

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

Wednesday, August 12, 2015, at 1:30 p.m.  
Greenville City Hall, Room # 337  
*Actions to be taken in bold italics*

- 1) Approval of Agenda; **approve**
  - **Chair to read aloud Ethics Awareness and Conflict of Interest reminder**
- 2) Approval of Minutes of May 12, 2015, Meeting (Attachment 1); **approve**
- 3) Public Comment Period
- 4) New Business / Action Items:
  - a) Adopt 2016-2025 Metropolitan Transportation Improvement Program (MTIP) -- Resolution No. 2015-2-GUAMPO **Recommend TAC Adoption** (Attachment 4a) p. 8
  - b) Consideration of alternative default quantitative project weighting and criteria for Regional and Division projects -- Resolution No. 2015-03-GUAMPO **Recommend TAC Adoption** (Attachment 4b) p. 10
  - c) Modifications to 2014-2040 Metropolitan Transportation Plan (MTP); -- Resolution No. 2015-04-GUAMPO **Recommend TAC Adoption** (Attachment 4c) p. 30
  - d) Potential new projects and modification to existing projects seeking Federal funding; -- Resolution No. 2015-05-GUAMPO **Finalize list and Recommend TAC Adoption** (Attachment 4d) p. 41
  - e) Potential updates to the MPO's prioritization process for transportation projects. **Discuss** p. 58
  - f) Requesting NCDOT's Transportation Planning Branch to give priority consideration for their vision planning / corridor study for segments of NC11 and US264 and request construction of same. -- Resolution No. 2015-06-GUAMPO **Recommend TAC Adoption** (Attachment 4f) p. 71
  - g) NCDOT update regarding the resurfacing program. (no attachment)
- 5) Any other discussion items
  - Air Quality Legislation Update
  - Federal Transportation Legislation Update
- 6) 2015 MPO Meeting Schedule (all at Greenville City Hall, Room 337, at 1:30pm) (call in: 252-439-4937)
  - TCC Feb 11, May 12, Aug 12, Nov 10
  - TAC Mar 4, May 27, Aug 25, Nov 19
- 7) Adjourn

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

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

projects.

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

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

August 12, 2015

**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** Minutes from May 12, 2015 TCC meeting

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

Discussion: The draft minutes of the May 12, 2015 TCC meeting are included as Attachment 1 in the agenda package for review and approval by the TCC.

Action Needed: Adoption of May 12, 2015 TCC meeting minutes.

Attachments: May 12, 2015 TCC meeting minutes.

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COORDINATING COMMITTEE (TCC) MINUTES  
May 12, 2015**

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

Mr. Alan Lilley, Town of Winterville  
 Mr. Merrill Flood, City of Greenville  
 Mr. Rik DiCesare, City of Greenville  
 Mr. Scott Godefroy, City of Greenville  
 Mr. Jonas Hill, Pitt County  
 Mr. Michael Taylor, Pitt County  
 Mr. Stephen Penn, Town of Winterville  
 Mr. Brandon Holland, Town of Ayden  
 Mr. Stephen Smith, Town of Ayden  
 Mayor David Boyd, Village of Simpson  
 Mr. John Rouse, NCDOT  
 Mr. Steve Hamilton, NCDOT  
 Mr. Jeff Cabaniss, NCDOT  
 Mr. John Fields, ECU  
 Mr. Beshad Norowzi, NCDOT TPB

**OTHERS PRESENT:**

Mr. Daryl Vreeland, City of Greenville  
 Ms. Amanda Braddy, City of Greenville  
 Mr. Lee Cowhig, NCDOT TPB

**I. AGENDA**

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

**II. APPROVAL OF MINUTES OF FEBRUARY 11, 2015 MEETING**

Mayor Boyd made a motion to approve the February 11, 2015 meeting minutes as presented. Mr. Hamilton seconded the motion. The motion passed unanimously.

**III. PUBLIC COMMENT PERIOD**

There were no public comments

**IV. NEW BUSINESS / ACTION ITEMS**

**A. Potential new projects and modifications to existing projects seeking Federal funding; Timeline for NCDOT's next cycle of project prioritization**

Mr. Vreeland began by directing attention to Attachment 4a of the agenda package. The proposed list of projects and modifications to existing projects as directed by TCC, TAC and staff feedback was presented. Mr. Vreeland stated he did not believe the cost of Bicycle and Pedestrian projects would be a major factor in prioritizing projects; therefore, he combined the City of Greenville's three greenway projects/segments into one logical greenway project. Mr. Godefroy questioned the significance of funding in determining project prioritization. Mr.

Vreeland stated the quantitative values would still be the driving factor in determining priority ranking in the Bicycle and Pedestrian projects, and the local match of 20% of the project cost would be the other limitation of these types of projects.

Mr. Vreeland spoke to the potential new project for the signal system hardware upgrade/replacement project. Mr. Vreeland stated that all costs would need to be submitted to staff prior to the August 2015 MPO meetings to input in the online prioritization submittal system.

Mr. Vreeland went on to discuss the Town Common to River Park north trail project as identified on the proposed new projects list. Hamilton asked if the cantilevered bridge along Greene Street would be attached to the existing bridge and if this would be allowed by NCDOT bridge division. Mr. Godefroy stated he would research the matter further and have the information available at the August 12, 2015 meeting.

#### **B. Governor's proposed transportation bond**

Mr. Vreeland stated on April 17, 2015, Governor Pat McCrory announced two \$1.4 billion bonds, one of which is specifically for road and infrastructure projects across the state. Based on this bond, the Dickinson Avenue Modernization project was identified in the preliminary bond projects list as the only potential transportation project that would be funded in this manner within the MPO boundary.

#### **C. NCDOT updates on SW Bypass and 10<sup>th</sup> Street Connector projects**

- Mr. Cabaniss reported a contract had been awarded for the Southwest Bypass to Barnhill Contracting Company. Right of Way acquisitions will begin in October and groundbreaking to commence spring 2016. The anticipated completion will be in 2019.
- Mr. Cabaniss also reported the 10<sup>th</sup> Street Connector project -- there is an issue with pipes and the let date has been moved to August 18<sup>th</sup> if there were no further complications.

#### **V. ANY OTHER DISCUSSION ITEMS**

##### **o News articles**

- Mr. Vreeland gave a synopsis on a news article relating to highway funding cuts by the Federal government. The article reported state transportation departments may not receive approval of payments beginning May 31 unless Congress reaches a deal to extend federal infrastructure funding. Mr. Rouse stated the construction let dates for projects could be affected by 20-30% if this action is taken.
- Mr. Vreeland also addressed an article from the National Journal in which House and Senate Republicans agreed to a budget framework that could reduce federal monies for roads and transit projects by about 22%. This could result in at least \$12 billion in cuts to current spending levels.

##### **o Investigation of High Collision Sites, Greenville, NC Report**

Mr. Vreeland asked that members review the draft Investigation of High Collision Sites in Greenville, NC report and provide comments to Mr. Reza Jafari or Mr. Vreeland as soon as possible.

#### **VI. 2015 MPO MEETING SCHEDULE**

##### **• TCC**

- o August 12, 2015

- November 10, 2015

- **TAC**

- May 27, 2015
- August 25, 2015
- November 19, 2015

**VII. ADJOURN**

With no other business or discussions, Mayor Boyd made a motion to adjourn the meeting. A second was made by Mr. Godefroy and the meeting adjourned at 2:05p.m.



## **Attachment 4a**

### **Technical Coordinating Committee**

### **Action Required**

August 12, 2015

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**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** Adopt 2016-2025 MTIP

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Purpose: Review the 2016-2025 Metropolitan Transportation Improvement Program (MTIP).

Discussion: On December 4, 2014, the North Carolina Department of Transportation (NCDOT) distributed the Draft 2016-2025 State Transportation Improvement Program (STIP) to all Metropolitan Planning Organizations (MPO). After conducting a public comment period, on June 4, 2015 NCDOT's Board of Transportation formally adopted the STIP.

This MPO's portion of the STIP is known as the Metropolitan TIP (MTIP), or also the TIP.

The 2016-2025 MTIP is available on the City's web site. The MPO has completed a public comment period of at least 10 calendar days as outlined in the Public Involvement Policy. No public comments were received.

Please review the FY16-25 MTIP prior to the TCC meeting. Representatives from NCDOT will be available to answer questions.

Staff has compared the Draft STIP with the adopted version, and have found no substantial changes; only minor changes to funding amounts, likely due to updated project cost estimates.

Action Needed: Recommend TAC Adopt the 2016-2025 MTIP.

Attachments:

- 2016-2025 MTIP for the MPO planning area

**RESOLUTION NO. 2015-02-GUAMPO**  
**ADOPTING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING**  
**ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2016-2025**

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

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

WHEREAS, the Transportation Advisory Committee has considered how the Metropolitan Transportation Improvement Program will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Transportation Advisory Committee has considered how the Metropolitan Transportation Improvement Program will affect the elderly and disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations; and

WHEREAS, the Metropolitan Transportation Plan (MTP) has a planning horizon year of 2040, and meets all the requirements of an adequate MTP; and

WHEREAS, the Transportation Advisory Committee (TAC) has provided for a formal 30-day public comment period for the proposed Transportation Improvement Program; and

WHEREAS, the Transportation Advisory Committee has solicited public and private transportation provider comments; and

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area adopts the FY 2016-2025 Transportation Improvement Program dated June, 2015, for the Greenville Urban Area Metropolitan Planning Organization.

**Today, August 25, 2015.**

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

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



## Attachment 4b

### Technical Coordinating Committee

### Action Required

August 12, 2015

TO: Technical Coordinating Committee  
 FROM: Daryl Vreeland, AICP, Transportation Planner  
 SUBJECT: Changing default criteria and weightings for regional and division highway projects

Purpose: To discuss and vote on the proposed modifications to ranking criteria for transportation projects at the Division and Regional levels.

Discussion: In continuing the prioritization process, MPO's will submit transportation projects to NCDOT. To prioritize them, NCDOT applies certain quantitative data and assigns a score that is weighted as a percentage of the projects entire score. Ultimately, the highest ranking projects are those that have the best opportunity for funding.

NCDOT has allowed modifications to their default criteria, provided that all MPO's and RPO's within the applicable region agree to the modification.

For the DIVISION recommendation: The recommendation provided herein is a result of discussions and negotiation between myself and other transportation planners within the Division. We carefully analyzed the criteria and weighting that we felt would better score the projects in our area. The alternative criteria agreed upon by those within Division 2 will provide more focus on issues that are important to the eastern part of the state.

The REGIONAL criteria was agreed upon at another meeting, this time with MPO directors representing Divisions 2 and 3.

Recall that for Division-level projects, the MPO's scoring accounts for 25% of the total project score. **This item proposes changes to the Division-level QUANTITATIVE criteria which is 50% of the total project score.**

For Regional projects, the MPO's score accounts for 15% of the total project score. **This item proposes changes to the regional QUANTITATIVE criteria which is 70% of the total project score.**

To meet NCDOT deadlines, all MPO's /RPO's in the Division/Region must adopt alternative quantitative criteria/weights by September 1, 2015.

Action Needed: TCC recommend TAC adopt Resolution 2015-03-GUAMPO, agreeing to the alternative criteria selection and weighting for the quantitative scoring of highway projects.

Attachments: Slide showing default criteria for highway projects, and the alternative criteria recommended.

# P4.0 Highway Scoring Criteria and Weights

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

Note: Div. \_\_\_\_ have agreed to use different criteria for Regional Impact and/or Division Needs projects.

# Highway – Regional Impact Weights (Defaults)

Criteria	P4.0	Measures	P 4.0 Div. 2+3 Proposed	P3.0	P3.0 Div2
Benefit-Cost	20%	Travel Time Savings	10%	25%	20%
Congestion	20%	Peak ADT volume/capacity	10%	25%	
Accessibility/Connectivity	10%	Economic Distress/Travel Time Savings	10%	10%	
Safety	10%	Crash Rate/Density/Severity	25%	10%	25%
Freight	10%	Peak ADT volume/capacity Truck volumes	10%		
Multimodal		Peak ADT volume/capacity	5%		25%
Pavement Condition					
Lane Width					
Shoulder Width					

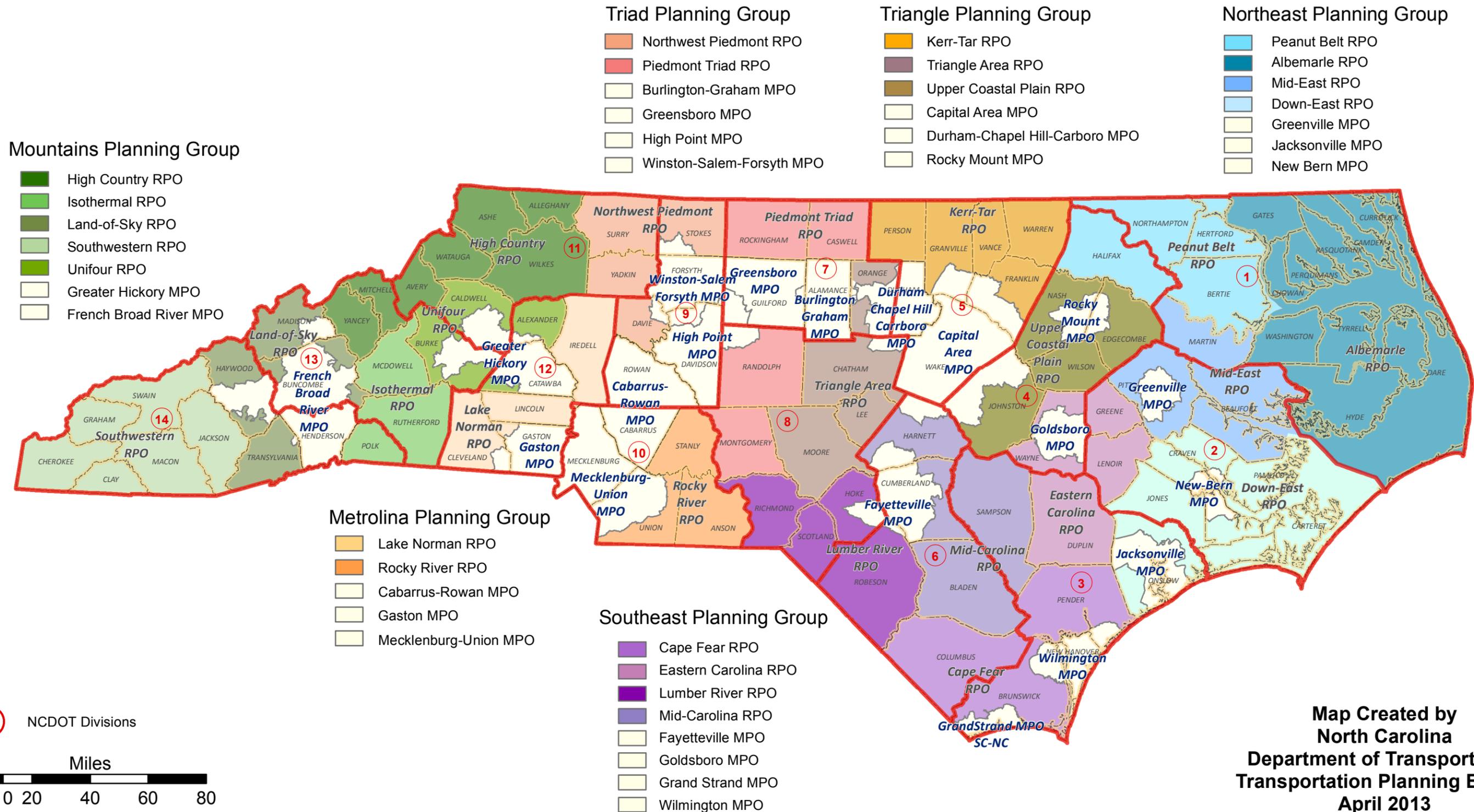
# Highway – Division Needs Weights (Defaults)

Criteria	P4.0	Measures	P 4.0 Div. 2 Proposed	P3.0	P3.0 Div2
Benefit-Cost	15%	Travel Time Savings		20%	
Congestion	15%	Peak ADT volume/capacity	10%	20%	20%
Accessibility/Connectivity	5%	Economic Distress/Travel Time Savings	10%		
Safety	10%	Crash Rate/Density/Severity	20%	10%	20%
Freight	5%	Peak ADT volume/capacity Truck volumes	5%		
Multimodal		Peak ADT volume/capacity	5%		10%
Pavement Condition					
Lane Width					
Shoulder-Width					

# North Carolina Metropolitan and Rural Planning Organizations with NCDOT Divisions Boundaries

## Western Planning Unit

## Eastern Planning Unit



**RESOLUTION NO. 2015-03-GUAMPO**

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION ADOPTING CRITERIA FOR THE QUANTITATIVE EVALUATION OF REGIONAL IMPACT PROJECTS AND DIVISION NEED PROJECTS TO ADDRESS THE STRATEGIC PRIORITIZATION FUNDING PLAN FOR TRANSPORTATION INVESTMENTS FOR REGION B, AND DIVISIONS 2 AND 3**

**WHEREAS**, the Greenville Urban Area MPO provides transportation planning services for the City of Greenville, Town of Winterville, Town of Ayden, Village of Simpson, and unincorporated portions of Pitt County, and

**WHEREAS**, 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 ; and

**WHEREAS**, Metropolitan Planning Organizations (MPOs), Rural Transportation Planning Organizations (RPOs) and the North Carolina Department of Transportation Division Engineers have been given an opportunity to define their own quantitative criteria and formulas for the quantitative evaluation of Regional Impact Projects and Division Needs Projects using the criteria outlined by the Strategic Planning Office of Transportation Workgroup; and

**WHEREAS**, the Greenville Urban Area MPO is located in Region B which is defined as the combined area of Divisions 2 and 3 of the North Carolina Department of Transportation; and

**WHEREAS**, the Greenville Urban Area MPO proposes a set of criteria to evaluate Regional Impact Projects for Region B (Division 2 and 3) jurisdictions based on the following quantitative criteria: 10% Benefit-Cost, 10% Congestion; 10% Accessibility/Connectivity, 25% Safety, 10% Freight, and 5% Multimodal; and

**WHEREAS**, the Greenville Urban Area MPO proposes a set of criteria to evaluate Division Needs Projects for the Division 2 jurisdiction based on the following quantitative criteria: 10% Congestion; 10% Accessibility; 20% Safety, 5% Freight and 5% Multimodal; and

**NOW THEREFORE**, be it resolved by the Greenville Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby supports the above mentioned criteria for the quantitative evaluation of Regional Impact Projects and Division Need Projects to address the Strategic Transportation Investment for Region B, comprised of Divisions 2 and 3.

**ADOPTED** today, **August 25, 2015**

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

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

## PRIORITIZATION 4.0

### SCORING CRITERIA, WEIGHTS, AND NORMALIZATION FOR ALL MODES (WITH CRITERIA DEFINITIONS)

APPROVED BY THE BOARD OF TRANSPORTATION JULY 9, 2015

**Objective:** The Board of Transportation approves the following P4.0 Workgroup recommendations resulting from the Strategic Transportation Investments Law.

#### Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<b>Statewide Mobility</b>	<p><b>Benefit/Cost = 25%</b></p> <ul style="list-style-type: none"> <li>Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT.</li> </ul> <p><b>Congestion = 30%</b></p> <ul style="list-style-type: none"> <li>Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway.</li> </ul> <p><b>Economic Competitiveness = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the estimated number of long-term jobs and the % change in economic activity within the county that the project is expected to provide over 10 years.</li> </ul> <p><b>Safety = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the number, severity, and frequency of crashes along the roadway.</li> </ul> <p><b>Multimodal [ + Military] = 5%</b></p> <ul style="list-style-type: none"> <li>Measurement of congestion along routes that provide connections to multimodal passenger terminals.</li> </ul> <p><b>Freight [ + Military] = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes.</li> </ul> <p><b>Total = 100%</b></p>	--	--
<b>Regional Impact</b>	<p><b>Benefit/Cost = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT.</li> </ul> <p><b>Congestion = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway.</li> </ul> <p><b>Safety = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the number, severity, and frequency of crashes along the roadway.</li> </ul> <p><b>Accessibility/Connectivity = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network.</li> </ul> <p><b>Freight [ + Military ] = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes.</li> </ul> <p><b>Total = 70%</b></p>	<b>15%</b>	<b>15%</b>

Page 17 of 104	<p><b>Benefit/Cost = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT.</li> </ul> <p><b>Congestion = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway.</li> </ul> <p><b>Safety = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the number, severity, and frequency of crashes along the roadway.</li> </ul> <p><b>Freight [ + Military ] = 5%</b></p> <ul style="list-style-type: none"> <li>Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes.</li> </ul> <p><b>Accessibility/Connectivity = 5 %</b></p> <ul style="list-style-type: none"> <li>Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network.</li> </ul> <p><b>Total = 50%</b></p>	Page 17 of 104	
<b>Division Needs</b>		<b>25%</b>	<b>25%</b>

Note: Divisions \_\_\_ have approved different criteria and weights for their respective areas

**Aviation Scoring**

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<b>Statewide Mobility</b>	<p><b>NCDOA Project Rating = 40%</b></p> <ul style="list-style-type: none"> <li>Assigns point values based on priority and need of the project. Projects are prioritized and classified within NC Division of Aviation (NCDOA) established project categories from the NC Airports System Plan.</li> </ul> <p><b>FAA ACIP Rating = 10%</b></p> <ul style="list-style-type: none"> <li>Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS).</li> </ul> <p><b>Non-State Contribution Index = 30%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's Highway Trust funds compared to all other sources of project funding. Provides greater points for projects with a higher % of non-Highway Trust funding sources (i.e. local, federal, other state grants, or public-private funds).</li> </ul> <p><b>Benefit/Cost = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's total economic contribution to the area. Includes the number of IFR (Instrument Flight Rules) operations, NCDOA project rating, and project cost.</li> </ul> <p><b>Total = 100%</b></p>	--	--
<b>Regional Impact</b>	<p><b>NCDOA Project Rating = 30%</b></p> <ul style="list-style-type: none"> <li>Assigns point values based on priority and need of the project. Projects are prioritized and classified within NC Division of Aviation (NCDOA) established project categories from the NC Airports System Plan.</li> </ul> <p><b>FAA ACIP Rating = 5%</b></p> <ul style="list-style-type: none"> <li>Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS).</li> </ul> <p><b>Non-State Contribution Index = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's Highway Trust funds compared to all other sources of project funding. Provides greater points for projects with a higher % of non-Highway Trust funding sources (i.e. local, federal, other state grants, or public-private funds).</li> </ul> <p><b>Benefit/Cost = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's total economic contribution to the area. Includes the number of IFR (Instrument Flight Rules) operations, NCDOA project rating, and project cost.</li> </ul> <p><b>Total = 70%</b></p>	<b>15%</b>	<b>15%</b>

Page 18 of 104	<p><b>NCDOA Project Rating = 25%</b></p> <ul style="list-style-type: none"> <li>Assigns point values based on priority and need of the project. Projects are prioritized and classified within NC Division of Aviation (NCDOA) established project categories from the NC Airports System Plan.</li> </ul> <p><b>FAA ACIP Rating = 10%</b></p> <ul style="list-style-type: none"> <li>Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS).</li> </ul> <p><b>Non-State Contribution Index = 5%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's Highway Trust funds compared to all other sources of project funding. Provides greater points for projects with a higher % of non-Highway Trust funding sources (i.e. local, federal, other state grants, or public-private funds).</li> </ul> <p><b>Benefit/Cost = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's total economic contribution to the area. Includes the number of IFR (Instrument Flight Rules) operations, NCDOA project rating, and project cost.</li> </ul> <p><b>Total = 50%</b></p>	Page 18 of 104	25%	25%
<b>Division Needs</b>				

**Bicycle & Pedestrian Scoring**

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<b>Division Needs</b>	<p><b>Safety = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of number of bicycle and/or pedestrian crashes, speed limit, and safety benefits to determine adequacy of safety for users of the project.</li> </ul> <p><b>Access = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the quantity and significance of destinations associated with the project as well as the distance to the primary destination. Measures benefit to the community as a result of constructing the project.</li> </ul> <p><b>Demand = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the density of population and employment within a walkable or bike-able distance of the project. Measures user benefit as a result of constructing the project.</li> </ul> <p><b>Connectivity = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the degree of bike/ped separation from the roadway, ADA compliance, and connectivity to a similar or better project type.</li> </ul> <p><b>Cost Effectiveness = 5%</b></p> <ul style="list-style-type: none"> <li>Measurement of combined user benefits of Safety, Access, Demand, and Connectivity criteria compared to the cost of the project to NCDOT.</li> </ul> <p><b>Total = 50%</b></p>	25%	25%

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## Highway Weights

**Scoring Criteria Changes**  
 What are most influential criteria measures changes that will impact P4.0 vs. P3.0 scores:

- Scaling
- Peak ADT
- Local contribution
- Statewide Travel Demand Model (NCSTM)
- Safety benefits

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## Workgroup Consensus Goals

**Statewide Mobility:**  
 Transportation-related quantitative criteria shall be used to rank highway projects that address cost-effective Statewide Strategic Mobility needs and promote economic and employment growth.

**Regional Impact:**  
 A combination of transportation-related quantitative, qualitative, and local input shall be used to rank Regional Impact projects involving highways that address cost-effective needs from a region-wide perspective and promote economic growth.

**Division Needs:**  
 A combination of transportation-related quantitative, qualitative, and local input shall be used to rank Division Needs Projects involving highways that address cost-effective needs from a Division-wide perspective, provide access, and address safety-related needs of local communities.

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## Highway – Statewide Mobility Weights

Criteria	P4.0	Measures	P3.0
Benefit-Cost	25%	Travel Time Savings	30%
Congestion	30%	Peak ADT volume/capacity	30%
Economic Competitiveness	10%	Travel Time Savings	10%
Safety	15%	Crash Rate/Density/Severity	10%
Freight	15%	Peak ADT volume/capacity Truck volumes	
Multimodal	5%	Peak ADT volume/capacity	20% (combined with Freight)
Pavement Condition			
Lane Width			
Shoulder Width			

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Highway – Regional Impact Weights (Defaults)				
Criteria	P4.0	Measures	P3.0	P3.0 Div2
Benefit-Cost	20%	Travel Time Savings	25%	20%
Congestion	20%	Peak ADT volume/capacity	25%	
Accessibility/Connectivity	10%	Economic Distress/Travel Time Savings	10%	
Safety	10%	Crash Rate/Density/Severity	10%	25%
Freight	10%	Peak ADT volume/capacity Truck volumes		
Multimodal		Peak ADT volume/capacity		25%
Pavement Condition				
Lane Width				
Shoulder Width				

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Highway – Division Needs Weights (Defaults)				
Criteria	P4.0	Measures	P3.0	P3.0 Div2
Benefit-Cost	15%	Travel Time Savings	20%	
Congestion	15%	Peak ADT volume/capacity	20%	20%
Accessibility/Connectivity	5%	Economic Distress/Travel Time Savings		
Safety	10%	Crash Rate/Density/Severity	10%	20%
Freight	5%	Peak ADT volume/capacity Truck volumes		
Multimodal		Peak ADT volume/capacity		10%
Pavement Condition				
Lane Width				
Shoulder-Width				

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Highway - Congestion				
<b>Funding Category</b>	<b>Criteria Weight</b>			
Statewide Mobility	30%			
Regional Impact	20%			
Division Needs	15%			
<b>Purpose – Measure existing level of mobility along roadways by indicating congested locations and bottlenecks</b>				
Statewide Mobility → ((Existing Vol./Capacity Ratio) x 60%) + ((Existing Vol.) x 40%)				
Regional Impact → ((Existing Vol./Capacity Ratio) x 80%) + ((Existing Vol.) x 20%)				
Division Needs → (Existing Vol./Capacity Ratio)				
Peak ADT will be used as the Existing Volume				

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## Highway – Benefit-Cost

Funding Category	Criteria Weight
Statewide Mobility	25%
Regional Impact	20%
Division Needs	15%

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

**((Travel Time Savings over 10 years in \$ + Safety Benefits over 10 years in \$) / Project Cost to NCDOT) + ((Other Funds) / Total Project Cost) x 100**

- Travel Time Savings:
  - Statewide Mobility and Regional Impact projects calculated using Statewide Travel Model (NCSTM)
  - Division Needs projects calculated using before & after project accounting for growth from NCSTM
- Safety benefits calculated using crash reduction factors multiplied by existing crashes
- Project Cost to consists of Construction, Right-of-Way, and Utilities costs
- Cost can be lowered and score increased if other funds (non-federal or non-state funds) are committed to project by locals

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## Highway – Economic Competitiveness

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

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

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

- Primary input is Travel Time Savings
- Output is # of long-term jobs created (50%) + Value added in \$ (50%) based on % change in County Economy
  - Includes wages increased, increased productivity
  - Accounts for current economic conditions (includes use of labor statistics)
  - Results based on 10 year forecast using Moody's Analytics data
- Does NOT include contingent (prospective) development
- Criteria is not intended to evaluate projects for recruiting purposes

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## Highway – Safety

Funding Category	Criteria Weight
Statewide Mobility	15%
Regional Impact	10%
Division Needs	10%

**Purpose – measure existing crashes along/at the project**

**Segments → (Crash Density x 33%) + (Crash Severity x 33%) + (Critical Crash Rate x 33%)**

**Intersections → (Crash Frequency x 50%) + (Severity Index x 50%)**

- All data provided by Mobility & Safety Division (3 year moving average)
- Higher scores indicate poorer performance

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## Highway – Lane Width

Funding Category	Criteria Weight
Statewide Mobility	0%
Regional Impact	0%
Division Needs	0%

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

**Existing Lane Width – DOT design standard Lane Width**

- Greater the difference, the higher points the project receives
  - 1 ft difference = 25 pts
  - 2 ft difference = 50 pts
  - 3 ft difference = 75 pts
  - 4+ ft difference = 100 pts
- Does NOT mean that project will be constructed to design standard

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## Highway – [Paved] Shoulder Width

Funding Category	Criteria Weight
Statewide Mobility	0%
Regional Impact	0%
Division Needs	0%

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

**Existing Paved Shoulder Width – DOT design standard Paved Shoulder Width**

- Greater the difference, the higher points the project receives
  - 1 ft difference = 25 pts
  - 2 ft difference = 50 pts
  - 3 ft difference = 75 pts
  - 4+ ft difference = 100 pts
- Does NOT mean that project will be constructed to design standard

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## Highway – Multimodal [+ Military]

Funding Category	Criteria Weight
Statewide Mobility	5%
Regional Impact	0%
Division Needs	0%

**Purpose – measure congestion along routes that provide a connection to multimodal passenger terminals**

40% - Volume [Peak ADT] / Capacity ratio along route if project is within 5 miles of a multimodal passenger terminal

60% - (5 miles – distance project is to nearest multimodal passenger terminal)

**Multimodal passenger terminals:**

- Amtrak stations (bus and rail stations run by Amtrak)
- Major transit terminals
- Commercial service airports
- Red & blue general aviation airports
- Major military bases
- Ferry terminals

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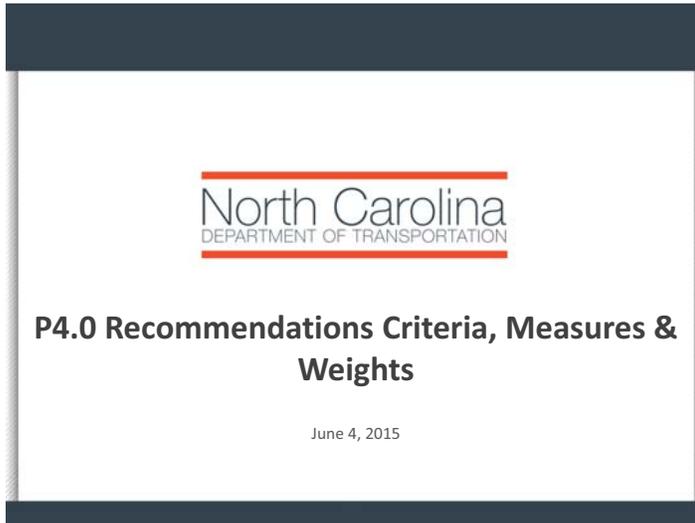
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## Summary of P4.0 Workgroup Consensus Recommendations

1. No votes taken!
2. Consensus means agreeing with the recommendation and willing to advocate the recommendation with peers.
3. Details of criteria, weights and measures for all modes are in separate handout.
4. Timeline/Schedule

## Highway – Statewide Mobility Weights

Criteria	P4.0	P3.0
Benefit-Cost	25%	30%
Congestion	30%	30%
Economic Competitiveness	10%	10%
Safety	15%	10%
Freight	15%	
Multimodal	5%	20% (combined with Freight)
Pavement Condition		
Lane Width		
Shoulder Width		

## Highway – Regional Impact Weights (Defaults)

Criteria	P4.0	P3.0
Benefit-Cost	20%	25%
Congestion	20%	25%
Accessibility/Connectivity	10%	10%
Safety	10%	10%
Freight	10%	
Multimodal		
Pavement Condition		
Lane Width		
Shoulder Width		

## Highway – Division Needs Weights (Defaults)

Criteria	P4.0	P3.0
Benefit-Cost	15%	20%
Congestion	15%	20%
Accessibility/Connectivity	5%	
Safety	10%	10%
Freight	5%	
Multimodal		
Pavement Condition		
Lane Width		
Shoulder Width		

## P4.0 Highway Criteria, Measures, Weights

**Congestion** - A comparison of the Peak ADT traffic volume to the existing capacity of the roadway and the traffic volume. Two components of scoring are volume/capacity and total volume.

**P3.0** – Average Annual Daily Traffic was used as the volume in the calculation.

**P4.0** – Peak Average Daily Traffic will be used as the volume in the calculations.

- Peak is defined as the highest month of the year for any specific location.

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## P4.0 Highway Criteria, Measures, Weights

**Benefit-Cost** - Travel time savings and safety benefits the project is expected to provide over 10 years divided by the cost of the project to NCDOT.

**P3.0** – Only travel time savings was used over a 30-year period.

**P4.0** – The Statewide Travel Demand Model will be used to generate travel time savings. Predictive capability is best at the ten-year mark. Also, safety benefits will be monetized and added to benefits. Finally, the effect of a local contribution has been increased which will more positively affect the score.

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## P4.0 Highway Criteria, Measures, Weights

**Safety** - Evaluation of the number, severity, and frequency of crashes along the roadway.

**P3.0 and P4.0** – Calculations are unchanged. Crash density, crash severity, and critical crash rates equally weighted.

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## P4.0 Highway Criteria, Measures, Weights

**Economic Competitiveness** – An estimate of the number of long-term jobs and the % change in economic activity within the County the project is expected to provide over 10 years

**P3.0** - Long term jobs and % change in economic activity over 30 years in the Division

**P4.0** - Long term jobs and % change in economic activity over 10 years in the County.

**Note:** Statewide Travel Demand Model will be used as input to TREDIS model which provides outputs of scoring.

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## P4.0 Highway Criteria, Measures, Weights

**Freight [+ Military]** - Measure of congestion along routes that provide connections to freight intermodal terminals and that have high truck volumes.

**P3.0** – Freight and Multimodal were combined. Terminals included intermodal terminals, major military bases, commercial airports, seaports. Route must have provided a direct connection to terminals/military bases.

**P4.0** – Freight has a higher weight. Large freight terminals, major ferry terminals, and future Interstates are now added and projects need only be within 20 miles of a terminal/military base.

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## P4.0 Highway Criteria, Measures, Weights

**Multimodal [+ Military]** – Measure of congestion along routes that provide connections to multimodal passenger terminals.

**P3.0** – Freight and Multi-modal were combined. Terminals included intermodal terminals, major military bases, commercial airports, seaports, and ferry terminals. Routes must have provided a direct connection to terminals/military bases.

**P4.0** – Clarifies that terminals include intermodal passenger terminals, transit terminals, expanded to include red and blue GA airports. Projects need only be within 5 miles of a terminal/military base.

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## P4.0 Highway Criteria, Measures, Weights

**Accessibility/Connectivity** – Improve access to opportunity in rural and less-affluent areas and improve interconnectivity of the transportation network based on county economic distress indicators and whether project upgrades the roadway function

**P3.0** – A three part component of Commerce county tier designation by Tier 1, 2, 3; does the project upgrade the function of the roadway and commuting time in census tract.

**P4.0** – Two component of Commerce county economic indicators and does the project upgrade the function of the roadway.

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### P4.0 Highway Criteria, Measures, Weights

**Pavement Condition** – A measure of the existing pavement condition along the project.

- Higher scores indicate poorer pavement condition

Not used in P3.0 or P4.0 As Default Criteria.

### P4.0 Highway Criteria, Measures, Weights

**Lane Width** – Comparison of existing lane width to NCDOT Design standards. The greater the difference the higher the points awarded.

- Not used in P3.0 or P4.0 as Default Criteria.

### P4.0 Highway Criteria, Measures, Weights

**Shoulder Width** – Comparison of existing paved shoulder width to NCDOT Design standards. The greater the difference the higher the points awarded

- Not used in P3.0 or P4.0 as Default Criteria.

### P4.0 Highway Scoring Criteria and Weights

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

Note: Div. \_\_\_\_ have agreed to use different criteria for Regional Impact and/or Division Needs projects.

## P4.0 Non-Highway Criteria, Measures, Weights

### Aviation

**P3.0** – Emphasis was on a historically accepted rating systems developed by Aviation Division and a Federal Aviation capital improvement plan. Project criteria proved successful in identifying the most needed projects.

**P4.0** – Emphasis is on a benefit-cost ratio using flight operations and economic data and a non-State funding contribution index.

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## P4.0 Non-Highway Criteria, Measures, Weights

### Bicycle-Pedestrian

**P3.0** – Only eligible in the Division Needs category. Emphasis was on whether the project provided access to the nearby population, safety criteria and project readiness to construction.

**P4.0** – Criteria redefined to balance importance of access to the population, network connectivity, and user safety. Project readiness removed as a criterion and included as project submission requirements.

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## P4.0 Non-Highway Criteria, Measures, Weights

### Ferry

**P3.0** – Criteria proved to be fairly accurate resulting in the best projects being the highest ranked projects. However, the scoring criteria was later determined to need renaming to better understand what was being scored.

**P4.0** – Changes are minimal. Emphasis on clarifying and renaming the scoring criteria and giving increased emphasis on condition of assets and improving the overall efficiency of the system.

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## P4.0 Non-Highway Criteria, Measures, Weights

### Public Transportation

Projects classified as either expansion vehicles, facilities or fixed guideway.

**P3.0** - Scoring criteria favored bus shelters and other criteria that proved harder to accurately measure and validate than anticipated.

**P4.0** - Emphasis on clarifying and simplifying project eligibility and project scoring criteria. Focuses more on vehicles and facilities than bus shelters and increases weights for cost effectiveness. Fixed guideway project criteria is basically unchanged but now includes travel time savings for users.

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## P4.0 Non-Highway Criteria, Measures, Weights

### Rail

**P3.0** – Seven criteria proved numerous for the wide range of projects types resulting in low scores and disproportional scaling.

**P4.0** - Scoring criteria simplified and clarified. Emphasis is on cost-effectiveness, system health, safety and alternative funding support.

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## Other Related Items

**Number of Projects in Database (includes remaining and new submittals)**

	Highways	Non-Highways	<u>TOTAL</u>
<b><u>P3.0:</u></b>	1800	1300	3100
<b><u>P4.0: (expected)</u></b>	~1300	~1000	2300
<b><u>~25 % Reduction</u></b>			

**Number of New Project Submittals – P3.0 and P4.0 remain essentially unchanged**

**All new projects must be submitted by MPOs/RPOs/Division Engineers**

**Number of Local Input Points - P3.0 and P4.0 remain unchanged**

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## Normalization

### P3.0 and P4.0 normalization unchanged

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 %

Mode	Workgroup & BOT Recommendation	Historical Budgeted	Historical Expenditures	Draft 2016-2025 STIP Funding
Highway	90% (min.)	93%	96%	95%
Non-Highway	4% (min.)	7%	4%	5%

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## Timeline for P4.0

**Final Workgroup Recommendations to BOT in June**

**BOT Approval in July/August**

**New project submittals – October 2015**

**Projects quantitative scores released – Spring 2016**

**Local input points – Spring & Summer 2016**

**Final project scores – Fall 2016**

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## Attachment 4c

### Transportation Advisory Committee

### Action Required

August 12, 2015

TO: Technical Coordinating Committee  
 FROM: Daryl Vreeland, AICP, Transportation Planner  
 SUBJECT: Modifications to the 2014-2040 Metropolitan Transportation Plan (MTP)

**Purpose:** Consider modifications to the MPO's long range transportation plan update (called the Metropolitan Transportation Plan, or MTP).

**Discussion:** The 2014-2040 MTP was originally adopted on August 5, 2014. Recent developments in transportation projects in the area and renewed interest in development of an interstate highway facility to the Norfolk area necessitate an update to the long range vision as presented in the MTP. As such the following projects are proposed for addition to the MTP:

- NC11, from SW Bypass to Littlefield Rd - upgrade/construct to interstate standard
- NC11/US13, from US264 to Allpine-Taylor Rd - upgrade/construct to interstate standard
- US264, from SW Bypass to MPO Boundary - upgrade/construct to interstate standard
- Oxford Road Bridge #419 - replace bridge #419

To adhere to the limitations established by the MTP's fiscal constraint requirement, the following two projects are proposed for removal from the MTP.

- Forlines Road widening from NC11 to SW Bypass
- Ivy Road, Tucker Rd, Ayden Golf Club Rd modernization from NC102 to NC33

MPO staff advertised a public comment period for at least 45 days, from June 15, 2015 to July 31, 2015. Any comments received will be attached to this agenda item.

#### **Highway corridors and intergovernmental coordination**

NC11 From SW Bypass to Harvey Parkway Extension

- Greenville MPO - from SW Bypass to MPO Boundary
- Mid-East RPO - from MPO boundary to Lenoir County boundary
- Eastern Carolina RPO - from Lenoir County boundary to Harvey Parkway extension

NC11/US13 from US264 to US64

- Greenville MPO - from US264 to MPO boundary (Allpine-Taylor Rd)
- Mid-East RPO - from Greenville MPO boundary to US 64

US264 from SW Bypass to I-795

- Greenville MPO - from SW Bypass to MPO Boundary (VOA Site C Road)
- Mid-East RPO - from Greenville MPO boundary to Mid-East/Eastern Carolina RPO Boundary
- Eastern Carolina RPO - from Mid-East/Eastern Carolina RPO Boundary to Upper Coastal Plain RPO Boundary
- Upper Coastal Plain RPO - from RPO Boundary to I-795

The RPO's shown above have been contacted and RPO staff will propose to their respective group that they submit their portion of the Interstate projects to NCDOT for their funding consideration.

Action Needed: TCC recommend TAC adopt resolution 2015-04-GUAMPO to modify the 2014-2040 MTP as described above.

Attachments:

Modified fiscally-constrained transportation project table.

Map of proposed modifications.

Resolution 2015-04-GUAMPO, modifying the MTP as describe above.

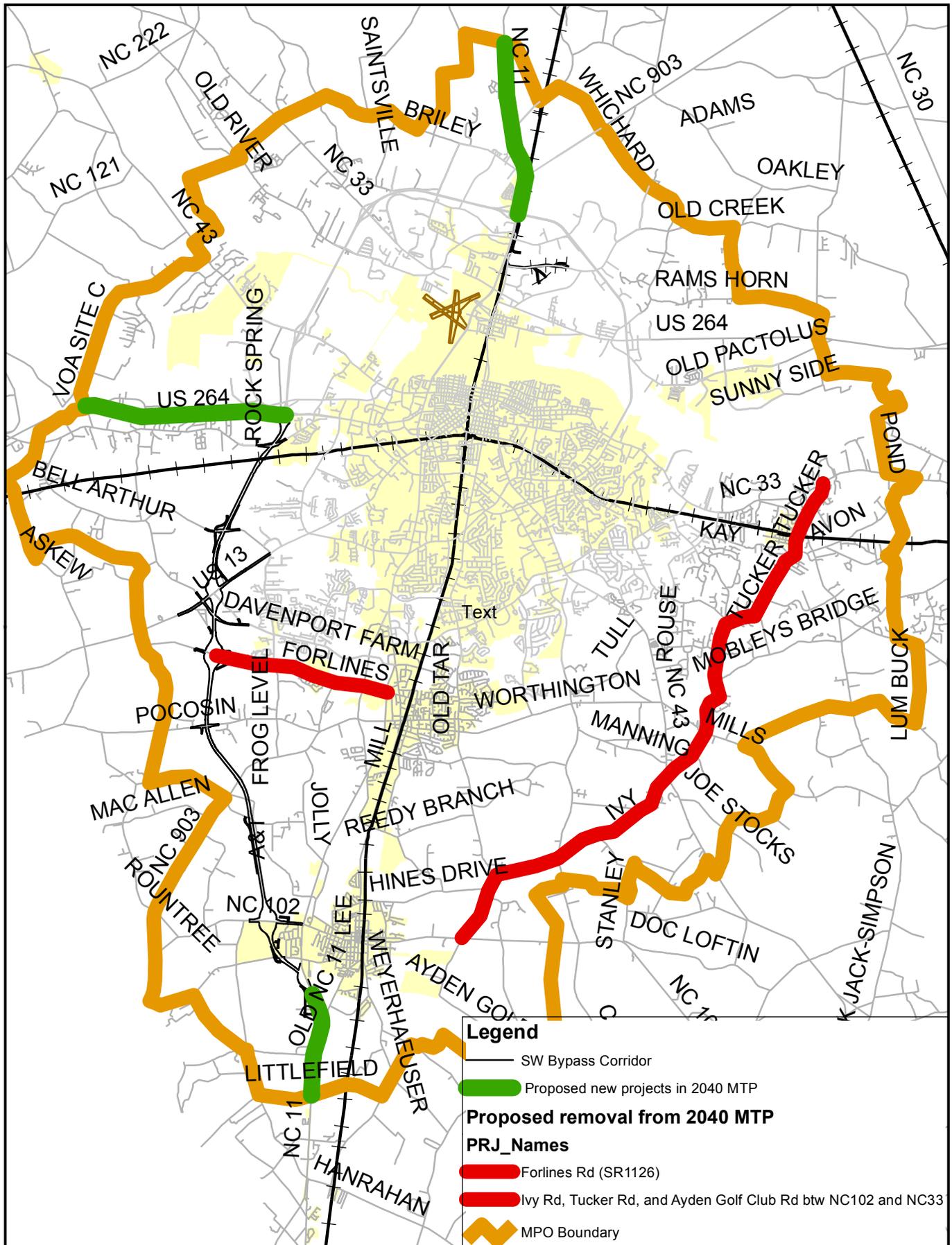
Comments received during public comment period.

Modified Aug 2015 Roadway Projects Expected to Be Funded in 2014-2040

TIP Project ID No.	Project Description	From	To	Estimated year of project	Cost Estimate Year of Expenditure (\$k)
U-3315	Tenth Street Connector	Memorial Drive	Tenth Street	2015	51,798
U-5606	Dickinson Ave modernization	NC11	Reade Circle	2016	8,653
R-2250	Southwest Bypass	US 264	NC 11 Ayden	2018	271,367
	Signal System hardware upgrade/replacement			2019	9,733
U-2817	Evans Street/Old Tar Road widening	US 264A Greenville Blvd	SR 1711 Worthington Rd	2022	33,021
	Boyd St modernization (Winterville)	NC11	Railroad St	2023	2,373
	Laurie Ellis Road-NC 11 Connector, Winterville	Mill Street	NC 11	2024	2,165
U-5006	Fire Tower Road extension to SW Bypass	NC 11	SW Bypass	2024	21,706
	Fire Tower Road Phase 3 widening	NC 43	Fourteenth St.	2026	7,174
	Allen Road Widening	US 264 (Stantonsburg Road)	US 13	2027	23,578
	NC11 -- construct to interstate standard	SW Bypass	Littlefield Rd	2029	49,353
FS-1002B	Greenville Boulevard modernization/improvements	NC 11	US264 East	2029	71,968
	Frog Level Road (SR 1127) modernization	US 13	NC 903	2031	46,649
	Fourteenth Street (SR 1703 and SR 1704)	Red Banks Road	Fire Tower Road	2032	18,463
	Fire Tower Road Phase 4 and Portertown Rd	Fourteenth Street	NC-33 East	2033	34,341
	NC 43 South Widening	Bells Fork Plaza	Worthington Road	2034	47,068
	US13/NC11 (Memorial Dr north) -- construct to interstate standard	US264	Allpine-Taylor Rd	2034	97,968
	NC102 turn lanes into Ayden Elementary School	Jolly Road	Ayden Middle School Rd	2036	8,497
R-3407	NC-33 widening, Greenville to Tarboro	US 264	MPO Boundary	2036	29,275
	NC 903 modernization	NC 11	MPO Boundary	2037	55,394
	Arlington Blvd Corridor Management	Firetower Rd	NC43/W. 5th St	2038	32,322
	US264 -- construct to interstate standard	SW Bypass	MPO Boundary	2039	38,450
	Jolly Rd modernization	NC11	NC102	2040	8,816
<b>Greenway/Bicycle/Pedestrian and other Local projects</b>					
EB-4996	Green Mill Run Greenway	Charles Blvd	Evans Park	2014	1,541
EB-5539	South Tar River Greenway, Phase 3	Pitt St	Moye Blvd	2014	2,120
EB-5618	Pedestrian Crosswalk improvements	intersections throughout City of Greenville		2015	811
	NC102 pedestrian enhancements in Ayden	NC11	Lee St	2019	365
	Bike/Ped Bridge over Tar River	River Park North	Town Common	2019	1,582
	Angle St sidewalks (Winterville)	Cooper St	Laurie Ellis Rd	2023	285
	South Tar River Greenway, Phase 2	existing S. Tar River trail	near cemetery on NC33	2025	4,618
	Town common to River Park north trail	River Park North	Town Common	2031	4,052
	Tar River to Hardee Creek	S.Tar River Ph2 trail	NC33 int. w/Bell's Branch	2033	2,107
	Throughout MPO- Various sidewalk, pedestrian, and greenway projects	varies	varies	2014-2040	13,862
B-5100	King George Road Bridge #421	replace bridge #421		2015	797
	Oxford Road Bridge #419	replace bridge #419		2020	1,217
	Throughout MPO - Various Bridge replacment projects	varies	varies	2014-2040	41,587
	Throughout MPO - Safe Routes-to-School projects	varies	varies	2014-2040	2,079
	Other locally-funded roadway projects	varies	varies	2014-2040	27,725
	Intersection projects (various--refer to text)	varies	varies	2014-2020	27,725
	Throughout MPO -Various Rail projects	varies	varies	2014-2040	11,000
Total:					\$ 1,113,605

Unfunded Roadway Projects

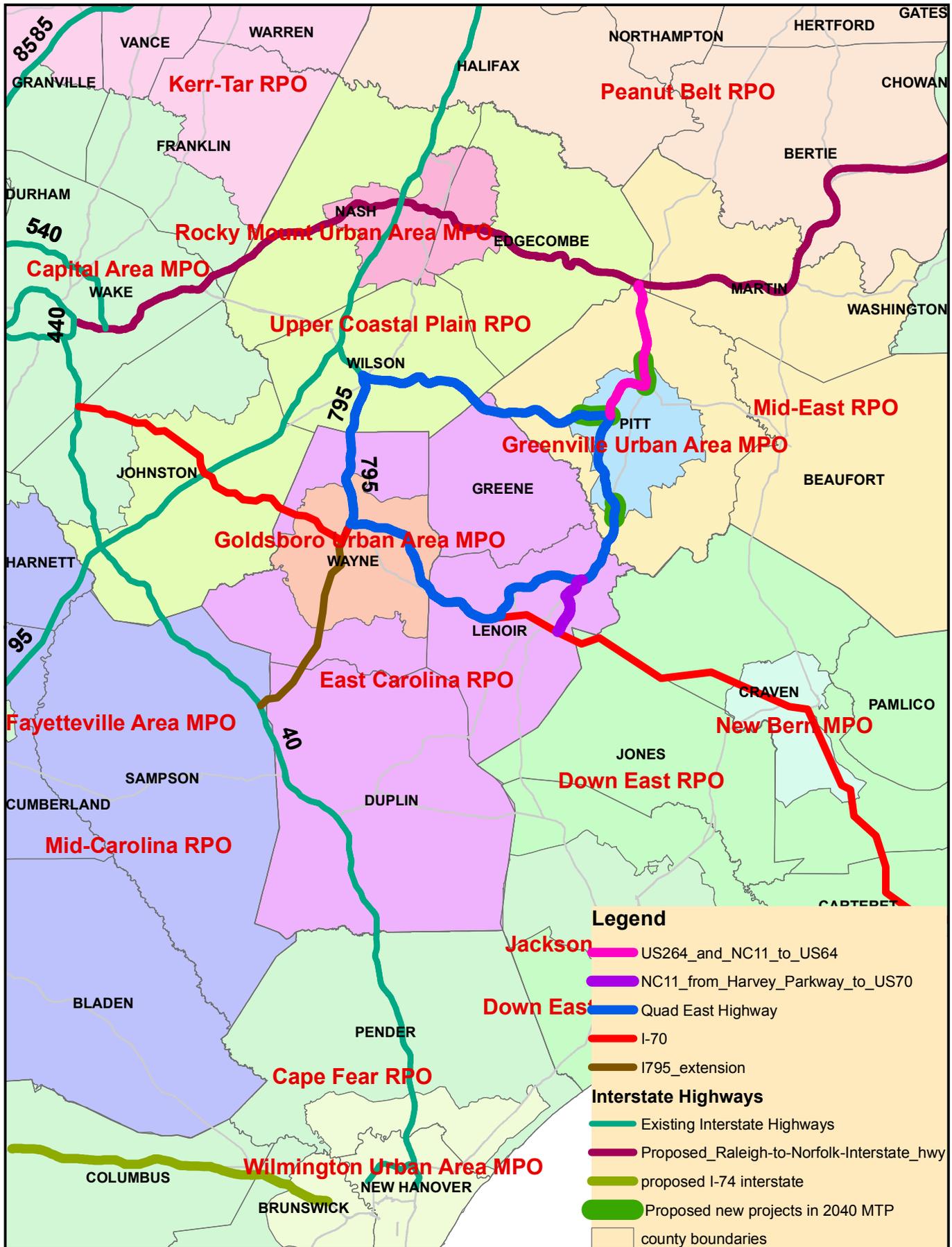
TIP Project ID No.	Project Description	From	To	2014 cost (\$k)
	Forlines Rd Widening	NC 11	SW Bypass	23,949
	Ivy Road, Tucker Road, Ayden Golf Club Rd	NC-102	NC33 East/E. 10th St	26,277
	NC-33 East Widening	Blackjack Simpson Road	MPO Boundary	22,312
	Allen Road Extension	MacGreggor Downs Road	NC 43	4,328
	NC 43 South Widening	Worthington Street	Lester Mills Road	1,556
	Brownlea Drive Extension	Tenth Street	Fourteenth Street	1,808
	Dickinson Avenue Widening	Memorial Drive	Arlington Blvd	4,234
	Dickinson Avenue Widening	Arlington Blvd	Speight Seed Farm Road	40,369
	Reedy Branch Rd/Jack Jones Rd/SR 1725 Improvements and Connections, Winterville	NC 11	County Home Road	17,654
	Fourteenth Street Widening	Charles Blvd	Elm Street	5,617
	Main Street/Worthington Road Connector	Main Street	Worthington Road	7,383
	Juanita Avenue Extension, Ayden	Snow Hill Road	Weyerhaeuser Road	6,873
	Mill Street/Old NC 11 Widening, Winterville	NC 11 (Winterville Pkwy)	SR 1131 Reedy Branch Road	21,809
	Arlington Blvd Widening	Stantonsburg Rd	Greenville Blvd	33,254
	County Home Road Widening	Firetower Rd	Worthington Road	18,217
	Hines Rd Extension	NC 11	Juanita Ave	2,612
	Mobely Bridge Rd Extension	NC 43 South	Ivy Rd	5,521
	NC 43 North Widening	US 264	MPO Boundary	16,874
	Southeast Bypass	NC 11	US 264 East	177,743
	Ayden Southern Loop (Ayden)	Weyerhaeuser Rd	Ayden Golf Club Rd	6,536
	Signature Drive	NC 43	County Home Road	1,711
	Frontgate Drive Extension	End of Pavement	Thomas Langston Rd	3,175
	Northeast Bypass	US 264	NC33 East	139,101
	Reedy Branch Rd Extension	NC 11	Reedy Branch Rd	2,093
Totals:				\$ 591,004



**Legend**

- SW Bypass Corridor
- Proposed new projects in 2040 MTP
- Proposed removal from 2040 MTP**
- PRJ\_Names**
- Forlines Rd (SR1126)
- Ivy Rd, Tucker Rd, and Ayden Golf Club Rd btw NC102 and NC33
- MPO Boundary

# Proposed Interstates near the Greenville Urban Area MPO



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## S.983 - Military Corridor Transportation Improvement Act of 2015

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**Sponsor:** [Sen. Tillis, Thom \[R-NC\]](#) (Introduced 04/16/2015)

**Committees:** Senate - Environment and Public Works

**Latest Action:** 04/16/2015 Read twice and referred to the Committee on Environment and Public Works.

**Tracker:**

**Introduced**   Passed Senate   Passed House   To President   Became Law

**Subject — Policy Area:**

Transportation and Public Works

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Introduced in Senate (04/16/2015)

**Military Corridor Transportation Improvement Act of 2015**

Amends the Intermodal Surface Transportation Efficiency Act of 1991, as amended, to declare as high priority corridors on the National High System as well as segments of the Interstate System: (1) U.S. Route 117/Interstate Route 795 from U.S. Route 70 in Goldsboro, Wayne County, North Carolina, to Interstate Route 40 west of Faison, Sampson County, North Carolina; and (2) U.S. Route 70 from its intersection with Interstate Route 40 in Garner, Wake County, North Carolina, to the Port at Morehead City, Carteret County, North Carolina.

# S.983 - Military Corridor Transportation Improvement Act of 2015

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**Sponsor:** [Sen. Tillis, Thom \[R-NC\]](#) (Introduced 04/16/2015)

**Committees:** Senate - Environment and Public Works

**Latest Action:** 04/16/2015 Read twice and referred to the Committee on Environment and Public Works.

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2 results for All Actions

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04/16/2015	Read twice and referred to the Committee on Environment and Public Works. Type of Action: Introduction and Referral Action By: Senate
04/16/2015	Sponsor introductory remarks on measure. (CR <a href="#">S2249</a> ) Type of Action: Introduction and Referral Action By: Senate

# H.R.1844 - Military Corridor Transportation Improvement Act of 2015

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**Sponsor:** [Rep. Butterfield, G. K. \[D-NC-1\]](#) (Introduced 04/16/2015)

**Committees:** House - Transportation and Infrastructure

**Latest Action:** 04/17/2015 Referred to the Subcommittee on Highways and Transit.

**Tracker:**

**Introduced** | Passed House | Passed Senate | To President | Became Law

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- Amendments (0)
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- Related Bills (1)

## Summary: H.R.1844 — 114th Congress (2015-2016)

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Introduced in House (04/16/2015)

### Military Corridor **Transportation** Improvement Act of 2015

Amends the Intermodal Surface **Transportation** Efficiency Act of 1991, as amended, to declare as high priority corridors on the National Highway System as segments of the Interstate System: (1) U.S. Route 117/Interstate Route 795 from U.S. Route 70 in Goldsboro, Wayne County, North Carolina, to Interstate Route 40 west of Faison, Sampson County, North Carolina; and (2) U.S. Route 70 from its intersection with Interstate Route 40 in Garner, Wake County, North Carol to the Port at Morehead City, Carteret County, North Carolina.

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## H.R.2211 - ROAD Act of 2015

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**Sponsor:** [Rep. Butterfield, G. K. \[D-NC-1\]](#) (Introduced 05/01/2015)

**Committees:** House - Transportation and Infrastructure

**Latest Action:** 05/04/2015 Referred to the Subcommittee on Highways and Transit.

**Tracker:**

**Introduced**    Passed House    Passed Senate    To President    Became Law

**More on This Bill**  
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**Subject — Policy Area:**  
Transportation and Public Works  
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- Text (1)
- Actions (3)**
- Titles (3)
- Amendments (0)
- Cosponsors (16)
- Committees (1)
- Related Bills (0)

### All Actions H.R.2211 — 114th Congress (2015-2016)

[All Bill Information](#) (Except Text)

3 results for All Actions

Sort by

Date	All Actions
05/04/2015	Referred to the Subcommittee on Highways and Transit. Type of Action: Committee Consideration Action By: House Transportation and Infrastructure
05/01/2015	Referred to the House Committee on Transportation and Infrastructure. Type of Action: Introduction and Referral Action By: House of Representatives
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**Committees:** House - Transportation and Infrastructure

**Latest Action:** 05/04/2015 Referred to the Subcommittee on Highways and Transit.

**Tracker:**

<b>Introduced</b>	Passed House	Passed Senate	To President	Became Law
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**More on This Bill**

[Constitutional Authority Statement](#)

**Summary (1)**

Text (1)

Actions (3)

Titles (3)

Amendments (0)

Cosponsors (14)

Committees (1)

Related Bills (1)

**Summary: H.R.2211 — 114th Congress (2015-2016)**[All Bill Information](#) (Except Text)There is one summary. [Bill summaries](#) are authored by [CRS](#).**Shown Here:**

Introduced in House (05/01/2015)

**Route to Opportunity And Development Act of 2015 or the ROAD Act of 2015**

Amends the Intermodal Surface Transportation Efficiency Act of 1991, as amended, to revise the high priority Raleigh-Norfolk Corridor of the National Highway System between Raleigh, North Carolina, and Norfolk, Virginia, to include Rocky Mount, Williamston, and Elizabeth City, North Carolina.

## RESOLUTION NO. 2015-04-GUAMPO

### ADOPTING MODIFICATIONS TO THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION 2014-2040 METROPOLITAN TRANSPORTATION PLAN (MTP)

WHEREAS, a comprehensive, cooperative, and continuing transportation planning process must be carried out in order to insure that funds for transportation projects are effectively allocated to the Greenville Urban Area;

WHEREAS, the Technical Coordinating Committee and the Transportation Advisory Committee for the Urban Area have adopted a 2014-2040 Metropolitan Transportation Plan for the Urban Area originally adopted August 5, 2014 ; and

WHEREAS, the modifications involve removal of two projects:

- Forlines Road widening from NC11 to SW Bypass
- Ivy Road, Tucker Rd, Ayden Golf Club Rd modernization from NC102 to NC33

and the addition of the following four projects:

- NC11, from SW Bypass to Littlefield Rd - upgrade/construct to interstate standard
- NC11/US13, from US264 to Allpine-Taylor Rd - upgrade/construct to interstate standard
- US264, from SW Bypass to MPO Boundary - upgrade/construct to interstate standard
- Oxford Road Bridge #419 - replace bridge #419

WHEREAS, a 45-day public comment period for the 2014-2040 Metropolitan Transportation Plan was conducted, in accordance with the MPO's adopted Public Involvement Policy.

NOW THEREFORE, BE IT RESOLVED that the Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the modifications to the 2014-2040 Metropolitan Transportation Plan. **Today, August 25<sup>th</sup>, 2015.**

---

Mayor Allen Thomas, Chairman  
Transportation Advisory Committee  
Greenville Urban Area

---

Amanda Braddy, Secretary

COG-#1006418-v1-Resolution\_04-2015\_Modify\_14-40\_MTP



## Attachment 4d

### Technical Coordinating Committee

### Action Required

August 12, 2015

**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** Adopt list of candidate transportation projects, including+ new proposed transportation projects and modifications to existing projects.

**Purpose:** Adopt list of candidate SPOT 4.0 list of transportation projects, including new proposed transportation projects and modifications to existing projects.

**Discussion:** NCDOT has prepared a draft timeline for the next 2-year project prioritization cycle. They refer to this as "prioritization 4.0" ("p4.0" for short), representing the 4th cycle that the State has implemented their transparent prioritization process, relying heavily on quantitative data.

In September/October of 2015, MPO's will be required to provide modifications of existing (previously submitted) projects and submit new candidate projects. New projects must be in the MPO's adopted long range plan (MTP).

The following is a slightly refined version of the list of changes/new projects previously provided to TCC/TAC at the Feb/March 2015 MPO meetings. Changes have incorporated any direction staff has received.

#### **Proposed Modifications:**

	<b>EXISTING Projects</b>	<b>Proposed Modification</b>
1	Division project--S. Tar River Greenway Ph2 section A	MERGE this and following 2 greenways below into 1 project:
2	Division Project-- S. Tar River Greenway Phase2 section B	Merged into above project.
3	Tar River to Hardee Creek Greenway	Merged into project #1, above
3	REGIONAL project--Sidewalk/HC ramps Hawk Signal at crossing btw Ayden Elementary and Middle Schools on NC102 (ped project)	Suggest revising scope to simplify project (Current ROW=\$50k, Design=\$100k, Const=\$300k)
4	REGIONAL project -- NC102 from NC11 to Verna Ave widening	Redefine project from widening to RT lane. Change project description/scope to "Construct dedicated RT lane along WB direction of NC102 to provide access to Ayden Elementary School"
5	REGIONAL project -- Greenville blvd widening	Staff suggests deletion of this project from NCDOT's system and waiting for completion of feasibility study to enable

	MPO members to determine project vision and scope.
--	--

<b>Proposed/Potential NEW Projects</b>	
6	Regional project -- Signal system hardware upgrade/replacement
7	Division project -- Town Common to River Park north trail, including a cantilevered pedestrian bridge along Greene St (SR 1531)
8	Regional project - NC11 from SW Bypass to Littlefield Rd (MPO Boundary) - improve roadway to interstate standard
9	Regional project - NC11/US13 from US264 to Allpine-Taylor Rd - improve roadway to interstate standard
10	Regional project - US264 from SW Bypass to MPO boundary - improve roadway to interstate standard

The Regional list would have the following projects removed, since they are in the 5-year portion of the draft TIP, thereby being funded and not needing or subject to reprioritization:

1. NC11/NC43(5th St) intersection improvement (dual LT lanes EB to NB)
2. SW Bypass Section A
3. SW Bypass Section B
4. SW Bypass Section C

The Division list would have the following project removed. Note that Right-of-Way and Utilities were the only phases scheduled in the first 5 years of the draft TIP, with construction scheduled in year 7. According to NCDOT's guidance, projects with either construction or Right-of-Way scheduled within the first 5 years of the TIP are not subject to reprioritization. Thus it can be removed from the MPO's project list.

### **Staff-recommended project deletions**

1. Firetower road widening, NC43 to 14th St
  - Project is considered "committed" by NCDOT, and no longer subject to reprioritization
2. Greenville Boulevard - NC11 to NC33
  - Staff strongly suggests waiting for NCDOT to complete feasibility study to allow the City and MPO to properly review all options and identified impacts and to develop and agree upon the vision and scope of future improvements to this corridor.
3. Forlines Road - NC11 to SW Bypass
  - Project proposed for removal from the MTP, and project intent is accomplished by the Firetower Road extension project.
4. Ayden Golf Club Road, Tucker Road, Ivy Road - NC102 to NC33
  - Project proposed for removal from the MTP, and thus not subject to prioritization.

**REMEMBER THAT MUNICIPALITIES ARE RESPONSIBLE FOR 20% OF THE PROJECT COST FOR ANY BIKE AND/OR PEDESTRIAN (GREENWAY) PROJECTS THEY SUBMIT VIA THIS MPO PROCESS. NCDOT Bike/Ped division may also impose other restrictions (for example, funds cannot be used for ROW acquisition).**

**ALL MPO-MEMBER MUNICIPALITIES MUST PROVIDE MPO STAFF WITH COSTS ESTIMATES OF THEIR BIKE/PED/GREENWAY PROJECTS, OR THE PROJECT CAN NOT BE SUBMITTED TO NCDOT. ESTIMATES MUST BE PROVIDED BY OCTOBER 14, 2015.**

MPO staff advertised a 30-day public comment period, starting on June 29, 2015. On July 22, 2015, MPO staff conducted a public input session at Sheppard Memorial Library. Written comments received are attached to this agenda item.

Action Needed: Recommend TAC adopt DIVISION and REGIONAL candidate transportation project lists.

Attachments:

- Public comments received and documentation
- Draft prioritization 4.0 timeline
- Draft Regional and Division project lists

**COMMENT SHEET**  
**TRANSPORTATION PRIORITIES OPEN HOUSE PUBLIC MEETING**  
**SHEPPARD MEMORIAL LIBRARY**  
**July 22, 2015**

**COMMENTS:**

I am very concerned that the MPO plan does not include plans for connectivity of bus transportation to smaller ~~and~~ nearby communities. It also fails to include repairs and upgrades to Boyd Street in Winterville which is <sup>part of</sup> a major artery into Winterville from the Southwest Bypass. This state road has been on the town's priority list for more than eight years. DOT has failed to make plans to upgrade this street until the distant future.

**OPTIONAL:**

NAME

ADDRESS

TELEPHONE

**Daryl Vreeland**

---

**From:** William Pappas [wpappasii@gmail.com]  
**Sent:** Thursday, July 23, 2015 8:33 AM  
**To:** Daryl Vreeland  
**Subject:** Sidewalks Fire Tower

Sir/Ma'am,

What are the chances of adding sidewalks on Fire Tower between 14th street and Charles Blvd? It is a very dangerous area where the speed limit jumps to 45 mph and very rarely does anyone even come close to obeying the speed limit. The sidewalks would allow folks to walk to the shopping centers safely. Also, any word of ever repaving Cherry Oaks? The roads are in really bad shape. I pay a lot in taxes and am wondering where my tax money is going? On that note, are there any plans to incorporate Cherry Oaks into Greenville city limits? Thank you for your time.

Best regards,

Billy Pappas

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Leaders seek roadwork

# Input gathered on needed road work

By **Michael Abramowitz**

The Daily Reflector

Wednesday, July 22, 2015

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Winterville Councilwoman Veronica Roberson likes the ideas that local transportation planners have for improving the area's highway and byway system. Roberson disagrees with their priorities, though, so she shared her opinions at Wednesday's public input session at Sheppard Memorial Library.

"Their plans do not include repairs and upgrades to a state highway in my community, Boyd Street, which has not received repairs in quite some time," Roberson said. "This street needs upgrades because it leads to our elementary school and the connecting artery from our town to the upcoming Southwest Bypass."

"I realize the new NCDOT projects will be very good for the economic growth of our community, but when you don't tie those projects in to the other transportation needs of the community, you're defeating some of the good that can come from them."

*For the complete article, please pick up a copy of The Daily Reflector. Current home delivery and electronic edition subscribers may [log in](#) to access this article at no charge. To become a subscriber, [please click here](#) or contact Customer Service at (252) 329-9505.*

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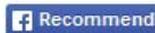
# Greenville transportation leaders gather public input



By Briana Harper

POSTED: 11:17 PM Jul 22 2015 | UPDATED: 11:30 PM Jul 22 2015

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Greenville transportation leaders gather public input

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**GREENVILLE, Pitt County** - Transportation leaders in Greenville are asking for the public's feedback to figure out how to improve city roads.

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Sex offender back behind bars in Pitt County

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Work ongoing to bring down old Greenville homeless shelter

ECU bus carrying students crashes

An open house held Wednesday afternoon showcased the city's planning maps and proposals. This served as a chance for residents to offer their input to help pave the way for roadway growth and enhancement.

"More people are here than transportation was provided for, so it makes it a cluster at times. The more by-passes we have and the more extended highways it will make it so much better," Pitt County resident Linda Daniels said.

Some of the transportation proposals include designing a possible highway by-pass along NC 11. Other residents have called for more greenway paths to bike and walk on.

Areas along Memorial Drive in Greenville are also being considered for additional sidewalks to be installed for the sake of pedestrian safety. This project is expected to be funded by a city bond if it is eventually approved on the November ballot.

If you are interested in sharing more written comments to transportation leaders ideas can be mailed to: Greenville Urban Area MPO, c/o Public Works Department P.O. Box 7207 Greenville, NC 27835 or email to [dvreeland@greenvillenc.gov](mailto:dvreeland@greenvillenc.gov).

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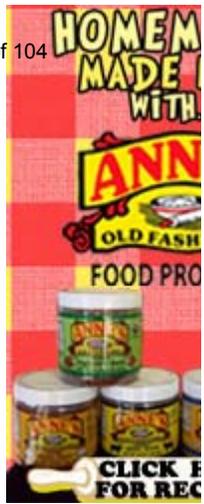
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### Leaders Discuss highway needs in Greenville

Updated: Wed 10:28 PM, Jul 22, 2015

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Greenville metropolitan planning leaders showcased their list of proposed major and minor changes to the urban highway system needed to sustain future growth plans.

Representatives from the N.C. Department of Transportation and staff members from the City of Greenville, Town of Winterville and Pitt County were at Sheppard Memorial Library in Greenville to discuss the projects with the public.

A stretch of Fire Tower Road from N.C. 43 (Charles Boulevard) to 14th Street; Evans Street/Old Tar Road between Worthington Road and Greenville



# Greenville residents share input on transportation needs

WNCT Staff

Published: July 22, 2015, 6:09 pm



GREENVILLE, N.C. (WNCT) – People in Greenville gave their input on transportation needs Wednesday.

The Greenville Urban Area Metropolitan Planning Organization hosted an open house at Sheppard Memorial Library.

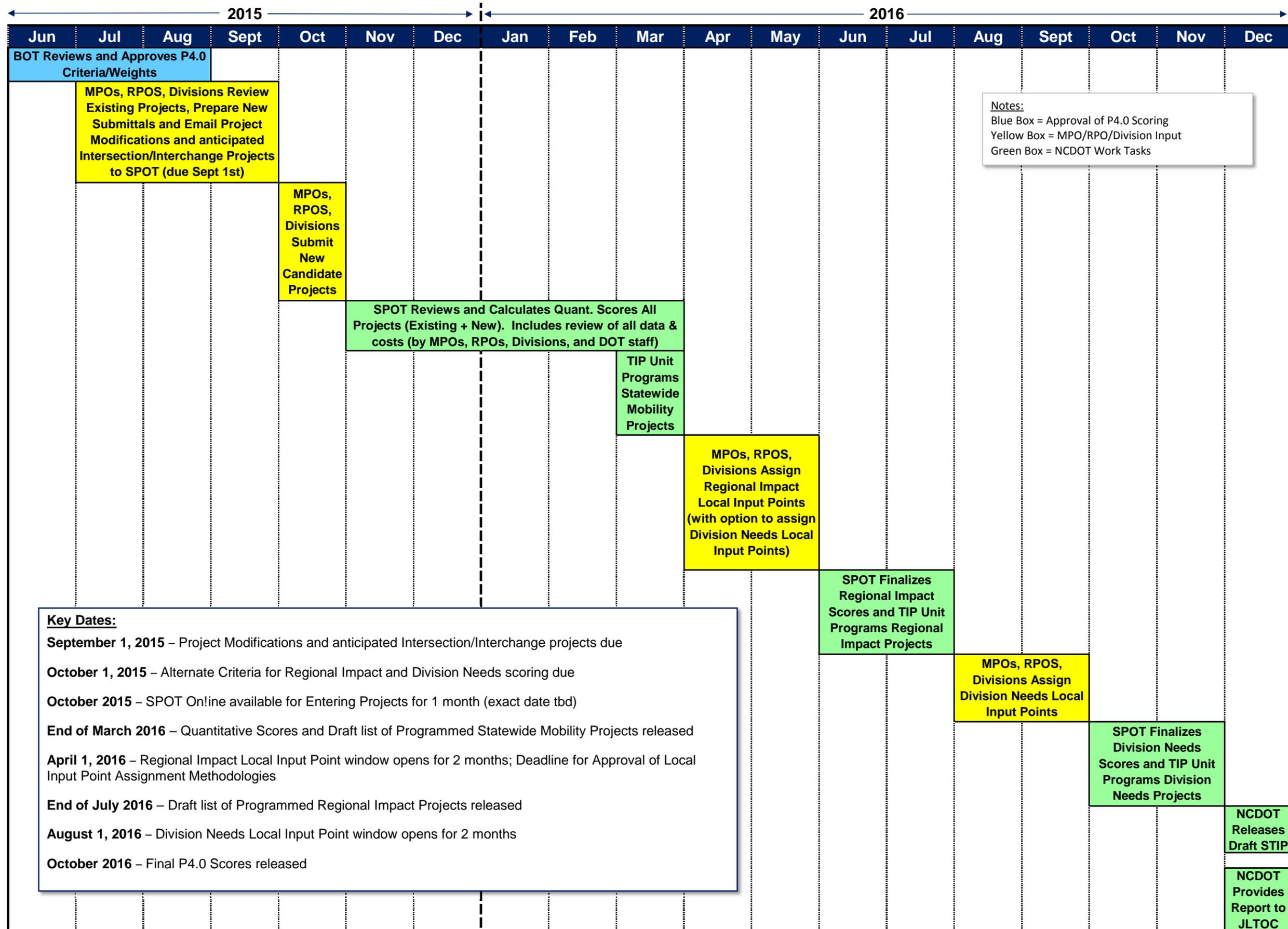
Citizens could voice concerns about existing infrastructure and suggest improvements.

Brenda Diggs lives in Pitt County and says it's important to take part in the process.

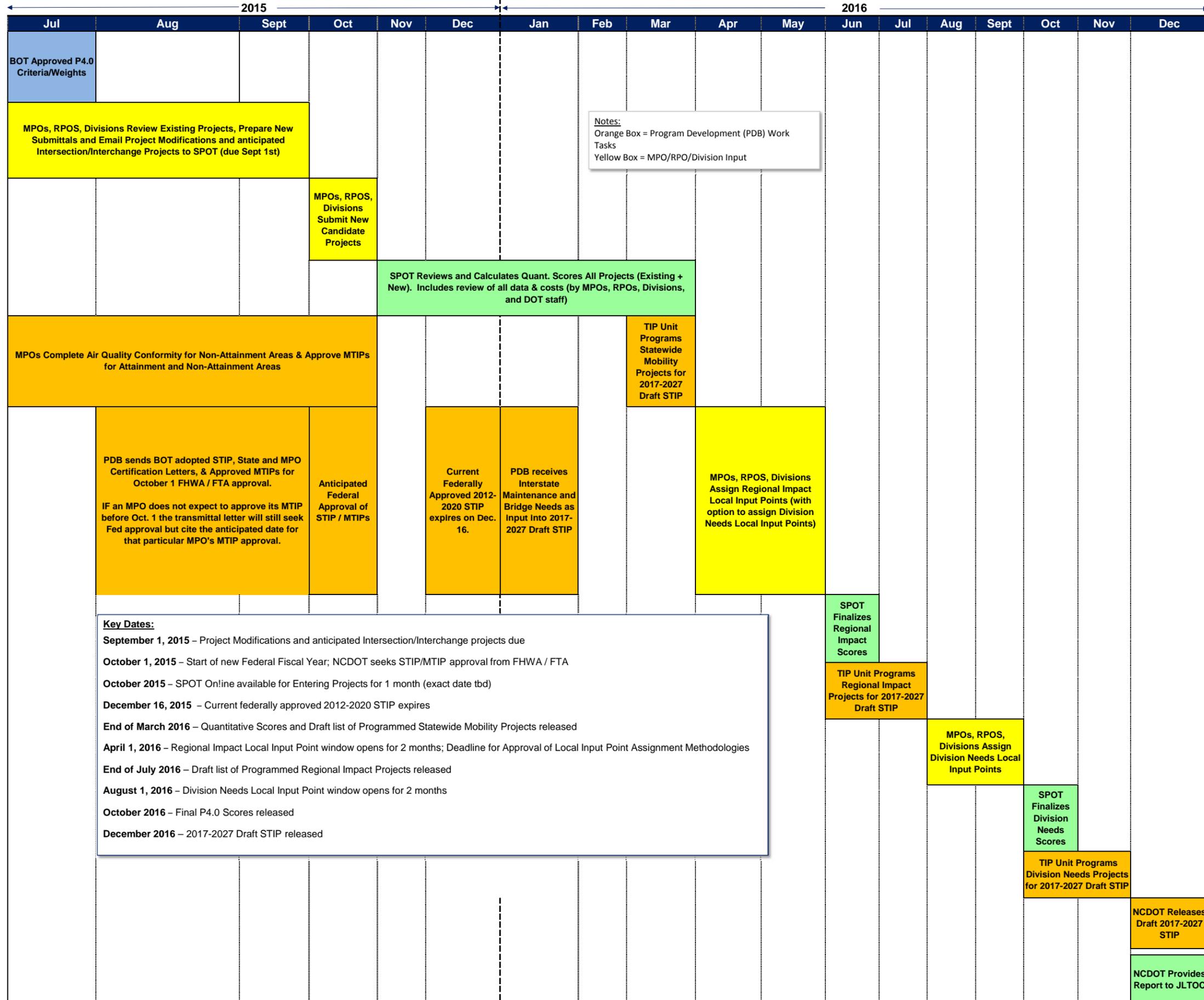
"I think it's important for the public to know what's on the drawing board," explained Brenda Diggs, Pitt County resident. "To also make their voices heard. To let their elected officials know what it is they need and then get out and get involved and work for it.

The planning organization says comments and ideas from the public will be factored into future transportation priorities.

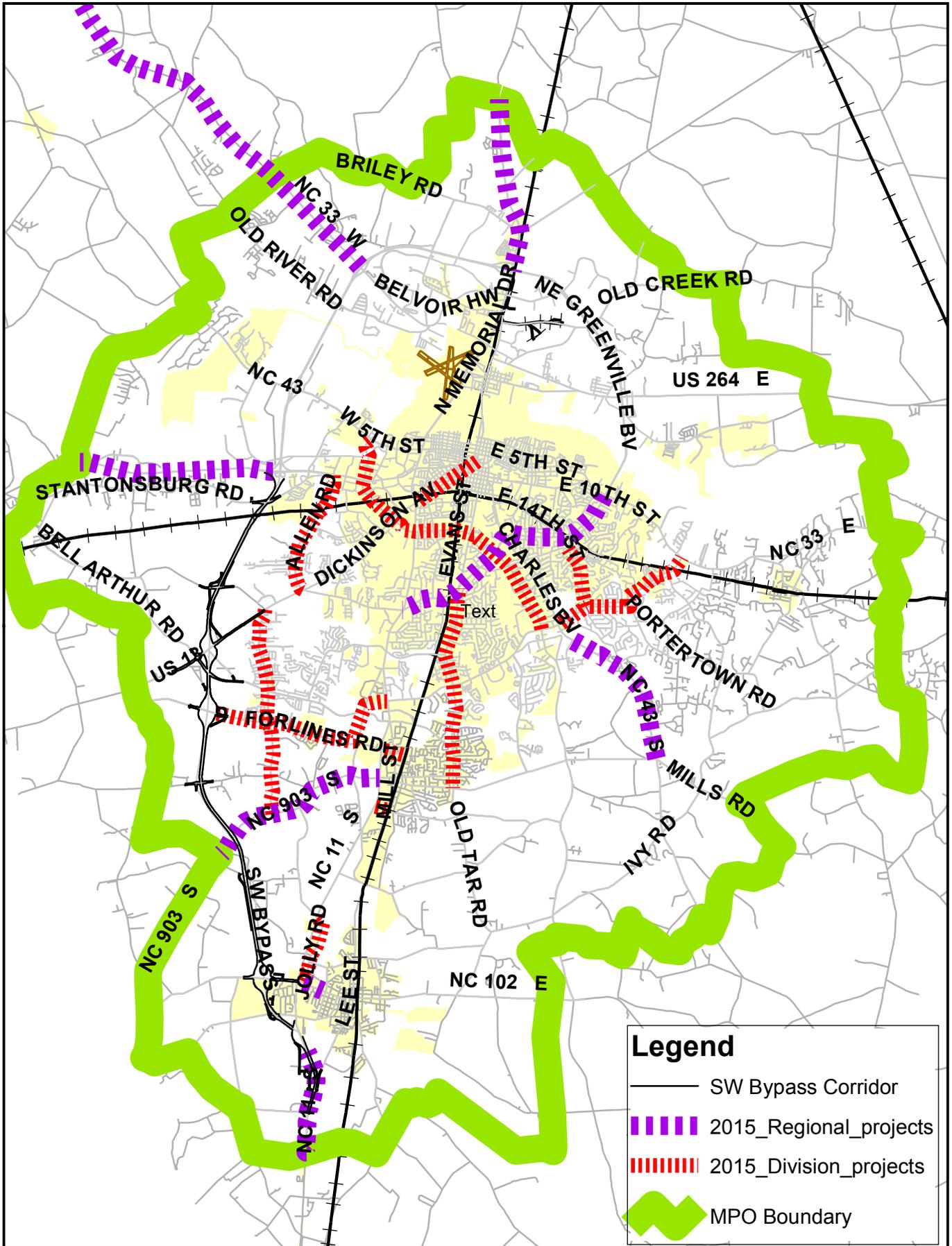
# Prioritization 4.0 Schedule



### Prioritization 4.0-STIP Related Actions



2015/16 Potential Candidate Highway Improvement Projects for MPO consideration



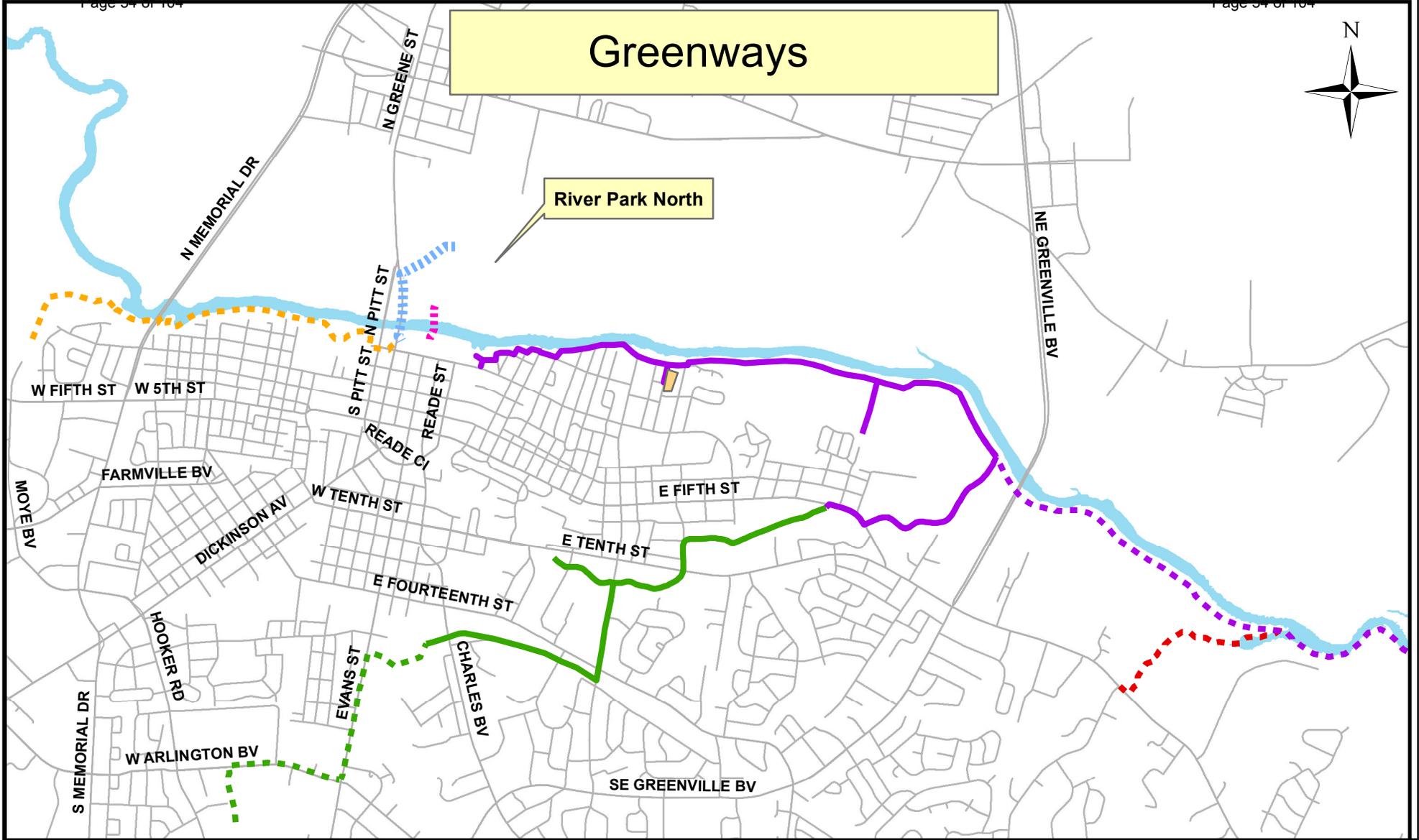
**Legend**

- SW Bypass Corridor
- ▬▬▬▬▬▬ 2015\_Regional\_projects
- ▬▬▬▬▬▬ 2015\_Division\_projects
- ▬▬▬▬▬▬ MPO Boundary

# Greenways



River Park North



## Legend

### Existing

- Green Mill Run Greenway (Existing) (2.4 mi)
- South Tar River Greenway (Existing) (3.5 mi)

### Funded--In Progress

- SouthTarRiver Phase3--Pitt\_to\_Moye (approx 1.96 mi)
- Green Mill Run, Next Phase (approx 1.47 mi)

Note: Greenway lengths are estimates

### Future Potential Greenways Projects

- South Tar Phase 2 (approx 2.1 miles)
- Tar River to Hardee Creek (approx 0.82 mi)
- Bridge\_Over\_Tar\_River
- RiverParkNorth\_to\_Town\_Common\_trail

**REGIONAL-level projects**  
**SPOT 4.0 (2015) draft submittal**

Row #	Status	Improvement Type	Route Name	From / Cross Street	To	Description
1		1815 - Rehabilitate / replace		ARFF VEHICLE		ARFF Vehicle Acquisition (includes Project Request
2	*	Capacity (Maximum points for this project = 50 because only 50% within the MPO)	NC 33	NC 222 at Belvoir Crossroads	US 264 Bypass	US 264 Bypass in Greenville to US 64 Southeast of
3		Capacity	NC 43	North of Signature Drive	SR 1711 (Worthington Road)	Widen existing 2-lane and 3-lane roadway
4		735 - REILS - Relocation/Installation		VISUAL NAVAIDS 8-26 PAPIS & REILS DESIGN AND		Visual NAVAIDS Runway 8-26 PAPIS & REILS Design and Construction
5	*	Modernize	NC903	NC 11	Greene County Line	Widen existing pavement to 32 ft (4ft widening either
6	modified	Capacity	NC102	Short St	Ayden Middle School St	Construct RT lane along WB NC102 into Ayden Elementary
7		1210 - Design		APRON EXPANSION		Apron Expansion - Design and Construction
8		3000 - Other		AIRFIELD DRAINAGE IMPROVEMENTS		Airfield Drainage Improvements (includes Project Request
9		3000 - Other		ACCESS ROAD IMPROVEMENTS		Airfield Emergency Access Road Improvements;
10	*	Intersection (Maximum points for this project = 58 because only 58% within the MPO)	NC11, SR1108 (Littlefield Rd)	Intersection of NC11 and Littlefield Rd (SR 1108)		Upgrade intersection
11	NEW	Signal system hardware upgrade / replacement	N/A	N/A	N/A	Signal Sytem hardware upgrade/ replacement
12	NEW	Construct/upgrade to interstate standard	NC11	SW Bypass	Littlefield Rd	upgrade to interstate standard
13	NEW	Construct/upgrade to interstate standard	NC11/US13	US264	Allpine-Taylor Rd	upgrade to interstate standard
14	NEW	Construct/upgrade to interstate standard	US264	SW Bypass	MPO Boundary	upgrade to interstate standard
15	Delete	Capacity	Greenville Boulevard	NC 11 (Memorial Drive)	NC 33 (East 10th Street)	Widen to 6 travel lanes and improve Intersections
16		1430 - Rehabilitate / replace apron edge lighting		APRON LIGHTING & CONSTRUCT		Apron Lighting Design and Construction
17		1910 - Acquire Equipment Shelter (no utilities)		VEHICLE/EQUIPMENT STORAGE		Vehicle/Equipment Storage Building (Site
18		2100 - Hangers and Economic		T-HANGAR SITE		T-Hangar Site Preparation &
19		3000 - Other		CONSOLIDATED RENTAL CAR		Consolidated Rental Car Facility (Site

\* Projects not fully contained in the MPO will have a different total score than shown.

**DIVISION-level projects**  
**SPOT 4.0 (2015) draft submittal**

Row #	TIP #	Status	Improvement Type	Route Name	From / Cross Street	To	Description
<b>DIVISION level Highway Projects</b>							
1		Delete	Capacity	Firetower Road	NC 43 (Charles Boulevard)	SR 1704 (14TH Street)	Widen existing 2-lane roadway to a multi-lane urban section facility
2	U-2817		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.
3			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
4			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
5			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)
6	U-5606		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
7			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.
8			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.
9			Sidewalk	Ange St (SR 1712)	Primrose Lane	Sylvania St	Construct sidewalk on east side of roadway (Primrose Lane to Blount St). Construct west side: Blount St to Sylvania St. Sign+mark crosswalk. Construct s/w on Primrose Lane-
10		Modified	Greenway	S. Tar River Greenway Ph2	Green Mill Run Greenway	Near Cemetary on NC33 (Eastside Park)	Design and Construct the S. Tar River Greenway, Phase 2, from existing Green Mill Run Greenway to City property near cemetary on NC33, including Tar River to Hardee Creek and other neighborhood connectors
11		New	Greenway	Town Common to River Park north trail+ped bridge	Town Common	River Park North via cantilevered ped bridge along Greene St bridge	Design + Construct greenway connecting River Park North to Town Common via a cantilevered pedestrian bridge along Greene St (SR 1531)
12	U-5006		Capacity	New Route - Firetower Road Extension	SW Bypass	NC 11/903	SW Bypass to NC 11/903. Construct Multi-Lane Facility, Part on New Location.
13			Intersection	Portertown Rd (SR 1726)	Eastern Pines Rd (SR 1727)		Intersection Improvements
14		Delete	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
15			Sidewalk+Hawk+street improvement	NC102	NC11	Lee St (SR1149)	Sidewalk construction + replacement; install HAWK signal connecting public schools; construct pedestrian refuge island; signage; marking, and crossing improvements throughout corridor.
16			Modernize	Frog Level Road	US 13 (Dickinson Avenue)	NC 903	Widen to tolerable lane width and add continuous 2 way left turn lane
17		Delete	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.
18			Corridor Management	Arlington Boulevard	SR 1708 Firetower Rd	NC43 (W 5th St)	Upgrade drainage facilities, construct medians / channelized turn lanes, bicycle facilities, and sidewalk.
19			Modernize	Jolly Road (SR1120)	NC11	NC102	modernize roadway to meet tolerable lane width requirements, provide bike/ped facilities

**RESOLUTION NO. 2015-05-GUAMPO**

**RESOLUTION IDENTIFYING CANDIDATE TRANSPORTATION IMPROVEMENT PROJECTS  
FOR THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S  
2015-2016 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 July 22, 2015 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 25th day of August, 2015 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:

**2015-2016 CANDIDATE TRANSPORTATION IMPROVEMENT PROJECTS**

**DIVISION LEVEL - BICYCLE AND PEDESTRIAN PROJECTS**

1. **SOUTH TAR RIVER PHASE 2 AND TAR RIVER TO HARDEE CREEK** - 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, including the Tar River to Hardee Creek and other neighborhood connectors.
2. **ANGE ST (SR 1712)** - construct sidewalk on east side of roadway from Primrose Lane to Blount St, and west side of roadway from Blount St to Sylvania St. Sign and mark crosswalk.
3. **NC102 - NC11 TO Lee St (SR 1149)** - sidewalk construction + replacement; install HAWK signal connecting public schools; construct pedestrian refuge island; signage, marking, and crossing improvements throughout corridor.
4. **TOWN COMMON TO RIVER PARK NORTH** - Design and construct greenway connecting the two parks via Greene St Bridge

**HIGHWAY IMPROVEMENTS**

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

**Adopted August 25, 2015.**

ATTEST:

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

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



## Attachment 4e

### Technical Coordinating Committee

### Action Required

August 12, 2015

**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** Potential updates to the MPO's adopted prioritization process for transportation projects.

**Purpose:** To initiate discussion and obtain feedback regarding any potential updates to the MPO's adopted prioritization process.

**Discussion:** When assigning points to candidate projects submitted for NCDOT's funding consideration, the MPO uses a NCDOT-approved process for assigning local input points based on a combination of quantitative and qualitative data in accordance with the Strategic Transportation Investment State Law (Session Law 2013-183/House Bill 817).

If the MPO desires to make any modifications to their prioritization ranking process/formulas, they must first be submitted to NCDOT for their conditional approval. This is vetted by a review committee, and, if given, then final approval is considered after the public input process and consideration of comments for the modified point assignment/prioritization process.

For this MPO, there will be:

- a total of 1300 points that can be distributed over all modes for regional projects, and
- a total of 1300 points that can be distributed over all modes for division-level projects.

NCDOT emphasizes openness, transparency, and public input. NCDOT states that "public comments must be taken, listened, and incorporated into the final scoring".

"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."

Eligible Criteria	Quantitative	Qualitative
	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)	

MPO staff has developed a scoring methodology for each mode of transportation (roadway, bike/ped, rail, transit, and aviation)

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

As a reminder, NCDOT's DEFAULT Criteria:

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

- 50% quantitative data: Safety=15%, Access=10%, Demand=10%, Connectivity=10%, Cost-Effectiveness=5%

Highway projects

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

- 70% quantitative data: Benefit/Cost=20%, Congestion=20%, Safety=10%, Accessibility/Connectivity=10%, freight/military=10%

Division needs = 25% MPO Rank, 25% Division Rank

- 50% quantitative data: Benefit/Cost=15%, Congestion=15%, Safety=10%, freight/military=5%, Accessibility/Connectivity=5%

**The MPO must have and adopt a local methodology prior to April 1, 2016.**

Action Needed: TCC recommend a draft local methodology for TAC's consideration.

Attachments:

MPO Staff recommendations to MPO's prioritization criteria.

PREVIOUS REGIONAL HIGHWAY SCORING SYSTEM

<b>Highway - REGIONAL PROJECT SCORING (MPO score=15% of total score)</b>		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's congestion score	0-100 points	15%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	40%
Environmental Documentation and Design (status of NEPA documentation and roadway design)	100 points = both completed 80 points = completed 1 60 points = both are underway 20 points = 1 is underway 0 points = not started	15%
Level of Regional connectivity	100 = connects 3 or more jurisdictions 50 = connects 2 jurisdictions 0 = within 1 jurisdiction	15%
Level of roadway tier on CTP map	100 = Freeway 80 = Expressway 60 = Boulevard 40 = Major Thoroughfare 20 = Minor Thoroughfare	15%

**HIGHWAY regional project MPO staff Suggestion**

NCDOT's total quantitative data score calculated for a project	0-70	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

**Aviation Projects --regional**

<b>Aviation - REGIONAL PROJECT SCORING</b> MPO ranking = 15% of total score		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's total quantitative data score calculated for a project	0-75 points x 1.3333 (to standardize to a 100-point scale)	60%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	40%

**Aviation regional project MPO staff Suggestion:** Re-weight to 50% / 50%, remove standardization (not necessary); modify measurement

**Rail--regional**

<b>Rail - REGIONAL PROJECT SCORING</b> MPO ranking = 15% of total score		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's total quantitative data score calculated for a project	0-100 points	60%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan)	100 points = yes 0 points=no	40%

**Rail regional project MPO staff Suggestion: Re-weight to 50% / 50%**

<b>Highway-DIVISION PROJECT SCORING (MPO score=25% of total score)</b>		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
Transit accessibility (Will project incorporate transit features?, eg bus pull-out bays, bus shelters, bus stop, etc)	Yes= 100 points No = 0 points	20%
Pavement Condition (Worst pavement condition = 100 points Best pavement condition = 0 points)	0-100 points	20%
NCDOT's congestion score	0-100 points	20%
Transportation Plan Consistency Is the proposed project included in the MPO's Long Range Transportation Plan? (Modernization/Access improvement projects are not specifically noted in LRTP, but are consistent with the LRTP, and thus would be awarded the full 100 points).	100 points = yes 0 points = no	40%

**HIGHWAY DIVISION project MPO staff Suggestion**

NCDOT's total quantitative data score calculated for a project	0-50	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

**Transit--division**

<b>Transit Facility - DIVISION PROJECT SCORING</b>		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
Degree to which the facility benefits transit patrons	10 points for each of the following: 1. Safety 2. Heating/ Air Cond. 3. Restrooms 4. Seating 5. Protection from Elements	30%
Project cost as a percentage of total transit facility projects submitted for prioritization. If only one project submitted, then that project shall receive full score (100 points).	0 - 20% = 100 points >20% - 40% = 80 points >40% - 60% = 60 points >60% - 80% = 40 points >80% - 100% = 20 points	30%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	40%

**Transit Facility Division project MPO staff Suggestion: no change**

**Rail--division**

<b>Rail - DIVISION PROJECT SCORING</b>		
MPO ranking = 25% of total score		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's total quantitative data score calculated for a project	0-100 points	60%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	40%

**Rail DIVISION project MPO staff Suggestion: No change**

**Bicycle and pedestrian--division**

<b>Bike/Ped - DIVISION PROJECT SCORING</b>		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
Connectivity to existing greenway system	100 points = connects to existing greenway, park trail, or park facility 75 points = connects to existing greenway via sidewalks 50 points = connects to sidewalks, but not existing greenway 0 points = no connection to other non-highway modes	20%
NCDOT's Demand Density score for bike/ped projects (Higher score = project serves a greater population and employment)	0-100 points	30%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan or MPO's Bicycle and Pedestrian Master Plan)	100 points = yes 0 points = no	40%
NCDOT's Safety score for bike/ped projects (higher score for those projects NCDOT's score determines to have a higher safety need)	0-100 points	10%

**Bike/Ped DIVISION project MPO staff Suggestion**

NCDOT's total quantitative data score calculated for a project	0-50	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan, Bicycle and Pedestrian Master Plan, or Greenway Plan?)	100 points = yes 0 points = no	50%

## BOARD OF TRANSPORTATION APPROVALS - PRIORITIZATION 4.0

### SCORING CRITERIA, WEIGHTS, AND NORMALIZATION FOR ALL MODES

*(WITH CRITERIA DEFINITIONS)*

JULY 9, 2015

**Objective:** The Board of Transportation approves the following P4.0 Workgroup recommendations resulting from the Strategic Transportation Investments Law.

#### Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<b>Statewide Mobility</b>	<p><b>Benefit/Cost = 25%</b></p> <ul style="list-style-type: none"> <li>Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT.</li> </ul> <p><b>Congestion = 30%</b></p> <ul style="list-style-type: none"> <li>Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway.</li> </ul> <p><b>Economic Competitiveness = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the estimated number of long-term jobs and the % change in economic activity within the county that the project is expected to provide over 10 years.</li> </ul> <p><b>Safety = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the number, severity, and frequency of crashes along the roadway.</li> </ul> <p><b>Multimodal [ + Military] = 5%</b></p> <ul style="list-style-type: none"> <li>Measurement of congestion along routes that provide connections to multimodal passenger terminals.</li> </ul> <p><b>Freight [ + Military] = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes.</li> </ul> <p><b>Total = 100%</b></p>	--	--
<b>Regional Impact</b>	<p><b>Benefit/Cost = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT.</li> </ul> <p><b>Congestion = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway, weighted by the total traffic volume along the roadway.</li> </ul> <p><b>Safety = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the number, severity, and frequency of crashes along the roadway.</li> </ul> <p><b>Accessibility/Connectivity = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network.</li> </ul> <p><b>Freight [ + Military ] = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes.</li> </ul> <p><b>Total = 70%</b></p>	<b>15%</b>	<b>15%</b>

<p><b>Division Needs</b></p>	<p><b>Benefit/Cost = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT.</li> </ul> <p><b>Congestion = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the Peak ADT traffic volume on the roadway compared to the existing capacity of the roadway.</li> </ul> <p><b>Safety = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the number, severity, and frequency of crashes along the roadway.</li> </ul> <p><b>Freight [ + Military ] = 5%</b></p> <ul style="list-style-type: none"> <li>Measurement of congestion along routes that provide connections to freight intermodal terminals and routes that have high truck volumes.</li> </ul> <p><b>Accessibility/Connectivity = 5 %</b></p> <ul style="list-style-type: none"> <li>Measurement of county economic distress indicators and whether the project upgrades how the roadway functions. Goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network.</li> </ul> <p><b>Total = 50%</b></p>	<p><b>25%</b></p>	<p><b>25%</b></p>
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Note: Divisions \_\_\_\_ have approved different criteria and weights for their respective areas

**Aviation Scoring**

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<p><b>Statewide Mobility</b></p>	<p><b>NCDOA Project Rating = 40%</b></p> <ul style="list-style-type: none"> <li>Assigns point values based on priority and need of the project. Projects are prioritized and classified within NC Division of Aviation (NCDOA) established project categories from the NC Airports System Plan.</li> </ul> <p><b>FAA ACIP Rating = 10%</b></p> <ul style="list-style-type: none"> <li>Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS).</li> </ul> <p><b>Non-State Contribution Index = 30%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's Highway Trust funds compared to all other sources of project funding. Provides greater points for projects with a higher % of non-Highway Trust funding sources (i.e. local, federal, other state grants, or public-private funds).</li> </ul> <p><b>Benefit/Cost = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's total economic contribution to the area. Includes the number of IFR (Instrument Flight Rules) operations, NCDOA project rating, and project cost.</li> </ul> <p><b>Total = 100%</b></p>	<p>--</p>	<p>--</p>
<p><b>Regional Impact</b></p>	<p><b>NCDOA Project Rating = 30%</b></p> <ul style="list-style-type: none"> <li>Assigns point values based on priority and need of the project. Projects are prioritized and classified within NC Division of Aviation (NCDOA) established project categories from the NC Airports System Plan.</li> </ul> <p><b>FAA ACIP Rating = 5%</b></p> <ul style="list-style-type: none"> <li>Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS).</li> </ul> <p><b>Non-State Contribution Index = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's Highway Trust funds compared to all other sources of project funding. Provides greater points for projects with a higher % of non-Highway Trust funding sources (i.e. local, federal, other state grants, or public-private funds).</li> </ul> <p><b>Benefit/Cost = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's total economic contribution to the area. Includes the number of IFR (Instrument Flight Rules) operations, NCDOA project rating, and project cost.</li> </ul> <p><b>Total = 70%</b></p>	<p><b>15%</b></p>	<p><b>15%</b></p>

<b>Division Needs</b>	<p><b>NCDOA Project Rating = 25%</b></p> <ul style="list-style-type: none"> <li>Assigns point values based on priority and need of the project. Projects are prioritized and classified within NC Division of Aviation (NCDOA) established project categories from the NC Airports System Plan.</li> </ul> <p><b>FAA ACIP Rating = 10%</b></p> <ul style="list-style-type: none"> <li>Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP) Rating. Ratings based on critical airport development and capital needs within National Airspace System (NAS).</li> </ul> <p><b>Non-State Contribution Index = 5%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's Highway Trust funds compared to all other sources of project funding. Provides greater points for projects with a higher % of non-Highway Trust funding sources (i.e. local, federal, other state grants, or public-private funds).</li> </ul> <p><b>Benefit/Cost = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project's total economic contribution to the area. Includes the number of IFR (Instrument Flight Rules) operations, NCDOA project rating, and project cost.</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>
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### **Bicycle & Pedestrian Scoring**

<b>Funding Category</b>	<b>Quantitative Data</b>	<b>Local Input</b>	
		Division Input	MPO/RPO Input
<b>Division Needs</b>	<p><b>Safety = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of number of bicycle and/or pedestrian crashes, speed limit, and safety benefits to determine adequacy of safety for users of the project.</li> </ul> <p><b>Access = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the quantity and significance of destinations associated with the project as well as the distance to the primary destination. Measures benefit to the community as a result of constructing the project.</li> </ul> <p><b>Demand = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the density of population and employment within a walkable or bike-able distance of the project. Measures user benefit as a result of constructing the project.</li> </ul> <p><b>Connectivity = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the degree of bike/ped separation from the roadway, ADA compliance, and connectivity to a similar or better project type.</li> </ul> <p><b>Cost Effectiveness = 5%</b></p> <ul style="list-style-type: none"> <li>Measurement of combined user benefits of Safety, Access, Demand, and Connectivity criteria compared to the cost of the project to NCDOT.</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<b>Regional Impact</b>	<p><b>Asset Condition = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the condition rating of the asset.</li> </ul> <p><b>Benefits = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project benefits based on the monetized value of the number of hours saved by utilizing the ferry route instead of taking the shortest alternative route.</li> </ul> <p><b>Accessibility/Connectivity = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the accessibility and connectivity provided by the route to jobs, services, and other points of interest. Measured by the number of points of interest within pre-determined circles of 10, 20, &amp; 30 miles.</li> </ul> <p><b>Asset Efficiency = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the cost effectiveness of continued maintenance of the asset compared to replacement of the asset.</li> </ul> <p><b>Capacity/Congestion = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the number of vehicles left behind at each departure compared to the total number of vehicles loaded and carried by the route in a year.</li> </ul> <p><b>Total = 70%</b></p>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b>	<p><b>Asset Condition = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the condition rating of the asset.</li> </ul> <p><b>Benefits = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the project benefits based on the monetized value of the number of hours saved by utilizing the ferry route instead of taking the shortest alternative route.</li> </ul> <p><b>Accessibility/Connectivity = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the accessibility and connectivity provided by the route to jobs, services, and other points of interest. Measured by the number of points of interest within pre-determined circles of 10, 20, &amp; 30 miles.</li> </ul> <p><b>Asset Efficiency = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the cost effectiveness of continued maintenance of the asset compared to replacement of the asset.</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

**Public Transit Scoring (Vehicle)**

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<b>Regional Impact</b>	<p><b>Access = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the reported annual hours of operation compared to the number of vehicles in the fleet.</li> </ul> <p><b>System Safety = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the reported annual miles compared to the 3 year average of reported incidents.</li> </ul> <p><b>Impact = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the number of existing and projected annual passenger trips compared to the number of existing passenger trips.</li> </ul> <p><b>Cost Effectiveness = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the total projected passenger trips compared to the cost of the project to the state.</li> </ul> <p><b>Market Share = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the number of existing and projected annual passenger trips compared to the population in the service area.</li> </ul> <p><b>Total = 70%</b></p>	<b>15%</b>	<b>15%</b>

<p><b>Division Needs</b></p>	<p><b>Access = 5%</b>  <ul style="list-style-type: none"> <li>Measurement of the reported annual hours of operation compared to the number of vehicles in the fleet.</li> </ul> <p><b>System Safety = 10%</b>  <ul style="list-style-type: none"> <li>Measurement of the reported annual miles compared to the 3 year average of reported incidents.</li> </ul> <p><b>Impact = 15%</b>  <ul style="list-style-type: none"> <li>Measurement of the number of existing and projected annual passenger trips compared to the number of existing passenger trips.</li> </ul> <p><b>Cost Effectiveness = 15%</b>  <ul style="list-style-type: none"> <li>Measurement of the total projected passenger trips compared to the cost of the project to the state.</li> </ul> <p><b>Market Share = 5%</b>  <ul style="list-style-type: none"> <li>Measurement of the number of existing and projected annual passenger trips compared to the population in the service area.</li> </ul> <p><b>Total = 50%</b></p> </p></p></p></p></p>	<p><b>25%</b></p>	<p><b>25%</b></p>
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**Public Transit Scoring (Passenger Facility)**

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<p><b>Regional Impact</b></p>	<p><b>Impact = 20% (Expansion projects only)</b>  <ul style="list-style-type: none"> <li>Measurement of the number of existing and projected annual passenger trips compared to the number of existing passenger trips.</li> </ul> <p style="text-align: center;"><b>OR</b></p> <p><b>Age = 20% (Non-expansion projects)</b>  <ul style="list-style-type: none"> <li>Age of the facility divided by 45 years (considered the useful life).</li> </ul> <p><b>Cost Effectiveness = 20%</b>  <ul style="list-style-type: none"> <li>Measurement of existing annual passenger trips compared to the cost of the project to the state.</li> </ul> <p><b>Market Share = 15%</b>  <ul style="list-style-type: none"> <li>Measurement of the number of existing and projected annual passenger trips compared to the population in the service area.</li> </ul> <p><b>Ridership Growth = 15%</b>  <ul style="list-style-type: none"> <li>Growth trend of ridership over the past 5 years.</li> </ul> <p><b>Total = 70%</b></p> </p></p></p></p></p>	<p><b>15%</b></p>	<p><b>15%</b></p>
<p><b>Division Needs</b></p>	<p><b>Impact = 15% (Expansion projects only)</b>  <ul style="list-style-type: none"> <li>Measurement of the number of existing and projected annual passenger trips compared to the number of existing passenger trips.</li> </ul> <p style="text-align: center;"><b>OR</b></p> <p><b>Age = 15% (Non-expansion projects)</b>  <ul style="list-style-type: none"> <li>Age of the facility divided by 45 years (considered the useful life).</li> </ul> <p><b>Cost Effectiveness = 20%</b>  <ul style="list-style-type: none"> <li>Measurement of existing annual passenger trips compared to the cost of the project to the state.</li> </ul> <p><b>Market Share = 15%</b>  <ul style="list-style-type: none"> <li>Measurement of the number of existing and projected annual passenger trips compared to the population in the service area.</li> </ul> <p><b>Ridership Growth = 15%</b>  <ul style="list-style-type: none"> <li>Growth trend of ridership over the past 5 years.</li> </ul> <p><b>Total = 50%</b></p> </p></p></p></p></p>	<p><b>25%</b></p>	<p><b>25%</b></p>

**Public Transit Scoring (Admin/Maintenance/Operations Facility)**

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<b>Regional Impact</b>	<p><b>Impact = 20% (Expansion projects only)</b></p> <ul style="list-style-type: none"> <li>Measurement of the existing and additional capacity compared to the existing capacity.</li> </ul> <p style="text-align: center;"><b>OR</b></p> <p><b>Age = 20% (Non-expansion projects)</b></p> <ul style="list-style-type: none"> <li>Age of the facility divided by 45 years (considered the useful life).</li> </ul> <p><b>Cost Effectiveness = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of existing annual passenger trips compared to the cost of the project to the state.</li> </ul> <p><b>Market Share = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the number of existing and projected annual passenger trips compared to the population in the service area.</li> </ul> <p><b>Ridership Growth = 15%</b></p> <ul style="list-style-type: none"> <li>Growth trend of ridership over the past 5 years.</li> </ul> <p><b>Total = 70%</b></p>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b>	<p><b>Impact = 15% (Expansion projects only)</b></p> <ul style="list-style-type: none"> <li>Measurement of the existing and additional capacity compared to the existing capacity.</li> </ul> <p style="text-align: center;"><b>OR</b></p> <p><b>Age = 15% (Non-expansion projects)</b></p> <ul style="list-style-type: none"> <li>Age of the facility divided by 45 years (considered the useful life).</li> </ul> <p><b>Cost Effectiveness = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of existing annual passenger trips compared to the cost of the project to the state.</li> </ul> <p><b>Market Share = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the number of existing and projected annual passenger trips compared to the population in the service area.</li> </ul> <p><b>Ridership Growth = 15%</b></p> <ul style="list-style-type: none"> <li>Growth trend of ridership over the past 5 years.</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

**Public Transit Scoring (Fixed Guideway)**

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<b>Regional Impact</b>	<p><b>Mobility = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the projected annual trips.</li> </ul> <p><b>Cost Effectiveness = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the cost per trip over the life of the project.</li> </ul> <p><b>Economic Development = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the projected 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>Measurement of the projected travel time savings to a passenger over 30 years.</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>Measurement of the projected annual trips.</li> </ul> <p><b>Cost Effectiveness = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of the cost per trip over the life of the project.</li> </ul> <p><b>Economic Development = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the projected 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>Measurement of the projected travel time savings to a passenger over 30 years.</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

**Rail Scoring**

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
<b>Statewide Mobility</b> (Class I Freight Only)	<p><b>Cost Effectiveness = 35%</b></p> <ul style="list-style-type: none"> <li>Measurement of monetized benefits compared to the project cost to NCDOT, and the jobs created for the region.</li> </ul> <p><b>System Health = 35%</b></p> <ul style="list-style-type: none"> <li>Measurement of the volume to capacity ratio, and various measurements of accessibility and connectivity provided by the project via vicinity to points of interest, improvements to statewide rail networks, or employment density.</li> </ul> <p><b>Safety and Suitability = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of potentially hazardous rail crossings.</li> </ul> <p><b>Project Support = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of outside contributions to the project compared to the cost of the project to the state.</li> </ul> <p><b>Total = 100%</b></p>	--	--
<b>Regional Impact</b>	<p><b>Cost Effectiveness = 25%</b></p> <ul style="list-style-type: none"> <li>Measurement of monetized benefits compared to the project cost to NCDOT, and the jobs created for the region.</li> </ul> <p><b>System Health = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of the volume to capacity ratio, and various measurements of accessibility and connectivity provided by the project via vicinity to points of interest, improvements to statewide rail networks, or employment density.</li> </ul> <p><b>Safety and Suitability = 15%</b></p> <ul style="list-style-type: none"> <li>Measurement of potentially hazardous rail crossings.</li> </ul> <p><b>Project Support = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of outside contributions to the project compared to the cost of the project to the state.</li> </ul> <p><b>Total = 70%</b></p>	<b>15%</b>	<b>15%</b>
<b>Division Needs</b>	<p><b>Cost Effectiveness = 20%</b></p> <ul style="list-style-type: none"> <li>Measurement of monetized benefits compared to the project cost to NCDOT, and the jobs created for the region.</li> </ul> <p><b>System Health = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of the volume to capacity ratio, and various measurements of accessibility and connectivity provided by the project via vicinity to points of interest, improvements to statewide rail networks, or employment density.</li> </ul> <p><b>Safety and Suitability = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of potentially hazardous rail crossings.</li> </ul> <p><b>Project Support = 10%</b></p> <ul style="list-style-type: none"> <li>Measurement of outside contributions to the project compared to the cost of the project to the state.</li> </ul> <p><b>Total = 50%</b></p>	<b>25%</b>	<b>25%</b>

Note: Passenger Rail only eligible for Regional Impact and Division Needs.

### Normalization – BOT Approval

**P4.0**

- 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.

**Highways = 90% (minimum)**

**Non-Highways = 4% (minimum)**



## Attachment 4f

### Transportation Advisory Committee

### Action Required

August 12, 2015

**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** Request for NCDOT to conduct a corridor study/vision plan for segments of NC11 and US264, and request construction of those segments.

**Purpose:** Request NCDOT to conduct a corridor study of US264 and certain segments of NC11, and request construction of those segments.

**Discussion:** In item 4c, three highway segments within the MPO were presented to be added into the 2014-2040 MTP. In item 4d, those 3 segments were considered for submittal to NCDOT via their transportation prioritization process. Those segments are:

- NC11, from SW Bypass to Littlefield Rd - upgrade/construct to interstate standard
- NC11/US13, from US264 to Allpine-Taylor Rd - upgrade/construct to interstate standard
- US264, from SW Bypass to MPO Boundary - upgrade/construct to interstate standard

Those segments are the MPO's portion of a larger interstate network vision.

NCDOT's Transportation Planning Branch will begin conducting corridor studies / vision plans for those corridors identified as a Strategic Transportation Corridor (STC) (reference attached map). The 3 corridors mentioned above are eligible for NCDOT vision plan study.

In light of the recent MTP modifications and identified prioritization projects, it is in the MPO's best interest that NCDOT consider these corridors as soon as possible.

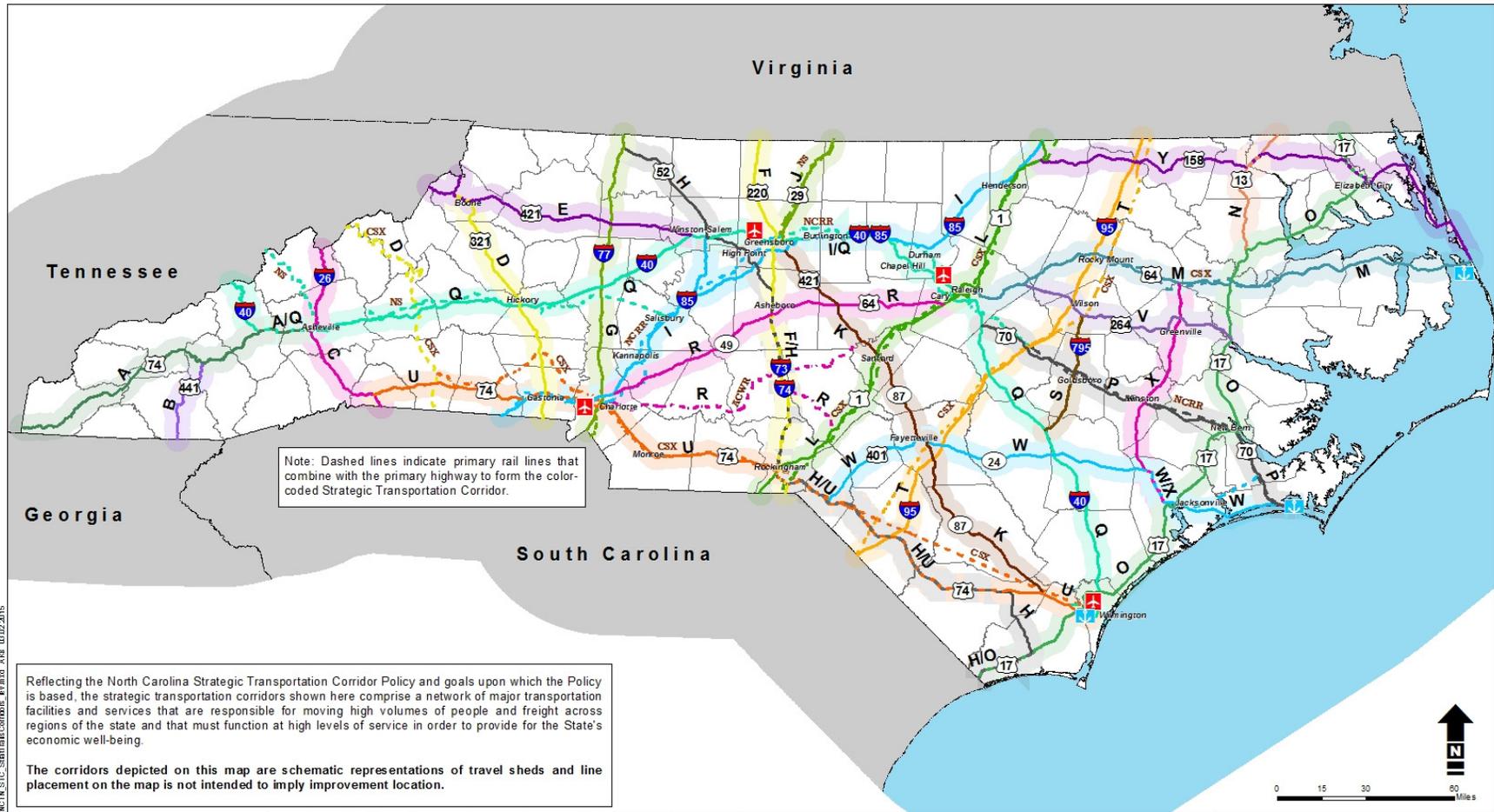
Since the Harvey Parkway (nor its extension to NC11) is not identified on the STC map, the vision plan request is for NC11 from the SW Bypass to US 70, with an alternative to route along the Harvey Parkway and extension to NC11, should that alternative routing be more expeditious in connecting to US70 as an interstate facility.

**Action Needed:** TCC recommend TAC adopt resolution 2015-06-GUAMPO to request NCDOT consider the US264 and NC11 corridor segments as a priority; and request and support construction of those same corridor segments.

#### Attachments:

Strategic Transportation Corridors Map  
 Map of requested priority corridors.  
 Resolution 2015-06-GUAMPO

# Exhibit 1 NC Strategic Transportation Corridors Network



NCTM, STC, SRTB/COMBIE, BY/AM, A/B, 03/22/2015



**NORTH CAROLINA  
TRANSPORTATION  
NETWORK**

MARCH 2015

Source: NCOneMap, NCDOT GIS, ESRI

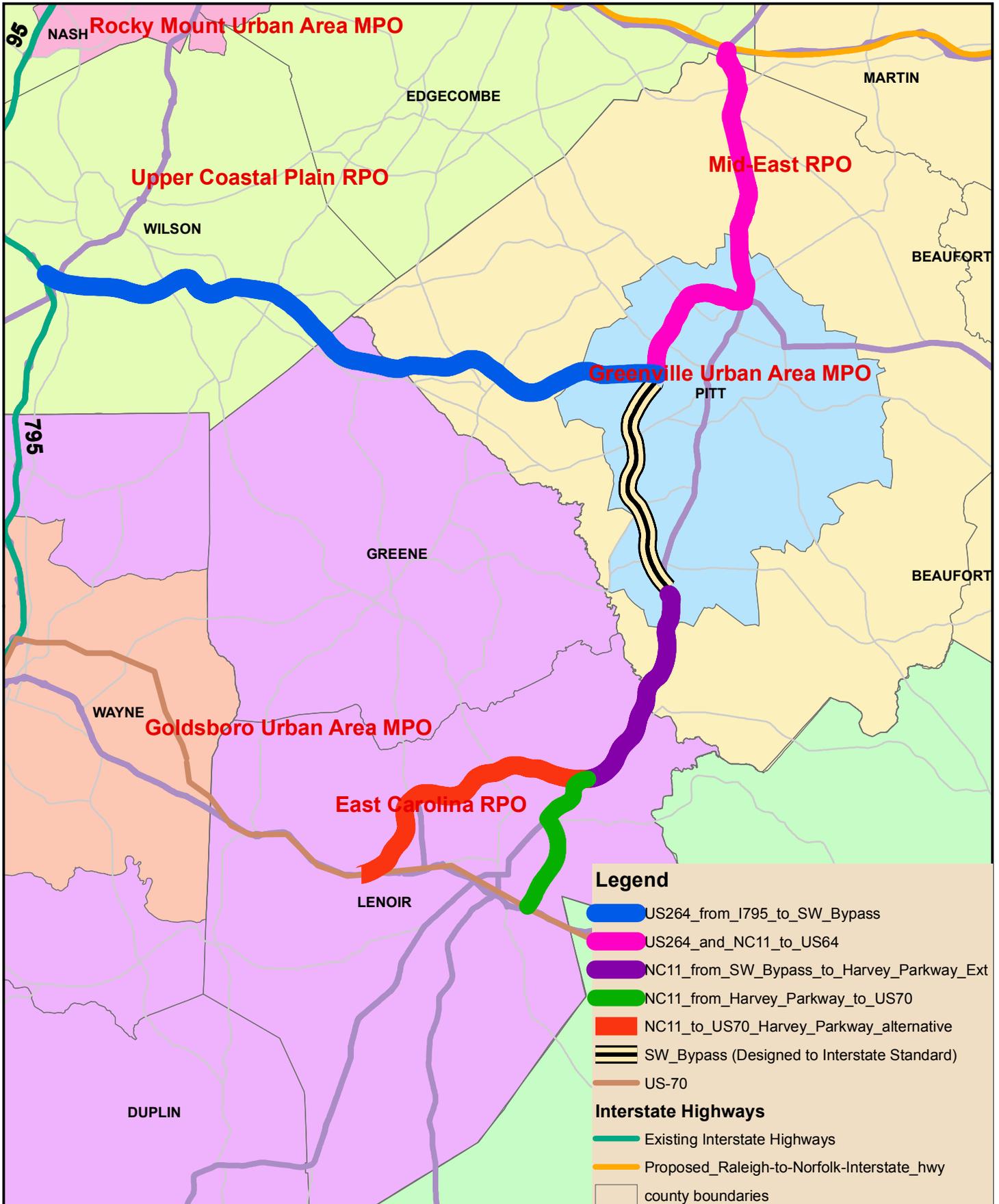
**Strategic Transportation Corridors (solid = highway; dashed = rail)**

<b>Legend</b>	A (US74W)	F (I73/Future I73)	K (US421/NC87)	P (US70E/NCRR)	U (US74W/US74E)
	B (US441)	G (I77)	L (US1)	Q (I40)	V (US264E)
	C (I26/US23)	H (I74/Future I74)	M (I495/US64E)	R (US64W/NC49)	W (US401/NC24/US258)
	D (US321/CSX)	I (I85)	N (US13)	S (I795/US117)	X (US258/NC11/US13)
	E (US421W)	J (US29N/NS)	O (US17)	T (I95/CSX)	Y (US158)

 NC Seaports  
 NC Int'l or Major Freight Airports

**NORTH CAROLINA  
STRATEGIC TRANSPORTATION  
CORRIDORS NETWORK**

# Greenville Urban Area MPO Requested High Priority Vision Plan / Corridor Study routes



**RESOLUTION NO. 2015-06-GUAMPO**

**RESOLUTION REQUESTING NCDOT'S TRANSPORTATION PLANNING BRANCH TO STUDY SEGMENTS OF US264 AND NC11 AND CONSIDER THEM TO BE HIGH PRIORITIES FOR THEIR CORRIDOR STUDY / VISION PLANNING PROCESS AND REQUEST AND SUPPORT CONSTRUCTION TO INTERSTATE STANDARDS**

WHEREAS, NCDOT will begin to study transportation corridors that are included in their Strategic Transportation Corridor Network for the purpose of developing vision plans and/or corridor plans;

WHEREAS, the Greenville Urban Area MPO is highly interested in the following corridors being constructed and/or upgraded to Interstate Highway standard (to connect with SW Bypass):

- 1) US 264 - from I-795 to US264 / SW Bypass Interchange with US264
- 2) US264 and NC11 - from US264 at the northernmost SW Bypass Interchange to NC11 and continuing north along NC11 to US64
- 3) NC11 - from the southern terminus of the SW Bypass project (R-2250) to US70

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has placed within its cost-feasible Metropolitan Transportation Plan segments from the above listed corridors that are within its planning jurisdiction, and intends to seek State and Federal funding for same; and

WHEREAS, the SW Bypass project (R-2250) is fully funded in Fiscal Years 2016-2018 in the 2016-2025 State Transportation Improvement Program and is designed to Interstate Highway standard; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that the following corridors, be considered a high priority for development of vision plans (in the following order):

- 1) US 264 - from I-795 to US264 / SW Bypass Interchange with US264
- 2) US 264 and NC11 - from US264 at the northernmost SW Bypass Interchange north and east along US264 until NC11 and then continuing north along the NC11 corridor to US64
- 3) SW Bypass and then NC11 - from the southern terminus of the SW Bypass project (R-2250) to US70, connecting to US70 by both:
  - a. Harvey Parkway Corridor, between future connection with NC11 to US70.
  - b. NC11 continuing southbound from Harvey Parkway (extension) South along NC11 until NC58, then on new location, south and east of the City of Kinston.

FURTHERMORE, BE IT RESOLVED that the Greenville Urban Area MPO supports and requests these corridors be constructed and upgraded to Interstate Highway Standards, and be identified, signed, marked, and officially known and recognized as Interstate Highways.

**Adopted August 25, 2015.**

ATTEST:

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

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

# Air-Quality Legislation Update



## Overview

### 2014 Proposed Ozone Standards

**Health-based:** 65-70 ppb

**Welfare-based:** 65-70 ppb



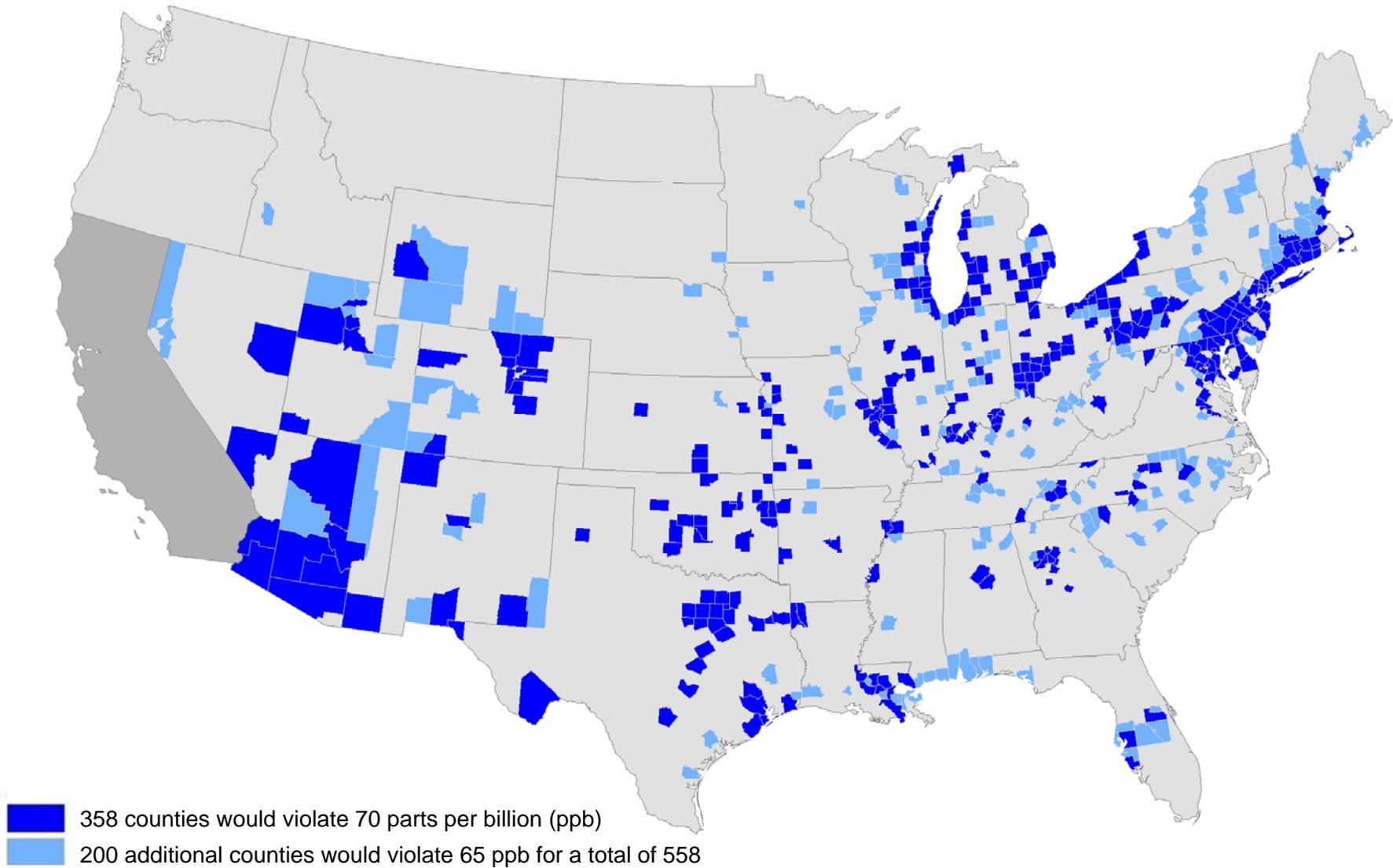
- On November 25, 2014, EPA proposed to strengthen the national ambient air quality standards for ground-level ozone, based on extensive scientific evidence about ozone's effects on public health and welfare.
- The proposed updates will improve public health protection, particularly for children, the elderly and people of all ages who have lung diseases such as asthma.
- The proposed standards reflect strong scientific evidence regarding the harmful effects of ozone on human health and the environment – including more than 1,000 new studies.
  - Decades of scientific research links ozone to asthma attacks, bronchitis, heart attacks and premature death.
  - Elevated ozone levels can make it harder for even healthy people to breathe.
- Existing and proposed federal measures are leading to substantial reductions in ozone nationwide, which will help improve air quality and help many areas meet any revised standard.



## Overview

- The Clean Air Act requires primary standards to be “requisite to protect public health with an adequate margin of safety,” including the health of groups of people considered more at risk.
  - In making this judgment, the EPA Administrator considers factors such as the nature and severity of health effects, the size of the at-risk groups affected, and the degree of certainty and uncertainty in the science.
- The law requires EPA to review the standards every five years.
- EPA is proposing to strengthen the level of both the primary and secondary ozone standards to a level in the range of 65 to 70 ppb to improve public health protection for millions of Americans. The current standard is 75 ppb.
  - A rigorous review of the latest science and advice from the agency’s independent science advisors, the Clean Air Scientific Advisory Committee (CASAC), informed this proposal.
- EPA is also proposing to:
  - update the Air Quality Index (AQI) for ozone; and
  - make certain updates to monitoring and permitting requirements, which will smooth the transition and assure that the public has full information about air quality
- Implementing these standards is a federal, state, and tribal partnership. EPA will continue to do our part to assist states and tribes and streamline implementation. 3

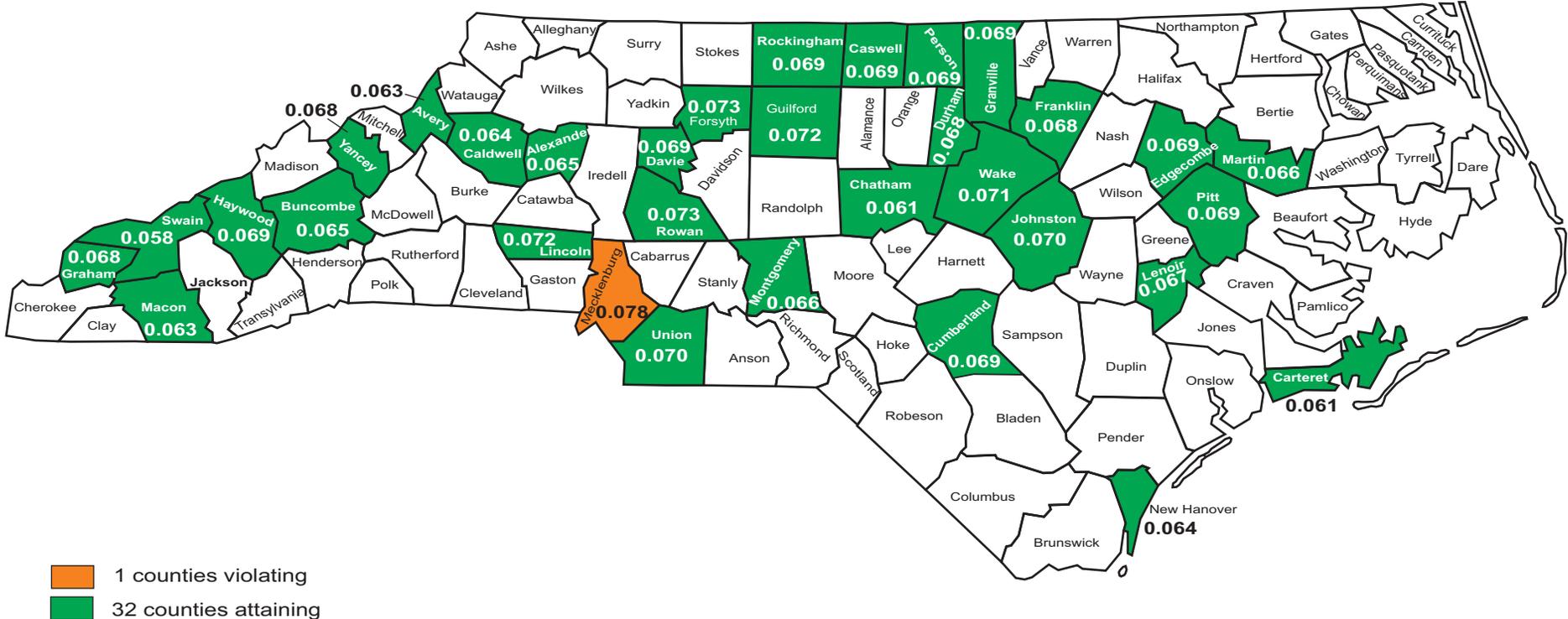
# Counties Where Measured Ozone is Above Proposed Range of Standards (65 – 70 parts per billion)



Based on 2011 – 2013 monitoring data



# North Carolina Counties with 8-Hour Ozone Violations, 2011-2013



- 1 counties violating
- 32 counties attaining

**NOTE:**  
 – additional counties may be involved in emission reduction strategies  
 – nonattainment designations may differ from county boundaries  
 – ozone standard 0.075 ppm





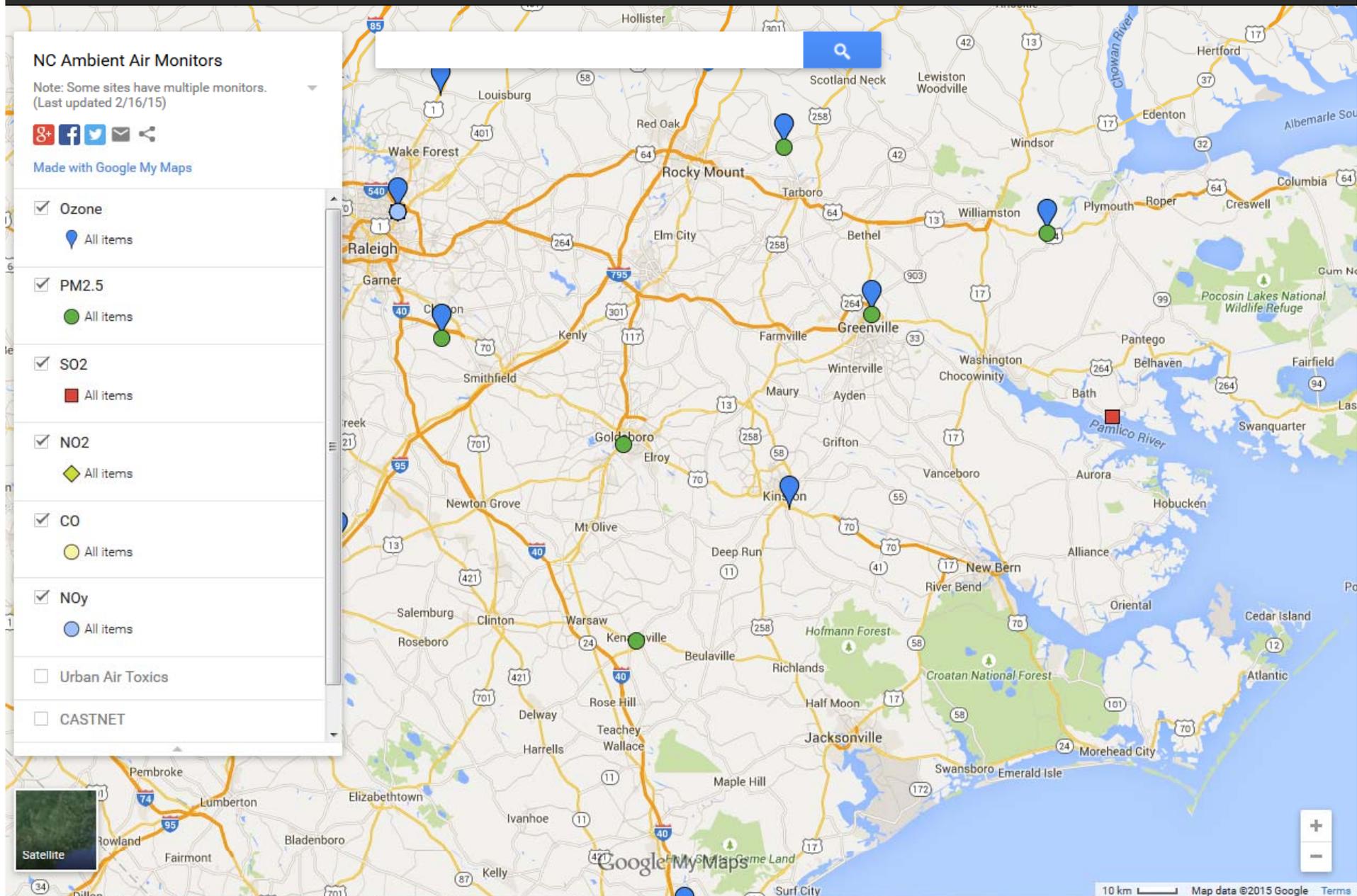
## Ozone NAAQS Review Schedule

- **Proposal** signed on November 25, 2014
- **Public comment period** for 90 days after proposal is published in the Federal Register
  - Comments should be labeled with Docket ID number EPA-HQ-OAR-2008-0699
- **3 Public hearings** will be held in January 2015. More details will be announced in a separate Federal Register notice.
- **Final Rule** to be signed by October 1, 2015
- For more information on the rule and how to comment, go to <http://www.epa.gov/air/ozonepollution/>



## Ozone Standard – History Since 2008 Review

- March 27, 2008: EPA revises primary and secondary ozone standards from 84 ppb to 75 ppb (8-hour average).
- » In 2013, the D.C. Circuit remanded the secondary standard to the Agency for reconsideration because the Agency did not determine what level of protection was requisite to protect the public welfare.
- January 19, 2010: EPA proposes to reconsider the 2008 ozone standard.
- » Change primary standard to within range of 60 to 70 ppb.
  - » Change secondary standard to cumulative seasonal standard within range of 7 to 15 ppm-hours.
- September 2, 2011: January 2010 proposal is withdrawn and EPA focuses on upcoming 5 year review.
- June 19, 2013: Coalition of public health and environmental groups, including Sierra Club and ALA, file lawsuit in federal court asking court to set deadline for action on overdue ozone standards.
- April 29, 2014: U.S. District Court in San Francisco orders EPA to issue new ozone standards (proposal by Dec.1, 2014, final by Oct.1, 2015).



## COURT OPINIONS

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[US Supreme Court](#)

[US Tax Court](#)

[Board of Patent Appeals](#)

## STATE LAWS

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# North Carolina General Statutes § 136-200.4 Additional requirements for metropolitan planning organizations located in nonattainment areas

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Type your legal question here...

(a) Consultation and Single Conformity Plan Required. When an area of the State is designated as non-attainment under the federal Clean Air Act (42 U.S.C. 7401, et seq.) all metropolitan planning organizations with at least twenty-five percent (25%) of their area of jurisdiction located within the boundaries of the nonattainment area shall consult on appropriate emissions reduction strategies and shall adopt a single, unified plan for achieving conformity. The strategies set forth in the unified plan shall be incorporated by each affected metropolitan planning organization into its respective long range transportation plan developed pursuant to 23 U.S.C. 134(g).

(b) Effect of Failure to Adopt Required Plan. If a metropolitan planning organization does not comply with the provisions of subsection (a) of this section within one year after designation of at least twenty-five percent (25%) of the metropolitan planning organization's area of jurisdiction as nonattainment under the federal Clean Air Act (42 U.S.C. 7401, et seq.), the Department shall not allocate any of the following funds to projects within the metropolitan planning organization's area of jurisdiction:

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(1) One hundred percent (100%) State-funded road construction funds.

(2) State matching funds for any road construction or transit capital project.

(3) Federal congestion mitigation and air quality improvement program funds.

(c) Mandatory Evaluation and Report. Each metropolitan planning organization located in whole or in part in areas designated as nonattainment under the federal Clean Air Act (42 U.S.C. 7401 et seq.) shall complete the evaluation process provided for in G.S. 136-200.2 and submit its findings and recommendations to the Department of Transportation within one year of the effective date of designation as nonattainment. A metropolitan planning organization may request and be granted by the Department an extension if the metropolitan planning organization can show cause for the extension. Extensions shall be granted in no more than one year increments. (2000-80, s. 7.)

Sections: [Previous](#) [136-197](#) [136-198](#) [136-199](#) [136-200](#) [136-200.1](#) [136-200.2](#) [136-200.3](#) [136-200.4](#) [136-200.5](#) [136-200.6](#) [136-201](#) [136-202](#) [136-203](#) [136-204 through 136-209](#) [136-210](#) [Next](#)

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*Last modified: August 6, 2008*

## **Transportation Conformity Process**

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

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

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

### ***2. Project List Review (30 days)***

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

### ***3. Transportation Modeling (70 days)***

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

### ***4. Emissions Factors Development (20 days)***

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

### ***5. Emissions Estimation (15 days)***

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

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

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

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

**7. *NCDENR Review (21 days)***

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

**8. *Interagency Consultation Meeting (5 days)***

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

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

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

**10. *Final CDR (15 days)***

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

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

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

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

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

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

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

**14. *Federal Review Process (30 days)***

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

# Federal Transportation Legislation update

July 29, 2015, 03:47 pm

## White House: Obama will sign short-term roads bill

By Jordan Fabian



Getty Images

President Obama would sign a three-month highway funding bill, the White House said Wednesday, though it ripped Republicans in Congress for failing to agree on a long-term solution.

"The unfortunate reality is that, due to inaction, Congress will need to pass this other short-term extension to keep federal funding for the surface transportation system flowing," spokesman Eric Schultz told reporters. "The president would sign that."

Schultz said a "level of distrust" among Republican leaders in Congress has prevented lawmakers from moving forward on a multi-year highway bill.

The White House also bashed GOP leaders for having the "gall" to leave town for August recess without reauthorizing the Export-Import Bank and completing work on a cybersecurity bill.

"They are leaving town early to get a head start on their six-week break," Schultz said. "If you put that side-by-side with their inability to reauthorize Ex-Im Bank, that we are on the precipice of the highway trust fund running out at the height of construction season and that they have the gall to leave town without touching cyber security legislation. We think that's revelatory of their priorities and we think those are misplaced priorities."

House lawmakers are expected to leave Washington after votes on Wednesday, while the Senate will remain in session for another week, when it is expected to pass the stopgap bill to prevent federal highway funding from drying up.

The highway bill is just one measure on a lengthy to-do list Congress will face this fall, including government funding and a vote on the Iran nuclear deal.

Republican leaders in the House and Senate are at odds over highway funding, with leaders in the lower chamber saying they will not consider a six-year bill written by Senate Majority Leader Mitch McConnell (R-Ky.)

The three-month extension is expected to buy time to negotiate a long-term funding bill.

Accepting a short-term highway bill means the Export-Import Bank will lose a vehicle for its charter to be renewed.

The Senate bill includes a provision reauthorizing the bank, which is backed by the White House, Democrats and establishment Republicans but opposed by conservatives in both chambers.

Due to time constraints, Senate GOP leaders said this week the chamber is unlikely to move on a cybersecurity bill, a response to a series of computer hacks on government and corporate networks.

"I'm sad to say I don't think that's going to happen," Senate Majority Whip John Cornyn (R-Texas) **told reporters this week**. "The timing of this is unfortunate."

The House passed companion cyber legislation in April, but the bill has run into roadblocks in the Senate.

## DOT Fact Sheets Highlight Grim State of U.S. Roads and Bridges

WASHINGTON – The Highway Trust Fund is set to expire on July 31. Without action from Congress, federal funding for transportation will come to a screeching halt. And with it, so will traffic in many places across the country.

Over the last six years, Congress has passed 33 short-term measures rather than funding transportation for the long term. And our transportation system --our roads and bridges, especially-- is in a dire state of disrepair because of it. The table of state-by-state road and bridge conditions, shown below, demonstrates this.

Experts agree: The only way to prepare our transportation system for the next generation is to stop this cycle of short-term measures and pass a long-term transportation bill.

### U.S. Road and Bridge Data by State

State	Structurally Deficient / Functionally Obsolete Bridges*	Annual Total Extra Vehicle Repairs / Operating Costs Due to Driving on Roads in Need of Fixing**	Percentage of Roads in Poor / Mediocre Condition**
ALABAMA	3,608 of the 16,078 (22.4%)	\$530 million (\$141 per motorist)	25%
ALASKA	290 of the 1,196 (24.2%)	\$181 million (\$359 per motorist)	49%
ARIZONA	954 of the 7,862 (12.1%)	\$887 million (\$205 per motorist)	52%
ARKANSAS	2,894 of the 12,748 (22.7%)	\$634 million (\$308 per motorist)	39%
CALIFORNIA	6,953 of the 24,955 (27.9%)	\$13.892 billion (\$586 per motorist)	68%
COLORADO	1,438 of the 8,612 (16.7%)	\$1.034 billion (\$287 per motorist)	70%
CONNECTICUT	1,472 of the 4,218 (34.9%)	\$847 million (\$294 per motorist)	73%
DELAWARE	177 of the 864 (20.5%)	\$168 million (\$257 per motorist.	36%
FLORIDA	2,044 of the 12,070 (16.9%)	\$1.792 billion (\$128 per motorist)	26%
GEORGIA	2,600 of the 14,769 (17.6%)	\$374 million (\$60 per motorist)	19%
HAWAII	494 of the 1,125 (43.9%)	\$456 million (\$515 per motorist)	49%
IDAHO	859 of the 4,232 (20.3%)	\$316 million (\$305 per motorist)	45%
ILLINOIS	4,246 of the 26,621 (15.9%)	\$2.4 billion (\$292 per motorist)	73%
INDIANA	4,168 of the 18,953 (22%)	\$1.249 billion (\$225 per motorist)	17%
IOWA	6,271 of the 24,398 (25.7%)	\$756 million (\$381 per motorist)	46%
KANSAS	4,465 of the 25,171 (17.7%)	\$646 million (\$319 per motorist)	62%
KENTUCKY	4,436 of the 14,116 (31.4%)	\$543 million (\$185 per motorist)	34%
LOUISIANA	3,790 of the 13,050 (29%)	\$1.2 billion (\$408 per motorist)	62%
MAINE	2,402 of the 2,402 (32.9%)	\$246 million (\$245 per motorist)	53%

MARYLAND	1,418 of the 5,291 (26.8%)	\$1.598 billion (\$422 per motorist)	55%
MASSACHUSETTS	2,694 of the 5,136 (52.5%)	\$1.461 billion (\$313 per motorist)	42%
MICHIGAN	3,018 of the 11,022 (27.4%)	\$2.534 billion (\$357 per motorist)	38%
MINNESOTA	1,513 of the 13,137 (11.5%)	\$797 million (\$250 per motorist)	52%
MISSISSIPPI	3,636 of the 17,044 (21.3%)	\$811 million (\$419 per motorist)	51%
MISSOURI	6,633 of the 24,350 (27.2%)	\$1.6 billion (\$380 per motorist)	31%
MONTANA	882 of the 5,126 (17.2%)	\$136 million (\$184 per motorist)	52%
NEBRASKA	3,765 of the 15,370 (24.5%)	\$380 million (\$282 per motorist)	59%
NEVADA	253 of the 1,853 (13.7%)	\$391 million (\$233 per motorist)	20%
NEW HAMPSHIRE	790 of the 2,438 (32.4%)	\$267 million (\$259 per motorist)	54%
NEW JERSEY	2,334 of the 6,566 (35.5%)	\$3.476 billion (\$601 per motorist)	66%
NEW MEXICO	654 of the 3,935 (16.6%)	\$397 million (\$291 per motorist)	44%
NEW YORK	6,775 of the 17,442 (38.8%)	\$4.551 billion (\$403 per motorist)	60%
NORTH CAROLINA	5,534 of the 18,168 (30.5%)	\$1.555 billion (\$241 per motorist)	45%
NORTH DAKOTA	966 of the 4,439 (21.8%)	\$112 million (\$237 per motorist)	44%
OHIO	6,647 of the 27,015 (24.6%)	\$1.685 billion (\$212 per motorist)	42%
OKLAHOMA	5,828 of the 22,912 (25.4%)	\$978 million (\$425 per motorist)	70%
OREGON	1,754 of the 7,656 (22.9%)	\$495 million (\$173 per motorist)	65%
PENNSYLVANIA	9,561 of the 22,660 (42.2%)	\$2.947 billion (\$341 per motorist)	57%
RHODE ISLAND	433 of the 766 (56.5%)	\$350 million (\$467 per motorist)	70%
SOUTH CAROLINA	1,920 of the 9,275 (20.7%)	\$811 million (\$255 per motorist)	40%
SOUTH DAKOTA	1,459 of the 5,875 (24.8%)	\$194 million (\$324 per motorist)	61%
TENNESSEE	3,802 of the 20,058 (19%)	\$809 million (\$182 per motorist)	38%
TEXAS	9,998 of the 52,561 (19%)	\$5.27 billion (\$343 per motorist)	38%
UTAH	437 of the 2,974 (14.7%)	\$332 million (\$197 per motorist)	25%
VERMONT	903 of the 2,731 (33.1%)	\$230 million (\$424 per motorist)	45%
VIRGINIA	3,588 of the 13,765 (26.1%)	\$1.344 billion (\$254 per motorist)	47%
WASHINGTON	2,066 of the 7,902 (26.1%)	\$1.349 billion (\$272 per motorist)	67%
WEST VIRGINIA	2,514 of the 7,125 (35.3%)	\$372 million (\$273 per motorist)	47%
WISCONSIN	1,970 of the 14,088 (14%)	\$1.147 billion (\$281 per motorist)	71%
WYOMING	723 of the 3,099 (23.3%)	\$96 million (\$236 per motorist)	47%

\*According to 2013 data from the Federal Highway Administration

\*\*According to the American Society of Civil Engineers 2013 Report Card for America's Infrastructure

Thursday, July 9, 2015



JUL

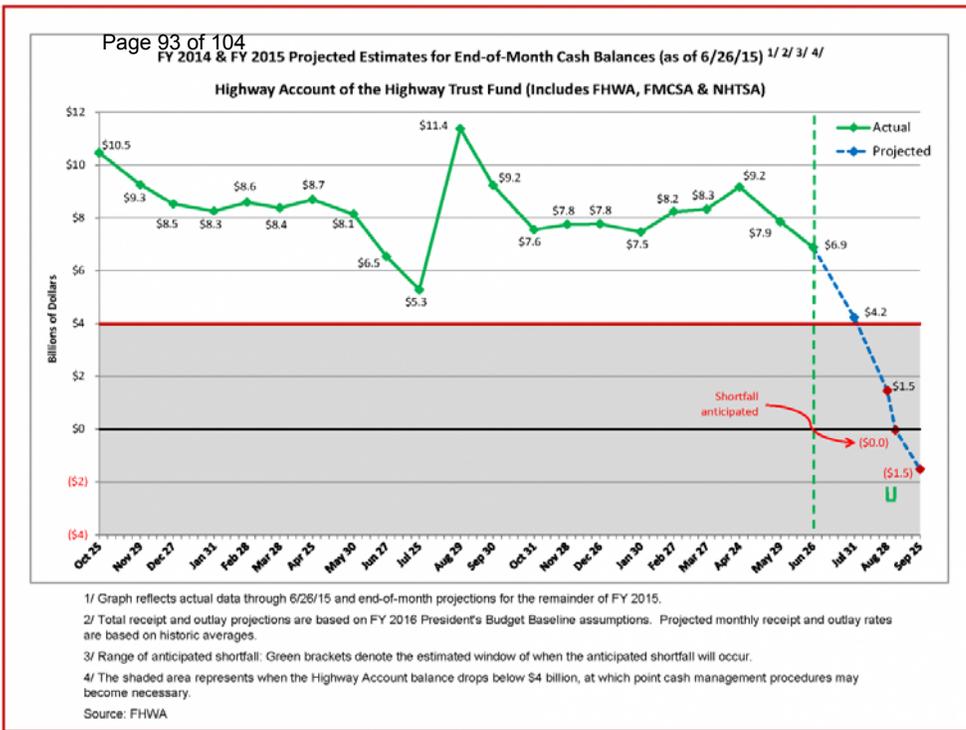
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## DOT updates Highway Trust Fund ticker as deadline, shortfall loom

*Posted by Anthony Foxx*

In June, [we published graphs](#) showing past balances and projected balances for the two Highway Trust Fund accounts, the Highways Account and the Mass Transit Account. Those graphs showed the Highways Account balance quickly approaching *zero* with the Mass Transit Account balance not far behind.

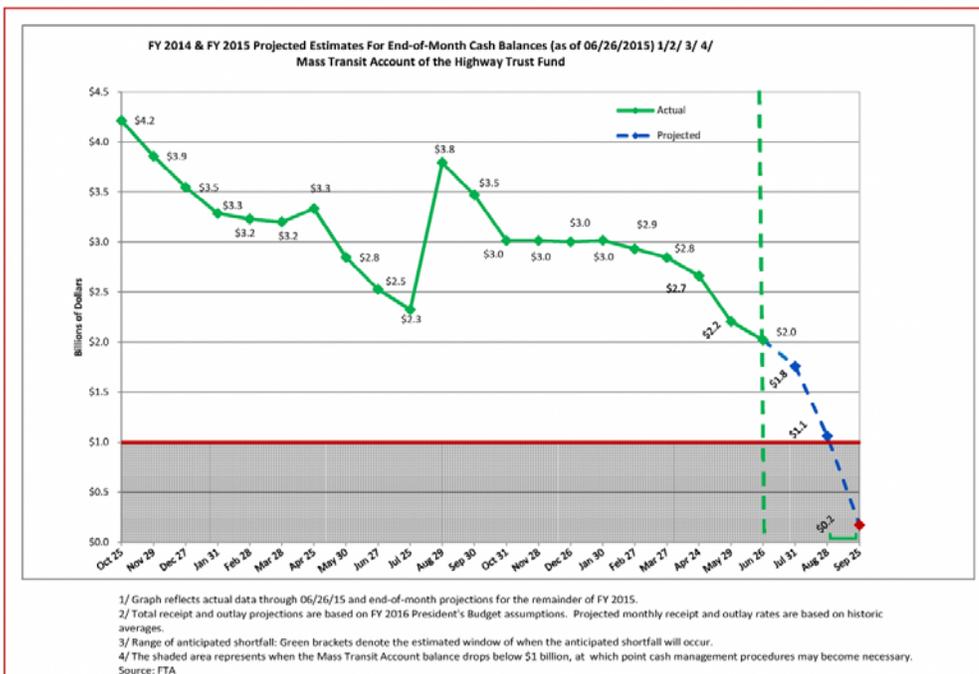
A month later, we've [updated the data for both accounts](#) to reflect June's activity. I'm sorry to report that the situation has not really changed, and both accounts are dwindling fast. In fact, we're nearing the threshold for the Highways Account where we have to institute cash management procedures.



The timing couldn't be worse because summer is the season for road work --whether it's patching potholes; renewing pavement, safety devices, and signage; or working on new projects. And, as more and more of us are finding out each day, America's roads are not in good shape.

Earlier today, [we released fact sheets](#) for every state documenting the percentage of bridges that need major attention, the percent of roads in bad or mediocre condition, and the annual cost to drivers of those maintenance challenges.

As I wrote [here](#) this morning, "It's not a pretty picture."



And the picture for transit isn't great either. Many of our legacy systems are experiencing the same maintenance challenges our roads face. And 45 percent of Americans don't even have access to

With current surface transportation law set to expire by the end of this very month, the time for Congress to act is clearly <sup>Page 94 of 104</sup> ~~now~~. Page 94 of 104

We've sent them a proposal, the [GROW AMERICA Act](#), that would address our road and transit challenges, but GROW can't fix anything unless Congress passes it and sends it to the President's desk for his signature.

Through the entire history of this country, we have been nothing if not a Nation of problem-solvers.

It's time for Congress to live up to that legacy. It's time for a transportation bill that lasts more than a few months and increases investment in our roads, bridges, and transit systems. It's time to GROW.

## Post new comment

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## GROW AMERICA



### GROW AMERICA HIGHLIGHTS

The FY 2016 budget proposes \$478 billion funding for a 6-year surface transportation reauthorization proposal that invests in modernizing our infrastructure.

***Six Years of Funding Certainty*** - So states and local governments can plan

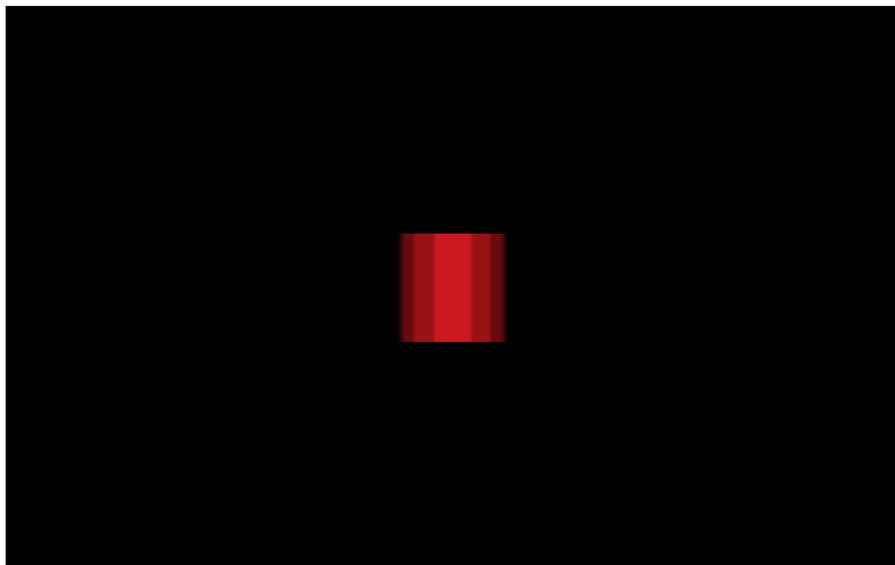
***Increased Investment*** - So we don't just backfill problems – **we innovate**

***Smart Policies*** - So dollars are used more effectively and efficiently

The **GROW AMERICA Act** is a six-year bill that would increase our investment in transportation by 45%.

It will:

- Support millions of American jobs repairing and modernizing our roads. Bridges and railways and transit systems
- Ensure American business can compete effectively in the global economy and grow.
- Increase connections so that more Americans have access to jobs and education
- Will benefit urban, suburban and rural communities



## GROW AMERICA Act: Estimated FY 2016 Federal Highway and Transit Apportionment for: NORTH CAROLINA

NORTH CAROLINA

The **GROW AMERICA Act** is a six-year transportation reauthorization proposal transmitted to Congress by the Administration that provides increased and stable funding for our Nation’s highways, bridges, transit, and rail systems. The **GROW AMERICA Act** will allow States and local governments to effectively plan and start construction on projects that will support millions of good paying jobs over the next several years and improve our economy and global competitiveness.

As displayed in the tables below, the Administration’s proposed **GROW AMERICA Act** would put **more resources into North Carolina’s highway and transit systems** than a scenario of continued short-term patches at flat funding levels:

FY 2016 Federal-Aid Highway Apportionment to North Carolina under Flat Funding	Estimated FY 2016 Federal-Aid Highway Apportionment to North Carolina under the Administration’s GROW AMERICA Act
\$1,014,526,299	\$1,235,245,935

FY 2016 Federal Transit Administration Apportionments and Allocations to North Carolina under Flat Funding	Estimated FY 2016 Federal Transit Administration Apportionments and Allocations to North Carolina under the Administration’s GROW AMERICA Act
\$113,786,146	\$175,447,656

**INFRASTRUCTURE NEEDS:**

According to 2013 data, the *Federal Highway Administration* has determined that:

- 5,534 of the 18,168 bridges in North Carolina (30.5%) are considered **structurally deficient** or **functionally obsolete**.

According to the *American Society of Civil Engineers* 2013 Report Card statistics:

- Driving on roads in need of repair costs North Carolina motorists \$1.555 billion a year in extra vehicle repairs and operating costs – **\$241 per motorist**.
- 45% of North Carolina’s roads are in **poor** or **mediocre condition**.

Podcast | Transit | Bike/Ped | Smart Growth

Tuesday, June 23, 2015

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# Inhofe's DRIVE Act — Not as Big a Disaster as You Might Think

by Tanya Snyder

Search

No, the Senate Environment and Public Works Committee's new six-year bill, obnoxiously named the DRIVE Act (Developing a Reliable and Innovative Vision for the Economy) [PDF], won't usher in a more enlightened era of federal transportation policy. But neither would it be a significant step backward. And with the realization setting in that further extensions of current law might be impossible, the DRIVE Act could actually become the nation's first long-term transportation authorization in a decade.



Sen. Barbara Boxer unveils another stab at a long-term transportation authorization bill — this time as a member of the minority party. Photo: [Ali Weinberg/Twitter](#)

As Brad relayed in his post this morning, the "big takeaway" from the new bill, according to the League of American Bicyclists, is that it "is not a coherent vision of the future, or even of the present." True that.

Note that this bill does not include the transit title — it's up to the Banking Committee to draft that.

What the bill does, mainly, is continue existing policies related to streets and highways — meaning it's not the nightmare you might have expected under the chairmanship of climate denying Oklahoma Senator James Inhofe. When you look closely, the DRIVE Act actually makes some improvements at the margins. Here are a few examples:

**Design Standards:** The bill explicitly sanctions the use of the NACTO street design guide along with the old FHWA and AASHTO engineering manuals. The NACTO guide includes designs that are much more appropriate for city streets where people outside of cars need safe and reliable transportation option.

The bill also states that a local jurisdiction can use a different roadway design guide than its state DOT uses, if the locals are the project sponsor. Anything that makes it easier for cities to circumvent obstructionist DOTs is a good idea.

**Complete Streets:** A tiny word change from "may" to "shall" strengthens the directive for states and MPOs to design streets for all users, not just motorists, when doing road work.

**Local Control:** MAP-21 says local agencies, not state DOTs, get to spend half of each state's Transportation Alternatives Program (TAP) funds, which support biking and walking projects, among others. The Bike League wanted that to be two-thirds. The DRIVE Act allocates all TAP funds to local jurisdictions — with the caveat that the state can take away half of it at any time. So, not exactly a step forward in places with voracious state DOTs.



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And, although it's a bummer to see a six-year bill keep TAP funding at such low levels (\$850 million a year), at least it side-stepped attacks like the House's DRIVE Act (that one stood for "Developing Roadway Infrastructure for a Vibrant Economy"), which sought to eliminate TAP altogether.

The DRIVE Act also increases the share of Surface Transportation Program funds that get allocated to local and regional agencies — which tend to spend more wisely than state DOTs — from 50 percent to 55 percent.

**Transit-Oriented Development Eligible for TIFIA Loans:** MAP-21 ballooned the TIFIA loan program from \$122 million to \$1 billion. This bill would trim it back down to \$650 million and add eligibility for transit-oriented development projects. And though TIFIA is usually reserved for big projects costing \$50 million and up, the threshold was lowered to \$10 million for TOD projects.

So what happened the other \$350 million from TIFIA? The committee put it into a new program called AMP (Assistance for Major Projects). AMP contains an indefensible provision that no more than 20 percent can go to multimodal projects. Because, of course, infrastructure for cars is clearly the answer 80 percent of the time.

**Performance Measures:** There's actually nothing new here. I'm just including this category to call attention to the fact that while MAP-21 supposedly ushered in a new day of data-based accountability, the DRIVE Act barely breathes a word about performance measures except to offer some support to states that are struggling with data collection. A more robust follow-up to MAP-21's dive into performance measurement could have made transportation policy more responsive to 21st century mobility needs instead of 20th century politics.

As James Corless of Transportation for America said in a statement this morning, "The next surface transportation authorization should improve transparency and accountability, and focus on how we pick transportation projects and measure the success of those investments." While the bill has some minute gains for transportation, it doesn't come close to meeting that goal.

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Where Is the Bottom? American Continue to Drive Less and L Page 98 of 104

**H.R.1461 - DRIVE Act of 2015**114th Congress (2015-2016) | [Get alerts](#)**BILL** [Hide Overview](#)

**Sponsor:** [Rep. Massie, Thomas \[R-KY-4\]](#) (Introduced 03/19/2015)

**Committees:** House - Transportation and Infrastructure; Ways and Means

**Latest Action:** 03/20/2015 Referred to the Subcommittee on Highways and Transit.

**Tracker:**

**Introduced** Passed House Passed Senate To President Became Law

**More on This Bill**

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**Subject — Policy Area:**

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[Summary \(1\)](#)[Text \(1\)](#)[Actions \(5\)](#)[Titles \(3\)](#)[Amendments \(0\)](#)[Cosponsors \(7\)](#)[Committees \(2\)](#)[Related Bills \(1\)](#)**Summary: H.R.1461 — 114th Congress (2015-2016)**[All Bill Information](#) (Except Text)

There is one summary. [Bill summaries](#) are authored by [CRS](#).

**Shown Here:**

Introduced in House (03/19/2015)

**Developing Roadway Infrastructure for a Vibrant Economy Act of 2015 or the DRIVE Act of 2015**

Amends the Internal Revenue Code to terminate, on September 30, 2015, the authority of the Department of Transportation (DOT) to make certain transfers to Mass Transit Account. Directs DOT to transfer, on October 1, 2015, all amounts in the Mass Transit Account to the Highway Account.

**Repeals:**

- the transportation alternatives program;
- the prohibition against approval of federal-aid highway projects or regulatory actions that will result in the severance of an existing major route or have significant adverse impact on the safety for nonmotorized transportation traffic and light motorcycles, unless the project or action provides for a reason alternative route or such a route exists;
- the authorization for states to use certain funds for construction of pedestrian walkways and bicycle transportation facilities; and
- the requirement that a state set-aside a specified amount of its apportionment of surface transportation program funds for off-system bridges (those not a federal-aid highway).

Defines "transportation alternatives" as any of the following activities when carried out as part of an authorized or funded federal-aid highway program or project as an independent program or project related to surface transportation for the construction, planning, and design of: (1) transportation projects to achieve compliance with the Americans with Disabilities Act of 1990; or (2) infrastructure-related projects and systems that will provide safe routes for nondrivers, including children, older adults, and individuals with disabilities to access daily needs.

Eliminates the requirement that statewide transportation plans and statewide transportation improvement programs provide for the development of accessible pedestrian walkways and bicycle transportation facilities.

July 21, 2015, 06:35 pm

## Cruz threatens to tie Iran deal to highway bill

By Jordain Carney



Getty Images

Sen. Ted Cruz is planning to use a highway funding bill to add sink a long-term Iran nuclear deal reached earlier this month.

The Texas Republican, who is running for president, will offer an amendment to the **bipartisan, six-year roads bill** that "ensures no Iranian nuclear deal unless Iran recognizes Israel and frees American hostages," his office said on Tuesday.

The Senate passed legislation earlier this year that allows them to review and vote the White House's final nuclear bargain with Iran. But, at the time, lawmakers rejected a Republican-led push to require Tehran to publicly support Israel and release three Americans currently being held.

Democrats, and the administration, argued that while the two provisions are important, they are separate issues. The measures also likely would have derailed negotiations on the long-term deal because Iran would have rejected them.

According to a copy of Cruz's amendment provided to The Hill, Obama will be prohibited from lifting or reducing statutory sanctions until Iran has met the two requirements.

Cruz and many other Senate Republicans have been vocally critical of the deal on Iran's nuclear program, reached earlier this month.

President Obama on Tuesday said that the administration is "not going to relent" on getting the three Americans released, or on trying to get the Iranian government to help locate former FBI agent Robert Levinson.

But Cruz slammed the White House, saying that it hasn't gone far enough.

"President Obama, John Kerry, Hillary Clinton couldn't even be bothered to say before we even begin a conversation, release four hostages currently languishing in a hell hole," he said. "Those four hostages have been abandoned by the federal government."

The Texas Republican went a step further, suggesting that the Iran nuclear deal could lead to "tens of millions of Americans dying."

"The projections are that one nuclear head in the atmosphere over the Eastern seaboard could result in tens of millions of Americans dying," he told reporters, when asked what the greatest risk of the deal was. "That's what is at risk... that millions of Americans will be murdered by radical theocratic zealots."



## Bill filed to eliminate the gas tax



Getty Images

By Keith Laing - 06/10/15 05:50 PM EDT

A bill filed by Sen. Mike Lee (R-Utah) and Rep. Ron DeSantis (R-Fla.) would gradually eliminate the gas tax that is used to pay for federal transportation projects.

The measure, which has been dubbed the Transportation Empowerment Act (TEA), would lower the gas tax that currently pays for most federal transportation projects from 18.4 cents per gallon to 3.7 cents in five years.

During the same time period, the bill would transfer authority over federal highways and transit programs to states and replace current congressional appropriations with block grants.

The concept, commonly referred to by transportation observers as “devolution,” is popular with staunch conservatives who argue that development of road and transit infrastructure should be left up to states.

“The federal government’s Highway Trust Fund is broke and another year of band aid funding is not going to fix it,” Lee said in a statement. “The Interstate Highway System was completed decades ago, drivers are buying less gas, and the federal government has wasted far too much money on non-highway projects. It is just an outdated system that is long overdue for reform.”

“American communities face a variety of transportation needs and it makes little sense to have Washington, DC serve as a bureaucratic middleman for basic projects,” DeSantis added. “I am proud to join with Sen. Lee and offer modern reforms to our nation’s transportation policy through the Transportation Empowerment Act. Giving states the flexibility to tackle their own infrastructure needs will lower costs while improving responsiveness to the problems unique to each community.”

Lee has offered the proposal to eliminate the federal gas tax **before**, but it has been opposed by Democrats and Republican leaders in both chambers who have sought to quash talk of devolution during transportation funding debates this year.

Opponents of the proposal to eliminate the federal gas tax typically argue that the federal government is best suited to handle transportation infrastructure that runs between states, like highways.

Lee offered a different take after reintroducing the TEA Act on Wednesday.

“Our bill would update today’s broken infrastructure funding system by slowly cutting the federal gas tax, thus giving states the opportunity to better identify which projects need funding and how to fund them,” he said. “By cutting out the bureaucratic middle man in Washington, states will be able to keep more of their infrastructure dollars at home where they belong and they will be able to avoid the costly and often duplicative federal regulations that can bring any infrastructure project to a screeching halt.”

The introduction of the devolution measure comes as lawmakers are grappling with a shortfall in transportation spending that is estimated to be about \$16 billion per year.

The current transportation funding legislation, which is set to **expire** on July 31, includes about \$50 billion in annual spending on road and transit projects.

The 18.4-cents-per-gallon federal gas tax only brings in about \$34 billion per year. Lawmakers have filled the gap in recent years by turning to other parts of the federal budget, but they could only cobble together a two-month extension when the transportation funding deadline came up last month.

Transportation advocates have for pushed for a **gas tax increase** to pay for a longer infrastructure measure. They point out the federal gas tax has not been increased, or even indexed to inflation, since 1993.

Lawmakers have been reluctant to ask drivers to pay more at the pump, and Republicans in particular have ruled out an increase this year.

**TAGS: Mike Lee, Ron DeSantis, Highway Trust Fund, Gas Tax, Highway bill, MAP-21 Reauthorization, Devolution**

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## H.R.2609 - Right-of-Way for American Drivers Act of 2015

114th Congress (2015-2016) | [Get alerts](#)

**BILL** Hide Overview

**Sponsor:** [Rep. Johnson, Sam \[R-TX-3\]](#) (Introduced 06/02/2015)

**Committees:** House - Transportation and Infrastructure

**Latest Action:** 06/03/2015 Referred to the Subcommittee on Highways and Transit.

**Tracker:**

Introduced | Passed House | Passed Senate | To President | Became Law

### More on This Bill

[Constitutional Authority Statement](#)

Summary (1) | **Text (1)** | Actions (3) | Titles (2) | Amendments (0) | Cosponsors (3) | Committees (1) | Related Bills (0)

### Text: H.R.2609 — 114th Congress (2015-2016)

[All Bill Information](#) (Except

There is one version of the bill.

Text available as: XML/HTML | [XML/HTML \(new window\)](#) | [TXT](#) | [PDF](#)

**Shown Here:**

Introduced in House (06/02/2015)

114TH CONGRESS  
1ST SESSION

# H. R. 2609

To amend title 23, United States Code, to repeal the transportation alternatives program, and for other purposes.

## IN THE HOUSE OF REPRESENTATIVES

JUNE 2, 2015

Mr. SAM JOHNSON of Texas (for himself and Mrs. HARTZLER) introduced the following bill; which was referred to the Committee on Transportation and Infrastructure

## A BILL

To amend title 23, United States Code, to repeal the transportation alternatives program, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

### SECTION 1. SHORT TITLE.

This Act may be cited as the “Right-of-Way for American Drivers Act of 2015”.

### SEC. 2. REPEAL OF TRANSPORTATION ALTERNATIVES PROGRAM.

(a) IN GENERAL.—The following provisions of title 23, United States Code, are repealed:

(1) Section 101(a)(29).

(2) Section 133(b)(11).

(3) Section 213 (and the item relating to that section in the analysis for chapter 1).

(b) APPLICABILITY.—The repeals made by subsection (a) shall apply to fiscal years beginning after the date of enactment of this Act.

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## S.1544 - Jurassic Pork Act

114th Congress (2015-2016) | [Get alerts](#)

**BILL** [Hide Overview](#)

**Sponsor:** [Sen. Flake, Jeff \[R-AZ\]](#) (Introduced 06/10/2015)  
**Committees:** Senate - Appropriations  
**Latest Action:** 06/10/2015 Read twice and referred to the Committee on Appropriations.

**Tracker:**

**Introduced** | Passed Senate | Passed House | To President | Became Law

**Subject — Policy Area:**  
Transportation and Public Works  
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Summary (0)	<b>Text (1)</b>	Actions (1)	Titles (2)	Amendments (0)	Cosponsors (2)	Committees (1)	Related Bills (0)
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### Text: S.1544 — 114th Congress (2015-2016)

[All Bill Information](#) (Except

There is one version of the bill.

**Text available as:** XML/HTML | [XML/HTML \(new window\)](#) | [TXT](#) | [PDF](#)  
**Shown Here:**  
Introduced in Senate (06/10/2015)

114TH CONGRESS  
1ST SESSION

# S. 1544

To rescind unused earmarks provided for the Department of Transportation, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JUNE 10, 2015

Mr. FLAKE introduced the following bill; which was read twice and referred to the Committee on Appropriations