

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

Wednesday, October 16, 2024 at 1:30 p.m.
Conference Room 204, Greenville Municipal Building
201 W 5th St, Greenville, NC 27858.

Actions to be taken in bold italics

1) TCC Roll Call and Determination of Quorum

2) TCC Approval of the Agenda; *approve*

3) TCC Approval of June 26th, 2024 TCC Minutes; *approve* (pg.3)

4) Public Comment Period

5) Regular Agenda

- a) 2024-2033 Metropolitan Transportation Improvement Program Amendment #5 – *approve*** (pg.9-18)
 - *Presented by Lisa Kirby*
- b) FY2025 Planning Work Program (PWP) Amendment #1 – *approve*** (pg.19-21)
 - *Presented by Jeff Rashko*
- c) 2050 Greenville Urban Area Metropolitan Transportation Plan Amendment – *approve*** (pg.22-30)
 - *Presented by Kristina Whitfield*
- d) 5310 Letter of Support for Pitt County Council on Aging – *approve*** (pg.31-32)
 - *Presented by Lisa Kirby*
- e) SPOT P7.0 Regional Scoring and Division Local Input Point Assignment – *approve*** (pg.33-41)
 - *Presented by Jeff Rashko*
- f) Washington-Greenville Greenway Feasibility Study Resolution – *approve*** (pg.42-44)
 - *Presented by Sam Singleton*

6) Other Discussion Items

- a) Final 2024-STIP Priorities Ranking – *discussion*** (pg.45-49)
 - *Presented by Lisa Kirby*
- b) Updates/Announcements (pg.50)**
 - Division 2 - Len White (pg.51-56)
 - Integrated Mobility Division – Ashley Rodgers (pg.57-58)
 - MPO Staff Updates – Lisa Kirby

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

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

8) Adjourn Meeting –

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

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

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

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

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.



Attachment 3

Technical Coordinating Committee

Action Required

October 16, 2024

TO: Technical Coordinating Committee
FROM: Jeffery Rashko, Planner I (Transportation)
SUBJECT: Minutes from the June 26th, 2024 TCC Meeting

Purpose: To review and approve the minutes of the June 26th TCC meeting.

Discussion: The draft minutes from the June 26th TCC meeting are attached for review and approval.

Action Needed: Adopt the June 26th, 2024 meeting minutes.

Attachments: *Draft June 26th TCC meeting minutes*

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE MINUTES
JUNE 26, 2024**

Members of the Technical Coordinating Committee of the Greenville Urban Area Metropolitan Planning Organization met on the above date at 1:30 p.m. in person at 201 West Fifth Street, conference room 204. Lisa Kirby, TCC Chairperson, called the meeting to order. The following attended the meeting:

Lisa Kirby, City of Greenville
Ken Graves, City of Greenville
Les Everett, City of Greenville
Rik DiCesare, City of Greenville
Elizabeth Stalls, City of Greenville
Jonas Hill, Pitt County
Anthony Bowers, Town of Winterville
Stephen Penn, Town of Winterville
Ben Rogers, Pitt County

Misty Chase, Pitt Area Transit
Jim Evans, NCDOT
Ashley Rodgers, NCDOT
Len White, NCDOT
Roham Lahiji, NCDOT
Jeremy Stroud, NCDOT
Sam Singleton, Mid-East Commission
William Bagnell, ECU

OTHERS PRESENT:

Rachel Manning, City of Greenville
Eliud De Jesus, Greenville Urban Area MPO
Jeff Rashko, Greenville Urban Area MPO
Will Anderson, Kimley-Horn
Nathaniel Heyward, Kimley-Horn
Mary Archibald
Heather Lane
Liam Hogan-Rivera, NCDOT
Soon Chung

I. ROLL Call

Rachel Manning called the roll and established a quorum.

II. APPROVAL OF AGENDA

A motion was made by Rik DiCesare to approve the agenda for the TCC. A second was made by Jonas Hill, and the motion passed unanimously.

III. APPROVAL OF MINTUTES

A motion was made by Anthony Bowers to approve the minutes of the March 13,2023 meeting. A second was made by Jonas Hill, and the motion passed unanimously.

IV. PUBLIC COMMENT PERIOR

There were no public comments.

