiscal Year 2024 Unified Planning Work Program (UPWP) Amendment #1-- ***recommend*** (pg.44-46)  
*f)* Carbon Reduction Program Selection Criteria-- ***recommend*** (pg.47-67)

**5) Other Discussion Items**

- a)* Greater Rocky Mount, Greenville & Wilson Area Transit Plan by Ines Nizeye and Laura Everitt, Benesch-- ***discussion*** (pg.68-87)  
*b)* Final STIP 2024-2033 Project Changes-- ***discussion*** (pg.88-92)  
*c)* Prioritization 7.0 Schedule and Project List update- ***discussion*** (pg.93-100)  
*d)* Updates/Announcements  
    *i.* Division 2 - Len White (pg.101-107)  
    *ii.* Transportation Planning Division – Liam Hogan-Rivera (pg.108-111)  
    *iii.* Integrated Mobility Division – Nick Morrison  
    *iv.* MPO Staff Updates

**6) Proposed Upcoming MPO 2023 Meeting Schedule (TBD at 1:30pm)\***

- Technical Coordinating Committee (TCC) – September 13; November 29
- Transportation Advisory Committee (TAC) – July 12; September 27; November 29

**7) Adjourn Meeting –**

## **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](http://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](http://www.greenvillenc.gov).



## Attachment 3a

### Technical Coordinating Committee

**No Action Required**

June 28, 2023

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Greenville Urban Area MPO "MPO 101" Overview Presentation

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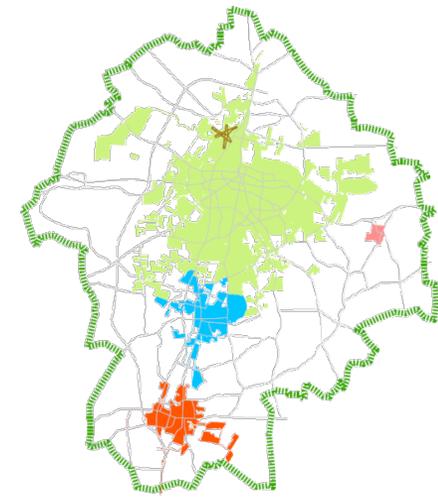
Purpose: To provide members of the Technical Coordinating Committee (TCC) with presentation materials on the responsibility, role and processes of the Greenville Urban Area Metropolitan Planning Organization (MPO).

Discussion: Staff of the Greenville Urban Area MPO have developed a presentation on the responsibilities, role and processes of the Greenville Urban Area MPO. This presentation is intended to enhance membership understanding of the MPO and its activities while allowing members of the TCC provide direct feedback to staff regarding the material and future initiatives. Items covered within this presentation are as follows:

- Establishment of the MPO and its History
- Committee Membership and Responsibilities
- Funding
- MPO Core Premise, Responsibilities and Processes
- Current Projects
- MPO Plans and Documents
- Key Legislation
- Key Considerations in Transportation Planning
- MPO Priorities

Action Needed: No action required for this item.

Attachments: *MPO 101 Presentation*



# **The Greenville Urban Area Metropolitan Planning Organization (GUAMPO)**

## **Transportation Planning Overview, Process and Products**

### **“The forum for cooperative transportation decision making for the metropolitan planning area”**

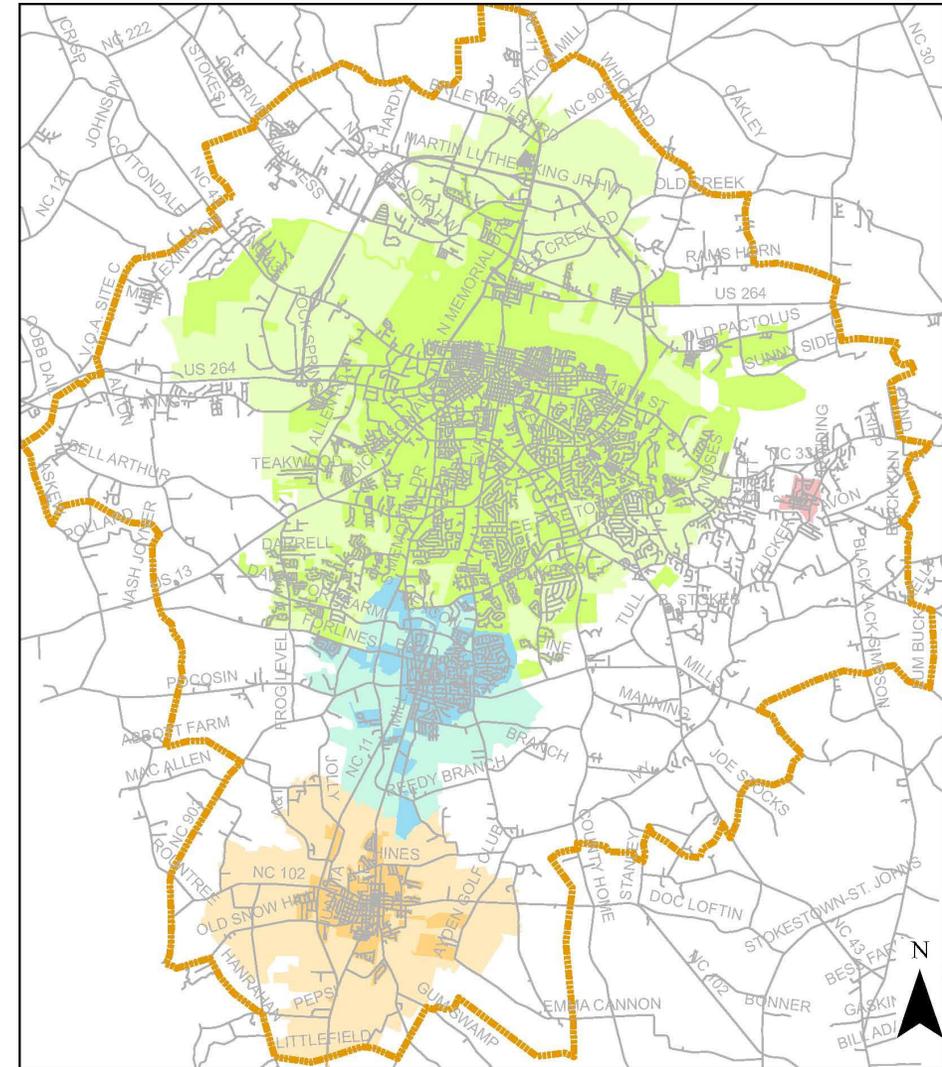
**Source: 23 CFR Part 450.104**

- The MPO provides a forum for *local input* into the expenditure of federal transportation dollars.
- The MPO establishes transportation project priorities for the area. These are submitted to NCDOT for funding consideration.
- There are currently over 400 MPOs in the U.S.



- Since the 1962 Federal-aid Highway Act, federal authorizing legislation for expenditure of surface transportation funds has required metropolitan area transportation plans and programs to be developed through a continuing, cooperative, and comprehensive (3-C) planning process.
- The Census Bureau defines urbanized areas (UZAs) and adjust boundaries according to population and density after the census. MPO boundaries are expected to change every 10 years as the area continues to develop.
  - UZAs are defined as areas with a population of at least 50,000
- Federal Law (23 USC 134) requires MPOs to be established in urbanized areas.
- An MPO, its planning boundaries, membership and voting structure are established and designated by agreement between local officials and the Governor.
- Greenville Area MPO established in 1992.

- City of Greenville (Lead Planning Agency)
- Unincorporated Pitt County within Boundary
- Town of Winterville
- Town of Ayden
- Village of Simpson



**Legend**

- MPO\_Boundary
- Ayden Town Limits
- Greenville City Limits
- Winterville Town Limits
- Ayden ETJ
- Greenville ETJ
- Winterville ETJ
- Simpson Village Limits



**Greenville Urban Area Metropolitan Planning Organization**

**TRANSPORTATION ADVISORY  
COMMITTEE MEMBERS**

**CHAIR**  
*P.J. Connelly, Mayor  
City of Greenville  
ALTERNATE: Rose Glover, Mayor Pro-Tem*

*Melvin C. McLawhorn  
Commissioner Pitt County  
ALTERNATE: Alex Albright*

*Steve Tripp, Mayor  
Town of Ayden*

*Ricky Hines Mayor  
Town of Winterville  
ALTERNATE: Tony Moore*

**VICE CHAIR**  
*Richard Zeck, Mayor  
Village of Simpson*

*Merrie Jo Alcoke  
Board of Transportation  
NCDOT ALTERNATE: Hugh  
Overholt*

*(non-voting)  
John F. Sullivan III  
Federal Highway Administration*

**TECHNICAL COORDINATING  
COMMITTEE MEMBERS**

**CHAIR**  
*Lisa Kirby  
City Engineer  
City of Greenville*

*Thomas Barnett  
Chief Planner  
City of Greenville*

*Elizabeth Stalls  
Transit Manager  
City of Greenville*

*Kevin Mulligan  
Director of Public Works  
City of Greenville*

*Richard DiCesare, P.E., PTOE  
City Traffic Engineer  
City of Greenville*

*Ann E. Wall  
City Manager  
City of Greenville*

*James Rhodes, AICP  
Planning Director  
Pitt County*

*Jonas Hill  
Planner  
Pitt County*

**VICE CHAIR**  
*Anthony Bower  
Asst. Town Manager  
Town of Winterville*

*Terri Parker  
Town Manager  
Town of Winterville*

*Planning Director  
Town of Winterville*

*Scott Howard  
Town Manager  
Town of Ayden*

*Stephen Smith  
Community & Economic Planner  
Town of Ayden*

*Richard Zeck  
Mayor  
Village of Simpson*

*Jeff Cabaniss  
Division Engineer  
Division 2, NCDOT*

*Michael Taylor  
Assistant County Manager  
Pitt County*

*Liam Hogan-Rivera  
Greenville MPO Coordinator  
Transportation Planning Branch  
NCDOT*

*Steve Hamilton, PE  
Division Traffic Engineer  
Division 2, NCDOT*

*Bailey Harden  
Eastern Region Mobility &  
Safety Field Operations  
Engineer NCDOT*

*Len White, PE  
Planning Engineer  
Division 2, NCDOT*

*Pat Harris  
Planning Director  
Mid-East Commission*

*William Bagnell  
Associate Vice Chancellor  
Campus Operations  
East Carolina University*

*(non-voting) Brandon Oliver  
Planning Team  
Federal Highway Administration*

*(non-voting) Nick Morrison  
Integrated Mobility Division  
NCDOT*

*(non-voting) Sam Singleton  
Mid-East RPO*

- Provides a forum for technical staff to problem solve
- Advises the TAC on technical issues and provides recommendations on action items
- To keep your policy boards informed of the status and requirements of the transportation planning process
- Help coordinate meetings and meet prior to TAC
- Voting is simple majority, each member = 1 vote
- Officers (elected every calendar year)
  - Current Chairman: Mrs. Lisa Kirby, P.E., City Engineer City of Greenville
  - Current Vice-Chairman: Mr. Anthony Bower, Town of Winterville Assistant Town Manager

- **Meetings**

- Regular meetings: TCC may adopt a regular schedule of meetings. Electronic Meetings are permitted, given that a physical location is provided where members, alternates, or general public can participate.
- Special Meetings: Called by the Chairperson or at the request of a majority of members
- Quorums: Is required for the transaction of all business, including conducting meetings, participation in deliberations, or voting upon or otherwise transacting the public business. Quorum consists of 51% of voting members of the TCC, excluding those who are considered *inactive*
- Attendance: If a TCC member does not attend two (2) consecutive scheduled meetings of the TCC, the member will be considered inactive. Following the designation as inactive, if the member or his or her alternate is not in attendance at a subsequent TCC meeting, he or she will not be counted for quorum purposes. The member will be automatically reinstated and counted for quorum purposes by attending a TCC meeting.

- **Agenda**

- The agenda is the list of consideration for discussion at a meeting. Items on the agenda originate as a carryover from previous TCC meetings or are placed on the agenda prior to its distribution by any member of the TCC, by request from any jurisdiction party to the Memorandum of Understanding, by request of the Chairperson of the TCC, or by MPO staff. Additional items may be placed on the regular agenda prior to the approval of the agenda at the request of MPO staff or any voting member of the TCC.

- **Additional Roles of TCC**
  - Provide unique local viewpoint from within the community, assess which policies and strategies would work in your area
  - Respond to local community input and direct them to the proper channels
  - Review development near corridors
  - **Involvement in Networking**
    - Share with others in your area that have a keen interest in the way in which the area's future transportation needs should be managed. These others may include friends, neighbors, business associate, or other vitally interested in the future of the area.
    - Invite these individuals to participate in the planning process, you can help make sure that all important viewpoints are embodied in the planning process
    - Share information discussed with the governing body which you represent

- Serves as the MPO's Board of Directors, and takes official action on MPO matters
- TAC is comprised of elected and appointed officials:
  - Mayor of Greenville
  - Mayor of Winterville
  - Mayor of Ayden
  - Mayor of Simpson
  - Commissioner of Pitt County
  - Division 2 State Board of Transportation Representative
  - Federal Highway Administration Representative
- Voting is done by majority unless a weighted vote is enacted by any member prior to voting.
- Officers (elected every calendar year)
  - Chairman
    - Currently Mayor P.J. Connelly, City of Greenville
  - Vice-Chairman
    - Currently Mayor Rich Zeck, Village of Simpson



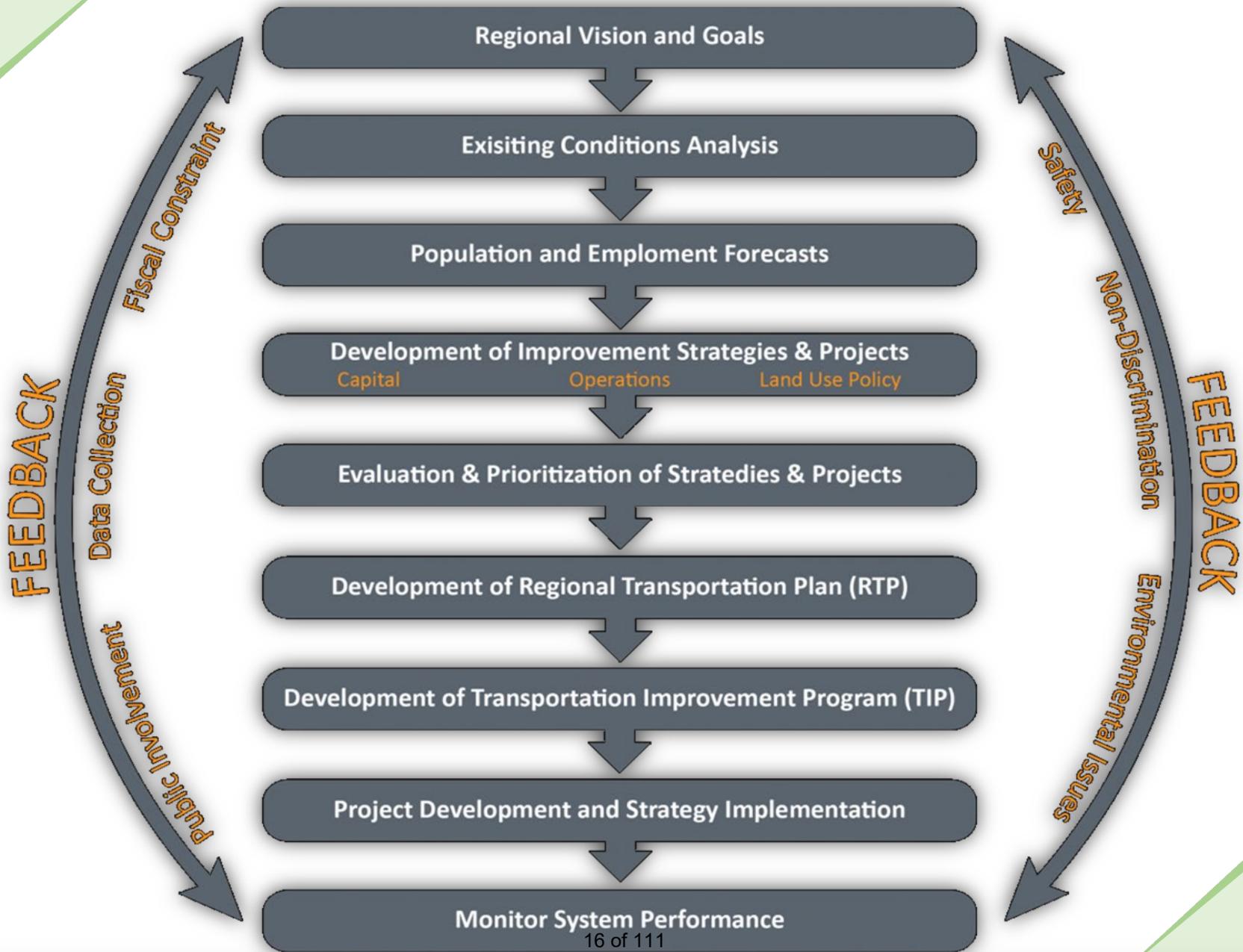
- Transportation Planning functions are funded through Public Law funds (PL 104(f)) and are typically subject to a Federal and Local Split:
  - 80% Federal
  - 20% Local
- The Greenville MPO local match is funded on a cost-shared basis, determined by each members percentage of the total MPO population. The local cost of the total MPO expenditures are (20% total):
  - Pitt County – 5.1%
  - Greenville – 12.7%
  - Winterville – 1.4%
  - Ayden – 0.7%
  - Simpson – 0.1%
- Funding specifics/details in yearly business plan (Unified Planning Work Program, or UPWP)

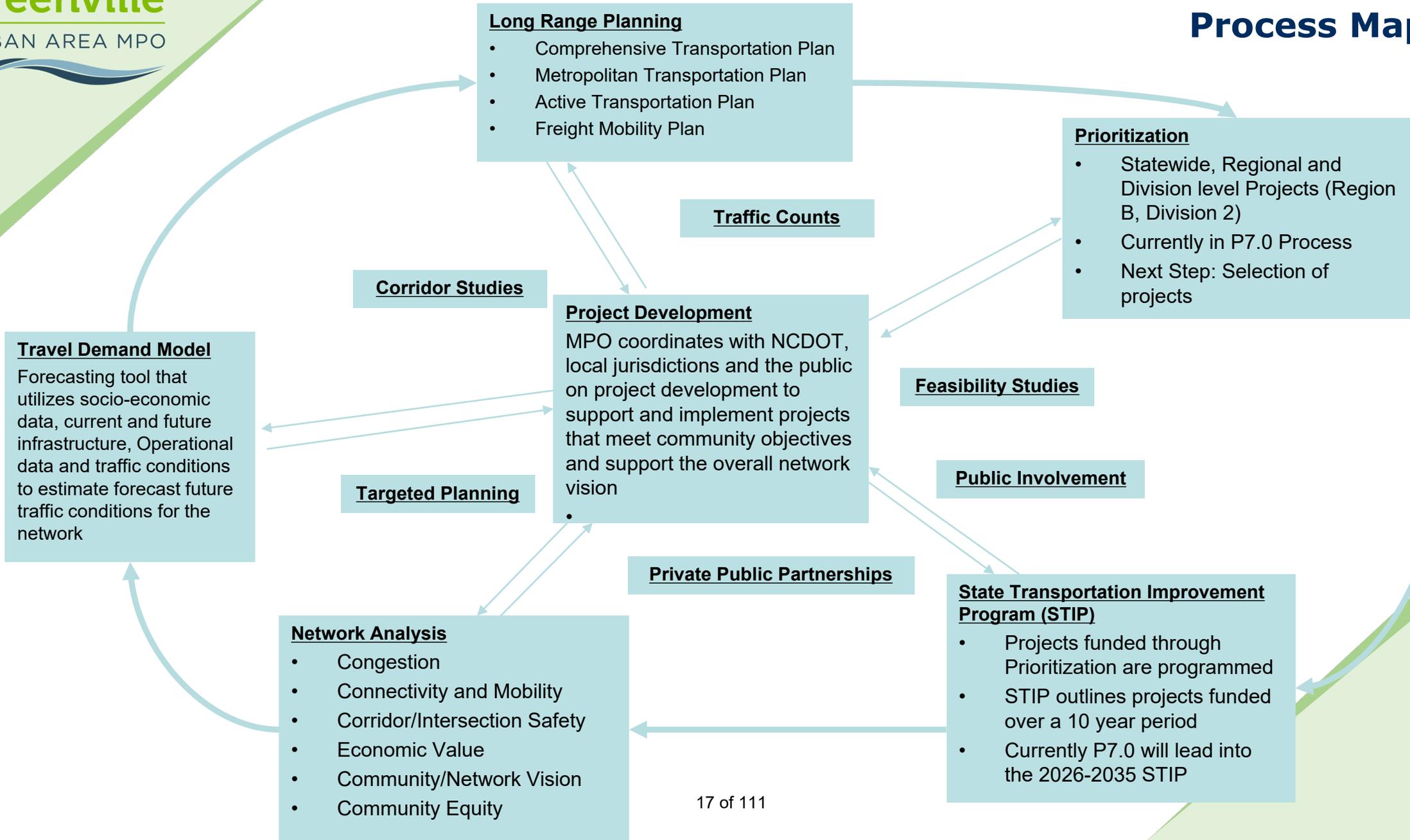


- *“The Greenville Urban Area MPO is the regional transportation planning organization that is made up of elected officials and representatives from various local government agencies located within the Greenville urban area as well as representatives from the North Carolina Department of Transportation (NCDOT). The MPO provides the regional cooperative planning process that serves as the basis for the expenditure of Federal transportation funds in the area for streets, highways, bridges, public transit, bicycle and pedestrian paths.”*



- The MPO is federally and locally mandated to perform the following core functions:
  - Act as the means to coordinate transportation projects with local staff, elected officials, citizens and State and Federal agencies.
  - Identifying and analyzing transportation network deficiencies.
  - Identify and evaluate alternative transportation improvement options.
  - Develop and maintain the Metropolitan Transportation Plan (MTP), planning and programming the current and planned transportation network on a 25 year horizon
  - Prioritizing MPO network projects for Federal funding through the State process.
  - Coordinating the development of the Transportation Improvement Program with State and Federal officials
  - Outreach to the public to determine the community and regional transportation priorities







### Under Construction

- Dickinson Avenue Improvements
- S. Tar River Greenway Ph. 3A
- US 264 Upgrade to Interstate (I-587)

### Construction Completed

- Greenville SW Bypass
- 10<sup>th</sup> Street Connector
- Laurie Ellis Road Extension
- Boyd Street Upgrade

### In Design/Right of Way Acquisition/Utility Phase over the next 5 years

- Allen Rd Widening
- Firetower/Portertown Road Widening
- 14<sup>th</sup> Street Widening
- Greenville Signal System Upgrade
- Evans St./Old Tar Road Widening
- W.5<sup>th</sup> Street/Memorial Drive Intersection Improvement
- NC 43 South Widening
- Worthington Road/County Home Road

### Preliminary Development/Study

- Charles Blvd Access Management Project (P7.0 Submission)
- 10<sup>th</sup> Street Access Management Project (P7.0 Submission)



**Unified Planning Work Program (UPWP):** The UPWP serves as the MPO's budget for PL 104(f) funds, or Federal transportation planning funds. This document outlines the amount of funding programmed for MPO activities and special studies. Items funded under the UPWP are subject to an 80-20 split.

