

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

Thursday, October 22, 2013, at 10:00 a.m.  
Greenville City Hall, Room # 337  
*Actions to be taken in bold italics*

- 1) Approval of Agenda; **approve**
  - a) **Chair to read aloud Ethics Awareness and Conflict of Interest reminder**
- 2) Approval of Minutes of June 27, 2013, Meeting (Attachment 1); **approve**
- 3) Consideration of meeting frequency and future dates
- 4) Public Comment Period
- 5) New Business / Action Items:
  - a) Amendment to 2012-2018 Transportation Improvement Program (TIP) to modify the following projects- EB5539, Y5500, Z5400, B5418, and B5100, and add the projects EB5618, W5517. (Attachment 5a) – Resolution No. 2013-13-GUAMPO through 2013-18-GUAMPO; **recommend for TAC adoption** p. 9
  - b) Adoption of Travel Demand model socioeconomic projections, model network, and traffic analysis zones (Attachment 5b) – Resolution No. 2013-19-GUAMPO; **recommend for TAC adoption** p.17
  - c) Projects in the 2040 (next) LRTP. Projects in the LRTP are those that can be shown to be funded with anticipated transportation revenues. Projects submitted through the priority process are those that are in (ie, a subset of ) the LRTP. **Discuss and develop recommended prioritization of projects to be submitted through the prioritization process in future cycles.** (Attachment 5c) p. 36
  - d) Discussion of State Law and development of a local prioritization criteria that meets NCDOT standards. **Discuss and develop recommendation** (Attachment 5d) p 41
  - e) Identification of Candidate projects to be submitted to NCDOT for prioritization consideration. NCDOT will be available to provide updates on the latest information. **Develop recommended candidate project list.** (Attachment 5e) p. 75
- 6) Informational Items p.
  - a) Goals, Objectives, and performance measures to be included in the next LRTP. **Discuss** P. 143
  - b) Meeting summary of Eastern Carolina MPO/RPO Coalition STAFF meeting of October 3, 2013 p. 148
- 7) Any other discussion items
- 8) Date, Time, and Place of next TAC Meeting
  - *November 6, 2013-- 2:00 p.m. in Conference Room#337, Greenville City Hall*
- 9) Adjourn

## **GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC**

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

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

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

## **GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA**

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

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

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



## NORTH CAROLINA STATE ETHICS COMMISSION

### SAMPLE<sup>1</sup>

#### **ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER**

(to be read by the Chair or his or her designee at the beginning of each meeting)

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In accordance with the State Government Ethics Act, it is the duty of every [Board] member to avoid conflicts of interest.

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.

Rev 12-13-12

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<sup>1</sup> N.C.G.S. §138A-15 (e): “At the beginning of any meeting of a board, the chair shall remind all members of their duty to avoid conflicts of interest under [Chapter 138A].” There is no set language required by the Act. Specific language can and should be tailored to fit the needs of each covered board as necessary.



# Attachment 1

## Technical Coordinating Committee

### Action Required

October 22, 2013

TO: Technical Coordinating Committee  
FROM: Daryl Vreeland, AICP, Transportation Planner  
SUBJECT: Minutes from June 26, 2013 TCC meeting

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

Discussion: The draft minutes of the June 26, 2013 TCC/TAC meeting are included as Attachment 1 in the agenda package for review and approval by the TCC.

Action Needed: Adoption of June 26, 2013 TCC meeting minutes.

Attachments: June 26, 2013 TCC meeting minutes.

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
COMBINED TECHNICAL COORDINATING COMMITTEE (TCC) AND  
TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES  
June 27, 2013**

Members of the Technical Coordinating Committee and Transportation Advisory Committee met on the above date at 2:00 p.m. at the Winterville Public Safety Building at 2593 Railroad Street, Winterville, NC. Mr. Daryl Vreeland, MPO Coordinator called the meeting to order. The following attended the meeting:

Mr. Scott Godefroy, City of Greenville  
 Mr. Kevin Mulligan, City of Greenville  
 Mayor Allen Thomas, City of Greenville  
 Mr. Jimmy Garris, Pitt County Commissioner  
 Mr. Rik DiCesare, City of Greenville  
 Mr. Merrill Flood, City of Greenville  
 Mr. Brad Hufford, Town of Ayden  
 Mr. Adam Mitchell, Town of Ayden  
 Mayor Steve Tripp, Town of Ayden  
 Mr. Alan Lilley, Town of Winterville  
 Mr. Brendan Merrithew, NCDOT  
 Ms. Terri Parker, Town of Winterville  
 Mr. Chris Padgett, City of Greenville  
 Mr. Jonas Hill, Pitt County  
 Mr. James Rhodes, Pitt County  
 Mr. Neil Lassiter, NCDOT  
 Mr. Bryant Buck, Mid-East RPO  
 Mr. Justin Oakes, Mid-East RPO  
 Mr. Jeff Cabaniss, NCDOT

**OTHERS PRESENT:**

Mr. Patrick Flanagan, Down East RPO  
 Mr. Daryl Vreeland, City of Greenville  
 Ms. Jo Penrose, City of Greenville  
 Ms. Amanda Braddy, City of Greenville

**I. AGENDA**

A motion was made by Mr. Flood to accept the agenda as presented. The motion was seconded by Mr. Lilley and passed unanimously.

**II. MEETING MINUTES**

**A. TCC – Approval of Minutes of February 14, 2013 Meeting**

A motion was made by Mr. Mitchell to approve the minutes of the Technical Coordinating Committee (TCC) meeting of February 14, 2013. A second was made by Mr. Rhodes and passed unanimously.

**B. TAC – Approval of Minutes of April 15, 2013 Meeting**

A quorum of Technical Advisory Committee (TAC) members was not present; therefore, the minutes of the April 15, 2013 TAC meeting were tabled.

### III. PUBLIC COMMENT PERIOD

There were no public comments.

### IV. NEW BUSINESS / ACTION ITEMS

#### A. Consideration of alternative formula for highway quantitative project scoring criteria of Ratified House Bill 817 – Strategic Transportation Investments Resolution No. 2013-12 GUAMPO

Mr. Vreeland explained the purpose of this combined meeting was to discuss and vote on the proposed ranking criteria for transportation projects at the statewide, regional, and North Carolina Department of Transportation (NCDOT) division level.

MPOs and RPOs have used various criteria for ranking transportation projects in the past several years. The current iteration of NCDOT's Strategic Planning Office of Prioritization (SPOT) process is undergoing changes based on Governor Pat McCrory's strategic mobility formula/strategic transportation investments bill. The East Carolina MPO/RPO Coalition has reviewed and analyzed the default criteria by NCDOT SPOT and the SPOT 3.0 work group. The default criteria are set up by statewide, regional, and division. If a project does not meet the statewide criteria, it drops into the regional level for financial consideration then to the divisional level.

This method creates an imbalance in the funding, due to many projects not meeting statewide or regional criteria. Thus, more projects could be competing for division funds.

The Coalition has generated a set of alternative criteria for prioritizing highway projects. The alternative criteria will provide more focus on issues that are important to the eastern part of the state, including multimodal and safety criteria. In addition, transportation agencies will have 30% local input at the regional level and 50% local input at the division level. Local input is shared between MPO's/RPO's and NCDOT Divisions.

Mr. Vreeland directed attention to the presentation included in the agenda package and pointed out the proposed Highway-Regional Criteria and noted the current workgroup default suggested a quantitative data selection of 30% for benefit/cost; 30% congestion; and 10% safety components. The local quantitative data input would be 30% to round out the balance.

The coalition recommends changing the regional criteria to 20% benefit/cost; 25% safety; and 25% multimodal [& Freight + Military].

Mr. Vreeland then directed attention to the Highway-Division needs criteria and noted the current workgroup default would have a quantitative data selection of 20% benefit/cost; 20% congestion; and 10% safety components. The local quantitative data input would be 50% to round out the balance.

The coalition recommends changing the divisional criteria to 20% congestion; 20% safety; and 10% multimodal [& Freight + Military].

Mr. Vreeland then explained how the Strategic Mobility Formula will work. He stated 40% of funds would be for statewide mobility with a focus on addressing significant congestion and bottleneck. Eligible projects would be those defined to be eligible in the legislation for the statewide tier. Those projects are ranked 100% on quantitative data and not subject to local input ranking.

Mr. Vreeland further explained 30% of funds would be for regional impact with a focus of improving connectivity within regions. Eligible projects would be those that were not selected

in the statewide mobility category and would be regional (by NCDOT criteria). Selection would be based on 70% quantitative data and 30% local input; and funding would be based on population within the region.

Lastly, Mr. Vreeland explained 30% of funds would be for division needs with a focus of addressing local needs. Eligible projects would be those not selected in the statewide or regional categories; selection would be based on 50% quantitative data and 50% local input; and funding based on equal share for each division.

Mayor Thomas asked in which tier the Southwest Bypass would be designated. Mr. Vreeland stated the Southwest Bypass was currently being built to interstate standards; however, does not have an interstate designation and so it is undetermined at this time what criteria would determine the tier for this project. Mr. Padgett asked which tier would be the most beneficial for the Southwest Bypass to be funded. Mr. Lassiter answered that statewide funding would have a bigger financial feasibility for funding the project; however, could be rolled into the regional tier if it became unfunded due to other projects within the statewide tier.

Mr. Mitchell asked if Powell Bill Funding would be affected. Mr. Flanagan stated current Powell Bill funds would not be affected; however the state will no longer provide the 20% funding of Bicycle and Pedestrian projects.

Mr. Godefroy asked why the coalition requested the changes in the percentages for the strategic mobility formula as compared to the suggestion by the workgroup. Mr. Flanagan explained the workgroup felt the breakdown in percentages would provide the most cost effective way for projects to be funded in each tier. However, the multimodal component was important to the regional and divisional areas as well as congestion and safety.

Mr. Mulligan asked what ability the region has to change the formula if it doesn't work for the region. Mr. Flanagan explained the current procedure for the SPOT office is to redefine criteria every two years. Mayor Tripp noted that putting a formula together with criteria that is not based on data is not a good practice and would not benefit the local MPO/RPO. Mr. Flanagan stated the Eastern Coalition was instrumental in forming a new formula for the eastern region and evaluated the criteria to determine the best strategy to ensure projects were available for funding.

Mayor Tripp also noted our region was combined with Jacksonville and Wilmington. This would place Pitt County in a less strategic environment for multimodal funding and would allow these regions to compete for more available funding.

Mr. Mitchell questioned why economic competitiveness was not a part of the matrix in determining criteria. Mr. Flanagan explained the bill was written to only include this at the statewide level.

Mr. Mitchell also asked if the Southwest Bypass was considered by the Coalition as the number one priority in our division. Mr. Flanagan responded by saying the Coalition did rank the Southwest Bypass as one of the top six projects; however, those six projects were not ranked in order of importance to the division.

Mayor Tripp noted the criteria needs to be approved by the Coalition recommendation or it would resort back to the default workgroup criteria. He expressed concern regarding the multimodal component within the Coalition recommendation as it pertains to Pitt County division and felt the workgroup default criteria may be more beneficial to Pitt County. Mr. Tripp stated we should put our efforts into supporting the Southwest Bypass project and with the addition of the multimodal component this project would be compromised by projects outside of our division. However, the Coalition recommendation represents the entire region and should be

considered as well to show support of neighboring communities.

Mr. Mitchell asked if the process for allowing regions to determine percentage allocations was by legislation or by NCDOT policies. Mr. Lassiter stated it was NCDOT policy. Mr. Mitchell addressed the fact that in two years, NCDOT may not allow regions to reallocate percentages and would have a default set by NCDOT. Mr. Flanagan added that NCDOT was open to the MPOs/RPOs request for percent allocation changes and would entertain these changes based on a unanimous vote by the entire region.

Mayor Thomas noted that two points of importance were on the table for consideration. The first is the decision to use the formula designed for the entire region as presented by the default workgroup or the Coalition recommendation. The second is division's desire to complete the Southwest Bypass project.

Mr. Rhodes made a motion to have the Coalition's recommendations on percentage allocations be forwarded to TAC for consideration. Mr. Flood seconded the motion passed unanimously.

With this motion approved, Mayor Thomas will provide a letter to NCDOT with these recommendations to conform to the July 1, 2013 deadline.

#### **V. ACTIONS TAKEN AT LAST TAC MEETING**

Mr. Vreeland directed attention to Attachment 5 of the agenda package for actions taken at the April 15, 2013 TAC meeting.

#### **VI. ANY OTHER DISCUSSION ITEMS**

##### **A. Discussion of combining TCC/TAC meeting**

Mr. Vreeland asked if there was interest in combining TCC and TAC meetings. Mr. Mitchell commented that he felt TCC meetings should be separate as it allowed TCC members the ability to research and present information to TAC members to be better informed of projects prior to TAC meetings.

#### **VII. ADJOURN**

With no other business or discussions, the meeting adjourned at 3:10p.m.



## Attachment 5a

### Technical Coordinating Committee

### Action Required

October 22, 2013

TO: Technical Coordinating Committee  
 FROM: Daryl Vreeland, AICP, Transportation Planner  
 SUBJECT: Amendments to the Transportation Improvement Program (TIP) for inclusion of project EB-5618, W-5517, and amend for project EB-5539, EB4996, Y-5500, Z5400, B-5418, and B-5100

Purpose: Amend the TIP for the following projects

1. W-5517 (Statewide--Various-- safety management program)
  - Project does not currently exist in the TIP. Adds this project in the TIP.
2. B-5418 (Johnson Mill Run, Replace Bridge #50)
  - proposed amendment delays construction from FY13 to FY14 to allow for additional time for planning and design.
3. B-5100 (King George Road Bridge--#421--replace bridge over Meeting House Branch)
  - proposed amendment delays construction from FY13 to FY14 to allow for additional time for planning and design.
4. EB-5618 (Various pedestrian intersection improvements in the City of Greenville)
  - Project does not currently exist in the TIP. Adds this project in the TIP.
5. EB-5539 (South Tar River Greenway, Phase 3)
  - Proposed amendment delays right-of-way from FY13 to FY14, and delays construction from FY14 to FY15 to allow additional time for design.
6. Y-5500 (Statewide --Various--traffic separation study and closures)
  - proposed amendment adds ROW and Construction in FY14 and FY15
7. Z-5400 (Statewide - Various --Highway-Rail grade crossing safety improvements)
  - proposed amendment adds ROW and Construction in FY14 and FY15
8. EB-4996 (Green Mill Run Greenway)
  - proposed amendment delays construction from FY13 to FY14 to allow additional time for design

Discussion:

Since the last round of TCC and TAC meetings, MPO Staff was made aware of amendments to the STIP that NCDOT staff has either submitted or is planning to submit to the Board of Transportation. The North Carolina Board of Transportation has amended or is planning to amend the 2012-2018 State Transportation Improvement Program (STIP) for the above items. The projects provide NCDOT funds under those TIP headings as described above.

For modification to projects in the Statewide portion of the TIP: NCDOT will be responsible for determining which projects will be funded. Until a project is selected (under that TIP heading), it is not known where it will be located. However, until the TIP is amended (for inclusion or modification) of these TIP projects, no potential projects can be performed within the Urbanized Area under these TIP headings. Therefore, it is in the MPO's best interest to amend the TIP accordingly, to allow for any potential project selection within the MPO's Urbanized Area at some future time.

To follow the proper protocol for the expenditure of Federal funds, the 2012-2018 TIP must be amended to correspond with projects in the STIP. This amendment would modify the TIP as indicated above and in the adoption resolutions.

In accordance with the MPO's Public Involvement Plan, these proposed amendments to the 2012-2018 TIP were advertised in the local newspaper for a minimum of 10 days. No public comments were received.

Action Needed: TCC recommend that TAC adopt resolution 2013-13-GUAMPO through 2013-17-GUAMPO amending the TIP as indicated.

Attachments:

- Resolution 2013-13-GUAMPO through 2013-18-GUAMPO.

**RESOLUTION NO. 2013-13-GUAMPO  
AMENDING THE GREENVILLE URBAN AREA  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need (in the Statewide projects section) for the addition of Project ID W5517 to provide funding for a statewide project an add preliminary engineering as follows, and

Existing TIP:Existing Amounts

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	Phase	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
		<b>W5517</b>									
<b>Project not currently in the TIP</b>											

Amended TIP:Amended Amounts (indicated in bold)

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	Phase	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
		<b>W5517</b>									
		<b>Various, Safety Management Program, Project Identification, Analysis, and Preliminary Engineering</b>									
<b>38,500</b>		<b>HSIP</b>	<b>Engineering</b>	<b>11000</b>			<b>5500</b>	<b>5500</b>	<b>5500</b>	<b>5500</b>	<b>5500</b>

WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO's 2035 Long Range Transportation Plan, and

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above.

**This the 6th day of November, 2013.**

\_\_\_\_\_  
Mayor Allen Thomas, Chairman  
Transportation Advisory Committee,  
Greenville Urban Area MPO

\_\_\_\_\_  
Amanda Braddy, Secretary

**RESOLUTION 2013-14-GUAMPO  
AMENDING THE GREENVILLE URBAN AREA  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document for Project ID B-5418 and B-5100 in the TIP to delay construction from FY13 to FY14 to allow additional time for planning and design;

WHEREAS, the following amendment has been proposed for *Federal, State, and Local* funds:

Existing TIP:Existing Amounts

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
<b>B-5418 Johnson Mill Run, Replace Bridge No. 50</b>											
700		FA		R 100							
		FA		C 600							
<b>B-5100 Greenville (King George Road) Replace Bridge #421 over Meeting House Branch</b>											
737		STPOFF		R 40							
		L		R 10							
		STPOFF		C 550							
		L		C 137							

Amended TIP:Amended Amounts (indicated in bold)

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
<b>B-5418 Johnson Mill Run, Replace Bridge No. 50</b>											
700		FA		R 100							
		FA			<b>C 600</b>						
<b>B-5100 Greenville (King George Road) Replace Bridge #421 over Meeting House Branch</b>											
737		STPOFF		R 40							
		L		R 10							
		STPOFF			<b>C 550</b>						
		L			<b>C 137</b>						

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, originally adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on **this the 6th day of November, 2013.**

\_\_\_\_\_  
Mayor Allen Thomas, Chairman  
Transportation Advisory Committee,  
Greenville Urban Area MPO

\_\_\_\_\_  
Amanda Braddy, Secretary

**RESOLUTION NO. 2013-15-GUAMPO  
AMENDING THE GREENVILLE URBAN AREA  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to add Project ID EB5618 to provide funding for a pedestrian safety project and accelerate funding from FY2019 to FY2015 as follows, and

**Existing TIP:****Existing Amounts**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	Phase	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
		<b>EB5618</b>									
<b>Project not currently in the TIP</b>											

**Amended TIP:****Amended Amounts (indicated in bold)**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	Phase	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
		<b>EB5618</b>									
		<b>Greenville, SR 1702 (Evans Street)/SR1323 (Arlington Blvd), SR 1703 (Charles Blvd). Provide Pedestrian Crosswalk Improvements</b>									
<b>750</b>		<b>STPEB</b>	<b>Construction</b>			<b>750</b>					

WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO's 2035 Long Range Transportation Plan, and

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above.

**This, the 6th day of November, 2013.**

\_\_\_\_\_  
Mayor Allen Thomas, Chairman  
Transportation Advisory Committee,  
Greenville Urban Area MPO

\_\_\_\_\_  
Amanda Braddy, Secretary

**RESOLUTION NO. 2013-16-GUAMPO**  
**AMENDING THE GREENVILLE URBAN AREA**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document on page 5 of 20 for Project ID EB-5539 in the TIP;

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

Existing TIP:Existing Amounts

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
<b>EB -5539</b> South Tar River Greenway, Phase 3 from west end of existing South Tar River Greenway at Pitt Street towards Moye Boulevard in the Vicinity of Pitt County Memorial Hospital. Construct Greenway using existing sidewalks and roads and new site along the river.											
1,135	235	DP		RW 60							
		C		RW 15							
		DP			C 660						
		C			C 165						

Amended TIP:Amended Amounts (indicated in bold)

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
<b>EB -5539</b> South Tar River Greenway, Phase 3 from west end of existing South Tar River Greenway at Pitt Street towards Moye Boulevard in the Vicinity of Pitt County Memorial Hospital. Construct Greenway using existing sidewalks and roads and new site along the river.											
2,038	235	DP			<b>RW 60</b>						
		C			<b>RW 15</b>						
		DP				<b>C 660</b>					
		C				<b>C 165</b>					
		STPEB				<b>C 903</b>					

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, originally adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the **6th day of November, 2013**.

\_\_\_\_\_  
 Mayor Allen Thomas, Chairman  
 Transportation Advisory Committee,  
 Greenville Urban Area MPO

\_\_\_\_\_  
 Amanda Braddy, Secretary

**RESOLUTION NO. 2013-17-GUAMPO**  
**AMENDING THE GREENVILLE URBAN AREA**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document (in the Statewide projects section) for Project ID Y-5500 and Z-5400, and

**Existing TIP:****Existing Amounts**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
<b>Y-5500 Traffic separation study implementation and closure</b>										
3400		RR	RW	150	500					
			C	250	2500					
<b>Z-5400 Highway-Rail Grade Crossing Safety Improvements</b>										
15809		RR	C	12309	3000					
		RR	R		500					

**Amended TIP:****Amended Amounts (indicated in bold)**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
<b>Y-5500 Traffic separation study implementation and closure</b>										
<b>9400</b>		RR	ROW	150	500	<b>500</b>	<b>500</b>			
			C	250	2500	<b>2500</b>	<b>2500</b>			
<b>Z-5400 Highway-Rail Grade Crossing Safety Improvements</b>										
<b>22809</b>		RR	C	12309	3000	<b>3000</b>	<b>3000</b>			
		RR	ROW		500	<b>500</b>	<b>500</b>			

WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO's 2035 Long Range Transportation Plan, and

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above.

**This the 6th day of November, 2013.**

\_\_\_\_\_  
 Mayor Allen Thomas, Chairman  
 Transportation Advisory Committee,  
 Greenville Urban Area MPO

\_\_\_\_\_  
 Amanda Braddy, Secretary

**RESOLUTION NO. 2013-18-GUAMPO  
AMENDING THE GREENVILLE URBAN AREA  
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document on Page 6 of 20 for Project ID EB-4996 to update project costs, delay construction from FY13 to FY14 to allow additional time for design.

Existing TIP:Existing Amounts

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
<b>EB-4996</b> Green Mill Run Greenway, Charles Boulevard to Evans Park in Greenville. Construct Greenway										
1482		HP	R	40						
		L	R	10						
		HP	C		1146					
		L	C		286					

Amended TIP:Amended Amounts (indicated in bold)

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
<b>EB-4996</b> Green Mill Run Greenway, Charles Boulevard to Evans Park in Greenville. Construct Greenway										
1482		HP	R	40						
		L	R	10						
		HP	C			<b>1146</b>				
		L	C			<b>286</b>				

WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO's 2035 Long Range Transportation Plan, and

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above.

**On this the 6th day of November, 2013.**

\_\_\_\_\_  
Mayor Allen Thomas, Chairman  
Transportation Advisory Committee,  
Greenville Urban Area MPO

\_\_\_\_\_  
Amanda Braddy, Secretary



## Attachment 5b

### Technical Coordinating Committee

### Action Required

October 22, 2013

**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** Adoption of Travel Demand model socioeconomic projections, model network, and traffic analysis zones.

**Purpose:** The North Carolina Department of Transportation (NCDOT) has worked in cooperation with MPO staff to update the travel demand model for the Greenville Urban Area. The model uses socioeconomic forecasts which were developed by respective staff from MPO-member communities for their planning boundaries.

Federal and State officials request MPO's to adopt a resolution endorsing these socioeconomic projections in keeping with best industry practice. The resolution also endorses the model network for each analysis year, and the model's Traffic Analysis Zones (TAZ's).

#### Discussion:

The travel demand model is a tool for forecasting impacts of urban developments on travel patterns as well as testing various transportation alternative solutions to traffic patterns for the urbanized area.

The MPO's previous travel demand model was developed by NCDOT in 2008/2009 in the TransCAD software platform. The previous model had a base year of 2006 and a forecast year of 2035.

To meet federal requirements for future planning efforts, the model was updated using the year 2010 decennial Census data with a base year of 2010 and a design year of 2040. The updated travel demand model now has interim years of 2020 and 2030.

TAZ's have been adjusted, when necessary, in accordance with Census Bureau's published geographies. The model network has been updated to include those roadway projects constructed since the last model update.

Population and Employment forecasts were developed with input from MPO-member jurisdictions.

The employment forecasts for each TAZ can be summarized in the following table:

	Growth	
	Percent	Constant
VL	10.2%	0
L	42.00%	250
M	50.00%	400
H	n/a	n/a

The percentage growth is shown, along with the constant number of employment that will be assigned (added to, in this case) each TAZ.

The information presented in this table results in the model being 5 employees over control totals --a negligible amount.

Action Needed: TCC recommend that TAC adopt resolution 2013-18-GUAMPO endorsing the updated model network, Traffic Analysis Zones (TAZ), and socioeconomic data (the model's input parameters) that will be used in the travel demand model.

Attachments:

- Resolution 2013-18-GUAMPO
- Population and Employment growth projection maps
- Model forecasting methodology documentation

**RESOLUTION NO. 2013-19-GUAMPO  
ADOPTING TRAFFIC ANALYSIS ZONES, NETWORK CHANGES, AND  
SOCIOECONOMIC DATA FOR THE GREENVILLE URBAN AREA METROPOLITAN  
PLANNING ORGANIZATION'S TRAVEL DEMAND MODEL**

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 (GUAMPO), adopted the Urban Area Boundary and Metropolitan Area Boundary by resolution on July 24, 2012, which has been reviewed and coordinated by the North Carolina Department of Transportation (NCDOT); and

WHEREAS, the MPO in consultation with NCDOT has approved select changes to Traffic Analysis Zones, socioeconomic data, and model network that best represents conditions within the MPO study area; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed 2010, 2020, 2030, and 2040 socioeconomic data relating to population and employment for the Greenville Urban Area to be used in the travel demand forecasting model.

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the above referenced socioeconomic data, Traffic Analysis Zones, and model network for the 2010 base year model, 2020 and 2030 interim years, and 2040 design year of the travel demand model for the Greenville Urbanized Area.

**This 6th day of November, 2013.**

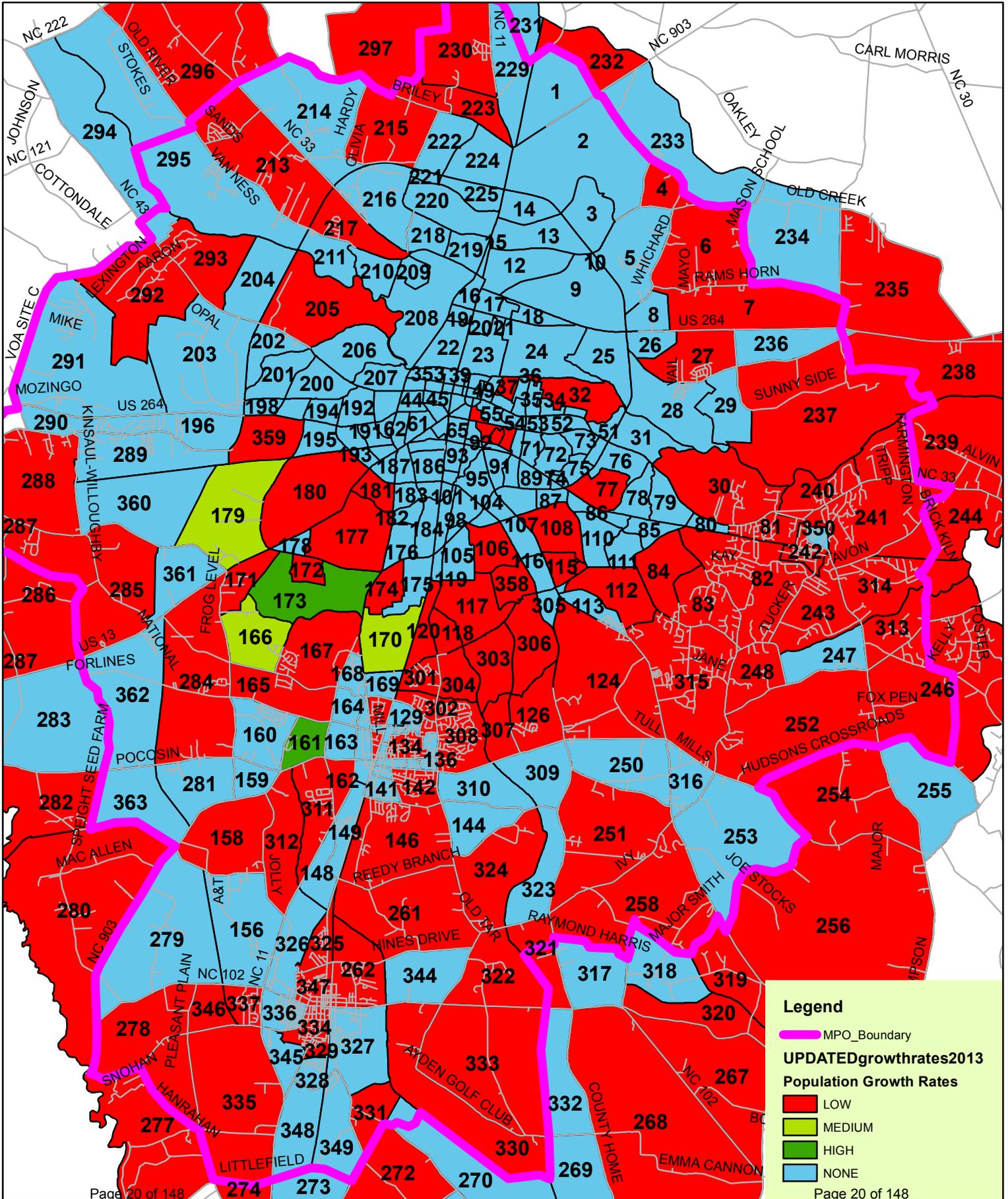
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Mayor Allen Thomas, Chairman  
Transportation Advisory Committee  
Greenville Urban Area

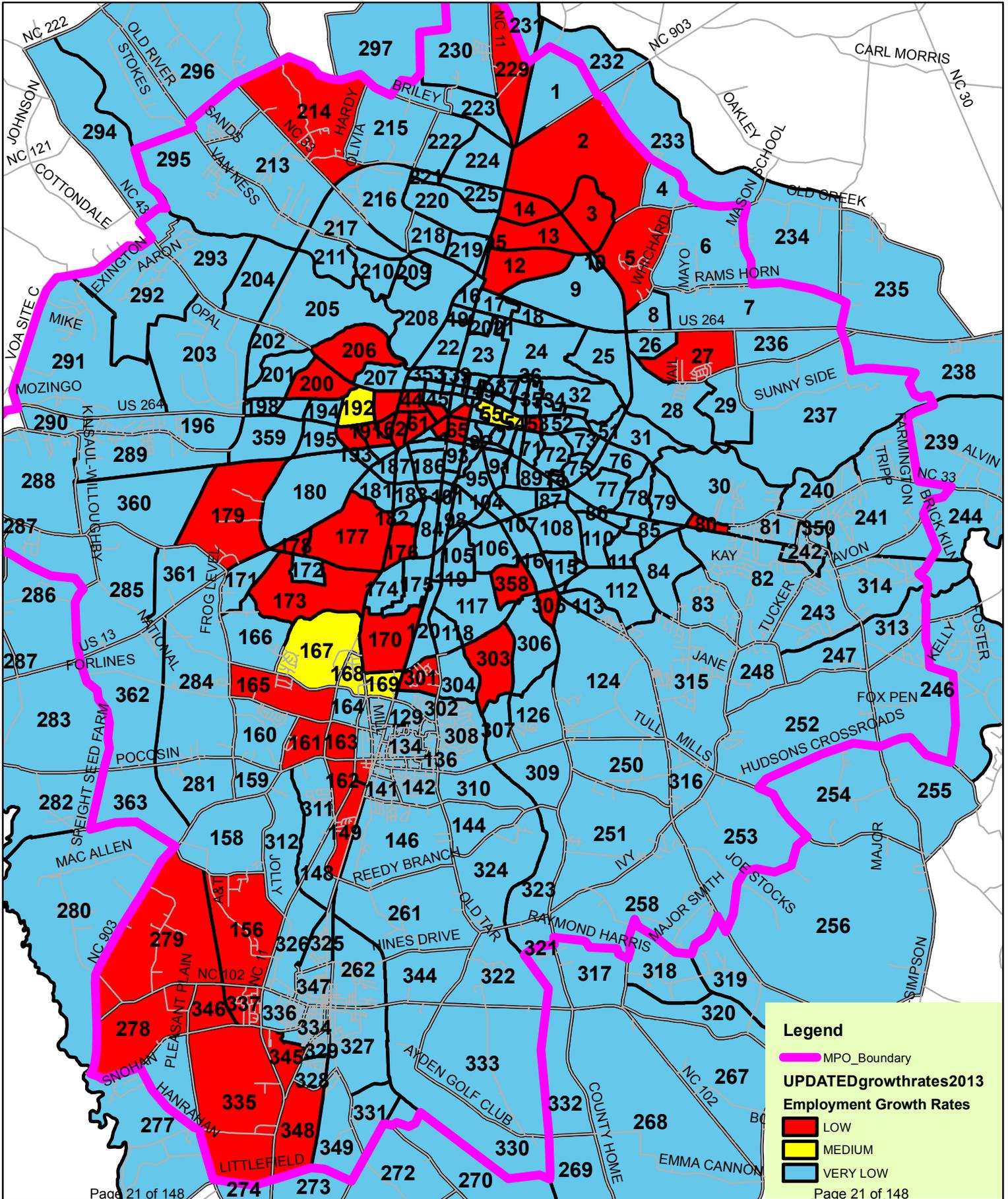
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Amanda Braddy, Secretary

# Population Growth Rate Projections 2010-2040



# Employment Growth Rate Projections 2010-2040



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# 1. Introduction

The following memorandum describes the processes and procedures used to forecast future population and employment within the Greenville urban area boundary for the 2010 model update. This methodology serves as a land use planning tool which consists of several procedures used for a variety of land use planning applications resulting from the allocation of future growth to Traffic Analysis Zones (TAZs). In general, the methodology, similar to a holding capacity method, uses county-wide and region-wide control totals in coordination with land use (layers) to allocate the future growth into TAZs. The forecasted data can then be imported directly into TransCAD.