V. REGUALR AGENDA

A. 2024-2033 Transportation Improvement Program (TIP) Amendment #4

Eliud De Jesus presented the amendment to the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (TIP) and requested recommendation to the Transportation Advisory Committee for approval.

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

A motion was made by Les Everett to recommend the TIP amendment to the Transportation Advisory Committee for approval. A second was made by Rik DiCesare and the motion passed unanimously.

B. Statewide Transportation Improvement Program (STIP) amendment request, addition of Carbon Reduction Program projects

Eliud De Jesus presented the amendment request of the Statewide Transportation Improvement Program (STIP) for review and requested recommendation to the Transportation Advisory Committee for approval. The STIP amendment is to add the Carbon Reduction Program projects as developed by the combined efforts of local agencies in coordination with Greenville Urban Area MPO Staff and NCDOT.

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

CRP funds are available for obligation for 3 years after the last day of the fiscal year for which the funds are authorized (See 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years. The federal share for CRP-funded projects is 80%, and a 20% non-federal match is required for projects. Greenville Urban Area MPO is a non-TMA area and must consult with NCDOT on which projects are selected to ensure eligibility.

A motion was made by Anthony Bowers to recommend the STIP amendment to the Transportation Advisory Committee for approval. A second was made by Jonas Hill, and the motion passed unanimously.

C. Review Prioritization 7.0 Scoring & Regional Impact Local Input Points Assignment

Eliud De Jesus presented the update on funding availability for Prioritization 7.0, and the SPOT Statewide and Regional projects scoring. Upon review of the Regional Local Input Point Assignment for unfunded projects within the Greenville Urban Area MPO’s planning area, he requested the committee recommend to the Transportation Advisory Committee for approval.

In October 2023, Greenville Urban Area MPO staff submitted projects into Prioritization 7.0 for potential federal funding. The committee reviewed and approved the list of projects submitted by GUAMPO Staff at the Joint Governing Meeting on September 13, 2023. From October 2023 to May 2024 the NCDOT SPOT Unit has been analyzing projects and compiling quantitative scores. On May 24, 2024, GUAMPO staff received an update on the finalized prioritization

schedule, the funding availability, and the quantitative scores and programming for the statewide projects. The updated funding availability for P7.0 is lower than the numbers provided to the TCC in September, totals are: Statewide: \$1.03B, Region B: -\$32M, & Division 2: -\$85M. As a result no new projects from P7.0 will be funded and committed projects will be delayed, some of which may be de-committed.

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

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

A motion was made by Rik DiCesare to recommend Prioritization 7.0 to the Transportation Advisory Committee for approval. A second was made by Les Everett, and the motion passed unanimously.

D. Greenville Urban Area Travel Demand Model Approval

Eliud De Jesus presented the Greenville Urban Area Travel Demand Model and requested the Technical Coordinating Committee recommend to the Transportation Advisory Committee for approval.

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

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

Since beginning the process in 2023, MPO and NCDOT have spent significant time collecting the data sets of the current base year and projected future year household and employment figures for the model. Trend data are critical inputs to model functionality. NCDOT's Model Unit has provided a calibration sheet that contains targets and model

values. For the "targets" vs. "model value" columns, the targets/expected ranges for each metric are based on household surveys (can be local or based on data/surveys of similar areas tweaked for the region) or from model development guidelines by FHWA. The model value column is the model output of the new GUAMPO travel demand model.

A motion was made by Jonas Hill to recommend the Greenville Urban Area Travel Model to the Transportation Advisory Committee for approval. A second was made by Rik Dicesare and the motion passed unanimously.

E. Greenville Urban Area 2050 Metropolitan Transportation Plan Adoption

Will Anderson and Nathaniel Heyward from Kimley Horn presented the MTP 2.0 and requested recommendation to the Transportation Advisory Committee the adoption of the visual core section of the plan.

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

A motion was made by Len White to recommend the MTP to the Transportation Advisory Committee for adoption. A second was made by Rik Dicesare and the motion passed unanimously.

VI. OTHER DISCUSSION ITEMS

A. Review of Prioritization 7.0 Division Needs Level Project Scoring –

Eliud De Jesus presented the Division Needs Projects for review and discussion.