**Comprehensive Transportation Plan (CTP):** The CTP is long range transportation plan (30 years). The CTP is a series of maps (rail, transit, highway, intersection and bicycle & pedestrian) that categories facilities as existing (facility does not require improvement), needs improvement or recommended (new route or connection that is recommended). The CTP State mandated plan that is jointly produced by the MPO and NCDOT.

**Metropolitan Transportation Plan (MTP):** The MTP is a data driven long range transportation plan (25 year horizon) that outlines policies, strategies and future projects for all pertinent modes of transportation (highway, bicycle & pedestrian, rail and public transit) within the MPO network. This document is based on the Travel Demand Model that, utilizing several data sets, forecasts traffic conditions to the plan year. This document is financially constrained with projects cost estimated and programmed according to available financial resources.



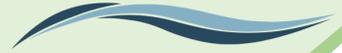
**Metropolitan Transportation Improvement Plan (MTIP):** The MTIP is the product of the coordinated effort between NCDOT and the State MPO's and RPOs. The MTIP is a fiscally constrained 10-year project planning and programming document that is produced through the State's Prioritization process. The MTIP is split into two sections, funded (first 5 years) and development (outer 5 years) with projects funded in the development portion subject to reprioritization. This document is updated approximately every 2 years. The MTIP represents the Greenville Urbanized Area's specific portion of the State Transportation Improvement Program (STIP).

**Active Transportation Master Plan (ATP):** The ATP is a Bicycle, Pedestrian and active alternative master plan used by the MPO to identify, plan and implement a coordinated active transportation network. Projects within the ATP are eligible for prioritization and the 80-20 funding split associated with those projects. The ATP also contains a design toolbox that outlines new and retrofit designs to be utilized in creating a MPO wide active transportation network.

**Public Involvement Policy/Title VI:** The MPO, in adherence to Federal Law, must outline strategies and policies to solicit public involvement and opinion. Title VI equitable involvement is possible for all citizens. In addition the MPO's Title VI plan also outlines policies to involve the Limited English population within the MPO's planning area.

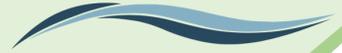


- **Bipartisan Infrastructure Law:** signed into law on November 15, 2021. The Infrastructure Investment and Jobs Act authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward “new” investments and programs. Funding from the IIJA is expansive in its reach, addressing energy and power infrastructure, access to broadband internet, water infrastructure, and more. Some of the new programs funded by the bill could provide the resources needed to address a variety of infrastructure needs at the local level.
- **FAST Act:** The FAST Act is the most recent large scale transportation legislation passed by the Federal government. The FAST Act stands for Fixing America’s Surface Transportation Act, and was signed into law in December 2015. This Act provides long-term funding for surface transportation improvements. In addition to providing funding the FAST Act also reforms many Federal Transportation programs, streamline project delivery, increase freight and logistics project funding and incorporate new planning rules.
  - As it relates to the MPO, the FAST Act has provided new guidelines and planning rules to incorporate in the MPO’s long range planning efforts. Performance measures for Safety, Bridge & Pavement and Freight/Reliability and Congestion Management and Air Quality are to be included. This allows for more transparency as project funding will be tied to meeting performance measures outlined through a partnership between the Federal, State and MPO officials.
  - As the MPO begins the and continues development of the 2045 MTP, the FAST Act will play a key role in how projects are identified for improvement and how they are programmed by the MPO and State through prioritization.



- Clean Air Act: This piece of legislation requires the EPA to set standards for air pollutants. In 2014 this regulation was strengthened and sets standards for specific attainment criteria for air quality. Any County found not to be in attainment must outline and plan strategies to reduce pollutants. Currently Pitt County is in attainment (Mecklenburg County is the only County in North Carolina not in attainment currently).
- Congestion Management Process/Planning (CMP): In large urban areas such as, Congestion Management is a key factor. CMPs are required for large MPOs with over 200,000 in population (Transportation Management Areas) but can be planned at the MPO's discretion for MPOs under 200,000. As Greenville continues to grow, Congestion Management will become a key planning factor.

- Additional factors to consider as a part of the MPO's strategic long term planning:
  - Land-Use Planning factors and coordination
  - Leveraging the transportation network for Economic Development
  - Sustainable transportation to meet needs without compromising the quality of life for future generations
  - Livability in transportation in order to provide facilities and services to achieve broader community goals
  - Hazard and environmental impact mitigation
  - Creative and innovative techniques to gather public opinion/involvement
  - Continued Incorporation of Intelligent Transportation Systems (ITS) and progressive technologies



- Due to population and density (over 50,000 in population), a MPO was formed with the City of Greenville as the Lead Planning Agency.
- The MPO, in addition to the City of Greenville, includes: Towns of Winterville and Ayden, Village of Simpson and portions of Pitt County.
- Key MPO duties include, but are not limited to: Long range transportation planning, coordination of the State and local prioritization process to get projects funded and constructed, maintenance and development of the MPO's Travel Demand Model and outreach to the public.

*“Utilizing key partnerships, the MPO serves as a central coordination tool for State and Federal agencies, jurisdictional MPO members and the public in order to plan, program and promote improvements to the MPO’s transportation network”*

## Greenville Urban Area MPO Priorities

### Quality of Life



Protect and enhance the environment and improve the quality of life for all citizens, while promoting consistency between transportation improvements and both local and State planned growth.

### Safety & Security



Promote a safe and secure transportation system for all users, motorized and non-motorized.

### Economic Vitality



Support the economic vitality of the entire Metropolitan Area by enabling competitiveness, productivity, and efficiency.

### Network Preservation



Sustain and enhance the transportation system by promoting efficient management and operations.

### Mobility & Connectivity



Create a balanced transportation system across all modes that encourages enhanced accessibility and connectivity for all people and freight.

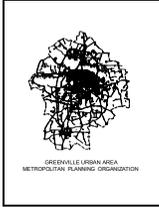
### Congestion & Travel Time Reliability



Consistently manage the transportation system to mitigate traffic congestion and ensure reliable travel times across the network.



- Coordination and development of arterial route corridor studies to define and promote growth along major thoroughfares while linking infrastructure development to sustain and address future development, congestion and mobility issues.
- Research and development of relationships necessary to continue public transportation system development.
- Continued efforts of the passenger rail development connecting Greenville to Raleigh creating additional mobility options.
- Partnerships with community and economic development agencies to provide a safe, equitable and efficient transportation network that supports the community needs and economic opportunity.



## Attachment 4a

### Technical Coordinating Committee

### Action Required

June 28, 2023

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Minutes from the February 15th, 2023 TCC Meeting

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Purpose: To review and approve the minutes of the February 15th TCC meeting.

Discussion: The draft minutes from the February 15th TCC meeting are attached for review and approval.

Action Needed: Adopt the February 15th, 2023 meeting minutes.

Attachments: *Draft February 15th TCC meeting minutes*

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COORDINATING COMMITTEE MINUTES  
FEBRUARY 15, 2023**

Members of the Technical Coordinating Committee of the Greenville Urban Area Metropolitan Planning Organization met on the above date at 1:30 p.m. via Hybrid. Bryan Jones, TCC Vice-Chairperson, called the meeting to order. The following attended the meeting:

Lisa Kirby, City of Greenville  
Ann Wall, City of Greenville  
Chante Gooby, City of Greenville  
Rik DiCesare, City of Greenville  
Elizabeth Stalls, City of Greenville  
Bryan Jones, Town of Winterville  
Jonas Hill, Pitt County  
James Rhodes, Pitt County

Nola Roberts, Town of Ayden  
Anthony Bowers, Town of Winterville  
Bailey Harden, NCDOT  
Liam Hogan-Rivera, NCDOT  
Steve Hamilton, NCDOT  
Len White, NCDOT  
William Bagnell, ECU  
Brandon Oliver, FHWA  
Sam Singleton, Mid-East Commission

**OTHERS PRESENT:**

Rachel Manning, City of Greenville  
Eliud De Jesus, Greenville Urban Area MPO  
Nick Morrison, Integrated Mobility Division  
Diane Hampton, NCDOT

**I. APPROVAL OF AGENDA**

A motion was made by Steve Hamilton to approve the agenda for the TCC as presented. A second was made by Anthony Bowers and the motion passed unanimously.

**II. PUBLIC COMMENT PERIOD**

There were no public comments.

**III. ELACTION OF TCC CHAIR AND VIRE CHAIR FOR 2023**

A motion was made by Ann Wall to nominate Lisa Kirby as the TCC Chair. The motion was seconded by Steve Hamilton and passed unanimously.

A motion was made by Brian Jones to nominate Anthony Bowers as the TCC Vice-Chair. The motion was seconded by Ann Wall and passed unanimously.

**IV. REGULAR AGENDA**

**A. Approval of the TCC meeting minutes**

A motion was made by Lisa Kirby to approve the minutes of the August 10, 2022 TCC meeting and the December 7, 2022 Joint Governing Committee meeting. The motion was seconded by Steve Hamilton and passed unanimously.

**B. FY 2020-2029 Transportation Improvement Program (TIP) Amendment**

Eliud De Jesus brought before the committee the amendment to the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program, as well as the addition of new projects and the removal of existing projects. A motion was made by Steve Hamilton to

approve the amendment as presented. The motion was seconded by Ann Wall and passed unanimously.

**C. Self-Certification of Greenville Urban Area MPO Transportation Planning Process for Fiscal Year 2024**

Eliud De Jesus presented a draft of the Greenville Urban Area MPO's transportation planning process for the upcoming fiscal year in coordination with the MPO's adoption of the 2023 Unified Planning Work Program and requested the TCC to recommend adoption by the Technical Advisory Committee (TAC). It is federally required that MPO's certify that their planning processes are compliant with all federal regulations for the upcoming fiscal year (2024). As a non "Transportation Management Area, or TMA, (MPO with 200,000 or more citizens)", it is permissible for the MPO to "self-certify" its practices by completing the attached Self Certification Checklist and providing it to NCDOT for review and confirmation. Upon presentation and discussion, a motion was made by Anthony Bowers to recommend adoption from the TAC. The motion was seconded by Steve Hamilton and passed unanimously.

**D. Approval of the Greenville Urban Area MPO's Fiscal Year 2024 Unified Planning Work Program (UPWP)**

Eliud De Jesus presented a draft of the Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Fiscal Year 2023 (2023-2024) Unified Planning Work Program and requested the TCC to recommend adoption by the TAC. The Unified Planning Work Program (UPWP) is a federally mandated document that must be prepared yearly. The purpose of the UPWP is to illustrate the activities and expenditures anticipated by the MPO for the coming fiscal year. Upon presentation and discussion, a motion was made by Ann Wall to recommend adoption from the TAC. The motion was seconded by Rik DiCesare and passed unanimously.

**E. Support of the State's Established Safety Performance Measure Targets**

Eliud De Jesus presented a draft of the 2023-04-GUAMPO resolution in support of the 2023 State Safety Performance Measures and requested the TCC recommend adoption by the TAC. The current federal transportation legislation (FAST Act) requires states and MPOs adopt performance measures and targets to monitor their progress over time toward achieving USDOT transportation goals. Upon presentation and discussion, a motion was made by Steve Hamilton to recommend adoption from the TAC. The motion was seconded by Anthony Bowers and passed unanimously.

**F. Letter of Support for Winterville's Application Safe Routes To School (SRTS) Program**

Eliud De Jesus requested submittal of a letter of support for the Town of Winterville's application to the Safe Routes To School Non-Infrastructure Program. The Town of Winterville has submitted an application to the NCDOT Safe Routes To School (SRTS) Non-Infrastructure Program.

The purpose of this program is to:

- Enable and encourage K-12 children and teens, including those with disabilities, to walk and bicycle to school.
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age.
- Facilitate the planning, development, and implementation of projects and

activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

**G. P6.0 Projects and Prioritization Process update**

Eliud De Jesus gave an update on P6.0 projects and Prioritization Process.

He explained the MPO will review the list of projects as potential candidates for the next Prioritization Cycle, which opens this summer. The scoring criteria are integral to the analysis procedure when creating the list. He expects to request TCC approval of the P7 projects in the September meeting.

**H. TCC/TAC Joint meeting schedule for 2023**

Eliud De Jesus presented the proposed date for the 2023 joint meeting. The potential date was chosen considering possible local government holiday schedules and meeting conflicts with the Board of Transportation. Future meeting dates can be altered at each respective Committee meeting. Should additional meetings be required, the respective chairman of each TCC and TAC has the ability to call for a meeting pending committee member availability. Additionally, the Committees can continue to meet virtually/hybrid unless the Committee members desire to meet in person or the agenda items warrant an in-person meeting.

**V. OTHER DISCUSSION ITEMS**

**A. Updates/Announcements**

1. **Division 2 – Len White and Diane Hampton**
2. **Transportation Planning Division – Liam Hogan-Rivera**
3. **Integrated Mobility Division – Nick Morrison**
4. **MPO Staff Updates**

**VI. UPCOMING MPO MEETING SCHEDULE**

- **Technical Coordinating Committee (TCC) – June 28; September 13; November 29 (tentative)**

**VII. ADJOURN MEETING**

With no further items to discuss, the meeting was adjourned.

Respectfully submitted,

Rachel Manning, Secretary

Technical Coordinating Committee



## Attachment 4b

### Technical Coordinating Committee

#### Action Required

June 28, 2023

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Amendments to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP)

---

Purpose: To amend the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP) to add new projects programmed and modify an existing project.

#### Amendments

##### Additions

1. HS-2017DIV – Division Safety Project  
Various, vulnerable road user pedestrian / bicycle improvement program in FY2023.
  - Add project break at the request of the Transportation Mobility and Safety Division.
2. HS-2017REG – Regional Safety Project  
Various, vulnerable road user pedestrian / bicycle improvement program in FY2023.
  - Add project break at the request of the transportation mobility and safety division.
3. HS-2017SW – Statewide Safety Project  
Various, vulnerable road user pedestrian / bicycle improvement program in FY2023.
  - Add project break at the request of the transportation mobility and safety division.
4. BO-2418 - North-South Connector (Town Common to River Park North Greenway Project)  
Construct greenway / sidepath using existing road and sidewalk along North Greene Street from 1<sup>st</sup> Street to Mumford Road in Greenville in FY2023.
  - Add project at the request of the City of Greenville

##### Modifications

1. HS-2002X – Division Safety Project: County Home Road  
County Home Road (SR 1725), at existing crosswalk just south of District Park Drive in Greenville. Install rectangular rapid flashing beacons.
  - Add project break at the request of the transportation mobility and safety division.

Action Needed: Recommend the TAC approve the amendments to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP).

Attachments: *Greenville Urban Area Resolution 2023-05; MTIP amendment reference pages*

**RESOLUTION NO. 2023-05-GUAMPO  
REQUESTING THE AMENDMENT OF THE STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM FOR FY 2020-2029**

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

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has reviewed the current FY 2020-2029 Statewide Transportation Improvement Program and found the need to request an amendment;

WHEREAS, the following amendment to the FY 2020-2029 Metropolitan Transportation Improvement Program has been approved;

(see Exhibit attached hereto)

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area adopts the amendments of the FY 2020 - 2029 Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization.

Today, July 12, 2023,

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

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Secretary

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

<p>* HS-2002X PITT <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>SR 1725 (COUNTY HOME ROAD), AT EXISTING CROSSWALK JUST SOUTH OF DISTRICT PARK DRIVE IN GREENVILLE. INSTALL RECTANGULAR RAPID FLASHING BEACONS. <b><u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></b></p>	<p>CONSTRUCTION</p>	<p>FY 2023 - <u>\$35,000</u> (HSIP) \$35,000</p>
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\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

<p>* HS-2017DIV BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- NEW BERN METROPOLITAN PLANNING ORGANIZATION - GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - DOWN EAST RURAL PLANNING ORGANIZATION</p>	<p>VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <b><u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></b></p>	<p>CONSTRUCTION</p>	<p>FY 2023 - <u>\$300,000</u> (VRU) \$300,000</p>
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<p>* HS-2017REG BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT <b>PROJ.CATEGORY</b> REGIONAL</p>	<p>- NEW BERN METROPOLITAN PLANNING ORGANIZATION - GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - DOWN EAST RURAL PLANNING ORGANIZATION</p>	<p>VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <b><u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></b></p>	<p>CONSTRUCTION</p>	<p>FY 2023 - <u>\$300,000</u> (VRU) \$300,000</p>
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\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

**STIP ADDITIONS**

* HS-2017SW BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT <b>PROJ.CATEGORY</b> STATEWIDE	- NEW BERN METROPOLITAN PLANNING ORGANIZATION - GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - DOWN EAST RURAL PLANNING ORGANIZATION	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <b><u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></b>	CONSTRUCTION	FY 2023 - <u>      \$400,000      </u> (VRU) \$400,000
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\* INDICATES FEDERAL AMENDMENT

**PROJECT:** BO-2418  
**ROUTE:** NORTH-SOUTH CONNECT

**DESCRIPTION:**  
 CONSTRUCT GREENWAY / SIDEPATH USING EXISTING ROAD AND SIDEWALK ALONG NORTH GREENE STREET FROM 1ST STREET TO MUMFORD ROAD IN GREENVILLE.

**LENGTH:** 1.1 MILES  
**COUNTY:** PITT

**% MPO / RPO**  
 100 GREENVILLE 100

**SPOT ID**

**PROJECT BREAKS**

**BRK SPOT ID DESCRIPTION COUNTY(S) MPO/RPO(S) NON COMMITTED / COMMITTED FUNDING CATEGORY ELIGIBLE / FUNDED HWY NON 6%**

FUNDING	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	POST YEARS
L											
HP	R	20									
L	R	5									
HP	U	80									
L	U	20									
HP			C	2400							
L			C	885							

**COMMENTS:** HP FUNDS REPRESENT FEDERAL EARMARK FUNDS. DEMO ID NC199.

	FY20	FY21	FY22	FY23
L				PE 590
HP				
L				
HP				
L				
HP				
L				

- INTRASTATE SYSTEM
- LOOP PROJECT
- NHS (NATIONAL HIGHWAY SYSTEM)

EX ELIGIBLE  
 EX FUNDED  
 HWY HWY\_NON

**PRIOR YEARS:**  
**PROGRAMMED:** 4,000

- ECONOMIC DEVELOPMENT PROJECT
- FEASIBILITY STUDY PROJECT
- BP PROGRAM**

6\_PERCENT  
 COMMITTED  
 NON\_COMMITTED

**POST YEARS:**  
**TOTAL COST:** 4,000



## Attachment 4c Technical Coordinating Committee

### Action Required

June 28, 2023

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Supporting targets for performance measures by NCDOT

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**Purpose:** To Support the State performance targets, created in coordination with various MPOs, for Performance Measures category 2 (pavement & bridge) and category 3 (reliability and freight) for compliance and inclusion in the MPO's long range planning efforts.

**Discussion:** Legislation passed in recent years, namely Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), have mandated that States and MPOs are required to transition to performance-based transportation planning. Provisions 23 CFR 625, 23 CFR 490 and 23 CFR 450 of the Code of Federal Regulation detail regulations that State DOTs and MPOs must now include in the transportation planning process. Through regulations, and subsequent Federal rule making procedures, the four (4) categories of performance measures that were established are as follows:

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

Each category contains several specific measures that must be addressed. The NCDOT Transportation Planning Division (TPD) will be developing the State standards for categories 1-3 with the NCDOT's Public Transportation Division developing the State measures for Transit Asset Management. The development and adoption of the categories and their specified targets are staggered with each category, and the specific measures associated with it, adopted by the State according to a federally mandated schedule.

More recently, NCDOT reported its 2-year and 4-year statewide targets for the federally required performance measures for pavement condition, bridge condition, travel time reliability, truck freight reliability, and CMAQ (Air Quality) on December 15, 2022. As such, NCDOT has established new targets for performance measures 2 (Pavement & Bridge) and 3 (CMAQ, reliability & freight). Cabarrus-Rowan MPO, Charlotte Regional Transportation Planning Organization, and Gaston-Cleveland-Lincoln MPO are the only organizations within the State that are required to adopt CMAQ measure and as such these measures are not

applicable to the Greenville Urban Area MPO. With NCDOT officially transmitting targets to the FHWA for the cycle of January 1, 2022 – December 31, 2025, MPOs in North Carolina have 180 days to officially establish their own targets. MPOs have two options to establish targets for the above-mentioned measures:

1. Agreeing to support the State established targets and to plan and program projects so that they contribute toward the accomplishment of NCDOT’s targets for performance measures 2 and 3; or
2. Developing and committing to quantifiable targets for that performance measures for your specific metropolitan planning area.

Option 1 indicates that the MPO wishes to support the NCDOT developed targets for performance measures 2 and 3 and will include these measures in their long-range plans in an effort to plan and program projects to assist the State in reaching their set targets. Option 2 indicates the MPO wishes to develop their own targets for performance measures 2 and 3 specific for their metropolitan area. If the MPO develops their own targets the MPO would be responsible for providing data and meeting their targets. This requires the MPO to collect supportive data for each performance measure and specific target necessary to report compliance of targets. As a reminder, the MPO has previously supported the State established targets for the Safety performance measure on June 27, 2018.

The State established targets for performance measures 2 and 3 are as follows:

<b>Performance Measure</b>	<b>2023 Target</b>	<b>2025 Target</b>
Interstate Pavement Condition (Good)	60.0%	62.0%
Interstate Pavement Condition (Poor)	1.8%	1.5%
Non-Interstate NHS Pavement Condition (Good)	30.0%	31.0%
Non-Interstate NHS Pavement Condition (Poor)	3.5%	3.0%
NHS Bridge Condition (Good)	38.0%	36.0%
NHS Bridge Condition (Poor)	5.0%	5.0%
Interstate Level of Travel Time Reliability	75.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability	70.0%	70.0%
Interstate Truck Travel Time Reliability	1.70	1.70

Staff recommends that the MPO support the State defined targets for the beginning two years and evaluate their progress within the MPO to ascertain whether planning area specific targets are necessary. This action would require the MPO to share available planning area specific data to NCDOT who will report on progress towards established targets at the State level (in lieu of each individual planning area) as federally mandated.