The following sections discuss data forecasting procedures for the Greenville regional travel demand model: control totals, land use designations, and interim year forecasting.

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## 2. Model Data Input Requirements

### 2.1. Overview

To streamline the process of forecasting socioeconomic data, it is critical to understand and clearly define the model data input requirements. The input requirements lay the foundation for performing trip generation and eventually lead to trip distribution and traffic assignment. Data input requirements for trip generation are split into trip productions, attractions, special generators, and external trips. All of this data will be aggregated by TAZ.

### 2.2. Productions

The basic units required for the trip production side of the trip generation equation are:

- Number of Households
- Workers per Household
- Persons per Household
- Students per Household

### 2.3. Attractions

In general, trip attractions are uses that are considered to be destinations. For instance, the attraction for a home to work trip would be the trip end or workplace. In the trip generation model these attractions are classified as one of the following:

- Industrial employees
- Retail employees
- Service employees
- Office employees
- University Employees
- Hospital Employees
- Schools

Retail employees may be stratified into three categories: Normal Retail, High Turnover Retail, and Shopping. High Turnover Retail would include establishments such as gas stations, restaurants, and grocery stores that can typically generate a disproportionate volume of traffic when compared to other retailers. Shopping represents major retail locations such as Walmart and Target that serve as regional shopping destination and generate the greatest amount of retail trips per employee.

## 2.4. Area Types

Area types are zonal attributes calculated for the activity density of each TAZ. In the current model design, area types are manually designated by TAZ. The model uses the following designations:

- CBD
- Urban
- Suburban
- Rural

## 2.5. Format of Data

The aforementioned data is stored in Microsoft Excel format, which is easily imported in TransCAD.

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## 3. Control Totals

### 3.1. Overview

Future year county-wide control totals must be provided for all future years. Population totals are taken from the Office of State Budget and Management (OSBM) and can be found online at:

[http://www.osbm.state.nc.us/ncosbm/facts\\_and\\_figures/socioeconomic\\_data/population\\_estimates/county\\_projections.shtm](http://www.osbm.state.nc.us/ncosbm/facts_and_figures/socioeconomic_data/population_estimates/county_projections.shtm)

The 2033 county projections listed here are those provided by the State. These totals will be extrapolated to 2040 and distributed throughout the model into individual TAZs.

### 3.2. Forecasting Assumption Process

The Greenville model forecasts are created using a “top down, bottom up” process where regional trends are balanced with local growth plans/building permit data. Regional trends are used to guide what the long-term control totals are, while building plans and local data are used to guide how development occurs, and in some instances, influence the long-term trends.

To project the growth in households and employment to the year 2040, the county-wide population forecasts were used along with the local planning knowledge, approved developments, Census 2010 data, and employment data collected by InfoUSA and NCDOT. In order to complete these projections, several assumptions were made through the forecasting process and are explained below. This type of forecasting process relies on a series of assumptions that are necessary to complete socioeconomic forecasts at the TAZ level. These assumptions are (in hierarchical order):

1. Identify Regional Population Control Totals (**Section 3.3**)
2. Identify County Population Control Total (**Section 3.4**)
3. Assume Growth Ratio for inside vs. outside of study area (**Section 3.4**)
4. Identify Model Population Control Total (**Section 3.4**)
5. Identify Employment to Population Ratios (**Section 3.5**)
6. Assume % of Regional Employment Growth by County (**Section 3.5**)
7. Identify County Employment Control Total (**Section 3.5**)
8. Assume Group Quarters Growth Rate (**Section 3.6**)
9. Assume Household Size Growth Rate (**Section 3.6**)

### 3.3. Greenville Regional Control Totals

To provide a big picture perspective, the County, model area, and MPO census totals are presented below. The Greenville Model resides entirely within the County but also includes some area outside of the Greenville MPO boundary. Greenville control totals, shown in **Figure 1**, are based on historical data and 2010–2033 forecasts prepared by the NC Office of State Budget and Management.

#### 3.3.1. Census 2010

##### 3.3.1.1. Population

- Pitt County population was 168,687
- Greenville Model area population was 142,727
- Greenville MPO population was 133,069
- The Greenville Model population makes up 84.5% of the County population

##### 3.3.1.2. Employment

- The statewide employment was 4,136,257
- The Pitt County employment was 75,696
- The employment figures were obtained from Bureau of Labor Statistics via the Texas A&M Real Estate Center (<http://recenter.tamu.edu/data/pop/>)

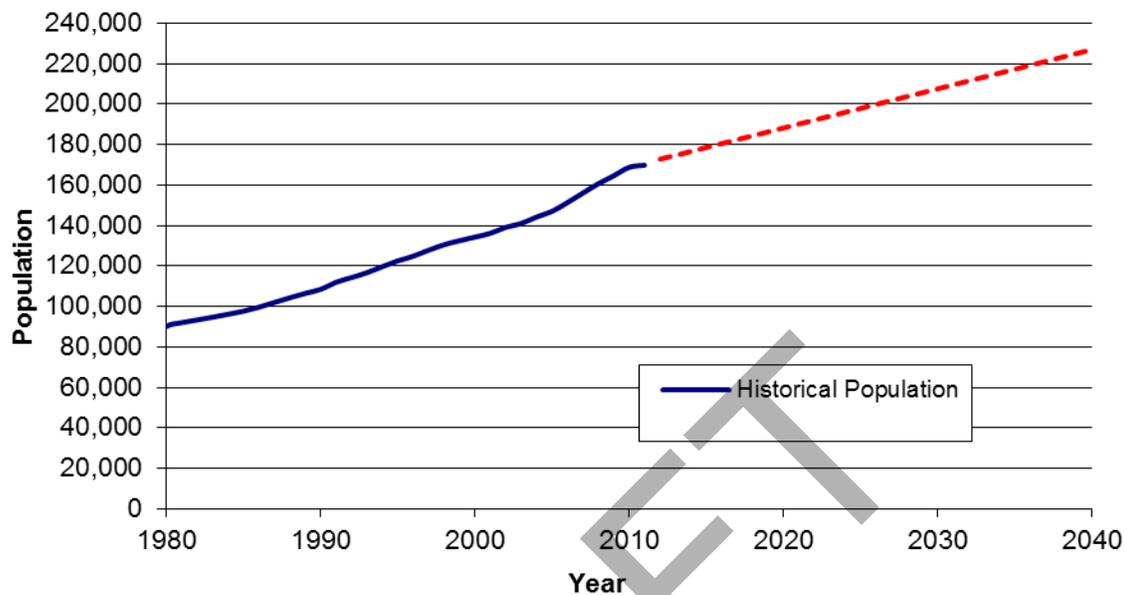
#### 3.3.2. Projection 2040

##### 3.3.2.1. Population Projections

- The 2033 OSBM Pitt County population projection is 213,360
- The 2040 County population forecast is 226,968
- The 2040 Model population forecast is 197,999
- The Greenville Model population makes up 87.2% of the County population

##### 3.3.2.2. Employment

Since employment control totals are not available for the region or counties, some forecasting of employment trends needs to be developed. The method that will be used for this model update is to tie employment growth to population ratio using an assumed employment population ratio, and is discussed in **Section 3.5**

**Figure 1: Pitt County Population Growth Projection**

### 3.4. County and Model Population Control Totals

County control totals are determined by looking at historical county projections, along with the projected growth provided by the NC Office of State Budget and Management Projections, shown in **Table 1**, indicate that there was aggressive growth in the region from 2005-2010, which has slowed to more moderate growth trends from 2010 to 2013. Anecdotal experience of the area shows that between 2010 and 2013 growth has been very slow, primarily due to economic conditions, and will resume growth at a slower pace than was experienced during the mid-2000s expansion. **Figure 1** shows a comparison of historical and projected county populations.

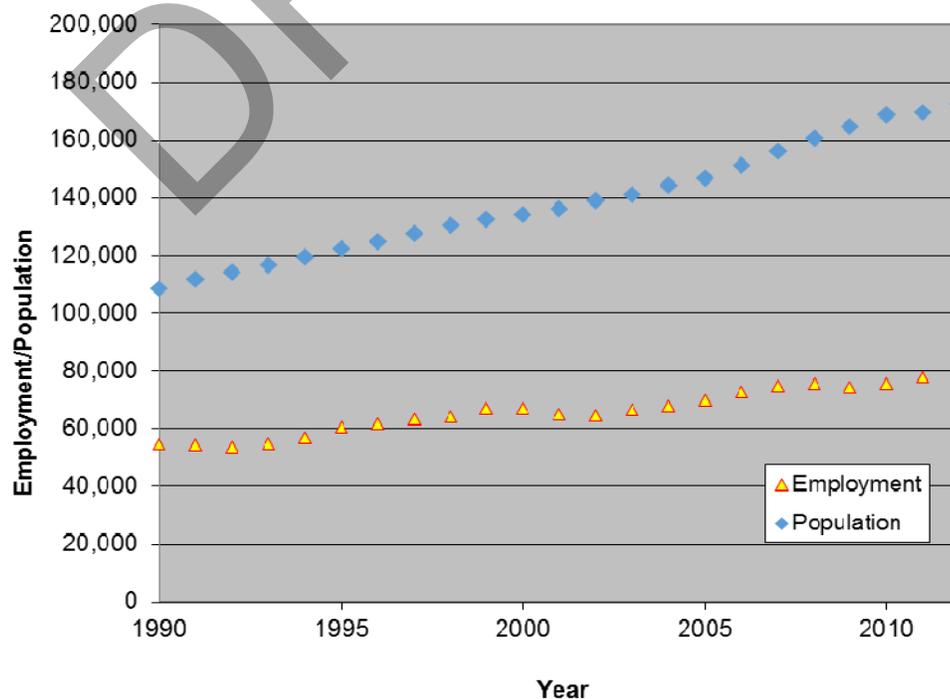
To determine the model population control totals, it is also necessary to assume the percentage of growth in the County that occurs in the model study area. Most of the urban areas in the County are represented inside the model area. It is projected that the majority of the growth that occurs in the County will occur in the urban areas. In 2010, 84.5% of the County population was inside the model area; that number is projected to increase to 87.2% in 2040.

Table 1: Population Summary				
Year	County Population	Model Population	Average Annual Growth Rate, County	Average Annual Growth Rate, Model Area
2000	134,321	110,003		
2005	147,010	121,423	1.8%	2.0%
2010	168,787	142,727	2.8%	3.3%
2020	188,099	161,073	1.1%	1.2%
2030	207,532	179,535	1.0%	1.1%
2040	226,968	197,999	0.9%	1.0%

### 3.5. County Employment Control Totals

County employment control totals are based on the population growth in the area. Historically, the employment-to-population ratio has remained very steady over time, as shown in **Figure 2**. Ratios have remained nearly steady, ranging from 0.46 to 0.51 employees per population since 1990. Recent nationwide economic issues has impacted the short-term employment growth, but these are expected to normalize over the next 10 years.

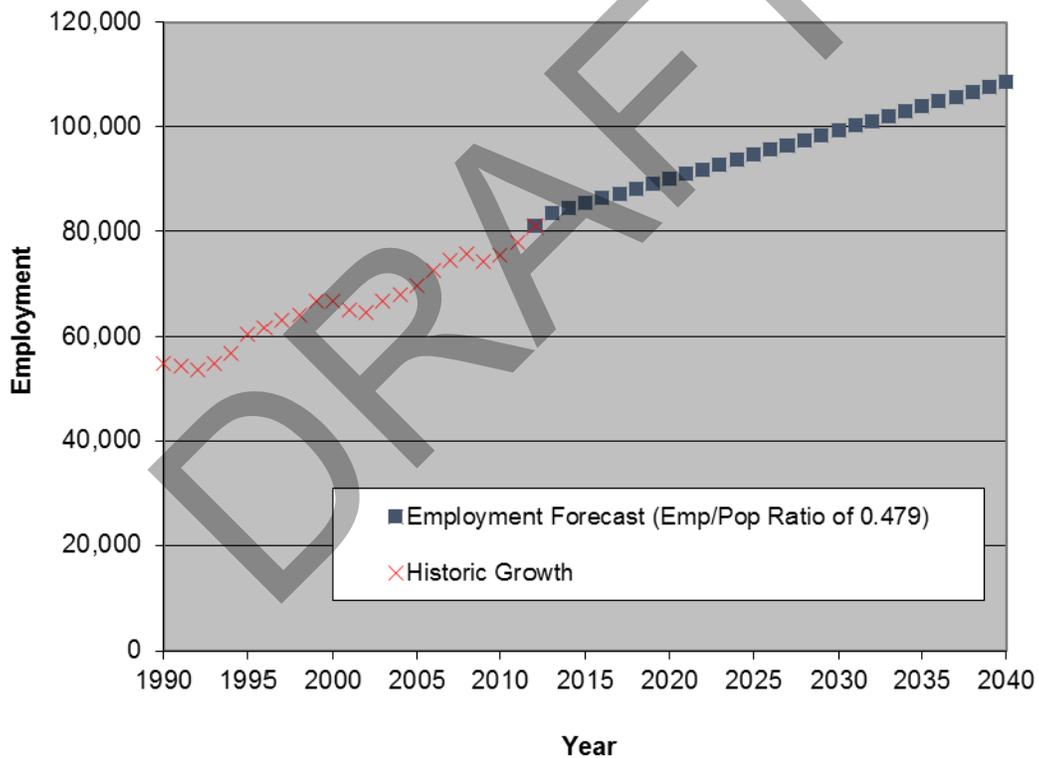
**Figure 2: Historical Regional Population Compared to Employment**



**Table 2** shows the historical employment ratio data, along with the assumed employment ratios for future growth. In order to project employment data, historical data was considered, and a future employment-ratio of 0.479 was assumed for the area. The ratio assumption provides the data necessary to determine a regional employment total for future forecasts. **Figure 3** shows the projected Countywide employment.

Table 2: Employment-Population Ratios				
1995	2000	2005	2010	2011-2040 (assumed)
0.494	0.498	0.475	0.448	0.479

**Figure 3: Projected 2010-2040 Pitt County Employment**



The next step in the employment forecasting process is to determine the percentage of County growth that occurs in the model area. Since no specific data is available on employment projections for the next 30 years, this is completed by assuming the percentage of employment that is distributed to the model. These percentages, which are shown in **Table 3**, are based on historical data and local planning knowledge.

Year	County Employment Projection	Model Employment Projection	% of County Employment inside Model Area
2012	81,032	54,791	68%
2020	90,007	65,150	72%
2030	99,306	71,880	72%
2040	108,606	78,612	72%

### 3.6. Household Control Totals by County

Prior steps in the forecasting methodology have been based on population, but the Greenville uses Households as the primary catalyst for trip generation. Therefore, the County control totals in **Table 1** must be disaggregated into Household vs. Group Quarters Population, and then allocated into households.

The first step in forecasting the household control totals by County is to remove the group quarters from population, as shown in **Table 4**. Group Quarters represent populations such as college dorms, nursing homes, and prisons who do not reside in traditional households. They are forecasted by assuming future group quarter population growth is proportional to County population growth. 2040 group quarters are grown using a ratio of 2040 County population to 2010 County population multiplied by 2010 group quarters information (the most recent year available). Population in Households is the remainder of the Model Population that is not in Group Quarters. Forecasted Group Quarters and Household Population are shown in **Table 4**.

Year	Model Area Population	Household Population	Group Quarters	Households	Average Household Size
2000	110,003	103,791	6,212	43,415	2.39
2005	121,423	115,091	6,332	48,541	2.37
2010	142,727	136,296	6,431	57,636	2.36
2020	161,073	154,370	6,703	66,654	2.32
2030	179,535	172,570	6,965	75,490	2.29
2040	197,999	190,761	7,238	84,557	2.26

The last step in determining the number of households is to assume the average Household Size of new households in the region. Historically, average household size has dropped significantly in the Greenville region over the last 40 years due to factors such as families are having less children and retirement population growth. According to the US Census, the 1960 average household size was 3.8, the average 1970 average household size was 3.4, and the 2010 average household size was 2.55. For this forecast update, we assume that the household size continues to decrease, but at a much slower rate. An average household size for new households is assumed slowly decrease over time. This size is applied to the forecasted population to determine how many households need to be allocated to the model for each model year.

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## 4. Land Use Allocation

### 4.1. Overview

Once the control totals are established for a given year, the population and employment data can be dispersed into individual TAZs.

- The determination of the appropriate population and employment amounts given to each TAZ are based on the population and employment totals calculated from the GIS layers described below
- Once the 2040 population and employment is established for each TAZ, a percentage of the overall regional population and employment growth will be calculated
- The calculated percentage will then be applied to the regional control total to establish the given population and employment for each TAZ

### 4.2. Household Data

GIS layers must be utilized to identify households/dwelling units by TAZ. For TAZ household control total, the database used includes:

- 2010 Census Blocks – TAZs were developed to use census geography for boundaries. Therefore, census block data can be aggregated to TAZ to identify households, population, and group quarters information
- 2006 TAZ data— the previous model produced a 2006 base year data which was “ground truthed”. This will be the primary basis for establishing 2010 base year data along with the 2010 census.
- Regional Plans/Development Data – Greenville has stored a large amount of information on new and planned developments that can help prepare the land use forecasts.

TAZ Growth was allocated using growth rates by area type. In Urban areas, the growth rate for TAZs is based on a percentage growth from their existing households. For Rural areas, the growth rate is based on a units/acre assumption (since very few households exist in these areas). Rates are based on a low/medium/high assumption, with the exception of manually identified areas which are expected to get 10 or 50% growth.

**Table 5** shows the HH growth allocation rates.

<b>Area Type = 1-3 (CBD-Suburban)</b>			<b>Area Type = 4 (Rural)</b>		
<b>Type</b>	<b>Description</b>	<b>Growth Rate (%)</b>	<b>Type</b>	<b>Description</b>	<b>Growth Rate (Units/Acre)</b>
0	Built Out	0	0	Built Out	0
L	Low	5	L	Low	0.005
M	Medium	40	M	Medium	0.01
H	High	75	H	High	0.05
10PC	10 Percent	10			
50PC	50 Percent	50			

### 4.3. Employment Data

GIS was also utilized to develop employment forecasts. A 2010 employment inventory was acquired from InfoUSA. It provided data for each employer, by point, and was aggregate by TAZ to the following SIC codes:

- Industrial employees (SIC codes 1-49)
- Retail employees (SIC codes 50-54, 56, 57, 59)
- High Turnover Retail employees (SIC codes 55, 58)
- Service employees (SIC codes 70-76, 78, 79, 80-84, 86-89,99)
- Office employees (SIC codes 60-67, 91-97)

## 5. Interim Year Forecasting

### 5.1. Overview

In many cases an interim year (i.e., a year that is not defined by the land use layer described in **Section 4**) is desired for planning purposes. For these instances, an estimation of the percent of buildout (or percent of the per-established land use plan) is developed and used to calculate the population and employment for the interim year. For Greenville, 2020 has already been identified as a necessary interim year. However, additional interim years will also be used, so the forecasting process has been designed in a format to streamline the process.

### 5.2. Forecasting Horizon Years

For interim year forecasting for the region, it is necessary to examine the planning areas in terms of historical growth and major capital project that will be built within the interim year. From that data, it can be determined that some percent of the buildout population will be developed by the interim year. For instance, if the planning area is in a fast growing part of the region, and the buildout land use plan shows that 2,000 new single family units can fit into this area, it could be said that by 2015 population in that planning area is 2,000. What remains is a percent of buildout for each planning area. Those percentages are then multiplied by the buildout figures to establish the interim year population and employment totals.

### 5.3. County Control Factors

Interim year forecasts are a subset of the future year forecasts. Identified building permit growth is allocated first, and then growth patterns (low/medium/high) are used to allocate remain households by County. These growth patterns are determined using control factors that identify the portion of growth by County that occurs in the interim.



## Attachment 5c

### Technical Coordinating Committee

### Action Required

October 22, 2013

TO: Technical Coordinating Committee  
 FROM: Daryl Vreeland, AICP, Transportation Planner  
 SUBJECT: Projects in the 2040 Long Range Transportation Plan (LRTP)

Purpose: To start a discussion on updating the fiscally-constrained project list in the 2040 update to the LRTP.

Discussion: MPO staff has begun the process of updating the LRTP to a 2040 horizon year. The LRTP contains a list of projects that are expected to be funded over the 26-year timeframe the document covers. Transportation funding revenue is based upon anticipated revenues as indicated in the STIP.

Projects considered as a candidate project and then later awarded points through the prioritization process are all a subset of projects in the LRTP.

Funding assumptions used in the LRTP will depend upon available data. Funding data regarding the State's new prioritization process will not be available until July, 2015--the final/official STIP due date. This is well past the LRTP's due date of August 11, 2014. Therefore, MPO staff will be using similar financial assumptions that were used in the previous LRTP. This is the best data available to MPO staff at this time--the time of plan development.

MPO staff anticipates lower available revenue that can be used for transportation projects. Therefore, the list of projects in the LRTP needs to be reviewed and updated, so that those projects that are MOST needed and anticipated to be programmed in the STIP in the next 5 years are included in the LRTP.

All projects in the LRTP must be fiscally constrained--(defined as reasonably anticipated to be funded with projected revenue streams--based upon available funding/revenue data at the time of development of the LRTP)

MPO Staff has identified some projects that would be good candidates for removal from the LRTP, based on their relatively high costs, relatively lower congestion, political will, and relative historical priority within the MPO.

- NE Bypass
- Fourteenth St / CSX RR Grade Separation
- Winterville-Main Street widening
- NC43 North widening (completed)
- US264/NC33 connector

Only those projects that are closed with no further charges incurred before the plan update date (Sept, 2014) need not be included in the LRTP update.

The LRTP is re-visited every 4-5 years (depending upon MPO's air-quality status), and can be amended in the interim, if needed, with a 30-day public comment period. Thus the list of projects in the LRTP is re-visited and updated every 4-5 years, at the very least.

MPO Staff recommended additions/new projects in the LRTP:

- traffic signal system upgrade
- Dickinson Ave - pavement resurfacing and drainage structures upgrade
- South Tar River Greenway ph3 - Town Common toward Moye Blvd/Vidant Hospital.
- update "to" column of Firetower Rd Phase 2 to indicate project extents to "SW Bypass", and not "Frog Level Rd" as currently shown.
- Greenway-Bridge over Tar River

MPO staff may be able to fiscally constrain more or fewer projects than what is presented in this item. This will become more apparent as staff begins the analysis of revenue projections and year of expenditure. It MAY be necessary to reduce the list of projects in the LRTP even further. Staff will keep the MPO updated on this topic, and will work with member jurisdictions to coordinate any project removals from the LRTP, if necessary.

Action Needed: TCC initiate discussion, and provide initial guidance to MPO Staff regarding inclusion of projects in the LRTP, and (if needed) make recommendation to TAC.

Attachments: List of projects currently in the LRTP. Staff highlighted those projects proposed for removal from the next LRTP.

# Relationship Between Transportation Plans

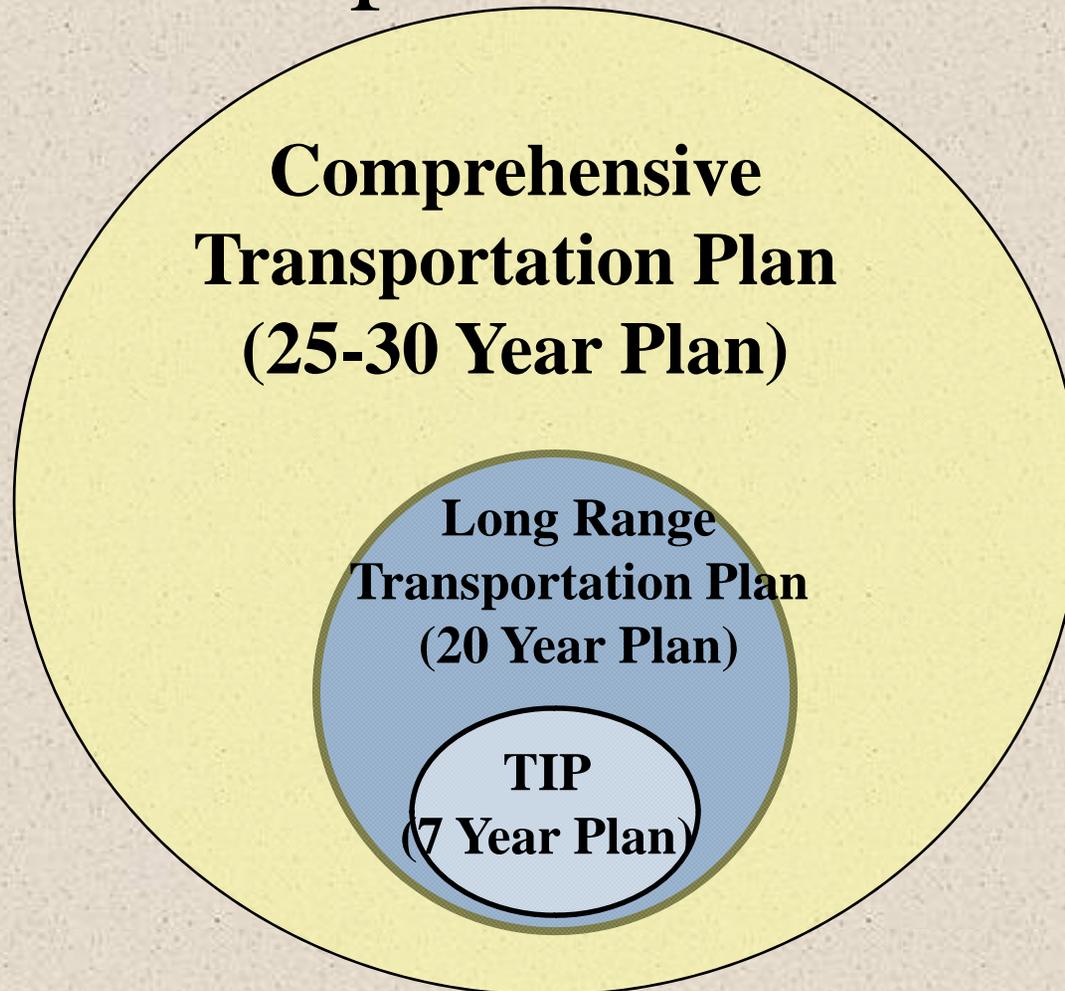


Figure 6-2

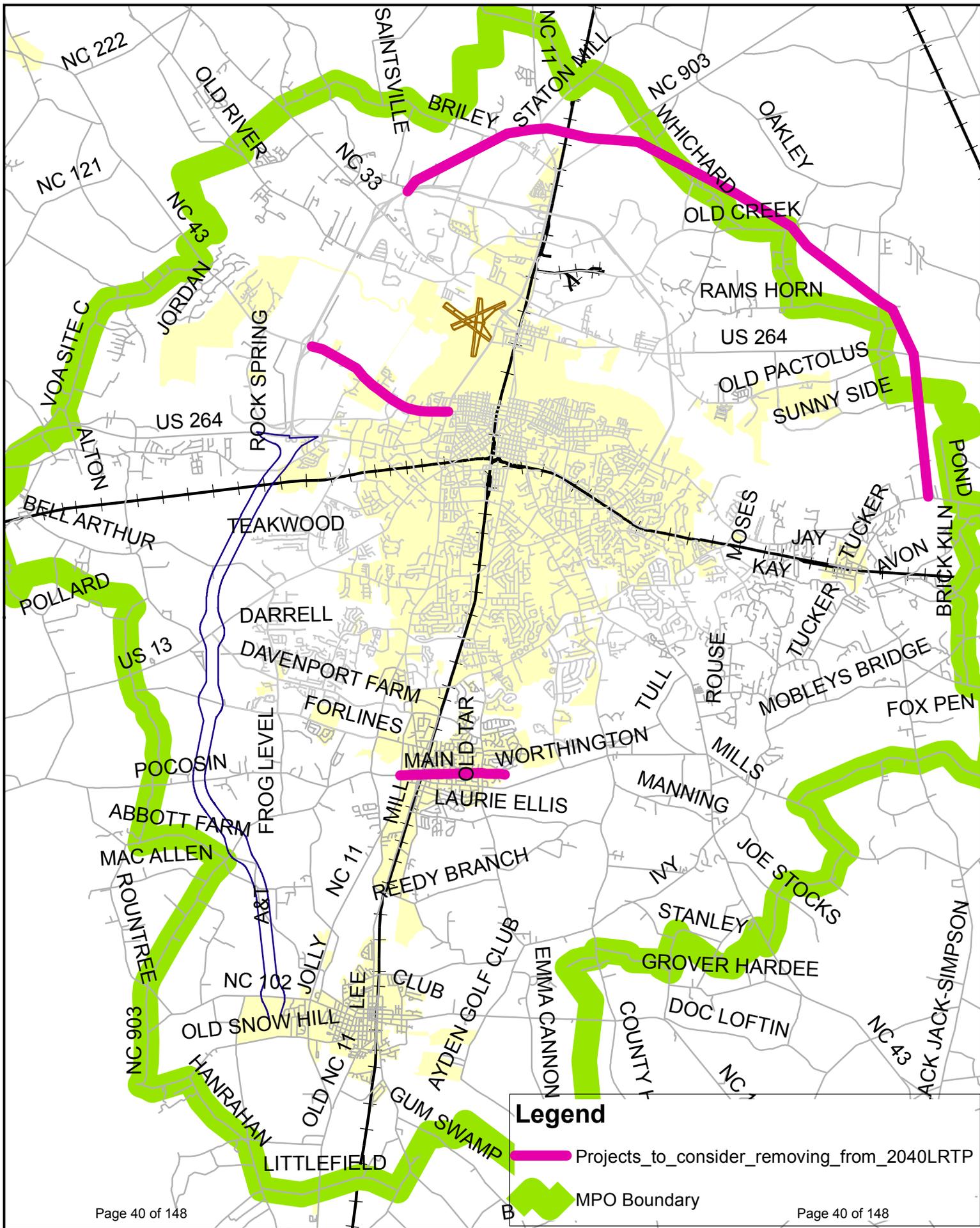
Roadway Projects Expected to Be Funded in 2009-2035

MPO Priority	TIP Project ID No.	Project Description	From	To	Length (Miles)	Cross Section	Ultimate ROW Width	Total Cost (\$k)	Year of Expenditure (\$k)
1	R-2250	Southwest Bypass **	US 264 Northwest Bypass	NC 11 Ayden	12.2	A	250	240,957	856,764
2	U-3315	Tenth Street Connector	Memorial Drive	Tenth Street	0.6	C	90	17,200	23,050
3	U-2817	Evans Street and Old Tar Road (SR 1700)	US 264A Greenville Blvd	SR 1711 Worthington Rd	3.8	C-B/D-B	100	32,564	115,787
4	U-5018	NC 43 North Widening	Paladin Street	US 264	1.4	C-B	100	3,015	3,665
5		Greenville Boulevard	NC 11	NC 33 / E 10th St.	4.5	B	100	41,560	147,774
6	U-3613	Fire Tower Road Phase II	NC 11	Forlines Road	1.4	C-B	90	3,143	11,175
7		Main Street Widening, Winterville	NC 11	Ragland Rd	1.1	H	60	570	2,027
8		Frog Level Road (SR 1127) Safety Improvements	US 13	NC 903	3.75	K	100	7,141	25,391
9	R-3407	NC-33, Greenville to Tarboro	US 264 Northwest Bypass	MPO Boundary	2.3	B	200	10,153	17,365
10		Fire Tower Road Phase III	NC 43	Fourteenth St.	0.6	C-B/D-B	100	3,683	13,096
11		Fourteenth Street (SR 1703 and SR 1704)	Red Banks Road	Fire Tower Road	1.12	D-B	100	7,491	26,636
12		Northeast Bypass**	US 264	NC 33 East	12.13	A	300	114,331	406,524
13		Fire Tower Road Phase IV and Portertown Rd	Fourteenth Street	NC-33 East	2.2	D-B	90	13,397	47,635
14		NC 43 South Widening	Bells Fork Plaza	Worthington Road	2.9	D-B	100	17,656	62,779
15		Allen Road Widening	US 264 (Stantonsburg Road)	US 13	2.29	D-B	90	15,316	54,459
16		Ivy Road, Tucker Road, Ayden Golf Club Rd	NC-102	Simpson	11.46	K	60	21,598	76,795
17		3rd St / NC 102 Widening, Ayden	NC 11	Verna Street	0.48	C	90	2,947	10,479
18		Fourteenth Street / CSX RR Grade Separation	@ CSX RR Tracks		0.2	C-B	90	2,600	9,245
19		Forlines Rd Widening	NC 11	SW Bypass	3.18	C-B	90	19,684	69,990
20		NC 903 improvements	NC 11	MPO Boundary	7.6	K	60	8,000	28,445
*	U-3430	US 264/NC 33 Connector	US 264	NC 33	2.9	B	200	19,350	68,802
	EB-4996	Green Mill Run Greenway	Charles Blvd	Evans Park				965	965
	EB-4702	South Tar River Greenway	Town Commons	Green Mill Run Greenway				744	744
	EB-4997	Parker's Creek Greenway	Staton Road	River Park North				1,300	4,622
		Green Mill Run, Natural Corridor	end of exist. greenway	E. of Evans Road				1,000	3,556
		Schoolhouse Branch Greenway	S. Tar River Trail	Medical Complex Area				650	2,311
	P-5000	Track improvements at Norfolk Southern and CSX						3,100	3,100

\*\* Funding for these projects are provided under a separate funding category (the urban loop program), and are excluded in the total cost.

Total: 78.11 \$ 610,115 \$ 2,093,180

# Projects to consider removing from the 2040 LRTP





## Attachment 5d

### Technical Coordinating Committee

### Action Required

October 22, 2013

TO: Technical Coordinating Committee  
 FROM: Daryl Vreeland, AICP, Transportation Planner  
 SUBJECT: MPO Prioritization process and Implementation of Strategic Prioritization Law for the MPO's Strategic Transportation Investments

**Purpose:** To update the MPO on Strategic Prioritization Law and its implications on the MPO, and seek guidance in the development of an acceptable prioritization process.

**Discussion:** When assigning points to candidate projects submitted for NCDOT's funding consideration, the MPO must now have a NCDOT-approved process for assigning local input points based on a combination of quantitative and qualitative data in accordance with the new State Law (2012-84).

NCDOT is using a workgroup made up of DOT, MPO, and RPO representatives to reach consensus on the proposed approach and how it will approve local methodologies.

NCDOT has discussed a draft guidance that emphasizes openness, transparency, and public input. In the draft guidance powerpoint, NCDOT states that "public comments must be taken, listened, and incorporated into the final scoring". ***The following is draft/subject to change*** pending working group finalization, but provides a starting point for conversation/MPO staff guidance.

"Each MPO/RPO methodology must contain at least one quantitative and one qualitative criteria from the above and no criteria can be less than 10% nor more than 50% of the total used to assign points."

	Quantitative	Qualitative
<b>Eligible Criteria</b>	Benefit-Cost	Project in adopted plan
	Safety	Environmental status
	Economic Competiveness	Identified as critical need
	Freight	Regionally significant to area
	Multimodal	Local support for project
	Pavement Condition	
	Lane Width/Shoulder Width	
	Accessibility/Connectivity	
	System Operational Efficiency (public transportation)	
	Vehicle Utilization (public transportation)	

Further, MPO staff may have to develop a scoring methodology for each mode of transportation (roadway, bike, ped, rail, transit) (still awaiting more guidance/information on this).

For roadway projects, congestion and safety are the only categories where each project has data available.

It is NCDOT intent that these criteria/weighting be able to be modified each prioritization cycle, should an MPO/RPO wish.

As a reminder:

For bike/ped projects: 25% MPO local input, 25% Division Rank

- 50% quantitative data: 10% Access, Constructability=5%, Safety=15%, Demand Density =10%, Benefit/Cost=10%

For Transit Facilities (Division level): 25% MPO local input, 25% Division Rank

- 50% quantitative data: 30%=age of facility/facility demand, Benefit/Cost=5%, System Operational Efficiency=5%, Facility Capacity=10%

Highway projects

Regional impact=15% MPO Rank, 15% Division Rank

- 70% quantitative data: Benefit/Cost=20%, safety=25%, multimodal/freight/military=25%

Division needs = 30% MPO Rank, 20% Division Rank

- 50% quantitative data: Congestion = 20%, Safety=20%, Multimodal/freight/military=10%

MPO Staff recommendation:

MPO staff recommend usage of existing/available data that has been (or will be) collected from NCDOT's prioritization process, for the quantitative portion.

For the qualitative portion, staff recommends usage of the "project in an adopted plan".

**The MPO must submit an adopted local methodology prior to April 30, 2014.**

Action Needed: TCC initiate discussion and provide guidance to MPO Staff / recommendation to TAC.

Attachments:

NCDOT's powerpoint presentation (or relevant portions thereof) on this topic  
Quantitative data NCDOT developed as a part of the LAST prioritization process.



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY  
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N. C. 27699-1501

ANTHONY J. TATA  
SECRETARY

October 15, 2013

MPO/RPO  
Address  
City, State Zip

ATTENTION: TAC Chair  
Subject: Guidance For Implementation of Strategic Prioritization- Session Law 2012-84

Session Law 2012-84 amended Section 2 of the General Statutes 136-18 by adding a new subdivision to read:

*"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input. The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization."*

The Department engaged the P3.0 Workgroup to assist in developing guidance on how to implement S.L. 2012-84. The emphasis is on an open and transparent process. On September 30<sup>th</sup> the Workgroup reached agreement on recommended guidance. The Department agrees.

Outlined below is the guidance each MPO and RPO needs to follow in developing their local methodology. This methodology will be used to assign MPO/RPO local input points under the new Strategic Transportation Investments (STI) law. The Department requests you submit your local methodology for approval and address each of the following items:

- Describe the MPO/RPO ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process. These criteria should be understandable to the public. In other words, the measures and the percentages assigned to each measure should be defined, described, and outlined in such a way that the public can follow how project points will be assigned.
- Describe how your organization intends to engage and solicit public input on your methodology: i.e., the rationale behind the preliminary assignment of points; posting of this approach on a public website; holding a public hearing to receive comments on the preliminary assignment and/or how your organization followed its public input policies to adhere to this requirement. At least one public review period and public meeting/hearing should be included in the process. This review period needs to allow sufficient time for consideration of any public comments prior to the TCC/TAC making the final point assignment.
- Describe how your Technical Coordinating and Transportation Advisory Committees (TCC/TAC) will consider the input of public comments on the preliminary assignment of points as they develop and ultimately approve the final point assignment.

- Describe how the final local point assignment (approved by your TAC) will be disseminated and shared with the public. Include dates on your schedule you are targeting to achieve this.
- The methodology needs to be approved by the TAC.

Please develop and submit a proposed methodology, a contact person and/or narrative to Don Voelker, Director, Strategic Prioritization Office of Transportation, as soon as you believe your methodology follows the above guidance. The Department will review each submission and provide a response on its acceptability. We look forward to working with each MPO and RPO to ensure an acceptable methodology is in place before local input points are assigned beginning May 1, 2014; otherwise, the Department will not accept local input points from the MPO/RPO for that area. This lead time should be sufficient for each MPO/RPO to ensure their local methodologies will meet this guidance.

Sincerely,

Jim Trogdon, P.E.  
Chief Deputy for Operations

cc: Don Voelker  
cc: MPO/RPO Staff Point of Contact



# Prioritization 3.0/Strategic Transportation Investments

## MPO/RPO Process and S.L. 2012-84 Implementation

September 30, 2013



## 2012 Law - Prioritization Process

*“The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State.*

*The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input.*

***The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization.”***

- S.L. 2012-84



## Implementation of Strategic Prioritization Law

### Accomplished to Date:

1. **Fall 2012 – Per a survey each MPO/RPO provided the Department their existing methodologies for assigning local input points**
2. **Survey showed wide range of methodologies**
  - Most large MPO's had data-driven methodologies and sought public input
  - Only a limited number of RPO's had data-driven methodologies and fewer included public input
3. **Through March 2013 - Workgroup discussed results and started developing recommendations to the Department on how to implement. Proposed STI put aside discussions.**
4. **September 30 - Workgroup expected to reach decision on overall guidance**



## Implementation of Strategic Prioritization Law

### Proposed Overall Approach/Steps:

- 1. NCDOT letter to each MPO and RPO providing potential guidance (fall 2013)**
  - Emphasize transparency and public input/comment
  - Describe use of quantitative and qualitative criteria
- 2. Each MPO/RPO submits request for approval of their process to the Department. Department provides approval letter or need for additional revision (fall 2013/early 2014)**
- 3. All approvals must be completed by May 1, 2014 or no local input points may be assigned**



## ***Proposed P3.0 Methodology Guidance/Process***

**Local methodology defines at least one quantitative criteria and one qualitative criteria from Department's -- meets Dept's thresholds of what is quantitative and what is qualitative. Define, describe, document how to measure, relevant data sources, rationale behind any % weights associated with criteria**

**All modes have project scores**

**MPO/RPO staff prepare narrative outlining rationale for point assignments**

**MPO/RPO staff prepares preliminary point assignments, coordinates with other MPOs/RPOs/Division Engineers**

**Preliminary scores and narrative posted for public comment prior to TCC/TAC meetings**



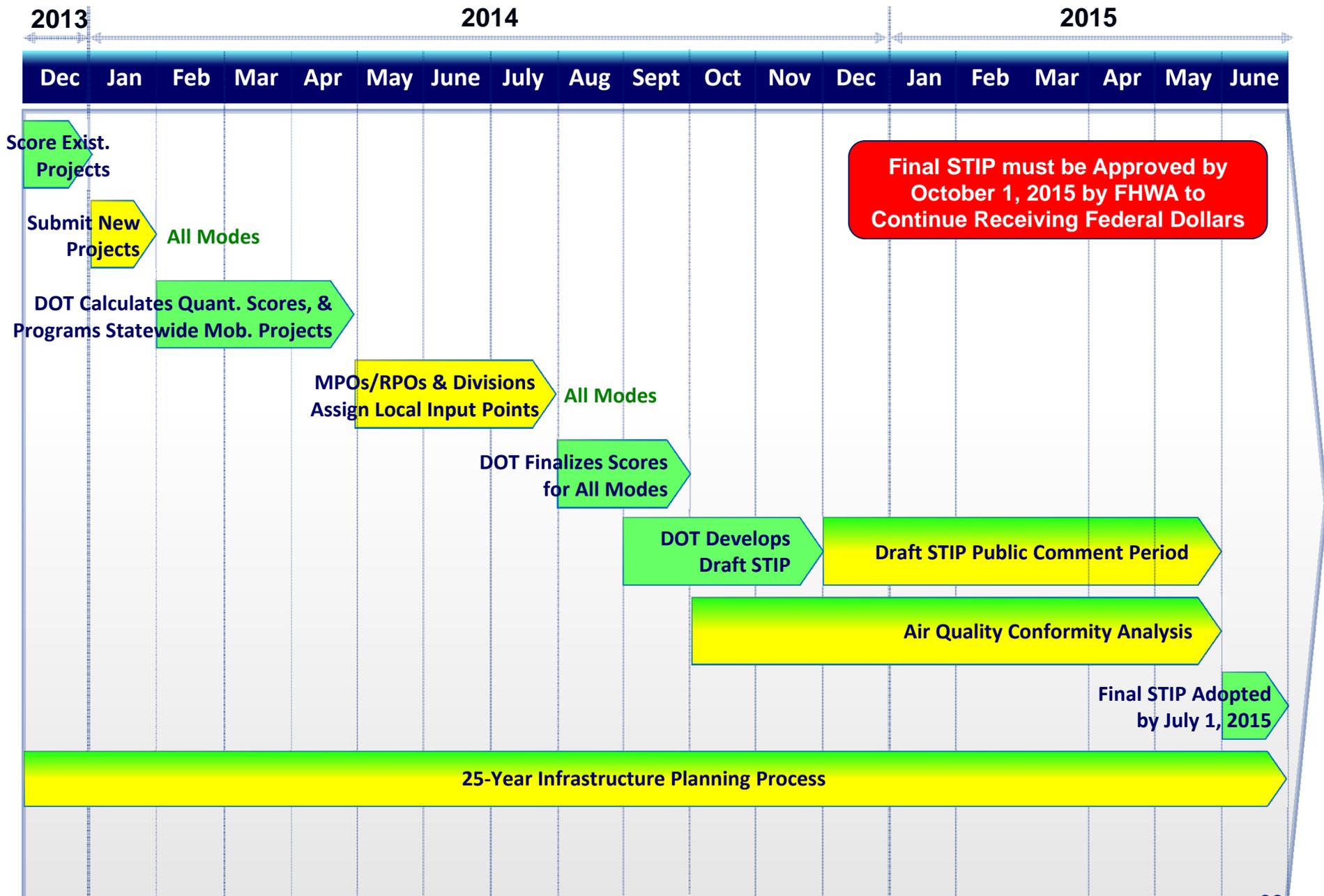
## ***Proposed P3.0 Methodology Guidance/Process***

**Public meeting/hearing held to receive comments**

**TCC/TAC **consider** public comments into final point assignments**

**MPO/RPO staff provides final point assignments and letter seeking methodology approval to Department and posts to their respective websites**

# Prioritization 3.0 Schedule



**Final STIP must be Approved by October 1, 2015 by FHWA to Continue Receiving Federal Dollars**

**Final STIP Adopted by July 1, 2015**

**25-Year Infrastructure Planning Process**



## Bicycle and Pedestrian Project Classification

Projects classified and scored based on primary purpose

To be scored as a Highway project, the primary purpose is to either:

- Improve the physical or operating capacity of the roadway for motor vehicles, or
- Bring the roadway up to DOT Design Standards/modernize the roadway

### Stand-alone/Independent On-road Bicycle Improvements

- No longer \$1M threshold
- Designated/striped bike lanes classified as a Bicycle/Pedestrian project
- Adding wide outside lanes to road with curb & gutter classified as a Bicycle/Pedestrian project
- Adding shoulders to a road, could be classified as a Highway project, with the specific improvement type of modernization
  - Purpose is to bring the roadway up to today's DOT design standards, including the appropriate lane and/or shoulder widths (based on the roadway classification and traffic volume)
  - These projects do not add physical or operating capacity to a roadway → these projects will not result in any travel time savings.



## Bicycle and Pedestrian Project Classification

### Example Project Classifications

- Addition of bike lanes and sidewalks to an existing roadway, but no other capacity improvements – **Bicycle/Pedestrian**
- Addition of a bike lane or paved shoulder to an existing roadway, but no other capacity improvements – **Striped Bicycle lane= Bicycle/Pedestrian; Paved shoulder to bring the roadway up to DOT Design Standards = Highway**
- Addition of a sidewalk to an existing roadway – requires the construction of curb and gutter – **Bicycle/Pedestrian**
- Addition of a sidewalk to an existing roadway, behind the existing swale – **Bicycle/Pedestrian**

**RANKED IN ORDER OF CONGESTION POINTS (AS CALCULATED LAST PRIORITIZATION CYCLE)**

Route	Route Name	From / Cross Street	To	Description	Congestion Points	Safety Points	Pavement Points	Benefit Cost Points	Econ. Comp. Points	Lane Width Points	Shoulder Width Points	Total Division Points	Total MPORPO Points	Total Points
	Arlington Boulevard	SR 1708 Firetower Rd	NC43 (W 5Th St)	Upgrade drainage facilities, construct medians / channelized turn lanes, bicycle facilities, and sidewalk.	100.00	66.53	100.00					0	100	71.33
SR1708	Firetower Road	NC 43 (Charles Boulevard)	SR 1704 (Fourteenth Street)	Widen existing 2-lane roadway to a multi-lane urban section facility	78.60	77.62	17.00					30	100	72.45
US264A	Greenville Boulevard	NC 11 (Memorial Drive)	NC 33 (East 10th Street)	Widen to 6 travel lanes and improve Intersections from NC-11 to NC 33.	68.84	66.53	7.00	6.13	37.13			0	100	45.22
SR1700	Evans Street/Old Tar Road	SR 1711 (Worthington Road) in Winterville	US 264A (Greenville Boulevard)	SR 1711 (Worthington Road) in Winterville to US 264A (Greenville Boulevard). Widen to Multi-Lanes.	64.12	66.53	14.00					70	100	80.85
SR1203	Allen Road	SR 1467 (Stantonsburg Road)	US 13 (Dickinson Avenue)	Widen existing 2 and 3 lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements	61.44	77.62	8.00					0	100	59.57
SR1708, SR1726	Firetower Road, Portertown Road	SR 1704 (Fourteenth Street)	NC 33	Widen existing 2-lane roadways to multi-lane urban section facilities . includes Intersection improvements at Firetower Road and Portertown Road change the primary movement to East Firetower Road and the northern leg of Portertown Road	49.40	77.62	11.00					0	100	57.31
SR1704	Fourteenth Street	Red Banks Road	SR 1708 (Firetower Road)	Widen existing 2-lane roadway to a multi-lane urban section facility with Intersection improvements from Red Banks Road to Firetower Road (SR 1708)	40.08	33.27	19.00					0	100	53.63
NC043		North of Signature Drive	SR 1711 (Worthington Road)	Widen existing 2-lane and 3-lane roadway to a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements	37.36	55.44	10.00	0.34	1.32			0	100	38.86
	New Route - US 264-NC 33 Connector	US 264	NC 33	US264-NC33 connector: Construct new bridge over Tar River, East of Greenville	36.80	77.62	11.00					0	77	42.59
NC102		NC 11	Verna Avenue	Widen to a multi-lane facility with sidewalks	33.40	44.36	17.00	0.43	0.25			0	0	9.82
NC033		NC 222 at Belvoir Crossroads	US 264 Bypass	US 264 Bypass in Greenville to US 64 Southeast of Tarboro. Widen to A Multi-Lane Facility. Section C: NC 222 at Belvoir Crossroads to US 264 Bypass.	30.56	99.80	50.00	2.91	11.03			0	100	39.59
	New Route - Firetower Road Extension	SR 1127 (Frog Level Road)	NC 11/903	SR 1127 (Frog Level Road) to NC 11/903. Construct Multi-Lane Facility, Part on New Location.	28.28	33.27	0.00					50	100	65.32
074 SR1713		NC 11	SR 1149 (Mill Street)	Laurie Ellis Rd Extension/Connector: Construct on new location 2-lane roadway with bicycle and pedestrian facilities. Construct intersection with NC11 turn lane improvements and traffic light installation	25.88	88.71	27.00					0	0	10.96

## Prioritization 2.0 - HIGHWAY Project Data and Final Scores (Detailed)

Route	Route Name	From / Cross Street	To	Description	Congesti on Points	Safety Points	Pavement Points	Benefit Cost Points	Econ. Comp. Points	Lane Width Points	Shoulder Width Points	Total Division Points	Total MPORPO Points	Total Points
	New Route - Northeast Bypass	US 264	NC 33	Construct a 4-lane, median divided, limited access facility on new location from US-264 to NC 33 East with a new bridge over the Tar River	22.56	77.62	2.00	0.09	1.79			0	39	16.57
NC903		NC 11	Greene County Line	Widen existing pavement to 32 ft (4ft widening either side to accomodate Bicycle) - Utility relocation, structure improvements, widen typical roadway section, various Intersection improvements	13.96	88.71	78.00			50	100	30	100	68.47
SR1126	Forlines Road	Greenville Southwest Bypass (R-2250)	NC 11	Widen existing 2-lane roadway to multi-lane urban section facility including bicycle and pedestrian facilities	9.32	99.80	4.00					0	0	7.05
074 SR1598	Dickinson Avenue	NC11	SR 1610 (Reade Circle)	Demolition and replacement of subgrade, asphalt, and curb & gutter, demolition of concrete slab beneath roadway; as necessary provide drainage repairs and upgrades, removal / replacement of existing sidewalk and construction of wheelchair ramps to meet current ADA requirements.		66.53				0	100	70	100	80.65
SR1127	Frog Level Road	US 13 (Dickinson Avenue)	NC 903	widen to tolerable lane width and add continuous 2 way left turn lane		77.62				25	100	0	100	60.26
SR1723, SR1759, SR2241	Ayden Golf Club Road, Tucker Road, Ivy Road	NC 102	NC 33	Widen to meet tolerable lane width requirements, including straightening and realigning Intersections, to serve as a connector between NC-102, NC-43 South, and NC-33 East.		88.71				50	100	0	0	23.87
074 SR1126	Boyd Street	NC 11	Railroad Street	Widen to meet tolerable lane width requirements, provide bicycle and pedestrian facilities, construct curb and gutter and associated drainage structures, and construct turn lanes to allow the facility to serve as a connector between NC 11 and Railroad Street		66.53				25	100	0	0	19.15

**RANKED IN ORDER OF SAFETY POINTS (AS CALCULATED LAST PRIORITIZATION CYCLE)**

Route	Route Name	From / Cross Street	To	Description	Congesti on Points	Safety Points	Pavement Points	Benefit Cost Points	Econ. Comp. Points	Lane Width Points	Shoulder Width Points	Total Division Points	Total MPORPO Points	Total Points
NC033		NC 222 at Belvoir Crossroads	US 264 Bypass	US 264 Bypass in Greenville to US 64 Southeast of Tarboro. Widen to A Multi-Lane Facility. Section C: NC 222 at Belvoir Crossroads to US 264 Bypass.	30.56	99.80	50.00	2.91	11.03			0	100	39.59
SR1126	Forlines Road	Greenville Southwest Bypass (R-2250)	NC 11	Widen existing 2-lane roadway to multi-lane urban section facility including bicycle and pedestrian facilities	9.32	99.80	4.00					0	0	7.05
074 SR1713		NC 11	SR 1149 (Mill Street)	Laurie Ellis Rd Extension/Connector: Construct on new location 2-lane roadway with bicycle and pedestrian facilities. Construct intersection with NC11 turn lane improvements and traffic light installation	25.88	88.71	27.00					0	0	10.96
NC903		NC 11	Greene County Line	Widen existing pavement to 32 ft (4ft widening either side to accomodate Bicycle) - Utility relocation, structure improvements, widen typical roadway section, various Intersection improvements	13.96	88.71	78.00			50	100	30	100	68.47
SR1723, SR1759, SR2241	Ayden Golf Club Road, Tucker Road, Ivy Road	NC 102	NC 33	Widen to meet tolerable lane width requirements, including straightening and realigning Intersections, to serve as a connector between NC-102, NC-43 South, and NC-33 East.		88.71				50	100	0	0	23.87
SR1708	Firetower Road	NC 43 (Charles Boulevard)	SR 1704 (Fourteenth Street)	Widen existing 2-lane roadway to a multi-lane urban section facility	78.60	77.62	17.00					30	100	72.45
SR1203	Allen Road	SR 1467 (Stantonsburg Road)	US 13 (Dickinson Avenue)	Widen existing 2 and 3 lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements	61.44	77.62	8.00					0	100	59.57
SR1708, SR1726	Firetower Road, Portertown Road	SR 1704 (Fourteenth Street)	NC 33	Widen existing 2-lane roadways to multi-lane urban section facilities . includes Intersection improvements at Firetower Road and Portertown Road change the primary movement to East Firetower Road and the northern leg of Portertown Road	49.40	77.62	11.00					0	100	57.31
	New Route - US 264-NC 33 Connector	US 264	NC 33	US264-NC33 connector: Construct new bridge over Tar River, East of Greenville	36.80	77.62	11.00					0	77	42.59
	New Route - Northeast Bypass	US 264	NC 33	Construct a 4-lane, median divided, limited access facility on new location from US-264 to NC 33 East with a new bridge over the Tar River	22.56	77.62	2.00	0.09	1.79			0	39	16.57
SR1127	Frog Level Road	US 13 (Dickinson Avenue)	NC 903	widen to tolerable lane width and add continuous 2 way left turn lane		77.62				25	100	0	100	60.26
	Arlington Boulevard	SR 1708 Firetower Rd	NC43 (W 5Th St)	Upgrade drainage facilities, construct medians / channelized turn lanes, bicycle facilities, and sidewalk.	100.00	66.53	100.00					0	100	71.33
US264A	Greenville Boulevard	NC 11 (Memorial Drive)	NC 33 (East 10th Street)	Widen to 6 travel lanes and improve Intersections from NC-11 to NC 33.	68.84	66.53	7.00	6.13	37.13			0	100	45.22

## Prioritization 2.0 - HIGHWAY Project Data and Final Scores (Detailed)

Route	Route Name	From / Cross Street	To	Description	Congesti on Points	Safety Points	Pavement Points	Benefit Cost Points	Econ. Comp. Points	Lane Width Points	Shoulder Width Points	Total Division Points	Total MPORPO Points	Total Points
SR1700	Evans Street/Old Tar Road	SR 1711 (Worthington Road) in Winterville	US 264A (Greenville Boulevard)	SR 1711 (Worthington Road) in Winterville to US 264A (Greenville Boulevard). Widen to Multi-Lanes.	64.12	66.53	14.00					70	100	80.85
074 SR1598	Dickinson Avenue	NC11	SR 1610 (Reade Circle)	Demolition and replacement of subgrade, asphalt, and curb & gutter, demolition of concrete slab beneath roadway; as necessary provide drainage repairs and upgrades, removal / replacement of existing sidewalk and construction of wheelchair ramps to meet current ADA requirements.		66.53				0	100	70	100	80.65
074 SR1126	Boyd Street	NC 11	Railroad Street	Widen to meet tolerable lane width requirements, provide bicycle and pedestrian facilities, construct curb and gutter and associated drainage structures, and construct turn lanes to allow the facility to serve as a connector between NC 11 and Railroad Street		66.53				25	100	0	0	19.15
NC043		North of Signature Drive	SR 1711 (Worthington Road)	Widen existing 2-lane and 3-lane roadway to a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements	37.36	55.44	10.00	0.34	1.32			0	100	38.86
NC102		NC 11	Verna Avenue	Widen to a multi-lane facility with sidewalks	33.40	44.36	17.00	0.43	0.25			0	0	9.82
SR1704	Fourteenth Street	Red Banks Road	SR 1708 (Firetower Road)	Widen existing 2-lane roadway to a multi-lane urban section facility with Intersection improvements from Red Banks Road to Firetower Road (SR 1708)	40.08	33.27	19.00					0	100	53.63
	New Route - Firetower Road Extension	SR 1127 (Frog Level Road)	NC 11/903	SR 1127 (Frog Level Road) to NC 11/903. Construct Multi-Lane Facility, Part on New Location.	28.28	33.27	0.00					50	100	65.32

### Prioritization 2.0 - BICYCLE PEDESTRIAN Project Data and Final Scores

Route Name	From	To	Description	Total Cost	ROW Score	Access Score	Connection Score	In Plan Score	Crash Score	Density Score	Total Quantitative Score	MPO/RPO Points	Total Score
Pedestrian Countdown Signal Heads and high visibility crosswalk markings at 15 intersections			Provide Pedestrian countdown signals and/or high-visibility crosswalks at the following intersections: Evans St/Arlington Blvd 14th St/Charles Blvd Greenville Blvd/Arlington Blvd 10th St/Greenville Blvd	\$650,000	18	10	5	15	0	12	60	35	95
NC102	NC11	Lee St.	Construct new handicapped-accessible curb ramps near Ayden Middle School driveway, replace existing crosswalk across NC102 with high-visibility crosswalk, install high-visibility pedestrian warning signs on NC102, install HAWK pedestrian signal to provide connection between Ayden Middle and Ayden Elementary Schools. NC102/NC11: Construct sidewalk from end of existing sidewalk near schools on NC102 westward to NC11 intersection. Construct the following intersection improvements: High-visibility crosswalk, advanced stop lines, median pedestrian refuge island, pedestrian countdown signals, and curb radius reduction. NC102/Lee St: Construct / provide: curb extensions, pedestrian countdown signals, pedestrian crossing signage, driveway access management at SE Corner.	\$92,000	18	10	5	15	0	6	54	28	82
South Tar River Greenway, Phase 3	Western Edge of Town Common	Intersection with Harris Mill Trail (as identified in Greenways Master Plan)	Construct multiuse path (3,600ft of paved trail, 6,030 ft of boardwalk)	\$2,514,604	0	10	5	15	0	10	40	35	75

## Prioritization 2.0 - BICYCLE PEDESTRIAN Project Data and Final Scores

Route Name	From	To	Description	Total Cost	ROW Score	Access Score	Connection Score	In Plan Score	Crash Score	Density Score	Total Quantitative Score	MPO/RPO Points	Total Score
SR 1724 (County Home Rd)	Elementary School	Park facility	County Home Road Mid-Block Crossing and sidewalk construction: Construct sidewalk parallel to County Home Road to connect end of existing trail to proposed mid-block crossing location (both sides of roadway). Installation of high visibility pedestrian warning signs with flashing beacon on County Home Road. Construction of handicapped-accessible ramps. Installation of HAWK pedestrian signal	\$82,500	18	10	5	15	0	4	52	21	73
Tar River to Hardee Creek	South Tar River Trail (as identified in Greenways Master Plan)	NC33 intersection with Bell's Branch	Construct multiuse path (650ft of paved trail, 3,400 ft of boardwalk)	\$1,310,390	18	10	5	15	0	10	58	14	72
Schoolhouse Branch Greenway and Completion of 3rd Street Connector	South Tar River Trail (as identified in Greenways Master Plan)	Medical Complex Area	Construct multiuse path (3,275ft of paved trail, 3,000 ft of boardwalk)	\$1,366,617	0	10	5	15	0	10	40	28	68
SR 1149 (Old NC 11)	SR 1130 (Vernon White Rd)	SR 1133 (Main St)	Construct Sidewalk on both sides of Mill St / Old NC 11.	\$457,920	18	10	5	15	0	6	54	14	68
South Tar River Greenway, Phase 2	Trail head for the connector trail running south to the Green Mill Run Greenway	Boundary for the City's ETJ and new city-owned recreational lands near the cemetery	Construct multiuse path (2,400ft of paved trail, 6,400 ft of boardwalk)	\$2,558,240	5	10	5	15	0	10	45	21	66
Downtown Loop	SR1759 (Tucker Rd)	SR1759 (Tucker Rd)	Provide sidewalk along Telfaire St, Queen St, Virginia St, and Simpson St/Tucker Rd (SR 1759) to create a loop that provides a connection to local Simpson Community Park and Post Office.	\$167,200	18	10	0	15	0	4	47	7	54

### Prioritization 2.0 - BICYCLE PEDESTRIAN Project Data and Final Scores

Route Name	From	To	Description	Total Cost	ROW Score	Access Score	Connection Score	In Plan Score	Crash Score	Density Score	Total Quantitative Score	MPO/RPO Points	Total Score
Parkers Creek Greenway	SR-2579 (Staton Road)	River Park North	Construct multiuse path (10,770ft of paved trail, 2,950 ft of boardwalk)	\$1,931,802	0	10	5	15	0	8	38	7	45
Schoolhouse Branch Greenway	South Tar River Trail	Medical Complex Area	Schoolhouse Branch Greenway - Construct multi-use path along Schoolhouse Branch from South Tar River Trail to medical complex area.	\$825,000	0	10	5	15	0	2	32	0	32

**Aviation Scoring (Continued)**

Funding Category	Quantitative Data (75 point scale)	Local Input	
		Division Rank	MPO/RPO Rank
<b>Division Needs</b>	<p><b>NCDOA Project Rating = 30%</b></p> <ul style="list-style-type: none"> <li>Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on priority of the project and need of the project</li> </ul> <p><b>FAA Airport Capital Improvement Plan = 10%</b></p> <ul style="list-style-type: none"> <li>Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating</li> </ul> <p><b>Local Investment Index = 5%</b></p> <ul style="list-style-type: none"> <li>A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher % of local funding sources (i.e. local or public-private funds)</li> </ul> <p><b>Volume/Demand Index = 5%</b></p> <ul style="list-style-type: none"> <li>Index representing traffic (aircraft operations) plus employment density (jobs near the airport). Identifies projects where there is more traffic and in areas with more user demand</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

**Bicycle & Pedestrian Scoring**

Funding Category	Quantitative Data (100 point scale)	Local Input	
		Division Rank	MPO/RPO Rank
<b>Division Needs</b>	<p><b>Access = 10%</b></p> <ul style="list-style-type: none"> <li>This criterion measures community benefit as a result of constructing the proposed project, and is measured by the quantity and significance of destinations associated with the proposed project. Access benefit is also measured by the proximity of the proposed project to the most important end destination</li> </ul> <p><b>Constructability = 5%</b></p> <ul style="list-style-type: none"> <li>This criterion measures the readiness of a project to be constructed in the near term. Factors such as secured right-of-way, environmental impact, and preliminary engineering work complete are used to calculate this score</li> </ul> <p><b>Safety = 15%</b></p> <ul style="list-style-type: none"> <li>This criterion uses bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need</li> </ul> <p><b>Demand Density = 10%</b></p> <ul style="list-style-type: none"> <li>This criterion measures user benefit as a result of constructing the proposed project, and it is measured by the density of population and employment within a walkable or bike-able distance of the proposed project</li> </ul> <p><b>Benefit/Cost = 10%</b></p> <ul style="list-style-type: none"> <li>This criterion adds the Access and Demand scores together to create a combined benefit score, and then the benefit is divided into the cost of the project to NCDOT</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

**Public Transit Scoring (Expansion)**

Funding Category	Quantitative Data (100 point scale)	Local Input	
		Division Rank	MPO/RPO Rank
<b>Regional Impact</b>	<p><b>Benefit/Cost = 45%</b></p> <ul style="list-style-type: none"> <li>Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state</li> </ul> <p><b>Vehicle Utilization Data = 5%</b></p> <ul style="list-style-type: none"> <li>Examines how systems are maximizing current fleet</li> </ul> <p><b>System Safety = 5%</b></p> <ul style="list-style-type: none"> <li>Compares system safety statistics to the national average</li> </ul> <p><b>Connectivity = 5%</b></p> <ul style="list-style-type: none"> <li>Measures the connectivity of the proposed expansion of service to destinations (education, medical, employment, retail, other transfers)</li> </ul> <p><b>System Operational Efficiency = 10%</b></p> <ul style="list-style-type: none"> <li>Compares the number of trips to revenue hours reported</li> </ul> <p><b>Total = 70%</b></p>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b>	<p><b>Benefit/Cost = 25%</b></p> <ul style="list-style-type: none"> <li>Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state</li> </ul> <p><b>Vehicle Utilization Data = 5%</b></p> <ul style="list-style-type: none"> <li>Examines how systems are maximizing current fleet</li> </ul> <p><b>System Safety = 5%</b></p> <ul style="list-style-type: none"> <li>Compares system safety statistics to the national average</li> </ul> <p><b>Connectivity = 5%</b></p> <ul style="list-style-type: none"> <li>Measures the connectivity of the proposed expansion of service to vital destinations</li> </ul> <p><b>System Operational Efficiency = 10%</b></p> <ul style="list-style-type: none"> <li>Compares the number of trips to revenue hours reported</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

**Public Transit Scoring (Facilities)**

Funding Category	Quantitative Data (100 point scale)	Local Input	
		Division Rank	MPO/RPO Rank
<b>Regional Impact</b>	<p><b>Age of Facility, Facility Demand, Park &amp; Ride, Bus Shelter = 40%</b></p> <ul style="list-style-type: none"> <li>Age: examines the age of the facility compared to the useful life of the facility</li> <li>Facility Demand: measures the demand for new or expanded maintenance and operations facilities</li> <li>Park &amp; Ride: compares utilization to cost to state to construct</li> <li>Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location</li> </ul> <p><b>Benefit-Cost = 5%</b></p> <ul style="list-style-type: none"> <li>Examines the benefit (trips) relative to the cost of the project to the state</li> </ul> <p><b>System Operational Efficiency = 5%</b></p> <ul style="list-style-type: none"> <li>Compares the number of trips to revenue hours reported</li> </ul> <p><b>Facility Capacity = 20%</b></p> <ul style="list-style-type: none"> <li>Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity</li> </ul> <p><b>Total = 70%</b></p>	<b>15%</b>	<b>15%</b>

**Public Transit Scoring (Facilities) Continued**

Funding Category	Quantitative Data (100 point scale)	Local Input	
		Division Rank	MPO/RPO Rank
<b>Division Needs</b>	<p><b>Age of Facility, Facility Demand, Park &amp; Ride, Bus Shelter = 30%</b></p> <ul style="list-style-type: none"> <li>Age: examines the age of the facility compared to the useful life of the facility</li> <li>Facility Demand: measures the demand for new or expanded maintenance and operations facilities</li> <li>Park &amp; Ride: compares utilization to cost to state to construct</li> <li>Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location</li> </ul> <p><b>Benefit-Cost = 5%</b></p> <ul style="list-style-type: none"> <li>Examines the benefit (trips) relative to the cost of the project to the state</li> </ul> <p><b>System Operational Efficiency = 5%</b></p> <ul style="list-style-type: none"> <li>Compares the number of trips to revenue hours reported</li> </ul> <p><b>Facility Capacity = 10%</b></p> <ul style="list-style-type: none"> <li>Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

**Public Transit Scoring (Fixed Guideway)**

Funding Category	Quantitative Data (100 point scale)	Local Input	
		Division Rank	MPO/RPO Rank
<b>Regional Impact</b>	<p><b>Mobility = 20%</b></p> <ul style="list-style-type: none"> <li>Measures the project usage (annual trips)</li> </ul> <p><b>Cost Effectiveness = 15%</b></p> <ul style="list-style-type: none"> <li>Measures the cost effectiveness of the project per trip over the life of the project</li> </ul> <p><b>Economic Development = 20%</b></p> <ul style="list-style-type: none"> <li>Measures the new employment and population growth in the fixed guideway corridor over 20 years</li> </ul> <p><b>Congestion Relief = 15%</b></p> <ul style="list-style-type: none"> <li>Travel time savings the project is expected to provide over 30 years divided by the cost of the project</li> </ul> <p><b>Total = 70%</b></p>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b>	<p><b>Mobility = 15%</b></p> <ul style="list-style-type: none"> <li>Measures the project usage (annual trips)</li> </ul> <p><b>Cost Effectiveness = 15%</b></p> <ul style="list-style-type: none"> <li>Measures the cost effectiveness of the project per trip over the life of the project</li> </ul> <p><b>Economic Development = 10%</b></p> <ul style="list-style-type: none"> <li>Measures the new employment and population growth in the fixed guideway corridor over 20 years</li> </ul> <p><b>Congestion Relief = 10%</b></p> <ul style="list-style-type: none"> <li>Travel time savings the project is expected to provide over 30 years divided by the cost of the project</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

**Rail Scoring (Track and Structures)**

Funding Category	Quantitative Data (100 point scale)	Local Input	
		Division Rank	MPO/RPO Rank
<b>Statewide Mobility</b> (Class I Freight Only)	<p><b>Benefit/Cost = 20%</b></p> <ul style="list-style-type: none"> <li>Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state</li> </ul> <p><b>Economic Competitiveness = 10%</b></p> <ul style="list-style-type: none"> <li>High-level relative measure of the anticipated statewide benefits of project improvements in numbers of jobs</li> </ul> <p><b>Capacity/Congestion = 15%</b></p> <ul style="list-style-type: none"> <li>Percentage that the existing track segment is over-capacity</li> </ul> <p><b>Safety = 15%</b></p> <ul style="list-style-type: none"> <li>Crash potential for railroad/highway at-grade crossings</li> </ul> <p><b>Accessibility = 10%</b></p> <ul style="list-style-type: none"> <li>Measures the potential for new or improved accessibility to rail service for industries by a freight rail project</li> </ul> <p><b>Connectivity = 10%</b></p> <ul style="list-style-type: none"> <li>Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic</li> </ul> <p><b>Mobility = 20%</b></p> <ul style="list-style-type: none"> <li>Measures either the change in percentage of available capacity or travel time savings provided by project</li> </ul> <p><b>Total = 100%</b></p>	--	--
<b>Regional Impact</b> (Freight / Passenger)	<p><b>Benefit/Cost = 10% (freight) / 10% (passenger)</b></p> <ul style="list-style-type: none"> <li>Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state</li> </ul> <p><b>Capacity/Congestion = 15% (freight) / 25% (passenger)</b></p> <ul style="list-style-type: none"> <li>Percentage that the existing track segment is over-capacity</li> </ul> <p><b>Safety = 15% (freight) / 15% (passenger)</b></p> <ul style="list-style-type: none"> <li>Crash potential for railroad/highway at-grade crossings</li> </ul> <p><b>Accessibility = 10% (freight only)</b></p> <ul style="list-style-type: none"> <li>Measures the potential for new or improved accessibility to rail service for industries by a freight rail project</li> </ul> <p><b>Connectivity = 5% (freight only)</b></p> <ul style="list-style-type: none"> <li>Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic</li> </ul> <p><b>Mobility = 15% (freight) / 20% (passenger)</b></p> <ul style="list-style-type: none"> <li>Measures either the change in percentage of available capacity or travel time savings provided by project</li> </ul> <p><b>Total = 70%</b></p>	15%	15%

**Rail Scoring (Track and Structures) Continued**

Funding Category	Quantitative Data (100 point scale)	Local Input	
		Division Rank	MPO/RPO Rank
<b>Division Needs</b> (Freight / Passenger)	<p><b>Benefit/Cost = 10% (freight) / 10% (passenger)</b></p> <ul style="list-style-type: none"> <li>Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state</li> </ul> <p><b>Capacity/Congestion = 10% (freight) / 15% (passenger)</b></p> <ul style="list-style-type: none"> <li>Percentage that the existing track segment is over-capacity</li> </ul> <p><b>Safety = 10% (freight) / 10% (passenger)</b></p> <ul style="list-style-type: none"> <li>Crash potential for railroad/highway at-grade crossings</li> </ul> <p><b>Accessibility = 5% (freight only)</b></p> <ul style="list-style-type: none"> <li>Measures the potential for new or improved accessibility to rail service for industries by a freight rail project</li> </ul> <p><b>Connectivity = 5% (freight only)</b></p> <ul style="list-style-type: none"> <li>Values projects on strategic corridors, carrying military, ports, intermodal and transload traffic</li> </ul> <p><b>Mobility = 10% (freight) / 15% (passenger)</b></p> <ul style="list-style-type: none"> <li>Measures either the change in percentage of available capacity or travel time savings provided by project</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

**Rail Scoring (Freight Intermodal Facilities / Intercity Passenger Service & Stations)**

Funding Category	Quantitative Data (100 point scale)	Local Input	
		Division Rank	MPO/RPO Rank
<b>Regional Impact</b> (Intercity Passenger Service Only)	<p><b>Benefit/Cost = 15%</b></p> <ul style="list-style-type: none"> <li>Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state</li> </ul> <p><b>Capacity/Congestion = 25%</b></p> <ul style="list-style-type: none"> <li>Percentage that the existing facility is over-capacity</li> </ul> <p><b>Connectivity = 10%</b></p> <ul style="list-style-type: none"> <li>Values projects based on type and value of connections to intercity passenger service, commuter service, bus service and parking</li> </ul> <p><b>Mobility = 20%</b></p> <ul style="list-style-type: none"> <li>Values daily volumes in relation to catchment area population</li> </ul> <p><b>Total = 70%</b></p>	<b>15%</b>	<b>15%</b>

**Rail Scoring (Freight Intermodal Facilities / Intercity Passenger Service & Stations) Continued**

Funding Category	Quantitative Data (100 point scale)	Local Input	
		Division Rank	MPO/RPO Rank
<b>Division Needs</b> (Facilities/ Intercity Passenger Service & Stations)	<p><b>Benefit/Cost = 10%</b></p> <ul style="list-style-type: none"> <li>Benefits associated with emissions savings, fuel savings, travel time savings divided by the project cost to the state</li> </ul> <p><b>Capacity/Congestion = 15%</b></p> <ul style="list-style-type: none"> <li>Percentage that the existing facility is over-capacity</li> </ul> <p><b>Connectivity = 10%</b></p> <ul style="list-style-type: none"> <li>Values passenger projects based on type and value of connections to intercity passenger service, commuter service, bus service and parking</li> <li>Values projects serving military, port, intermodal and transload traffic and % of NC population in catchment area</li> </ul> <p><b>Mobility = 15%</b></p> <ul style="list-style-type: none"> <li>Values daily volumes in relation to catchment area population</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

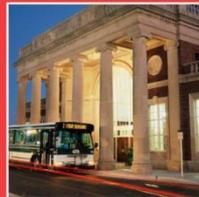
**Normalization**

For Prioritization 3.0 Only (Initial Implementation of Strategic Transportation Investments)

- Statewide Mobility (only) – No normalization, scores are stand-alone for comparison (highway, aviation, freight rail)
- Regional Impact & Division Needs – Allocate funds to Highway and Non-Highway modes based on minimum floor or percentages

Mode	NCDOT Recommendation	Historical Budgeted	Historical Expenditures
Highway	90% (minimum)	93%	96%
Non-Highway	4% (minimum)	7%	4%

*Note: The Department will continue to research and seek recommendations on the topic of Normalization with national experts. The Department will also request the assistance of an outside agency to conduct a statistical analysis of project scores after all quantitative scores are completed in 2014. Any conclusive findings from this research and analysis will be incorporated into Prioritization 4.0.*



# Highway Scoring Criteria and Weights - Div 2 & 3

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
<b>Statewide Mobility</b>	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [&amp; Freight + Military] = 20%</u> <b>Total = 100%</b>	--	--
<b>Regional Impact</b>	[Travel Time] Benefit/Cost = 20% Safety = 25% <u>Multimodal (&amp; Freight + Military) = 25%</u> <b>Total = 70%</b>	15%	15%
<b>Division Needs</b>	Congestion = 20% Safety = 20% <u>Multimodal (&amp; Freight + Military) = 10%</u> <b>Total = 50%</b>	20%	30%



## Highway Scoring – Eligible Quantitative Criteria

<u>Criteria</u>	<u>Existing Conditions</u>	<u>Project Benefits (Future Conditions)</u>
- <b>Congestion</b> (Volume / Capacity Ratio + AADT)	✔	
- <b>Benefit/Cost</b> (Travel Time Savings / Project Cost)		✔
- <b>Safety Score</b> (Critical Crash Rates, Density, Severity)	✔	
- <b>Pavement Score</b> (Pavement Condition Rating)	✔	
- <b>Lane Width</b> (Existing Width vs. Standard Width)	✔	
- <b>Shoulder Width</b> (Existing Width vs. Standard Width)	✔	
- <b>Multimodal</b> (Military, Transportation Terminals & Trucks)	✔	
- <b>Economic Competitiveness</b> (Jobs + Value Added in \$)		✔
- <b>Accessibility / Connectivity</b> (TBD)	✔	



# Public Transportation





# Facilities

Criteria	Regional - Proposed Weight		Division - Proposed Weight	
	Demand Response	Fixed Route	Demand Response	Fixed Route
Age of Facility Facility Demand Park & Ride Bus Shelter	40%	40%	30%	30%
Benefit Cost	5%	5%	5%	5%
System Operational Efficiency	5%	5%	5%	5%
Facility Capacity	20%	20%	10%	10%
<b>Total</b>	<b>70%</b>	<b>70%</b>	<b>50%</b>	<b>50%</b>



## Facilities Criteria: Age of Facilities (Park & Ride and Bus Shelter excluded)

**Definition:** Replacement, improvement, or construction of a new facility (assumes an industry standard of 45 years as useful life); functionally obsolete facilities will be assigned an age of 45.

**Measure:** Based on feasibility study and the length of time a system has occupied their current facility.

**Scoring Scale:** Facility Age / Useful Life

**Note:** The percentage of the useful life will be used as the score for this criteria.

**Recommended Weight:**

- Regional Transit Score – 40%
- Divisional Transit Score – 30%



## Facilities Criteria: Facility Demand

**Definition:** Measure of capacity or demand for the new or expanded Maintenance & Operations facilities and transit centers.

**Measure:** Ratio of peak service vehicles to bus bays (transit centers) or maintenance capacity (maintenance facilities). A ratio of 1 would indicate that you are at capacity and anything greater is over capacity. The percentage over capacity is the score.

**Scoring Scale:** Peak Service / Capacity

### Recommended Weight:

- Regional Transit Score – 40%
- Divisional Transit Score – 30%



## Facilities Criteria: Benefit Cost

**Definition:** Examines the benefit (trips) relative to the cost of the project to the state.

**Measure:** Annual trips provided by the facility divided by the cost of the project to the state.

**Scoring Scale:** Annual Trips / State Match

### Recommended Weight

- Regional Transit Score – 5%
- Divisional Transit Score – 5%



## Facility Criteria: Operational Efficiency

**Definition:** To compare the number of trips to the amount of service hours or revenue hours reported.

Revenue Hours - the time a vehicle is available to the general public and revenue is generated.

Service Hours – the time a vehicle begins service includes revenue and non-revenue operations

**Measure:** Annual ridership divided by total hours. (Maximum of 100 points)

### Scoring Scale:

Demand Response = Trips / Service Hour

Fixed Route = Trips / Revenue Hour

### Recommended Weight:

- Regional Transit Score – 5%
- Divisional Transit Score – 5%



## Attachment 5e

### Technical Coordinating Committee

### Action Required

October 22, 2013

TO: Technical Coordinating Committee  
 FROM: Daryl Vreeland, AICP, Transportation Planner  
 SUBJECT: 2014-2015 Selection of Candidate Projects used to update the  
 Transportation Improvement Priorities List

**Purpose:** To select candidate project to update the Transportation Improvement Priorities list for 2014-2015.

**Discussion:** The Greenville Urban Area Metropolitan Planning Organization (MPO) has begun its Transportation Improvement Priorities public involvement process. This begins what is normally a two-year process (was 3 years this cycle) to develop the State Transportation Improvement Program (STIP) and the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP). Attached is the timetable showing the complete STIP/MTIP process.

The Greenville Urban Area MPO public involvement process solicits input, ideas, and concerns regarding transportation from area citizens. An open house information session was held in the Sheppard Memorial Library on September 18th, 2013. Further, MPO Staff developed an online survey to obtain public input for those who can't or otherwise wouldn't attend the public input session. The survey was distributed to Vidant Medical, PCC, ECU, all MPO-member communities, Daily Reflector (4 weeks), Uptown Greenville newsletter, and was in Greenville Utilities' billing for 1 month (September 15 - October 15, 2013). Survey results and any written comments obtained as a result of public involvement efforts are attached.

The submission of projects to NCDOT is a 2-step process. The first step is the identification (and submission to NCDOT) of candidate projects (Jan, 2013). NCDOT will calculate the quantitative score, and then make that available to the MPO. Finally, in May/June of 2013, the MPO must assign points to the previously-submitted projects (based upon agreed-upon criteria). **Unlike the previous cycle the MPO awarded points, it is staff's understanding that for this cycle, points will be determined via agreed-upon criteria and weighting (refer to related agenda item). The development of this criteria/weighting is the subject of another agenda item.**

Results of the new prioritization process will first be seen when a new draft STIP is released Dec, 2014 (est.) with a final STIP planned for release in July, 2015.

NCDOT will give a presentation covering the details of the new State legislation regarding the prioritization of transportation projects.

As a reminder:

**For Transit Facilities** (Division level): 25% MPO local input, 25% Division Rank

- 50% quantitative data: 30%=age of facility/facility demand, Benefit/Cost=5%, System Operational Efficiency=5%, Facility Capacity=10%

**For bike/ped projects:** 25% MPO local input, 25% Division Rank

- 50% quantitative data:
  - 10% Access,
  - Constructability=5%,
  - Safety=15%,
  - Demand Density =10%,
  - Benefit/Cost=10%

**Highway projects**

Regional impact=15% MPO Rank, 15% Division Rank

- 70% quantitative data:
  - Benefit Cost=20%,
  - safety=25%,
  - multimodal/freight/military=25%

Division needs = 30% MPO Rank, 20% Division Rank

- 50% quantitative data:
  - Congestion = 20%,
  - Safety=20%,
  - Multimodal/freight/military=10%

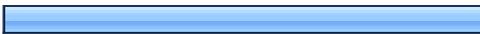
Action Needed: MPO staff requests that the TCC review and recommend a draft version of the priorities list for adoption by the TAC.

Attachments:

- Survey Results/Public comments received to date.
- MPO Staff recommended changes to the list.
- Draft 2011-2012 Transportation Improvement Priorities list (Resolution 2013-xx-GUAMPO).
- Previous 2011-2012 Priorities list
- Various information on SMF/STI (State's new transportation prioritization process)

# Greenville (and surrounding area) Transportation Priorities Public Input Survey

## 1. I live in

		Response Percent	Response Count
Greenville		72.4%	123
Winterville		12.4%	21
Ayden		2.4%	4
Simpson		1.8%	3
Unincorporated Pitt County		8.2%	14
not in Pitt County		2.9%	5
		<b>answered question</b>	<b>170</b>
		<b>skipped question</b>	<b>3</b>

## 2. Are you a

		Response Percent	Response Count
full time student (ECU, PCC, etc)		8.9%	15
part time student		0.6%	1
part time student / part time employed		2.4%	4
<b>Full time employed</b>		<b>78.0%</b>	<b>131</b>
part time employed		4.8%	8
unemployed / injured / disabled		5.4%	9
visitor		0.0%	0
<b>answered question</b>			<b>168</b>
<b>skipped question</b>			<b>5</b>

## 3. Do you own a car?

		Response Percent	Response Count
yes		<b>94.7%</b>	<b>161</b>
no		5.3%	9
<b>answered question</b>			<b>170</b>
<b>skipped question</b>			<b>3</b>

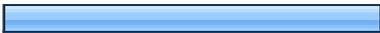
#### 4. If not, do you have access to a car on a daily basis?

		Response Percent	Response Count
Yes		12.4%	18
No		2.8%	4
<b>Not Applicable (I own a car)</b>		<b>84.8%</b>	<b>123</b>
<b>answered question</b>			<b>145</b>
<b>skipped question</b>			<b>28</b>

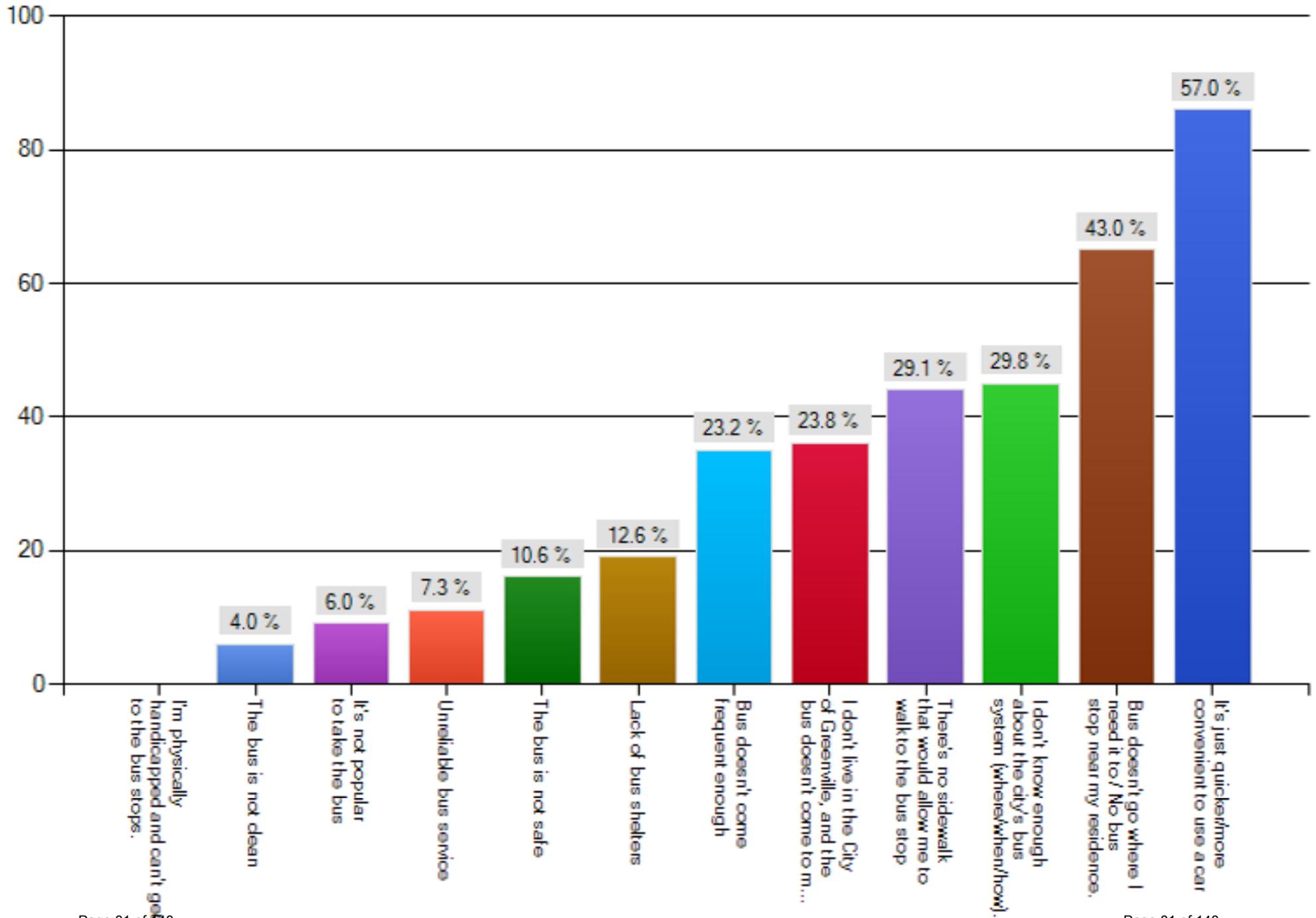
#### 5. Are you a regular GREAT transit (city bus) rider?

		Response Percent	Response Count
yes		1.8%	3
no		<b>98.2%</b>	<b>165</b>
<b>answered question</b>			<b>168</b>
<b>skipped question</b>			<b>5</b>

**6. If you're not a regular GREAT transit user, why not? Check all that apply.**

		Response Percent	Response Count
Bus doesn't come frequent enough		23.2%	35
Unreliable bus service		7.3%	11
It's not popular to take the bus		6.0%	9
Lack of bus shelters		12.6%	19
Bus doesn't go where I need it to / No bus stop near my residence.		43.0%	65
There's no sidewalk that would allow me to walk to the bus stop		29.1%	44
<b>It's just quicker/more convenient to use a car</b>		<b>57.0%</b>	<b>86</b>
I don't live in the City of Greenville, and the bus doesn't come to my area		23.8%	36
The bus is not safe		10.6%	16
The bus is not clean		4.0%	6
I don't know enough about the city's bus system (where/when/how).		29.8%	45
I'm physically handicapped and can't get to the bus stops.		0.0%	0
		Other (please specify)	26
<b>answered question</b>			<b>151</b>
<b>skipped question</b>			<b>22</b>

# If you're not a regular GREAT transit user, why not? Check all that apply



**7. If the frequency of service is the reason you don't ride the bus, how often would the bus have to come before you would choose to ride the bus?**

		Response Percent	Response Count
Every 45 minutes		12.5%	11
<b>Every half hour</b>		<b>42.0%</b>	<b>37</b>
Every 15 minutes		31.8%	28
Every 10 minutes		13.6%	12
<b>answered question</b>			<b>88</b>
<b>skipped question</b>			<b>85</b>

## 8. How do you feel about the following roadway construction/improvement/widening projects? check the level of importance for each project.

	Most Important	Very Important	Important	A Little Important	Least Important	Not important	Rating Average
> NC102 (E 3rd St in Ayden) from NC11 to Verna Ave	8.6% (10)	6.9% (8)	15.5% (18)	20.7% (24)	14.7% (17)	<b>33.6% (39)</b>	4.27
> Greenville Blvd. (from NC11/Memorial Dr. to 10th St)	23.5% (31)	<b>28.8% (38)</b>	21.2% (28)	15.2% (20)	3.8% (5)	7.6% (10)	2.70
> Firetower Road (from Charles to 14th)	23.8% (31)	<b>27.7% (36)</b>	22.3% (29)	17.7% (23)	3.1% (4)	5.4% (7)	2.65
> Evans St./Old Tar Road (from Greenville Blvd to Worthington Rd.)	22.9% (30)	<b>32.1% (42)</b>	22.9% (30)	11.5% (15)	5.3% (7)	5.3% (7)	2.60
> NC 43/Charles Blvd. (where the road narrows south of the Bells Fork shopping plaza to Worthington Rd in Winterville)	14.6% (19)	25.4% (33)	<b>26.9% (35)</b>	17.7% (23)	7.7% (10)	7.7% (10)	3.02
> Allen Road (from Dickinson Ave to Stantonsburg Rd)	15.3% (19)	18.5% (23)	<b>34.7% (43)</b>	12.9% (16)	8.1% (10)	10.5% (13)	3.11
> 14th St (from Red Banks to Firetower)	16.0% (21)	20.6% (27)	<b>27.5% (36)</b>	22.1% (29)	5.3% (7)	8.4% (11)	3.05
> Firetower Rd extension (starting at NC11 west to a Southwest Bypass interchange)	23.8% (30)	18.3% (23)	<b>29.4% (37)</b>	15.9% (20)	5.6% (7)	7.1% (9)	2.83
> Portertown Road (from the roundabout at Firetower Rd to 10th Street by the new Walmart)	9.3% (12)	20.9% (27)	<b>26.4% (34)</b>	18.6% (24)	14.0% (18)	10.9% (14)	3.40
> Forlines Rd (from NC11 to Southwest Bypass)	10.7% (13)	15.6% (19)	21.3% (26)	<b>23.8% (29)</b>	12.3% (15)	16.4% (20)	3.61
> Southwest Bypass	<b>24.2% (30)</b>	16.9% (21)	18.5% (23)	17.7% (22)	8.9% (11)	13.7% (17)	3.11

Other (please specify)

answered question

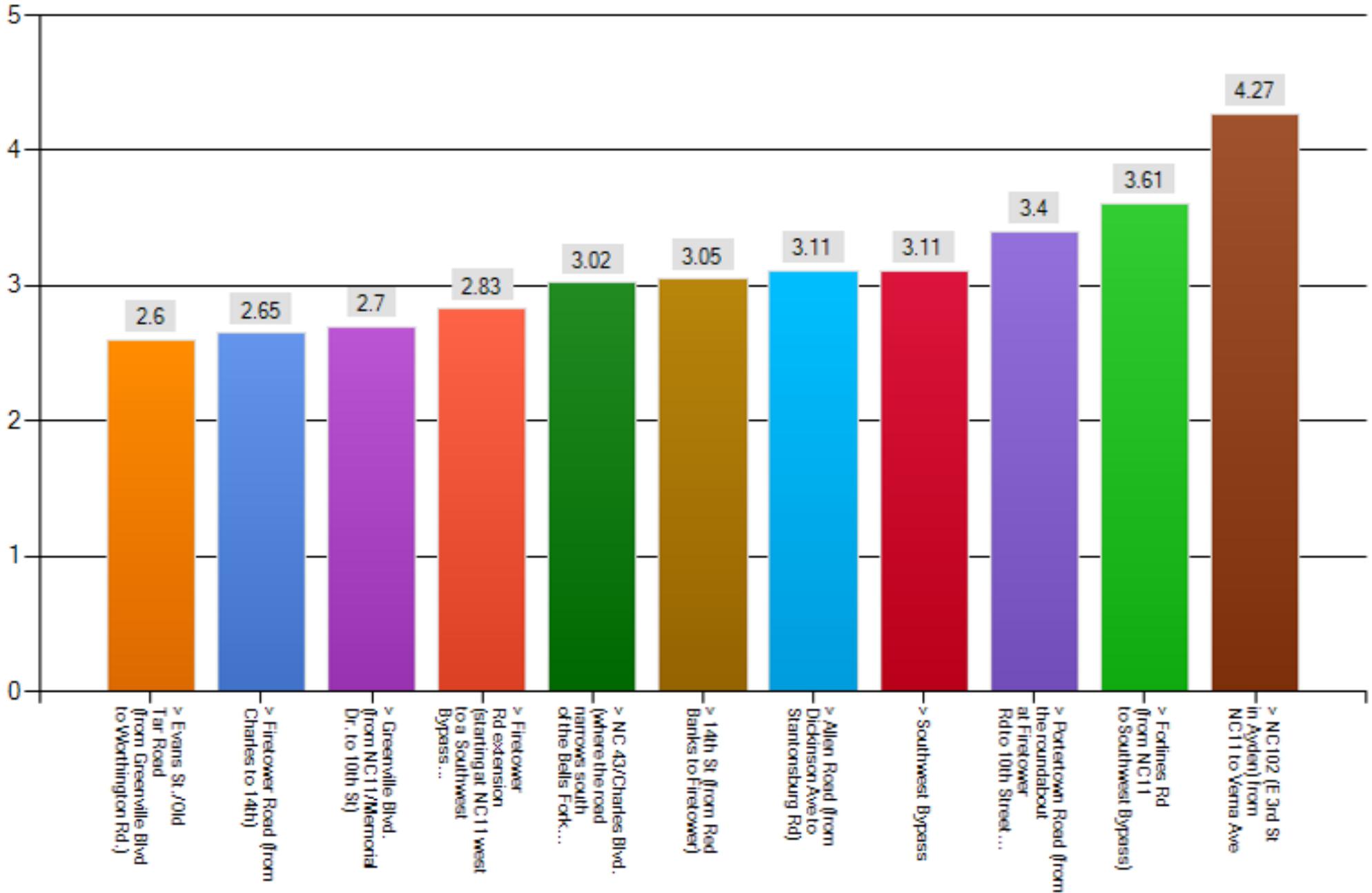
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# How do you feel about the following roadway construction/improvement/widening projects?

Please check the level of importance for each project.

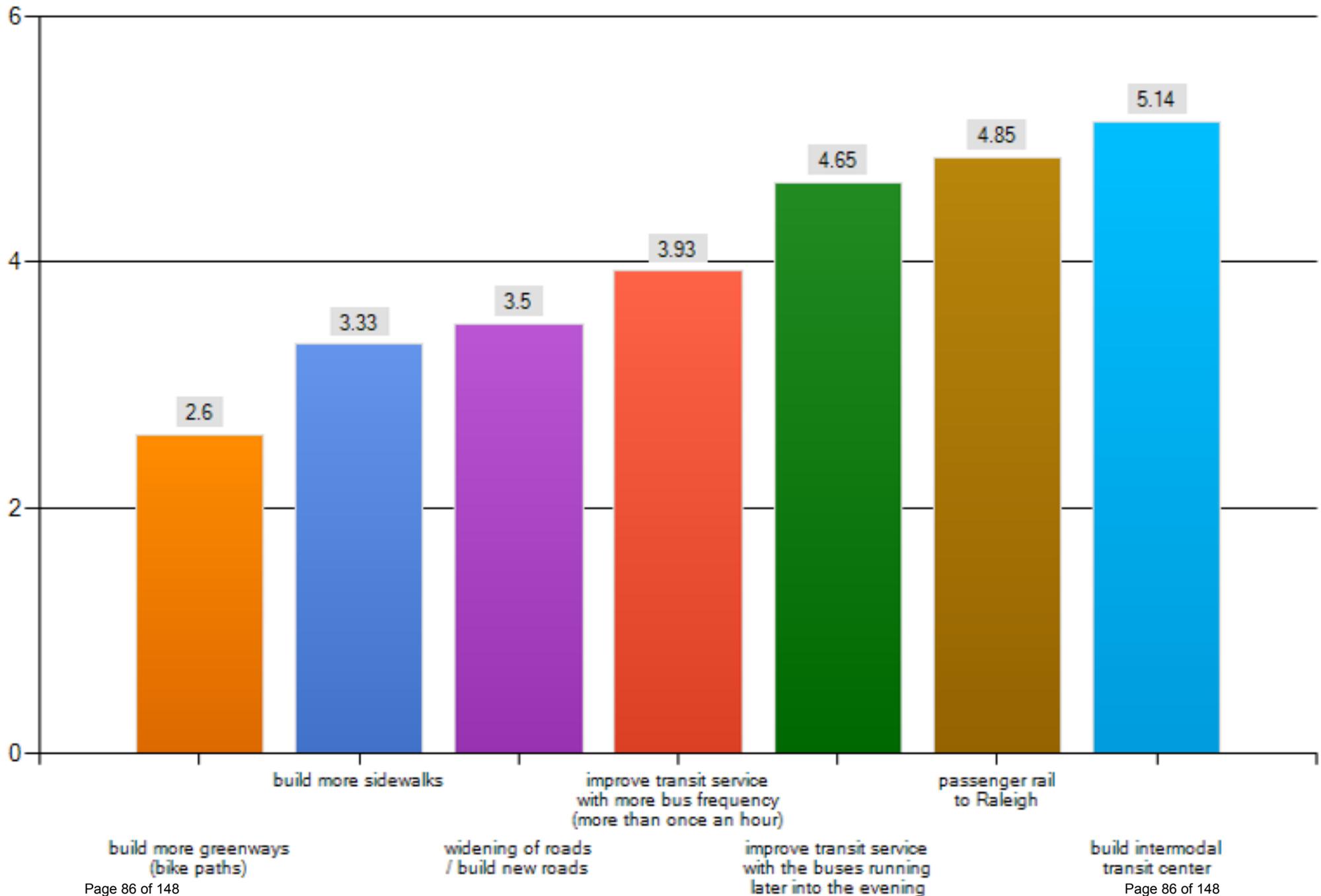
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**9. Please rank the following transportation-related improvements that you would like to see over the next 5 to 10 years. (from 1 = most important to 7 = least important)**

	1	2	3	4	5	6	7	Rating Average	Rating Count
widening of roads / build new roads	<b>25.2%</b> <b>(36)</b>	14.0% (20)	16.1% (23)	12.6% (18)	9.1% (13)	9.1% (13)	14.0% (20)	3.50	143
build more greenways (bike paths)	<b>36.4%</b> <b>(52)</b>	28.0% (40)	10.5% (15)	6.3% (9)	6.3% (9)	8.4% (12)	4.2% (6)	2.60	143
improve transit service with more bus frequency (more than once an hour)	9.1% (13)	12.6% (18)	18.2% (26)	18.9% (27)	<b>21.7%</b> <b>(31)</b>	16.8% (24)	2.8% (4)	3.93	143
improve transit service with the buses running later into the evening	2.8% (4)	9.8% (14)	11.2% (16)	19.6% (28)	<b>22.4%</b> <b>(32)</b>	21.0% (30)	13.3% (19)	4.65	143
build intermodal transit center	0.0% (0)	5.6% (8)	9.1% (13)	18.2% (26)	<b>22.4%</b> <b>(32)</b>	<b>22.4%</b> <b>(32)</b>	<b>22.4%</b> <b>(32)</b>	5.14	143
build more sidewalks	18.2% (26)	21.7% (31)	<b>24.5%</b> <b>(35)</b>	7.0% (10)	8.4% (12)	14.0% (20)	6.3% (9)	3.33	143
passenger rail to Raleigh	8.4% (12)	8.4% (12)	10.5% (15)	17.5% (25)	9.8% (14)	8.4% (12)	<b>37.1%</b> <b>(53)</b>	4.85	143
<b>answered question</b>									<b>143</b>
<b>skipped question</b>									<b>30</b>

Please rank the following transportation-related improvements that you would like to see over the next 5 to 10 years. (from 1 = most important to 7 = least important)



**10. Greenway segments from Charles Blvd to J. H. Rose High/Evans Park and from the Town Common to the hospital are funded and will be constructed in the next few years. Beyond these planned segments, what greenway project from the Greenway Master Plan would you most like to see**

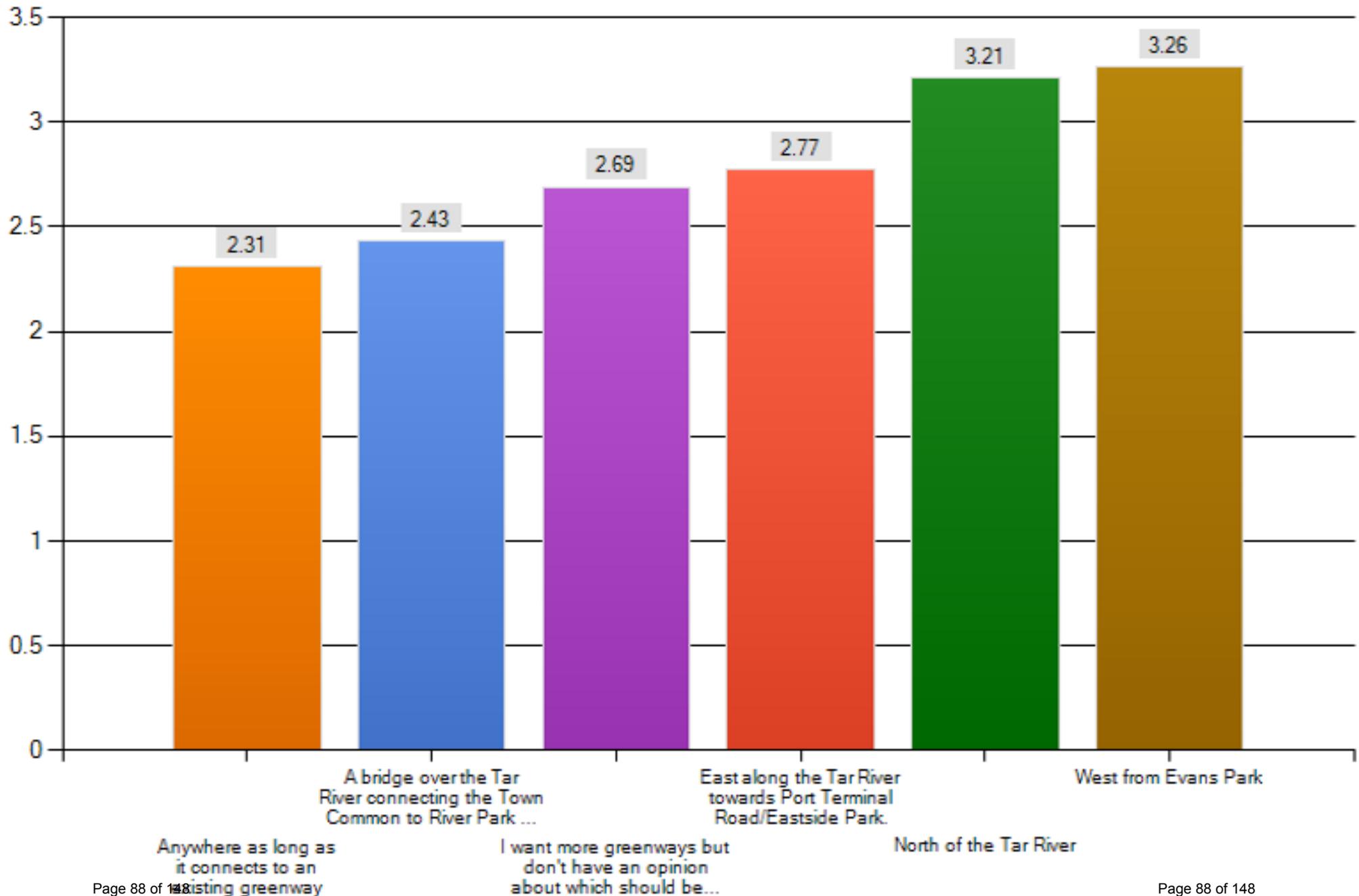
	Most Important	Very Important	Important	A Little Important	Least Important	Not Important	Rating Average
East along the Tar River towards Port Terminal Road/Eastside Park.	21.1% (23)	23.9% (26)	<b>30.3%</b> (33)	12.8% (14)	5.5% (6)	6.4% (7)	2.77
North of the Tar River	12.5% (14)	17.0% (19)	<b>31.3%</b> (35)	22.3% (25)	9.8% (11)	7.1% (8)	3.21
West from Evans Park	6.5% (7)	21.5% (23)	<b>37.4%</b> (40)	15.9% (17)	11.2% (12)	7.5% (8)	3.26
Anywhere as long as it connects to an existing greenway	<b>36.7%</b> (44)	30.0% (36)	16.7% (20)	6.7% (8)	2.5% (3)	7.5% (9)	2.31
I want more greenways but don't have an opinion about which should be funded next.	<b>35.8%</b> (39)	16.5% (18)	22.0% (24)	6.4% (7)	7.3% (8)	11.9% (13)	2.69
A bridge over the Tar River connecting the Town Common to River Park North	<b>36.4%</b> (28)	23.4% (18)	19.5% (15)	9.1% (7)	5.2% (4)	6.5% (5)	2.43

Other (please specify)

answered question

skipped question

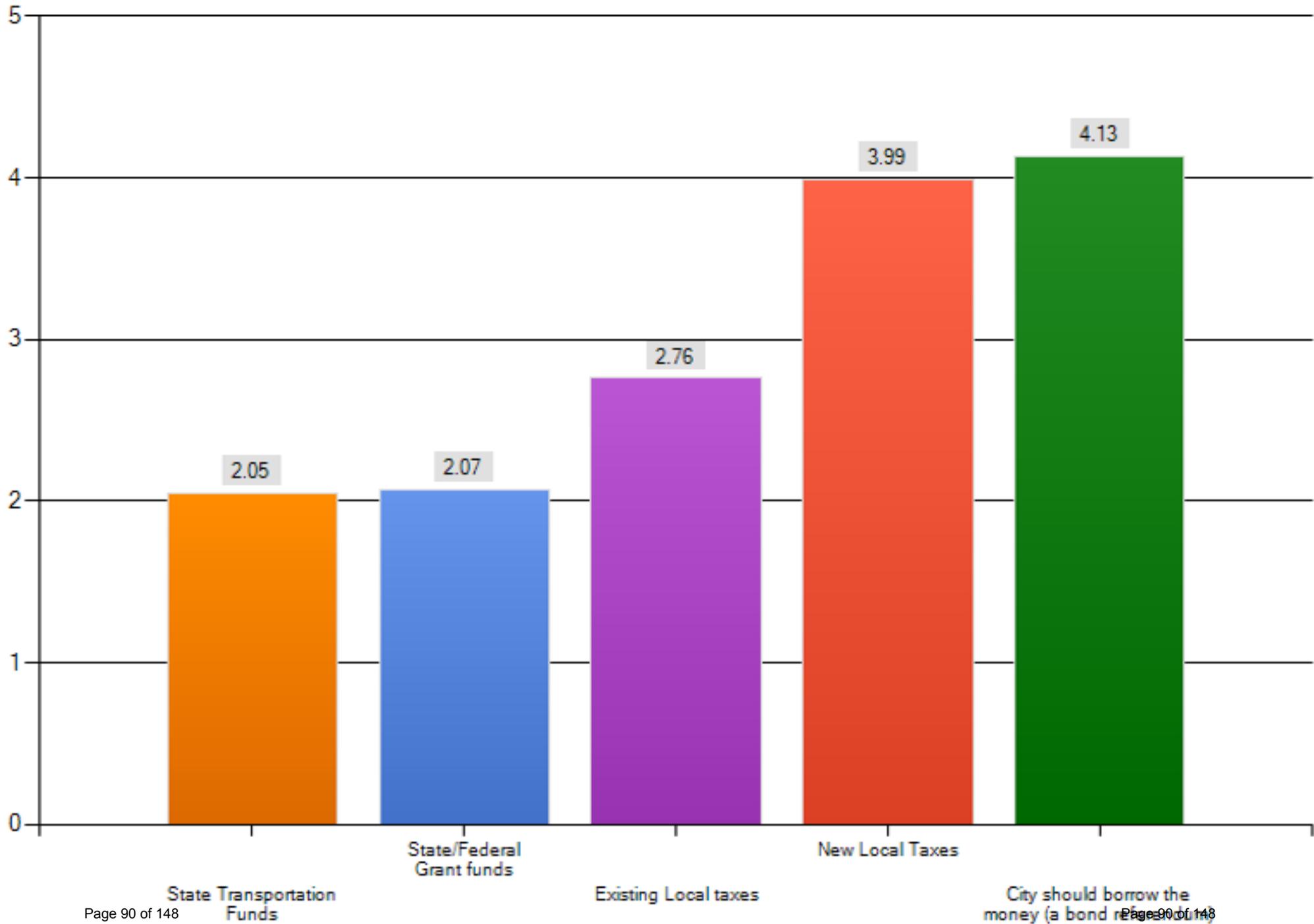
Greenway segments from Charles Blvd to J. H. Rose High/Evans Park and from the Town Common to the hospital are funded and will be constructed in the next few years. Beyond these planned segments, what greenway project from the Greenway Master Plan would you most like to see funded?



### 11. How do you think greenways should BEST be funded? (1=best way, 5=worst way)

	1	2	3	4	5	Rating Average	Rating Count
State Transportation Funds	30.0% (42)	<b>46.4%</b> <b>(65)</b>	15.0% (21)	5.7% (8)	2.9% (4)	2.05	140
Existing Local taxes	12.9% (18)	20.0% (28)	<b>47.9%</b> <b>(67)</b>	17.1% (24)	2.1% (3)	2.76	140
New Local Taxes	4.3% (6)	7.1% (10)	10.7% (15)	<b>40.7%</b> <b>(57)</b>	37.1% (52)	3.99	140
City should borrow the money (a bond referendum)	3.6% (5)	5.0% (7)	13.6% (19)	30.7% (43)	<b>47.1%</b> <b>(66)</b>	4.13	140
State/Federal Grant funds	<b>49.3%</b> <b>(69)</b>	21.4% (30)	12.9% (18)	5.7% (8)	10.7% (15)	2.07	140
<b>answered question</b>							<b>140</b>
<b>skipped question</b>							<b>33</b>

How do you think greenways should BEST be funded?(1=best way, 5=worst way)





**Page 1, Q6. If you're not a regular GREAT transit user, why not? Check all that apply.**

1	I rather drive to work	Oct 8, 2013 3:38 PM
2	It seems to take longer to get where you need to go because you have to ride to the hub and transfer to another bus : Example I once tried to take the bus to Pitt College from Hyde Park Apts. they told me I would have to transfer to another bus by going downtown hub; So two buses to get 4 miles I could ride a bike there faster going straight down Fire Tower road. I might use the bus if I thought it was safe and if it was quicker than walking or riding a bike. I am a person who owns a vehicle, but I am interested in conservation of resources and I often ride a bike and have even walked to work instead. One time I walked through a car sales lot while walking to work and a salesman asked me if I wanted to buy a car. I told him that I was saving the environment, he seemed perplexed by my response.	Oct 1, 2013 5:40 PM
3	I live in Bethel - I work full time day shift Monday to Friday and it would not be convenient. Though there are several residents in Bethel area that would benefit from an extended service out to our area.	Sep 26, 2013 10:13 AM
4	I typically go to the gym straight after work, then go home, and it is more convenient and faster to drive my car instead of taking the bus. I can leave when I need/want to instead of waiting for the next bus. Also, the bus that stops by my work comes by only once every hour.	Sep 23, 2013 1:41 PM
5	Bus takes too long to come, especially in inclement weather. Need for shelters, also.	Sep 23, 2013 9:23 AM
6	I live south of Greenville Blvd. in the Bedford Subdivision. I have never seen a GREAT bus in my neighborhood. By the way you left off retired persons on your list of citizens that may be possible riders.	Sep 19, 2013 6:22 AM
7	Need car for job.	Sep 18, 2013 8:24 PM
8	I ride my bike	Sep 18, 2013 1:42 PM
9	I have two small children. It is safer and more convenient for me to drive us where we need to go.	Sep 18, 2013 12:58 AM
10	More specifically than the bus not coming frequently enough, is the problem that the routes are one direction.	Sep 17, 2013 11:39 PM
11	It costs the same for me to drive my car to work as it does to ride the bus and I would have to leave my house earlier and arrive home later if I rode the bus.	Sep 16, 2013 7:57 PM
12	I have my own car.	Sep 16, 2013 7:49 PM
13	No bus stop out near ironwood.	Sep 16, 2013 6:59 PM
14	Bicyclist	Sep 16, 2013 4:56 PM
15	I ride my bicycle to get to most places in Greenville, including to work and to the gym.	Sep 11, 2013 2:50 PM
16	Its very inconvenient. I'd rather ride a bike.	Sep 11, 2013 1:31 PM

**Page 1, Q6. If you're not a regular GREAT transit user, why not? Check all that apply.**

17	I walk, bike, or drive.	Sep 11, 2013 9:28 AM
18	I ride my bicycle almost exclusively, with the exception of weekly grocery shopping trips.	Sep 9, 2013 11:17 AM
19	I think having public transportation would cut down on car accidents and traffic congestion. The buses also need to run more frequently. The buses should be available until at least midnight. The buses do not come to my subdivision and we do not have sidewalks to walk along.	Aug 28, 2013 7:54 AM
20	There needs to be a hub on the Winterville side of Greenville where many of the buses could stop so that you can switch buses over here. Very inconvenient to have to ride all the way downtown to catch a different bus. There is no bus service on Fire Tower road - are you kidding!!!!	Aug 27, 2013 4:01 PM
21	I ride my bike - don't need the bus but I'm glad its there.	Aug 26, 2013 7:07 PM
22	The people that ride the bus make me nervous	Aug 26, 2013 4:55 PM
23	I work outside of Greenville.	Aug 26, 2013 4:41 PM
24	City and ECU bus systems should merge. It is not efficient to operate two systems.	Aug 26, 2013 4:17 PM
25	Own a car	Aug 26, 2013 4:09 PM
26	I do not live in Pitt county, but I did at one time and used the buses often (being a ECU student at the time, it was essential to life)	Aug 26, 2013 4:05 PM



**Page 2, Q8. How do you feel about the following roadway construction/improvement/widening projects?  
Please check the level of importance for each project.**

1	I am pleased to see the attempt to convert Greenville from a village to a city. Now if more industry would come here you just might have something.	Oct 1, 2013 5:42 PM
2	Are there any projects for the NORTH end of the city??	Sep 26, 2013 10:14 AM
3	Evans street from Greenville BLVD to Firetower most important	Sep 25, 2013 1:16 PM
4	I live in the Camelot subdivision off of Firetower. Traffic does get a bit heavy on Firetower during rush hour. However, widening Firetower or 14th street will mean traffic will travel at a faster speed and there will be more traffic to have to cut across or merge with. My husband and I consistently have close-calls when we are stopped on Firetower, waiting to make a left turn into Camelot. We believe the current speed limit of 45 MPH on Firetower is way too fast, especially in that section where there are so many residences. We would love to see bike lanes and sidewalks installed along that section of the road, instead of widening it and making it more dangerous for driving, and the speed limit reduced to 35 mph.	Sep 23, 2013 1:48 PM
5	Dickinson Ave. from Arlington to Reade needs to be repaved.	Sep 23, 2013 9:25 AM
6	Not familiar with specific roads and their conditions.	Sep 20, 2013 12:19 PM
7	Finish the Southwest Bypass - Very Important!	Sep 19, 2013 6:28 AM
8	All of the downtown and university neighborhood roads. The roads are a mess all in this area. Why are all the roads mentioned above long stretches out in the suburbs of Greenville? What about the city?	Sep 18, 2013 8:15 AM
9	mostly concerned about making Greenville Blvd. easier to cross when walking. No pedestrian crossing access	Sep 17, 2013 11:45 PM
10	VMC Stantonsburg to 14th street	Sep 16, 2013 9:40 PM
11	I think it is of vital importance to make sure that there are school zones, lower speed limits, crosswalks, bike lanes and sidewalks along Thomas Langston Road near Ridgewood Elementary School. The speed limit is 45 mph on that road, where there are no street lights, no shoulder, sidewalks or bike lanes. I see people walking up to the Lowes hardware store and Food Lion shopping center (beside Memorial Drive and Thomas Langston Rd) all the time, who are forced to hike through ditches and tall grass to get where they are going. There are hundreds of children who attend Ridgewood Elementary in my neighborhood (Davencroft), which is directly across the street from the school, NONE of which are able to walk to school despite the fact that it is located less than 1/4 mi away. How tragic! I would like to see the speed limit reduced to 35 mph on Thomas Langston Road, and bike lanes and sidewalks implemented, a traffic light or flashing school zone sign during school hours. Living SO close to school and nearby grocery stores shouldn't require having to jump in a car, sit in traffic, and prevent children from establishing healthy habits early in life. We need to tackle childhood obesity and enabling young children to be able to walk or ride their bikes to school safely would be a huge step forward!!	Sep 12, 2013 12:33 PM
12	If Old Tar is improved, a traffic light should be installed at the intersection with	Sep 11, 2013 2:06 PM

**Page 2, Q8. How do you feel about the following roadway construction/improvement/widening projects?  
Please check the level of importance for each project.**

Vernon White

13	More so than just the bypass, Greenville needs a full on freeway, The bypass is almost useless in its current state and doesn't help you get anywhere. Hence the reason uptown Greenville(Greenville Blvd.) is jammed for half the day. In addition its only going to get worse as Winterville grows and both Colleges grow!	Sep 11, 2013 1:35 PM
14	Southwest Bypass would be huge waste of money!!!! Upgrade existing roads and bridges instead!	Sep 10, 2013 2:11 PM
15	903 is need of major resurfacing from the line at Scuffleton to Winterville	Sep 10, 2013 9:34 AM
16	The Southwest Bypass is a huge waste of taxpayer dollars. We need to use this money for maintenance of already worn out roads and bridges. This road will not relieve congestion.	Sep 10, 2013 9:23 AM
17	While the Southwest Bypass is important, it has been talked about for so many years without anything happening on it. Since a big part of the Bypass will cut through a historical area, thus making the State fund that part of it, I don't see it happening very soon making anything else to do with the Bypass "Not Important."	Sep 9, 2013 5:21 PM
18	I rarely leave the TRUNA / ECU neighborhood so I don't much care about road projects, except to suggest that they be more bicycle friendly.	Sep 9, 2013 11:18 AM
19	There needs to be a better way to quickly go from one side of Greenville to the other. I live 12 miles from Greenville and it takes 30 minutes or more to get to work each day due to traffic, stoplights, and two-lane roads versus a four-lane highway.	Aug 30, 2013 10:09 AM
20	keep the buses out of the nasty crime infested communities and decent people will ride it.	Aug 28, 2013 8:34 AM
21	I assign importance here ONLY to versions of these projects that will include bicycle and pedestrian facilities. If these roads are simply to be widened to accommodate faster automobile traffic, I do not support these projects at all.	Aug 27, 2013 9:19 PM
22	If it isn't in my limited area of TRUNA from ECU to Harris Teeter to the Town Commons to Uptown, I honestly don't care about it, except that I hope bike lanes are included.	Aug 26, 2013 7:07 PM
23	I don't feel any particular way about these projects.	Aug 26, 2013 4:51 PM
24	Memorial Drive from Greenville Boulevard to city limit (N.C. 11)	Aug 26, 2013 4:18 PM



**Page 3, Q10. Greenway segments from Charles Blvd to J. H. Rose High/Evans Park and from the Town Common to the hospital are funded and will be constructed in the next few years. Beyond these planned segments, what greenway project from the Greenway Master Plan would you most like to see funded?**

1	I think the sidewalk should be continued on Charles blvd (At hyde street) to the foodlion. Also it is dangerous to cross close to the intersection at Charles Blvd + Firetower road if you are walking.	Oct 1, 2013 5:42 PM
2	We also need greenways and bike paths south of Greenville Blvd. We have many drainage ditches and water/sewer easements that could be modified just a little to have a safe path along them. If nothing else at least cut the grass frequently along the easements - we are using them as walking and bike paths now - just cut the grass frequently!	Sep 19, 2013 6:38 AM
3	The south and east of Greenville where there are no buses or sidewalks as opposed to west and north that have plenty of government funded transportation and parks.	Sep 18, 2013 8:29 PM
4	I live in the Grimesland/Simpson area, and would love to see something around here. People ride their bikes but just on the side of the road and that's frustrating to both cars and cyclists. It is pointless to have to drive a car to get to an actual greenway.	Sep 18, 2013 2:27 PM
5	Sidewalks/Greenway connecting Pitt County Farmers Market and Boyd Lee Park to Firetower Road and Arlington Blvd.	Sep 18, 2013 6:40 AM
6	The number of student housing complexes, single home neighborhoods and potential growth of multi-family homes makes the east along Tar River greenway project most important.	Sep 17, 2013 11:28 AM
7	Sidewalk and safe passage from peppermint park, 14th street to greenway, perhaps a brownlea bike/walk trail	Sep 16, 2013 9:47 PM
8	I'd like to see all greenways widened. Too many users seem oblivious to the needs and presence of others. Couples, trios, or groups of people will hog the whole path, making it impossible for people on bicycles to pass without slowing down almost to a standstill and having to call out to ask the people to move over to the right-hand side (where they're supposed to be in the first place). There need to be more signs telling people to stay to the right, AT ALL TIMES, unless they're passing others. I've come close to having accidents that could have put someone in the hospital due to these careless, thoughtless people.	Sep 16, 2013 6:07 PM
9	MOST IMPORTANT; Connect greenways to elementary and middle schools	Sep 16, 2013 5:10 PM
10	We REALLY need a crosswalk across 5th street to connect from Treybrooke entrance to the ECU Allied Health Campus, Med School and Hospital. 5th street is really busy during rush hour and a lot of pedestrians cross the street several times a day at this location. It's a serious safety issue there.	Sep 13, 2013 9:21 PM
11	I live just on the edge of Greenville, beside Pitt Community College. I would love to see greenway development connect the Community College with downtown Greenville. Most of the existing greenways are only downtown, but I think it would be wise to consider a web of greenways reaching throughout the city, connecting all large city developments. Most people I know wouldn't even CONSIDER an alternative to driving their own cars due to the lack of bike lanes,	Sep 12, 2013 12:41 PM

**Page 3, Q10. Greenway segments from Charles Blvd to J. H. Rose High/Evans Park and from the Town Common to the hospital are funded and will be constructed in the next few years. Beyond these planned segments, what greenway project from the Greenway Master Plan would you most like to see funded?**

	reduced speed limits, crosswalk signs and sidewalks connecting throughout the city. What a shame!	
12	would it not be cheaper to utilize the road bridge on North Greene street and then turn right cut a path right to the path at river park north? Why don't we have some fund raisers to help. Also the majority of people that I tell about the greenway don't think that it is safe. I try to tell them but maybe let people know that it is patrolled and that it is quite save to exercise on. It would also be nice to see spots off the path that have playgrounds and things like that for kids as well as rest stops and water fountains. I love the greenway and enjoy it on a regular basis.	Sep 11, 2013 4:37 PM
13	Greenville needs a greenway that connects residential areas to shopping centers. It would be helpful to have more greenways/bicycle lanes/sidewalks running along major streets like Evans Street all the way to Firetower Road or all along Arlington Blvd.	Sep 11, 2013 2:57 PM
14	A Greenway from JH Rose to the Target or Walmart parking lot so that the Greenway is actually useful in getting you somewhere not just a scenic tour!!!	Sep 11, 2013 1:39 PM
15	These are unsafe and a good area for crime. Bad people prey on those that use the greenways.	Aug 28, 2013 8:35 AM
16	locations that are not frequently/easily flooded!	Aug 27, 2013 10:59 PM
17	to pitt community college from memorial....i would ride my bike to work, but I'm deathly afraid of the traffic on memorial. there is no safe route for a person who has to use memorial as a main bike area from home to work.	Aug 27, 2013 4:00 PM
18	connect greenway to schools wherever possible!!!	Aug 26, 2013 5:16 PM
19	It is very important to complete the greenway system east on N.C. 33.	Aug 26, 2013 4:20 PM
20	North of Tar connecting to existing greenway system south of Tar near Greene St.	Aug 22, 2013 8:21 AM

**Proposed changes between  
the Greenville Urban Area MPO 2011-2012 Priorities list  
and the (MPO Staff-derived) “Draft” 2012-2014 Priorities list**

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### **Rail Projects**

Delete:

**PASSENGER RAIL SYSTEM (Raleigh to Greenville)** - Feasibility/planning study for passenger rail service from Raleigh to Greenville, as described in NCDOT’s 2001 North Carolina Rail Plan.

Rationale: Only capital projects, (not feasibility studies) are able to be submitted through the prioritization process. MPO Staff submitted a feasibility study request to NCDOT on September 13, 2013. Furthermore, NCDOT's Rail Division will consider rail passenger service from Raleigh to Greenville as part of their State Rail Plan, currently in early phases of development.

### **Bicycle Projects**

-Reminder--new State Legislation requires that any projects submitted and subsequently awarded Federal funds through the MPO process **require a 20% locally-derived funding match.**

Delete the following greenways:

South Tar River Phase 3 (under construction)  
Schoolhouse Branch Greenway & Completion of 3rd Street Sidewalks  
Parker's Creek Greenway

Rationale: These have been completed or are currently funded/programmed, or are in an area of low population density and do not directly connect to the existing greenway system (Parker's Creek).

Add:

If member community desires, add a greenway that is in the master plan (or amended by Jan, 2013), connects with a current greenway, and that meets the other criteria that NCDOT will use to rank these types of projects (safety, access, density, constructability, and benefit-cost). (Member community must be able to supply the 20% required local match, if awarded the project).

### **Pedestrian Projects**

-Reminder--new State Legislation requires that any projects submitted and subsequently awarded Federal funds through the MPO process **require a 20% locally-derived funding match.**

MPO staff recommend deletion of the 5 pedestrian projects that were in the previous priority list. A MPO-member community may wish to add (or maintain) a pedestrian project if the 20% funding match will be provided by that community, if awarded the project.

### **Public Transportation**

Delete all projects except the Intermodal Center.

**Highway Spot Safety**

Delete all projects. Member jurisdictions can send requests of this nature to the local Division Office.

Rationale: Not a part of prioritization submission process--wasn't last cycle either, but was left in the list just in case.

**Highway Improvement Priorities:**

List will be re-organized into regional vs subregional categories, to match new process.

**Suggested Deletion:****Greenville / Pitt County - NE Bypass new highway**

Rationale: This project would score low based upon the existing and projected traffic volumes, safety, lane width, and shoulder width of the NE portion of Greenville Blvd/MLK Drive (the current route this traffic would take). Extremely high cost and low benefit would also cause the project to score low. The MPO's ranking only counts towards 15% of the total project score.

**Other Note:****Greenville - Dickinson Ave modernization**

Project was not identified to be let before July 1, 2015, and will have to be re-submitted through the prioritization process to determine if it will still be funded.

## **RESOLUTION NO. 2013-18-GUAMPO**

### **RESOLUTION IDENTIFYING CANDIDATE TRANSPORTATION IMPROVEMENT PROJECTS FOR THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S 2014-2015 PRIORITY TRANSPORTATION IMPROVEMENT PROJECTS LIST TO BE SUBMITTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT)**

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization developed an online survey and held a public informational meeting on September 18, 2013 along with a greater than 30-day comment period to receive citizens' input on the MPO's unfunded transportation project priorities; and

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 6th day of November 2013, to consider candidate transportation improvement projects;

WHEREAS, The project prioritization process is a two step process: First, candidate projects are identified, and later they are prioritized.

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following candidate transportation improvement projects, listed by category, will be submitted to the North Carolina Department of Transportation for future prioritization:

### **2014-2015 TRANSPORTATION IMPROVEMENT PROJECTS**

#### **SUBREGIONAL - BICYCLE PROJECTS**

1. **SOUTH TAR RIVER, PHASE II** - Construct new bicycle path from new recreational area purchased by the City near the cemetery on NC33 to the trail head for the connector trail running south to the Green Mill Run Greenway.
2. **TAR RIVER TO HARDEE CREEK** – Construct new bicycle path from South Tar River Trail to Hwy 33 intersection with Bells Branch.

#### **SUBREGIONAL - PUBLIC TRANSPORTATION PROJECTS**

1. **INTERMODAL TRANSPORTATION CENTER** – Environmental assessment, design, land acquisition, and construction of a multimodal transfer center for intercity buses, GREAT, ECU Student Transit, PATS, taxis, and possibly passenger rail

**HIGHWAY IMPROVEMENTS**

(see attached spreadsheet--grouped into subregional and regional categories )

**Adopted the 6th day of November, 2013.**

\_\_\_\_\_  
Mayor Allen Thomas, Chairman  
Transportation Advisory Committee  
Greenville Urban Area

ATTEST:

\_\_\_\_\_  
Amanda J. Braddy, TAC Secretary

DRAFT

Greenville Urban Area MPO --Highway Projects

**SUBREGIONAL** roadway projects (previously submitted to NCDOT)

Row #	Improve ment Type	Route Name	From / Cross Street	To	Description	previou s points	Notes
1	Modernize	Ayden Golf Club Road, Tucker Road, Ivy Road	NC 102	NC 33	Widen to meet tolerable lane width requirements, including straightening and realigning Intersections, to serve as a connector between NC-102, NC-43 South, and NC-33 East.	0	
2	Capacity	Firetower Road	NC 43 (Charles Boulevard)	SR 1704 (14TH Street)	Widen existing 2-lane roadway to a multi-lane urban section facility	100	
3	Modernize	Boyd Street	NC 11	Railroad Street	Widen to meet tolerable lane width requirements, provide bicycle and pedestrian facilities, construct curb and gutter and associated drainage structures, and construct turn lanes to allow the facility to serve as a connector between NC 11 and Railroad Street	0	
4	Modernize	Frog Level Road	US 13 (Dickinson Avenue)	NC 903	Widen to tolerable lane width and add continuous 2 way left turn lane	100	
5	Capacity	Evans Street/Old Tar Road	SR 1711 (Worthington Road) in Winterville	US 264A (Greenville Boulevard)	SR 1711 (Worthington Road) in Winterville to US 264A (Greenville Boulevard). Widen to Multi-Lanes.	100	
6	Modernize	Dickinson Avenue	NC11	SR 1610 (Reade Circle)	Demolition and replacement of subgrade, asphalt, and curb & gutter, demolition of concrete slab beneath roadway; as necessary provide drainage repairs and upgrades, removal / replacement of existing sidewalk and construction of wheelchair ramps to meet current ADA requirements.	100	
7	Capacity	Allen Road	SR 1467 (Stantonsburg Road)	US 13 (Dickinson Avenue)	Widen existing 2 and 3 lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements	100	
8	Capacity	Firetower Road, Portertown Road	SR 1704 (Fourteenth Street)	NC 33	Widen existing 2-lane roadways to multi-lane urban section facilities . includes Intersection improvements at Firetower Road and Portertown Road change the primary movement to East Firetower Road and the northern leg of Portertown Road	100	
Row #	Improve ment Type	Route Name	From / Cross Street	To	Description	previou s points	Notes
9	Capacity	Fourteenth Street	Red Banks Road	SR 1708 (Firetower Road)	Widen existing 2-lane roadway to a multi-lane urban section facility with Intersection improvements from Red Banks Road to Firetower Road (SR 1708)	100	
10	Capacity	New Route - US 264-NC 33 Connector	US 264	NC 33	US264-NC33 connector: Construct new bridge over Tar River, East of Greenville	52	
11	Capacity	Laurie Ellis Rd Ext/Connector SR1713	NC 11	SR 1149 (Mill Street)	Laurie Ellis Rd Extension/Connector: Construct on new location 2-lane roadway with bicycle and pedestrian facilities. Construct intersection with NC11 turn lane improvements and traffic light installation	0	
12	Capacity	New Route - Firetower Road Extension	SR 1127 (Frog Level Road)	NC 11/903	SR 1127 (Frog Level Road) to NC 11/903. Construct Multi-Lane Facility, Part on New Location.	100	



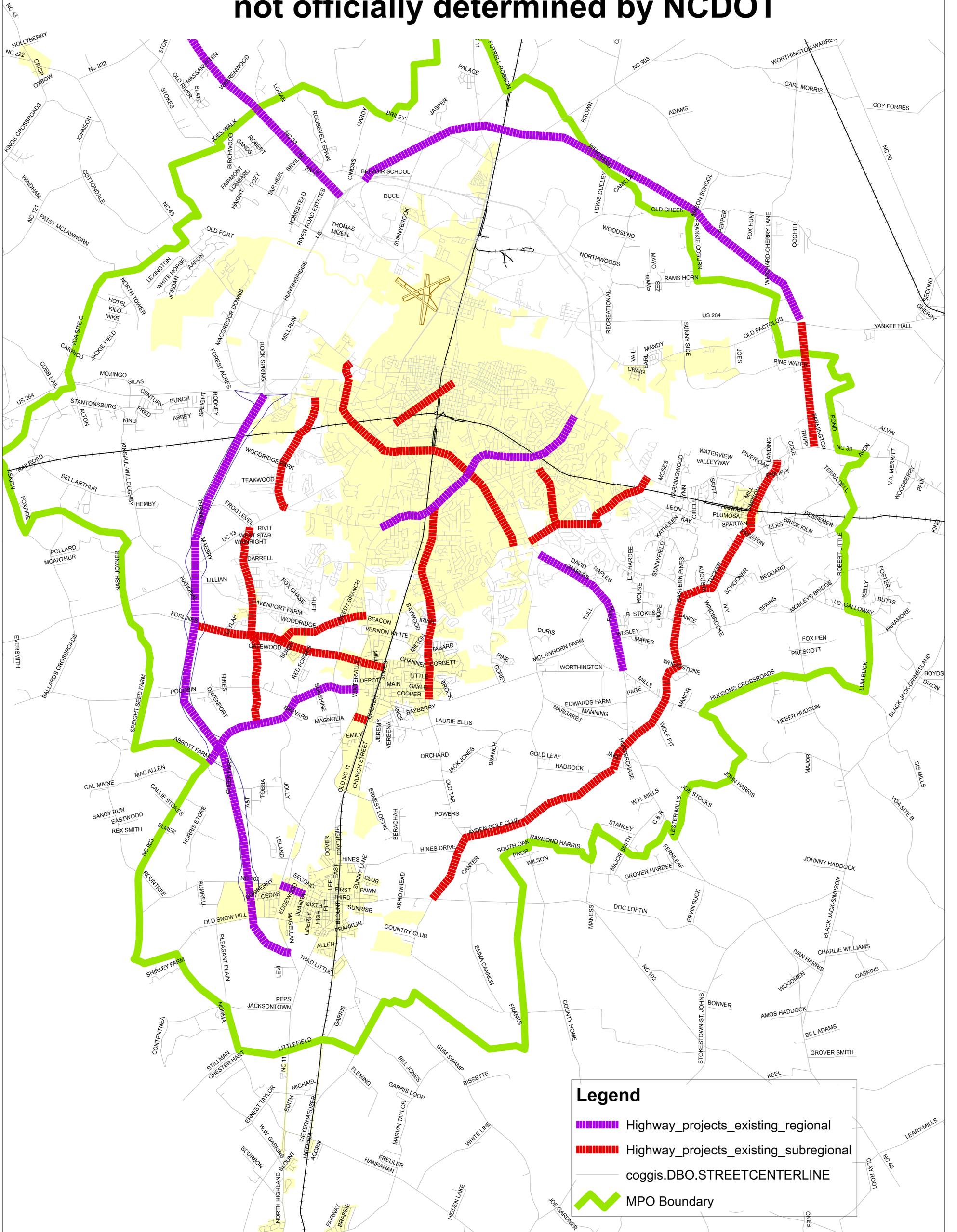
Greenville Urban Area MPO --Highway Projects

REGIONAL roadway projects (previously submitted to NCDOT)							
Row #	Improve ment Type	Route Name	From / Cross Street	To	Description	previou s points	
1	Modernize	NC903	NC 11	Greene County Line	Widen existing pavement to 32 ft (4ft widening either side to accommodate Bicycle) - Utility relocation, structure improvements, widen typical roadway section, various Intersection improvements	98	
2	Capacity	Greenville Boulevard	NC 11 (Memorial Drive)	NC 33 (East 10th Street)	Widen to 6 travel lanes and improve Intersections from NC-11 to NC 33.	100	
3	Capacity	NC 33	NC 222 at Belvoir Crossroads	US 264 Bypass	US 264 Bypass in Greenville to US 64 Southeast of Tarboro. Widen to A Multi-Lane Facility. Section C: NC 222 at Belvoir Crossroads to US 264 Bypass.	50	
4	Capacity	NC 43	North of Signature Drive	SR 1711 (Worthingt on Road)	Widen existing 2-lane and 3-lane roadway to a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements	100	
5	Capacity	New Route - Northeast Bypass	US 264	NC 33	Construct a 4-lane, median divided, limited access facility on new location from US-264 to NC 33 East with a new bridge over the Tar River	0	<b>recommend deletion for this cycle</b>
6	Capacity	NC102	NC 11	Verna Avenue	Widen to a multi-lane facility with sidewalks	0	

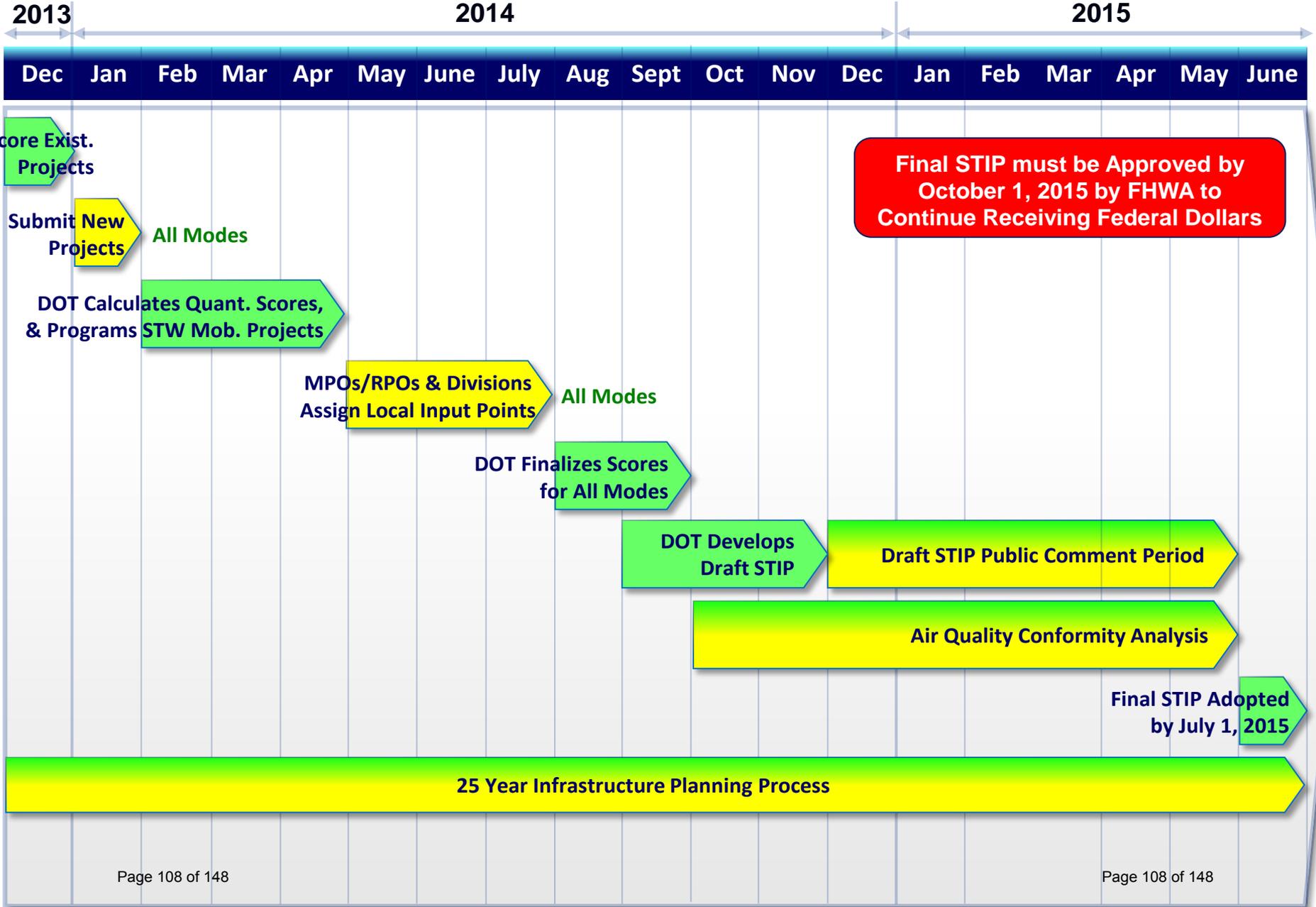
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# 2013/14 Candidate Highway Improvement Projects Already entered into NCDOT's system

## Regional/Subregional categorization is an estimate and not officially determined by NCDOT



# Prioritization 3.0 Schedule



**RESOLUTION NO. 2011-18-GUAMPO**

**RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN  
PLANNING ORGANIZATION'S 2011-2012 PRIORITIZED TRANSPORTATION IMPROVEMENT  
PROJECTS  
TO BE SUBMITTED TO THE NORTH CAROLINA DEPARTMENT OF  
TRANSPORTATION**

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization held public informational meetings on January 11<sup>th</sup> and January 12<sup>th</sup> and a 30-day comment period to receive citizens' input on the Transportation Improvement Projects; and

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 17th day of March 2011, to consider needed transportation improvement projects;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation improvement projects, listed by category, will be submitted to the North Carolina Department of Transportation for future prioritization:

**2011-2012 TRANSPORTATION IMPROVEMENT PROJECTS**

**RAIL PROJECTS**

1. **PASSENGER RAIL SYSTEM (Raleigh to Greenville)** - Feasibility/planning study for passenger rail service from Raleigh to Greenville, as described in NCDOT's 2001 North Carolina Rail Plan.

**BICYCLE PROJECTS**

1. **SOUTH TAR RIVER PHASE III** - Construct new bicycle path from the western edge of Town Common to intersection with Harris Mill Trail
2. **SCHOOLHOUSE BRANCH GREENWAY & COMPLETION OF 3<sup>RD</sup> STREET CONNECTOR** - Construct multi-use path along Schoolhouse Branch from South Tar River Trail to medical complex area.
3. **SOUTH TAR RIVER, PHASE II** - Construct new bicycle path from new recreational area purchased by the City near the cemetery on NC33 to the trail head for the connector trail running south to the Green Mill Run Greenway.
4. **TAR RIVER TO HARDEE CREEK** - Construct new bicycle path from South Tar River Trail to Hwy 33 intersection with Bells Branch.
5. **PARKERS CREEK GREENWAY/BICYCLE PATH** - Construct new bicycle path along Parkers Creek from SR-1579 (Staton Road) to River Park North (3.4 miles). (ID No. EB-4997)

## PEDESTRIAN PROJECTS

1. **CITY OF GREENVILLE PEDESTRIAN SIGNALS AND HIGH-VISIBILITY CROSSWALKS**--Purchase, construction, and installation of pedestrian crosswalk signals and/or high-visibility crosswalk roadway markings at the following 15 locations:

<u>Intersection</u>	<u>Location</u>	<u>Upgrade</u>
a) Evans St/Arlington Blvd	N	Ped signal
b) 14 <sup>th</sup> St/Charles Blvd	E,W,N,S	Crosswalk and Ped signals
c) Greenville Blvd/Arlington	N	Ped signal
d) 10 <sup>th</sup> St/Greenville Blvd	N, E	Ped signal
e) Greenville Blvd/Charles Blvd	N,W	Crosswalk and Ped signals
f) Greenville Blvd/Elm St	N	Ped signal
g) 14 <sup>th</sup> St/Evans St	N,W	Ped signal
h) 14 <sup>th</sup> St/Dickinson Ave	E,W,N,S	Ped signal
i) NC43/Arlington Blvd	S,W	Crosswalk and Ped signal
j) NC43/Moye Blvd	N,S,E,W	Crosswalk and Ped signal
k) Greenville Blvd/Evans St	N	Crosswalk and Ped signal
l) Greenville Blvd/Landmark St	N,W	Crosswalk and Ped signal
m) Greenville Blvd/Bismark St	N	Crosswalk and Ped signal
n) Memorial Blvd/Arlington Blvd	N	Crosswalk and Ped signal
o) Dickinson Ave/Arlington Blvd	W	Crosswalk and Ped signal

2. **TOWN OF AYDEN HAWK PEDESTRIAN SIGNAL ON THIRD ST NEAR AYDEN MIDDLE AND ELEMENTARY SCHOOLS + NC102/NC11 SIDEWALK AND CROSSING IMPROVEMENTS + NC102/LEE ST CROSSING IMPROVEMENTS**

Construct new handicapped-accessible curb ramps near Ayden Middle School driveway, replace existing crosswalk across Third St with high-visibility crosswalk, install high-visibility pedestrian warning signs on Third St, install HAWK pedestrian signal to provide a connection between Ayden Middle and Ayden Elementary Schools.

NC102/NC11: Construct sidewalk from end of existing sidewalk near schools on NC102 westward to NC11 intersection. Construct the following intersection enhancements: high-visibility crosswalk, advanced stop lines, median pedestrian refuge island, pedestrian countdown signals, and curb radius reduction.

NC102/Lee St: Construct/provide the following pedestrian enhancements: curb extensions, pedestrian countdown signals, pedestrian crossing signage, driveway access management at SE corner.

3. **COUNTY HOME ROAD MID-BLOCK CROSSING AND SIDEWALK CONSTRUCTION**

Construct sidewalk parallel to County Home Road to connect end of existing trail to proposed mid-block crossing location (both sides of roadway). Installation of high visibility pedestrian warning signs with flashing beacon on County Home Road. Construction of handicapped-accessible ramps. Installation of HAWK pedestrian signal.

4. **TOWN OF WINTERVILLE – SIDEWALK CONSTRUCTION**  
Construct sidewalk on both sides of Mill St (Old NC11) from Vernon White Rd to Main Street.
5. **VILLAGE OF SIMPSON – SIDEWALK CONSTRUCTION**  
Construction of sidewalk on Telfaire St, Queen St, Virginia St, and Simpson St to create a walking trail connection to local Community Park and Post Office.

### PUBLIC TRANSPORTATION PROJECTS

1. **INTERMODAL TRANSPORTATION CENTER** – Environmental assessment, design, land acquisition, and construction of a multimodal transfer center for intercity buses, GREAT, ECU Student Transit, PATS, taxis, and possibly passenger rail (ID No. TD-4716).
2. **REPLACEMENT BUSESSES (TA-4965)**
  - FY14 – 4 busses
  - FY16 – 1 bus
  - FY17 – 2 busses
  - FY19 – 2 busses
3. **EXPANSION BUSESSES (TA-4773)**
  - FY12 – 2 busses
  - FY13 – 2 busses
  - FY14 – 2 busses
  - FY15 – 2 busses
  - FY16 – 2 busses
  - FY17 – 2 busses
  - FY18 – 2 busses
  - FY19 – 2 busses
  - FY20 – 2 busses
4. **TECHNOLOGY - VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY, ETC. (TT-5208)**
  - FY14 – \$250,000
  - FY15 – \$50,000
  - FY16 – \$50,000
  - FY17 – \$50,000

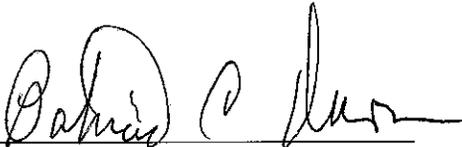
### HIGHWAY IMPROVEMENTS

(see attached spreadsheet)

**HIGHWAY SPOT SAFETY IMPROVEMENTS**

1. **NC-11/DAVENPORT FARM ROAD (SR-1128) INTERSECTION** - Improve safety and capacity at this intersection in Winterville.
2. **NC11 / NC102** – Improve safety at this intersection by signalization improvements
3. **SOUTH CENTRAL HIGH SCHOOL AND CREEKSIDE ELEMENTARY SCHOOL SAFETY IMPROVEMENTS** – Improve safety on Forlines Road (SR-1126) in the vicinity of these schools.
4. **NC-11 SOUTH/ELLIOT DIXON ROAD (SR-1154) INTERSECTION** - Improve safety and capacity at this intersection south of Ayden.
5. **FORLINES ROAD/FROG LEVEL ROAD** - Improve safety and capacity at this intersection in Winterville.
6. **NC 43/IVY ROAD** - Improve safety and capacity at this intersection.
7. **SR 1708 (Firetower Rd) at SR 1726 (Portertown Rd) in Greenville** – Construct Roundabout
8. **NC903 at SR1131 (Reedy Branch Rd) west of Winterville** – Construct Roundabout
9. **NC-11 SOUTH/OLD SNOW HILL ROAD (SR-1113) INTERSECTION** - Improve safety and capacity at this intersection on the southwest side of Ayden.

Adopted the 18th day of November, 2011.

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

ATTEST:

  
\_\_\_\_\_  
Amanda J. Braddy, TAC Secretary

Greenville Urban Area MPO Final Adopted Ranking of Highway Projects

Row #	Tier	Improvement Type	Route Name	From / Cross Street	To	Description	MPO Adopted Point Distribution
1	Regional	Modernize	NC903	NC 11	Greene County Line	Widen existing pavement to 32 ft (4ft widening either side to accomodate Bicycle) - Utility relocation, structure improvements, widen typical roadway section, various Intersection improvements	98
2	Subregional	Corridor Management	Arlington Boulevard	SR 1708 Firetower Rd	NC43 (W 5Th St)	Upgrade drainage facilities, construct medians / channelized turn lanes, bicycle facilities, and sidewalk.	100
3	Subregional	Modernize	Ayden Golf Club Road, Tucker Road, Ivy Road	NC 102	NC 33	Widen to meet tolerable lane width requirements, including straightening and realigning Intersections, to serve as a connector between NC-102, NC-43 South, and NC-33 East.	0
4	Subregional	Capacity	Firetower Road	NC 43 (Charles Boulevard)	SR 1704 (Fourteenth Street)	Widen existing 2-lane roadway to a multi-lane urban section facility	100
5	Subregional	Modernize	Boyd Street	NC 11	Railroad Street	Widen to meet tolerable lane width requirements, provide bicycle and pedestrian facilities, construct curb and gutter and associated drainage structures, and construct turn lanes to allow the facility to serve as a connector between NC 11 and Railroad Street	0
6	Subregional	Modernize	Frog Level Road	US 13 (Dickinson Avenue)	NC 903	Widen to tolerable lane width and add continuous 2 way left turn lane	100
7	Regional	Capacity	Greenville Boulevard	NC 11 (Memorial Drive)	NC 33 (East 10th Street)	Widen to 6 travel lanes and improve Intersections from NC-11 to NC 33.	100
8	Subregional	Capacity	Evans Street/Old Tar Road	SR 1711 (Worthington Road) in Winterville	US 264A (Greenville Boulevard)	SR 1711 (Worthington Road) in Winterville to US 264A (Greenville Boulevard). Widen to Multi-Lanes.	100
9	Subregional	Modernize	Dickinson Avenue	NC11	SR 1610 (Reade Circle)	Demolition and replacement of subgrade, asphalt, and curb & gutter, demolition of concrete slab beneath roadway; as necessary provide drainage repairs and upgrades, removal / replacement of existing sidewalk and construction of wheelchair ramps to meet current ADA requirements.	100

Greenville Urban Area MPO Final Adopted Ranking of Highway Projects

Row #	Tier	Improvement Type	Route Name	From / Cross Street	To	Description	MPO Adopted Point Distribution
10	Subregional	Capacity	Allen Road	SR 1467 (Stantonsburg Road)	US 13 (Dickinson Avenue)	Widen existing 2 and 3 lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements	100
11	Subregional	Capacity	Firetower Road, Portertown Road	SR 1704 (Fourteenth Street)	NC 33	Widen existing 2-lane roadways to multi-lane urban section facilities . includes Intersection improvements at Firetower Road and Portertown Road change the primary movement to East Firetower Road and the northern leg of Portertown Road	100
12	Regional	Capacity	NC 33	NC 222 at Belvoir Crossroads	US 264 Bypass	US 264 Bypass in Greenville to US 64 Southeast of Tarboro. Widen to A Multi-Lane Facility. Section C: NC 222 at Belvoir Crossroads to US 264 Bypass.	50
13	Regional	Capacity	NC 43	North of Signature Drive	SR 1711 (Worthington Road)	Widen existing 2-lane and 3-lane roadway to a mult-lane urban section facility including sidewalk, landscaping, and bicycle improvements	100
14	Subregional	Capacity	Fourteenth Street	Red Banks Road	SR 1708 (Firetower Road)	Widen existing 2-lane roadway to a multi-lane urban section facility with Intersection improvements from Red Banks Road to Firetower Road (SR 1708)	100
15	Statewide	Capacity	New Route - Northeast Bypass	US 264	NC 33	Construct a 4-lane, median divided, limited access facility on new location from US-264 to NC 33 East with a new bridge over the Tar River	0
16	Subregional	Capacity	New Route - US 264-NC 33 Connector	US 264	NC 33	US264-NC33 connector: Construct new bridge over Tar River, East of Greenville	52
17	Subregional	Capacity	Laurie Ellis Rd Ext/Connector SR1713	NC 11	SR 1149 (Mill Street)	Laurie Ellis Rd Extension/Connector: Construct on new location 2-lane roadway with bicycle and pedestrian facilities. Construct intersection with NC11 turn lane improvements and traffic light installation	0
18	Subregional	Capacity	New Route - Firetower Road Extension	SR 1127 (Frog Level Road)	NC 11/903	SR 1127 (Frog Level Road) to NC 11/903. Construct Multi-Lane Facility, Part on New Location.	100
19	Subregional	Capacity	Forlines Road	Greenville Southwest Bypass (R-2250)	NC 11	Widen existing 2-lane roadway to multi-lane urban section facility including bicycle and pedestrian facilities	0
20	Regional	Capacity	NC102	NC 11	Verna Avenue	Widen to a multi-lane facility with sidewalks	0



# Strategic Transportation Investments

October 7, 2013



## **Strategic Transportation Investment (STI)**

**New funding formula for NCDOT's Capital Expenditures**

**House Bill 817 signed into Law June 26, 2013**

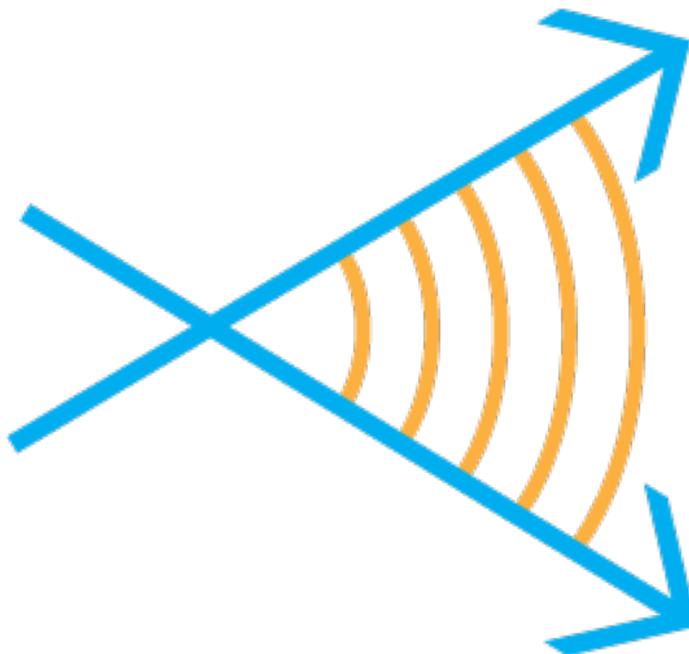
**Overwhelming support in both House (105-7) and Senate (44-2)**

**Most significant NC transportation legislation since 1989 Highway Trust Fund**

**Prioritization 3.0 Workgroup charged with providing recommendations to NCDOT on weights and criteria**

**Increased population + 1.3m  
= Infrastructure need**

**problem**

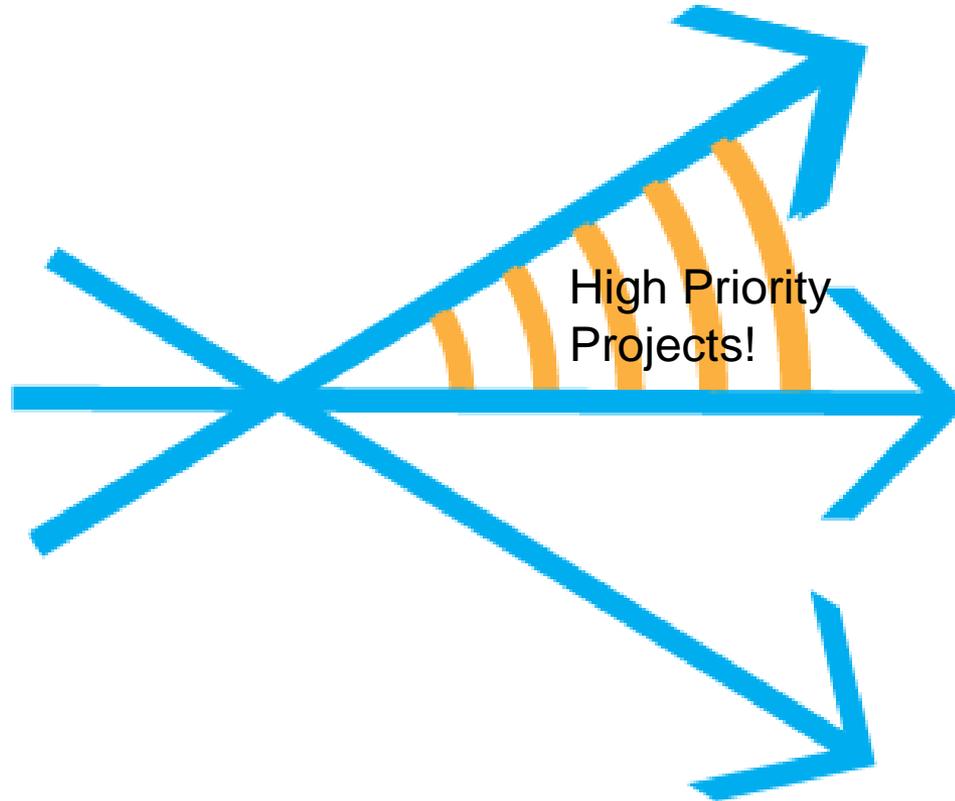


**Infrastructure gap.**  
Decline in businesses and jobs.

**Decreased Revenue projections - \$1.7b**



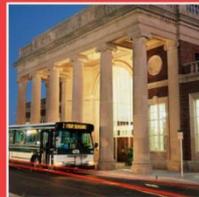
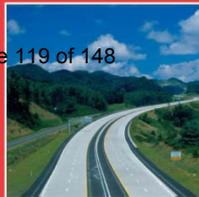
# current funding method is unsustainable



Address  
shrinking  
revenue

Yet, we can  
address part of  
the problem  
through a  
strategic mobility  
formula





# How the STI Works

40% of Funds = \$6B

30% of Funds = \$4.5B

30% of Funds = \$4.5B

Estimated \$15B in Funds for SFY 2016-2025

## Statewide Mobility

Focus → Address Significant Congestion and Bottlenecks

### Eligible Projects

- Statewide type Projects (such as Interstates)
- Selection based on 100% Data
- Projects Programmed prior to Local Input Ranking

## Regional Impact

Focus → Improve Connectivity within Regions

### Eligible Projects

- Projects Not Selected in Statewide Mobility Category
- Regional Projects
- Selection based on 70% Data & 30% Local Input
- Funding based on population within Region

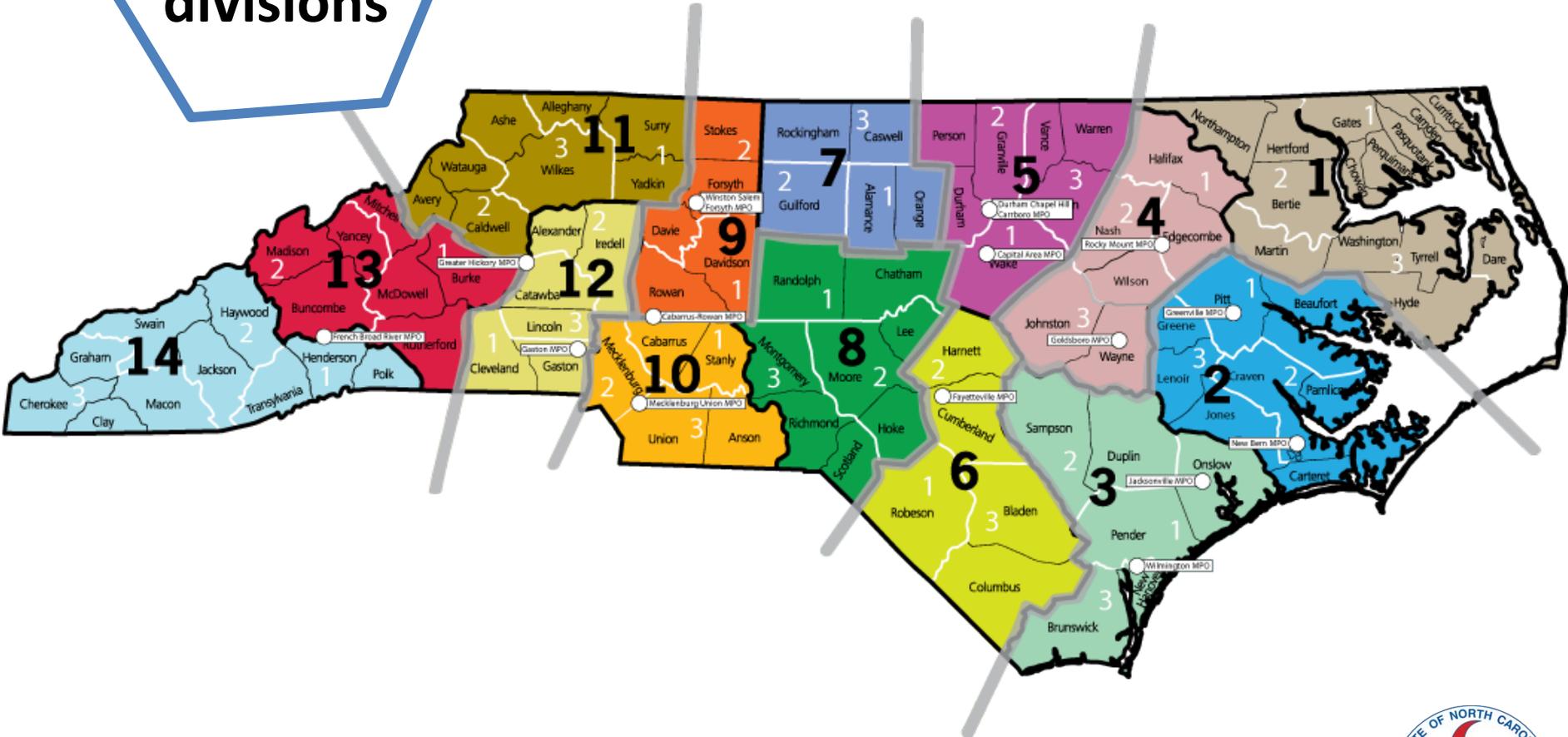
## Division Needs

Focus → Address Local Needs

### Eligible Projects

- Projects Not Selected in Statewide or Regional Categories
- Division Projects
- Selection based on 50% Data & 50% Local Input
- Funding based on equal share for each Division = ~\$34M per yr

# regions & divisions





## STI Legislation

**Combines traditional Equity-eligible funds, Urban Loop funds, Mobility Funds, Powell Bill, and Secondary Roads paving**

**Funds obligated for projects scheduled for construction by July 1, 2015 are not subject to formula**

**Bicycle-Pedestrian projects authorized as of Oct. 1, 2013 which are scheduled for construction in FY 13, 14, or 15 are not included in limitation on State funding**

**All capital expenditures, regardless of mode, will be funded from Highway Trust Fund. All modes must compete for the same funds**

**Local Input will be part of the scoring criteria for all Regional Impact and Division Needs projects**



## STI Legislation

**Projects (regardless of mode) will be scored on a 0-100 point scale**

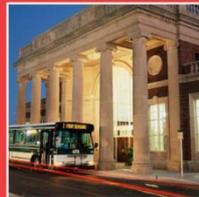
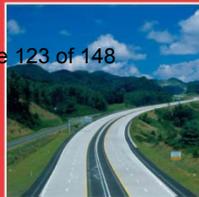
**Incentive For Local funding (highway projects only)**

- 50% of local commitment of non-State/Federal funds will be returned to local area for other high scoring projects in that area

**Operations and Maintenance expenditures will be funded from Highway Fund**

**Project Cap – No more than 10% of Statewide Mobility funds over 5 years (~\$300M) may be assigned to a single project or contiguous projects in the same corridor in a single Division or adjoining Divisions**

**No more than 10% of Regional Impact funds shall be expenditure on Public Transportation projects**



## STI Legislation

**Projects funded from these categories will be excluded and will be evaluated through separate prioritization processes**

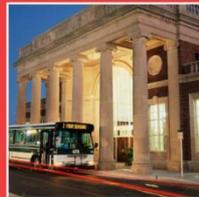
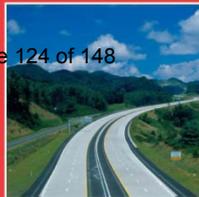
- Congestion Mitigation and Air Quality (CMAQ)
- Competitive/Discretionary grants
- Appalachian Development Highway System projects

**Funds included in the applicable category (Statewide, Regional, Division) but not subject to prioritization criteria:**

- Bridge Replacement
- Interstate Maintenance
- Highway Safety Improvements

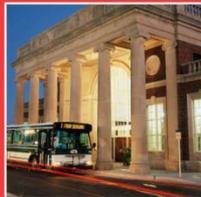
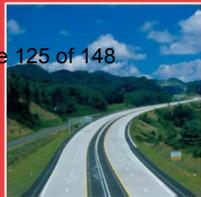
**Funds included in the computation of Division equal share but will be evaluated through separate prioritization processes:**

- STP-DA (if funds used on Regional category eligible project, funds come from Regional)
- Transportation Alternatives
- Rail-highway crossing program



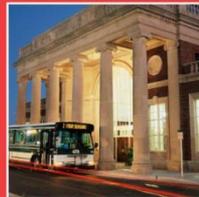
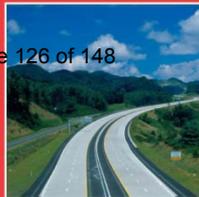
## Eligibility Definitions – Non Highways

	Statewide	Regional	Division
<b>Aviation</b>	Large Commercial Service Airports. Max. \$500K/year/airport	Other Commercial Service Airports Max. \$300K/year/airport	All Airports without Commercial Service. Max. \$18.5M/year/all airports.
<b>Bicycle-Pedestrian</b>	N/A	N/A	All routes
<b>Public Transportation</b>	N/A	2 plus Counties serving more than one municipality. Max. 10% of regional allocation.	Service not included on Regional. Multimodal terminals and stations serving passenger transit systems
<b>Ferry</b>	N/A	State Ferry routes, excluding replacement vessels	Replacement of vessels
<b>Rail</b>	Freight on CSX and Norfolk Southern	Rail service spanning 2 plus counties not included on Statewide	Rail service not included on Statewide or Regional



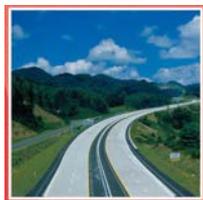
# Highway Scoring Criteria and Weights - Div 2 & 3

Funding Category	<u>QUANTITATIVE</u>	<u>LOCAL INPUT</u>	
	Data	Division Rank	MPO/RPO Rank
<b>Statewide Mobility</b>	[Travel Time] Benefit/Cost = 30% Congestion = 30% Economic Competitiveness = 10% Safety = 10% <u>Multimodal [&amp; Freight + Military] = 20%</u> <b>Total = 100%</b>	--	--
<b>Regional Impact</b>	[Travel Time] Benefit/Cost = 20% Safety = 25% <u>Multimodal (&amp; Freight + Military) = 25%</u> <b>Total = 70%</b>	15%	15%
<b>Division Needs</b>	Congestion = 20% Safety = 20% <u>Multimodal (&amp; Freight + Military) = 10%</u> <b>Total = 50%</b>	20%	30%



## Normalization –P3.0

**Definition – Methodology for comparing quantitative scores across all modes**



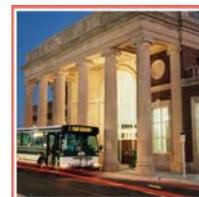
VS



VS



VS



VS

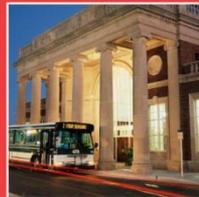
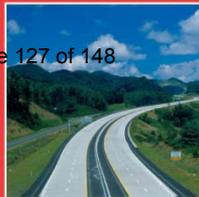


VS



### Challenges:

- Different criteria and weights used for evaluating projects in each mode
- National review provided no “best practice”
- Innovative approach is needed
- Several potential options evaluated:
  - Qualitative value judgment
  - Weighted benefit/cost
  - Statistical analysis



## Normalization Approach

**Definition – Methodology for comparing quantitative scores across all modes together**

**For Prioritization 3.0 Only (Initial Implementation of STI)**

- Statewide Mobility (only) – No normalization, scores are stand-alone for comparison (highway, aviation, freight rail)
- Regional Impact & Division Needs – Allocate funds to Highway and Non-Highway modes based on minimum floor or %s

Mode	Workgroup Recommendation	Historical Budgeted	Historical Expenditures
Highway	90% (min.)	93%	96%
Non-Highway	4% (min.)	7%	4%



## Local Input Points

Use in Regional Impact and Division Needs categories only

# of Points = 1000 points + additional points based on population

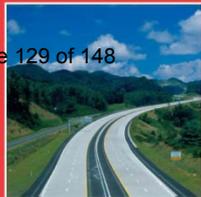
Separate Allocation of Points for Regional Impact Category and Division Needs Category

- Point allocation is the same for each

100 point cap for any one project; points can also be donated across Regions/Divisions

MPOs/RPOs need to have a NCDOT approved process for assigning local input points based on combination of quantitative and qualitative data (per S.L. 2012-84)

- Needs to be finalized by May 1, 2014



## **New Project Submittals (Maximum #)**

**Highway = minimum of 10; plus 1 additional for 100K in population, Max. 20 new submittals.**

- Option to swap up to 5 existing projects in the Prioritization system for 5 new highway projects (in addition to the maximum of new projects)

**Bicycle & Pedestrian = 20 Max. ( existing projects in system removed)**

- Combined total of both bicycle and pedestrian projects

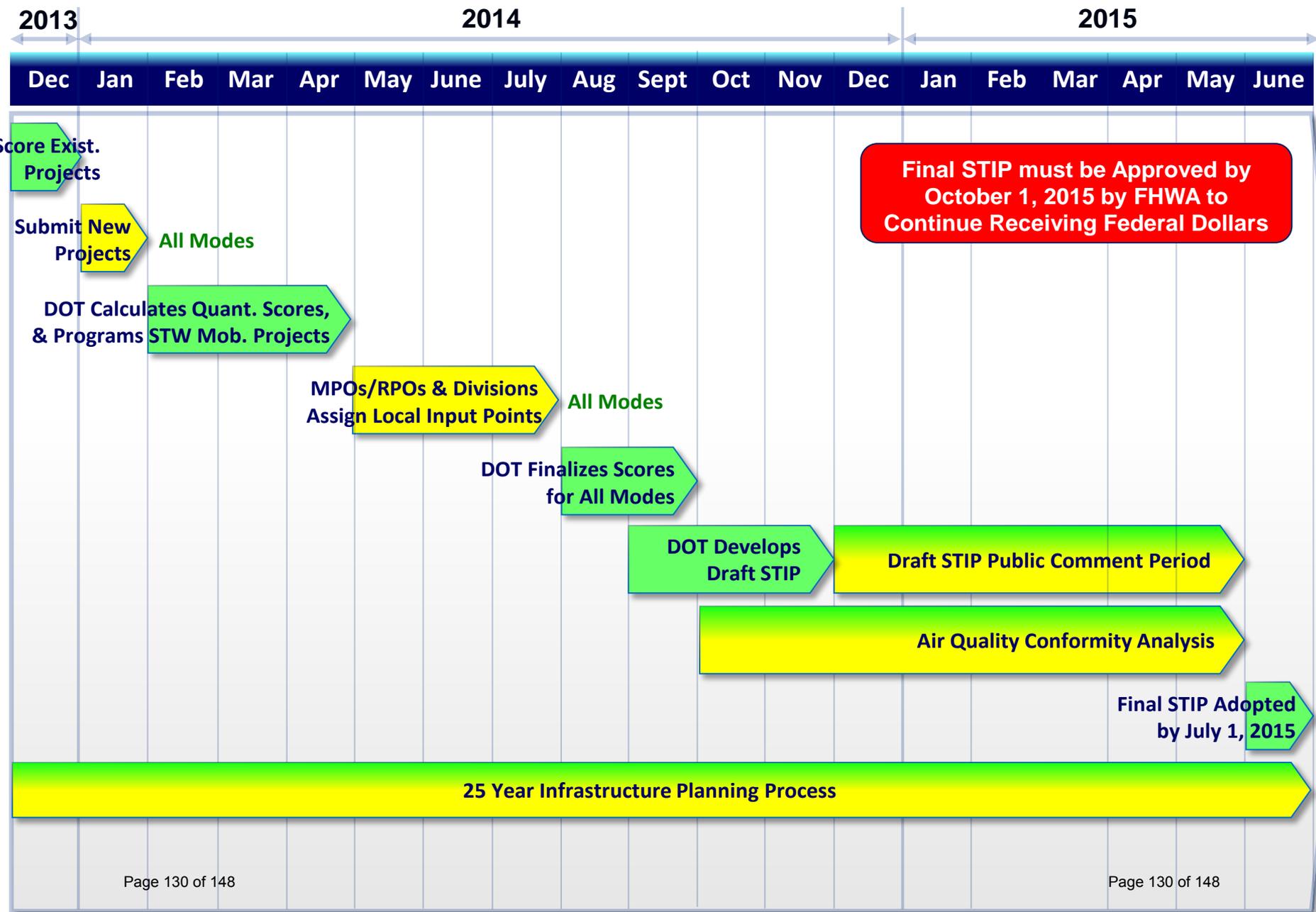
**Aviation = No limit**

**Ferry = 10**

**Public Trans. = No limit (all existing projects in system removed)**

Page 129 of 148  
**Rail = 5**

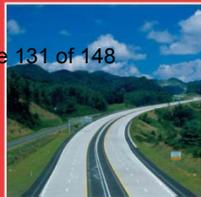
# Prioritization 3.0 Schedule



**Final STIP must be Approved by October 1, 2015 by FHWA to Continue Receiving Federal Dollars**

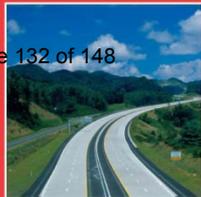
**Final STIP Adopted by July 1, 2015**

**25 Year Infrastructure Planning Process**



## Next Steps

- **Technical Coordinating Committee**
  - Understand STI and be able to explain its implications on your MPO/RPO
  - Relay information regarding STI to TAC and citizens
  - Coordinate processes for identifying projects for submittal AND determining methodology for local input points
  - Endorse/recommend pertinent items to TAC
- **Transportation Advisory Committee**
  - Understand STI and its implications on your MPO/RPO
  - Understand the process for submitting and prioritizing projects
  - Approve the methodology for prioritizing local project list
  - Approve projects to be submitted for prioritization
  - Assign local input points for projects



## Key Dates

- **Projects submitted between January 1 - January 31, 2014**
  - Look for SPOT On!ine Training.
- **Submit Methodology Prior to April 30, 2014**
- **Assign Local Input Points between May 1 - July 31, 2014**
- **Draft STIP Public Comment Period (December 2014 – May 2015)**

**The Strategic Mobility Formula (SMF) is contained in the Strategic Transportation Investments (STI) Legislation (SL 2013-185). The following Quick Reference Sheets outline how different components of STI will be implemented.**

### **STI Quick Reference Sheets – Project Rating Criteria**

The following are explanations of the quantitative transportation criteria that are to be used to rank highway projects. For details of how each will be applied to each mode, see the Strategic Transportation Investments Implementation Report.

- Congestion – Based on existing traffic volume and capacity of roadway. Congestion data will be obtained from existing department databases until the statewide travel demand model is sufficiently developed to allow use of its outputs.
- Benefit/Cost - Travel time savings over 30 years divided by costs of the project (ROW, Utilities, and Construction). Local funding will be subtracted from the cost prior to calculation.
- Safety - Critical crash rate, crash density, severity index over last 3 years.
- Economic Development (Economic Competitiveness) - Travel time savings as a result of the project is input to TREDIS with output being change in productivity in the Division brought about by constructing the project and the number of long-term jobs created. These benefits are realized over a 30-year period.
- Pavement Condition - Data from latest pavement condition survey.
- Lane width and (paved) shoulder width - Data from existing department databases on existing conditions.
- Multi-modal - Existing traffic volume, capacity of roadway, direct connection to a transportation terminal, truck volume.

### STI Quick Reference Sheets – Local Input

Each MPO and RPO will develop a local methodology to prioritize and assign local input. The P3.0 workgroup is working on suggested criteria and methodologies to guide this effort. In accordance with SL 2012-84 passed last year, each areas' methodology will need to be approved by the Department. Division Engineers will develop a methodology to determine how to assign their local input. Public hearings and comments will be part of both processes in determining how those points will be assigned.

Identified project segments will be ranked separately and will receive a score that is appropriate for that segment. An exception would be that project segments for new location projects will receive the same score because the benefits accrue to the entire project being constructed.

MPOs/RPOs and Division Engineers are each given a separate set of points to assign to their top priority Regional Impact and Division Needs projects in their geographical areas. NCDOT can provide information about projects, but should not be involved in the assignment of local MPO and RPO points. The points count the same regardless of area; larger areas have more points to assign. The law requires that highway projects be scored on a 0-100 point scale. Non-highway project scoring scale is to be up to 100 points, according to the law. The points for an MPO/RPO or Division are based on a minimum of 1000 points plus an additional 100 points for every 100,000 people in that area. A maximum of 100 points can be assigned to any one project (regardless of mode). In the Regional Impact category, the MPO/RPO's local input is worth 15% of the project's total score and the Division Engineer's local input is worth 15%. In the Division Needs category, the MPO/RPO's local input is worth 25% of the project's total score and the Division Engineer's local input is worth 25%. Local input will be assigned after each project's quantitative score is known.

	QUANTITATIVE	LOCAL INPUT	
Funding Category	Data	Division Rank	MPO/RPO Rank
Statewide Mobility	100%	-	-
Regional Impact	70%	15%	15%
Division Needs	50%	25%	25%

<b>Highway Project Scoring Overview</b>			
	Statewide Mobility	Regional Impact	Division Needs
<b>Eligible Projects:</b>	• Statewide	• Statewide • Regional	• Statewide • Regional • Division
<b>Overall Weights:</b>	100% Quantitative Data	70% Quantitative Data / 30% Local Input	50% Quantitative Data / 50% Local Input
<b>Quant. Criteria</b>	<ul style="list-style-type: none"> <li>• Benefit-Cost</li> <li>• Congestion</li> <li>• Economic Comp.</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> </ul>	<ul style="list-style-type: none"> <li>• Benefit-cost</li> <li>• Congestion</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> <li>• Accessibility and connectivity to employment centers, tourist destinations, or military installations</li> </ul>	<ul style="list-style-type: none"> <li>• Benefit-cost</li> <li>• Congestion.</li> <li>• Safety</li> <li>• Freight</li> <li>• Multimodal</li> <li>• Pavement Condition</li> <li>• Lane Width</li> <li>• Shoulder Width</li> <li>• Accessibility and connectivity to employment centers, tourist destinations, or military installations</li> </ul>
<b>Notes:</b>	Projects Selected Prior to Local Input	Quant. Criteria can be different for each Region	Quant. Criteria can be different for each Division

## **STI Quick Reference Sheets – System Identification**

NCMIN and STI are different. NCMIN is used for planning purposes and STI determines funding categories. The Tiers in NCMIN (Statewide, Regional and Sub-regional) and the funding categories in STI (Statewide Mobility, Regional Impact and Division Needs) are not meant to be synonymous. Program Development is developing funding eligibility maps for all modes. If there is a disagreement with elements on the system maps, the MPO and RPO should coordinate with Program Development through their Division.

### **Highway**

Statewide Mobility and Regional Impact categories are specified in STI. The Division Needs category covers all other roads that are not specifically listed in the Statewide Mobility and Regional Input categories. Secondary routes are eligible under Division Needs category and will compete with Statewide Mobility and Regional Impact projects not selected for funding in those categories. As with any project, the project scores are one factor in determining which projects move from prioritization to programming.

### **Transit**

Only new transit vehicles, new facilities/major renovations, and fixed guideway are eligible for STI funding. Replacement vehicles and other maintenance and operations projects are not eligible for STI funding as prescribed in the legislation. The difference between the Regional Impact and Divisional Needs categories are reflected in the percentage weights assigned to the specific criteria and the public transportation service associated with the respective transit systems.

Regional Impact projects are defined by the legislation as, "Public transportation service that spans two or more counties and that serves more than one municipality. Expenditures pursuant to this subdivision shall not exceed ten percent (10%) of any distribution region allocation." There are approximately 11 transit systems serving multiple counties whose projects could be considered at the regional impact level.

### **Ferry**

Ferry vessels are only eligible for funding under the Division Needs category. Ferry Vessel replacements have been historically funded through the TIP. This is mainly because Ferry operational/maintenance funds usually run between \$36-\$39M per fiscal year. It takes this amount of funding to continue the operation of the ferry system at its current operational level. A single vessel replacement ranges from \$12M (River Class Vessel) to \$15M (Sound Class), therefore there is no way under the current funding levels received from the General Assembly that vessel replacements could be addressed in the operational budget. Ferry Maintenance factors into the "Asset Efficiency" criteria.

### **Aviation**

Only the four largest public airports are eligible for Statewide Mobility category funding. Those, plus the next 5 largest airports are eligible for Regional Impact category funding and all remaining airports are eligible for Division Needs category funding. If any of those airports want State funds for eligible projects, they will have to compete with other eligible projects in the appropriate category.

### **Bike and Pedestrian**

Incidental bike and pedestrian projects are funded as part of the highway project and will be funded if selected based on the funding category of the project. Independent bike and pedestrian projects have a minimum cost threshold of \$100,000 and can only compete in the Division Needs category. State funds may not be used to match federally funded projects. Only Powell Bill or local funds can be used as match for bike and pedestrian projects starting in FY 16 (July 1, 2015).

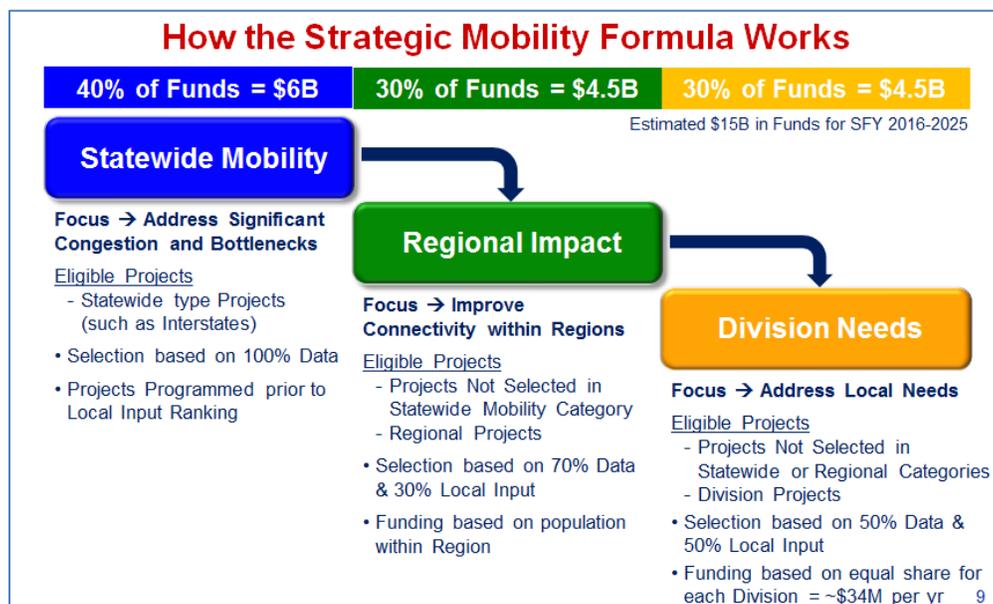
**STI Quick Reference Sheets - Cascading**

Project categories are determined by STI. Project scores will be given for every category for which a project qualifies.

Statewide Mobility projects will have three separate scores: Statewide Mobility, Regional Impact, and Division Needs. Statewide Mobility projects will be programmed by Program Development based on the quantitative score as local input is not a part of the project score.

Remaining Statewide Mobility projects will be eligible for local input scoring and will have a different quantitative score in the Regional Impact and Division Needs categories. Regional Impact projects will have two quantitative scores: Regional Impact and Division Needs.

Remaining Regional Impact projects will be eligible for the Division Needs category and will have a different quantitative score in the Division Needs Category. Division Needs projects will have one quantitative score for the Division Needs category. A projects' final score will be evaluated within the respective categories.



### **STI Quick Reference Sheets – Normalization Across Modes**

Normalization is used to evaluate and compare project scores from one transportation mode to another during the development of the STIP. In P3.0, each mode uses different quantitative scoring criteria, different measures for those criteria and then assigns different weights to those criteria. Therefore, a variety of quantitative scores are generated and a methodology should be used to effectively compare the project score in one mode against the project scores in another mode. Since more than one mode can compete for the same funding, a normalization methodology is also needed to help determine which projects move from prioritization to programming.

The interim solution is to use a normalization methodology based on historical spending. The minimums established in the normalization approach will be applied as projects are being selected for funding in the draft STIP.

For Prioritization 3.0 only (Initial Implementation of Strategic Transportation Investments):

- **Statewide Mobility (only)** – No normalization will be used since so few modes compete for these funds. Scores are stand-alone for comparison (highway, aviation, freight rail). Since scores for projects eligible in this category are 100% data driven, the quantitative scores of a highway project vs. freight rail (class 1) project vs. international commercial service airport project (4 such airports in NC) would be directly compared against each other. Score comparisons and available funds in the Statewide Mobility category would form the basis for programming those projects.
- **Regional Impact and Division Needs** – Allocate funds to Highway and Non-Highway modes based on minimum floor, or percentages. For Regional Impact and Division Needs categories, NCDOT would program projects based on historical transportation spending patterns. Recent history has shown that approximately 93% of the construction budget went to highway projects and 7% went to non-highway projects. However, the actual expenditures (e.g, projects in some stage of delivery) is closer to 96% for highway and 4% for non-highway (see table below). Therefore it was decided to use a minimum percentage (or floor) of funding to guide programming process in these remaining 2 categories.

<b>Mode</b>	<b>Board of Transportation Recommendation</b>	<b>Historical Budgeted</b>	<b>Historical Expenditures</b>
<b>Highway</b>	<b>90% (minimum)</b>	93%	96%
<b>Non-Highway</b>	<b>4% (minimum)</b>	7%	4%

*Note: The Department will continue to research and seek recommendations on the topic of Normalization with national experts. The Department will also request the assistance of an outside agency to conduct a statistical analysis of project scores after all quantitative scores are completed in 2014. Any conclusive findings from this research and analysis will be incorporated into Prioritization 4.0.*

## **STI Quick Reference Sheets - Project Submittal/Grandfathering**

### **New Projects**

MPO/RPOs and Divisions may submit up to 20 new projects. Up to five additional projects may be submitted, but one existing project must be deleted for each new project submitted. Quantitative scores for all existing database projects in all modes will be available by January 2014. New candidate projects can then be submitted and projects will be scored quantitatively; all scores will be known by the time local input points are assigned. Statewide Mobility projects may be considered for removal from the project database if the MPO/RPO, and Division where the project is located all agree.

- Highways – Highway projects already in the P2.0 database today will not need to be resubmitted. Up to 20 new projects can be submitted.
- Aviation – An unlimited number of projects may be submitted.
- Bike and Pedestrian - All Bike/Pedestrian projects will be removed from the P2.0 database. Up to 20 projects may be submitted.
- Ferry - Up to 10 projects may be submitted.
- Public Transportation - Existing Public Transportation projects will be removed from the P2.0 database and there is no limit on the number of new public transportation projects that can be submitted.
- Rail - Up to 5 projects may be submitted.

### **Grandfathering**

Program Development will know by October 1, 2013 which projects are on the grandfathered list. The remaining projects will be subject to P3.0/STI prioritization. Grandfathered projects must be shown on a Schedule Management Office approved let list as of October 1, 2013 and have to be scheduled for construction prior to July 1, 2015. Projects scheduled for construction after July 1, 2015 are subject to prioritization, regardless of NEPA status. For bike and pedestrian projects, the law allows the Department to decide between now and Oct. 1, 2013, which projects will be grandfathered, thus would and not be subject to P3.0/STI prioritization. In order to meet the deadline of October 1, 2013, projects had to be presented to the BOT in August for approval in September.

#### **New Project Submittals (Maximum #)**

**Highway = minimum of 10; areas receives additional submittal for every 100,000 in population, up to a maximum up 20 new submittals.**

- Option to swap up to 5 existing projects in the Prioritization system for 5 new highway projects (in addition to the maximum of new projects)

**Bicycle & Pedestrian = 20 (all existing projects in system removed)**

- Combined total of both bicycle and pedestrian projects

**Aviation = No limit**

**Ferry = 10**

**Public Trans. = No limit (all existing projects in system removed)**

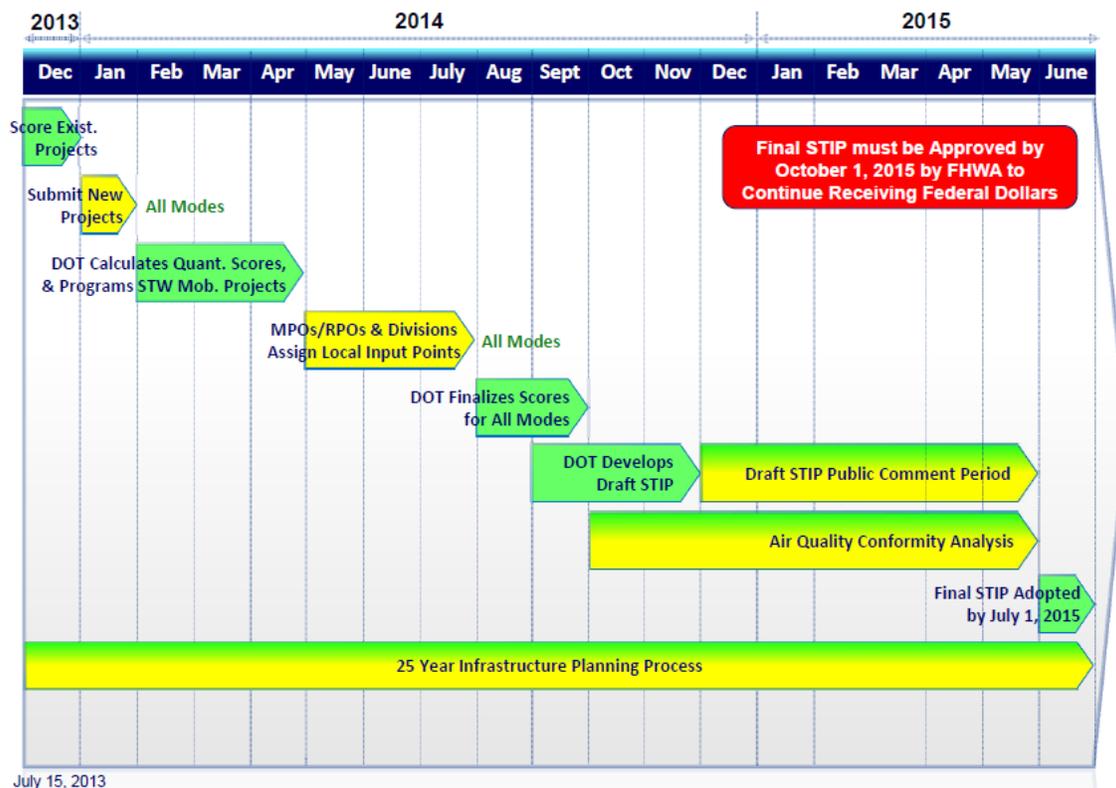
**Rail = 5**

### STI Quick Reference Sheets – Implementation Schedule

Below is the expected schedule for implementation of STI/P3.0. It may change as more information is available.

- Jan 1, 2014 Quantitative Scores for existing projects released.
- Jan 1-31, 2014 New projects may be submitted
- Feb 1 - April 30, 2014 Quantitative Scoring of new projects
- May 1, 2014 Release of Quantitative scores for new projects.
- May 1, 2014 Release of Programmed Statewide Mobility projects
- May 1 - July 31, 2014 Local Input submitted for Regional Impact and Division Needs projects
- Aug 1 - Sept 30, 2014 Final scores for all modes developed.
- Sep 1 – Nov 30, 2013 Program Development develops Draft STIP
- Oct 15, 2014 Draft STIP information available for non-attainment areas
- Dec 3, 2014 Draft STIP released for Public Comment
- Dec 3, 2014 May 1, 2015 Public Comment Period for Draft STIP
- June 4, 2015 NC Board of Transportation expected approval
- July 1, 2015 Legislative Approval of new STIP.
- September 30, 2015 Deadline for approval of MPOs TIP

### Prioritization 3.0 Schedule



**STI Quick Reference Sheets - Funding**

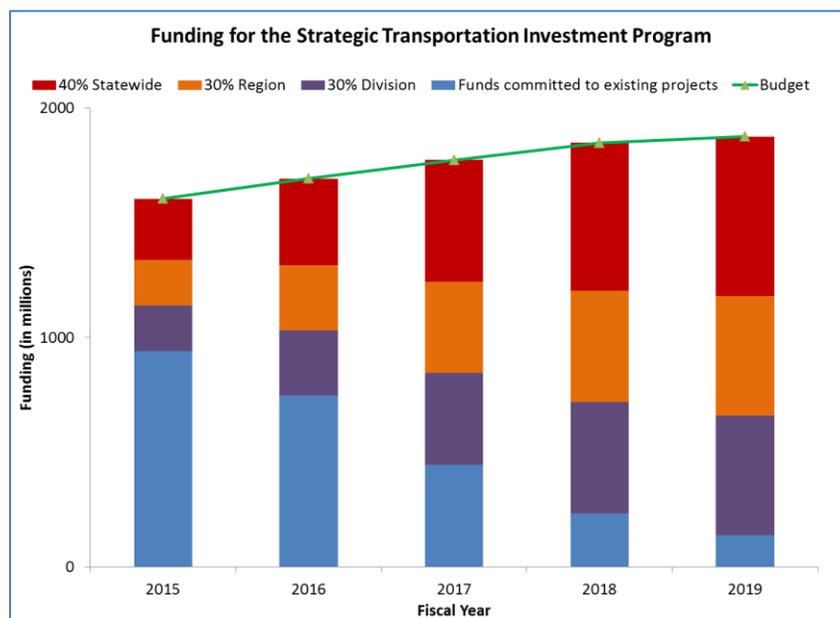
STI funding comes from the Highway Trust Fund. The law specifies how three categories of capital projects will be funded: Statewide Mobility - 40%; Regional Impact – 30%; and Division Needs - 30%. Funds are distributed based on population in the Regional Impact category but not in the Division Needs category. For the Division Needs category, the law specifies that funds are distributed based on equal share.

Bridge replacement, highway safety and interstate maintenance projects are prioritized by their own needs assessment processes, but are included in the appropriate STI category. Ferry maintenance is funded through ferry receipts or from a Highway Fund appropriation. Operations and Maintenance expenditures will be funded from the Highway Fund. CMAQ, Competitive/Discretionary Grants and Appalachian Development Highway Projects are excluded from the appropriate category and will be evaluated through a separate prioritization process.

For highway projects only, if an area chooses to provide local funding for a project, 50% of the locally committed funds (non-State/Federal) will be returned to the local area (municipality or area that provided the local funding) after the project is let for other high scoring, future projects in the area. No funds will be returned as cash. The local area’s intent must be clear and definitive, and must indicate that they are contributing local funds to the project when they submit the project through the SPOT Online tool. **The amount provided will be calculated into the benefit/cost quantitative score for the project. The “local contribution” clause/provision would be effective with new STI projects that go through STI prioritization and let after July 1, 2015.**

Project Cap – No more than 10% of Statewide Mobility funds over 5 years (~\$300M) may be assigned to a single project or contiguous projects in the same corridor in a single Division or adjoining Divisions. The intent is to ensure equitable distribution across the state.

As the Department works through existing projects, the levels of funds available for the STI Program will increase. The table below shows the project funds committed to existing projects and the projected budget for STI projects. NCDOT funds projects on a cash flow basis, so any major project let one year accesses funds from 2 to 4 future years. The projects scheduled to be let by July, 2015, will represent a significant commitment of future STI program dollars. These funds will be taken “off the top” and the remaining funds will be distributed under the 40% Statewide Mobility, 30% Regional Impact, and 30% Division Needs formula.



**STI Quick Reference Sheets - STP-DA Funding**

STP-DA funds can be used for standalone projects. These projects are not subject to the prioritization process in STI but are selected by the respective TMA areas and are subject to Federal Highway Administration requirements. It is anticipated that any STP-DA funds used for projects in the Statewide Mobility category would be subtracted from the Statewide Mobility funding statewide total. STP-DA funded Regional Impact projects will have those funds taken from the Regional Impact funding total. If STP-DA funded projects are used on projects in the Division Needs category, those funds will be deducted from each Division's Division Needs funding total.

**STI Quick Reference Sheets - TAP Funding**

Transportation alternative projects are not included in the STI prioritization process but are subject to a "competitive selection process" and funds will be deducted from the Division Needs category. This does not necessarily mean a project prioritization process. A competitive selection process might be as simple as "first come, first served". Match requirements will be determined by project type and project sponsor. FHWA has not issued final guidance on how they expect the Transportation Alternative projects process to be administered; however, MPOs are required to develop their own selection process. While TAP funds have been allocated to the MPO TMAs by FHWA, the Department is still developing its process for administering the remaining 50% of the allocated TAP funds.



## Attachment 6a

### Technical Coordinating Committee

### Informational Item

October 22, 2013

**TO:** Technical Coordinating Committee  
**FROM:** Jo Laurie Penrose, AICP, and Transportation Planner  
**SUBJECT:** Goals, objectives and policies for the Long-Range Transportation Plan

**Purpose:** To discuss and vote on the proposed goals, objective, policies and performance measures for the 2040 Long Range Transportation Plan (LRTP).

**Discussion:** The MPO's LRTP is being updated to 2040 before it's submitted to TAC for adoption. The MPO is required by the federal law MAP-21 to generate goals, objective, policies and now performance measures for the plan. The performance measures must also be approved by the North Carolina Dept. of Transportation and the Federal Highway Administration.

MPOs are required by MAP-21 to consider eight broad policy areas in the statewide planning process. The policy areas are as follows:

- Support the Economic Vitality of the Metropolitan Area, Especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns ;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

**Action Needed:** TCC discuss goals, objectives, policies and performance measures for the LRTP.

**Attachments:** Goals, objectives, policies and performance measures for the 2040 LRTP.

Metropolitan Planning Organizations are governed by the Federal Code of Regulations and by the national highway legislation. This legislation is approved by Congress and the President approximately every seven years. It addresses MPOs, various multimodal programs, and transportation funding. The most recent legislation, passed in 2012, is the Moving Ahead for Progress-21, or MAP-21.

MPOs are required by MAP-21 to consider eight broad policy areas of in the statewide planning process. The policy areas are as follows:

- Support the Economic Vitality of the Metropolitan Area, Especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns ;
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

Goals, objectives and policies for the Greenville Area Metropolitan Planning Organization (GUAMPO) Long-Range Transportation Plan (LRTP) are organized based on these planning factors. In addition, each of these goals and its subsequent desired outcomes contain performance measures to determine if the intent of each planning factor can be met. Transportation performance measures predict, evaluate, and monitor the degree to which the transportation system accomplishes adopted public objectives. They can be applied at all stages of transportation decision-making.

The LRTP goals and objectives also address the following goals from the North Carolina Dept. of Transportation (NCDOT) 2040 transportation plan:

- Economic development regions where job creation is a focus for the foreseeable future.

- Improved understanding of and decision-making concerning land use and transportation coordination and integration questions at the local level.

**Goal 1. Use appropriate planning and design criteria to protect and enhance the built and natural environment.**

Objective 1.B Support economic vitality to foster the global competitiveness, productivity and efficiency of local and regional businesses.

**Policy 1.1.b--** Promote regional and local cooperation on transportation issues and project needs to support economic development.

**Goal 2: Promote accessibility and mobility by increasing and improving multimodal transportation choices, and the connectivity across and between modes, for people and freight.**

**Objective 2.1:** Maximize access to the transportation system and improve the mobility of all users of the transportation system.

**Policy 2.1.a:** Provide facilities and amenities that support all users of the multi-modal transportation system, including persons with disabilities, the elderly and economically disadvantaged.

**Policy 2.1.b:** Improve or expand the multi-modal transportation system providing non-vehicular means of transportation by enhancing transit service availability, and providing greater access and connection to bicycle and pedestrian facilities (such as new sidewalks, trails, and construction of bus shelters).

**Performance measure:**

- Increase in transit ridership
- linear feet of new sidewalk construction
- linear feet of new greenway construction.

**Goal 3: Support an integrated transportation system with efficient connections between modes.**

**Objective 3.1:** Develop a multi-modal transportation system that integrates all modes into the planning, design and implementation process.

**Policy 3.1.a:** Promote the use of transit, bicycle, and pedestrian facilities through the funding and implementation of more multi-modal transportation projects.

**Performance measure:**

- amount of funding in TIP for bicycle and pedestrian facilities.
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**Objective 3.2:** Create a transportation system which encourages active transportation for all residents.

**Policy 3.2.a--** Where appropriate, encourage the development of transportation projects in a pedestrian and bicycle friendly manner, using elements to create a “Complete Street,” such as street trees, lighting, landscaping, and street furniture.

**Policy 3.2.b--** Increase the number of pedestrian facilities including sidewalks, crosswalks, pedestrian safety improvements at intersections, and other related amenities.

### **Policy 3.2.c**

- Separate motor-vehicle traffic from non-motorized traffic with physical barriers, such as the construction of greenways.
- Prioritize infrastructure improvements near transit stops and public transportation stations.
- Provide safe and convenient bicycle and pedestrian connections to public parks and recreation areas.
- Promote safe roadway crossing through use of small block sizes, pedestrian refuge islands, and cross-walks.
- Create alternatives to single occupancy vehicle travel through the improvement of multimodal transportation options, including carpools, vanpools, public transportation, and active transportation—any self-propelled, human-powered mode of transportation.

#### **Performance measure:**

- Miles of bike lanes and sidewalks constructed
- Miles of bicycle lanes and sidewalks near transit

**Policy 3.2.d--** Provide affordable and equitable access to travel choices for the elderly, people with disabilities, and people who do not or cannot drive.

**Goal 4 Create and maintain a transportation infrastructure that provides energy- and time efficient intermodal movement of goods, services, and labor to and within urban areas in the region.**

**Objective 4.1:** Increase pedestrian, bicycle, transit and shared transportation modes facilities within and among urban areas, including emphasizing options and mobility for the elderly, handicapped, and schoolaged people.

**Policy 4.1.a—**collaborate with NCDOT on projects where pedestrian and bicycle facilities are critical for multi-modal interconnectivity and safety.

#### **Performance measures:**

- Number of facilities is constructed, in accordance with the recommendations of this plan. new or replacement bridges should accommodate bicycles with on-road facilities on both sides of the bridge.

**Objective 4.2.:** Increase multimodal transportation choice and capacity to provide access options, reduce trip lengths and frequencies and reduce transportation costs by providing choice in travel mode and movement of goods and services.

**Policies 4.2.a—collaborate** with Greenville Area Transit (GREAT) on completing the transit intermodal center and implementing multimodal options on the site.

**Performance measure:**

- Passenger trips by all modes from the GTAC center
- **Policy 4.2.b—collaborate** with NCDOT to upgrade state facilities to interstate status to generate economic development.

**Goal 5: Expand sustainable transportation**

**Objective 5.1** Promote the concept of sustainable development with respect to transportation, by promoting land use that supports the following policies:

**Policy 5.1.a--** reducing motor vehicle travel demands associated with traditional development.

**Performance measure:**

- Bicycle and pedestrian mode share.
- Bicycle and pedestrian facilities included in comprehensive plans.



## **Attachment 6b**

### **Technical Coordinating Committee**

### **Informational Item**

October 22, 2013

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**TO:** Technical Coordinating Committee  
**FROM:** Jo Laurie Penrose, AICP, Transportation Planner  
**SUBJECT:** Eastern North Carolina Coalition meeting Oct. 3, 2013

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The Eastern North Carolina coalition staff met on Oct. 3, 2013 to hear information on strategic investment criteria for aviation projects and to discuss the activity of SPOT 3.0 workgroup. The workgroups has been meeting for several months to produce investment criteria for transportation projects.

Bobby Walston, aviation division director for North Carolina Dept. of Transportation (NCDOT), discussed the regional and division criteria for potential aviation projects. Of the criteria, 70 percent must be quantitative data with 15 percent input from NCDOT division engineers and 15 percent input from local MPOs. At the division level, the criteria are 50 percent quantitative data, 25 percent input from the division engineers and 25 percent from local MPOs.

Airport projects are limited to land acquisition, runway improvements, airfield equipment, and new airports. Large commercial airports, such as Raleigh-Durham may submit project up to \$500,000 per year. A general aviation airport such as Pitt-Greenville may submit a project up to \$300,000.

Patrick Flanagan, Eastern Carolina Rural Planning Organization, said the state-level workgroup meetings are nearly finished and the criteria for highways have changed very little since they were first submitted. The NCDOT report to the Joint Legislative Transportation Oversight Committee was released on October 1, 2013.

Investment criteria for highway were presented to the Greenville MPO TCC and TAC in a joint meeting on June 27, 2013. House Bill 817 outlines the Strategic Prioritization Funding Plan for Transportation Investments which requires that quantitative, qualitative and local input criteria shall be used to rank Regional Impact Projects and Division Need Projects.