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

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

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

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

B. Updates/Announcements

1. Division 2 – Len White

Len White gave a brief progress report on road construction within the area and opened the floor for questions and answers.

2. Transportation Planning Division – Ashley Rodgers

Ashley Rodgers present the TPD newsletter as information and opened the floor for questions and answers.

3. MPO Staff Updates

There were no updates to discuss.

VII. UPCOMING MPO MEETING SCHEDULE

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

VIII. ADJOURN MEETING

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

Respectfully submitted,

Rachel Manning, Secretary

Technical Coordinating Committee



Attachment 5a

Technical Coordinating Committee

Action Required

October 16, 2024

TO: Technical Coordinating Committee
FROM: Jeffery Rashko, Planner I (Transportation)
SUBJECT: 2024-2033 Metropolitan Transportation Improvement Program (MTIP)
Amendment #5

Purpose: To recommend the TAC to amend the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP) to modify existing projects.

Discussion: There are a total of 12 amendments to the MTIP since the last meeting. There are 3 additions, 3 modifications and 4 deletions made. Within this MTIP amendment, the 3 statewide additions and deletions are the changing of STIP ID's for various bridge inspection programs. The one statewide modification is for a subsidy for an intermodal rail service between the port of Wilmington and Charlotte. Although this project isn't in our area, because this modification was marked as a federal amendment, we are required to include it. On the Regional and Division level, the two of the three modifications were delays on rail crossing (Crossings at 14th St. and Greenville Blvd.) safety projects from FY24 to FY25 to allow for additional time for planning and design. Additionally, final modification and one deletion in this amendment involves projects U-5785 and U-5870 which are both projects for Firetower Road. The modification made to project U-5785 is to include the entire scope of work for project U-5870. This inclusion also delays utilities from FY25 to FY27, with construction coming in FY30. As a result of project U-5785 including both scopes of work, U-5870 is slated for deletion. Additionally, Project BO-2418, which was the North-South Connector, which constructed a greenway/sidepath using existing road and sidewalk, has delayed Right of Way from FY24 to FY26, and Construction from FY25 to FY26. Below is a list of all the projects and their amendments.

Statewide Amendments

Additions:

Various, bridge inspection program inspections.

HB-0099A – Statewide Category – Engineering - \$234,000,000

- Add project. Replaces STIP ID HB-9999A

Various, bridge inspection program structure inventory and appraisal.

HB-0099B – Statewide Category – Engineering - \$5,400,000

- Add project. Replaces STIP ID HB-9999B

Various, bridge inspection program analysis.

HB-0099C – Statewide Category – Engineering - \$23,400,000

- Add project. Replaces STIP ID HB-9999C

Modifications:

Queen city express, Wilmington to Charlotte. Subsidy for intermodal rail service between port of Wilmington and Charlotte.

C-5600VA – Statewide Category – Engineering - \$250,000

- Add project at the request of rail and port divisions. Add operations funds in FY 25.

Deletions:

Various, bridge inspection program inspections.

HB-9999A – Statewide Category – Engineering - \$234,000,000

- Add project. Replaced by STIP ID HB-0099A

Various, bridge inspection program structure inventory and appraisal.

HB-9999B – Statewide Category – Engineering - \$5,400,000

- Add project. Replaced by STIP ID HB-0099B

Various, bridge inspection program analysis.

HB-9999C – Statewide Category – Engineering - \$23,400,000

- Add project. Replaced by STIP ID HB-0099C

Division Amendments

Modifications:

Fourteenth St. (SR 1704), CLNA crossing 465488D in Greenville. Construct safety Improvements.

RX-2002B – Division Category – Construction - \$345,000

- To allow additional time for planning and design, delay construction from FY24 to FY25.

Greenville Blvd. (US264 ALT), CLNA crossing 465489K in Greenville. Construct safety improvements.

RX-2002C – Division Category – Construction - \$345,000

- To allow additional time for planning and design, delay construction from FY24 to FY25.

Firetower Rd. (SR 1708)/Portertown Rd. (SR 1726), West of East Arlington Blvd to NC 33 (East 10th St.) In Greenville. Widen to four lanes.

U-5785 – Division Category – Right-of-Way, Utilities, & Construction - \$114,401,000

- Modify scope of project to include U-5870. Cost increase exceeding \$2 million and 25% threshold. To reflect latest delivery schedule, delay utilities from FY25 to FY27.

North-South Connector, construct greenway / sidepath using existing road and sidewalk along North Greene St. from 1st street to Mumford Rd in Greenville.

BO-2418 – Division Category – Engineering, Right-of-Way, Utilities, & Construction - \$4,000,000

- To reflect latest project delivery schedule, delay right-of-way from FY24 to FY26 and construction from FY25 to FY26. HP funds represent federal earmark funds.

Deletions:

Firetower Rd (SR 1708), Fourteenth St (SR 1704) to East 10th St (NC 33) in Greenville. Widen to four lanes.

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

- Remove project at the request of the division. Work to be accomplished under U-5785.

Action Needed: Recommend TAC to adopt Resolution 2024-12-GUAMPO adopting amendment #5 of the of the statewide transportation Improvement program for FY 2024-2033.

Attachments: *Resolution 2024-12-GUAMPO adopting 2024-2033 Metropolitan Transportation Improvement Program (MTIP) Amendment #5; MTIP amendment reference pages*

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

RX-2002B PITT PROJ.CATEGORY DIVISION	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1704 (FOURTEENTH STREET), CLNA CROSSING 465488D IN GREENVILLE. CONSTRUCT SAFETY IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>	CONSTRUCTION	FY 2025 - <u>\$345,000</u> (RR) \$345,000
RX-2002C PITT PROJ.CATEGORY DIVISION	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 264 ALTERNATE (GREENVILLE BOULEVARD), CLNA CROSSING 465489K IN GREENVILLE. CONSTRUCT SAFETY IMPROVEMENTS. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 24 TO FY 25.</u>	CONSTRUCTION	FY 2025 - <u>\$345,000</u> (RR) \$345,000
U-5785 PITT PROJ.CATEGORY DIVISION	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1708 (FIRETOWER ROAD) / SR 1726 (PORTERTOWN ROAD), WEST OF EAST ARLINGTON BOULEVARD TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO FOUR LANES. <u>MODIFY SCOPE OF PROJECT TO INCLUDE U-5870. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLD. TO REFLECT LATEST DELIVERY SCHEDULE, DELAY UTILITIES FROM FY 25 TO FY 27.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2025 - \$5,079,000 (T) FY 2026 - \$10,159,000 (T) FY 2027 - \$10,159,000 (T) FY 2028 - \$10,159,000 (T) FY 2029 - \$22,645,000 (T) FY 2027 - \$3,750,000 (T) FY 2028 - \$3,750,000 (T) FY 2030 - \$19,480,000 (T) FY 2031 - \$18,019,000 (T) FY 2032 - <u>\$11,201,000</u> (T) \$114,401,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP DELETIONS

U-5870	- GREENVILLE URBAN AREA METROPOLITAN	SR 1708 (FIRETOWER ROAD), SR 1704 (FOURTEENTH	RIGHT-OF-WAY	FY 2025 -	\$349,000	(T)
PITT	PLANNING ORGANIZATION	STREET) TO NC 33 (EAST 10TH STREET) IN		FY 2026 -	\$11,524,000	(T)
PROJ.CATEGORY		GREENVILLE. WIDEN TO FOUR LANES.		FY 2027 -	\$16,063,000	(T)
DIVISION		<u>REMOVE PROJECT AT THE REQUEST OF THE</u>		FY 2028 -	\$3,492,000	(T)
		<u>DIVISION. WORK TO BE ACCOMPLISHED UNDER U-</u>		FY 2029 -	\$3,492,000	(T)
		<u>5785.</u>	UTILITIES	FY 2025 -	\$2,250,000	(T)
				FY 2026 -	\$2,250,000	(T)
			CONSTRUCTION	FY 2030 -	\$10,139,000	(T)
				FY 2031 -	\$9,688,000	(T)
				FY 2032 -	\$6,416,000	(T)
				FY 2033 -	\$1,955,000	(T)
					\$67,618,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

HB-0099A	- STATEWIDE PROJECT	VARIOUS, BRIDGE INSPECTION PROGRAM	ENGINEERING	FY 2025 -	\$26,000,000	(T)
STATEWIDE		INSPECTIONS.		FY 2026 -	\$26,000,000	(T)
PROJ.CATEGORY		<u>ADD PROJECT. REPLACES STIP ID HB-9999A</u>		FY 2027 -	\$26,000,000	(T)
STATEWIDE				FY 2028 -	\$26,000,000	(T)
REGIONAL				FY 2029 -	\$26,000,000	(T)
DIVISION				FY 2030 -	\$26,000,000	(T)
				FY 2031 -	\$26,000,000	(T)
				FY 2032 -	\$26,000,000	(T)
				FY 2033 -	\$26,000,000	(T)
					\$234,000,000	
HB-0099B	- STATEWIDE PROJECT	VARIOUS, BRIDGE INSPECTION PROGRAM	ENGINEERING	FY 2025 -	\$600,000	(T)
STATEWIDE		STRUCTURE INVENTORY AND APPRAISAL.		FY 2026 -	\$600,000	(T)
PROJ.CATEGORY		<u>ADD PROJECT. REPLACES STIP ID HB-9999B.</u>		FY 2027 -	\$600,000	(T)
DIVISION				FY 2028 -	\$600,000	(T)
				FY 2029 -	\$600,000	(T)
				FY 2030 -	\$600,000	(T)
				FY 2031 -	\$600,000	(T)
				FY 2032 -	\$600,000	(T)
				FY 2033 -	\$600,000	(T)
					\$5,400,000	
HB-0099C	- STATEWIDE PROJECT	VARIOUS, BRIDGE INSPECTION PROGRAM ANALYSIS.	ENGINEERING	FY 2025 -	\$2,600,000	(T)
STATEWIDE		<u>ADD PROJECT. REPLACES STIP ID HB-9999C.</u>		FY 2026 -	\$2,600,000	(T)
PROJ.CATEGORY				FY 2027 -	\$2,600,000	(T)
STATEWIDE				FY 2028 -	\$2,600,000	(T)
REGIONAL				FY 2029 -	\$2,600,000	(T)
DIVISION				FY 2030 -	\$2,600,000	(T)
				FY 2031 -	\$2,600,000	(T)
				FY 2032 -	\$2,600,000	(T)
				FY 2033 -	\$2,600,000	(T)
					\$23,400,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

* C-5600VA STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	QUEEN CITY EXPRESS, WILMINGTON TO CHARLOTTE. OTHER SUBSIDY FOR INTERMODAL RAIL SERVICE BETWEEN PORT OF WILMINGTON AND CHARLOTTE. <u>ADD PROJECT AT THE REQUEST OF RAIL AND PORT DIVISIONS. ADD OPERATIONS FUNDS IN FY 25.</u>	FY 2025 - <u>\$250,000</u> (CMAQ) \$250,000
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STIP DELETIONS

HB-9999A STATEWIDE PROJ.CATEGORY STATEWIDE REGIONAL DIVISION	- STATEWIDE PROJECT	VARIOUS, BRIDGE INSPECTION PROGRAM ENGINEERING INSPECTIONS. <u>REMOVE PROJECT. PROJECT REPLACED BY STIP ID HB-0099A.</u>	FY 2025 - \$26,000,000 (T) FY 2026 - \$26,000,000 (T) FY 2027 - \$26,000,000 (T) FY 2028 - \$26,000,000 (T) FY 2029 - \$26,000,000 (T) FY 2030 - \$26,000,000 (T) FY 2031 - \$26,000,000 (T) FY 2032 - \$26,000,000 (T) FY 2033 - <u>\$26,000,000</u> (T) \$234,000,000
HB-9999B STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, BRIDGE INSPECTION PROGRAM ENGINEERING STRUCTURE INVENTORY AND APPRAISAL. <u>REMOVE PROJECT. PROJECT REPLACED BY STIP ID HB-0099B.</u>	FY 2025 - \$600,000 (T) FY 2026 - \$600,000 (T) FY 2027 - \$600,000 (T) FY 2028 - \$600,000 (T) FY 2029 - \$600,000 (T) FY 2030 - \$600,000 (T) FY 2031 - \$600,000 (T) FY 2032 - \$600,000 (T) FY 2033 - <u>\$600,000</u> (T) \$5,400,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP DELETIONS

HB-9999C	- STATEWIDE PROJECT	VARIOUS, BRIDGE INSPECTION PROGRAM ANALYSIS.	ENGINEERING	FY 2025 -	\$2,600,000	(T)
STATEWIDE		<u>REMOVE PROJECT. PROJECT REPLACED BY STIP ID</u>		FY 2026 -	\$2,600,000	(T)
PROJ.CATEGORY		<u>HB-0099C.</u>		FY 2027 -	\$2,600,000	(T)
STATEWIDE				FY 2028 -	\$2,600,000	(T)
REGIONAL				FY 2029 -	\$2,600,000	(T)
DIVISION				FY 2030 -	\$2,600,000	(T)
				FY 2031 -	\$2,600,000	(T)
				FY 2032 -	\$2,600,000	(T)
				FY 2033 -	<u>\$2,600,000</u>	(T)
					\$23,400,000	

* INDICATES FEDERAL AMENDMENT

Thursday, September 5, 2024

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

BO-2418	- GREENVILLE URBAN AREA METROPOLITAN	NORTH-SOUTH CONNECTOR, CONSTRUCT GREENWAY	ENGINEERING	FY 2025 -	\$590,000	(L)
PITT	PLANNING ORGANIZATION	/ SIDEPATH USING EXISTING ROAD AND SIDEWALK	RIGHT-OF-WAY	FY 2026 -	\$20,000	(HP)
PROJ.CATEGORY		ALONG NORTH GREENE STREET FROM 1ST STREET		FY 2026 -	\$5,000	(L(M))
EXEMPT		TO MUMFORD ROAD IN GREENVILLE.	UTILITIES	FY 2026 -	\$80,000	(HP)
		<u>TO REFLECT LATEST PROJECT DELIVERY SCHEDULE,</u>		FY 2026 -	\$20,000	(L(M))
		<u>DELAY RIGHT-OF-WAY FROM FY 24 TO FY 26 AND</u>	CONSTRUCTION	FY 2026 -	\$2,400,000	(HP)
		<u>CONSTRUCTION FROM FY 25 TO FY 26. HP FUNDS</u>		FY 2026 -	\$885,000	(L(M))
		<u>REPRESENT FEDERAL EARMARK FUNDS.</u>			\$4,000,000	

* INDICATES FEDERAL AMENDMENT

**RESOLUTION NO. 2024-12-GUAMPO
AMENDMENT #5 TO THE STATEWIDE TRANSPORTATION IMPROVEMENT
PROGRAM FOR FY 2024-2033**

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

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has reviewed the current FY 2024-2033 Statewide Transportation Improvement Program and found the need to request an amendment;

WHEREAS, the following amendment to the FY 2024-2033 Metropolitan Transportation Improvement Program has been approved;

(see Exhibit attached hereto)

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area adopts the amendments of the FY 2024 - 2033 Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization.

Today, October 30th, 2024,

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 5b

Technical Coordinating Committee

Action Required

October 16, 2024

TO: Technical Coordinating Committee
FROM: Jeffery Rashko, Planner I (Transportation)
SUBJECT: FY2025 Planning Work Program (PWP) Amendment #1

Purpose: To recommend TAC amend the Greenville Urban Area Metropolitan Planning Organization's FY 2024-2025 Unified Planning Work Program (UPWP) to re-allocate existing funds to on-going tasks.

Discussion: The Greenville Urban Area MPO Transportation Advisory Committee (TAC) approved the Fiscal Year (FY) 2024 UPWP on March 27, 2024. The UPWP represents the MPO's planned activities and associated expenditures for the specified fiscal year. The UPWP is developed yearly by staff to outline federal expenditures and to maintain the MPO's compliance with state and federal regulations.

Since our last meeting, the role of Transportation Planner and MPO Director has been vacated. As such, GUAMPO staff is proposing this amendment to reallocate existing funds into management of special studies, continuation of the STI Prioritization process, coordination with regional and statewide partners and administrative management of the MPO. This will ensure the continuation of necessary activities to remain in compliant with the cooperative, comprehensive, and continuing transportation planning process (namely referred to as the 3 C's process) for the urbanized area.

Action Needed: Recommend TAC to adopt the Resolution 2024-13-GUAMPO adopting FY 2025 PWP Amendment #1.

Attachments: *Proposed UPWP Expenditure Breakdown of the PL104 Funds; Resolution 2024-13-GUAMPO adopting FY 2025 PWP Amendment #1.*

			Orginial UPWP			Amendment 1			
FTA CODE	TASK CODE	TASK DESCRIPTION	Local 20%	Federal 80%	TOTAL 100%	Local 20%	Federal 80%	TOTAL 100%	Change
	II-A	Data and Planning Support	\$ 3,000	\$ 12,000	\$ 15,000	\$ 1,400	\$ 5,600	\$ 7,000	\$ (8,000)
	II-B	Planning Process	\$ 28,400	\$ 113,600	\$ 142,000	\$ 28,000	\$ 112,000	\$ 140,000	\$ (2,000)
	III-A	Planning Work Program	\$ 2,000	\$ 8,000	\$ 10,000	\$ 1,800	\$ 7,200	\$ 9,000	\$ (1,000)
	III-B	Transp. Improvement Plan	\$ 4,600	\$ 18,400	\$ 23,000	\$ 5,600	\$ 22,400	\$ 28,000	\$ 5,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 2,400	\$ 9,600	\$ 12,000	\$ 2,400	\$ 9,600	\$ 12,000	\$ -
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 4,000	\$ 16,000	\$ 20,000	\$ 4,800	\$ 19,200	\$ 24,000	\$ 4,000
44.21.00	III-E	Management Ops, Program Suppt Admin	\$ 14,000	\$ 56,000	\$ 70,000	\$ 14,400	\$ 57,600	\$ 72,000	\$ 2,000
	TOTALS		\$ 58,400	\$ 233,600	\$ 292,000	\$ 58,400	\$ 233,600	\$ 292,000	\$ -

**RESOLUTION NO. 2024-13-GUAMPO
APPROVING AMENDMENT #1 TO THE GREENVILLE URBAN AREA MPO’S
FISCAL YEAR (FY) 2025 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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

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

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

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for FY 2025; and

WHEREAS, the MPO’s Long Range Transportation Plan, the Metropolitan Transportation Plan (MTP), has a planning horizon of 2050 and meets all the requirements for an adequate Long-Range Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for FY 2025 (2024-2025); and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area previously adopted the FY 2024 UPWP March 27th, 2024; and

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

- 1. Re-Allocation of Federal PL Funds Programmed within the Current UPWP.*

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area MPO hereby approves and endorses the Amendment #1 to the Unified Planning Work Program (UPWP) for FY 2025 (2024-2025).

Today, October 30th, 2024.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 5c Technical Coordinating Committee

Action Required

October 16, 2024

TO: Technical Coordinating Committee
FROM: Jeffery Rashko, Planner I (Transportation)
SUBJECT: 2050 Greenville Urban Area Metropolitan Transportation Plan Amendment

Purpose: To recommend TAC adopt the Greenville Urban Area Metropolitan Planning Organization's 2050 Metropolitan Transportation Plan (MTP) Amendment.

Discussion: The Greenville Urban Area Metropolitan Planning Organization (MPO) is required by federal law to update their Metropolitan Transportation Plan (MTP) every five years. The MPO recently adopted its long-range plan, titled *2050 Greenville Metropolitan Transportation Plan*, on July 10th, 2024. The MTP is a federally mandated, long-term planning document detailing the transportation improvements, policies and activities developed for implementation in the MPO's planning area across the identified planning horizon. As discussed at the previous Technical Coordinating Committee, as well as in previous steering committees, the timing of the MTP's adoption was close to the release date for STI scoring and cost and funding availability update. Because of our federal required deadline of July 10th, it was infeasible to fold this new information into the new Metropolitan Transportation Plan. As a result, the steering committee, and subsequently the TCC, agreed to move forward with the adoption of the 2050 Metropolitan Transportation Plan under the provision that it would be amended to reflect the new costs estimations for MTP recommendations as well as the funding availability for the planned horizon year. GUAMPO and Kimley-Horn staff have reviewed the updated costs and funding availability and updated the MTP. Attached below is the MTP amendment.

In addition to the MTP amendment, GUAMPO staff have been in the process of developing a complete streets technical bulletin. This technical bulletin will outline best practices and policies for integrating complete street elements into roadway plans. This aims to inform the TCC and TAC on everything from design standards of roadways to policies and ordinances which assisted in filling sidewalk gaps. GUAMPO Staff will update the Technical Coordinating Committee once we receive the bulletin.

Action Needed: Recommend the TAC adopt resolution 2024-14-GUAMPO for the Greenville Urban Area 2050 Metropolitan Transportation Plan amendment.

Attachments: *Resolution 2024-14-GUAMPO adopting 2050 Greenville Urban Area Metropolitan Transportation Plan Amendment; Draft Greenville MPO Complete Street*



GREENVILLE 2050 MTP

Amendment #1

Abstract

Following the release of new cost estimate guidance and revenue shortfalls, the Greenville MPO reevaluated the financially constrained project list of the currently adopted 2050 MTP to better reflect the likelihood of projects being programmed in future STIP iterations.

This MTP Amendment replaces the content on Pages 76 – 77 of the document adopted on July 10, 2024.

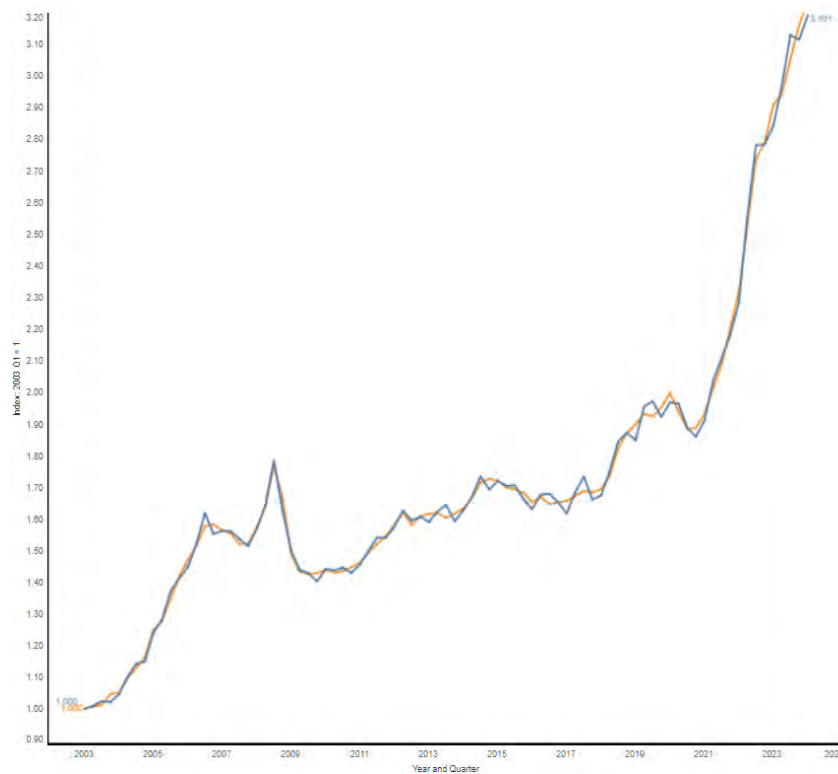
October 2024

Introduction

As the Greenville Urban Area 2050 Metropolitan Transportation Plan was concluding in May of 2024, NCDOT began releasing revenues and project scores as part of the development of the 2026-2035 STIP. This process, referred to as Prioritization 7.0 (P7.0), provided greater insight into the potential revenues available, as well as updated cost estimates that account for unprecedented inflation across the construction industry. The Federal Highway Administration (FHWA) releases an index of highway construction costs quarterly. As of the first quarter of 2024, constructions costs have increased by greater than 70%, as shown in Figure 1. Higher construction costs are having impacts on the ability to complete projects on the timelines originally established and causing many previously programmed projects to be pushed further out to account for cost overruns. NCDOT released the revenue anticipated to be available for Regional and Division projects in the 2026-2035 STIP as part of the P7.0 process. