

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

Wednesday, July 10, 2024, at 1:30 p.m.
Conference Room 204, Greenville Municipal Building
201 W 5th St, Greenville, NC 27858
Actions to be taken in bold italics

- 1) TAC Roll Call and Determination of Quorum
- 2) TAC Approval of the Agenda; *approve*
- 3) TAC Approval of March 27th, 2024 Minutes; *approve* (pg.3-7)
- 4) Ethics Awareness & Conflict of Interest Reminder

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.

- 5) Public Comment Period

The Public Comment Period is a period reserved for comments by the public. A total of 30 minutes is allocated. Individuals would have 3 minutes to speak.

- 6) Regular Agenda

- a) 2024-2033 Transportation Improvement Program (TIP) Amendment #4 – ***adopt*** (pg.8-20)
- b) Statewide Transportation Improvement Program (STIP) amendment request, addition of Carbon Reduction Program projects – ***adopt*** (pg.21-23)
- c) Review Prioritization 7.0 Scoring & Regional Impact Local Input Points Assignment – ***adopt*** (pg.24-37)
- d) Greenville Urban Area Travel Demand Model Approval – ***adopt*** (pg.38-40)
- e) Greenville Urban Area 2050 Metropolitan Transportation Plan, presentation by Kimley-Horn, and Adoption – ***adopt*** (pg.41-85)

- 7) Other Discussion Items

- a) Review of Prioritization 7.0 Division Needs Level Project Scoring – ***discussion*** (pg.86-94)
- b) State Transportation Improvement Program (STIP) Priorities of Existing Committed Projects – ***discussion*** (pg.95-98)
- c) Updates/Announcements (pg.99)
 - i. NCDOT Division 2 - Len White (pg.100-107)
 - ii. Transportation Planning Division – Ashley Rodgers (pg.108-110)
 - iii. MPO staff updates

- 8) Proposed Upcoming MPO 2024 Meeting Schedule (TBD at 1:30pm)*

- Technical Coordinating Committee (TCC) – August 14; October 16; December 11
- Transportation Advisory Committee (TAC) – August 28; October 30; December 11

- 9) 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, Municipal Building, Engineering Department, MPO Title VI Coordinator, 201 W 5th St, Greenville, NC 27858, within one hundred eighty (180) days following the date of the alleged discrimination occurrence. Title VI Discrimination Complaint forms may be obtained from the above address at no cost, or via internet at www.greenvillenc.gov.

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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

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

Cualquier persona que crea haber sido maltratada por una práctica discriminatoria ilegal en virtud del Título VI tiene derecho a presentar una queja formal con NCDOT. Cualquier queja debe ser por escrito o en persona con el Ciudad de Greenville Municipal Building, Engineering Department, MPO Title VI Coordinator, 201 W 5th St, Greenville, NC 27858, 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.



Attachment 3

Transportation Advisory Committee

Action Required

July 10, 2024

TO: Transportation Advisory Committee
FROM: Jeffery Rashko, Planner I
SUBJECT: Minutes from the March 27th, 2024, TAC Meeting

Purpose: To review and adopt the minutes of the March 27th TAC meeting.

Discussion: The draft minutes from the March 27th TAC meeting are attached for review and approval.

Action Needed: Adopt the March 27th, 2024, meeting minutes.

Attachments: *Draft March 27th TAC meeting minutes*

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE MINUTES
MARCH 27, 2024**

Members of the Transportation Advisory Committee of the Greenville Urban Area Metropolitan Planning Organization met on the above date at 1:30 p.m. at 1500 Beatty Street, in the main conference room for a hybrid meeting. Mayor P.J. Connelly, TAC Chairperson, called the meeting to order. The following attended the meeting:

Mayor P.J. Connelly, City of Greenville
Mayor Richard Zeck, Town of Simpson
Commissioner Benji Holloman, Pitt Co.
Commissioner Cindy Goff, Town of Ayden
Mayor Ricky Hines, Town of Winterville
Merrie Jo Alcocke, NCDOT Board of Transportation

OTHERS PRESENT:

Eliud De Jesus, Greenville Urban Area MPO	Roham Lahiji, NCDOT
Rachel Manning, City of Greenville	Bill Marley, FHWA
Jeff Rashko, Greenville Urban Area MPO	Jonas Hill, Pitt County
Michael Cowin, City of Greenville	Liam Hogan-Rivera, NCDOT
Monica Daniels, City of Greenville	Jeff Cabaniss
Sarah Conners, Town of Ayden	Heather Lane, NCDOT
Len White, NCDOT	Kristina Whitfield, Kimley-Horn
Jeremy Stroud, NCDOT	

I. ROLL Call

Rachel Manning called the roll and established a quorum.

II. APPROVAL OF AGENDA

A motion was made by Mayor Hines to approve the agenda as presented. A second was made by Mayor Zeck, and the motion passed unanimously.

III. APPROVAL OF MINTUTES

A motion was made by Mayor Hines to approve the minutes of the November 29,2023 meeting. A second was made by Mayor Zeck, and the motion passed unanimously.

IV. ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

V. PUBLIC COMMENT PERIOD

There were no public comments.

VI. TAC CHAIR & VICE-CHAIR ELECTIONS FOR 2024

A motion was made by Mayor Hines to elect Mayor Zeck as Chair of the Transportation Advisory Committee. A second was made by Commissioner Holloman, and the motion passed unanimously.

A motion was made by Mayor Zeck to elect Mayor Hines as Vice-Chair of the Transportation Advisory Committee. A second was made by Commissioner Goff, and the motion passed

unanimously.

VII. REGULAR AGENDA

A. 2024-2033 Transportation Improvement Program (TIP) Amendment #3

Eliud De Jesus presented the amendment to the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program and requested adoption of the amendment to add new projects programmed and modify existing projects to the Transportation Advisory Committee. There were twenty-six amendments to the MTIP since the last meeting, as well as fifteen additions and eleven modifications.

A motion was made by Mayor Hines to adopt the TIP amendment as presented. A second was made by Commissioner Holloman, and the motion passed unanimously.

B. FY24 Unified Planning Work Program (UPWP) Amendment #2

Eliud De Jesus presented the amendment to the Unified Planning Work Program (UPWP) and requested adoption of the amendment to re-allocate existing programmed funds to on-going tasks.

The Greenville Urban Area MPO Transportation Advisory Committee 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 fiscal year. The UPWP is developed yearly by staff to outline federal expenditures and to maintain the MPO's compliance with state and federal regulations.

A motion was made by Commissioner Holloman to adopt the UPWP amendment.

A second was made by Mayor Hines, and the motion passed unanimously.

C. Greenville Urban Area MPO Self-Certification for Fiscal Year 2025

Eliud De Jesus presented the Greenville Urban Area MPO's transportation planning process for the upcoming fiscal year in coordination with the MPO's adoption of the 2025 Unified Planning Work Program and requested adoption by the Transportation Advisory Committee. It is federally required that MPO's certify that their planning processes are compliant with all federal regulations for the upcoming fiscal year (2024).

A motion was made by Commissioner Holloman to adopt the 2025 Unified Planning Work Program. A second was made by Mayor Hines, and the motion passed unanimously.

D. FY25 Unified Planning Work Program (UPWP) Adoption

Eliud De Jesus presented the Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Fiscal Year 2025 (2024-2025) Unified Planning Work Program and requested adoption by the Transportation Advisory Committee. 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.

A motion was made by Commissioner Holloman to adopt the UPWP program. A second was made by Mayor Hines, and the motion passed unanimously.

E. Pitt County Comprehensive Transportation Plan (CTP) Presentation by Liam Hogan, NCDOT Transportation Planning Division & Adoption

Liam Hogan presented the CTP 2.0 and requested the adoption of the visual core section of

the plan.

In 2020, Pitt County, its municipalities, the Mid-East Rural Planning Organization, the Transportation Planning Division of the NCDOT, and the Greenville Urban Area Metropolitan Planning Organization began the development of the Comprehensive Transportation Plan (CTP). The CTP includes identifies transportation system needs, as well as possible solutions, to support anticipated growth and development through 2045. On August 10th, 2022 is when NCDOT last presented the CTP update.

Currently, NCDOT is in the process of developing the technical core. The CTP's steering committee had reviewed and approved of the contents of the visual core, and have agreed that the visual core section of the plan be released for local adoptions, with the adoption of the technical core to come later in the year. Each entity is only required to adopt the recommendations within their jurisdiction.

A motion was made by Commissioner Holloman to adopt the CTP. A second was made by Mayor Hines, and the motion passed unanimously.

F. Prioritization 7.0 Schedule Updates and Local Input Point Methodology Adoption

Eliud De Jesus presented the Prioritization 7.0 schedule and requested adoption of the MPO's local input methodology for P7.0 prioritization process cycle.

As we progress through the Prioritization 7.0 cycle, there have been some updates to the scheduling. Initially, staff were informed that P7.0 was slightly delayed due to technology issues related to the submission of projects. As the issue had been resolved, the SPOT office had developed a plan to get the STIP approval process back closer to the original schedule. MPO Staff has decided to go with the similar Local Input Point methodology that was used during the Prioritization 6.0 Cycle, with some minor modifications. These modifications provide clarification and update titles and dates. The modifications are highlighted in yellow. For Prioritization 7.0, we were awarded: • A total of 1300 points that can be distributed over all modes for regional projects, and • A total of 1300 points that can be distributed over all modes for division-level projects. NCDOT emphasizes openness, transparency, and public input. NCDOT states that "public comments must be taken, listened to, and incorporated into the final scoring." Each MPO/RPO methodology must contain two criteria, of which one must be qualitative.

A motion was made by Mayor Hines to adopt the Prioritization 7.0 Schedule. A second was made by Commissioner Holloman, and the motion passed unanimously.

VIII. OTHER DISCUSSION ITEMS

A. Metropolitan Transportation Plan (MTP) update, presentation by Kimley-Horn

Kristina Whitfield presented the 2050 MTP update as information to the Technical Coordinating Committee. The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) is required to update its long-range transportation plan titled the 'Metropolitan Transportation Plan' (MTP) every five (5) years in compliance with Federal and State regulations. The MTP has a planning horizon of twenty-five (25) years and is created and maintained by the Metropolitan Planning Organization (MPO) as part of its ongoing transportation planning processes. As per federal regulation 23 CFR 450, the update is done to align with the "3 C's" of planning as defined in federal law; continuous, cooperative, and comprehensive. GUAMPO has contracted Kimley-Horn to assist in the development of the latest update to the plan.

B. Updates/Announcements

1. **Division 2 – Len White**
2. **MPO Staff Updates**

IX. UPCOMING MPO MEETING SCHEDULE

- Transportation Advisory Committee (TAC) – July 10; August 28; October 30; December 11

X. ADJOURN MEETING

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

Respectfully submitted,

Rachel Manning, Secretary

Transportation Advisory Committee



Attachment 6a Transportation Advisory Committee

Action Required

July 10, 2024

TO: Transportation Advisory Committee
FROM: Jeffery Rashko, Planner I
SUBJECT: 2024-2033 Transportation Improvement Program (TIP) Amendment #4

Purpose: Review and adopt the amendments of the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP) to add new projects programmed and modify existing projects.

Discussion: There are a total of 8 amendments to the MTIP since the last meeting. There are 7 modifications and 1 deletion made. Within this MTIP amendment, there are some modifications made to Division and Regional projects. Three of the modifications were safety projects added as project breaks. These safety projects added rumble strips at various locations around Pitt County, installed pedestrian hybrid beacon at the intersection of 10th Street and Anderson Street in Greenville, and installed traffic signals on NC43 at two intersections. Additionally, there were four modifications which delayed various widening projects around Greenville. The STIP deletion amendment was for the construction of safety improvements at the Portertown Road rail crossing. Below is the list of MTIP amendments.

Amendments

Modifications:

Installation of Rumble Strips at Various Locations, including the Greenville MPO in FY25.

HS-2402C – Regional Category – Construction FY25 - \$175,000

- Add Project Break at the request of the Transportation Mobility and Safety Division

Installation of a Pedestrian Hybrid Beacon at 10th Street & Anderson Street Intersection in FY25.

HS-2402D – Division Category – Construction FY25 - \$175,000

- Add Project Break at the request of the Transportation Mobility and Safety Division

Installation of traffic signals on NC43 at the Intersections of Ivy Road (SR 2241) and Stokestown - St. John Road (SR 1753). Construct left turn lanes on Ivy Road (SR 2241).

HS-2402F – Division Category – Right of Way, Utilities, & Construction FY25-FY26 - \$1,336,000

- Add Project Break at the request of the Transportation Mobility and Safety Division

Widening Allen Road to four lanes, from Stantonsburg Road to Dickinson Avenue Extension.

U-5875 – Division Category – Right of Way, Utilities, & Construction FY24-FY29 - \$46,885,000

- To allow additional time for utility relocation, delay construction from FY 25 to FY 26.

Widening Firetower Road (SR 1708) to four lanes, from West of East Arlington Boulevard to Fourteenth Street (SR 1704) in Greenville.

U-5785 – Division Category – Right of Way, Utilities, & Construction FY25-FY32 - \$46,885,000

- To allow additional time for planning and design, delay right-of way from FY 24 to FY 25 and construction from FY 28 to FY 30.

Widening Firetower Road (SR 1708) to four lanes, from 14th Street (SR 1704) to NC 33 (East 10th street) in Greenville.

U-5870 – Division Category – Right of Way, Utilities, & Construction FY25-FY33 - \$67,618,000

- To allow additional time for planning and design, delay right-of way from FY 24 to FY 25 and construction from FY 28 to FY 30.

Widen & Median/Protected Left Turn Lane on 14th Street, from Red Banks Road to Firetower Rd.

U-5917 – Division Category – Engineering, Right of Way, Utilities, & Construction FY24-FY30 - \$ 27,428,000

- To allow additional time for Right-of-way acquisition and utility relocation, delay construction from FY 26 to FY 27.

Deletions:

Construct safety improvements at CLNA crossing 465482M on Portertown Road (SR 1726) in Greenville.

RX-2002A – Division Category –Construction FY25 - \$362,000

- Project Removal at the request of the Division.

The following list of MTIP Amendments were received after the Technical Coordinating Committee Meeting on June 27th, 2024. As a result, the next list of amendments has not been reviewed by the TCC. Upon MPO staff review, there were 6 additions and 3 modifications made. The 6 additions to the MTIP include various statewide training and workforce development. The 3 Modifications are added project breaks for various safety projects around the MPO. The first modification is for the construction of a reduced conflict intersection (RCI) at the US 13 / US 264, Speight Speed Farm Rd. (SR 1124) / Nash Joyner Rd (SR 1207) intersection in Greenville. The second modification is for the upgrading of the traffic and pedestrian signals at Third St. (NC 102); Lee Street (SR 1149), Lee Street (SR 1149) Intersection in Ayden, as well as Second Street Intersection in Ayden. The final modification is to install/upgrade traffic signals, pavement markings, pedestrian signals, and other accommodations at 10th Street (SR 1598) and 5th Street Intersection in Greenville.

Additions:

Various statewide training, education, and workforce development.

M-0426DIV – Division Category FY24-33 – Engineering - \$1,080,000

- Add Project at the request of the Division of Planning and Programming

Various statewide training, education, and workforce development.

M-0426REG – Regional Category FY24-33 – Engineering - \$1,080,000

- Add Project at the request of the Division of Planning and Programming

Various statewide training, education, and workforce development.

M-0426SW – Statewide Category FY24-33 – Engineering - \$1,440,000

- Add Project at the request of the Division of Planning and Programming

Various National Summer Transportation Institute programs.

M-04260 – Statewide Category FY24-33 – Engineering - \$2,400,000

- Add Project at the request of the Division of Planning and Programming

Various on-the-job training programs.

M-0478 – Statewide Category FY24-33 – Engineering - \$6,000,000

- Add Project at the request of the Division of Planning and Programming

Various disadvantaged business enterprise (DBE) training and supportive services.

M-0480 – Statewide Category FY24-33 – Engineering - \$3,600,000;

- Add Project at the request of the Division of Planning and Programming

Modifications:

Construction of a reduced conflict intersection with right turn lanes at US 13 / US 264, Speight Speed Farm Rd. (SR 1124) / Nash Joyner Rd (SR 1207) intersection in Greenville.

HS-2402G — Regional Category – Right of Way, Utilities, & Construction FY25-FY26 - \$1,400,000

- Add project break at the request of Transportation Mobility and Safety Division

Upgrade traffic signals and install/upgrade pedestrian signals and other accommodations at Third St. (NC 102); Lee Street (SR 1149), Lee Street (SR 1149) Intersection in Ayden; Second Street Intersection in Ayden.

HS-2402H – Regional Category – Construction FY25 - \$72,000

- Add project break at the request of Transportation Mobility and Safety Division

Install / Upgrade Traffic Signals, Pavement Markings, Pedestrian Signals, and other Accommodations at 10th Street (SR 1598), 5th Street Intersection in Greenville

HS-2402N – Division Category - Construction FY25 - \$253,000

- Add project break at the request of Transportation Mobility and Safety Division

Action Needed: Adopt Resolution 2024-07-GUAMPO, adopting amendment #4 of the Metropolitan Transportation Improvement program for FY 2024-2033.

Attachments: *Resolution 2024-07-GUAMPO; MTIP amendment reference pages*

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

<p>* HS-2402C BEAUFORT EDGECOMBE PAMLICO PITT PROJ.CATEGORY REGIONAL</p>	<p>- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION</p>	<p>NC 33, SR 1240 (MAYO ROAD) TO 1625 FEET WEST OF SR 1002 (BAY CITY ROAD) IN BEAUFORT COUNTY; 600 FEET WEST OF SR 1965 (MAIN STREET EXTENSION) TO 700 FEET EAST OF SR 1136 (GRAY ROAD) IN CHOCOWINITY; 525 FEET WEST OF SR 1143 (TAYLOR ROAD) TO 300 FEET EAST OF SR 1568 (CALVERT STREET) IN PITT COUNTY; FRANK EVANS LANE TO SR 2405 (RIVERCREST DRIVE) IN PITT COUNTY; US 264 INTERCHANGE IN GREENVILLE TO NC 42 IN EDGECOMBE COUNTY. INSTALL RUMBLE STRIPS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2025 - <u>\$1,400,000</u> (HSIP) \$1,400,000</p>
<p>* HS-2402D PITT PROJ.CATEGORY DIVISION</p>	<p>- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>SR 1598 (10TH STREET), ANDERSON STREET INTERSECTION IN GREENVILLE. INSTALL A PEDESTRIAN HYBRID BEACON. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2025 - <u>\$175,000</u> (HSIP) \$175,000</p>
<p>U-5875 PITT PROJ.CATEGORY DIVISION</p>	<p>- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>SR 1203 (ALLEN ROAD), SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO FOUR LANES. <u>TO ALLOW ADDITIONAL TIME FOR UTILITY RELOCATION, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u></p>	<p>RIGHT-OF-WAY UTILITIES CONSTRUCTION</p>	<p>FY 2024 - \$435,000 (T) FY 2024 - \$650,000 (T) FY 2026 - \$8,702,000 (T) FY 2027 - \$16,946,000 (T) FY 2028 - \$12,366,000 (T) FY 2029 - <u>\$7,786,000</u> (T) \$46,885,000</p>

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-5917	- GREENVILLE URBAN AREA	SR 1704 (FOURTEENTH STREET), RED BANKS ROAD	ENGINEERING	FY 2024 -	\$116,000	(T)
PITT	METROPOLITAN PLANNING ORGANIZATION	TO SR 1708 (FIRETOWER ROAD). WIDEN TO ADD		FY 2025 -	\$116,000	(T)
PROJ.CATEGORY		MEDIAN AND PROTECTED LEFT-TURN LANES.		FY 2026 -	\$116,000	(T)
DIVISION		<u>TO ALLOW ADDITIONAL TIME FOR RIGHT-OF-WAY</u>		FY 2027 -	\$116,000	(T)
		<u>ACQUISITION AND UTILITY RELOCATION, DELAY</u>		FY 2028 -	\$116,000	(T)
		<u>CONSTRUCTION FROM FY 26 TO FY 27.</u>		FY 2029 -	\$116,000	(T)
				FY 2030 -	\$116,000	(T)
				FY 2031 -	\$116,000	(T)
				FY 2032 -	\$116,000	(T)
				FY 2033 -	\$116,000	(T)
				AFTER FY 2033 -	\$116,000	(T)
			BUILD NC ROW	FY 2024 -	\$68,000	(T)
				FY 2025 -	\$68,000	(T)
				FY 2026 -	\$68,000	(T)
				FY 2027 -	\$68,000	(T)
				FY 2028 -	\$68,000	(T)
				FY 2029 -	\$68,000	(T)
				FY 2030 -	\$68,000	(T)
				FY 2031 -	\$68,000	(T)
				FY 2032 -	\$68,000	(T)
				FY 2033 -	\$68,000	(T)
			UTILITIES	FY 2024 -	\$1,386,000	(T)
				FY 2025 -	\$1,386,000	(T)
			CONSTRUCTION	FY 2027 -	\$227,000	(T)
				FY 2028 -	\$9,092,000	(T)
				FY 2029 -	\$8,285,000	(T)
				FY 2030 -	\$5,096,000	(T)
					\$27,428,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* HS-2402F PITT PROJ.CATEGORY REGIONAL	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION	NC 43, SR 2241 (IVY ROAD) AND SR 1753 (STOKESTOWN - ST. JOHN ROAD) INTERSECTIONS SOUTH OF GREENVILLE. INSTALL TRAFFIC SIGNALS AT BOTH INTERSECTIONS AND CONSTRUCT LEFT TURN LANES ON SR 2241 (IVY ROAD).	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2025 - \$100,000 (HSIP) FY 2025 - \$500,000 (HSIP) FY 2026 - <u>\$736,000</u> (HSIP) \$1,336,000
<u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>				
U-5785 PITT PROJ.CATEGORY DIVISION	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1708 (FIRETOWER ROAD), WEST OF EAST ARLINGTON BOULEVARD TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO FOUR LANES.	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2025 - \$233,000 (T) FY 2026 - \$7,682,000 (T) FY 2027 - \$10,709,000 (T) FY 2028 - \$2,328,000 (T) FY 2029 - \$2,328,000 (T) FY 2025 - \$1,500,000 (T) FY 2026 - \$1,500,000 (T) FY 2030 - \$8,140,000 (T) FY 2031 - \$7,484,000 (T) FY 2032 - <u>\$4,876,000</u> (T) \$46,780,000
U-5870 PITT PROJ.CATEGORY DIVISION	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1708 (FIRETOWER ROAD), SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO FOUR LANES.	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2025 - \$349,000 (T) FY 2026 - \$11,524,000 (T) FY 2027 - \$16,063,000 (T) FY 2028 - \$3,492,000 (T) FY 2029 - \$3,492,000 (T) FY 2025 - \$2,250,000 (T) FY 2026 - \$2,250,000 (T) FY 2030 - \$10,139,000 (T) FY 2031 - \$9,688,000 (T) FY 2032 - \$6,416,000 (T) FY 2033 - <u>\$1,955,000</u> (T) \$67,618,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP DELETIONS

<p>* RX-2002A PITT PROJ.CATEGORY DIVISION</p>	<p>- GREENVILLE URBAN AREA METROPOLITAN SR 1726 (PORTERTOWN ROAD), CLNA CROSSING PLANNING ORGANIZATION</p>	<p>465482M IN GREENVILLE. CONSTRUCT SAFETY IMPROVEMENTS. <u>REMOVE PROJECT AT THE REQUEST OF THE DIVISION.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2024 - \$232,000 (RR) FY 2025 - <u>\$130,000</u> (RR) \$362,000</p>
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* INDICATES FEDERAL AMENDMENT

**ITEM N
(HANDOUT)**

July 2024

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* M-0426DIV	- STATEWIDE PROJECT	VARIOUS, STATEWIDE TRAINING, EDUCATION, AND	ENGINEERING	FY 2024 -	\$90,000	(NHP)
STATEWIDE		WORKFORCE DEVELOPMENT.		FY 2025 -	\$90,000	(NHP)
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF</u>		FY 2026 -	\$90,000	(NHP)
DIVISION		<u>PLANNING AND PROGRAMMING.</u>		FY 2027 -	\$90,000	(NHP)
				FY 2028 -	\$90,000	(NHP)
				FY 2029 -	\$90,000	(NHP)
				FY 2030 -	\$90,000	(NHP)
				FY 2031 -	\$90,000	(NHP)
				FY 2032 -	\$90,000	(NHP)
				FY 2033 -	\$90,000	(NHP)
				AFTER FY 2033 -	<u>\$180,000</u>	(NHP)
					\$1,080,000	
* M-0426REG	- STATEWIDE PROJECT	VARIOUS, STATEWIDE TRAINING, EDUCATION, AND	ENGINEERING	FY 2024 -	\$90,000	(NHP)
STATEWIDE		WORKFORCE DEVELOPMENT.		FY 2025 -	\$90,000	(NHP)
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF</u>		FY 2026 -	\$90,000	(NHP)
REGIONAL		<u>PLANNING AND PROGRAMMING.</u>		FY 2027 -	\$90,000	(NHP)
				FY 2028 -	\$90,000	(NHP)
				FY 2029 -	\$90,000	(NHP)
				FY 2030 -	\$90,000	(NHP)
				FY 2031 -	\$90,000	(NHP)
				FY 2032 -	\$90,000	(NHP)
				FY 2033 -	\$90,000	(NHP)
				AFTER FY 2033 -	<u>\$180,000</u>	(NHP)
					\$1,080,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* M-0426SW	- STATEWIDE PROJECT	VARIOUS, STATEWIDE TRAINING, EDUCATION, AND	ENGINEERING	FY 2024 -	\$120,000	(NHP)
STATEWIDE		WORKFORCE DEVELOPMENT.		FY 2025 -	\$120,000	(NHP)
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF</u>		FY 2026 -	\$120,000	(NHP)
STATEWIDE		<u>PLANNING AND PROGRAMMING.</u>		FY 2027 -	\$120,000	(NHP)
				FY 2028 -	\$120,000	(NHP)
				FY 2029 -	\$120,000	(NHP)
				FY 2030 -	\$120,000	(NHP)
				FY 2031 -	\$120,000	(NHP)
				FY 2032 -	\$120,000	(NHP)
				FY 2033 -	\$120,000	(NHP)
				AFTER FY 2033 -	\$240,000	(NHP)
					<u>\$1,440,000</u>	
* M-0460	- STATEWIDE PROJECT	VARIOUS, NATIONAL SUMMER TRANSPORTATION	ENGINEERING	FY 2024 -	\$200,000	(O)
STATEWIDE		INSTITUTE (NSTI).		FY 2025 -	\$200,000	(O)
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF</u>		FY 2026 -	\$200,000	(O)
EXEMPT		<u>PLANNING AND PROGRAMMING.</u>		FY 2027 -	\$200,000	(O)
				FY 2028 -	\$200,000	(O)
				FY 2029 -	\$200,000	(O)
				FY 2030 -	\$200,000	(O)
				FY 2031 -	\$200,000	(O)
				FY 2032 -	\$200,000	(O)
				FY 2033 -	\$200,000	(O)
				AFTER FY 2033 -	\$400,000	(O)
					<u>\$2,400,000</u>	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* M-0478	- STATEWIDE PROJECT	VARIOUS, ON-THE-JOB TRAINING PROGRAM.	ENGINEERING	FY 2024 -	\$500,000	(O)
STATEWIDE		<u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF</u>		FY 2025 -	\$500,000	(O)
PROJ.CATEGORY		<u>PLANNING AND PROGRAMMING.</u>		FY 2026 -	\$500,000	(O)
EXEMPT				FY 2027 -	\$500,000	(O)
				FY 2028 -	\$500,000	(O)
				FY 2029 -	\$500,000	(O)
				FY 2030 -	\$500,000	(O)
				FY 2031 -	\$500,000	(O)
				FY 2032 -	\$500,000	(O)
				FY 2033 -	\$500,000	(O)
				AFTER FY 2033 -	<u>\$1,000,000</u>	(O)
					\$6,000,000	
* M-0480	- STATEWIDE PROJECT	VARIOUS, DISADVANTAGED BUSINESS ENTERPRISE	ENGINEERING	FY 2024 -	\$300,000	(O)
STATEWIDE		(DBE) TRAINING AND SUPPORTIVE SERVICES.		FY 2025 -	\$300,000	(O)
PROJ.CATEGORY		<u>ADD PROJECT AT THE REQUEST OF THE DIVISION OF</u>		FY 2026 -	\$300,000	(O)
EXEMPT		<u>PLANNING AND PROGRAMMING.</u>		FY 2027 -	\$300,000	(O)
				FY 2028 -	\$300,000	(O)
				FY 2029 -	\$300,000	(O)
				FY 2030 -	\$300,000	(O)
				FY 2031 -	\$300,000	(O)
				FY 2032 -	\$300,000	(O)
				FY 2033 -	\$300,000	(O)
				AFTER FY 2033 -	<u>\$600,000</u>	(O)
					\$3,600,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

<p>* HS-2402G PITT PROJ.CATEGORY REGIONAL</p>	<p>- GREENVILLE URBAN AREA METROPOLITANUS 13 / US 264, SR 1124 (SPEIGHT SPEED FARM ROAD) PLANNING ORGANIZATION / SR 1207 (NASH JOYNER ROAD) INTERSECTION IN GREENVILLE. CONSTRUCT REDUCED CONFLICT INTERSECTION WITH RIGHT TURN LANES.</p>	<p>RIGHT-OF-WAY UTILITIES CONSTRUCTION</p>	<p>FY 2025 - \$150,000 (HSIP) FY 2025 - \$300,000 (HSIP) FY 2026 - <u>\$950,000</u> (HSIP) \$1,400,000</p>
<p><u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>			
<p>* HS-2402H PITT PROJ.CATEGORY REGIONAL</p>	<p>- GREENVILLE URBAN AREA METROPOLITANNC 102 (THIRD STREET); SR 1149 (LEE STREET), SR 1149 (LEE STREET) INTERSECTION IN AYDEN; SECOND STREET INTERSECTION IN AYDEN. UPGRADE TRAFFIC SIGNALS AND INSTALL / UPGRADE PEDESTRIAN SIGNALS AND OTHER ACCOMMODATIONS.</p>	<p>CONSTRUCTION</p>	<p>FY 2025 - <u>\$72,000</u> (HSIP) \$72,000</p>
<p><u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>			
<p>* HS-2402N PITT PROJ.CATEGORY DIVISION</p>	<p>- GREENVILLE URBAN AREA METROPOLITANSR 1598 (10TH STREET), 5TH STREET INTERSECTION IN GREENVILLE. INSTALL / UPGRADE TRAFFIC SIGNALS, PAVEMENT MARKINGS, PEDESTRIAN SIGNALS, AND OTHER ACCOMMODATIONS.</p>	<p>CONSTRUCTION</p>	<p>FY 2025 - <u>\$253,000</u> (HSIP) \$253,000</p>
<p><u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p>			

* INDICATES FEDERAL AMENDMENT

**RESOLUTION NO. 2024-07-GUAMPO
AMENDMENT #4 TO THE STATEWIDE TRANSPORTATION IMPROVEMENT
PROGRAM FOR FY 2024-2033**

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 2024-2033 Statewide Transportation Improvement Program and found the need to request an amendment;

WHEREAS, the following amendment to the FY 2024-2033 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 2024 - 2033 Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization.

Today, July 10th, 2024,

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 6b Transportation Advisory Committee

Action Required

July 10, 2024

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Statewide Transportation Improvement Program (STIP) amendment request, addition of Carbon Reduction Program projects

Purpose: Adopt the MTIP amendment and request the consequent STIP amendment to add Carbon Reduction Program projects as developed by the combined efforts of local agencies in coordination with Greenville Urban Area MPO Staff and NCDOT.

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.

CRP funds are available for obligation for 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 a 20% non-federal match is required for projects. Greenville Urban Area MPO is a non-TMA area and must consult with NCDOT on which projects are selected to ensure eligibility.

After discussion with Greenville Area Transit, the City of Greenville and the Town of Winterville have submitted projects for the Carbon Reduction Program funds. The four projects are titled “Greenville Area Transit Bus Stop Improvements,” “Mill Street Sidewalk,” “Community Center Pathway,” and Arlington Boulevard Sidewalk.” Details about the projects are included in the attachment to the item. All federally funded projects must be included in the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) per federal requirements. GUAMPO staff requests the TAC to adopt Resolution 2024-08-GUAMPO, which would allow staff to submit these projects for the Carbon Reduction Program and include them in the subsequent STIP and MTIP once all the needed components have been finalized.

Action Needed: Adopt Resolution 2024-08-GUAMPO to add the projects into the Metropolitan Transportation Improvement Plan and to request the two projects be added to the Statewide Transportation Improvement Program (STIP) as soon as all the needed components have been finalized.

Attachments: *Carbon Reduction Program Projects; Resolution 2024-08-GUAMPO*

Project	Description	Funding Year
Greenville Area Transit Bus Stop Improvements	Greenville Area Transit (GREAT) is requesting funding to install bus shelters and benches to provide improved access and utilization of public transportation to residents and visitors of Greenville, NC, thus improving access to public transportation services and reducing individual vehicle use in the city.	FY25
Town of Winterville Mill Street Sidewalk	The Town of Winterville is looking to construct a sidewalk along both sides of Mill St. from Main St. to the new Lowe's grocery store.	FY25
Community Center Pathway	The City of Greenville is looking to construct of a 10' wide asphalt multi-use path. The project also includes crossing of 4th Street, new 5'-6' wide sidewalk on the south side of 3rd Street.	FY25
Arlington Boulevard sidewalk	The City of Greenville is looking to construct a sidewalk on Arlington Boulevard, between Hooker Road and the crossing at Evans Park.	FY25

**RESOLUTION NO. 2024-08-GUAMPO
REQUESTING THE AMENDMENT OF THE STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM FOR FY 2024-2033**

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 2024-2033 Statewide Transportation Improvement Program and found the need to request an amendment;

WHEREAS, the following amendment has been proposed as soon as all the needed components have been finalized:

(see Exhibit attached hereto)

WHEREAS, the Metropolitan Transportation Plan (MTP) has a planning horizon year of 2045, and meets all the requirements of an adequate MTP;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area supports the FY 2024-2033 Statewide Transportation Improvement Program amendment request Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization.

Today, July 10th, 2024,

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 6c Transportation Advisory Committee

Action Required

July 10, 2024

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: SPOT P7.0 Funding Availability Update, Statewide and Regional Project review

Purpose: Review the funding availability for Prioritization 7.0, and the SPOT Statewide and Regional projects scoring. Review and approve the Regional Local Input Point Assignment for unfunded projects within the Greenville Urban Area MPO's planning area.

Discussion: In October 2023, Greenville Urban Area MPO staff submitted projects into Prioritization 7.0 for potential federal funding. The committee reviewed and approved the list of projects submitted by GUAMPO Staff at the Joint Governing Meeting on September 13, 2023. From October 2023 to May 2024 the NCDOT SPOT Unit has been analyzing projects and compiling quantitative scores. On May 24, 2024, GUAMPO staff received an update on the finalized prioritization schedule, the funding availability, and the quantitative scores and programming for the statewide projects. The updated funding availability for P7.0 is lower than the numbers provided to the TAC in September, totals are: Statewide: \$1.03B, Region B: -\$32M, & Division 2: -\$85M. As a result, no new projects from P7.0 will be funded and committed projects will be delayed, some of which may be de-committed.

In the statewide category, 13 projects were selected out of 584 for statewide funding. Of the 13 projects selected, 11 were roadways, 1 was rail, and 1 was aviation. Projects listed in the statewide category were programmed in the draft 2026-2035 State Transportation Improvement Program (STIP) based on the NCDOT-calculated quantitative scores, which represent 100% of the Statewide score.

The statewide mobility projects that were not selected for funding will cascade down into the Regional Impact project category and, along with the regional projects, are eligible to receive local input points. Regional project scores are 70% based on the NCDOT's quantitative scoring and 30% based on local input point assignment (15% MPO and 15% NCDOT Division 2). GUAMPO has a total of 1300 Input points that may be assigned, donated, or flexed down to the Division Needs level. Due to the lack of funds on this cycle, the MPO staff has moved to assign points for the Regional Impact Category, originally scheduled for our meeting in August. We will cancel our August meeting if there are no changes to our funding availability. It is important to note that new funding is not currently anticipated. Attached is the local scoring and Input point assignment for GUAMPO's P7.0 Regional Impact projects. Staff completed the point assignment following the Local Input Point Methodology adopted by the TAC on March 27. The link to the methodology can be found by [clicking here](#).

Action Needed: Approve P7.0 Regional Impact Local Input Point Assignment.

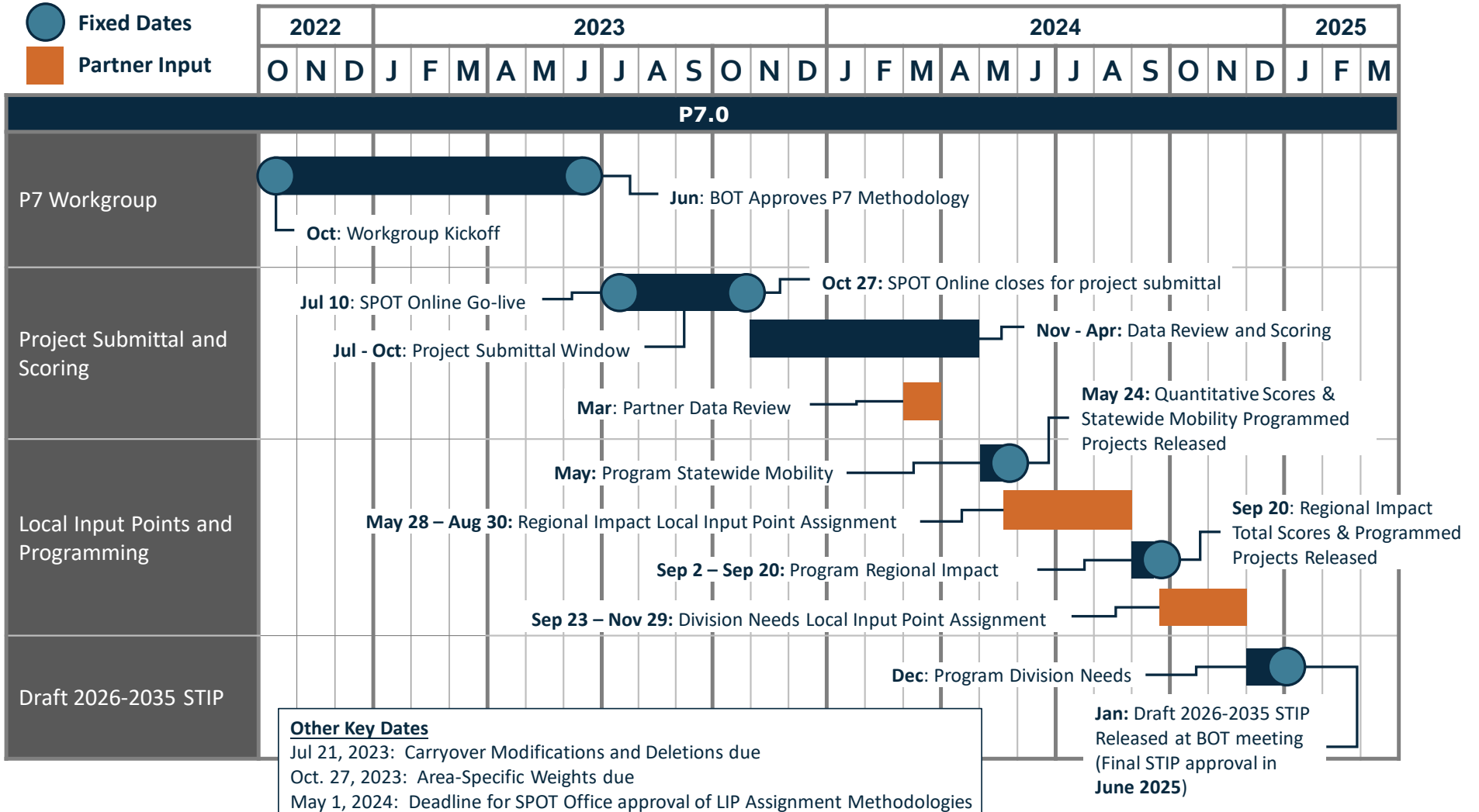
Attachments: *SPOT Schedule; Funding Availability, Funding Breakdown, GUAMPO Project Scoring Breakdown, Resolution 2024-09-GUAMPO; Scoring Map at the end of the packet, p.111*

P7 Schedule

Revised – March 2024

Dates set per P7 Workgroup in October 2022

- Fixed Dates
- Partner Input



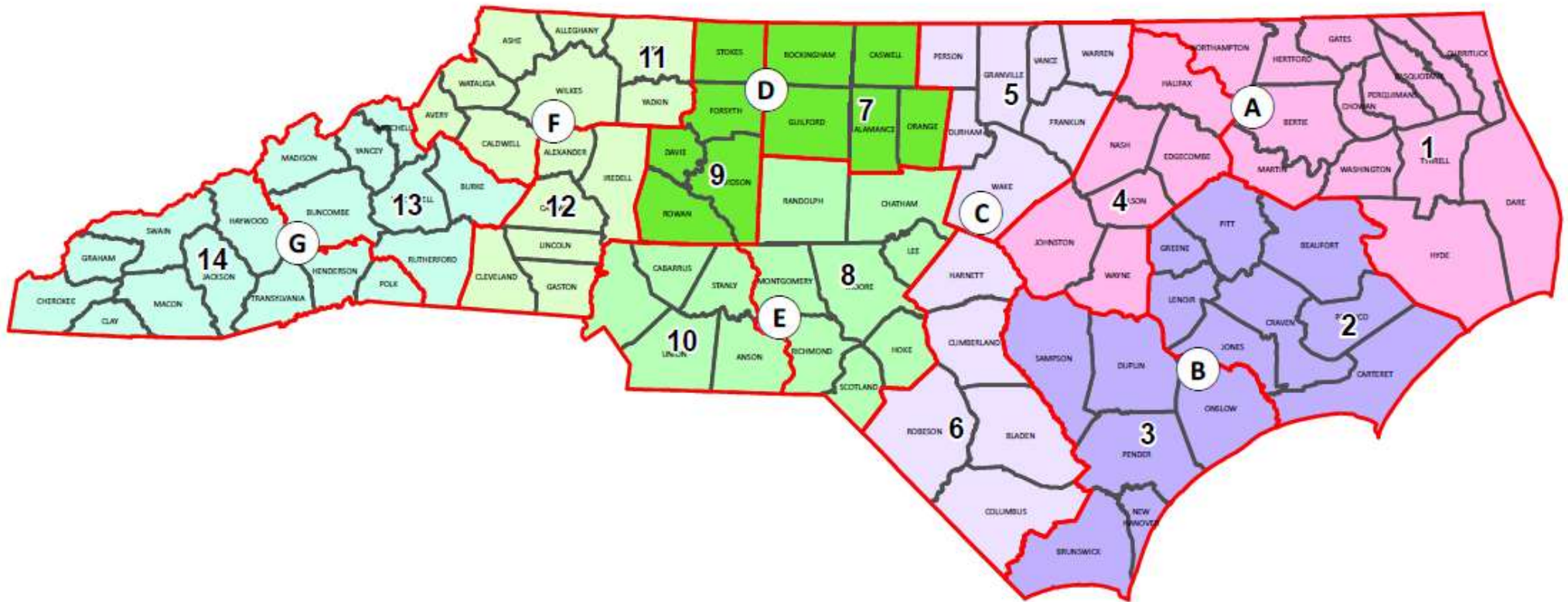
Draft 2026-2035 STIP Funding Availability for Selecting Projects from Prioritization 7.0
As of May 17, 2024

STI Funding Category	Funding Availability
Statewide Mobility	\$1,033M
Region A (Divisions 1 & 4)	-\$228M
Region B (Divisions 2 & 3)	-\$32M
Region C (Divisions 5 & 6)	\$992M
Region D (Divisions 7 & 9)	\$458M
Region E (Divisions 8 & 10)	-\$471M
Region F (Divisions 11 & 12)	\$8M
Region G (Divisions 13 & 14)	-\$191M
Division 1	-\$19M
Division 2	-\$85M
Division 3	-\$54M
Division 4	\$24M
Division 5	-\$107M
Division 6	\$126M
Division 7	\$184M
Division 8	\$113M
Division 9	-\$15M
Division 10	-\$108M
Division 11	\$40M
Division 12	-\$72M
Division 13	-\$52M
Division 14	\$51M

***** Values are as of May 17, 2024, and will change due to, but not limited to, updated project cost estimates and schedule changes for committed projects *****

To meet federal and state fiscal constraint requirements for the Draft 2026-2035 STIP, schedule changes (delays) for committed projects will need to occur in STI Funding Categories with a negative value. Schedule changes for committed projects may also need to occur in STI Funding Categories with a positive value to meet the same federal and state fiscal constraint requirements in the first five years of the Draft 2026-2035 STIP.

Understanding the Various Levels of Funding

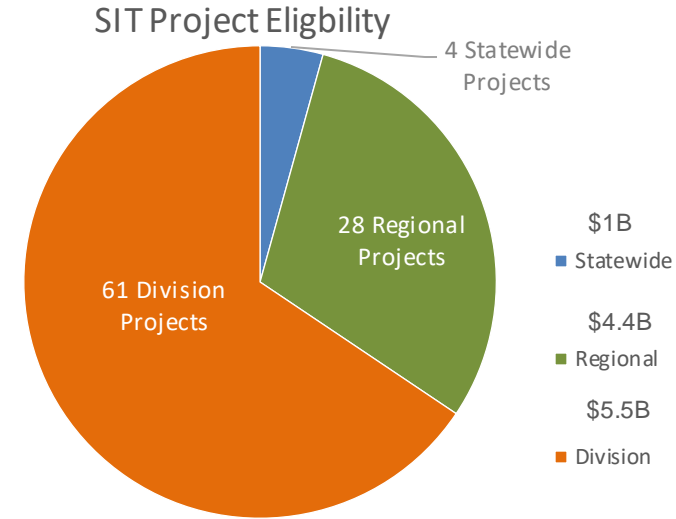


Strategic Transportation Investments (STI) Funding Projections by Category

Statewide Mobility

	Statewide		
	P5.0 Cycle	P7.0 Cycle	
	2020-2029 STIP	2026-2035 STIP	
	Final	August 2023	May 2024
Allocated	4.06B	11.6B	11.6B
Programmed		7.6B	10.6B
Available	4.06B	4B	1B
Difference	-	-0.06M	-3.06B

Unprogrammed Projects
Cascade Down



Regional Impact

	Region B		
	P5.0 Cycle	P7.0 Cycle	
	2020-2029 STIP	2026-2035 STIP	
	Final	August 2023	May 2024
Allocated	845.6M	1,108M	1,108M
Programmed	589.3M	1,074M	1,140M
Available	256.3M	34M	-32M
Difference	-	-222.3M	-288.3M

Unprogrammed Projects
Cascade Down

Division Needs

	Division 2		
	P5.0 Cycle	P7.0 Cycle	
	2020-2029 STIP	2026-2035 STIP	
	Final	August 2023	May 2024
Allocated	501.2M	826M	826M
Programmed	356.5M	881M	921M
Available	144.6M	-55M	-85M
Difference	-	-199.6M	-226.6M

Examples of:

Statewide Projects:

- US-264/I-587 improvements
- Rail Projects

Regional Projects:

- PGV Aviation Projects
- 10th St. Access Management (U-6147)
- Charles Blvd. Access Management (U-6147)

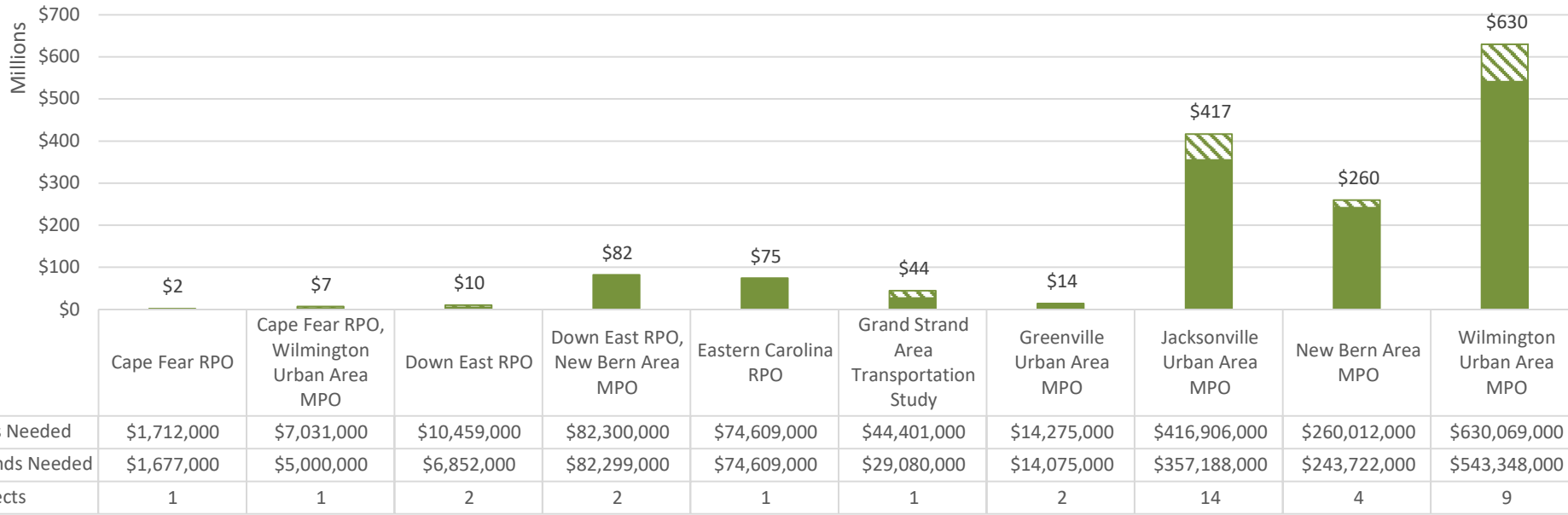
Division Projects:

- Bike/Pedestrian Projects
- Public Transit Projects
- NC33 Widening (U-6215)
- Greenville Blvd. Bike-Ped (EB-5980)
- Memorial Dr. Bike-Ped (EB-5981)

Funding Category	# of No longer funded Projects	\$ Amount of No longer funded Project costs
Region B	2	\$43.2M
Division 2	5	\$157.5M

Region B Funding Breakdown

Region B Programmed Projects

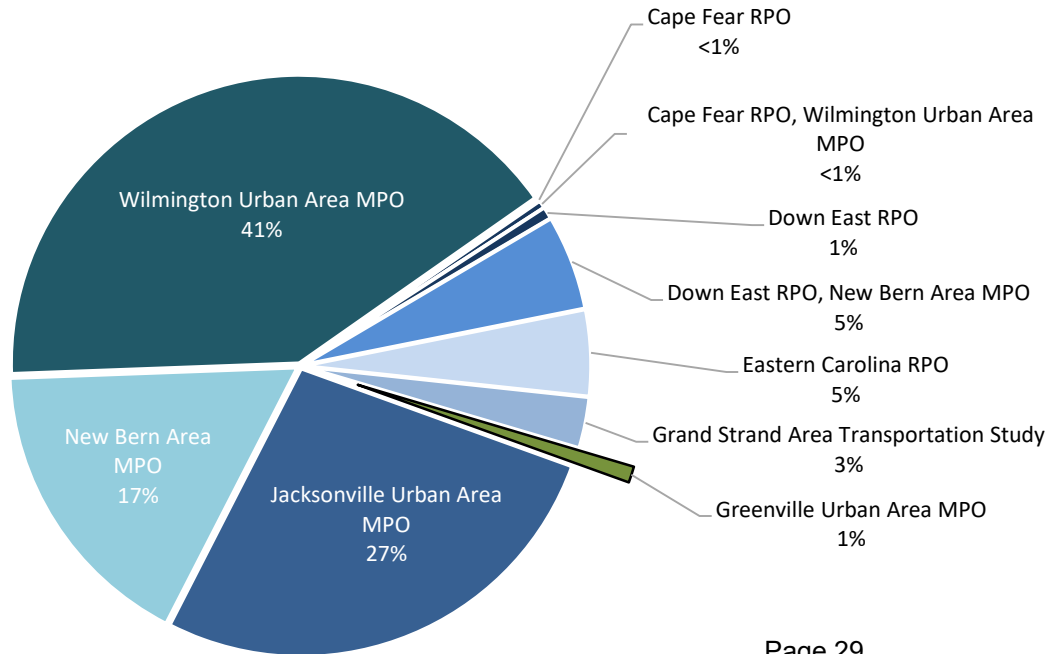


▨ May 2024 Funds Needed
 ■ August 2023 Funds Needed

Regional STI Projects in the STIP:

U-5730 - Memorial Drive and 5th Street Intersection Upgrade
Total: \$1,525,000
(was \$1,325,000)

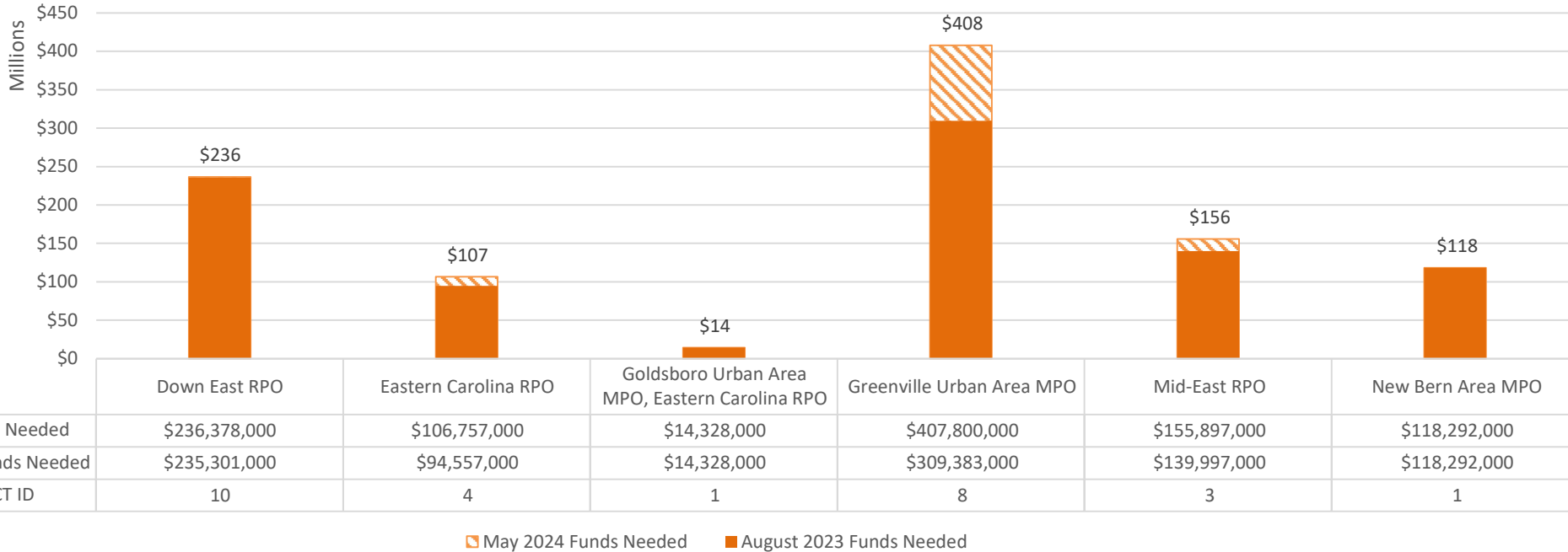
U-5952 - Greenville Signal System Upgrade
Total: \$12,750,000



Percent of Regional Funding

Division 2 Funding Breakdown

Division 2 Programmed Projects



Division STI Projects in STIP :

U-2817 - Evans St/Old Tar Rd.
 Total: \$131,072,000
 (was \$94,317,000)

U-5606 - Dickinson Avenue
 Total: \$18,365,000

U-5785 - Firetower Road (SR 1708)
 Total: \$86,200,000
 (was \$79,220,000)

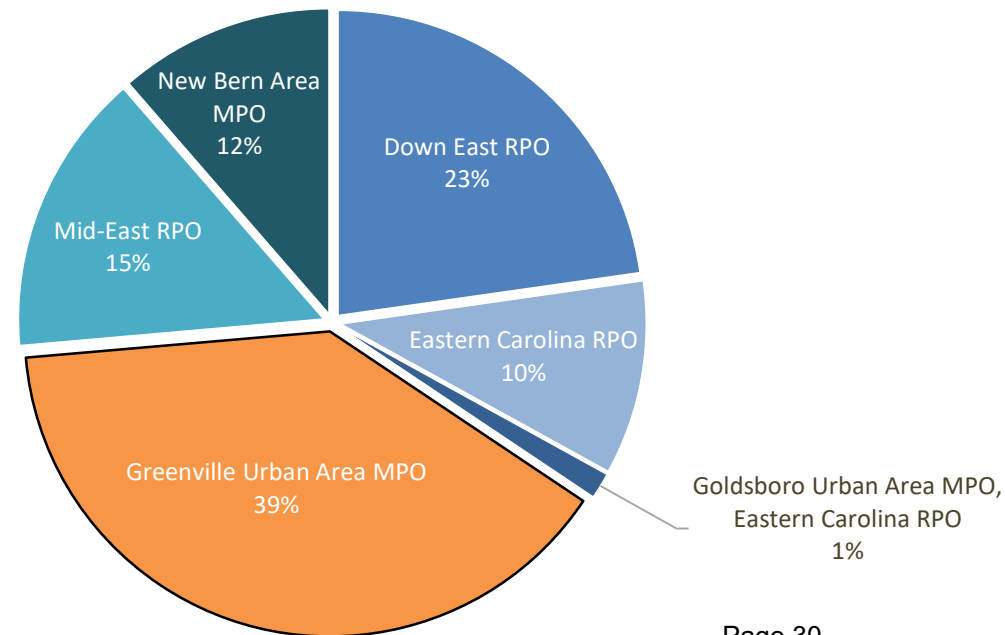
U- 5870 Firetower Rd/ Portertown Rd
 Total: \$42,415,000

U-5875 - Allen Road (SR-1203)
 Total: \$46,885,000

U-5917 - Fourteenth St
 Total: \$28,164,000

U-5991 – NC43
 Total: \$51,700,000

U-6197 - Worthington Rd.
 Total: \$3,000,000



Percentage of Division Funds

Greenville Urban Area MPO P7 Regional Scoring

Legend	Highway	Rail						
SPOTID	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Score (Out of 100)	Regional Impact Score (Out of 70)
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 or mobility hubs along the corridor shall be considered where appropriate.	11 - Access Management	\$ 215,900,000	0.00	53.53
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. Add bus stop improvements: Bus stop pull out bays, bus shelters and or mobility hubs.	11 - Access Management	\$ 46,700,000	0.00	51.40
H193289	NC 11 (Memorial Drive)	NC 43 (5th 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, benches, and or mobility hubs along corridor shall be considered where appropriate. Add pedestrian crossing improvements.	11 - Access Management	\$ 138,200,000	0.00	50.72
H231799	NC 33 (10th Street)	US 264 Alt (Greenville Boulevard)	Oxford Road	Construct medians curb & gutter and sidewalks on each side (where not currently located) and protected bike lanes or sidepaths.	11 - Access Management	\$ 20,600,000	0.00	50.09
H184139	NC 11 (Memorial Drive), SR 1149 (Mill Street)	SR 1149 (Mill Street), SR 1130 (Vernon White Road), SR 1127 (Davenport Farm Road)	N/A	Improve intersection per NCDOT Congestion Management's conceptual design through Pre-submittal process. Re-configure intersection appropriately. Add sidewalks and crossing improvements for cyclists and pedestrians.	10 - Improve Intersection	\$ 6,500,000	0.00	47.29
R192953	CSX AA Line	SR 1323 (Arlington Blvd) in Greenville	N/A	Improve existing at-grade rail crossing on Arlington Blvd (Crossing # 642 719W) with adequate Concrete Panels/Tubs for high vehicle and truck traffic in Greenville, NC.	3 - Highway-rail crossing improvement (point)	\$ 171,860	61.80	46.66

Legend	Highway	Rail						
SPOTID	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Score (Out of 100)	Regional Impact Score (Out of 70)
R192945	CSX AA Line	SR 1708 (Firetower Rd) in Greenville	N/A	Construct grade separation at SR 1708 (Firetower Rd) and closure of existing at-grade crossing (Crossing # 641 620H) in Greenville (Pitt County).	3 - Highway-rail crossing improvement (point)	\$ 27,600,000	63.06	45.97
R192958	CSX AA Line	5th St (near Elizabeth St) in Greenville	N/A	Improve existing at-grade rail crossing on 5th St (Crossing # 641 609H) with adequate Concrete Panels/Tubs for high vehicle and pedestrian traffic in Greenville, NC.	3 - Highway-rail crossing improvement (point)	\$ 100,120	60.51	45.77
H170414	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	SR 1726 (Bells Fork Road)	Construct medians sidewalk protected bikelanes. Add bus stop improvements: bus stops, pull out bays, bus shelters and or mobility hubs. Stormwater management improvements.	11 - Access Management	\$ 46,100,000	0.00	43.72
R192744	CSX AA Line	Near the intersection of 14th and Beatty Street, Greenville	N/A	Construct grade separation of Fourteenth Street and closure of existing at-grade crossing (Crossing # 641 614E) near Beatty Street in Greenville.	3 - Highway-rail crossing improvement (point)	\$ 28,900,000	56.82	40.42
H231653	NC 33 (East 10th Street)	Oxford Road	SR 1755 (Blackjack-Simpson Road)	Upgrade the access management along the corridor.	24 - Implement Road Diet to Improve Safety	\$ 24,100,000	0.00	39.36
H231801	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	Red Banks Road	Construct medians sidewalk protected bikelanes or sidepaths, bus pull out bays and stormwater improvements.	11 - Access Management	\$ 15,700,000	0.00	38.54
H192966	NC 43	Worthington Road	NC 102	Widen roadway to 4-lane divided with 46 depressed median and paved shoulders. Bus stop improvements including shelters and benches or mobility hubs along the corridor shall be considered where appropriate.	1 - Widen Existing Roadway	\$ 239,900,000	0.00	34.83
H142101	US 264, US 264 Bypass (Greenville Blvd NE)	NC 11 / US 13 (N Memorial Dr) in Pitt County	SR-1410 (VOA Rd) in Beaufort County	Upgrade roadway to limited control-of-access with service roads.	2 - Upgrade Arterial to Freeway/Expressway	\$ 516,700,000	53.25	34.81
H231279	US 13 (Dickinson Avenue)	NC 11 (South Memorial Drive)	US 11 (Southwest Bypass)	Construct medians, TWLTL's, RCI's, and Bus Bays to Improve congestion along the corridor.	1 - Widen Existing Roadway	\$ 118,400,000	44.84	33.89
H184172	NC 903, SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	Pocosin Road	Red Forbes Road	Construct a single lane roundabout at a three way intersection.	10 - Improve Intersection	\$ 4,700,000	0.00	33.37
H231349	US 13, NC 11	US-264 Alternate	NC 30	Upgrade to freeway / interstate standards.	3 - Upgrade Expressway to Freeway	\$ 298,900,000	49.34	32.24
H231221	NC 11	NC 148 (Felix Harvey Pkwy)	NC 11 Bypass (South West Bypass)	Upgrade Expressway to Freeway (some on new location)	3 - Upgrade Expressway to Freeway	\$ 380,600,000	0.00	31.19

Legend	Highway	Rail						
SPOTID	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Score (Out of 100)	Regional Impact Score (Out of 70)
H193290	US 264	SR 1200 (Stantonsburg Road)	US 13, NC 11	Upgrade roadway to interstate standards.	17 - Upgrade Freeway to Interstate Standards	\$ 78,300,000	54.18	31.02
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 and crossing options	1 - Widen Existing Roadway	\$ 122,300,000	0.00	29.38
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	11 - Access Management	\$ 70,800,000	0.00	24.44
H231419	NC 11	SR 1108 Littlefield Rd	N/A	Convert existing signalized intersection to a RCI	10 - Improve Intersection	\$ 21,700,000	0.00	20.61
R231461	NS NS Line	Greenville to Raleigh via Wilson	N/A	Upgrade rail infrastructure to support new intercity passenger service from Greenville to Raleigh via Wilson on the NS Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three round-trips per day.	5 - Passenger rail service (line)	\$ 529,923,000	0.00	15.27
R192921	CSX AA, ABC, AB, A, NCR/NS NC Lines (Greenville to Raleigh Passenger Rail Service via Rocky Mount)	Imperial Tobacco Site, Greenville to Raleigh Union Station via Rocky Mount	N/A	Upgrade rail infrastructure to support new intercity passenger service from the Imperial Tobacco Site in Greenville to Raleigh via Rocky Mount. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three round-trips per day.	5 - Passenger rail service (line)	\$ 624,877,000	0.00	14.98
R192921	CSX AA, ABC, AB, A, NCR/NS NC Lines (Greenville to Raleigh Passenger Rail Service via Rocky Mount)	Imperial Tobacco Site, Greenville to Raleigh Union Station via Rocky Mount	N/A	Upgrade rail infrastructure to support new intercity passenger service from the Imperial Tobacco Site in Greenville to Raleigh via Rocky Mount. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three round-trips per day.	5 - Passenger rail service (line)	\$ 624,877,000	0.00	14.98

Legend	Highway	Rail						
SPOTID	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Score (Out of 100)	Regional Impact Score (Out of 70)
R231755	NS NS Line & CSX AC Line (Greenville to Goldsboro via Wilson)	Greenville to Goldsboro via Wilson	N/A	Upgrade and construct rail infrastructure, including new rail bed, to support a new intercity passenger service from Greenville to Wilson (NS NS Line) and Wilson to Goldsboro (CSX AC Line). Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project would also include a maintenance facility at one endpoint.	5 - Passenger rail service (line)	\$ 503,703,000	0.00	12.72
R231747	NS NS Line (Greenville to Wilson Passenger Rail Corridor)	Greenville to Wilson	N/A	Upgrade rail infrastructure to support new intercity passenger service from Greenville to Wilson on the NS Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project would also include a maintenance facility at one endpoint.	5 - Passenger rail service (line)	\$ 375,560,000	0.00	12.51
R231749	NS NS Line (Greenville to Wilson Corridor Modernization)	Greenville to Wilson	N/A	Upgrade rail infrastructure to bring up to NCDOT Rail standards to support future intercity rail passenger traffic. Project includes necessary infrastructure and improvements to signalization.	7 - Corridor modernization (line)	\$ 142,000,000	0.00	11.46
R231744	NS NS Line (Greenville to Raleigh Modernization)	Greenville to Raleigh	N/A	Upgrade signalization and straighten existing rail line as needed along the corridor to support future intercity rail passenger traffic.	7 - Corridor modernization (line)	\$ 323,500,000	0.00	10.68

Greenville Urban Area MPO P7 Regional Point Assignment

	New Project	Segmented	Modification from P6									
SPOT ID	Route / Facility Name	From / Cross Street	To	Specific Improvement Type	Total MPO Methodology Score	Safety	Accessibility and Connectivity Score	Plan Consistency	Multimodal Support	Economic Development Support	% Within MPO	Points assigned
H192832	US 264 Alternate (Greenville Boulevard)	US 264 Alternate - Tar River Bridge near 10th Street	US 13 (Dickinson Avenue)	11 - Access Management	20	4	4	4	4	4	100	100
H170385	NC 33 (10th Street)	Oxford Road	SR 1702 (Evans Street)	11 - Access Management	19	3	4	4	4	4	100	100
H170414	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	SR 1726 (Bells Fork Road)	11 - Access Management	17	3	3	4	4	3	100	100
H193291	NC 102 (3rd Street)	Southwest Bypass	2nd Street (Eastern Town Limits)	11 - Access Management	17	2	3	4	4	4	100	100
R231461	NS NS Line	Greenville to Raleigh via Wilson	N/A	5 - Passenger rail service (line)	17	2	3	4	4	4	17	17
H193289	NC 11 (Memorial Drive)	SR 1467 (Stantonsburg Road), SR 1598 (Farmville Boulevard / 10th Street)	US 264 Alternate (Greenville Boulevard)	11 - Access Management	16	3	3	4	4	2	100	100
H231799	NC 33 (10th Street)	US 264 Alt (Greenville Boulevard)	Oxford Road	11 - Access Management	16	4	3	4	2	2	100	0
R192921	CSX AA, ABC, AB, A, NCRR/NS NC Lines (Greenville to Raleigh Passenger Rail Service via Rocky Mount)	Imperial Tobacco Site, Greenville to Raleigh Union Station via Rocky Mount	N/A	5 - Passenger rail service (line)	16	0	3	4	4	4	17	17
H231801	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	Red Banks Road	11 - Access Management	15	3	3	4	4	1	100	0
R231755	NS NS Line & CSX AC Line (Greenville to Goldsboro via Wilson)	Greenville to Goldsboro via Wilson	N/A	5 - Passenger rail service (line)	15	1	1	4	4	4	20	20
R192953	CSX AA Line	SR 1323 (Arlington Blvd) in Greenville	N/A	3 - Highway-rail crossing improvement (point)	15	3	4	4	2	2	100	100
R231747	NS NS Line (Greenville to Wilson Passenger Rail Corridor)	Greenville to Wilson	N/A	5 - Passenger rail service (line)	14	1	1	4	4	4	18	18
R192945	CSX AA Line	SR 1708 (Firetower Rd) in Greenville	N/A	3 - Highway-rail crossing improvement (point)	14	2	4	4	2	2	100	100
H231653	NC 33 (East 10th Street)	Oxford Road	SR 1755 (Blackjack-Simpson Road)	24 - Implement Road Diet to Improve Safety	14	3	2	4	4	1	100	100

	New Project	Segmented	Modification from P6									
SPOT ID	Route / Facility Name	From / Cross Street	To	Specific Improvement Type	Total MPO Methodology Score	Safety	Accessibility and Connectivity Score	Plan Consistency	Multimodal Support	Economic Development Support	% Within MPO	Points assigned
H231279	US 13 (Dickinson Avenue)	NC 11 (South Memorial Drive)	US 11 (Southwest Bypass)	1 - Widen Existing Roadway	14	2	2	4	2	4	100	100
R192744	CSX AA Line	Near the intersection of 14th and Beatty Street, Greenville	N/A	3 - Highway-rail crossing improvement (point)	14	2	4	4	2	2	100	92
H231349	US 13, NC 11	US-264 Alternate	NC 30 (P6/5: US 64)	3 - Upgrade Expressway to Freeway	13	2	4	4	0	4	65	65
H170366	NC 33	SR 1755 (Blackjack-Simpson Road)	SR 1760 (Mobleys Bridge Road)	1 - Widen Existing Roadway	13	1	2	4	4	2	52	52
H192966	NC 43	Worthington Road	NC 102	1 - Widen Existing Roadway	13	1	4	4	0	4	64	64
R192958	CSX AA Line	5th St (near Elizabeth St) in Greenville	N/A	3 - Highway-rail crossing improvement (point)	13	2	4	4	1	2	100	0
R231744	NS NS Line (Greenville to Raleigh Modernization)	Greenville to Raleigh	N/A	7 - Corridor modernization (line)	13	1	0	4	4	4	18	0
R231749	NS NS Line (Greenville to Wilson Corridor)	Greenville to Wilson	N/A	7 - Corridor modernization (line)	13	1	0	4	4	4	18	0
H184139	NC 11 (Memorial Drive), SR 1149 (Mill Street)	SR 1149 (Mill Street), SR 1130 (Vernon White Road), SR 1127 (Davenport Farm Road)	N/A	10 - Improve Intersection	13	4	2	4	1	2	100	55
H142101	US 264	US 264 Bypass	US 264 east of Leggett Road	2 - Upgrade Arterial to Freeway/Expressway	12	1	3	4	4	0	55	0
H193290	US 264	SR 1200 (Stantonsburg Road)	US 13, NC 11	17 - Upgrade Freeway to Interstate Standards	11	1	2	4	0	4	100	0
H231221	NC 11	NC 148 (Felix Harvey Pkwy) in Kinston	NC 11 Bypass (South West Bypass)	3 - Upgrade Expressway to Freeway	10	1	2	4	1	2	42	0
H184172	NC 903, SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	10 - Improve Intersection	8	1	2	4	0	2	100	0
H231419	NC 11	SR 1108 Littlefield Rd	N/A	10 - Improve Intersection	8	1	2	4	0	1	56	0

**RESOLUTION NO. 2024-09-GUAMPO
ADOPTING REGIONAL LEVEL LOCAL INPUT POINT ASSIGNMENT FOR
PRIORITIZATION 7.0 REGIONAL IMPACT PROJECTS, BASED ON THE NORTH
CAROLINA STRATEGIC TRANSPORTATION INVESTMENT LAW**

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

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

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

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

WHEREAS, NCDOT must conditionally approve each MPO's methodology by May 1, 2024; and

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

WHEREAS, the MPO preliminarily assigned local input points to Regional Level Prioritization 7.0 projects and advertised the preliminary local input point assignments for public review and comment in accordance with the MPO's Public Involvement Policy with additional clarification for any point assignment outside of the MPO's adopted methodology;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO, that it does hereby adopt the local input point assignment discussed for Prioritization 7.0 Regional Impact projects.

Today, July 10, 2024.

Chairman
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 6d Transportation Advisory Committee

Action Required

July 10, 2024

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Greenville Urban Area Travel Demand Model Approval

Purpose: Approve the Greenville Urban Area MPO Travel Demand Model, developed by the combined efforts of NCDOT Staff, Greenville Urban Area MPO Staff, and Pitt County. Recommend the travel demand model for TAC approval.

Discussion: The Greenville Urban Area MPO Travel Demand Model is a forecasting tool used to test and plan projects during the development of the Metropolitan Transportation Plan. NCDOT also utilizes the forecasted data to establish design standards for future projects. Projects currently under construction were developed with a design year (the year to which the project is designed to function appropriately) of 2045. With the model's adoption, NCDOT will begin developing projects for the design year of 2050, utilizing the model forecast outputs such as future year (2050) congestion and level of service.

The MPO and County can use the model to identify and test potential highway and transit projects, analyze and test road links, evaluate network deficiencies, and test potential road cross-sections. As required by the State and FHWA, the MPO needs to update the model every five years. The update enables the MPO and NCDOT to plan efficiently with up-to-date socio-economic data and network inputs.

Since beginning the process in 2023, MPO and NCDOT have spent significant time collecting the data sets of the current base year and projected future year household and employment figures for the model. Trend data are critical inputs to model functionality. NCDOT's Model Unit has provided a calibration sheet that contains targets and model values. For the "targets" vs. "model value" columns, the targets/expected ranges for each metric are based on household surveys (can be local or based on data/surveys of similar areas tweaked for the region) or from model development guidelines by FHWA. The model value column is the model output of the new GUAMPO travel demand model.

Action Needed: Adopt of resolution 2024-09-GUAMPO Greenville Urban Area MPO Travel Demand Model approval.

Attachments: *Proposed Greenville Urban Area MPO Travel Demand Model Calibration; Resolution 2024-10-GUAMPO*

Greenville Urban Area MPO Travel Demand Model Calibration Summary

Model Component	Metric	Target		Model Value	
Socioeconomic Data	Persons / Dwelling Unit Employment / Person	Expected Range			
		2 0.35	2.7 0.75	2.35 0.46	
Trip Generation	Person Trips Per Household Person Trips Per Person HBW Trips / Employee Motorized Trip Percent Percent Trips - HB-Work Percent Trips - HB-NonWork Percent Trips - NHB	Expected Range			
		10.17		10.79	
		3.3	4.0	4.58	
		1.20	1.55	1.46	
		93%		95.8%	
		12.0%	24.0%	15.3%	
		45.0%	60.0%	45.4%	
	20.0%	33.0%	39.3%		
Trip Distribution	Average trip length (minutes) - HBW Average trip length (minutes) - HBSH Average trip length (minutes) - HBO Average trip length (minutes) - NHB Percent intrazonal - HBW Percent intrazonal - HBSH Percent intrazonal - HBO Percent intrazonal - NHB Screenlines (Greater than 70,000 volume) Screenlines (35,000 - 70,000 volume) Screenlines (Less than 35,000 volume)	Expected Range			
		12.0	35.0	11.6	
		9.0	19.0	9.4	
		8.0	20.0	12.0	
		6.0	19.0	8.5	
		1.0%	4.0%	2.4%	
		3.0%	9.0%	2.8%	
		3.0%	7.0%	1.9%	
		5.0%	9.0%	7.6%	
			10% (+/-)	3 of 3 meet	
	15% (+/-)	5 of 5 meet			
	20% (+/-)	4 of 4 meet			
Highway Assignment	VMT by Facility Type	Expected Range			
		Acceptable	Preferred		
		<i>Freeways/Expressways</i>	7% (+/-)	6% (+/-)	-0.6%
		<i>Principal Arterials</i>	15% (+/-)	10% (+/-)	-3.9%
		<i>Minor Arterials</i>	15% (+/-)	10% (+/-)	18.5%
		<i>Collectors</i>	25% (+/-)	20% (+/-)	-0.6%
	<i>All Facilities</i>	5% (+/-)	2% (+/-)	-1.4%	
	VMT by Area Type	Urban	25% (+/-)	15% (+/-)	-5.3%
		Rural	25% (+/-)	15% (+/-)	2.5%
<i>All areas</i>		5% (+/-)	2% (+/-)	-1.4%	

RESOLUTION NO. 2024-10-GUAMPO
APPROVAL OF THE GREENVILLE URBAN AREA MPO TRAVEL DEMAND MODEL
UTILIZING A BASE YEAR OF 2022, AND A DESIGN YEAR OF 2050

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 United States Code of Federal Regulations (CFR 450.322) requires that the Greenville Urban Area Metropolitan Planning Organization prepare and update its Long Range Transportation Plan; and

WHEREAS, the United States Code of Federal Regulations (CFR 450.322) specifies that the validity and consistency of the updated plan be confirmed by current and forecasted transportation, land use conditions, and trends; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed 2022 and 2050 socioeconomic data relating to population and employment for Pitt County to be used in the travel demand forecasting model.

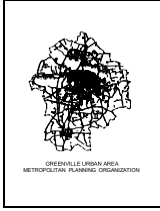
WHEREAS, the MPO, in consultation with NCDOT and its jurisdictional members, has approved revisions and updates to Traffic Analysis Zones, socio-economic data, and the model network to best represents conditions within the MPO study area; and

WHEREAS, the MPO, in coordination with Pitt County, has expanded the model to include all of Pitt County, and in so doing has developed new Traffic Analysis Zones, and expanded the model network and socio-economic data to include input from the entirety of Pitt County; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby approves the Greenville Urban Area Travel Demand Model, developed with a 2022 base year model and a 2050 design year.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 6e Transportation Advisory Committee

Action Required

July 10, 2024

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Adoption of the Greenville Urban Area 2050 Metropolitan Transportation Plan

Purpose: Adoption of the Greenville Urban Area Metropolitan Planning Organization's 2050 Metropolitan Transportation Plan (MTP).

Discussion: The Greenville Urban Area Metropolitan Planning Organization (MPO) is required by federal law to update their MTP every five years. The MPO last adopted its long-range plan, titled *Greenville Metropolitan Transportation Plan: 2045 Update*, on July 10th, 2019, necessitating an update to remain compliant. In December 2023 the MPO selected Kimley-Horn to develop what is now named *Greenville Urban Area 2050 Metropolitan Transportation Plan*. The MTP is a federally mandated, long-term planning document detailing the transportation improvements, policies and activities developed for implementation in the MPO's planning area across the identified planning horizon of 2050. Since that time, Kimley-Horn and the MPO staff have been developing the 2050 MTP and ensuring that it addresses the needs and deficiencies of the Greenville Urbanized Area's transportation system.

MPO staff and Kimley-Horn presented the recommendations and components of the plan at multiple meetings throughout the process of development. Staff held 3 steering committee meetings, 4 public involvement events, and 5 stakeholder group meetings. After incorporating those all comments received, Kimley-Horn prepared a draft of the 2050 MTP report for official review by MPO staff and the public.

Per GUAMPO public involvement plan, the draft plan is available for the required advertisement period of (30) or more days. This project is on budget and schedule with the MPO required to adopt a compliant long-range transportation plan by July 10, 2024.

The draft plan can be found by [clicking here](#). A presentation about the plan update will be provided by Kimley-Horn. A copy of the slides is attached.

Action Needed: Adopt the Greenville Urban Area 2050 Metropolitan Transportation Plan.

Attachments: *Presentation; MTP Public Comments; Resolution 2024-11-GUAMPO*



Greenville Urban Area 2050

MTP

TAC Meeting

July 10, 2024

Agenda

1. Project Background
2. Engagement Recap
3. Recommendations
4. Prioritization and Financial Constraint
5. Next Steps

Project Background

What is an MTP?

A Metropolitan Transportation Plan (MTP) is a **long-range** transportation plan required to be **fiscally constrained** and **updated every 5 years**.

An MTP considers **all modes** of transportation relevant to an area, including walking, biking, transit, and freight.

Each metropolitan area is required to have an updated MTP to access federal funds for transportation projects.

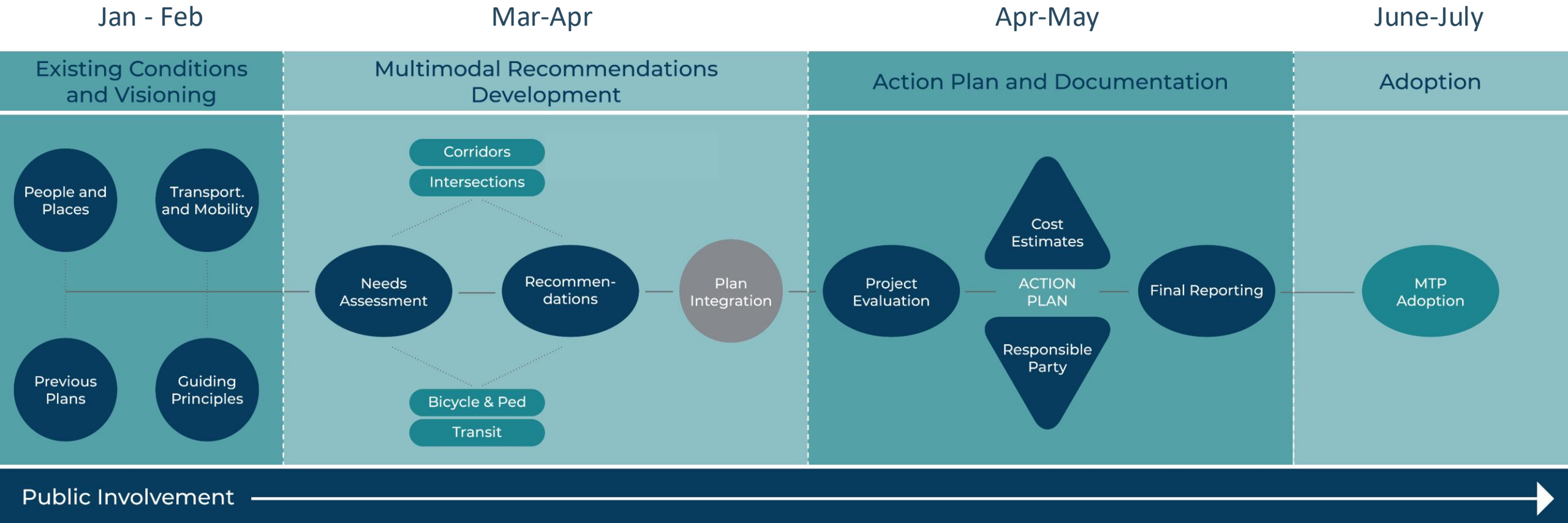
What is an MTP? Why is it important?

This Metropolitan Transportation Plan will:

- Help establish a **vision** for transportation in the Greenville MPO
- Identify **needs and deficiencies**
- Recommend specific **projects and strategies**
- Create an **action plan** for implementation
- Provide information to **secure project funding, coordinate with future development, and shape policy and program decisions.**



Planning Process



2050 Guiding Principles



Congestion & Travel Time Reliability

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



Economic Vitality

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



Mobility & Accessibility

Create a balanced transportation system across all modes that encourages enhanced accessibility and connectivity for all people, regardless of socioeconomic status or physical ability.

Network Preservation & Enhancement

Sustain and enhance the transportation system by



promoting efficient management and operations and integrating transportation technologies.

Safety , Security & Resiliency

Promote a safe and secure transportation system for all users that is resilient to incidents, inclement weather, disasters, and emergencies.



Equitable Quality of Life

Protect and enhance the environment, **preserve local character, and provide equitable levels of access to affordable and reliable transportation options to improve the quality of life for all people in the region.**



Engagement Recap

Engagement Phases

01

- Project Visioning & Needs
(Feb-Apr)

02

- Prioritizing Transportation
Recommendations *(May-July)*



+850

Individual Participants



+900

Survey Responses



+14,600

Unique Data Points



+40

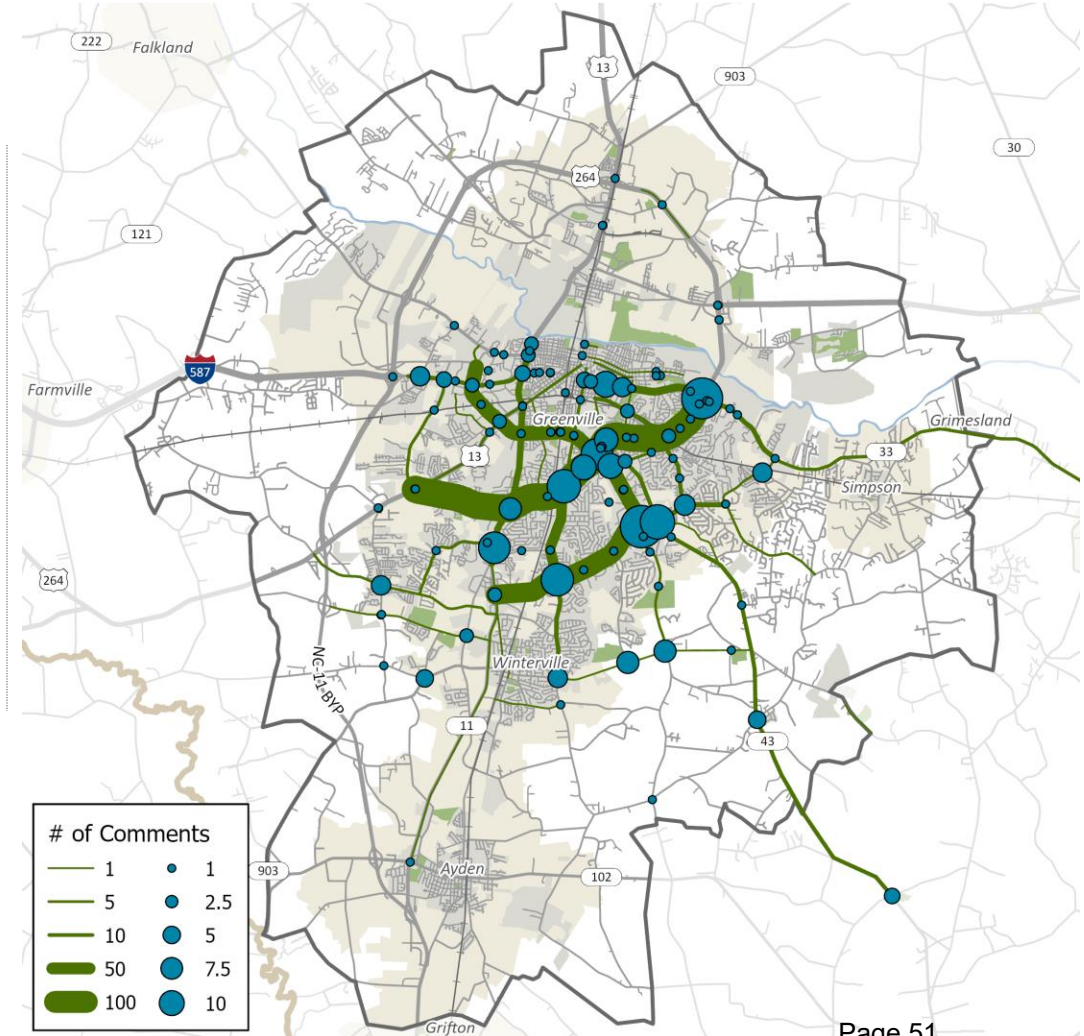
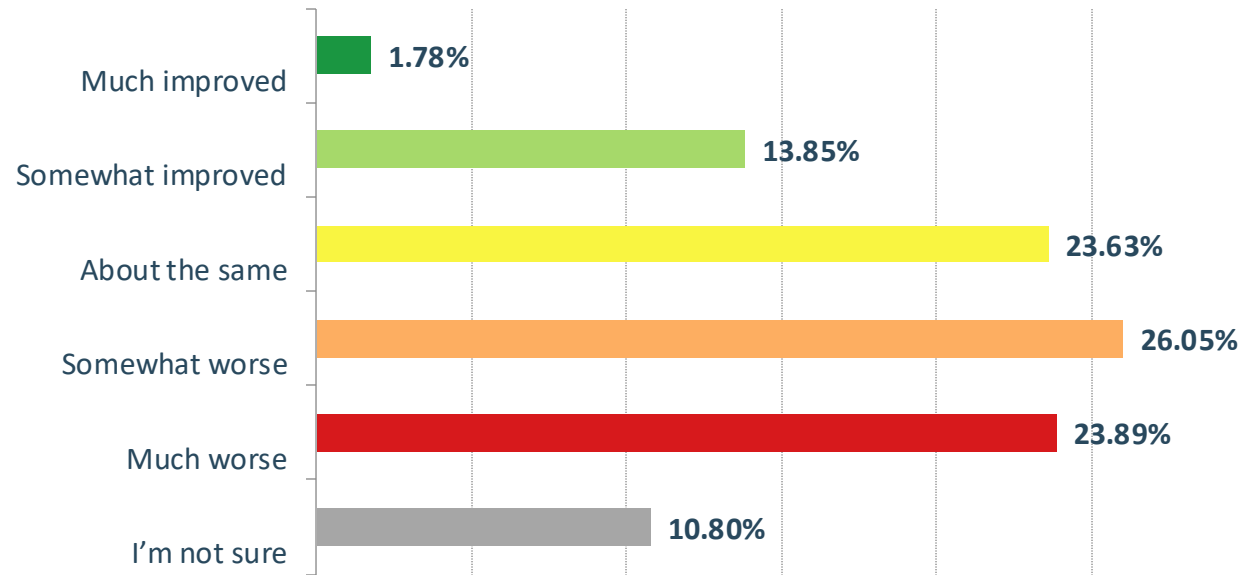
*Stakeholders
Interviewed*

Phase 1 Engagement



780+ participants

Over the past 5 years, do you feel transportation has:



Stakeholder Interviews



44 participants

Stakeholders included transportation specialists, local developers, health care representatives, environmental representatives, and local community & civic representatives.

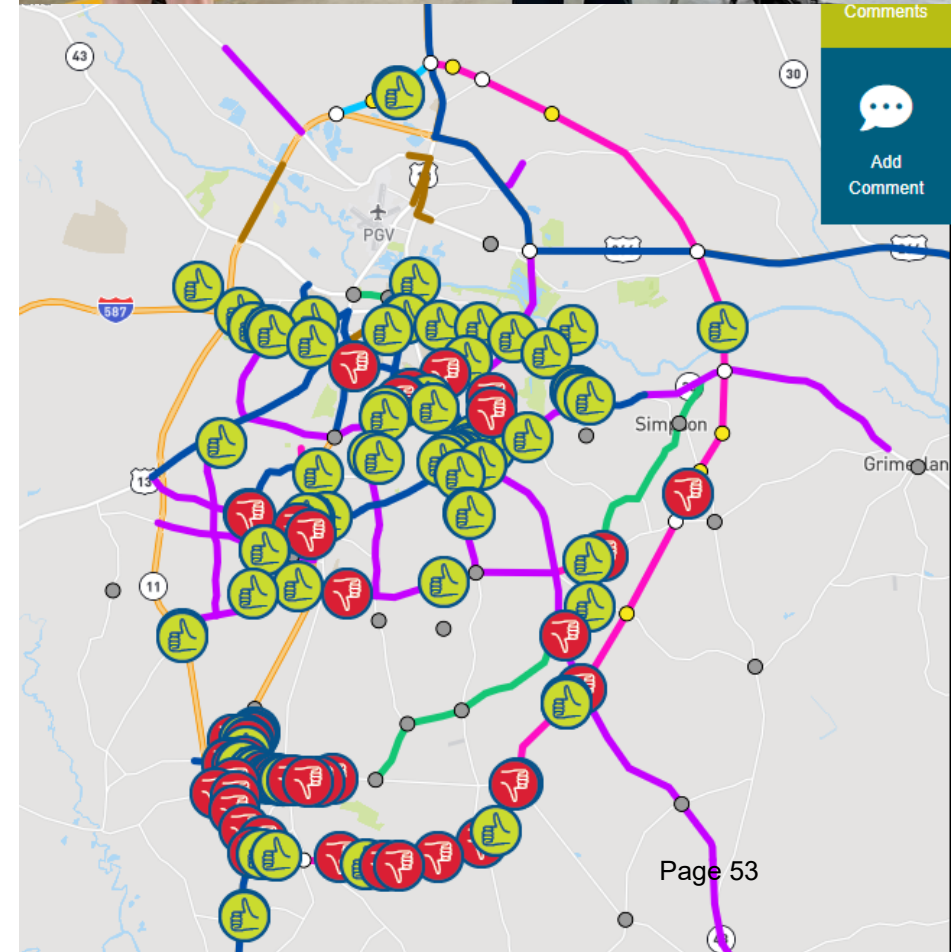
Key Takeaways:

- Expanding multimodal transportation networks.
- Improving safety for all transportation users.
- Strengthening resiliency to local environmental issues.
- Improving transit's regional connectivity and local connectivity to key employment zones.
- Expanding roadway capacity and alleviating congestion.

Phase 2 Engagement

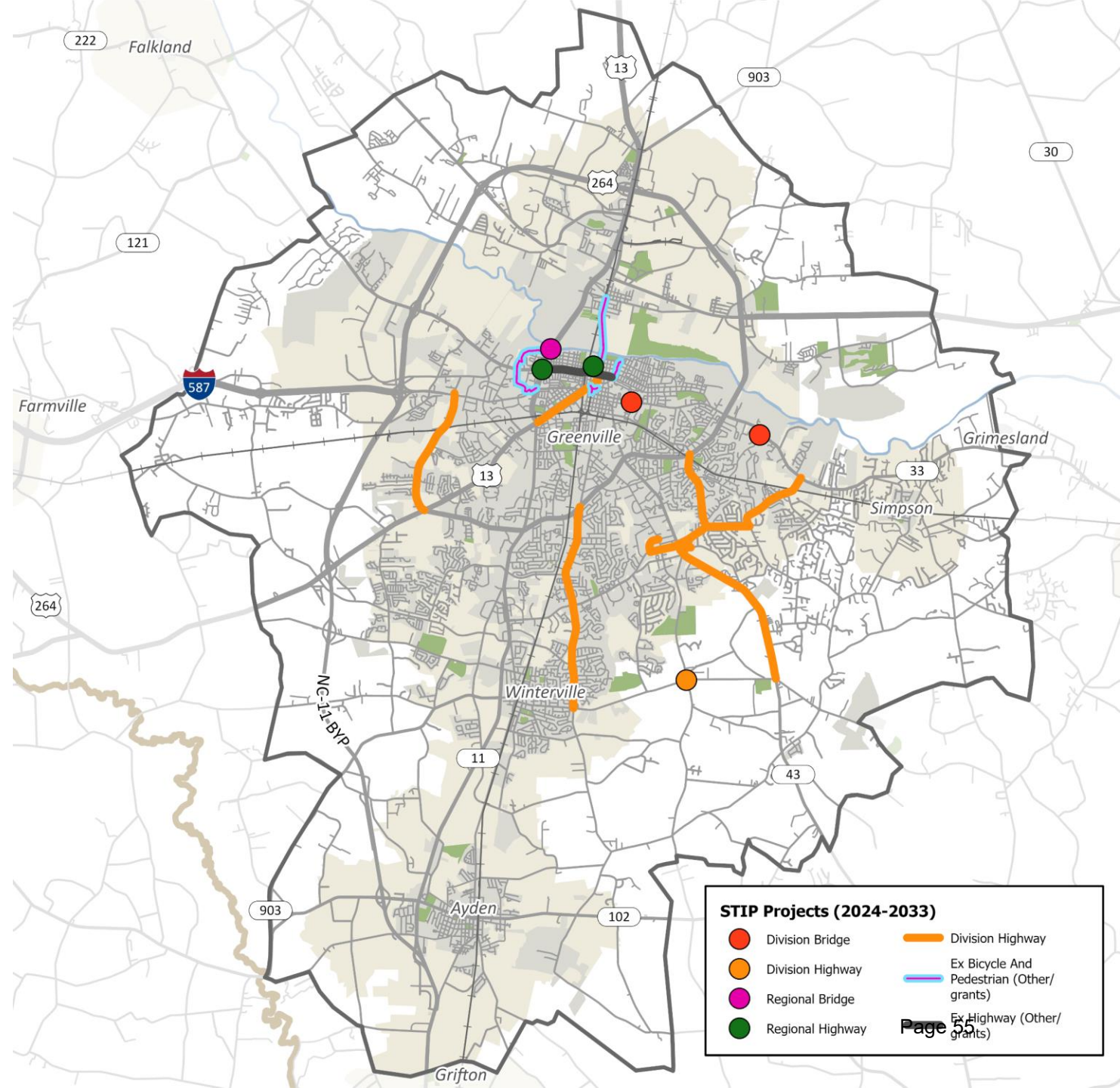
Pop-Up Events at Bites on the Bridge and Leroy James Farmer's Market.

Online Survey live from 5/16 to 6/3 to review roadway recommendations.



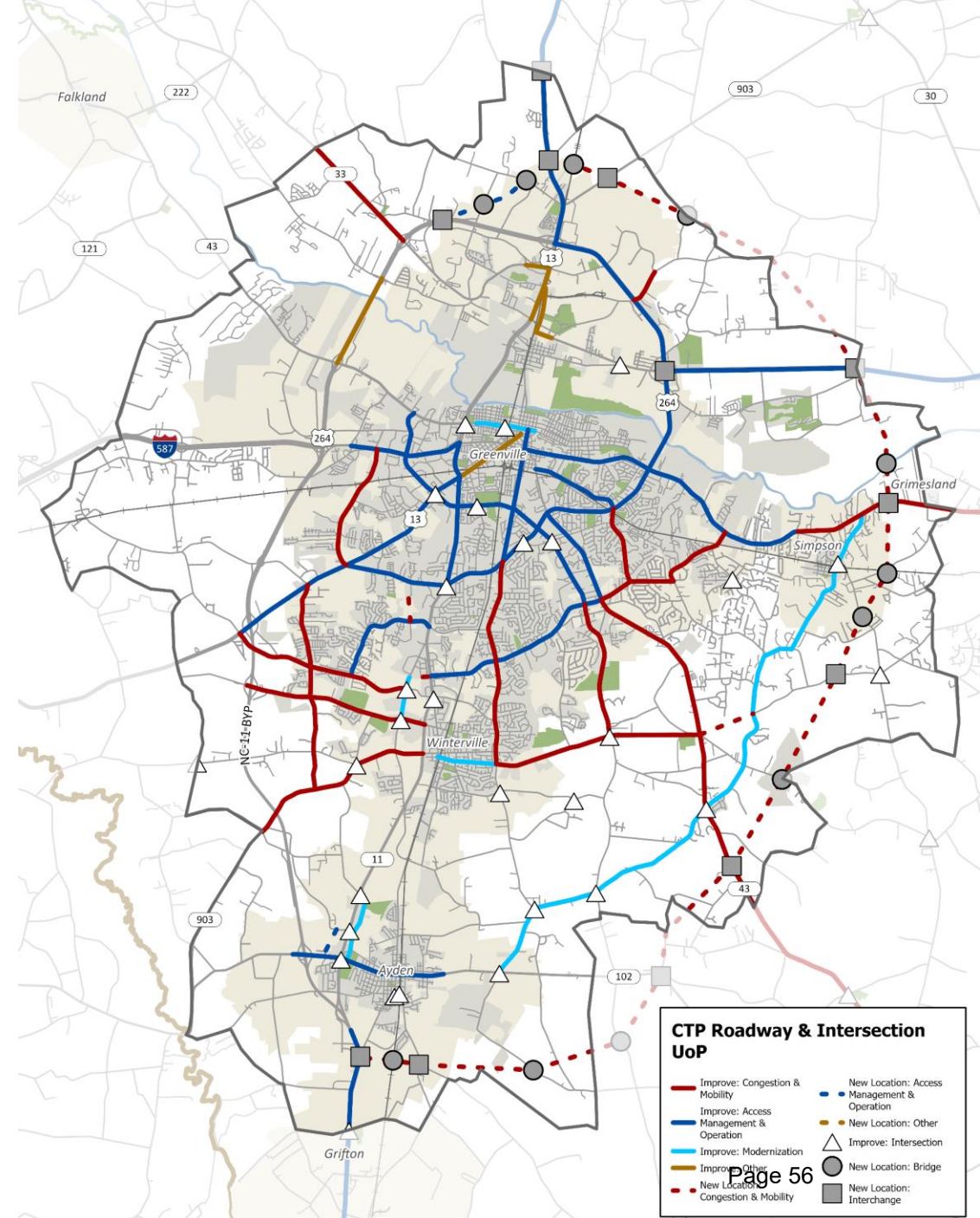
Recommendations

Existing and Committed Projects

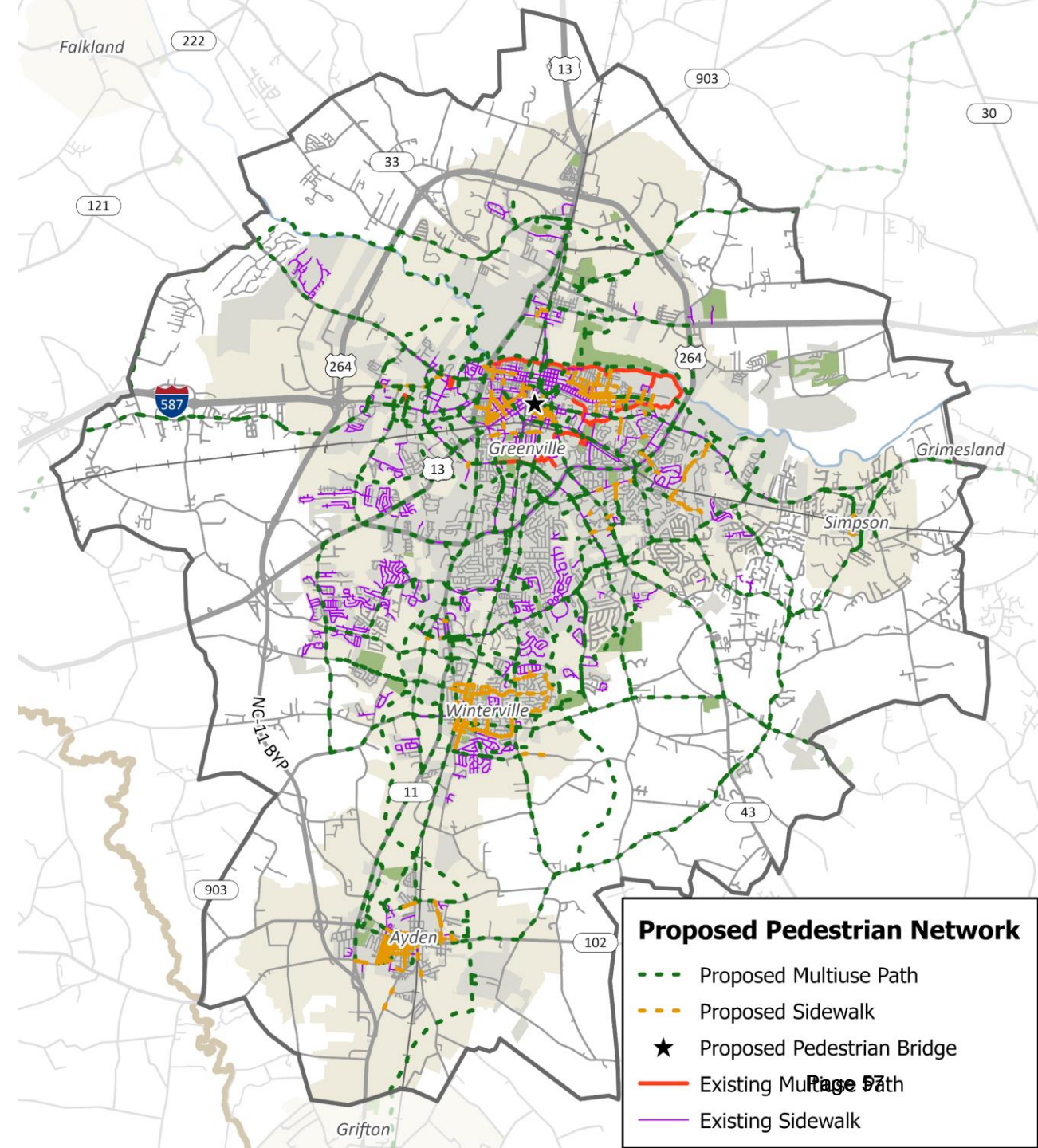


Roadway and Intersection Recommendations

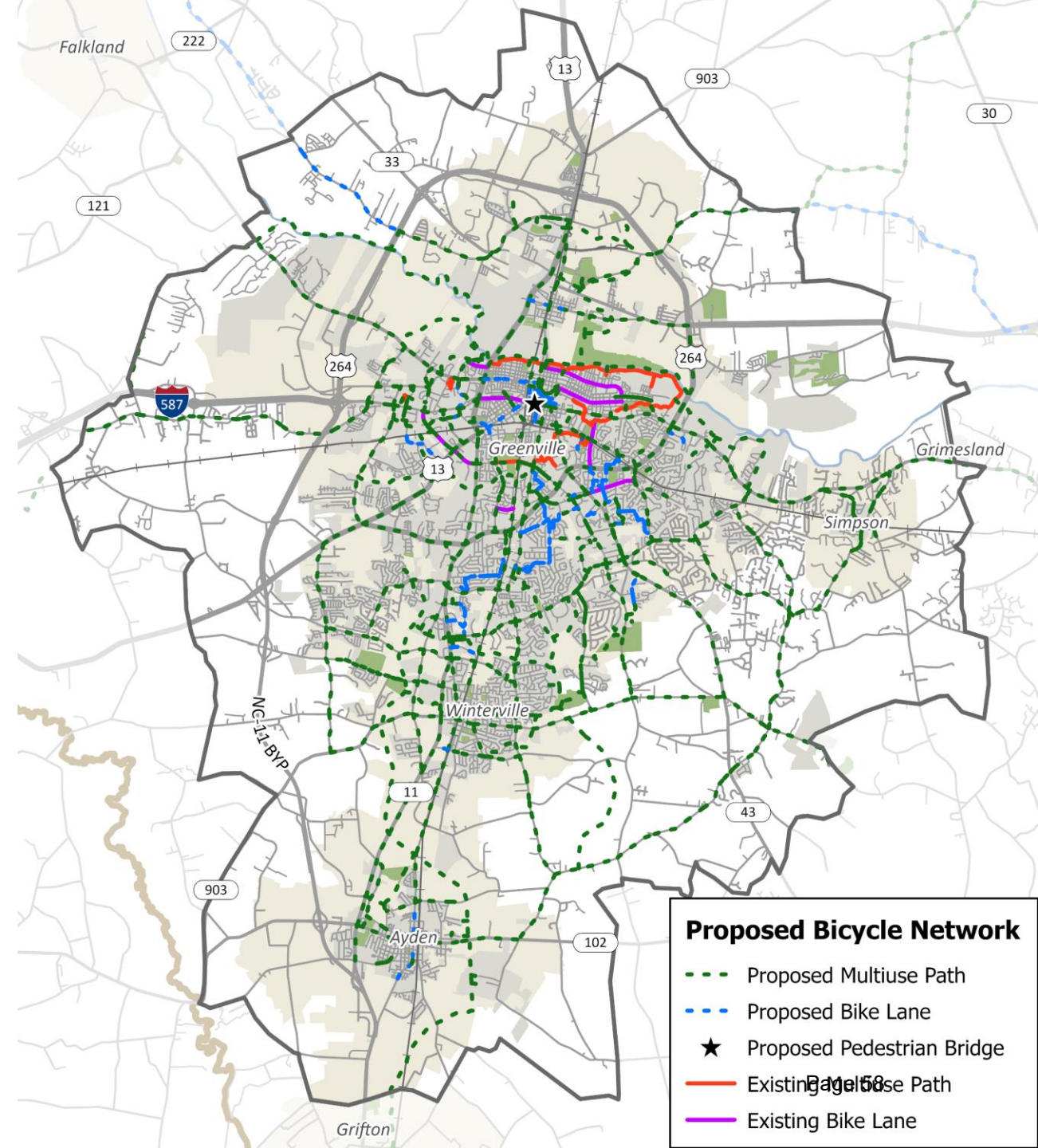
CORRIDORS	 CONGESTION & MOBILITY The addition of at least one lane of travel in each direction, usually to address congestion or safety concerns.	INTERSECTIONS	 INTERSECTION IMPROVEMENTS Locations where multiple intersection improvements will be used. These recommendations will require future study.
	 ACCESS MANAGEMENT & OPERATION Restricting certain turning movements, consolidating driveways, and adding medians to enhance mobility and safety along the corridor.		 NEW BRIDGE Locations where new bridges will be installed. These recommendations will require future study.
	 MODERNIZATION Strategies that enhance existing roadways to meet current transportation needs. May include rehabilitating roads, lane reconfiguration, and curb and gutter enhancements.		 NEW INTERCHANGE Locations where new interchanges will be installed. These recommendations will require future study.
	 OTHER IMPROVEMENTS Strategies to improve safety and flood resiliency. May include elevating roads, improving drainage systems, or adding traffic calming measures.		



Bicycle and Pedestrian Recommendations



Bicycle and Pedestrian Recommendations



Proposed Bicycle Network





























































- Proposed Multiuse Path
- Proposed Bike Lane
- Proposed Pedestrian Bridge
- Existing Multiuse Path
- Existing Bike Lane

Prioritization and Financial Constraint

Greenville 2050 MTP Scoring Criteria

Criteria	Purpose	Metric
Freight	Identify existing key freight movements	Truck Volumes, Truck Percentage
Safety	Measure existing high frequency and high severity crash locations Measure of locations with high bicycle & pedestrian crashes	Crash Frequency, Equivalent Property Damage Only, Severity Index, Bicycle and pedestrian Crash Data
Congestion	Measure existing and anticipated mobility	Volume-to-Capacity Ratio
Benefit-Cost	Measure the expected benefits of the project with respect to its cost over a 10-year period	Delay savings over 10 years divided by the project cost estimate
Economic Comp.	Support a positive economic climate with a transportation system that makes it easier to move people and freight	Major employers, designated smart growth areas, designated revitalization areas
Lane Width	Measure the existing lane width versus the DOT design standard	Existing Lane Width
Shoulder Width	Measure the existing shoulder width versus the DOT design standard	Existing Shoulder Width
Pavement Condition	Measure the existing pavement condition along the project	NCDOT Statewide Pavement Condition Survey
Accessibility/Connectivity	Enhance access to jobs, schools, and social services in rural and marginalized areas	Health Risk Assessment, Transportation Disadvantage Index, connection to employment opportunities, and activity centers
Local Input	Ensure local priorities are identified	Phase 1 and 2 Engagement feedback

Greenville 2050 MTP Scoring Criteria

Criteria	Guiding Principle	Criteria	Guiding Principle
Freight	     	Lane Width	     
Safety	     	Shoulder Width	     
Congestion	     	Pavement Condition	     
Benefit-Cost	     	Accessibility/Connectivity	     
Economic Comp.	     	Local Input	     

Financial Constraint – Why?

- MTPs are required by law to demonstrate “financial constraint”
 - Financial constraint based upon a reasonable expectation of future funds
 - Non-traditional funding sources already in place (e.g. sales tax, bond initiatives) can be continued

Financial Forecast – How?

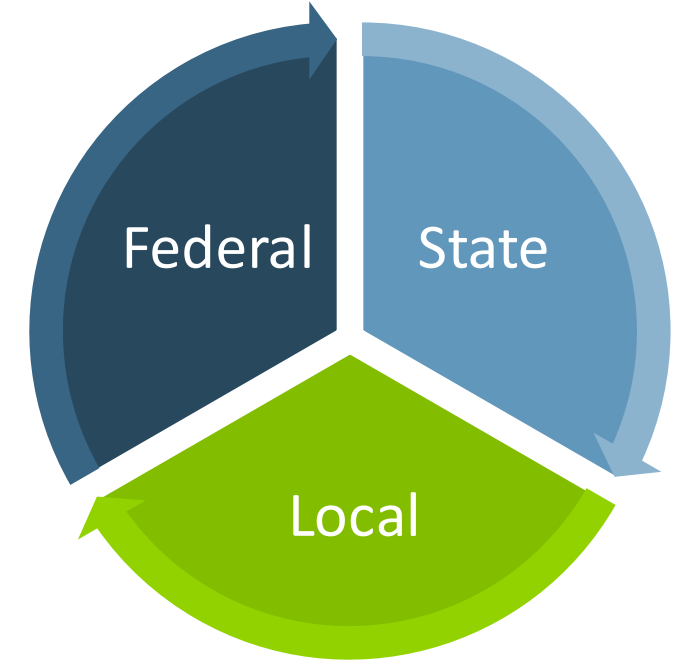
Review Historical Data

Review and Refine Forecasts

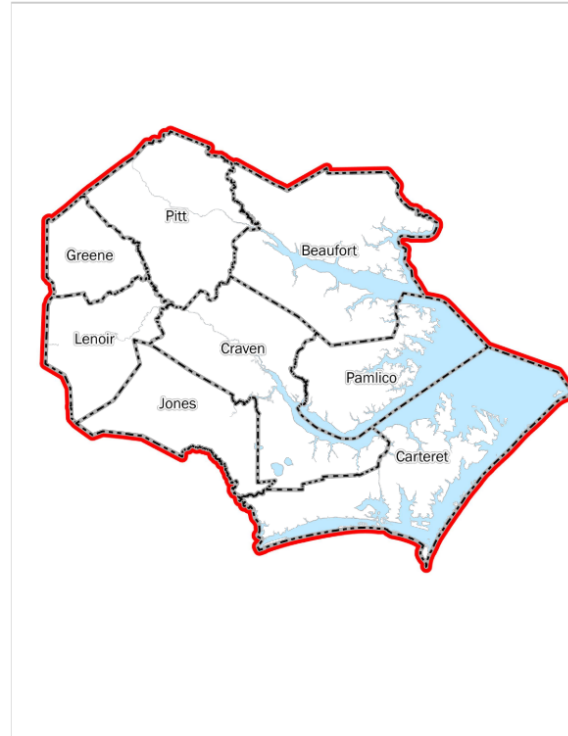
Prioritize and Constrain Projects

Identify Funding Gap

Financial Forecast – What?



Project Name/No. : West 5 th Street Streetscape, Phase 2	Date Revised 1/25/18	
Description:	Next phase of implementing the Center City – West Greenville Revitalization Plan. Project includes realignment of the W. 5 th St./Tyson/14 th Streets intersection for safety and efficiency, minor demolition of existing infrastructure, and installation of amenities to include street and pedestrian level lighting, ornamental vegetation, and public art.	
Funding/Budget:	Center City Revitalization General Obligation Bonds	
	Design	\$144,000.00
	Construction	\$1,950,000.00
Expenditures:	Design	
		\$144,000.00
Project Schedule:	Design Contract Award	
	Final Design	COMPLETE
	Acquisition	June 2018
	Contract Award	September 2018
Project Manager:	Lynn Raynor – COG PWD/Engineering	
Project Status:	Final plans are complete. Project funding for easements, utilities, and construction approved as part of November 2015 bond. Consultant and staff are preparing easement documents for acquisition.	
Adjoining Projects:	None	
Significant Accomplishments for Previous Period:		
Significant Accomplishments Planned for Next Period:	Complete easement documents in preparation for property owner contacts.	
Major Issues, Change Orders, or Scope Changes:		
Overall Status at a Glance	Yes	No
Will the project be completed on Approved Schedule?	X	
Will the project be completed within Approved Budget?	X	
Are Project Issues being addressed successfully?	X	
Explanation of Items Checked "No" above:		
Current Photograph of Project Area or Equipment:		



STATE TRANSPORTATION
IMPROVEMENT PROGRAM

2

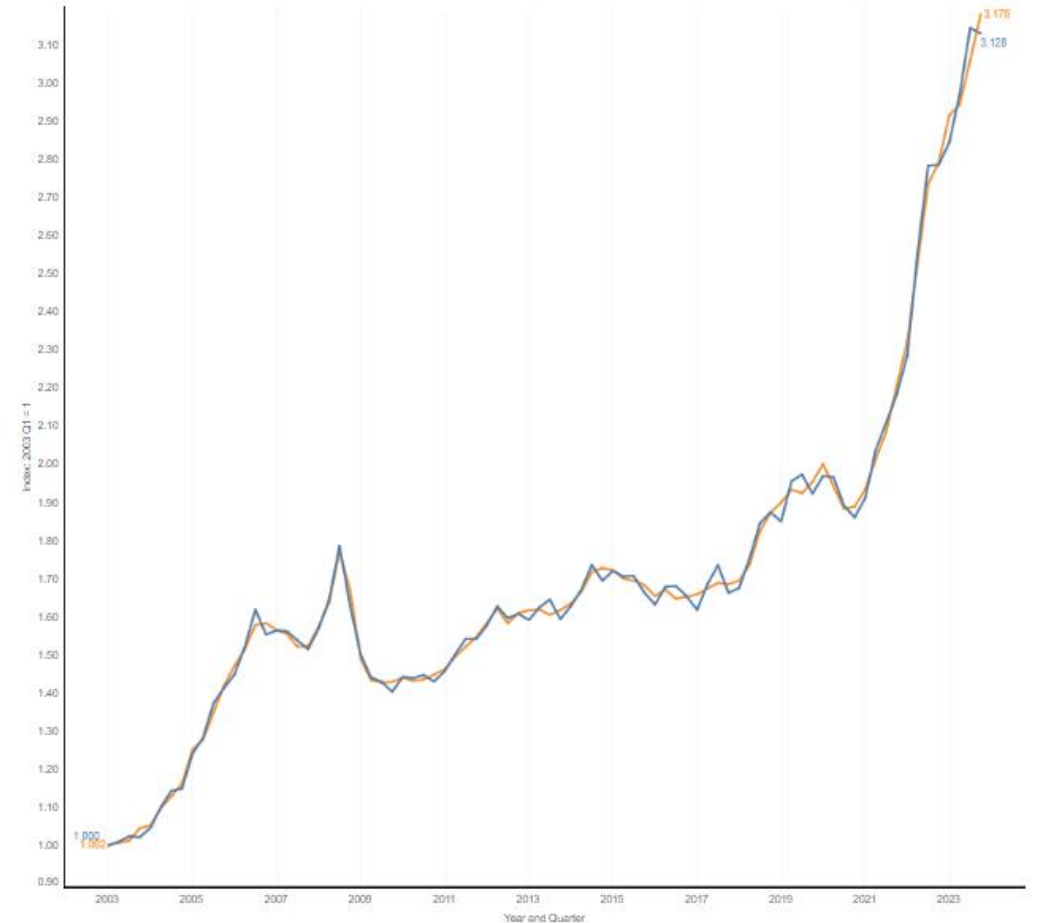
Division 2

- Beaufort
- Carteret
- Craven
- Greene
- Jones
- Lenoir
- Pamlico
- Pitt



Financial Forecast – Caveat

- P7.0 Recent News
 - Region B: -\$32 million
 - Division 2: -\$85 million
 - Cost Estimates – approx. 1.7x higher on average
 - Inflation and construction costs are high



Roadway Capital Revenues

Horizon Band	Anticipated Revenue
2024-2028	\$ 191,285,000
2029-2033	\$ 143,445,000
2034-2040	\$ 253,675,000
2041-2050	\$ 428,719,000
Total	\$ 1,017,124,000

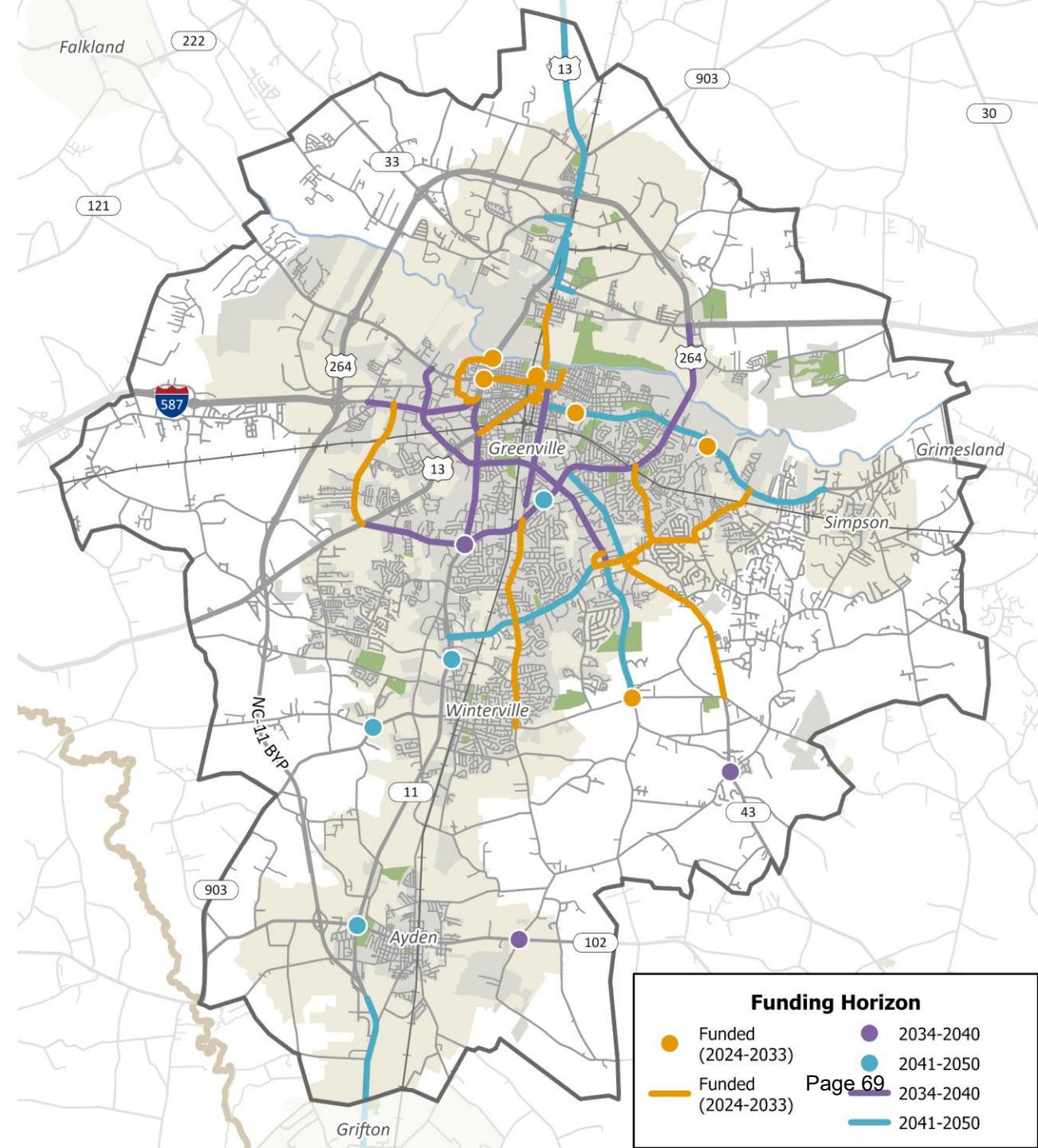
Bicycle and Pedestrian Capital Revenues

Horizon Band	Anticipated Revenue
2024-2028	\$ 4,854,000
2029-2033	\$ 1,154,000
2034-2040	\$ 4,421,600
2041-2050	\$ 7,055,000
Total	\$ 17,484,600

Transit Revenues

Horizon Band	Anticipated Capital Revenue	Anticipated O&M Revenue
2024-2028	\$3,950,816	\$20,511,593
2029-2033	\$3,751,845	\$20,511,593
2034-2040	\$5,840,000	\$31,106,000
2041-2050	\$9,882,000	\$52,632,000
Total	\$23,424,661	\$124,761,186

Financially Constrained Projects



Wrap Up and Next Steps

Public Comment Received (1 of 2)

- One commenter shared support and excitement about the draft plan, as well as their personal experiences as a pedestrian and bicyclist in the City of Greenville. The commenter urged the MPO to continue to “make a big push for the safety and recognition of citizens who make a choice not to rely on their vehicle.”
- This comment warranted no modifications to the MTP.

Public Comment Received (2 of 2)

- One commenter shared disappointment in the plan and expressed that the bicycle element was not bold enough. The commenter was opposed to any projects that widen roadways and felt that the plan fell short of providing a city that is “livable, walkable, and desirable for anyone but car drivers.”
- Updated Trip Purpose, User Types, and E’s of Bicycle Planning to better incorporate feedback.

Next Steps

- Refine Draft Report
- Complete Streets Technical Bulletin
- MTP Amendment

Thank you!

TAC Meeting

July 10, 2024

Public Comment 1

From: David Stanley
Sent: Tuesday, June 18, 2024 2:54 PM
To: Eliud De Jesus
Subject: 2050 Transportation Plan (Feedback)

Congrats on this new proposal! I enjoyed seeing the many ideas to make Greenville more walkable and safer for bikes particularly. The upcoming Greenway expansion onto Moye that I read about recently has me super excited!

I'd like to just give you my perspective as an advanced biker living in the city (at the intersection of Stantonsburg and 5th), and why supporting a biking/walking initiative for the future is so important.

The city has a lot of great stuff happening (or proposed) for pedestrians and cyclists, but it's still wildly dangerous and uncomfortable in many areas due to gaps in the infrastructure or the complete takeover of cars.

I fall into the category of a biker who *has the option to drive, but would rather not*. I have the freedom to select utility or recreation, and the physical capability to ride long distances. With better bike access to the heart of the city, you can absolutely believe I'd be happy to bike longer distances and spend money locally, and put that money into rotation. Hopefully this gives more solid proof on how pedestrian/bike paths can give some ROI. If the paths are there, we will absolutely use them and spend money because of them.

As it stands, I get groceries locally (because I can easily bike to it), and almost anything else I need is usually sourced through Amazon. Not because I don't have access to a car (I do). It's because biking is more fun and I enjoy the challenge. Driving is **never** something I look forward to, even if lanes were added. 9 times out of 10, I hop on the bike to do errands and get my daily exercise/peace of mind.

So many times I've come up against disappearing sidewalks, disappearing bike lanes (that barely seem to be acknowledged by cars anyway) and metal barriers that literally push you off the grass and onto a busy road. I've had cars pass within inches of my elbow as if I wasn't even there.

Bike lanes are a fine idea, but the margin of driver error that puts me into the hospital (or a grave) is very tiny. They are better than no bike lane at all, but personally I'm terrified of drivers being antagonistic or

just not paying attention. I love the proposed bike paths, something that provides a physical separation from cars. Speak to most bikers in this city and I think you'll hear the same.

As a result, I largely ride my bike on the sidewalk. Sidewalks aren't really meant for bikes, but since Greenville isn't very walkable yet, I usually don't see many pedestrians, and I have to put my own safety first.

Thanks for reading, and I hope you'll continue to make a big push for the safety and recognition of citizens who make a choice not to rely on their vehicle. Greenville is beautiful; let's slow down and actually see it.

David Stanley

Illustration / Animation / Concept Art

[Portfolio](#)

Public Comment 2

From: Nehemiah Williams
Sent: Tuesday, June 18, 2024 12:18 PM
To: Eliud De Jesus
Subject: Feedback for Greenville's 2050 Update Metro Transport Plan
Attachments: 2050 MTP Feedback - Nehemiah Williams .pdf

Good afternoon, Eluid,

I'm a resident of Ayden within the Greenville Urban Area. I've attached my feedback as a pdf to this email. Thank you for the opportunity to submit my thoughts to the engineering team.

Yours respectfully,

Nehemiah Williams
Ayden, NC

Greenville Urban Area 2050 Metropolitan Transportation Plan (MTP)

Resident Feedback

Nehemiah Williams

Ayden, NC

Introduction

While the *Draft 2050 MTP* has excellent information and seems to accurately reflect community needs and desires, the solutions proposed in many areas will fail to meet the stated objectives. The primary solution to congestion and safety in the Greenville Urban Area (GUA) is to widen already congested roads or “enhance” them to be more like highways. In contrast, while bike and pedestrian infrastructure is a top priority for the public, it is treated with the scrutiny of a risky investment to be used by lower income or driving-restricted people. Finally, any mention of micro mobility is mentioned in terms of “private investment,” completely disconnecting it from public development and the infrastructure it would use: bike networks. This Draft Plan is full of good data and shiny maps, but shows no forward thinking or real synthesis with respect to creating a city that’s livable, walkable, and desirable for anyone but car drivers. At the end of this document, I will list some recommendations that tie everything together.

“Improving” Congestion

Many of the roads in the GUA are congested and are predicted to grow more so over the next 25 years. This is accurate and virtually all residents of the GUA would agree that the primary arterial roads are unpleasant to use at best. The proposed solutions to address this congestion are primarily, in plain English, to:

1. Widen the roads (page 44 - “Congestion & Mobility”), and
2. Make the roads more like highways (page 44 - “Access Management & Operation”)

These will not improve congestion.

First, roughly half of the roads in this study are proposed to be widened. This is to address “congestion or safety concerns.” How does widening a road make it safer? Safer for whom? I’m not a traffic engineer, but I am college educated and have the ability to research; it took me less than a minute to find mountains of research that show the opposite is true, especially for

pedestrians. Isn't safety one of the public's top priorities? Even if widening a congested road makes it marginally safer for cars (it doesn't), it makes it all the more less safe for pedestrians and cyclists. Consider the section of Greenville Blvd from Memorial to Charles, one of the most congested sections of road in the city. It goes from a 5 lane undivided highway on the Memorial side, to an 8 lane divided road at Evans, back to a 5 lane undivided highway at Charles. Have a go at crossing Greenville Blvd at Evans on foot: you'd have to cross almost a football field in length with no sidewalk or crosswalk, not to mention Evans at this intersection is also a 6 lane road. If widening was supposed to relieve congestion and make it safer, who would honestly say that the various widening projects on these roads over the years have actually met that goal? From the proposed plan, it looks like we're aiming to make Old Tar a copy of Greenville Blvd.

Widening roads doesn't make them safer, but let's talk now about congestion. Widening roads doesn't relieve congestion in the long term. Again, there's mountains of research that indicate that widening roads causes an induction of trips over time that wouldn't have been there otherwise. A widened road *would* relieve congestion if and only if the amount of trips *remained statistically constant*. The reality is the opposite, as we've seen with Greenville Blvd and others, that a newly widened road attracts traffic from other areas and after a year or two will be as congested (if not more so) as before. The real end result of widening the roads is more cars and more distance for pedestrians to cross. This fails to address both goals of congestion relief and safety. A more honest goal would be to "increase vehicular throughput" instead of "relieve congestion & safety."

The solution for the other half of roads in the city are proposed by the Plan to "restrict turns & add medians" to "enhance mobility & safety." Again, mobility and safety for whom? The clear answer is enhanced mobility for cars. My question: does this include a reduction in speed limits on these corridors? If not, this plan is encouraging more car trips at faster speeds by making the roads more "mobile", flying in the face against the goal for safety. Not only does this make cars less safe, it makes pedestrians and cyclists orders of magnitude less safe, especially considering that the majority of these roads have minimal sidewalks & cycle infrastructure. This Plan ultimately reflects an old-fashioned and debunked approach to improving transportation, will fail in its goal, and practically ignores the needs and desires of the public.

Multimodal Transport - an afterthought

Consider the great cities that tourists flock to around the world: Montreal, Paris, London, Rome, Barcelona, Tokyo, Beijing, Amsterdam, Washington, New York, Chicago, Charleston, Savannah...one of the key things that make these cities desirable is their human-scale development and freedom to not need a car. Before any protest that these are “huge cities,” consider that the majority of these places have mid-dense / suburban neighborhoods like anywhere else, but have an entirely different character in how you get around it. There’s a wealth of bus lines with high frequency, light rail on some occasions, an abundance of protected bike infrastructure, complete streets, and pedestrian networks, with roads maintaining a modest size and use. These places prioritize humans, not cars. Furthermore, there’s a wealth of neighborhoods and areas in US cities from coast to coast that have a transportation network like these that are used and cherished. This Plan seems to address Multimodal transport as an afterthought, perhaps even begrudgingly so. I will just address the proposals for cycling.

The Plan recommends appropriate solutions for building the bike network, except for shared on-street lanes. This is not an appropriate solution when added into the mix of wider and faster roads; very few people would bike an 8 lane road moving at 50mph when our traffic fatalities are unnecessarily high already. Nevertheless, I’m more concerned with the seemingly dismissive tone taken towards the bike network. Hear me out.

Yes, this Plan addresses and recommends improvements in bike infrastructure. This is not something that should be applauded, especially given the years of community feedback locally and nationwide towards a better way of transport. It's the bare minimum to include a section on bikes. Aside from this, my first issue is the reductive classification of User Types (page 58). The Plan identifies two types of bicycle users:

1. Utilitarian - People without access to or the ability to operate a vehicle who take non-discretionary trips to work, school, the grocery store, or home.
2. Recreational - People who want an active, healthy lifestyle regardless of their access to a vehicle.

To summarize the types of bike users this Plan envisions, they are: the disabled, people without a license (children or convicts), people who can't afford a car, or some people interested in exercise. This is wildly reductive, represents only a portion of our population, and is possibly, unintentionally, discriminatory. It assumes that people who aren't part of these groups will not choose to cycle. There are plenty of people that would cycle to work or school if it was safe and feasible to do so, but it's not. I used to live near Arlington in the heart of the city; I'm an advanced cyclist and there were many sections of my commute that made me nervous for my safety. Furthermore, every cyclist can tell stories of disrespectful and retaliatory treatment from drivers while using the road. I didn't ride for exercise and I had a car, and there are many like me.

This Plan identifies that a high priority of the public wants a good bike network, yet doesn't realize that many of the respondents don't fall into the two users defined by this Plan. This Plan doesn't acknowledge that a third user could (and does exist); people who would rather not use a car, people who have non-discretionary trips but want the freedom to choose. Cars are ridiculously expensive, dangerous, and cause noise and air pollution. Some people want the freedom to choose how they get around, and the GUA doesn't give that freedom. There is only one feasible choice; drive a car. As a result, this Plan ultimately focuses (and will work towards if no true and meaningful change is made) on increasing car throughput. This Plan doesn't even consider for a sentence that a solution to congestion could be to get people *out of cars*, especially the ones that *don't want to drive a car*. Bike networks are the true "build it and they will come". In fact, the same can be said about induced demand for bike networks: if there was a protected multi use path from Pitt Community College to ECU, it would be used constantly by cyclists and pedestrians alike.

Have a look around Greenville; there are plenty of people attempting to cycle on dangerous roads. To conclude that bike networks are a low priority because of low ridership when, (1) the public wants it, but (2) it's unsafe and infeasible to do so is a lapse of critical analysis. That would be like saying, "People don't like Rolls Royce's because very few people drive them." People don't drive them because the environment doesn't promote that activity (in this case, the cost is too high). For our bike network, the safety and convenience cost is too high to choose to

cycle over driving, and therefore we are not truly free to do so. Instead the majority of people are forced to pay a high fiscal cost to get around, while increasing the safety and convenience cost of people who still choose to cycle or walk.

I want to be clear that rethinking and truly prioritizing the bike network doesn't mean forcing people not to drive. On the contrary, every model city of bike and pedestrian infrastructure still has cars. The key is building a city that promotes freedom, in this case, freedom of movement. The wonderful thing about prioritizing safe and widespread bike/ped infrastructure is there are virtually no negative knock-on effects, only positive. Once people begin to use these systems, more people will use them. This will mean less car trips, and overtime will relieve congestion. It will be easier and more accessible for those that do want to cycle or walk for health reasons. It will also encourage a more equitable city for everyone, regardless of their personal ability or inability to drive a car. Furthermore, the more conscious people are of alternatives to driving, and with increasing space on the road, the more people would choose to ride the GREAT system (if, of course, the frequency was higher...another topic).

Next, I want to address the E's of Bicycle Planning. I looked up this in other sources and noticed that this Plan added an "Economic" section. Why is this included? Is the same scrutiny given to widening Old Tar? What return on investment does widening that road give to the community? Where is the increased tax revenue from a widened road? I understand that the prevailing balance book practice for a city is to include a road as an asset; how is a widened road, especially given the effects listed previously, an asset? It increases congestion, decreases safety, and requires even more city budget allocation to maintain than before. I find it fascinating that the Plan is concerned with "return on investment" when the costs for just maintaining the roads we have are orders of magnitude greater than any bike infrastructure. Was not one section of users defined in this Plan as disabled, young, restricted, or poor? Where is the possible return on investment from that group of disadvantaged people? "Return on investment" seems to be a bad faith criterion for building the bike network. And yet, there *are* tangible returns on building out this infrastructure, but only if they're actually built, safe, continuous, easy to access, and walking hand in hand with amenities and better land zoning. Using the term "return on investment" to

deprioritize the bike network seems to be a disappointing attempt to avoid implementing it altogether. In fact, the more I read it, I have comments on each point:

1. Economics - already mentioned
2. Education - most people know how to ride a bike, it's the network that's unsafe
3. Encouragement - build it and people will use it
4. Enforcement - build protected multi use paths.
5. Engineering - virtually no cyclist wants on-road facilities
6. Equity - the identified users are not comprehensive
7. Evaluation - good, but really it will always be about making them safer to use

Micro-mobility is Multimodal

My final thought is the comment on micro-mobility on page 64. It seems like the Plan has a poor grasp of the real nature of micro-mobility. E-scooters and e-bikes are of the same class and scale as the bike / ped network described earlier, with similar speeds to standard cycling. They're just another tool in the multimodal transport network, not a separate entity relegated to the private sector. They're not on the horizon, they're here. I know people with electric scooters and Aventon e-bikes that hesitate to use them for the reasons above. It seems that this Plan does not take a holistic synthesis of creating a diverse, rich, and freeing transportation system for the GUA.

Recommendations

Please do not take this feedback as accusatory or attacking; I've been told my writing style can be a bit edged. My aim was purely to address the arguments and statements in the Plan. I'm passionate about living in a place that's welcoming and freeing, like the many cities around the world, and would love to be proud to invite people to visit here. Unfortunately, I'm not at that point yet. Yet still there are certainly the stirrings of some good planning and building (like the Greenway) that show what could be if we really dug down and committed to it. All this being said, here are my recommendations:

1. Don't widen the roads; instead, coordinate the stop lights and redesign to encourage alternative methods of transport.
2. Don't make the roads faster; make them safer for people, bikes, and cars.
3. Redesign roads to promote human scale movement and development
4. Make a bold decision to prioritize bike / ped infrastructure and build it as soon as possible.
5. Consider increasing bus service to allow for 5-10 min frequency per stop. Build it and we'll use it.
6. Look into Strong Towns, an organization committed to encouraging resilient and thriving cities through better planning and transportation.

RESOLUTION NO. 2024-11-GUAMPO
ADOPTION OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)

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 Greenville Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

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

WHEREAS, the Technical Coordinating Committee and Transportation Advisory Committee for the Urban Area have prepared a Metropolitan Transportation Plan for the Urbanized area with input from elected & appointed officials, stakeholder & advocacy groups and the general public; and

WHEREAS, the Greenville Urban Area MTP has at least a 20 year horizon and is fiscally constrained as required by 23 CFR Part 450.322; and

WHEREAS, a 30-day public comment period for the 2050 Metropolitan Transportation Plan was conducted, in accordance with the MPO's adopted Public Involvement Policy; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization Transportation Advisory Committee has reviewed the 2050 Metropolitan Transportation Plan and adopts it as the official long-range transportation plan Greenville Metropolitan Planning Organization's planning area;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby adopts the Greenville Urban Area Metropolitan Planning Organization's 2050 Metropolitan Transportation Plan.

Today, July 10, 2024.

Chairman
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 7a

Transportation Advisory Committee

No Action Required

July 10, 2024

TO: Transportation Advisory Committee
FROM: Jeffery Rashko, Planner I and Eliud De Jesus, Transportation Planner
SUBJECT: SPOT P7.0 Review of Division Needs Project Scoring

Purpose: Review and discuss the Division Needs Projects with the Metropolitan Planning Area.

Discussion: With the assignment of the Regional Impact Local Input Points, the projects will be analyzed and re-scored. After which, the highest scoring projects will be selected for funding at this level. For Region B, the region that GUAMPO is in, the total available funding is -\$32M, meaning that the following will happen within our region:

- No new projects from P7.0 will be funded
- Committed projects will be delayed, some of which may be de-committed

Projects not selected for Regional Impact funding will cascade down to the Division Level, making them eligible for the assignment of Division Needs Local Input Points. For the Division Needs, the list of projects includes all project modes. This means that projects like Bicycle/Pedestrian and Transit are eligible for Local Input Points. Division project scores are 50% based on NCDOT's quantitative scoring and 50% based on local input (25% MPO and 25% NCDOT Division 2).

In terms of Division funding, there is -\$85M in currently available funding. This means that the same restrictions that apply to the Regional Impact level will also apply to the Division Needs Level. Regardless, the process of reviewing projects and assigning local input points will result in scoring which can be used to develop projects for the next prioritization cycle.

Action Needed: No Action Required.

Attachments: *Division Needs Project Scoring.*

Greenville Urban Area MPO P7 Division Scoring

Legend	Highway	Bicycle & Pedestrian	Rail	Transit				
SPOTID	Mode	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Score (Out of 50)
B170652	Bicycle & Pedestrian	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 proposed South Tar River Greenway near the Sunchase Apartments to US 13.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 8,263,748	40.83
B231816	Bicycle & Pedestrian	Green Mill Run Greenway Extension and Connections	10Th Street	Allen Road	Design and construct greenway extension and multiple connections to the existing greenway network. Add crossing treatments for share use paths at the intersecting corridors.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 11,760,800	40.53
B192970	Bicycle & Pedestrian	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.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 6,506,000	40.45
B231814	Bicycle & Pedestrian	Tar River Greenway to GTAC Connector	Greenville Transportation Center	South Tar River Greenway	Construct and design share use path and crossing improvements. To connect Greenville Transportation Center, Third Street Community Center, ECU, Uptown, multiple residential areas to the greenway network.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 1,704,000	39.80
T192704	Transit	GREAT Fleet Facility Expansion	Greenville Public Works, GK Butterfield Transportation Center, GREAT routes/service area.	N/A	Add 2 bus bays at the Public Works Department.	9 - Facility - Maintenance	\$ 1,500,000	39.37
H192832	Highway	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 or mobility hubs along the corridor shall be considered where appropriate.	11 - Access Management	\$ 215,900,000	39.35
B231807	Bicycle & Pedestrian	Green Mill Run Phase 3	Arlington Boulevard	Allen Road	Design and construct greenway along Green Mill Run Creek connecting to the proposed Allen Road sidewalks and bicycle lanes to Green Mill Run Greenway and Arlington Boulevard	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 7,396,800	38.76
H170442	Highway	SR 1200 (Stantonsburg Road)	SR 1204 (Bs Barbeque Road)	NC 11 (Memorial Drive)	Construct medians with specified turn lanes. Add sidewalks and protected bike lanes on each side. Add bus stop improvements: bus stops, pull out bays, bus shelters and or mobility hubs	11 - Access Management	\$ 38,200,000	38.71

Legend	Highway	Bicycle & Pedestrian	Rail	Transit				
SPOTID	Mode	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Score (Out of 50)
B172401	Bicycle & Pedestrian	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).	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 5,826,876	38.03
H170385	Highway	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. Add bus stop improvements: Bus stop pull out bays, bus shelters and or mobility hubs.	11 - Access Management	\$ 46,700,000	37.83
H231799	Highway	NC 33 (10th Street)	US 264 Alt (Greenville Boulevard)	Oxford Road	Construct medians curb & gutter and sidewalks on each side (where not currently located) and protected bike lanes or sidepaths.	11 - Access Management	\$ 20,600,000	37.69
H193268	Highway	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.	11 - Access Management	\$ 248,500,000	36.95
H193289	Highway	NC 11 (Memorial Drive)	NC 43 (5th 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, benches, and or mobility hubs along corridor shall be considered where appropriate. Add pedestrian crossing improvements.	11 - Access Management	\$ 138,200,000	36.84
B192510	Bicycle & Pedestrian	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.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 11,427,400	36.06
T192730	Transit	GREAT Bus Stops Improvements	Bus stops along Greenville Area Transit fixed routes.	N/A	Placement of 10 additional shelters on GREAT transit bus routes.	6 - Facility - Stop/Shelter	\$ 180,000	35.21

Legend	Highway	Bicycle & Pedestrian	Rail	Transit				
SPOTID	Mode	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Score (Out of 50)
H184139	Highway	NC 11 (Memorial Drive), SR 1149 (Mill Street)	SR 1149 (Mill Street), SR 1130 (Vernon White Road), SR 1127 (Davenport Farm Road)	N/A	Improve intersection per NCDOT Congestion Management's conceptual design through Pre-submittal process. Re-configure intersection appropriately. Add sidewalks and crossing improvements for cyclists and pedestrians.	10 - Improve Intersection	\$ 6,500,000	34.74
B231812	Bicycle & Pedestrian	South Tar River Greenway Phase 2	South Tar River Greenway	Port Terminal Boat Access	Design and Construct the South Tar River Greenway Phase 2 from existing Green Mill/South Tar Connector Greenway to Port Terminal Boat Access including 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, and Sunchase Apartments.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 5,149,200	34.09
H170383	Highway	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. Add bus stop improvements: bus pullout bays and bus stops and or mobility hubs. Multimodal facilities should extend south of Red Banks Rd. (SR1155) to connect up to project U-2817.	11 - Access Management	\$ 33,000,000	33.82
R192953	Rail	CSX AA Line	SR 1323 (Arlington Blvd) in Greenville	N/A	Improve existing at-grade rail crossing on Arlington Blvd (Crossing # 642 719W) with adequate Concrete Panels/Tubs for high vehicle and truck traffic in Greenville, NC.	3 - Highway-rail crossing improvement (point)	\$ 171,860	33.61
H193256	Highway	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.	11 - Access Management	\$ 174,400,000	33.50
R192945	Rail	CSX AA Line	SR 1708 (Firetower Rd) in Greenville	N/A	Construct grade separation at SR 1708 (Firetower Rd) and closure of existing at-grade crossing (Crossing # 641 620H) in Greenville (Pitt County).	3 - Highway-rail crossing improvement (point)	\$ 27,600,000	33.42
R192958	Rail	CSX AA Line	5th St (near Elizabeth St) in Greenville	N/A	Improve existing at-grade rail crossing on 5th St (Crossing # 641 609H) with adequate Concrete Panels/Tubs for high vehicle and pedestrian traffic in Greenville, NC.	3 - Highway-rail crossing improvement (point)	\$ 100,120	32.95

Legend	Highway	Bicycle & Pedestrian	Rail	Transit				
SPOTID	Mode	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Score (Out of 50)
H170414	Highway	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	SR 1726 (Bells Fork Road)	Construct medians sidewalk protected bikelanes. Add bus stop improvements: bus stops, pull out bays, bus shelters and or mobility hubs. Stormwater management improvements.	11 - Access Management	\$ 46,100,000	32.48
H193278	Highway	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.	11 - Access Management	\$ 131,200,000	31.93
R192744	Rail	CSX AA Line	Near the intersection of 14th and Beatty Street, Greenville	N/A	Construct grade separation of Fourteenth Street and closure of existing at-grade crossing (Crossing # 641 614E) near Beatty Street in Greenville.	3 - Highway-rail crossing improvement (point)	\$ 28,900,000	31.27
H231653	Highway	NC 33 (East 10th Street)	Oxford Road	SR 1755 (Blackjack-Simpson Road)	Upgrade the access management along the corridor.	24 - Implement Road Diet to Improve Safety	\$ 24,100,000	29.64
H193293	Highway	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.	11 - Access Management	\$ 53,600,000	28.88
H193217	Highway	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.	11 - Access Management	\$ 50,100,000	28.68
H231157	Highway	SR 1128	SR 1131	N/A	Construct Roundabout	10 - Improve Intersection	\$ 6,100,000	28.49
H231801	Highway	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	Red Banks Road	Construct medians sidewalk protected bikelanes or sidepaths, bus pull out bays and stormwater improvements.	11 - Access Management	\$ 15,700,000	28.14
H231279	Highway	US 13 (Dickinson Avenue)	NC 11 (South Memorial Drive)	US 11 (Southwest Bypass)	Construct medians, TWLTL's, RCI's, and Bus Bays to Improve congestion along the corridor.	1 - Widen Existing Roadway	\$ 118,400,000	26.55

Legend	Highway	Bicycle & Pedestrian	Rail	Transit				
SPOTID	Mode	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Score (Out of 50)
H192966	Highway	NC 43	Worthington Road	NC 102	Widen roadway to 4-lane divided with 46 depressed median and paved shoulders. Bus stop improvements including shelters and benches or mobility hubs along the corridor shall be considered where appropriate.	1 - Widen Existing Roadway	\$ 239,900,000	25.62
H184172	Highway	NC 903, SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	NC 903, SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	N/A	Construct a single lane roundabout at a three way intersection.	10 - Improve Intersection	\$ 4,700,000	25.03
B231809	Bicycle & Pedestrian	North South Greenway	Evans Street	Fork Swamp River Greenway	Greenway Connection adjoining neighborhoods and major corridors. Connecting Greenville and Winterville's proposed Fork Swamp Greenway.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 5,171,000	24.62
H193290	Highway	US 264	SR 1200 (Stantonsburg Road)	US 13, NC 11	Upgrade roadway to interstate standards.	17 - Upgrade Freeway to Interstate Standards	\$ 78,300,000	24.17
B192984	Bicycle & Pedestrian	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.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 376,000	23.99
H142101	Highway	US 264, US 264 Bypass (Greenville Blvd NE)	NC 11 / US 13 (N Memorial Dr) in Pitt County	SR-1410 (VOA Rd) in Beaufort County	Upgrade roadway to limited control-of-access with service roads.	2 - Upgrade Arterial to Freeway/Expressway	\$ 516,700,000	23.29
H170366	Highway	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 and crossing options	1 - Widen Existing Roadway	\$ 122,300,000	23.18
H231797	Highway	SR 1725 (County Home Road))	SR 1708 (Fire Tower Road)	SR 1711 (Worthington Road)	Road Widening/ Access Control improvements along the corridor.	1 - Widen Existing Roadway	\$ 73,900,000	22.57
B193294	Bicycle & Pedestrian	SR 1149 (Mill St) Complete	SR 1133 (Main St)	Memorial 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.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 934,800	22.49
B231808	Bicycle & Pedestrian	Windsor Connector	County Home Road	Squire Drive	Design and construct greenway to connect communities with schools, parks and other amenities.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 1,209,400	22.36
H231280	Highway	SR 1711 (Worthington Road)	SR 1700 (Old Tar Road)	NC 43	Construct medians with TWLTL, Improve Access management at the intersection with County Home Road.	11 - Access Management	\$ 80,400,000	22.10

Legend	Highway	Bicycle & Pedestrian	Rail	Transit				
SPOTID	Mode	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Score (Out of 50)
B231813	Bicycle & Pedestrian	Fork Swamp Canal Greenway and Cooper Complete Street	Old Tar Road	South Railroad Street	Design and construct greenway along Fork Swamp Canal connecting to the proposed Worthington Rd sidewalk and Vernon White Rd. North terminus to connect to Old Tar Road programmed bike lanes and sidewalks. Construct continuous sidewalk along both sides of the corridor Cooper Street. Construct sidewalk and protected bike lanes along Worthington Road.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 9,870,800	21.05
B231810	Bicycle & Pedestrian	Fork Swamp Canal Greenway	Old Tar Road	Worthington Road	Design and construct greenway along Fork Swamp Canal connecting to the proposed Worthington Rd sidewalk and Vernon White Rd on the south terminus. The north terminus will connect the neighborhoods to the programmed bike lanes and sidewalks along Old Tar Road.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 6,185,400	20.93
H231221	Highway	NC 11	NC 148 (Felix Harvey Pkwy)	NC 11 Bypass (South West Bypass)	Upgrade Expressway to Freeway (some on new location)	3 - Upgrade Expressway to Freeway	\$ 380,600,000	20.36
B231779	Bicycle & Pedestrian	Parkers Creek Greenway	River Park North	Pitt County Public Health	Construct a multi-use path from River Park north to the Pitt County Public Health Building along Parkers Creek.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 1,635,400	20.24
B140603	Bicycle & Pedestrian	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.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 314,600	19.58
B192472	Bicycle & Pedestrian	Cooper Street	Railroad Street (SR 1262)	Old Tar Road (SR 1700)	Construct continuous sidewalk along both sides of the corridor.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 2,239,200	19.03
H231349	Highway	US 13, NC 11	US-264 Alternate	NC 30	Upgrade to freeway / interstate standards.	3 - Upgrade Expressway to Freeway	\$ 298,900,000	18.42
B172404	Bicycle & Pedestrian	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.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 1,446,200	18.39
T193249	Transit	GREAT Electric Bus	All the routes serviced by GREAT Transit. It will depend on the limitations of the equipment.	N/A	Purchase electric bus and necessary infrastructure.	2 - Mobility (route-specific) - Headway Reduction	\$ 3,025,000	18.39

Legend	Highway	Bicycle & Pedestrian	Rail	Transit				
SPOTID	Mode	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Score (Out of 50)
H090510	Highway	SR 1708 (New Route - (Firetower Road Extension)), SR 1128 (Davenport Farm Road), SR 1131 (Reedy Branch 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.	6 - Widen Existing Roadway and Construct Part on New Location	\$ 147,700,000	17.75
H193291	Highway	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	11 - Access Management	\$ 70,800,000	17.49
H231798	Highway	SR 1755 (McDonald Street)	SR 1759 (Simpson Road)	N/A	Improve intersection by constructing roundabout per NCDOT's conceptual plan. Construct bicycle and pedestrian accommodations where appropriate.	10 - Improve Intersection	\$ 6,100,000	17.27
R231461	Rail	NS NS Line	Greenville to Raleigh via Wilson	N/A	Upgrade rail infrastructure to support new intercity passenger service from Greenville to Raleigh via Wilson on the NS Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three round-trips per day.	5 - Passenger rail service (line)	\$ 529,923,000	14.33
H231419	Highway	NC 11	SR 1108 Littlefield Rd	N/A	Convert existing signalized intersection to a RCI	10 - Improve Intersection	\$ 21,700,000	12.91
R192921	Rail	CSX AA, ABC, AB, A, NCCR/NS NC Lines (Greenville to Raleigh Passenger Rail Service via Rocky Mount)	Imperial Tobacco Site, Greenville to Raleigh Union Station via Rocky Mount	N/A	Upgrade rail infrastructure to support new intercity passenger service from the Imperial Tobacco Site in Greenville to Raleigh via Rocky Mount. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three round-trips per day.	5 - Passenger rail service (line)	\$ 624,877,000	12.82
R231755	Rail	NS NS Line & CSX AC Line (Greenville to Goldsboro via Wilson)	Greenville to Goldsboro via Wilson	N/A	Upgrade and construct rail infrastructure, including new rail bed, to support a new intercity passenger service from Greenville to Wilson (NS NS Line) and Wilson to Goldsboro (CSX AC Line). Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project would also include a maintenance facility at one endpoint.	5 - Passenger rail service (line)	\$ 503,703,000	10.63

Legend	Highway	Bicycle & Pedestrian	Rail	Transit				
SPOTID	Mode	Project Name	From	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Score (Out of 50)
R231747	Rail	NS NS Line (Greenville to Wilson Passenger Rail Corridor)	Greenville to Wilson	N/A	Upgrade rail infrastructure to support new intercity passenger service from Greenville to Wilson on the NS Line. Project includes necessary infrastructure, stations, and passenger equipment to begin service with three roundtrips per day. This project would also include a maintenance facility at one endpoint.	5 - Passenger rail service (line)	\$ 375,560,000	10.39
R231749	Rail	NS NS Line (Greenville to Wilson Corridor Modernization)	Greenville to Wilson	N/A	Upgrade rail infrastructure to bring up to NCDOT Rail standards to support future intercity rail passenger traffic. Project includes necessary infrastructure and improvements to signalization.	7 - Corridor modernization (line)	\$ 142,000,000	6.62
R231744	Rail	NS NS Line (Greenville to Raleigh Modernization)	Greenville to Raleigh	N/A	Upgrade signalization and straighten existing rail line as needed along the corridor to support future intercity rail passenger traffic.	7 - Corridor modernization (line)	\$ 323,500,000	6.33
H231223	Highway	SR 1529 (Old Creek Rd)	US 264 (MLK Jr Hwy)	Sugg Parkway	Widen existing 2 lane to a 2 lane w/ CTL	1 - Widen Existing Roadway	\$ 12,200,000	6.26



Attachment 7b

Transportation Advisory Committee

No Action Required

July 10, 2024

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: State Transportation Improvement Program (STIP) Priorities of Existing Committed Projects

Purpose: Update the Transportation Advisory Committee on the priorities of the State Transportation Improvement Program within the Metropolitan Planning Area.

Discussion: On June 25th, 2024, GUAMPO Staff received a request from the NCDOT Division of Planning and Programming, which informed the MPO that as part of the development of the 2026-2035 Draft STIP, GUAMPO and Division 2 must rank the priorities of our current STIP funded projects. Rankings are one input the STIP Unit will consider when developing the Draft STIP.

NCDOT Division 2 and GUAMPO must both agree on the priorities of changes. If there is no agreement or desire to modify the ranking, the STIP Unit will take a seniority approach to project priorities. All revisions to the rankings are due by August 30th.

While TCC was not presented with the list for their review, MPO staff met with each of the impacted local jurisdictions and discussed the MPO's order of priorities. Attached is the email from NCDOT explaining the request and the GUAMPO's ranked priority list of projects.

Action Needed: No Action Required.

Attachments: *NCDOT STIP Unit Priorities of Existing Committed Projects; GUAMPO Project Priorities.*

Greenville Urban Area MPO

From: Wasserman, David S <dswasserman@ncdot.gov>
Sent: Tuesday, June 25, 2024 8:09 AM
To: Lisa Kirby; Eliud De Jesus; Jeff Rashko
Subject: [External] Priorities of Existing Committed Projects
Attachments: Draft 2026-2035 STIP Funding Availability for Selecting Projects from Prioritization 7.0 5-17-24.pdf; Greenville Urban Area MPO.xlsx

Good Morning,

As part of the development of the 2026-2035 Draft STIP, NCDOT is seeking input from Planning Organizations (POs) and Divisions on priorities of existing committed projects. These projects have previously been selected for funding through Prioritization 3.0 (P3.0), Prioritization 4.0 (P3.0), or Prioritization 5.0 (P5.0). The input will be used to assist the STIP Unit when adjusting schedules to meet federal and state fiscal constraint requirements. As you are aware, the P7.0 funding availability for many the negative (see attached funding availability as of May 17, 2024). For these funding categories, schedule changes will occur to meet federal and state fiscal constraint requirements for the Draft 2026-2035 STIP.

By default, the STIP Unit will use the Seniority Approach as the initial ranking of priorities for the 7 Regional Impact and 14 Division Needs funding categories (the Statewide Mobility category has already been completed). The Seniority Approach was recommended by the Prioritization Workgroup and approved by the Board of Transportation (BOT) to the develop the 2024-2033 STIP. This approach ranks projects in each STI funding category as follows: highest to lowest scoring projects from P3.0, followed by highest to lowest scoring projects from P4.0, followed by highest to lowest scoring projects from P5.0.

POs and Divisions can modify rankings within their Region or Division as long as **both the PO and Division agree on any changes**. If the PO and Division do not agree on changes, or do not desire to make any changes, the STIP Unit will continue to use Seniority Approach rankings as input in the development of the Draft 2026-2035 STIP.

The attached spreadsheet contains multiple tabs of the existing committed projects within your PO by STI funding category, with each tab sorted by Seniority Rank. If there is a desire to adjust the rankings in any of the STI funding categories, please email the STIP Unit when adjusting schedules. Please note that not all POs have existing committed projects in all STI funding categories. In addition, each project should have a unique ranking (i.e., no multiple #1s).

We highly encourage each PO and Division to set up meeting(s) to discuss proposed changes to the rankings and invite STIP Unit staff to participate virtually if desired (Ben Johnson for Divisions 1, 2, 3, 4, 6; David Wasserman for Divisions 5, 7, 8, 9; and Teresa Robinson for Divisions 10, 11, 12, 13, 14)

All revisions to the rankings are due by August 30th, to meet the schedule of releasing the Draft 2026-2035 in January 2025. Rankings are one input the STIP Unit will consider when developing the Draft STIP. Other considerations include (but not limited to) funding availability, project delivery schedule, project cost, project sequencing, whether the project has been awarded a federal discretionary, and whether right-of-way has already been acquired or is actively underway.

Please feel free to reach out to Ben, Teresa, or me with any questions.

David Wasserman, P.E.
Deputy Director, Division of Planning and Programming
North Carolina Department of Transportation

919 707 4743
dswasserman@ncdot.gov

GUAMPO Priorities of Existing Regional Committed Projects

SENIORITY RANK	Greenville MPO Selection	STIP ID	PRIORITIZATION CYCLE COMMITTED	PRIORITIZATION CYCLE SCORE	ROUTE	DESCRIPTION	COUNTY(S)	TOTAL REMAINING STI COST	CURRENT ROW START FISCAL YEAR	CURRENT UTIL START FISCAL YEAR	CURRENT CON START FISCAL YEAR
1	2	U-5730	P3.0	68.94	US 13 (MEMORIAL DRIVE)	NC 43 (5TH STREET). UPGRADE INTERSECTION.	PITT	\$ 1,525,000		2023	2026
2	1	U-5952	P4.0	74.51	GREENVILLE	GREENVILLE SIGNAL SYSTEM.	PITT	\$ 12,750,000		2026	2028

GUAMPO Priorities of Existing Division Committed Projects

STIP SENIORITY RANK	Draft Greenville MPO Selection	STIP ID	PRIORITIZATION CYCLE COMMITTED	PRIORITIZATION CYCLE SCORE	ROUTE	DESCRIPTION	TOTAL REMAINING STI COST	CURRENT ROW START FISCAL YEAR	CURRENT UTIL START FISCAL YEAR	CURRENT CON START FISCAL YEAR
1	3	U-5785	P3.0	85.42	SR 1708 (FIRETOWER ROAD)	WEST OF EAST ARLINGTON BOULEVARD TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO FOUR LANES.	\$ 46,780,000	2025	2024	2030
2	1	U-2817	P3.0	75.81	SR 1700 (EVANS STREET/ OLD TAR ROAD)	SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264 ALTERNATE (GREENVILLE BOULEVARD) IN GREENVILLE. WIDEN TO FOUR LANES.	\$ 131,072,000	2019	2019	2026
3	4	U-5870	P3.0	75.75	SR 1708 (FIRETOWER ROAD)	SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO FOUR LANES.	\$ 67,618,000	2025	2025	2030
4	5	U-5875	P3.0	74.42	SR 1203 (ALLEN ROAD)	SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO FOUR LANES.	\$ 62,835,000	2024	2024	2026
5	2	U-5917	P3.0	72.70	SR 1704 (FOURTEENTH STREET)	RED BANKS ROAD TO SR 1708 (FIRETOWER ROAD). WIDEN TO ADD MEDIAN AND PROTECTED LEFT-TURN LANES.	\$ 28,164,000	2019	2024	2026
6	7	U-5991	P4.0	74.37	NC 43	SR 1708 (FIRETOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES.	\$ 51,700,000	2027	2027	2029
7	6	U-6197	P5.0	81.97	SR 1711 (WORTHINGTON ROAD)	SR 1725 (COUNTY HOME ROAD). UPGRADE INTERSECTION.	\$ 3,000,000	2027	2027	2029



Attachment 7b
Transportation Advisory Committee

No Action Required

July 10, 2024

TO: Transportation Advisory Committee
FROM: Jeffery Rashko, Planner I and Eliud De Jesus, Transportation Planner
SUBJECT: Updates / Announcements

Purpose: To inform the Transportation Advisory Committee on the Current Project Status, and Announcements throughout the MPO and NCDOT.

Discussion: The Following People submitted information as an update:

Len White – NCDOT Division 2
Attachments: NCDOT Division Construction Report

Ashley Rogers – Transportation Planning Division
Attachments: *TPD Newsletter June 2024*

Eliud De Jesus – Greenville Urban Area MPO
Attachments: N/A

Action Needed: No Action Required.



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Contract Number: C204070 Division: 2 TIP Number: U-5606 Length: 1.344 miles NCDOT Contact: Jason B. Beasley Location Description: SR-1598 (DICKINSON AVE) FROM NC-11 TO SR-1610 (READE CR). Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$15,747,596.21 Work Began: 06/02/2022 Original Completion Date: 03/03/2027 Latest Payment Thru: 05/31/2024 Latest Payment Date: 06/06/2024	Route: SR-1598 County: Pitt Federal Aid Number: STP-1598(3) NCDOT Contact No: (252)830-3495 Letting Date: 03/15/2022 Revised Completion Date: 07/13/2027 Construction Progress: 32.79%
Contract Number: C204376 Division: 2 TIP Number: B-4786 Length: 0.237 miles NCDOT Contact: Jason B. Beasley Location Description: BRIDGE #38 OVER THE TAR RIVER ON US-13 IN GREENVILLE. Contractor Name: W C ENGLISH INCORPORATED Contract Amount: \$11,095,482.80 Work Began: 07/10/2023 Original Completion Date: 04/09/2026 Latest Payment Thru: 04/30/2024 Latest Payment Date: 05/07/2024	Route: US-13 County: Pitt Federal Aid Number: 0013069 NCDOT Contact No: (252)830-3495 Letting Date: 08/16/2022 Revised Completion Date: Construction Progress: 28.23%
Contract Number: C204414 Division: 2 TIP Number: B-5301 Length: 0.606 miles NCDOT Contact: Jason B. Beasley Location Description: BRIDGE #730472 OVER US-264 ON SR-1210 AND BRIDGE #87 OVER NO R FOLK SOUTHERN RAILROAD ON NC-33. Contractor Name: CONTI CIVIL LLC Contract Amount: \$9,574,442.00 Work Began: 10/17/2022 Original Completion Date: 04/13/2025 Latest Payment Thru: 05/31/2024 Latest Payment Date: 06/06/2024	Route: NC-33 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 06/21/2022 Revised Completion Date: 05/23/2025 Construction Progress: 61.55%
Contract Number: C204459 Division: 2 TIP Number: Length: 1.248 miles NCDOT Contact: Jason B. Beasley Location Description: STRUCTURES #60016, #60027, #60028, AND #60077 IN BEAUFORT COUNTY AND STRUCTURE #730127 IN PITT COUNTY. Contractor Name: AMERICAN CONTRACTING & SERVICES INC Contract Amount: \$3,873,721.47 Work Began: 10/17/2022 Original Completion Date: 06/30/2023	Route: NC-306 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 05/17/2022 Revised Completion Date: 07/01/2023

Latest Payment Thru: 05/15/2024	Construction Progress: 76.09%
Latest Payment Date: 05/21/2024	

Contract Number: DB00555	Route: SR-1715
Division: 2	County: Pitt
TIP Number: B-4603	
Length: 0.142 miles	Federal Aid Number: BRZ-1715(3)
NCDOT Contact: Jason B. Beasley	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: SANFORD CONTRACTORS INC	
Contract Amount: \$1,029,400.00	
Work Began: 10/03/2023	Letting Date: 06/14/2023
Original Completion Date: 05/29/2024	Revised Completion Date: 08/16/2024
Latest Payment Thru: 05/31/2024	
Latest Payment Date: 06/06/2024	Construction Progress: 93.13%

Contract Number: DB00560	Route: SR-0000
Division: 2	County: Pitt
TIP Number: R-5782MD	
Length: 0 miles	Federal Aid Number: 220105
NCDOT Contact: Jason B. Beasley	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: 09/30/2023	
Latest Payment Date: 10/06/2023	Construction Progress: 85.78%

Contract Number: DB00564	Route: SR-1708
Division: 2	County: Pitt
TIP Number: R-5782BA	
Length: 0 miles	Federal Aid Number: 220111
NCDOT Contact: Jason B. Beasley	NCDOT Contact No: (252)830-3495
Location Description: AYDEN, GRIFTON, WINTERVILLE, GREENVILLE	
Contractor Name: EASTERN EARTHSCAPES & CONSTRUCTION LLC	
Contract Amount: \$247,540.00	
Work Began: 09/18/2023	Letting Date: 06/28/2023
Original Completion Date: 05/15/2024	Revised Completion Date:
Latest Payment Thru: 11/30/2023	
Latest Payment Date: 12/07/2023	Construction Progress: 92.85%

Contract Number: DB00569	Route: -
Division: 2	County: Pitt
TIP Number:	
Length: 17.34 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: BARNHILL CONTRACTING CO	
Contract Amount: \$0.00	
Work Began:	Letting Date: 11/08/2023
Original Completion Date: 12/15/2025	Revised Completion Date:
Latest Payment Thru:	
Latest Payment Date:	Construction Progress: 0%

Contract Number: DB00570	Route: -, SR-1563, SR-1820
	SR-1823, SR-1848, SR-1888
	SR-1889, SR-2207, SR-2210
Division: 2	County: Pitt
TIP Number:	
Length: 11.23 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Jason B. Beasley	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$0.00	

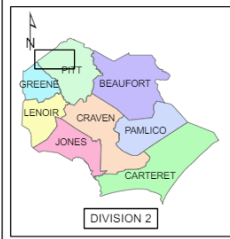
Work Began:	Letting Date: 12/13/2023
Original Completion Date: 12/15/2025	Revised Completion Date:
Latest Payment Thru:	
Latest Payment Date:	Construction Progress: 0%

Contract Number: DB00573	Route: -, SR-1522, SR-1523 SR-1524
Division: 2	County: Pitt
TIP Number:	
Length: 11.47 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Jason B. Beasley	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$0.00	
Work Began:	Letting Date: 12/13/2023
Original Completion Date: 12/15/2025	Revised Completion Date:
Latest Payment Thru:	
Latest Payment Date:	Construction Progress: 0%

Contract Number: DB00581	Route: -
Division: 2	County: Pitt
TIP Number:	
Length: 17.57 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Jason B. Beasley	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: S T WOOTEN CORPORATION	
Contract Amount: \$0.00	
Work Began:	Letting Date: 05/08/2024
Original Completion Date: 03/15/2026	Revised Completion Date:
Latest Payment Thru:	
Latest Payment Date:	Construction Progress: 0%

Contract Number: DB00585	Route: NC-11
Division: 2	County: Pitt
TIP Number: HS-2002L, SM-6102B	
Length: 0.404 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Jon Aaron Bullard, PE	NCDOT Contact No: (252)527-0053
Location Description: NC 11/NC 903 AT US 264A AND NC 11/NC 903 AT MALL DRIVE IN GR EENVILLE	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$772,277.00	
Work Began: 03/03/2024	Letting Date: 11/22/2023
Original Completion Date: 10/11/2024	Revised Completion Date:
Latest Payment Thru: 05/31/2024	
Latest Payment Date: 06/07/2024	Construction Progress: 78.2%





PITT COUNTY

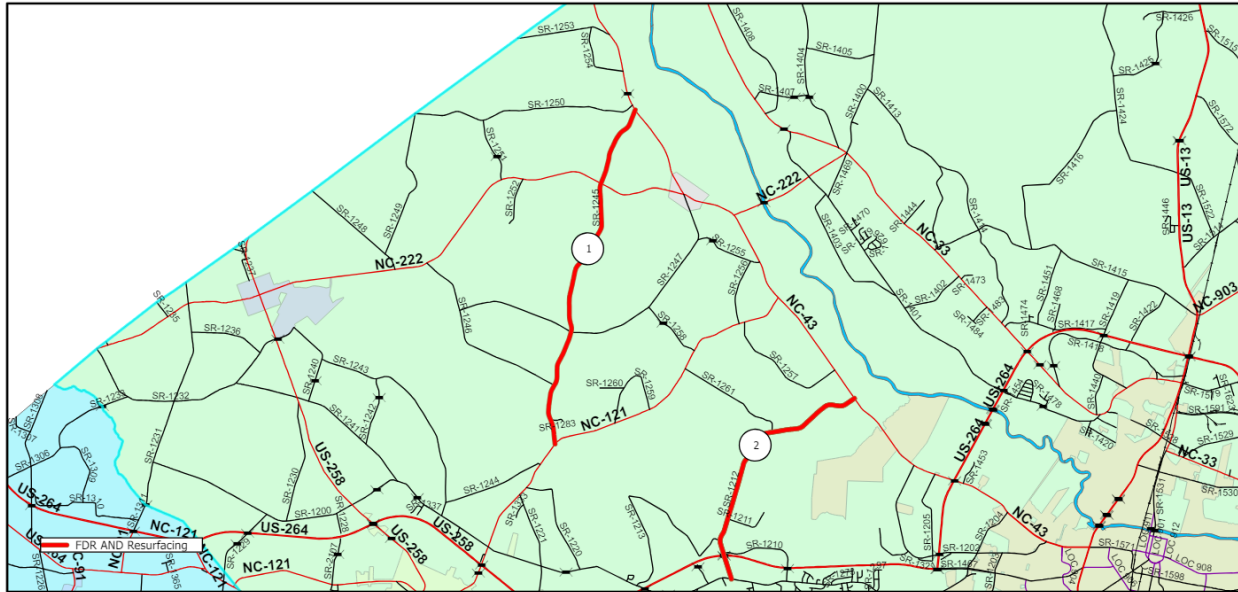
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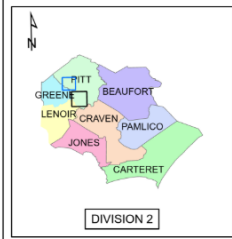
PROJECT REFERENCE NO.	SHEET NO.
DB00575	1



NCDOT
 DIVISION 2

TYPE OF WORK : FULL DEPTH RECLAMATION, RESURFACING, AND SHOULDER RECONSTRUCTION





PITT COUNTY
DB00583

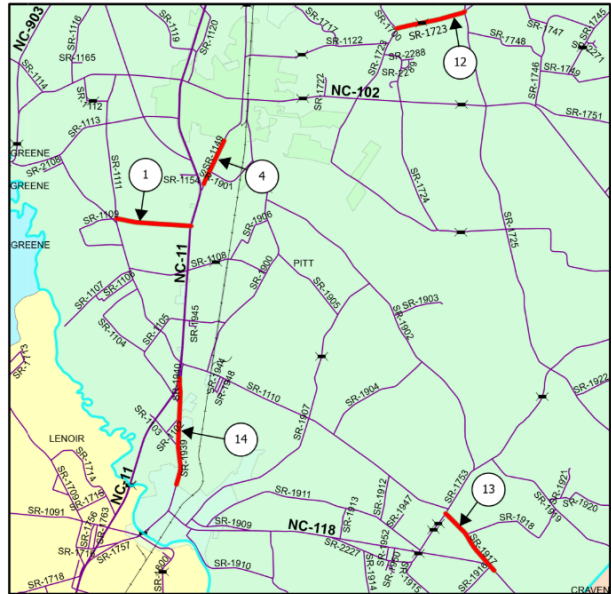
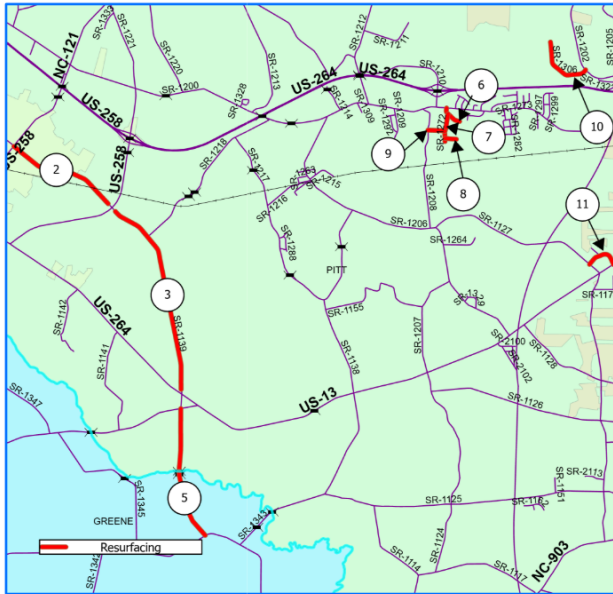
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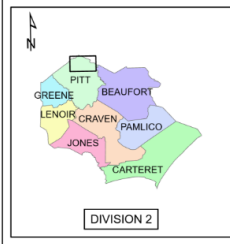
TYPE OF WORK : WIDENING, MILLING, MILL PATCHING, STRENGTHENING,
RESURFACING, AND SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00583	1



NCDOT
DIVISION 2





PITT COUNTY
DB00581

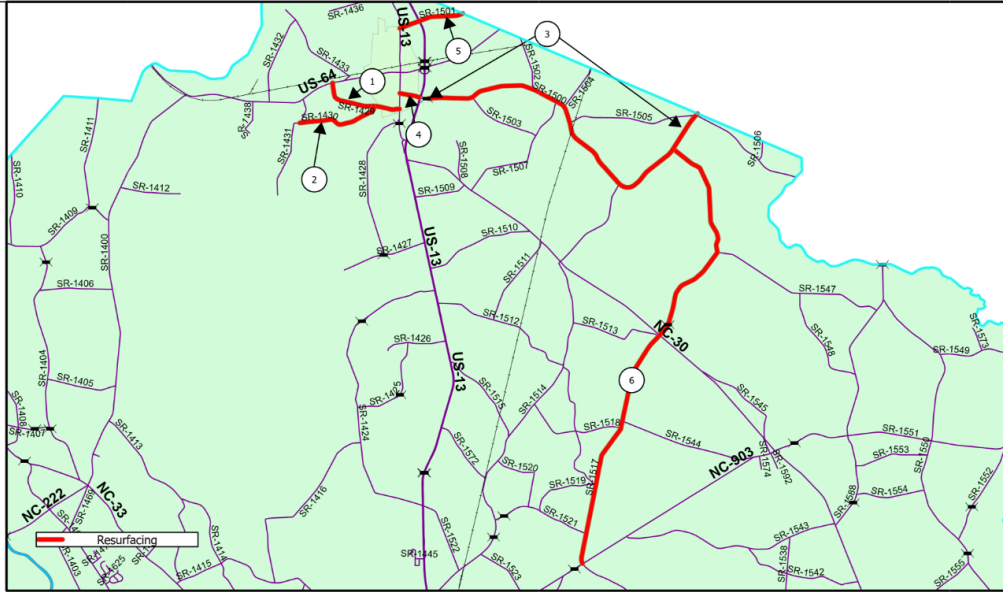
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**TYPE OF WORK : WIDENING, MILL PATCHING, STRENGTHENING,
RESURFACING, AND SHOULDER RECONSTRUCTION**

PROJECT REFERENCE NO.	SHEET NO.
DB00581	1



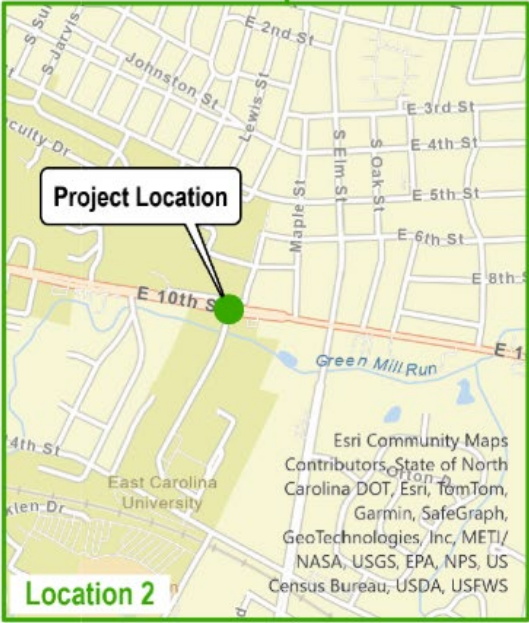
NCDOT
DIVISION 2



County: Pitt

Project Location(s): 1.) Evans Street in Greenville, from 10th Street to 14th Street. 2.) Intersection of 10th Street and College Hill Drive in Greenville.

Project Description: Install curb ramps and retrofit existing ramps to comply with current ADA Standards (Americans with Disabilities Act).



Location 1

Location 2

DIVISION OF HIGHWAYS - DIVISION 2

PREPARED BY:
 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PROJECT DEVELOPMENT UNIT
 1037 W.H. SMITH BLVD.; GREENVILLE, NC 27835

ADVERTISED FOR BID

	PITT COUNTY		PROJECT REFERENCE NO.	SHEET NO.
	DB00584 WBS# 51304		DB00584	1
TYPE OF WORK : CONCRETE PAVEMENT REMOVAL, MILLING , AND RESURFACING			 NCDOT DIVISION 2	





NCDOT Vehicle Miles Traveled (VMT) Reduction Toolkit

On January 7, 2022, Governor Roy Cooper signed Executive Order 246, “North Carolina’s Transformation to a Clean, Equitable Economy.” In addition to setting targets for greenhouse gas reductions and adoption of zero emission vehicles, the order requires NCDOT to develop a Clean Transportation Plan. As part of this plan, development of actionable strategies for Vehicle Miles Traveled (VMT) reduction was included. This toolkit will aid in realizing VMT reduction throughout North Carolina. This toolkit is an interactive document with information about Transportation Demand Management (TDM) measures that reduce VMT and the potential funding sources available to implement these measures.

<https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/vehicle-miles-traveled-reduction-study-toolkit.pdf>

<https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/vehicle-miles-traveled-reduction-study.pdf>

FHWA News

A recent webinar on Proven Safety Countermeasures in Rural Communities had resources helpful for urban and rural areas:

[FHWA Complete Streets Website](#)

[FHWA Proven Safety Countermeasures Website](#)

[FHWA Complete Streets Rural Town Center Trifold](#)

Upcoming Events

The Great Trails State Conference: September 11-13 at Benton Convention Center in Winston-Salem

[The Great Trails State Conference | Great Trails State Coalition](#)

“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

Traffic Forecasts (TF)

A Project Level Traffic Forecasting is an essential part of the planning process. A traffic forecast informs the design of STIP projects. Currently, there are no traffic forecasts underway in the GUAMPO area.

Pitt County CTP Update

Draft project sheets are in progress. Work on the appendices for the Pitt County Comprehensive Transportation Plan is ongoing. Estimated completion is Fall 2024.

Greenhouse Gas Performance Measures

Pursuant to negotiations in two lawsuits, FHWA agreed to temporarily not seek to enforce the February 1, 2024, deadline for States to submit initial targets and reports through March 29, 2024. On March 27, 2024 the U.S. District Court for the Northern District of Texas vacated and remanded the Final Rule to DOT, in effect nullifying the rule Nationwide. Consistent with the Court’s decision, States and MPOs are not required to submit initial targets and reports at this time. We will provide more information as we examine next steps.

NCDOT Integrated Mobility Division (IMD) Programs

In 2023, the NCDOT IMD developed a pilot project, [NCDOT Interim Design Safety Pilot Project](#), that evaluated the process for deploying low-cost, interim design safety countermeasures on state-owned and maintained roadways. These FHWA Proven Safety Countermeasures emphasized the safety of pedestrians and bicyclists through risk and exposure reduction at intersections. This innovative approach to more rapidly deploy safety countermeasures was funded by the FHWA's State Transportation Innovation Council (STIC) Incentive program. Foundational to the approach of this project were the goals of the Technology and Innovation Deployment Program (TIDP) that emphasized innovative practices, improvements to safety, quick construction/ deployment, new tools and techniques, and improvements to mobility. The term "interim design" was used throughout the life of the project to communicate that the deployment of the safety countermeasures are a step toward a more permanent solution.

<https://connect.ncdot.gov/projects/BikePed/Documents/interim-design-safety-pilot-program.pdf>

2024 N.C. Transportation Summit

On May 21-22, the N.C. Transportation Summit was held in Greensboro, NC. Videos of many of the sessions can be found on the following link: [NCDOT: N.C. Transportation Summit](#).

Gearing up for the Next Round of Safe Streets & Roads for All (SS4A) Funding: Due August 29, 2024

The U.S. Department of Transportation (USDOT) continues to invest in local, regional and tribal road safety via the Safe Streets and Roads for All (SS4A) grant program. Applicants seeking FY24 SS4A Planning and Demonstration Grants may apply until August 29, 2024. For more details, [View the SS4A NOFO](#) and learn [how to apply](#).

NCDMV Fees to Increase July 1, Per State Law

As directed by state law, the DMV is required to adjust fees and rates every four years, based on the percentage change in the annual Consumer Price Index during the past four years. The increase will be 19.18 percent for about 90 license and registration-related fees.

Examples of the changes include a one dollar per year increase for a regular driver license. Currently, the fee is \$5.50 for each year of the license, which is issued for five or eight years. So a five-year license will go up \$5.00 and an eight-year license by \$8. The issuance of a learner's permit and a provisional license will increase by \$4 overall, with a duplicate license increasing by \$2.75.

Fees are also going up slightly for commercial driver licenses, copies of driving records, and several other license related processes.

For regular private passenger vehicle registrations, the annual fee will go from \$38.75 to \$46.25.

Registrations for commercial vehicles, motorcycles, for hire vehicles, house trailers, low-speed vehicles and electric vehicle fees are among others that will also increase.

The complete list of fee changes can be found at [2024-04-02-dmv-fees-increasing.pdf \(ncdot.gov\)](#)

USDOT Launches New Active Transportation Webpage

The US Department of Transportation (USDOT) launched a new [Active Transportation webpage](#) as part of its commitment to increase transit and active transportation trips by 50 percent over 2020 levels by 2026. This page compiles descriptions and links to resources that: detail the safety, economic, climate, equity, and other benefits of active transportation and active transportation infrastructure; summarize active transportation work at several federal agencies; describe USDOT funding programs and initiatives; and provide announcements, related links, and documents.

Contact Us

Ashley Rodgers, PE, CFM
GUAMPO Coordinator

NCDOT TPD
1 S. Wilmington Street
Raleigh, NC
(919) 707-0947 (office)
alrodgers@ncdot.gov

Website: www.ncdot.gov

Upcoming	Date
TPD approves FY 25 UPWPs and Indirect Cost Allocation Plans	June 28, 2024
State FY 25 begins	July 1, 2024

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](#)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#)
- [NC Statewide Multimodal Freight Plan \(2023\)](#)
- [NCDOT: Integrated Mobility Division - Great Trails State Plan](#)
- [NCDOT: Integrated Mobility Division - Statewide Strategic Plan](#)
- [NCDOT Resilience Strategy Report \(2021\)](#)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#)

Other Plans:

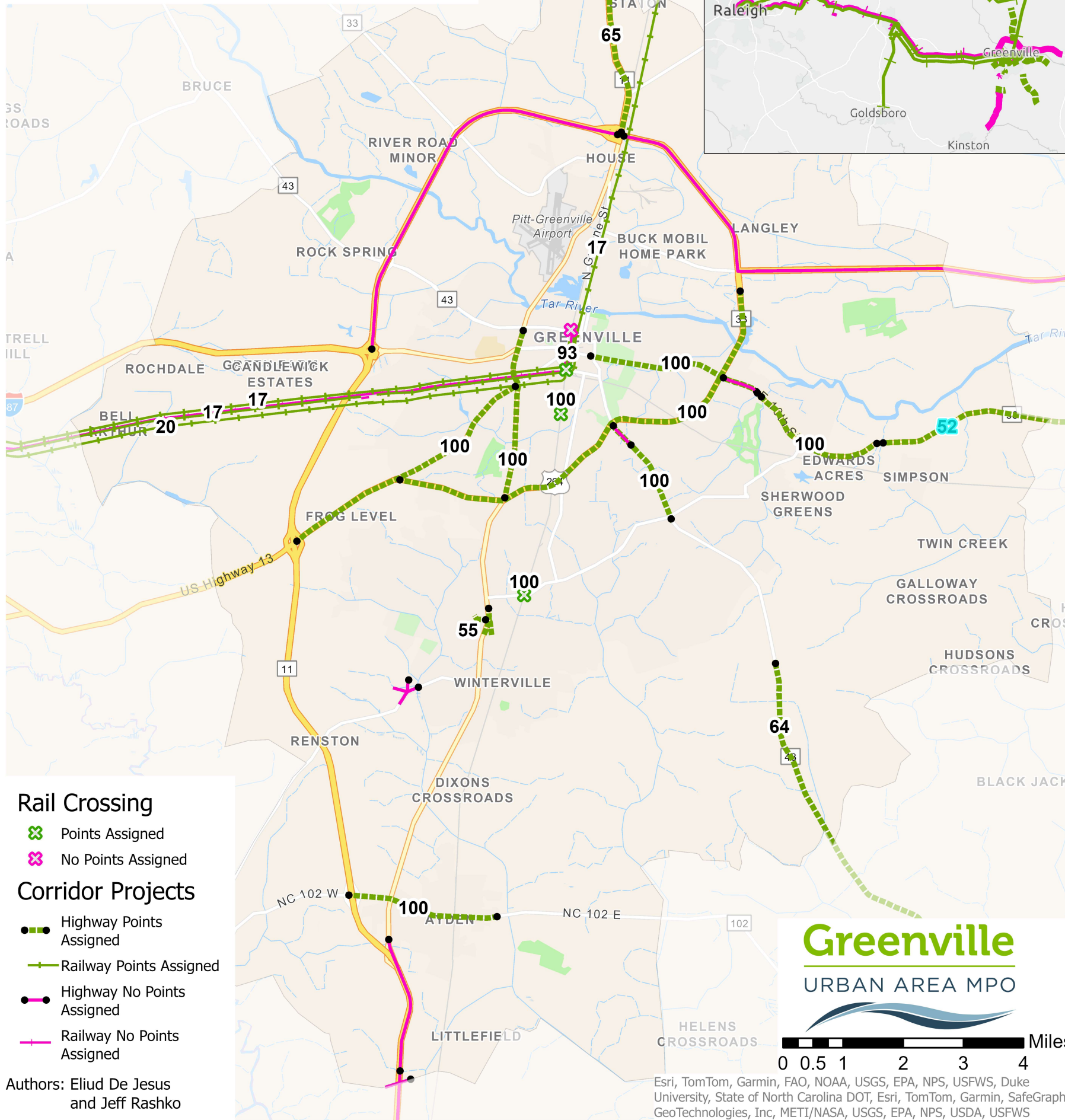
- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](#) (or Google search: 2020-Climate-Risk-Assessment-and-Resilience-Plan.pdf)
- [NC FIRST Commission](#)

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 \(ncdot.maps.arcgis.com\)](#)

Greenville Urban Area MPO Regional Impact Local Input Point Assignment



New Project		Segmented		Modification from P6			
SPOT ID	Route / Facility Name	From / Cross Street	To	Specific Improvement Type	Scoring (Out of 70)	% Within MPO	Points assigned
H192832	US 264 Alternate (Greenville Boulevard)	US 264 Alternate - Tar River Bridge near 10th Street	US 13 (Dickinson Avenue)	11 - Access Management	53.53	100	100
H170385	NC 33 (10th Street)	Oxford Road	SR 1702 (Evans Street)	11 - Access Management	51.40	100	100
H170414	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	SR 1726 (Bells Fork Road)	11 - Access Management	43.72	100	100
H193291	NC 102 (3rd Street)	Southwest Bypass	2nd Street (Eastern Town Limits)	11 - Access Management	24.44	100	100
R231461	NS NS Line	Greenville to Raleigh via Wilson	N/A	5 - Passenger rail service (line)	15.27	17	17
H193289	NC 11 (Memorial Drive)	SR 1467 (Stantonsburg Road), SR 1598 (Farmville Boulevard / 10th Street)	US 264 Alternate (Greenville Boulevard)	11 - Access Management	50.72	100	100
H231799	NC 33 (10th Street)	US 264 Alt (Greenville Boulevard)	Oxford Road	11 - Access Management	50.09	100	0
R192921	CSX AA, ABC, AB, A, NCR/NS NC Lines (Greenville to Raleigh Passenger Rail Service via Rocky Mount)	Imperial Tobacco Site, Greenville to Raleigh Union Station via Rocky Mount	N/A	5 - Passenger rail service (line)	14.98	17	17
H231801	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	Red Banks Road	11 - Access Management	38.54	100	0
R231755	NS NS Line & CSX AC Line (Greenville to Goldsboro via Wilson)	Greenville to Goldsboro via Wilson	N/A	5 - Passenger rail service (line)	12.72	20	20
R192953	CSX AA Line	SR 1323 (Arlington Blvd) in Greenville	N/A	3 - Highway-rail crossing improvement (point)	46.66	100	100
R231747	NS NS Line (Greenville to Wilson Passenger Rail Corridor)	Greenville to Wilson	N/A	5 - Passenger rail service (line)	12.51	18	18
R192945	CSX AA Line	SR 1708 (Firetower Rd) in Greenville	N/A	3 - Highway-rail crossing improvement (point)	45.97	100	100
H231653	NC 33 (East 10th Street)	Oxford Road	SR 1755 (Blackjack-Simpson Road)	24 - Implement Road Diet to Improve Safety	39.36	100	100
H231279	US 13 (Dickinson Avenue)	NC 11 (South Memorial Drive)	US 11 (Southwest Bypass)	1 - Widen Existing Roadway	33.9	100	100
R192744	CSX AA Line	Near the intersection of 14th and Beatty Street, Greenville	N/A	3 - Highway-rail crossing improvement (point)	40.42	100	92
H231349	US 13, NC 11	US-264 Alternate	NC 30 (P6/5: US 64)	3 - Upgrade Expressway to Freeway	32.24	65	65
H170366	NC 33	SR 1755 (Blackjack-Simpson Road)	SR 1760 (Mobleys Bridge Road)	1 - Widen Existing Roadway	29.38	52	52
H192966	NC 43	Worthington Road	NC 102	1 - Widen Existing Roadway	34.83	64	64
R192958	CSX AA Line	5th St (near Elizabeth St) in Greenville	N/A	3 - Highway-rail crossing improvement (point)	45.77	100	0
R231744	NS NS Line (Greenville to Raleigh Modernization)	Greenville to Raleigh	N/A	7 - Corridor modernization (line)	10.68	18	0
R231749	NS NS Line (Greenville to Wilson Corridor Modernization)	Greenville to Wilson	N/A	7 - Corridor modernization (line)	11.46	18	0
H184139	NC 11 (Memorial Drive), SR 1149 (Mill Street)	SR 1149 (Mill Street), SR 1130 (Vernon White Road), SR 1127 (Davenport Farm Road)	N/A	10 - Improve Intersection	47.29	100	55
H142101	US 264	US 264 Bypass	US 264 east of Leggett Road	2 - Upgrade Arterial to Freeway/Expressway	34.81	55	0
H193290	US 264	SR 1200 (Stantonsburg Road)	US 13, NC 11	17 - Upgrade Freeway to Interstate Standards	31.02	100	0
H231221	NC 11	NC 148 (Felix Harvey Pkwy) in Kinston	NC 11 Bypass (South West Bypass)	3 - Upgrade Expressway to Freeway	31.2	42	0
H184172	NC 903, SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	10 - Improve Intersection	33.37	100	0
H231419	NC 11	SR 1108 Littlefield Rd	N/A	10 - Improve Intersection	20.81	56	0