**Action Needed:** Recommend the TAC adopt a resolution of support of the State developed performance targets for performance measure categories 2 and 3

**Attached:** *Greenville Urban Area Resolution 2023-06*

**RESOLUTION NO. 2023-06-GUAMPO**

**SUPPORTING TARGETS FOR PERFORMANCE MEASURES BY NCDOT**

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

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

WHEREAS, the NCDOT has established targets for the performance measures noted above, and;

WHEREAS, the NCDOT coordinated the establishment of targets with the 19 MPOs in North Carolina through webinars and email communications during the spring and summer of 2022, and;

WHEREAS, the NCDOT has officially established targets and transmitted them to FHWA on December 16, 2022, and;

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

NOW THEREFORE, BE IT RESOLVED, that the MPO’s Transportation Advisory Committee (TAC) agrees to plan and program projects that contribute toward the accomplishment of the State’s targets for each of the listed performance measures below:

<b>Performance Measure</b>	<b>2023 Target</b>	<b>2025 Target</b>
Interstate Pavement Condition (Good)	60.0%	62.0%
Interstate Pavement Condition (Poor)	1.8%	1.5%
Non-Interstate NHS Pavement Condition (Good)	30.0%	31.0%
Non-Interstate NHS Pavement Condition (Poor)	3.5%	3.0%
NHS Bridge Condition (Good)	38.0%	36.0%
NHS Bridge Condition (Poor)	5.0%	5.0%
Interstate Level of Travel Time Reliability	75.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability	70.0%	70.0%
Interstate Truck Travel Time Reliability	1.70	1.70

Today, July 12<sup>th</sup>, 2023

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

\_\_\_\_\_  
Secretary



## Attachment 4d Technical Coordinating Committee

### Action Required

June 28, 2023

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Safe Streets for All Grant Application Letter of Support

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**Purpose:** To direct staff of the Greenville Urban Area Metropolitan Planning Organization (MPO) to submit a letter of support for the MPO's application for the USDOT FY23 Safe Streets for All Funding Grant.

**Discussion:** The Bipartisan Infrastructure Law (BIL) established the new Safe Streets for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years. The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the U.S. Department of Transportation's National Roadway Safety Strategy and our goal of zero roadway deaths.

*"Funds for the fiscal year (FY) 2023 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators."*

*-USDOT SS4A Grant Notice of Funding Opportunity (NOFO)*

Within the SS4A Program, there are two (2) types of grants which the MPO can apply for. The U.S. DOT states that only one (1) type of grant may be applied for by an MPO each cycle. The two types of grants are as follows:

1. Planning and Demonstration Grant
2. Implementation Grant

While the Greenville MPO has taken steps which fall in line with of the goals of the U.S. DOT, it is recommended that the MPO pursue the Planning and Demonstration Grant, as the funding would allow for both the development of a Greenville MPO Comprehensive Safety Action Plan or Vision Zero Plan, as well as demonstration projects that could assist informing the plan. NCDOT's Traffic Safety Unit has also offered the MPO the amount of \$50K as a local match for the grant.

The deadline to submit grant materials is July 10, 2023. Due to time constraints for submitting grant application materials, the MPO staff requests that a letter of support be signed by the TCC to accompany the application materials.

Action Needed: Approve the letter of support for the Safe Streets for All Grant application

Attached: *Greenville Urban Area MPO Letter of Support*



June 28, 2023

Secretary Pete Buttigieg  
U.S. Department of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg,

The Greenville Technical Coordinating Committee (TCC) is pleased to write this letter to express strong support for the Greenville Urban Area Metropolitan Planning Organization (GUAMPO) to receive funding under the FY2023 Safe Streets for All Program.

GUAMPO is submitting an application under this program to fund development of a Comprehensive Safety Action Plan for regional improvements covering the urbanized area for which GUAMPO coordinates and makes decisions on planning efforts. The Four municipalities and the contiguous areas of Pitt County will come together to develop this Action Plan: The City of Greenville, the Town of Winterville, the Town of Ayden, the Village of Simpson, and Pitt County. While GUAMPO has already adopted statewide safety targets, aiming to reduce fatalities and serious injuries by 50% in 2030, the organization recognizes the goal for Vision Zero for serious injuries and fatalities. This application is the first step toward implementing the comprehensive, coordinated approach to mitigating crashes with a thorough, data-driven strategy.

The MPO is committed to safety and equity as demonstrated in adopted plans such as the 2045 Metropolitan Transport Plan, and the Active Transport Plan. Some of the foundations of which include investments in safer streets, upgrading the transit services, and providing greater access to job hubs from traditionally under-represented neighborhoods. As a regional effort led by the MPO, the project will lead with an equity focus to promote investment in underserved communities in the region. A diverse group of public and private stakeholders will be engaged to promote regional Action Plan such as the North Carolina Department of Transportation, Greenville Medical District, and others such as academic institutions, community groups, and other employers in the region.

This letter of support also serves as a confirmation that the NCDOT's Traffic Safety Unit is offering to us a local contribution in the amount of \$50K in the pursuant of the SS4A's Planning and Demonstration Grant.

Development of this Action Plan will help advance regional goals of preventing death and serious injuries on roads and streets. The TCC strongly supports and recommends that the GUAMPO receive federal funding to advance this project and respectfully request and appreciate your time in considering this application.

Sincerely,

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Lisa Kirby, Chair  
Technical Coordinating Committee  
Greenville Urban Area MPO



## Attachment 4e Technical Coordinating Committee

### Action Required

June 28, 2023

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Amendment #1 of the Greenville Urban Area MPO's Fiscal Year 2024  
Unified Planning Work Program (UPWP)

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**Purpose:** To amend the Greenville Urban Area Metropolitan Planning Organization's FY 2023-2024 Unified Planning Work Program (UPWP) to re-allocate existing funds to Regional Planning.

**Discussion:** The Greenville Urban Area MPO Transportation Advisory Committee (TAC) approved the Fiscal Year (FY) 2024 UPWP on March 8, 2023. The UPWP represents the MPO's planned activities and associated expenditures for the specified FY. The UPWP is developed yearly by staff to outline federal expenditures and to maintain the MPO's compliance with State and Federal regulations.

Staff is proposing to amend the current UPWP in order to reallocate existing funds to update the Metropolitan Transportation Plan. The MTP is a document that is routinely updated, and includes data gathering/verification, meeting coordination, public involvement, and evaluation of current MTP strategy and policy recommendations to ensure the plan continues to meet community goals and objectives. This is a federally mandated, long-range planning document that details the transportation improvements and policies that address the needs of the region. Being that the MTP is nearing its time for an update, staff recommends that the UPWP update planned expenditure for on-going tasks in 2023-2024 to reallocate funding for this plan.

As such the following verbiage will be added to the FY24 UPWP:

Under Task II-B-2

- MTP update; Collaborate with local stakeholders to develop the 2050 Metropolitan Transportation Plan

**Action Needed:** Recommend TAC to adopt the Resolution 2023-07-GUAMPO adopting Amendment #1 of the FY 2024 PWP.

**Attachments:** *Proposed UPWP Expenditure Breakdown of the PL104 Funds; Resolution 2023-07*

**RESOLUTION NO. 2023-07-GUAMPO**  
**APPROVING AMENDMENT #1 TO THE GREENVILLE URBAN AREA MPO'S**  
**FISCAL YEAR (FY) 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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

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

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

WHEREAS, the City of Greenville has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program Funds; and

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for FY 2024; and

WHEREAS, the MPO's Long Range Transportation Plan, the Metropolitan Transportation Plan (MTP), has a planning horizon of 2045 and meets all the requirements for an adequate Long-Range Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for FY 2024 (2023-2024); and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area previously adopted the FY 2024 UPWP March 8th, 2023; and

WHEREAS, this amendment reallocates programmed funds from UPWP Tasks per the below description:

1. *Addition of the Metropolitan Transportation Plan Update to Regional Planning (II-B-2)*
2. *Re-Allocation of Federal PL Funds Programmed within the Current UPWP.*

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area MPO hereby approves and endorses the Amendment #1 to the Unified Planning Work Program (UPWP) for FY 2024 (2023-2024).

**Today, July 12th, 2023.**

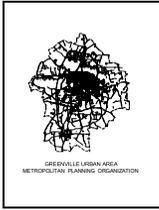
\_\_\_\_\_  
Mayor P.J. Connelly, Chairperson  
Transportation Advisory  
Committee Greenville Urban Area MPO

\_\_\_\_\_  
Secretary

**Greenville Urban Area MPO**  
**Task and Project Funding FY 2024 Amendment 1**

Changes: Reduced  
Increased

			MPO Planning and Admin - PL104			Transp Options PL104 set aside (Program code Y410)
FTA CODE	TASK CODE	TASK DESCRIPTION	Local 20%	Federal 80%	TOTAL 100%	Federal 100%
	<b>II-A</b>	<b>Data and Planning Support</b>	\$ 3,600	\$ 14,400	\$ 18,000	
44.24.00	II-A-1	Networks and Support Systems	\$ 1,000	\$ 4,000	\$ 5,000	
44.23.01	II-A-2	Travelers and Behavior	\$ 1,000	\$ 4,000	\$ 5,000	
44.23.02	II-A-3	Transportation Modeling	\$ 1,600	\$ 6,400	\$ 8,000	
	<b>II-B</b>	<b>Planning Process</b>	\$ 44,300	\$ 177,200	\$ 221,500	\$8,400
44.23.02	II-B-1	Targeted Planning	\$ 4,000	\$ 16,000	\$ 20,000	
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 39,000	\$ 156,000	\$ 195,000	
		Safe & Acc Transp. Options	\$ -	\$ -		\$ 8,400
44.27.00	II-B-3	Special Studies	\$ 1,300	\$ 5,200	\$ 6,500	
	<b>III-A</b>	<b>Planning Work Program</b>	\$ 1,535	\$ 6,140	\$ 7,675	
44.21.00	III-A-1	Planning Work Program	\$ 600	\$ 2,400	\$ 3,000	
44.24.00	III-A-2	Metrics and Performance Measures	\$ 935	\$ 3,740	\$ 4,675	
	<b>III-B</b>	<b>Transp. Improvement Plan</b>	\$ 6,000	\$ 24,000	\$ 30,000	
44.25.00	III-B-1	Prioritization	\$ 4,000	\$ 16,000	\$ 20,000	
44.25.00	III-B-2	Metropolitan TIP	\$ 1,000	\$ 4,000	\$ 5,000	
44.25.00	III-B-3	Merger/Project Development	\$ 1,000	\$ 4,000	\$ 5,000	
	<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>	\$ 1,640	\$ 6,560	\$ 8,200	
44.27.00	III-C-1	Title VI Compliance	\$ 140	\$ 560	\$ 700	
44.27.00	III-C-2	Environmental Justice	\$ -	\$ -	\$ -	
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -	
44.27.00	III-C-4	Planning for the Elderly	\$ -	\$ -	\$ -	
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 500	\$ 2,000	\$ 2,500	
44.27.00	III-C-6	Public Involvement	\$ 1,000	\$ 4,000	\$ 5,000	
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -		
44.27.00	<b>III-D</b>	<b>Statewide &amp; Extra-Regional Planning</b>	\$ 3,000	\$ 12,000	\$ 15,000	
44.27.00	<b>III-E</b>	<b>Management Ops, Program Suppt Admin</b>	\$ 9,000	\$ 36,000	\$ 45,000	
		<b>TOTALS</b>	\$ 69,075	\$ 276,300	\$ 345,375	\$ 8,400



## Attachment 4f

### Technical Coordinating Committee

#### Action Required

June 28, 2023

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Carbon Reduction Program Selection Criteria

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**Purpose:** To review the Carbon Reduction Program Application Form and the following criteria.

**Discussion:** On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL authorizes a new Carbon Reduction Program (CRP) codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. Currently, the Greenville Urban Area MPO received a total of \$532,937 in federal funds from FY22 and FY23 allocation.

CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (See 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years. The federal share for CRP funded projects is 80% and will require a 20% non-federal match for projects.

Greenville Urban Area MPO is a non-TMA area and must consult with NCDOT on which projects are selected to ensure eligibility.

CRP funds can be used for a wide range of projects that reduce emissions. Eligible activities as identified in the statute include but aren’t limited to: traffic management, truck stop electrification, public transportation, transportation alternatives. Other projects may be eligible with demonstration of emissions reductions. All projects selected must follow Title 23 requirements. For the Committee's convenience, MPO Staff has attached a copy of the Carbon Reduction Program presentation given by Nastasha Earle-Young from the Transportation Planning Division during our joint meeting on December 7, 2022.

The criteria is based upon a points system, with the projects with the highest points, while also following eligibility receiving funding. MPO staff propose the adoption of the following selection criteria to guide the evaluation and prioritization of projects eligible for CRP funding:

1. Innovation: Projects that demonstrate innovative approaches or technologies in reducing transportation emissions will be prioritized.
2. Mode Effectiveness: Projects promoting modes of transportation with proven

effectiveness in emission reduction, such as public transportation or alternative transportation options, will receive preference.

3. Carbon Reduction: The extent to which projects contribute to substantial carbon emissions reduction will be a key consideration in project evaluation.
4. Equity and Disadvantaged Populations: Projects that address the transportation needs of disadvantaged populations or prioritize equity in transportation accessibility will receive additional consideration.
5. Crash History: Projects that aim to enhance safety and reduce the occurrence of traffic accidents will be given priority.
6. Alignment with Adopted Plans: Projects that align with existing transportation plans, policies, and initiatives will be rated higher.

The Greenville Urban Area MPO Staff is requesting the adoption of the CRP Funds selection criteria.

Action Needed: Recommend the TAC to adopt the CRP Fund Selection Criteria.

Attachments: NCDOT TPD *Carbon Reduction Program presentation slides; Draft GUAMPO Carbon Reduction Program (CRP) Application Form*



**NORTH CAROLINA**  
Department of Transportation

# Carbon Reduction Program

Nastasha Earle-Young, Transportation Planning Division

# Carbon Reduction Program Overview

The Infrastructure Investment Jobs Act also known as the Bipartisan Infrastructure Law (BIL) establishes the Carbon Reduction Program (CRP)

- States to develop **Carbon Reduction Strategies**
- **\$6.4 Billion** in formula funding for Fiscal Years 2022 through Fiscal Years 2026
- \$32.8 Million in formula funding for FY22 to NC
- Funding for **projects to support transportation emissions reductions**



*\*Transportation Emissions* means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).

# Overview

## FHWA has provided Implementation Guidance



## Memorandum

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Subject: **INFORMATION:** Carbon Reduction Program (CRP) Implementation Guidance Date: April 21, 2022

From: Gloria M. Shepherd *Gloria M. Shepherd* In Reply Refer To: HEP-1  
Associate Administrator, Office of Planning, Environment, and Realty

To: Division Administrators  
Directors of Field Services

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL authorizes a new Carbon Reduction Program codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The attached Carbon Reduction Program (CRP) Implementation Guidance provides information on funding, eligible activities, and requirements of the CRP.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

This document will be accessible on the Sustainability Website ([FHWA Sustainability Website](#)), the BIL Website ([FHWA Bipartisan Infrastructure Law Website](#)), and through the Policy and Guidance Center ([FHWA Policy and Guidance Center](#)).

If you have questions, please contact: Becky Lupes (202-366-7808 or [Rebecca.Lupes@dot.gov](mailto:Rebecca.Lupes@dot.gov)) or John Davies (202-366-6039 or [JohnG.Davies@dot.gov](mailto:JohnG.Davies@dot.gov)) of the Office of Natural Environment.

- List of eligible projects
- FHWA Requirements
- NC has their own requirement that are beyond FHWA Requirements



# Overview

## North Carolina's Suballocation

- Funds are available to FY26
- NC has already received FY22 and FY23 amounts
- 35% of funds may be obligated in any area of the State
- 65% of funds apportioned to a State for CRP obligated by population:
  - Urbanized areas over 200,000;
  - Urbanized areas from 50,000 to 200,000;
  - Urban areas from 5,000 to 49,999;
  - Other areas less than 5,000.



## Carbon Reduction Strategy Report

- Carbon Reduction Strategy Report required by November 15, 2023
- Develop in consultation with MPOs within the state
- Identify projects and strategies to reduce transportation emissions
- Updated at least every four years

<b>Carbon Reduction Project</b>	
Estimated Project Cost	\$ 200,000.00
NCDOT admin cost (10%)	\$ 20,000.00
Estimated Overall Cost	\$ 220,000.00
Federal Match (80%)	\$ 176,000.00
Local Match (20%)	\$ 44,000.00

This is a **reimbursement program**;

53 of 111  
local entity will pay for 100% of the project upfront.

# Project Funding

## Match Requirements

- All Projects: 80% federal, 20% non -federal
- Funds flexed to FTA (transit projects) will be 80% federal, 20% non -federal
- Project minimum cost is \$100,000
- Include an additional 10% in the project cost for NCDOT project oversight.
- Contingency fee

<b>Carbon Reduction Project</b>	
Estimated Project Cost	\$ 200,000.00
NCDOT admin cost (10%)	\$ 20,000.00
Estimated Overall Cost	\$ 220,000.00
Federal Match (80%)	\$ 176,000.00
Local Match (20%)	\$ 44,000.00

## Eligible Activities

Identified in FHWA statute:

- Traffic management
- Truck stop electrification
- Public transportation
- Transportation alternatives
- Advanced transportation and congestion management technologies
- Intelligent transportation systems
- Development of a Carbon Reduction Strategy
- Travel demand management
- Efforts to reduce the impacts of freight movement deployment of alternative fuel vehicles
- Diesel engine retrofits
- Traffic flow improvements that do not involve construction of new capacity; and
- Projects that reduce transportation emissions at port facilities

## Eligible Projects

Examples from NCDOT:

- Design and Construction of sidewalks, greenways, bicycle lanes
- Transit expansion
  - New Transit Operations
  - Park and Ride lots
- Transit electrification
- Alternative Fuel Transit Vehicles: biofuels, compressed natural gas, propane
- Improve traffic flow: roundabouts, continuous right turn lanes
- Truck stop electrification
- EV Charging
  - the public needs to have access to the charger, not just the municipal vehicles
- Town Clean vehicles
  - Buy America required or receive a waiver from FHWA

**These are not exhaustive lists.**

## Ineligible Activities

- Planning activities but environmental documents are eligible
- Feasibility studies
- Projects with no carbon reduction benefits
  - Replacing existing sidewalks
  - Fare free to fare free unless you can demonstrate increase in ridership
- Does not connect to a destination

**These are not exhaustive lists.**

## NCDOT Coordination

MPOs must submit all projects to NCDOT Transportation Planning Division

- Statewide Initiatives Group

- Statewide Initiatives Group:
  - Determine eligibility of projects
    - Help revise the scope of projects
  - Calculate carbon reduction emissions
  - Main a statewide master list of projects
  - Coordinate with the STIP unit
  - Coordinate funds being flexed to FTA
- Division Coordination
  - Cost estimate review
  - Help identify possible projects
  - Identify if the project is feasible

This is a **reimbursement program**;

local entity will pay for 100% of the project upfront.

# Questions

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Nastasha Earle-Young  
[Nbearle-young@ncdot.gov](mailto:Nbearle-young@ncdot.gov)

GUAMPO

Submittal Guide and Application

Greenville Urban Area Metropolitan Planning Organization

Carbon Reduction (CR)

Infrastructure and Investment Jobs Act (IIJA)

Date of Release:

Pre-application Review:

Electronic Application Submittal Deadline:

Anticipated award date

Submit one digital copy to:

**Edejesus@greenvillenc.gov**

## **Program purpose**

The Infrastructure Investment Jobs Act also known as the Bipartisan Infrastructure Law (BIL) establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources.

*Statutory citation:* § 11403; 23 U.S.C. 175

## **Funding features**

### **Apportionment of funds**

As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each state, which is then subdivided among apportioned programs.

Each state's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "Apportionment" fact sheet for a description of this calculation.)

States with low population density will have a reduced set-aside under certain conditions (more below). [23 U.S.C. 149(k)]

### **Transferability to Other Federal-aid Apportioned Programs**

A state may transfer up to 50% of CRP funds made available each fiscal year to any other apportioned program within the state, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and [NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a state may transfer up to 50% of funds made available each fiscal year from each other apportioned program in the State to CRP. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

### **Suballocation**

65% of a state's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the state's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:

- *Urbanized areas with an urbanized area population greater than 200,000:* This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the state and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]
- *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000:* This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the state and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)]

- *Urban areas with population at least 5,000 and no more than 49,999.* [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)]
- *Areas with population of less than 5,000.* [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)]

The remaining 35% of the state's CRP apportionment may be obligated in any area of the state. [§ 11403; 23 U.S.C. 175(e)(1)(B)]

Over the period of FY22-26, states are required to make available to each urbanized area with a population of at least 50,000 obligation authority for the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)]

### **Eligible activities**

CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]

- a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- a public transportation project eligible under 23 U.S.C. 142;
- a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
- deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
- a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles, including—
  - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
  - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;

- a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
- a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
- any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

### **Coordination in Urbanized Areas Other Than Transportation Management Areas**

Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a state shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(4)]

### **Consultation in Rural Areas**

Before obligating CRP funds for an eligible project in a rural area, a state shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(5)]



## Prioritization and evaluation of CRP Allocation

The following criteria will be used to evaluate and prioritize competitive Carbon Reduction Program (CRP) applications. Projects will be programmed in ranked order, up to anticipated funding levels.  
Prioritization Criteria

All projects will be categorized based on project type and scored based on the following criteria. The top scoring projects in each project type will be selected until the targets have been met for each project type. The following criteria will be used to score and rank each project.

### 1. Innovation (10 possible points): \_\_\_\_\_

Will the project implement new technologies that seek to improve mobility or accessibility? Will the project advance NCDOT's understanding of emerging technologies, leading to policy advancement or improved prioritization of department resources and investments?

- a. Bus rapid transit corridor or dedicated bus lanes - **10 points**
- b. Infrastructure-based intelligent transportation systems (ITS) - **5 points**
- c. Other innovative technology - **10 points**
- d. Energy efficient alternatives for street lighting or traffic control devices - **5 points**
- e. High occupancy vehicle (HOV) lanes - **5 points**

The most innovative solutions are those which are least widespread but have the greatest long-term potential for positive impact on mobility and accessibility – **10 points**

The least innovative solutions align with traditional approaches that facilitate use of single-occupant vehicles by those with the means and abilities to own and drive a car – **0 points**.

### 2. Mode Effectiveness (follow scoring based on mode) (15 points): \_\_\_\_\_

#### Pedestrian/Bike Path Project (15 points)

- a. Improvement to a Missing Link. Both sides connect to an existing Bike/ped facility. Scale by distance of continuous facility (on residential collector or higher) **(5 points)**:
  - i. >2.0 mi - **5 points**
  - ii. 0.5 mi to 2.0 mi - **3 points**
  - iii. <0.5 mi - **1 point**
- b. Crossing to Overcome an Obstacle. Project must create the crossing, not improve an existing crossing. Obstacle Types **(5 Points)**:
  - i. Limited-access facility, Railroad, Major Stream (as classified by the USGS) – **5 points**
  - ii. 4+ Lane roadway – **3 points**
- c. Within 0.5 mi to other mode of travel/greenway or activity center (i.e. school, parks/rec, government facility, shopping center, high density residential area, etc.) **(5 points)**:
  - i. Each Connection - **# point(s)**

**Transit Effectiveness (15 points)**

- a. Connections- Within 0.5 mi to other mode of travel/greenway or activity center (i.e. school, parks/rec, government facility, shopping center, high density residential area, etc.) **(5 points)**.
  - i. Each Connection - # **point(s)**
- b. Facilities Improvements- The # of average daily ridership anticipated in 12 months after the improvement **(5 points)**.
  - i. Points scale will be created based on the projects received.
- c. Safety & Security- The proposed project must address a documented safety or security concern **(5 points)**

**Highway Effectiveness (15 points)**

- a. Congestion Reduction & Traffic Flow improvements. The project must improve traffic conditions and lead to congestion reduction. Volume to capacity analysis (V/C) **(5 points)**:
  - i. >0.8 – **5 points**
  - ii. 0.6 to 0.8 – **3 points**
  - iii. 0.4 to 0.6 – **1 point**
  - iv. <0.2 – **0 points**
- b. Cost Effectiveness. The project total points divided by requested \$ amount **(up to 5 points)**
- c. Safety & Security- The proposed project aims to reduce conflict at intersections or improve safety for drivers, pedestrians and bicyclists **(5 points)**

**3. Carbon Reduction (30 points): \_\_\_\_\_**

This section is required by NCDOT and should have the **highest level** of possible points. Calculated by dividing the total project cost (CRP+ Match) by the Pollutant Reduction. Use FHWA CMAQ Tool to calculate the CO2e reduction.

$$\text{Carbon Reduction} = (\text{CO2e Reduction}) \times \text{Project Useful Life}$$

The following are common project useful lifespans:

<b>Improvement Type</b>	<b>Project Useful Life in Years</b>
Bicycle projects	20
HOV/HOT Lanes	20
Pedestrian projects	20
Suburban carpool park-and-ride lots	20
Transit Van	100,000 miles
Light Transit Vehicle (medium Duty), 20ft, 22ft, 25ft, and 28ft	100,000 miles
LTV (heavy duty), appx. 30 ft	100,000 miles

Large bus (heavy duty), 35-40ft	100,000 miles
Intersection Improvements	10
ITS Capital Improvements	10
Signal Coordination and Improvements	10
Telecommuting Centers	10
Truck Stop Electrification	10
EVSE	10
Vanpool/Shuttles	8
Replacement of Old Buses	5
Retrofit Technology	5
ITS Operations Improvements	3

**4. EJ/Disadvantage populations (20 possible points): \_\_\_\_\_**

This section is required by NCDOT. Please reference NCDOT's new equity and transportation disadvantage screening tool which tool includes Environmental Justice (EJ) and Transportation Disadvantage Index (TDI) interactive maps.

- a. EJ Index Score relative to the MPO/RPO: **(10 points)**
  - i. EJ Index Score: 0-4 - **0 points**
  - ii. EJ Index Score: 5-8 - **5 points**
  - iii. EJ Index Score: 9-12 - **10 points**
- b. Transportation Disadvantage Index Score relative to the MPO/RPO: **(10 points)**
  - i. TDI Index Score: 0-6 - **0 points**
  - ii. TDI Index Score: 7-12 - **5 points**
  - iii. TDI Index Score: 13-18 - **10 points**

**5. Crash History (10 possible points): \_\_\_\_\_**

Planning level crash data for State maintained roadway segments using 2017-2021 crash data **OR** NCDOT Bicyclist and Pedestrian Crash Map data

- a. Planning level Section Safety Score
  - i. Section Safety Score: 0 to 33 - **0 points**
  - ii. Section Safety Score: 34-66 - **5 points**
  - iii. Section Safety Score: 67-100 - **10 points**
- b. NCDOT Bicycle and Pedestrian Crash Map
  - i. 1-5 crashes - **0 points**
  - ii. 6-10 crashes - **5 points**
  - iii. Over 10 crashes - **10 points**

**6. Adopted Plans (15 points): \_\_\_\_\_**

Has the project been identified through a previous or existing planning effort or policy?

- Transportation Plan (LRTP, MTP, Bicycle Plan, Pedestrian Plan, Other Locally adopted Transportation Plan or Prioritization)
- Land Use or Comprehensive Plan

- Recreation Plan
- Economic Development Plan; Local or county Health Needs Assessments
- NC Clean Transportation Plan
  - a. Regional Plan – **10 points**
  - b. County Plan/ Municipal Plan – **5 points**
  - c. None – **0 points**

\* "Regional" is understood to mean crossing county boundaries as shown in adopted plans (i.e. Geographically multi-jurisdictional/regional planning initiatives)



## Attachment 5a

### Technical Coordinating Committee

**No Action Required**

June 28, 2023

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Greater Rocky Mount, Greenville & Wilson Area Transit Plan by Ines Nizeye and Laura Everitt, Benesch

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Purpose: To review the Greater Rocky Mount, Greenville & Wilson Area Transit Plan presented by Ines Nizeye and Laura Everitt, from Benesch.

Discussion: The Benesch team would like to present the Greater Rocky Mount, Greenville & Wilson Area Transit Plan, which is part of the North Carolina Department of Transportation's (NCDOT) Coordinated Regional Transit Plan. North Carolina has experienced significant population growth in the last decade and, according to the 2020 Census, is the ninth most populous state in the US. To support and guide local agencies with this effort, the NCDOT Integrated Mobility Division (IMD) has developed a statewide approach to coordinated regional public transportation planning. This Regional Transit Plan will engage this process for the Greater Rocky Mount, Greenville, and Wilson study area.

The presentation will provide an introduction to the project, an overview of current operating conditions, a recap of themes from stakeholder interviews, an introduction to our project's virtual room, and the project's next steps. The Benesch team is looking for input and feedback from meeting attendees concerning transit issues in the local community.

Attached is the link to the project's virtual room which will be updated as the project proceeds.

<https://storage.net-fs.com/hosting/7441809/6/>

Action Needed: No action required

Attachments: *Greater Rocky Mount, Greenville & Wilson Area Transit Plan Slides*



# Regional Transit Plan | Greater Rocky Mount, Greenville, & Wilson Area



# Presentation Agenda



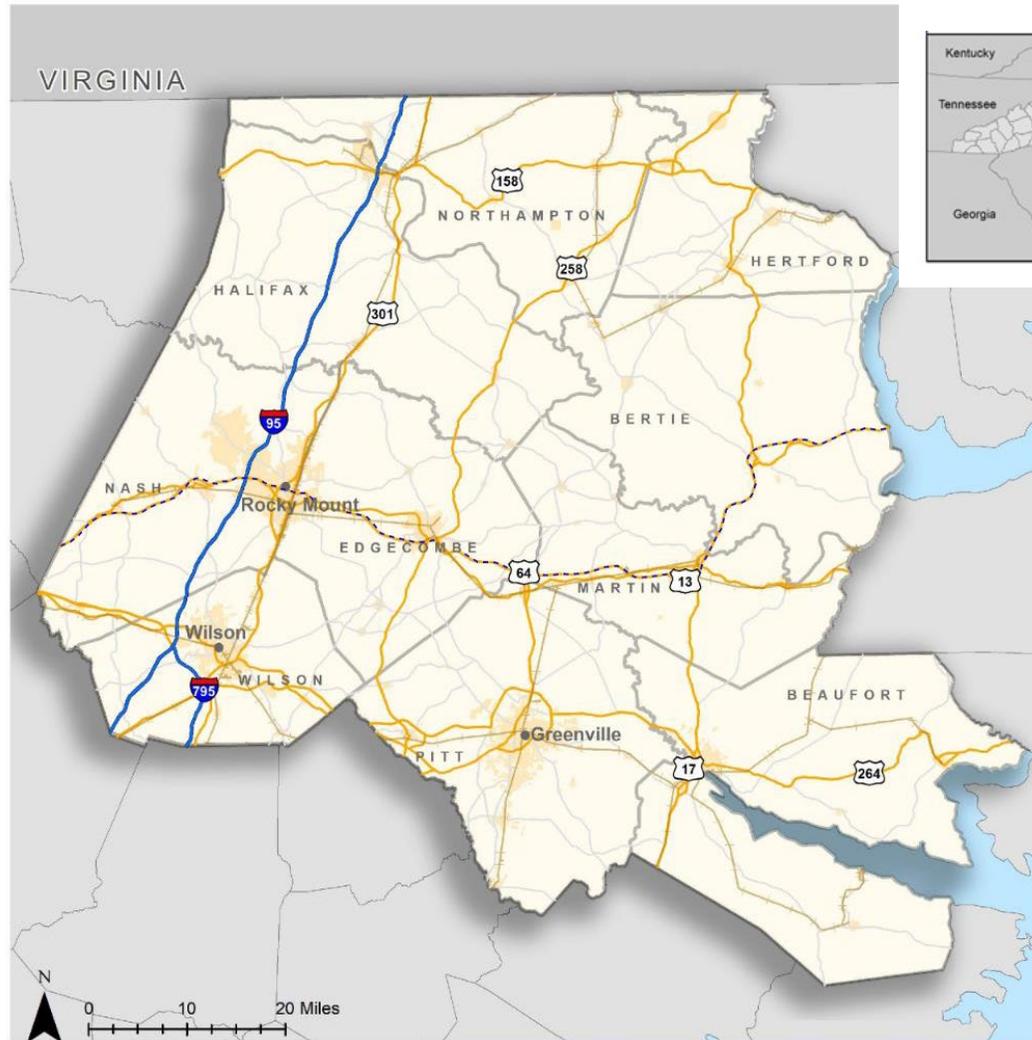
- Project Introduction
- Existing Conditions
- Stakeholder Interview Themes
- Engagement





# Project Introduction

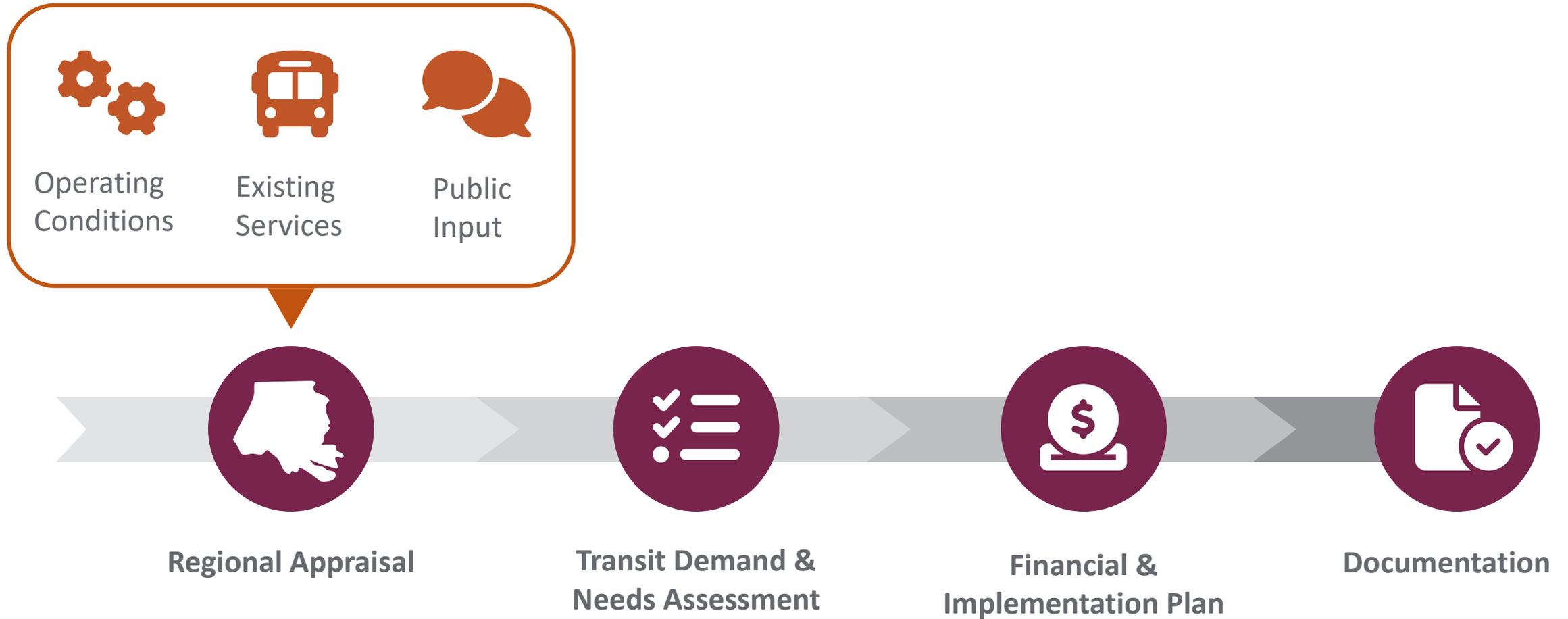
# Study Overview



Source: NCDOT

1. Beaufort
2. Bertie
3. Edgecombe
4. Halifax
5. Hertford
6. Martin
7. Nash
8. Northampton
9. Pitt
10. Wilson

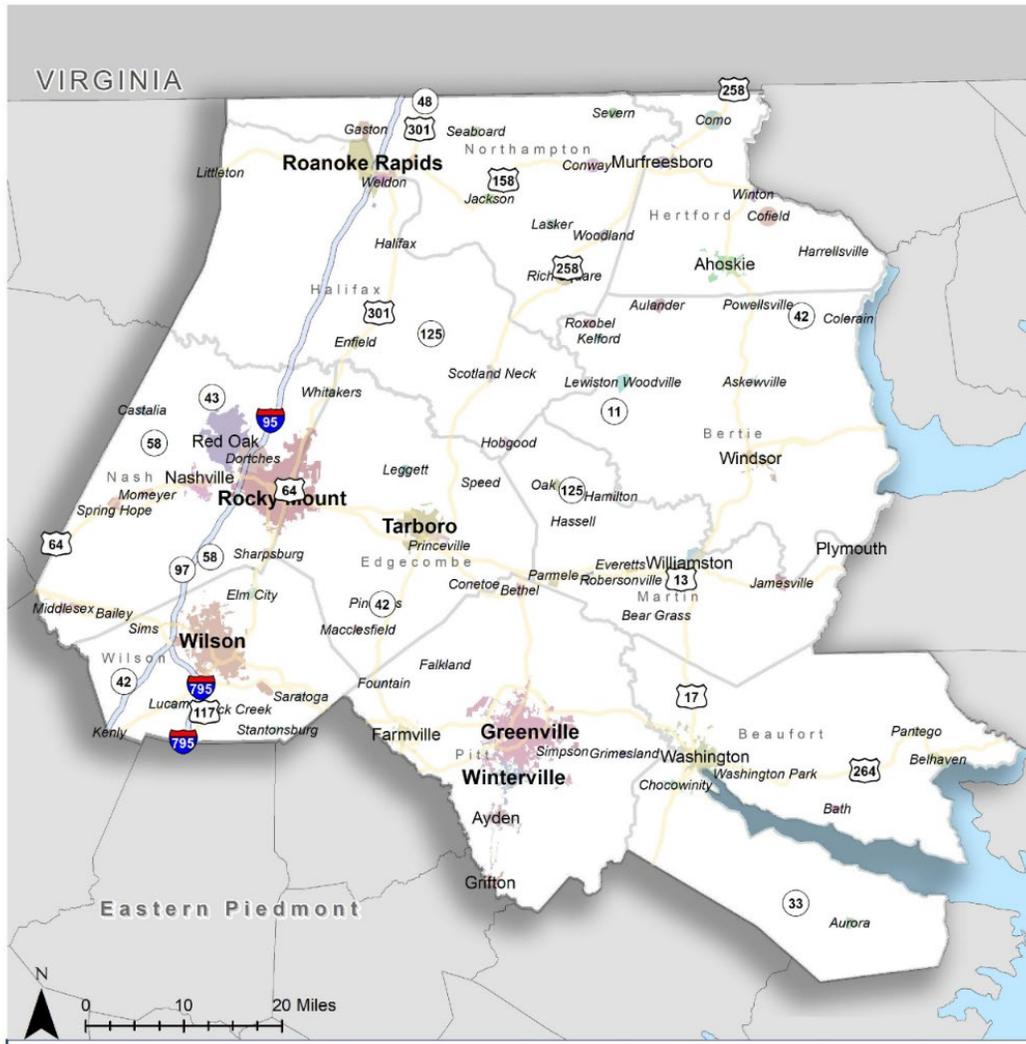
# Study Overview



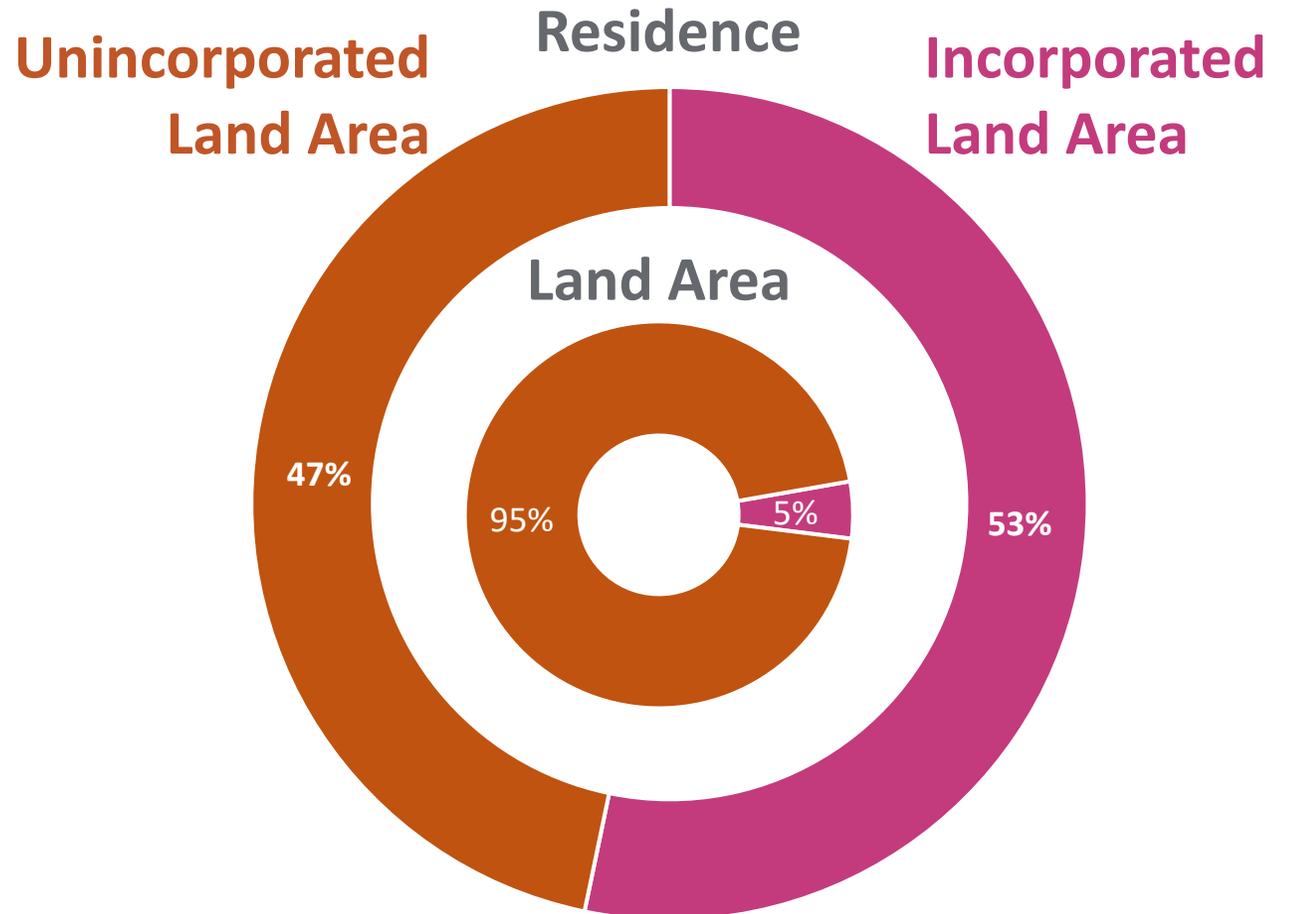


# Existing Conditions

# Incorporated Areas



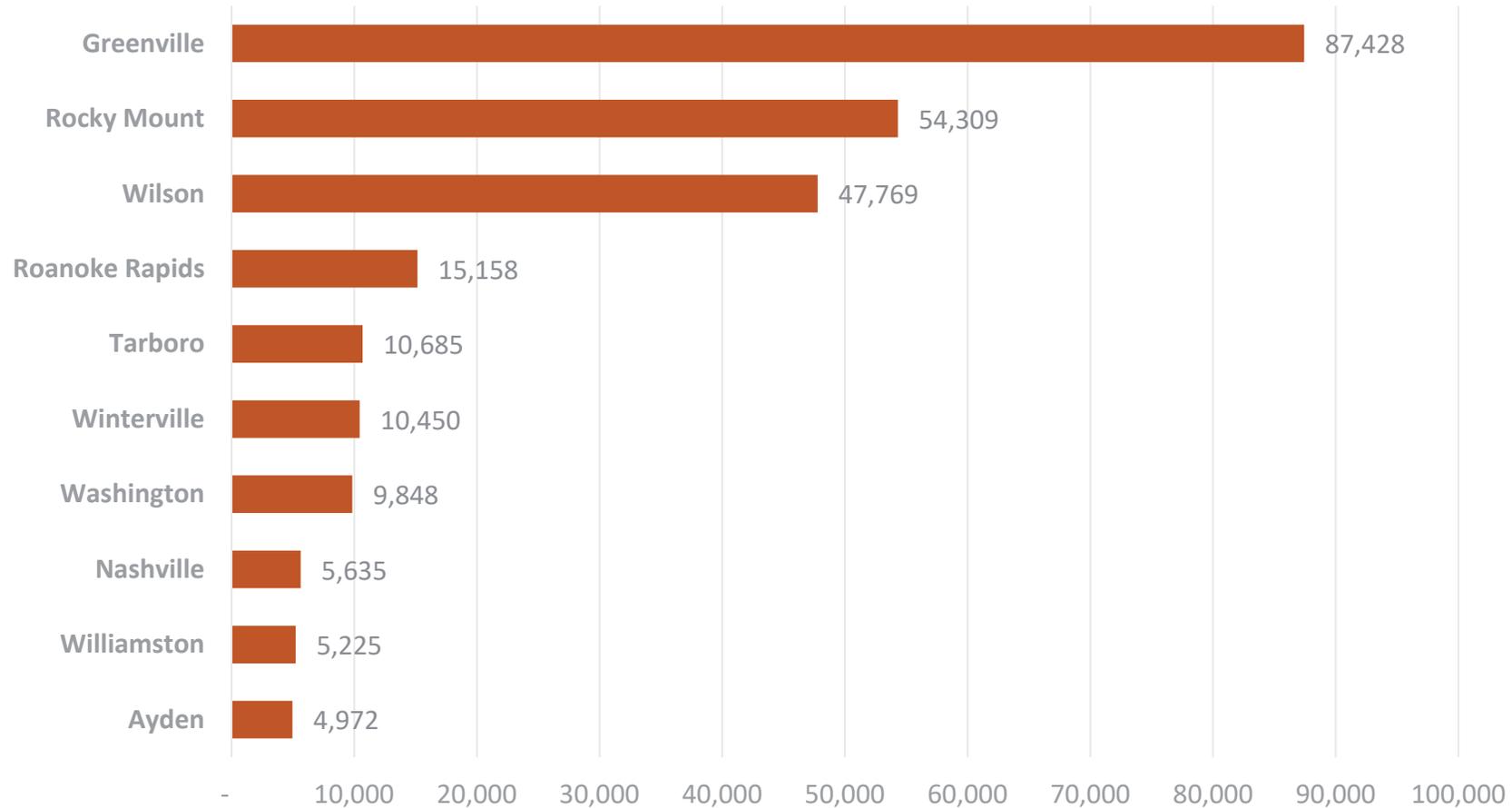
Source: NCDOT



# Most Populous Area

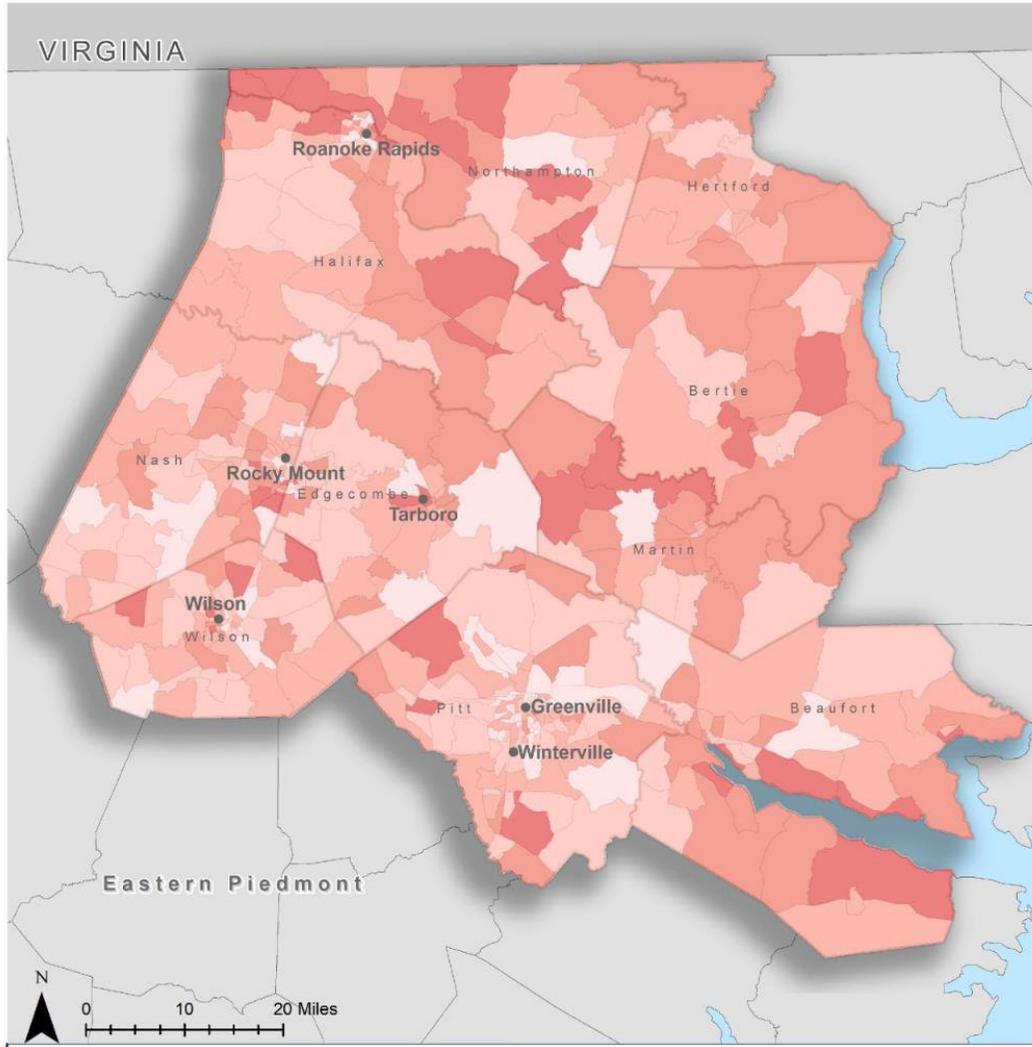


## 10 Most Populous Incorporated Places



Source: 2020 ACS 5-Year Estimates

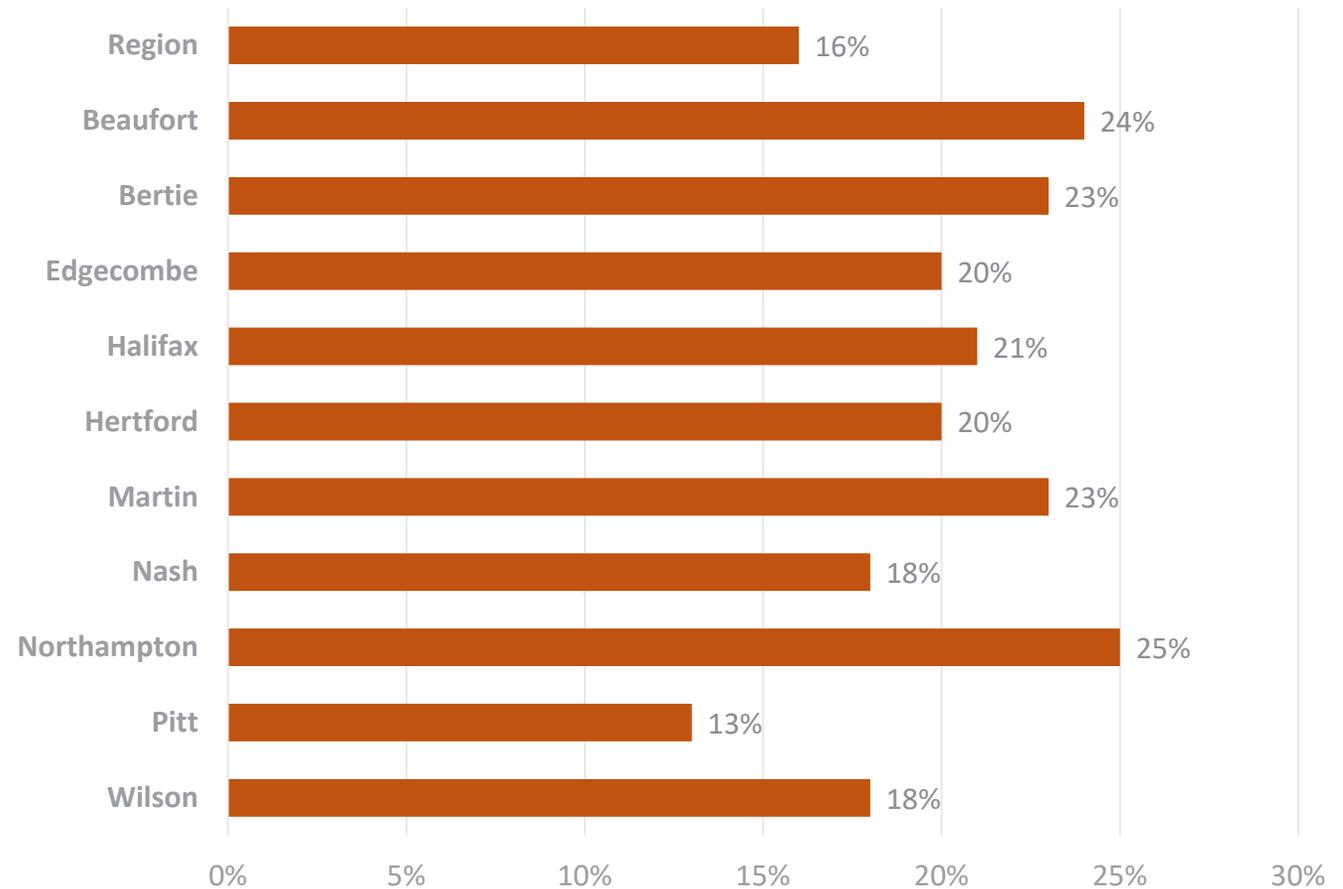
# Older Adult Population



Source: 2020 ACS 5-Year Estimates

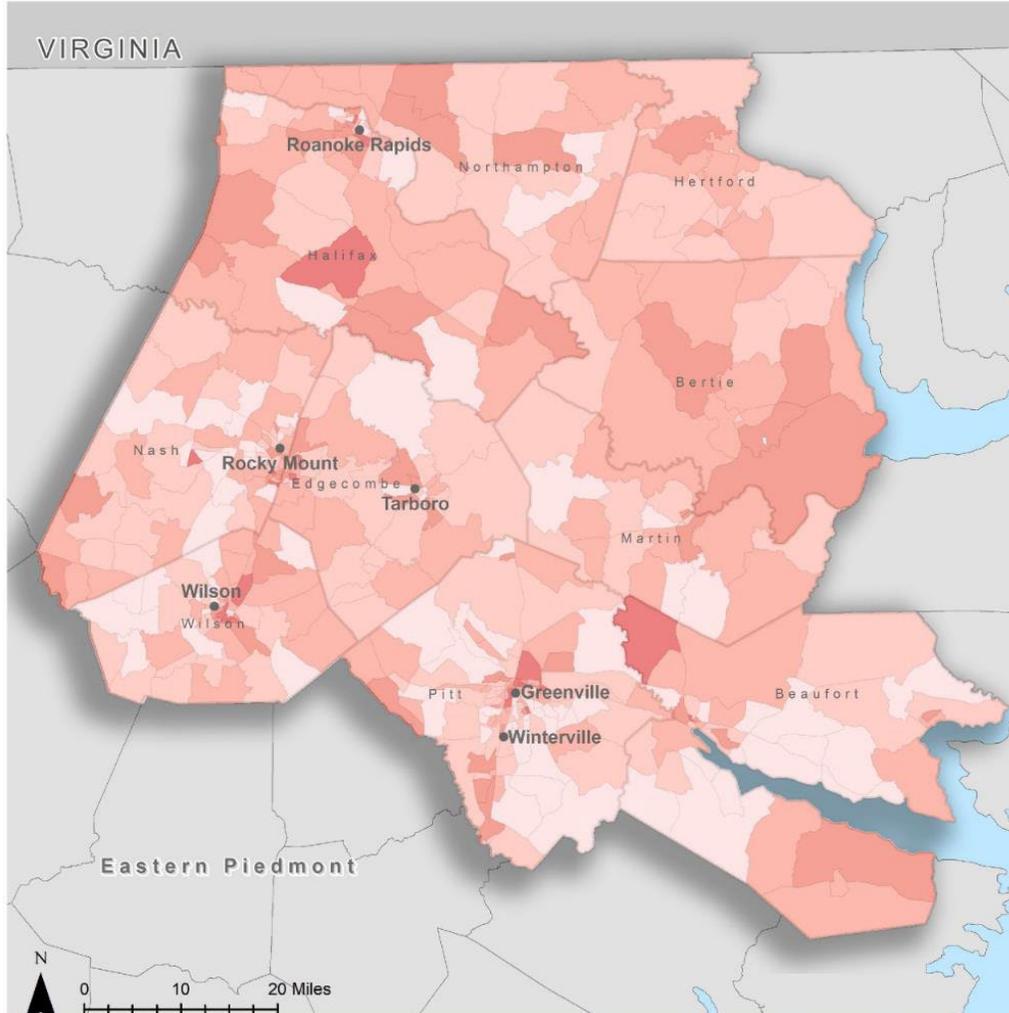


## Percent of Adults over Age 65



Source: 2020 ACS 5-Year Estimates

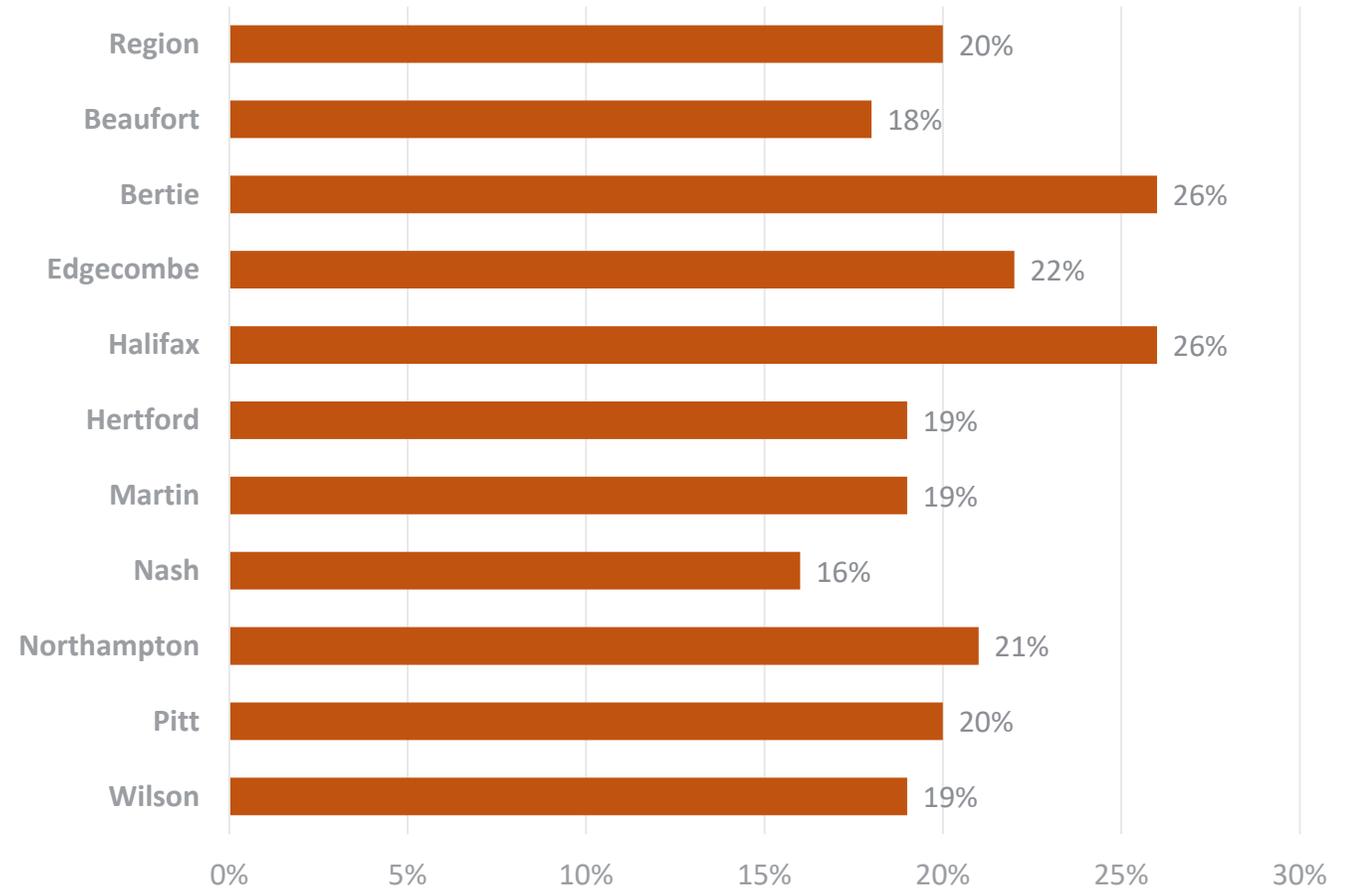
# Households Below Poverty Level



Source: 2020 ACS 5-Year Estimates



## Percentage of Households Below Poverty

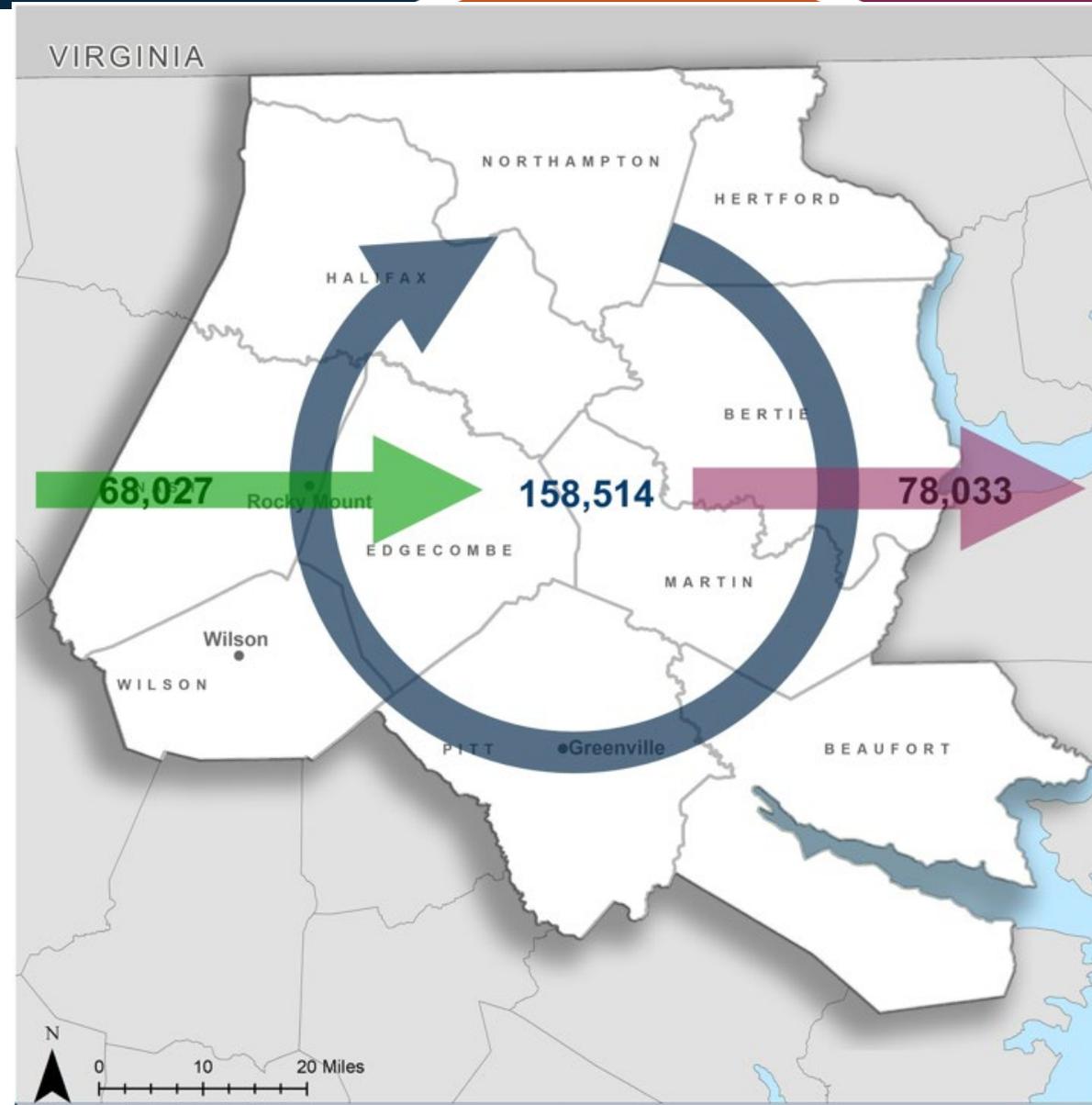


Source: 2020 ACS 5-Year Estimates

# Travel & Commute Patterns



- Majority of residents live and work in region
- Regional commute outflows greater than inflows

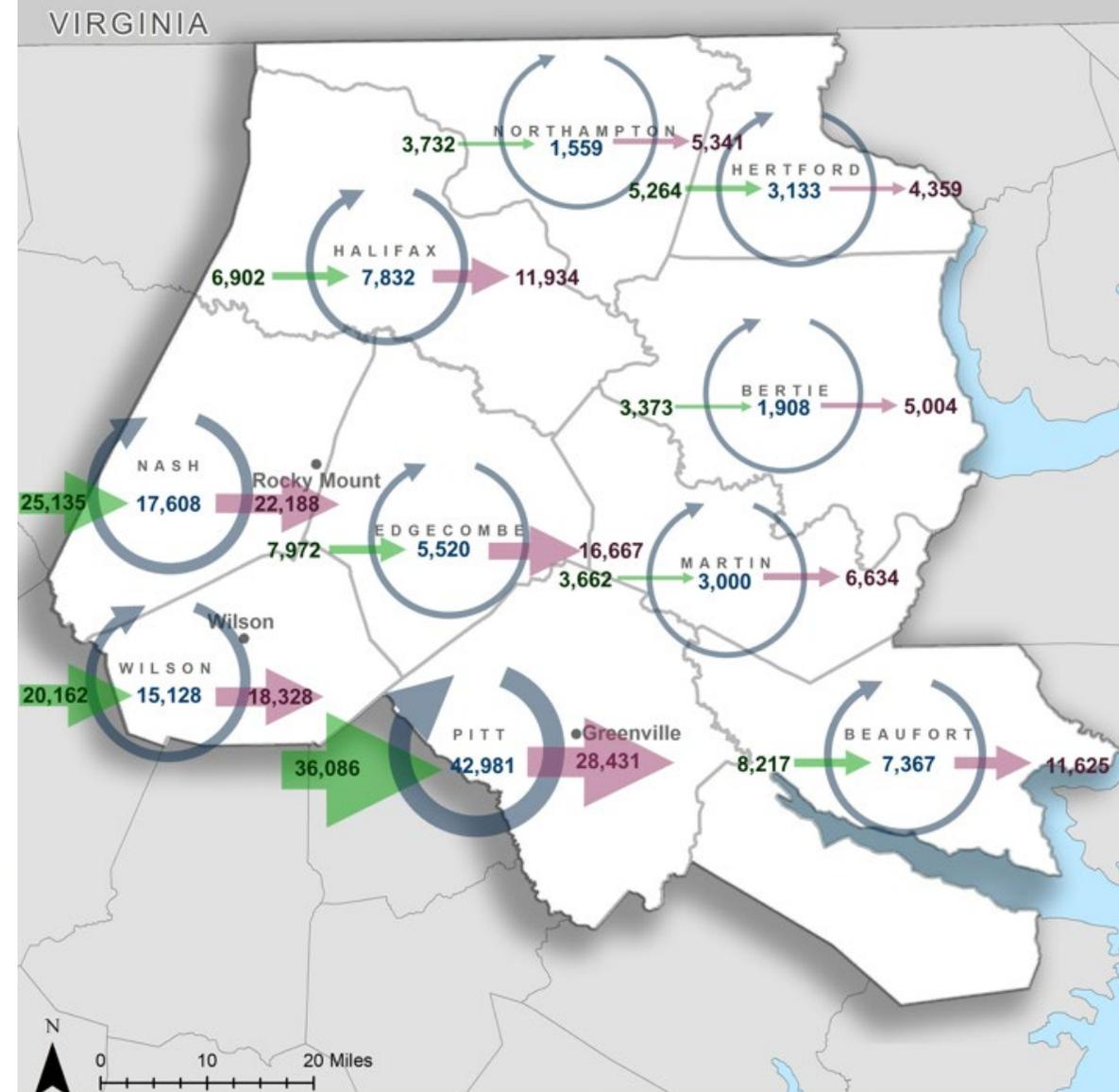
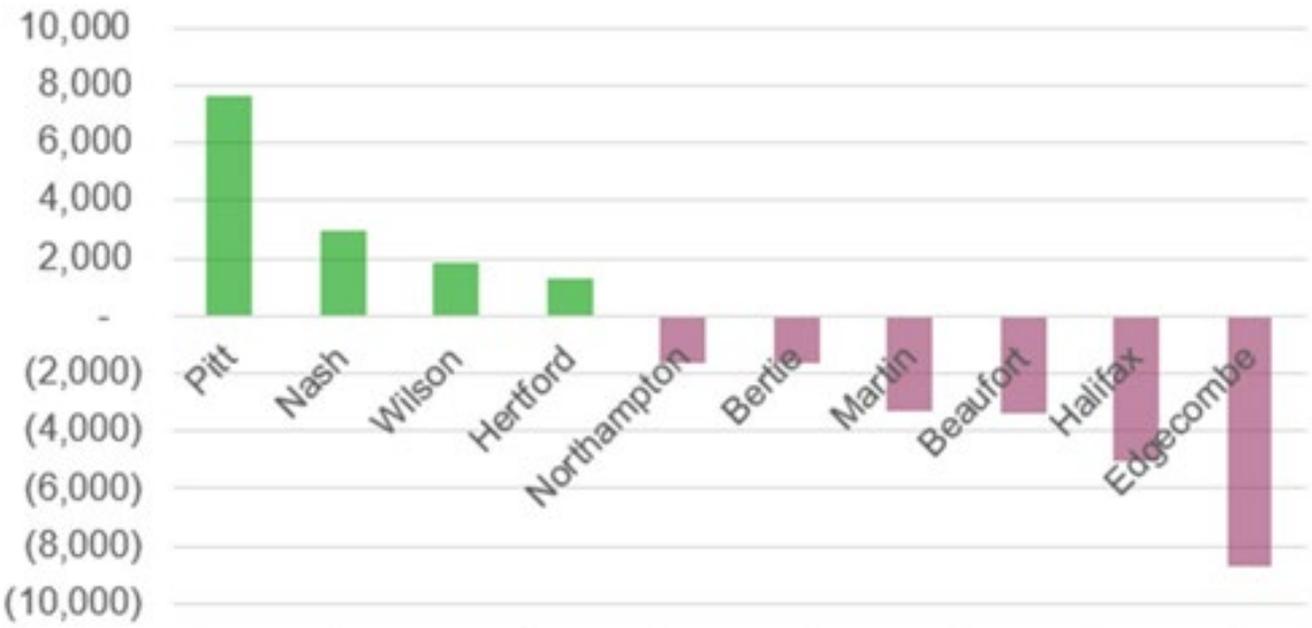


Note: Arrows do NOT indicate direction of travel.  
79 of 111

# Travel & Commute Patterns



Net Flows In/Out of Counties



Note: Arrows do NOT indicate direction of travel.





# Stakeholder Interview Themes

# Stakeholder Interview Themes



- Those who need the service, know about it
- Transit is responsive given available **resources**
  - Some hesitation to promote more broadly if do not have **capacity**
- Transit use and awareness has been increasing over the years
- Transit's role: **medical appointments, employment, errands, etc.**

# Stakeholder Interview Themes



## Needs/Expressed Goals:

- Increase **funding and service hours** (e.g., later evening, weekends)
- Microtransit and mobility-on-demand (MOD)
- Provide **cross-county** services
- Increase **regional coordination** between agencies and other partners
- Improve advanced scheduling timelines & real-time information through use of software
- Increased first mile/last mile **connectivity**
- Address lack of **CDL** driver availability

# Discussion



- Did anything on the list surprise you?
- What is missing from the list?



# Engagement

# Virtual Room & Online Survey





# Thank you!





## Attachment 5b

### Technical Coordinating Committee

**No Action Required**

June 28, 2023

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Final STIP 2024-2033

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Purpose: To review the Final STIP 2024-2033.

Discussion: The 2022 Appropriations Act (SFY 2023 Budget) was signed into law on July 25. The budget includes a provision dedicating a portion of the state's sales tax revenue to the Highway Trust Fund, which increases the amount of funding available in the 2024-2033 STIP. Results in approximately \$5B in additional funding for programming over the 10-year STIP. The North Carolina Department of Transportation (NCDOT), Rural Planning Organizations (RPO), and Metropolitan Planning Organizations (MPO) undergo a process known as Prioritization every two (2) to three (3) years to evaluate and program projects in the federally required State Transportation Improvement Program.

In June 2023, NCDOT released and adopted a revised draft 2024-2033 STIP based on the latest consensus revenue forecast and the additional revenue from the state's sales tax. NCDOT reprogrammed projects following the same process (Delivery projects and P3-P4-P5 Evaluation, Seniority Approach) recommended by the SPOT Workgroup and approved by the Board of Transportation. As a result, the status of some projects have changed in the GUAMPO area.

A copy of the Revised STIP projects for the Greenville Urban Area MPO area in Excel format can be found [here](#). The file has tabs listing projects eligible for swaps with each project's schedule and committed/prioritization status in the current 2020-2029 STIP, the Draft 2024-2033 STIP released in April 2022, and the revised 2024-2033 STIP which was adopted by the Board of Transportation on June 6<sup>th</sup>, 2023. Please make sure to read the Introduction tab to help you best navigate the spreadsheet.

GUAMPO staff has reviewed the revised draft STIP and prepared a brief summary document (attached) noting the major differences between the 2020-29 STIP, the draft 2024-33 STIP, and the adopted 2024-33 STIP for the GUAMPO area. As a reminder, this draft STIP has been developed solely by using existing committed projects from the current 2020-29 STIP document and does not include any new projects from Prioritization 6.0, which was halted in Summer 2021.

The MPO will review the list of projects as potential candidates for the next Prioritization Cycle, which opens this summer. The scoring criteria are integral to our analysis procedure when creating the list. We expect to request TCC approval of the P7 projects in our September meeting.

The MPO will approve the final TIP at our next meeting. The Prioritization 7.0 will kick off between this summer and fall of 2023. The P7.0 submittal window to submit STI projects will open at the end of summer 2023. For more information, the STIP update presentation to the Board of Transportation can be found [here](#).

Action Needed: No action required

Attachments: *Greenville MPO STIP 2024-2033 Change Report.*



**The Greenville Urban Area MPO Summary of Projects in the new adopted 2024-33 STIP (6/6/2023):**

This document provides a snapshot summary of the projects that have funding or schedule impacts as a result of the increase in funds available for the 2024-33 adopted Statewide Transportation Improvement Program (STIP). The projects are broken into three categories:

1. The projects that remain with ALL their funding removed. These projects are still listed in the revised adopted STIP document, but are listed as “NOT FUNDED.” All the projects listed were previously “uncommitted” projects before the 2020 STIP Reprogramming. These projects will need to recompile for funding in P7.0. Currently, there are no changes in non-funded projects.
2. The projects that remain “committed” (now termed “delivery projects”) but may have had changes to their schedule. These projects are listed in the adopted STIP document as “SCHEDULED FOR DELIVERY.” **The new projects added to the report are in red.**
3. The Projects that remain “committed” (now termed “delivery projects”) and have had no changes to their schedule since the last revision.

**1. Projects that remain NOT FUNDED in adopted 2024-33 STIP (funding removed):**

ID	Route	Description	Status Change	Total Remaining Funds Needed
U-6215	NC 33	Blackjack-Simpson Road (SR 1755) to Mobleys Bridge Road (SR 1760). Widen to Multi-Lanes.	Was previously scheduled for Utilities and Right of Way in FY29. No longer funded.	\$103,099,000
U-6125	10th Street (NC 33)	Oxford Road to Evans Street (SR 1702). Access management.	Was previously scheduled for Right of Way in FY29. No longer funded.	\$24,499,000
U-6147	Charles Boulevard (NC 43)	Greenville Boulevard (US 264A) to Bells Fork Road (SR 1726). Access Management.	Was previously scheduled for Utilities and Right of Way in FY29. No longer funded.	\$18,701,000
U-6195	Stantonsburg Road (SR 1467)	B's Barbeque Road (SR 1204) to Memorial Drive (NC 11). Access Management.	Was previously scheduled for Right of Way and Utilities in FY29. No longer funded.	\$21,200,000
U-6196	Evans Street (SR 1702)	Red Banks Road (SR 1155) to West 5th Street (1571). Access Management.	Was previously scheduled for Right of Way and Utilities in FY28. No longer funded.	\$21,700,000
EB-5980	Greenville Boulevard (US 264-A)	US 264-A to Dickinson Avenue (US 13) in Greenville. Construct sidewalk and curb and gutter.	Was previously scheduled for Preliminary Engineering in FY26, Right of Way in FY27 and Construction in FY28. No longer funded.	\$871,000
EB-5981	Memorial Drive (NC 11)	West Fifth Street (NC 43) to Davenport Farm Road (SR 1128) in Greenville. Construct sidewalk.	Was previously scheduled for Preliminary Engineering in FY27, Right of Way in FY28 and Construction in FY29. No longer funded.	\$2,167,000

**2. Delivery projects that have changes in the adopted 2024-33 STIP:**

ID	Route	Description	Status Change	Total Remaining Funds Needed
HB-0022	Rock Spring Road	Replace Bridge 730419 over Greens Mill Run in Greenville	Right of Way pushed back from FY24 to <b>FY29</b> , Utilities pushed back from FY25 to <b>FY29</b> , Construction pushed back from FY25 to <b>FY30</b>	\$2,503,000
U-5875	Allen Road (SR 1203)	Stantonsburg Road (SR 1467) to Dickinson Avenue Extension (US 13). Widen To Multi-Lanes.	Construction still programmed for <b>FY24</b> . Cost increase from \$27.8 Million to \$40.1 Million	\$40,100,000
U-5730	Memorial Drive (US 13)	5th Street (NC 43). Upgrade Intersection.	Utilities Programmed for <b>FY23</b> . Construction in <b>FY25</b> . No change in schedule since the reprogramming (originally <b>FY21</b> )	\$1,325,000
HS-2002L	US 264 Alternate	US 264 Alternate/ Greenville Boulevard (NC 43) at Memorial Drive (NC 11/NC 43/NC 903) and Memorial Drive (NC 11/NC 903) at Mall Drive in Greenville. Revise and Construct Turn Lanes.	Construction on project pushed back from FY23 to <b>FY24</b>	\$430,000
R-2250	Greenville Southwest Bypass (NC 11/NC 903)	NC 11 to NC 264 (Greenville Bypass). Construct four lane divided facility on new location with bypass of Winterville.	Construction Programed for <b>FY23</b>	\$750,000

**3. Delivery projects that have no changes in the revised adopted 2024-33 STIP:**

<b>ID</b>	<b>Route</b>	<b>Description</b>	<b>Total Remaining Funds Needed</b>
U-5917	Fourteenth Street (SR 1704)	Red Banks Road to Firetower Road (SR 1708). Widen to Multi-Lanes. Construction scheduled for <b>FY26</b>	\$20,365,000
U-5952	City of Greenville Signal System upgrade	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. Utilities projected schedule <b>FY26</b> , Construction scheduled for <b>FY28</b>	\$12,750,000
U-5991	NC 43	Firetower Road (SR 1708) to Worthington Road (SR 1711). Widen To Multi-Lanes. Right of Way and Utilities projected <b>FY27</b> Construction scheduled for <b>FY29</b>	\$51,700,000
U-6197	Worthington Road (SR 1711)	County Home Road (SR 1725). Upgrade Intersection. Right of Way and Utilities projected <b>FY27</b> Construction scheduled for <b>FY29</b>	\$3,000,000
U-2817	Evans Street/ Old Tar Road (SR 1700)	Worthington Road (SR 1711) in Winterville to Greenville Boulevard (Us 264 Alternate) in Greenville. Widen to Multi-Lanes. Construction scheduled for <b>FY25</b>	\$94,317,000
U-5870	Firetower Road (SR 1708)	Fourteenth Street (SR 1704) to East 10th Street (NC 33) in Greenville. Widen To Multi-Lanes. Right of Way and Utilities projected <b>FY24</b> Construction scheduled for <b>FY26</b>	\$42,416,000
U-5785	Firetower Road (SR 1708)	West Of East Arlington Boulevard to Fourteenth Street (SR 1704) in Greenville. Widen To Multi-Lanes.	\$39,120,000

A copy of the June 2023 Revised STIP projects for the Greenville Urban Area MPO area can be found [here](#). Please note that everything in the June 2023 revised STIP is adopted. MPOs, RPOs, and Divisions had until March 17, 2023, to request project swaps or schedule shifts under the “flexibility” policy being used for this cycle. The GUAMPO staff reviewed potential swap projects and discussed them with the local jurisdictions ahead The Board of Transportation’s approval of the STIP in June 2023.

Regards,  
 Eliud De Jesus  
 Transportation Planner, Greenville Urban Area MPO  
 Email: [edejesus@greenvillenc.gov](mailto:edejesus@greenvillenc.gov)



## Attachment 5c Technical Coordinating Committee

**No Action Required**

June 28, 2023

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Prioritization 7.0 Schedule and Project List update

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Purpose: To discuss the Prioritization 7.0 timeline and review and approve the updated project list. Discuss additional projects to be added to the list.

Discussion: The North Carolina Department of transportation (NCDOT), Rural Planning Organizations (RPO) and Metropolitan Planning Organizations (MPO) undergo a process known as Prioritization every two (2) years to evaluate and program projects in the federally required State Transportation Improvement Program.

For P7.0, the current cycle, the MPO received sixteen (16) project submission slots in each mode of transportation (highway, bike & ped, rail, public transportation, aviation and ferry). Project submission totals are determined by the population and number of lane miles in the MPO. Staff has added and made changes to the project list for review by the MPO's governing committees. Staff requests that the TCC request the TAC approve the subsequent project list for submission in P7.0.

Staff is also sharing the updated Prioritization 7.0 schedule. SPOT Online becomes active from July 10<sup>th</sup> to September 29<sup>th</sup>. The Period from October to March, NCDOT will review data and score projects. The resulting scores from Prioritization 7.0 will guide the development of the future draft 2023-2032 STIP which now has a planned release in May 2024. The date for the adoption of the final STIP will be in Fall 2024.

Any projects to be consider by the MPO must be submitted by July 7<sup>th</sup>, 2023 to be brought forth to the TAC's July 12<sup>th</sup> Meeting.

Action Needed: No action required

Attachments: *Prioritization 7.0 project Spreadsheet; Prioritization 7.0 Schedule*

1. Highway Projects

Legend	
Carryover Projects	Blue
New Submittal Projects	Yellow

Prioritization 7.0 Project List: Highway				
SPOT ID	Route / Facility Name	From / Cross Street	To	Description
H170385	NC 33 (10th Street)	Oxford Road	SR 1702 (Evans Street)	Construct medians curb & gutter and sidewalks on each side (where not currently located) and protected bike lanes.
H170414	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	SR 1726 (Bells Fork Road)	Construct medians sidewalk protected bikelanes bus pull out bays and stormwater improvements.
H170366	NC 33	SR 1755 (Blackjack-Simpson Road)	SR 1760 (Mobleys Bridge Road)	Widen existing section of NC 33 to 4-lane divided boulevard with paved shoulders. Improve select intersections and create partial access control at minor intersections improving safety; Replace bridge over Chicod Creek. Add a shared use path.
H170331	NC 43	SR 1711 (Worthington Road)	Ivan Harris Road, south of SR 1753 (Stokestown Saint John Road)	Widen existing 2-lane road to a 4-lane divided boulevard with paved shoulders and select intersection improvements and partial access control.
H170383	SR 1702 (Evans Street)	SR 1155 (Red Banks Road)	West 5th Street	Construct medians sidewalks protected bike lanes intersection capacity improvements/turn lane additions. Project to include medians constructed on the Evans Street local portion running from 10th Street to 5th Street.
H170442	SR 1200 (Stantonsburg Road)	SR 1204 (Bs Barbeque Road)	NC 11 (Memorial Drive)	Construct medians with specified turn lanes sidewalks on each side and protected bike lanes.

H090510	New Route - SR 1708 (Firetower Road Extension), SR 1131 (Reedy Branch Road), SR 1128 (Davenport Farm Road)	Greenville Southwest Bypass	NC 11/903 (Memorial Drive)	Construct 4-lane divided new roadway connecting Firetower Rd to Reedy Branch Rd; Widen Reedy Branch Rd and Davenport Farm Road sections from 2 to 4-lanes divided; Improve intersection of Forlines Road and Reedy Branch Road. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.
H170376	SR 1134 (Thomas Langston Drive)	NC 11 (Memorial Drive)	SR 1128 (Davenport Farm Road)	Modernize roadway from 2 -lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included.
H192832	US 264 Alternate (Greenville Boulevard)	US 264 Alternate - Tar River Bridge near 10th Street	US 13 (Dickinson Avenue)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.
H193289	NC 11 (Memorial Drive)	SR 1467 (Stantonsburg Road), SR 1598 (Farmville Boulevard / 10th Street)	US 264 Alternate (Greenville Boulevard)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.
H184139	NC 11 (Memorial Drive), SR 1149 (Mill Street)	SR 1149 (Mill Street), SR 1130 (Vernon White Road), SR 1127 (Davenport Farm Road)		Improve intersection per NCDOT Congestion Management's conceptual design through Pre-submittal process. Re-configure intersection appropriately.
H193290	US 264	SR 1200 (Stantonsburg Road)	US 13, NC 11	Upgrade roadway to interstate standards.

H193292	NC 11, SR 1119 (Jolly Road), SR 1149 (Mill Street), SR 1108 (Littlefield Road), SR 1120 (Dennis McLawhorn Road)	SR 1149 (Mill Street), SR 1130 (Vernon White Road)	SR 1108 (Littlefield Road)	Improve intersection by constructing Reduced-Conflict Intersections (RCI) at Jolly Rd (SR 1119), Dennis McLawhorn Rd (SR 1120) and Littlefield Rd. Improve Mill St (SR 1149)/Vernon White Rd (SR 1130) intersection per NCDOT Congestion Management's conceptual design through Pre-submittal process.
H184172	NC 903, SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)		Construct a single lane roundabout at a three way intersection.
H193291	NC 102 (3rd Street)	Southwest Bypass	2nd Street (Eastern Town Limits)	Construct Center Median and streetscape corridor. Project to construct bicycle and pedestrian facilities while creating a connected and aesthetically significant gateway into the Town of Ayden
H193292	NC 11, SR 1119 (Jolly Road), SR 1149 (Mill Street), SR 1108 (Littlefield Road), SR 1120 (Dennis McLawhorn Road)	SR 1149 (Mill Street), SR 1130 (Vernon White Road)	SR 1108 (Littlefield Road)	Improve intersection by constructing Reduced-Conflict Intersections (RCI) at Jolly Rd (SR 1119), Dennis McLawhorn Rd (SR 1120) and Littlefield Rd. Improve Mill St (SR 1149)/Vernon White Rd (SR 1130) intersection per NCDOT Congestion Management's conceptual design through Pre-submittal process.
H192967	SR 1755 (Blackjack Simpson Road)	SR 1759 (Tucker Road / Simpson Road)	SR 1760 (Mobleys Bridge Road)	Improve two intersections by constructing roundabouts per NCDOT's conceptual plan. Construct bicycle and pedestrian accommodations where appropriate.
H193217	SR 1703 (14th Street)	SR 1707 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	Modernize roadway from 2 -lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.

H193256	SR 1708 (Fire Tower Road)	Arlington Boulevard	NC 11/903 (Memorial Drive)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility.
H193268	West Arlington Boulevard	SR 1200 (Stantonsburg Road)	NC 11 (Memorial Drive)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.
H193278	East Arlington Boulevard	NC 11 (Memorial Drive)	SR 1708 (Fire Tower Road)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.
H193293	SR 1127 (Frog Level Road)	US 13 (Dickinson Avenue)	SR 1126 (Forlines Road)	Modernize roadway from 2 -lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included.

Blank Rows Indicate empty project slot, all projects are subject to swapping.

2. Bike and Pedestrian Projects

Prioritization 7.0 Project List: BikePed				
SPOT ID	Route / Facility Name	From / Cross Street	To	Description
B170652	US 264-A (Greenville Boulevard)	US 264-A	US 13 (Dickinson Avenue)	Construct continuous curb & gutter, side path in one side and sidewalk on the other along the roadway (utilizing any existing sidewalks) from the bridge over the Tar River (Sunchase Apartments) to US 13.
B172401	NC 11 (Memorial Drive)	NC 43 (W. 5th Street)	SR 1128 (Davenport Farm Road)	Construct continuous sidewalk routes on both sides of roadway (utilizing any existing sidewalks).
B150577	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.
B150863	Town Common to River Park North connector trail	Town Common at Greene Street (SR 1531)	River Park North	Construct Multi-Use Path utilizing existing Greene Street Bridge. Improvement will include combination of bicycle and sidewalk facilities, boardwalk, paved multi-use path, retaining wall, HAWK signal, and related improvements as needed.
B140682	S. Tar River Greenway Ph2 B	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 both multi- and single-family housing units. Multi-family housing units include: The Davis, East 33, Harbor Pointe Apartments, Campus Pointe Apartments,Sunchase Apartments.
B172404	SR 1711 (Worthington Rd)	SR 1700 (Old Tar Rd)	Christ Covenant School	Construct side path down roughly 1600 ft (to Christ Covenant School); curb & gutter section. Install RRFB crossing apparatus to provide safety crossing to users.
B140603	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.
B170387	Fork Swamp Canal Greenway Ph B	Ray Crawford Dr	SR 1711 (Worthington Rd)	Design and construct greenway along Fork Swamp Canal connecting to the proposed Worthington Rd sidewalk and Vernon White Rd.

B192970	14th Street	Charles Blvd (SR 1707)	5th Street	Construct Side-Path on one side and Sidewalk on the other along the roadway (utilizing any existing sidewalks). Bundle Project.
B192510	Fire Tower Rd	Arlington Boulevard	Memorial Dr	Construct Side-Path on one side and Sidewalk on the other along the roadway (utilizing any existing sidewalks). Bundle Project.
B193294	SR 1149 (Mill St) Complete	SR 1133 (Main St)	Lismore Drive	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.
B192472	Cooper Street	Railroad Street (SR 1262)	Old Tar Road (SR 1700)	Construct continuous sidewalk along both sides of the corridor.
B192965	North South Greenway Phase A	Fire Tower Rd	Evans St	Greenway Connection through Paramorw Farms and adjoining neighborhoods. Connecting Greenville and Winterville's proposed Greenway
B192543	Mill St	SR 1126 (Boyd St)	Lismore	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.
B192726	Fork Swamp Canal Greenway Ph A	Old Tar Rd	Ray Crawford Dr	Design and construct greenway along Fork Swamp Canal connecting to the proposed Worthington Rd sidewalk and Vernon White Rd.
B192964	North South Greenway Phase B	Bayswater Dr	Fork Swamp Greenway	Greenway Connection bordering Lyndale and adjoining neighborhoods. Connecting Greenville and Winterville's proposed Greenways
B192982	South Tar River Greenway Ph 2 A	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
B192984	Juanita Ave	Sunset Dr	SR 1149 (Lee St)	Construct continuous curb & gutter with sidewalk on the southside, from existing portion along Juanita Avenue to Lee St.

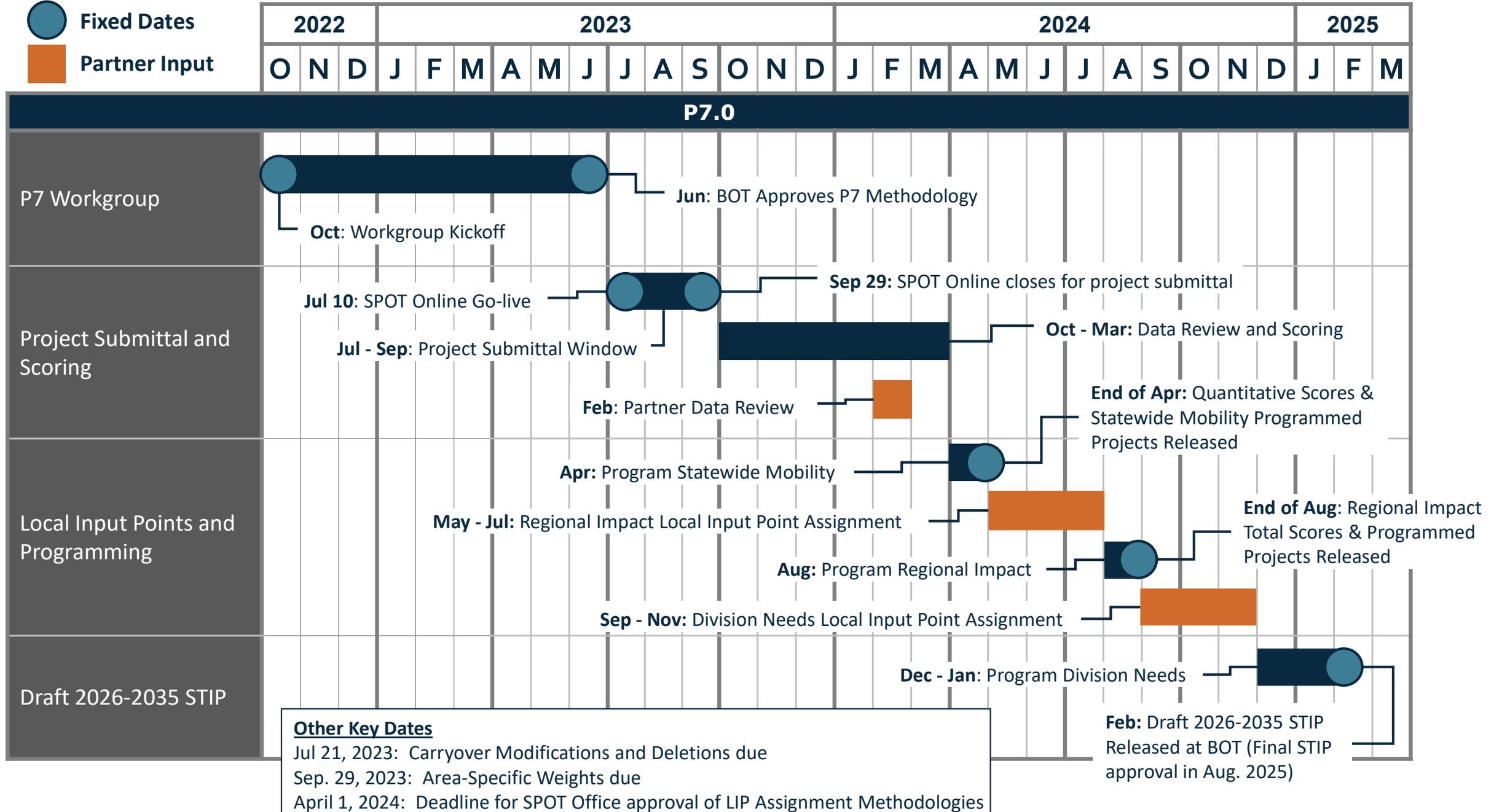
All projects slots are in use, new projects will need to be swapped in to compete.

# P7 Schedule

Updated April 24, 2023

Dates set per P7 Workgroup in October 2022

- Fixed Dates
- Partner Input





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<p><b>Contract Number:</b> C204070  <b>Division:</b> 2  <b>TIP Number:</b> U-5606  <b>Length:</b> 1.344 miles  <b>NCDOT Contact:</b> Sarah F. Lentine  <b>Location Description:</b> SR-1598 (DICKINSON AVE) FROM NC-11 TO SR-1610 (READE CR).  <b>Contractor Name:</b> JSMITH CIVIL LLC  <b>Contract Amount:</b> \$15,747,596.21  <b>Work Began:</b> 06/02/2022  <b>Original Completion Date:</b> 02/28/2025  <b>Latest Payment Thru:</b> 05/31/2023  <b>Latest Payment Date:</b> 06/09/2023</p>	<p><b>Route:</b> SR-1598  <b>County:</b> Pitt  <b>Federal Aid Number:</b> STP-1598(3)  <b>NCDOT Contact No:</b> (252)830-3495  <b>Letting Date:</b> 03/15/2022  <b>Revised Completion Date:</b> 07/06/2025  <b>Construction Progress:</b> 25.8%</p>
<p><b>Contract Number:</b> C204376  <b>Division:</b> 2  <b>TIP Number:</b> B-4786  <b>Length:</b> 0.237 miles  <b>NCDOT Contact:</b> Sarah F. Lentine  <b>Location Description:</b> BRIDGE #38 OVER THE TAR RIVER ON US-13 IN GREENVILLE.  <b>Contractor Name:</b> W C ENGLISH INCORPORATED  <b>Contract Amount:</b> \$0.00  <b>Work Began:</b>  <b>Original Completion Date:</b>  <b>Latest Payment Thru:</b>  <b>Latest Payment Date:</b></p>	<p><b>Route:</b> US-13  <b>County:</b> Pitt  <b>Federal Aid Number:</b> 0013069  <b>NCDOT Contact No:</b> (252)830-3495  <b>Letting Date:</b> 08/16/2022  <b>Revised Completion Date:</b>  <b>Construction Progress:</b> 0%</p>
<p><b>Contract Number:</b> C204414  <b>Division:</b> 2  <b>TIP Number:</b> B-5301  <b>Length:</b> 0.606 miles  <b>NCDOT Contact:</b> Sarah F. Lentine  <b>Location Description:</b> BRIDGE #730472 OVER US-264 ON SR-1210 AND BRIDGE #87 OVER NO FOLK SOUTHERN RAILROAD ON NC-33.  <b>Contractor Name:</b> CONTI CIVIL LLC  <b>Contract Amount:</b> \$9,574,442.00  <b>Work Began:</b> 10/17/2022  <b>Original Completion Date:</b> 04/13/2025  <b>Latest Payment Thru:</b> 05/31/2023  <b>Latest Payment Date:</b> 06/06/2023</p>	<p><b>Route:</b> NC-33  <b>County:</b> Pitt  <b>Federal Aid Number:</b> STATE FUNDED  <b>NCDOT Contact No:</b> (252)830-3495  <b>Letting Date:</b> 06/21/2022  <b>Revised Completion Date:</b> 05/23/2025  <b>Construction Progress:</b> 18.34%</p>
<p><b>Contract Number:</b> C204459  <b>Division:</b> 2  <b>TIP Number:</b>  <b>Length:</b> 1.248 miles  <b>NCDOT Contact:</b> Sarah F. Lentine  <b>Location Description:</b> STRUCTURES #60016, #60027, #60028, AND #60077 IN BEAUFORT COUNTY AND STRUCTURE #730127 IN PITT COUNTY.  <b>Contractor Name:</b> AMERICAN CONTRACTING &amp; SERVICES INC  <b>Contract Amount:</b> \$3,873,721.47  <b>Work Began:</b> 10/17/2022  <b>Original Completion Date:</b> 06/30/2023  <b>Latest Payment Thru:</b> 05/15/2023  <b>Latest Payment Date:</b> 05/30/2023</p>	<p><b>Route:</b> NC-306  <b>County:</b> Pitt  <b>Federal Aid Number:</b> STATE FUNDED  <b>NCDOT Contact No:</b> (252)830-3495  <b>Letting Date:</b> 05/17/2022  <b>Revised Completion Date:</b> 07/01/2023  <b>Construction Progress:</b> 45.75%</p>

<b>Contract Number:</b> DB00519	<b>Route:</b> SR-1156, SR-1157, SR-1158 SR-1166, SR-1167, SR-1168 SR-1169, SR-1170, SR-1171 SR-1172, SR-1173, SR-1528 SR-1725, SR-1816, SR-1817 SR-1845, SR-1871, SR-1878 SR-1879, SR-1880, SR-1890 SR-1891, SR-1892, SR-1893 SR-1894, SR-1895, SR-1896 SR-1897, SR-1898, SR-1899 SR-2215, SR-2216, SR-2217 SR-2218, SR-2219, SR-2231 SR-2235, SR-2239, SR-2240 SR-2250, SR-2251, SR-2254 SR-2277, SR-2427, SR-2428 SR-2429, SR-2430, SR-2431 SR-2500
<b>Division:</b> 2	<b>County:</b> Pitt
<b>TIP Number:</b>	
<b>Length:</b> 14.41 miles	<b>Federal Aid Number:</b> STATE FUNDED
<b>NCDOT Contact:</b> Sarah F. Lentine	<b>NCDOT Contact No:</b> (252)830-3495
<b>Location Description:</b> PITT COUNTY	
<b>Contractor Name:</b> S T WOOTEN CORPORATION	
<b>Contract Amount:</b> \$3,443,987.25	
<b>Work Began:</b> 02/20/2023	<b>Letting Date:</b> 11/09/2022
<b>Original Completion Date:</b> 02/15/2025	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b> 05/31/2023	
<b>Latest Payment Date:</b> 06/07/2023	<b>Construction Progress:</b> 74.28%

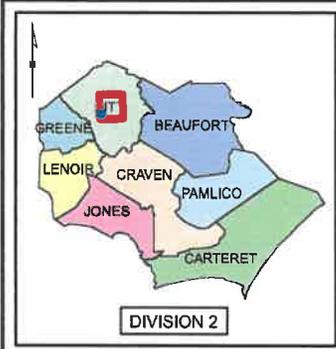
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<b>Division:</b> 2	<b>County:</b> Pitt
<b>TIP Number:</b>	
<b>Length:</b> 11.8 miles	<b>Federal Aid Number:</b> STATE FUNDED
<b>NCDOT Contact:</b> Sarah F. Lentine	<b>NCDOT Contact No:</b> (252)830-3495
<b>Location Description:</b> PITT COUNTY	
<b>Contractor Name:</b> FSC II LLC DBA ROSE BROTHERS PAVING COMPANY	
<b>Contract Amount:</b> \$0.00	
<b>Work Began:</b> 06/05/2023	<b>Letting Date:</b> 03/09/2022
<b>Original Completion Date:</b> 11/10/2023	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b>	
<b>Latest Payment Date:</b>	<b>Construction Progress:</b> 0%

<b>Contract Number:</b> DB00530	<b>Route:</b> SR-1129, SR-1133, SR-1149 SR-1711, SR-1714, SR-1842 SR-1843, SR-1854, SR-1855 SR-1856, SR-1857, SR-1870 SR-1887
<b>Division:</b> 2	<b>County:</b> Pitt
<b>TIP Number:</b>	
<b>Length:</b> 9.84 miles	<b>Federal Aid Number:</b> STATE FUNDED
<b>NCDOT Contact:</b> Sarah F. Lentine	<b>NCDOT Contact No:</b> (252)830-3495
<b>Location Description:</b> PITT COUNTY	
<b>Contractor Name:</b> S T WOOTEN CORPORATION	
<b>Contract Amount:</b> \$2,459,632.92	
<b>Work Began:</b> 10/24/2022	<b>Letting Date:</b> 03/09/2022
<b>Original Completion Date:</b> 02/08/2024	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b> 04/30/2023	
<b>Latest Payment Date:</b> 05/08/2023	<b>Construction Progress:</b> 93.37%

<b>Contract Number:</b> DB00543	<b>Route:</b> SR-0000
<b>Division:</b> 2	<b>County:</b> Pitt
<b>TIP Number:</b> R-5782MC	
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b> 0220102
<b>NCDOT Contact:</b> Sarah F. Lentine	<b>NCDOT Contact No:</b> (252)830-3495
<b>Location Description:</b> GREENVILLE VARIOUS LOCATIONS	
<b>Contractor Name:</b> FULFORD AND JONES ASPHALT INC	
<b>Contract Amount:</b> \$230,720.00	
<b>Work Began:</b> 12/19/2022	<b>Letting Date:</b> 09/14/2022
<b>Original Completion Date:</b> 06/10/2023	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b> 04/30/2023	

**Latest Payment Date:** 05/08/2023**Construction Progress:** 89.96%**Contract Number:** DB00554**Route:** SR-1534, US-264**Division:** 2**County:** Pitt**TIP Number:** HS-2002E**Length:** 0.215 miles**Federal Aid Number:** HSIP-0264(074)**NCDOT Contact:** Sarah F. Lentine**NCDOT Contact No:** (252)830-3495**Location Description:** US 264A AT SR 1534**Contractor Name:** FSC II LLC DBA FRED SMITH COMPANY**Contract Amount:** \$617,654.00**Work Began:** 05/15/2023**Letting Date:** 02/08/2023**Original Completion Date:** 12/01/2023**Revised Completion Date:****Latest Payment Thru:** 05/31/2023**Latest Payment Date:** 06/06/2023**Construction Progress:** 15.51%**Contract Number:** DB00560**Route:** SR-0000**Division:** 2**County:** Pitt**TIP Number:** R-5782MD**Length:** 0 miles**Federal Aid Number:** 220105**NCDOT Contact:** Sarah F. Lentine**NCDOT Contact No:** (252)830-3495**Location Description:** BETHEL, FOUNTAIN, HOOKERTON, AND WALSTONBURG**Contractor Name:** E & S CONTRACTING AND REALTY LLC DBA E & S CONTRACTING**Contract Amount:** \$119,754.50**Work Began:** 04/24/2023**Letting Date:** 03/08/2023**Original Completion Date:** 03/02/2024**Revised Completion Date:** 03/03/2024**Latest Payment Thru:** 05/31/2023**Latest Payment Date:** 06/05/2023**Construction Progress:** 23.78%

The North Carolina  
[Department of  
 Transportation](#)



**PITT COUNTY**  
**DB00519**

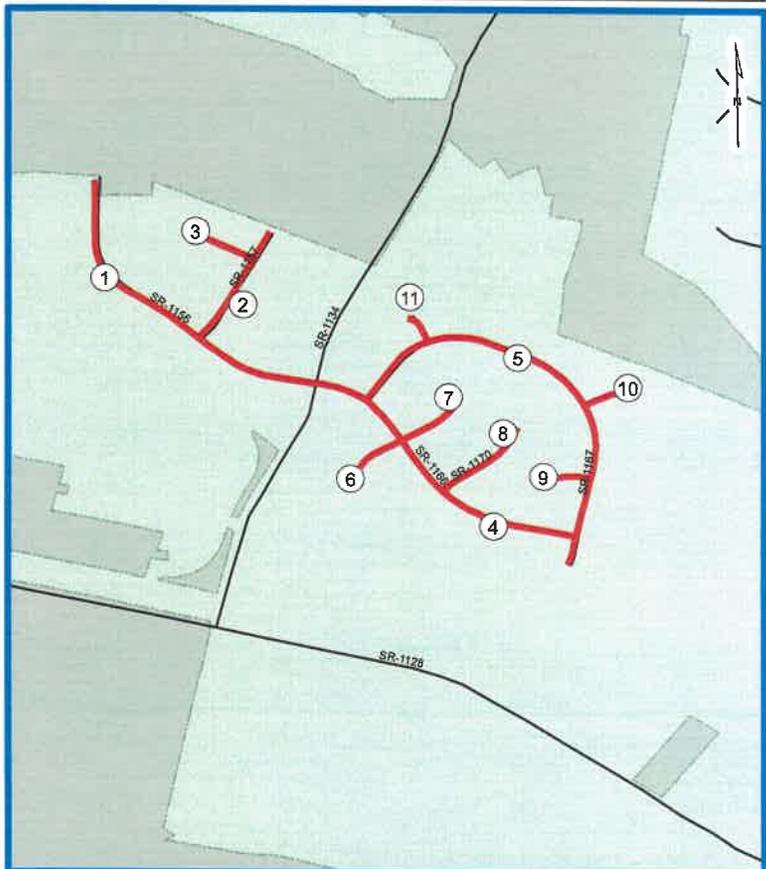
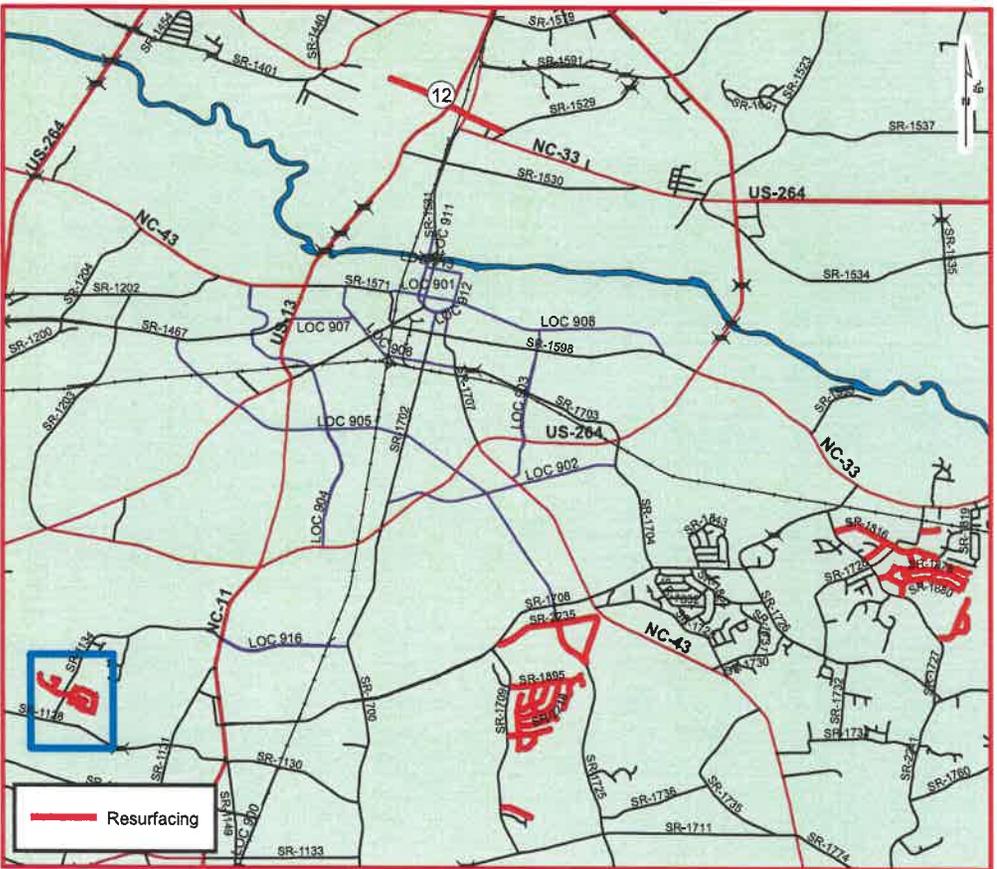
PROJECT REFERENCE NO.	SHEET NO.
DB00519	1

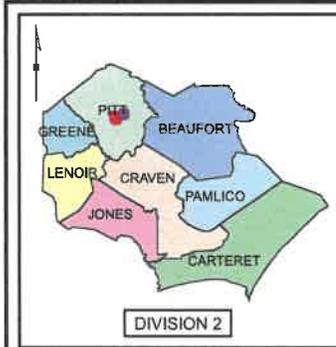
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**NCDOT**  
DIVISION 2

**TYPE OF WORK: MILLING AND RESURFACING**





**PITT COUNTY**  
**DB00519**

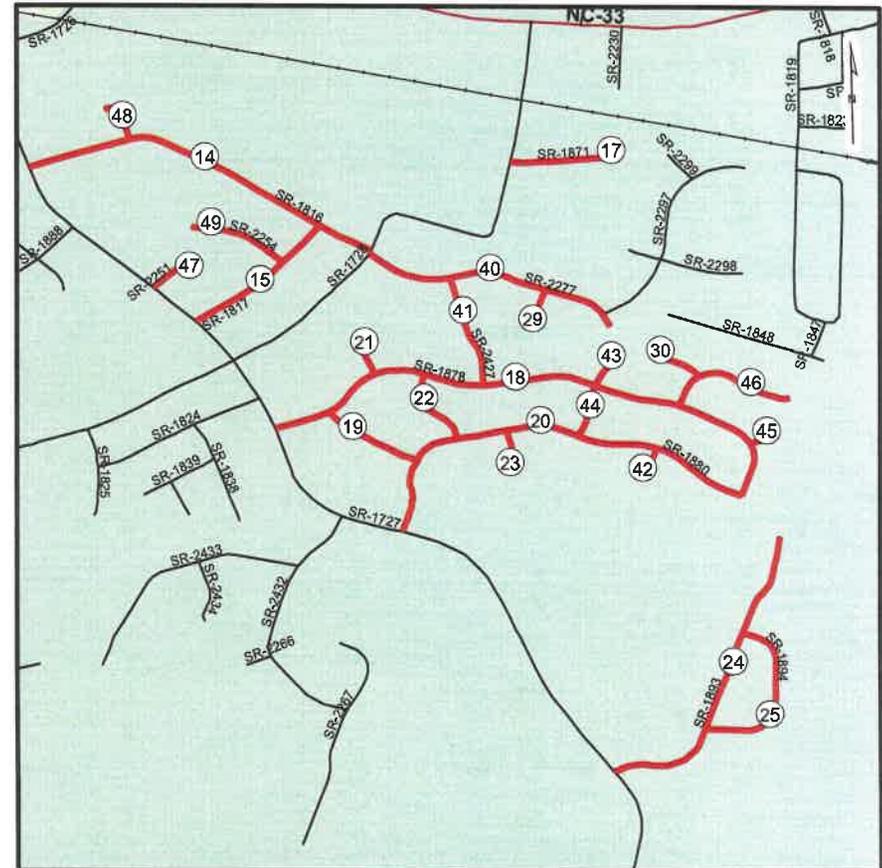
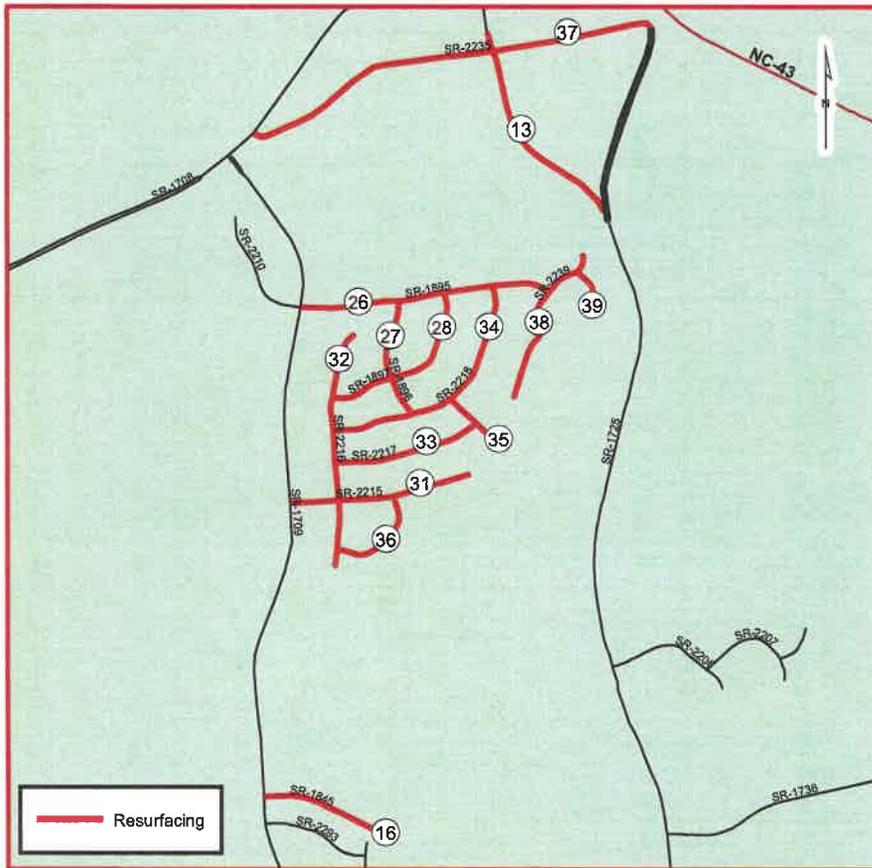
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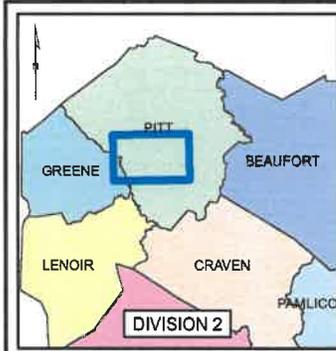
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**NCDOT**  
DIVISION 2

**TYPE OF WORK: MILLING AND RESURFACING**





# PITT COUNTY

DB00520

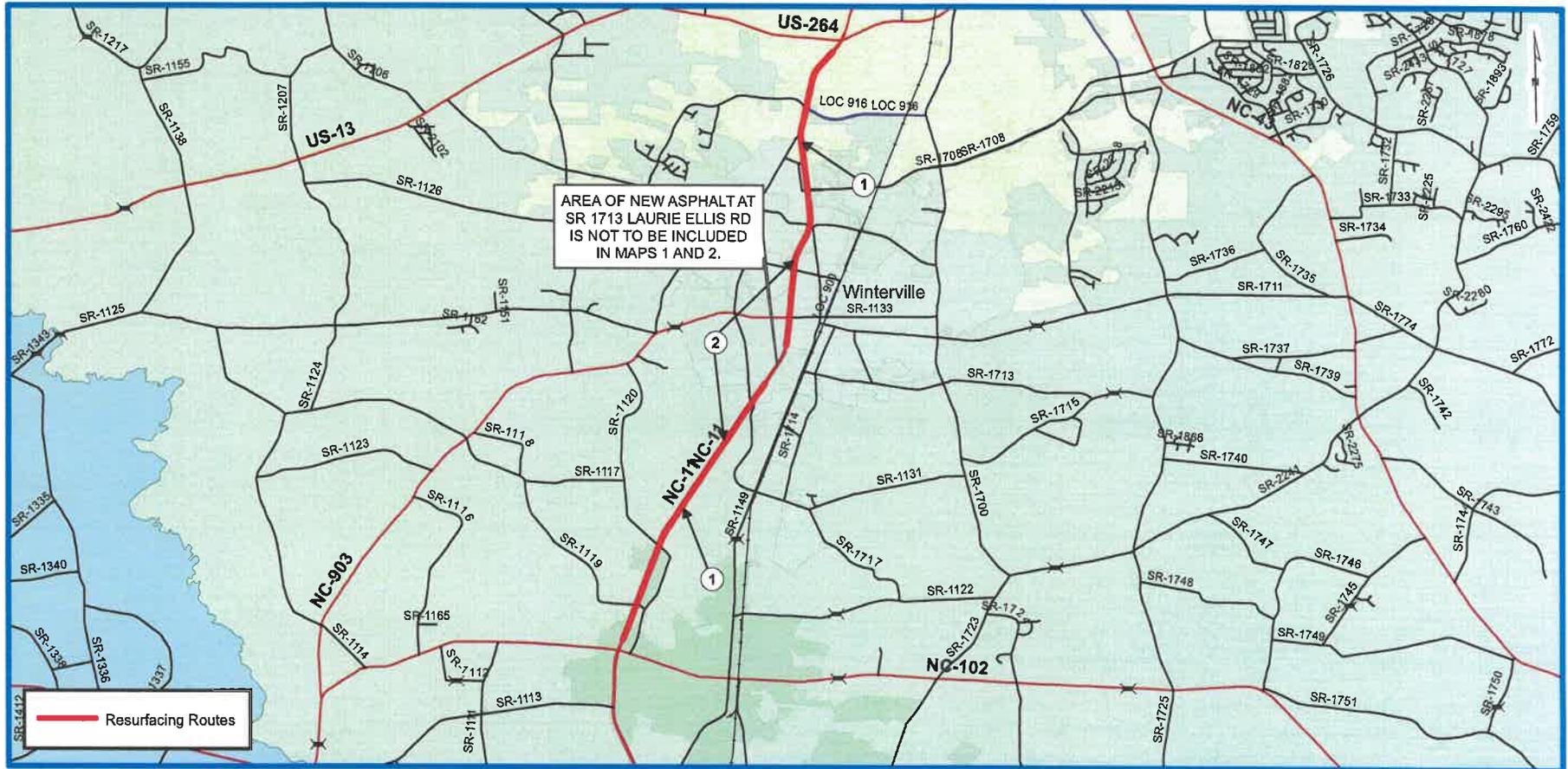
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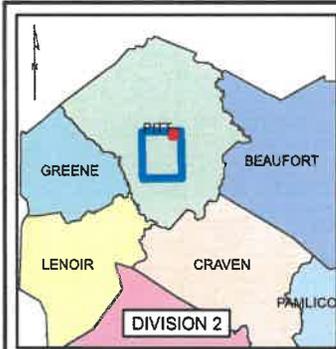
TYPE OF WORK: MILLING, RESURFACING

PROJECT REFERENCE NO.	SHEET NO.
DB00520	1



**NCDOT**  
DIVISION 2





**PITT COUNTY**  
**DB00530**

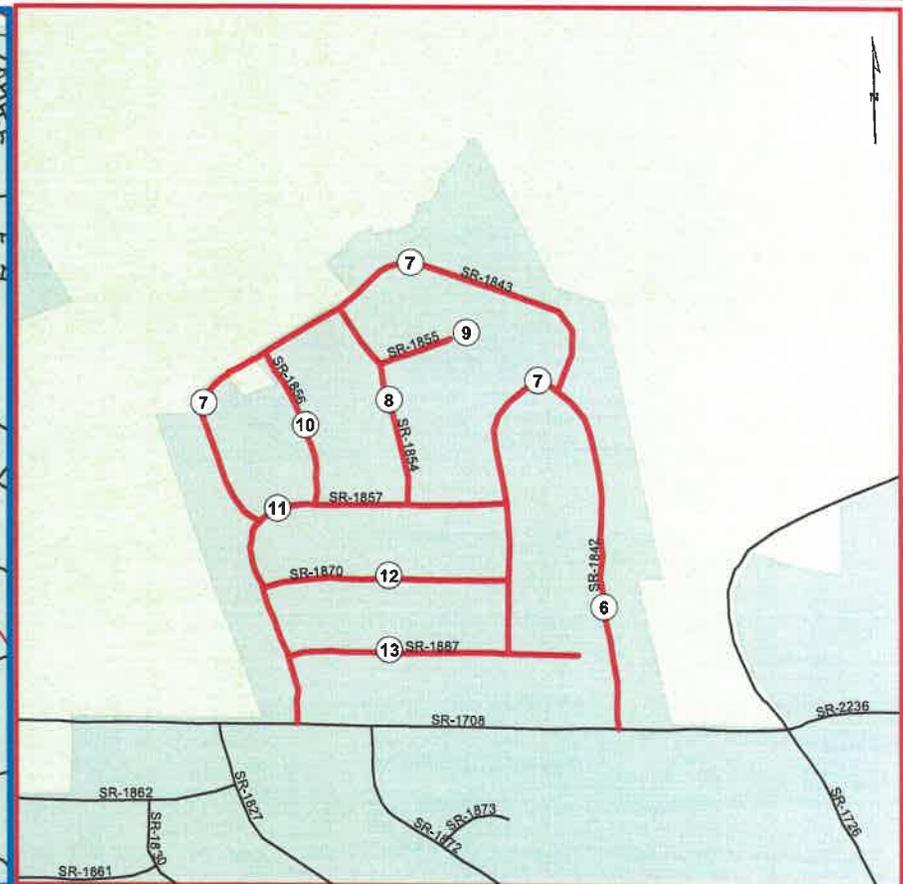
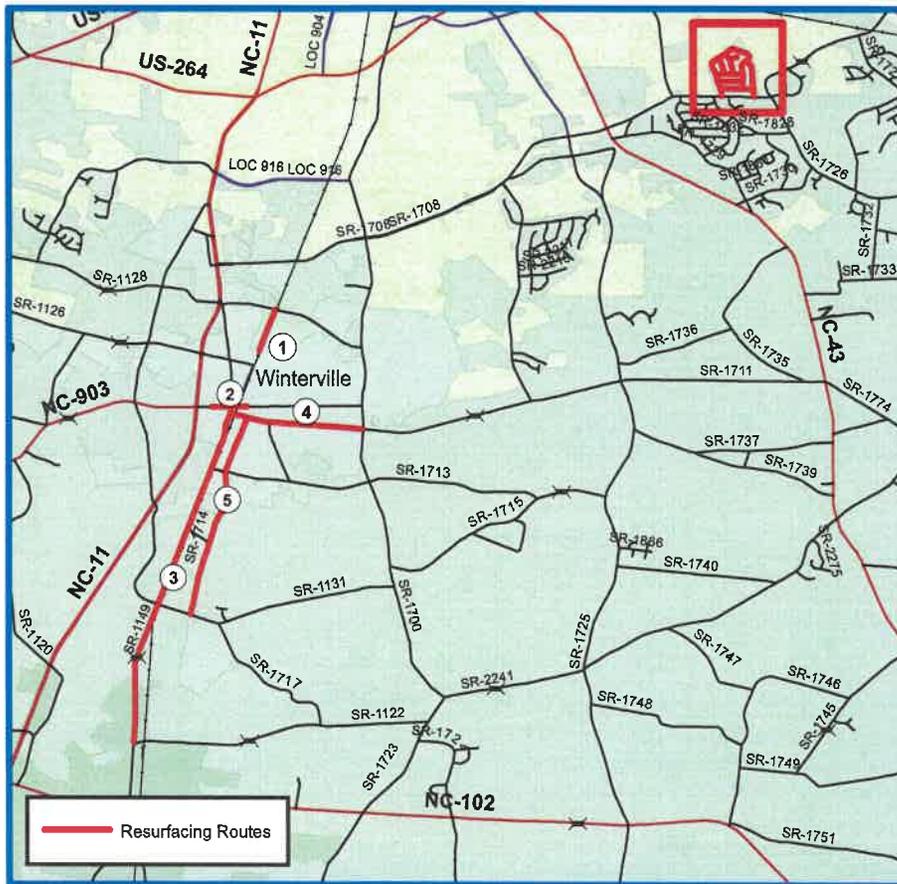
WBS# 2022CPT.02.21.20741

TYPE OF WORK: MILLING, RESURFACING, WIDENING, SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00530	1



**NCDOT**  
DIVISION 2





## Pitt County Comprehensive Transportation Plan (CTP)

The Pitt County CTP is in the internal review stage where the draft content core is being reviewed by management. The comments will then be addressed and the draft plan will go to the steering committee for review at the tentative scheduled meeting on August 28th.

## National Electric Vehicle Infrastructure (NEVI) Program

The N.C. NEVI Program will initiate a procurement process in fall 2023 to install Direct Current Fast Charging (DCFC) EV stations along the State's Alternative Fuel Corridors. NCDOT anticipates entities that are interested in deploying EV Supply Equipment (EVSE) under the NEVI program will form teams potentially consisting of:

- Site Developers
- EVSE Providers
- Site Hosts

To help these entities prepare to respond to the procurement process, NCDOT is facilitating an online database in addition to the May 9 virtual meeting that was held.

**NC NEVI Networking Database: Ongoing until June 30, 2023:** <https://publicinput.com/nevi-networking>

**The database and event are intended solely for those interested in being part of EV charging station deployment teams** in response to the NCDOT's upcoming procurement process. Responses to the database questionnaire will be available to all respondents via a **publicly available database** posted to the NCDOT NEVI website: [NCDOT: National Electric Vehicle Infrastructure \(NEVI\) Program](https://www.ncdot.gov/NEVI)

*“Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina....”*

*- NCDOT Mission Statement*

## FHWA News

FHWA has [released](#) the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program Notice of Funding Opportunity (NOFO). Applications are due via grants.gov by **August 18, 2023**.

The NOFO can be found on grants.gov at: <https://www.grants.gov/web/grants/view-opportunity.html?oppld=347585>. More information on this NOFO and the PROTECT Program can be found at: <https://www.fhwa.dot.gov/environment/protect/discretionary>. Applicant questions should be directed to:

[PROTECTdiscretionary@dot.gov](mailto:PROTECTdiscretionary@dot.gov).

The Bipartisan Infrastructure Law established the PROTECT Discretionary Grant Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure. (FHWA News continued on last page.)

## Wildlife Crossings

The NCDOT and NC Wildlife Resources Commission have partnered to expand wildlife crossings around the state to combat the nearly 21,000 wildlife-related crashes in NC a year. The partnership aims to develop effective and efficient passages for various species of wildlife to reduce highway hazards for motorists and wildlife, while minimizing habitat fragmentation. [State agencies team up to reduce roadkill, animal crashes in NC \(msn.com\)](#)

## NCDOT Participating in FHWA's State Transportation Innovation Councils

NCDOT is participating in FHWA's STIC (State Transportation Innovation Councils) program which allows each state transportation community to evaluate and deploy innovations that best fit their program needs and put the innovations into practice quickly.

This program will assist in the research and deployment of low cost, temporary bicycle and pedestrian countermeasures related to FHWA's Safe Transportation for Every Pedestrian (STEP) program. The project will identify the necessary process steps for launching such a program with local stakeholders (including schedule, cost, logistics) to support the success of future programs, or the possibility of dedicated funding to establish a countermeasure program in coordination with Division resurfacing schedules. This project will form the foundation for future deployment work with regard to bicycle and pedestrian countermeasures.

The lead for this project is Edward Johnson at IMD. You can reach out to him for more information at [erjohnson2@ncdot.gov](mailto:erjohnson2@ncdot.gov). [Project Tables - Tool for Safety Countermeasures \(ncdot.gov\)](#)

## Updated Seasonal Grouping and Factors

The Traffic Survey Group is providing an updated Seasonal Grouping and Factors table for your use and reference when factoring from Daily Volume to AADT by Day of Week by Month. This seasonal factor table can be found on our Traffic Survey website: <https://connect.ncdot.gov/resources/State-Mapping/Pages/Traffic-Monitoring-Reports-Statistics.aspx>. Once on this page click on the Resource Tab to find the NCDOT Traffic Volume Seasonal Factors\_2021 excel spreadsheet.



**Remember: Factors should be applied to short-term counts based on the day of week and month the count was collected. All raw counts should be converted to volumes prior to applying the seasonal factor.**

## Division of Motor Vehicles (DMV) Schedule Changes

Beginning Monday, May 1, all customer services statewide will be provided on a walk-in basis after noon. Appointments will only be available in the mornings through the 11 a.m. hour and can be booked at [skiptheline.ncdot.gov](https://skiptheline.ncdot.gov).

Even with this change, walk-in customers may still have the opportunity for morning-hour service if there is time between scheduled appointments or if a customer does not appear for a scheduled appointment.

### Estimated Office Wait Time to be Available Online Soon

As appointment scheduling shifts toward more walk-ins, a new feature will soon be available on the [NCDMV office locations webpage](#) to show the public the current estimated wait time at driver license offices. This will allow customers to see the current estimated wait time at different locations so they can make the best decision on which office to go to, or whether they want to try again another day.

### Saturday Hours Begin June 3

As in years past, NCDMV is preparing to offer Saturday hours at 16 locations this summer during its peak season. These offices will open from 8 a.m. to noon on Saturdays from June 3 to Aug. 26: Asheville, Charlotte-University City, Charlotte South, Fayetteville West, Greensboro East, Greensboro West, Greenville, Hudson, Huntersville, Jacksonville, Monroe, Morganton, Raleigh North, Raleigh West, Wilmington South, and Winston-Salem South.

DMV is exploring the potential for adding more Saturday locations as staffing levels permit.

### Tips to Improve Your DMV Experience

DMV offers the following tips for an improved customer experience:

- **Renew early** – Don't wait until the last minute to renew your driver license. DMV sends a reminder card to the address on file six months before the expiration date. Customers can renew at any time during this six-month window.
- **Renew online** – In most cases, unless they renewed online last time, customers can renew their credential [online](#).
- **Be prepared** – Check the DMV website to make sure you bring the required documentation for your desired service. One frequently forgotten item is a printed document proving liability insurance.
- **REAL ID** – Customers have more time to get their REAL ID as the federal implementation date requiring a REAL ID to fly commercially or to visit federal, military and nuclear facilities has been moved back two years to May 7, 2025.

## NCDOT Annual Wildflower Awards

Each year, awards sponsored by **The Garden Club of North Carolina** are given to the best-looking flower beds in each region of the state. The awards recognize the efforts of NCDOT staff who carry out the program and enhance the overall appearance and environmental quality of the state's highways. NCDOT Division 9 won Best Overall and first place for Best Regional Wildflower Planting in the Central Region!

### Contact Us

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GUAMPO Coordinator

**NCDOT TPD**  
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Raleigh, NC  
(919) 707-0929

[lhogan-rivera@ncdot.gov](mailto:lhogan-rivera@ncdot.gov)

Website: [www.ncdot.gov](http://www.ncdot.gov)



## FHWA News (continued)

### U.S. DOT Releases Safe Streets for All Grant Program FY23 Notice of Funding Opportunity

The U.S. Department of Transportation (U.S. DOT) opened the second round of the [Safe Streets for All \(SS4A\) Discretionary Grant Program](#) and released the [FY23 Notice of Funding Opportunity](#). The SS4A Grant Program, established by the Bipartisan Infrastructure Law, funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The program supports the [National Roadway Safety Strategy](#) and the U.S. DOT goal of zero deaths and serious injuries on our nation's roadways. A [webinar series](#) is available for more information. **Applications are due by 5:00 PM ET on July 10, 2023.**

Upcoming	Date
TPD approves FY 24 UPWPs and Indirect Cost Allocation Plan	June 29, 2023
State FY 24 begins	July 1, 2023

#### NCDOT Statewide Plans:

To learn more, click on the following links or go to [ncdot.gov](#) and search using names in blue unless otherwise noted:

- [NC Moves 2050 Plan](#)
- [NCDOT Strategic Transportation Corridors](#) (or go to [ncdot.gov](#) and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#)
- [NC Statewide Multimodal Freight Plan \(2023\)](#)
- [Great Trails State Plan](#)
- [Connecting North Carolinians to Opportunities \(Public Transportation Strategic Plan—2018\)](#)
- [NCDOT Resilience Strategy Report \(2021\)](#)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#)

#### Other Plans:

- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](#) (or Google search: 2020-Climate-Risk-Assessment-and-Resilience-Plan.pdf)
- [NC FIRST Commission](#)

#### Helpful Links:

To learn more, click on the following links or go to [ncdot.gov](#) and search using names in blue unless otherwise noted:

- NCDOT home page—[ncdot.gov](#)
- Real-Time Traffic—[drivenc.gov | North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#) ([ncdot.gov](#) & search “Report a pothole”)
- NCDOT: State Transportation Improvement Program - [ncdot.gov/sti](#)
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>—
- Links to all traffic count data information - [Traffic Survey Group \(connect.ncdot.gov & then search\)](#)
- NCDOT Interactive Traffic Volume Map—[Traffic Volume Maps \(ncdot.gov\)](#)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)
- Federal Functional Classification Map—[NCDOT Functional Class Map \(ncdot.maps.arcgis.com\)](#)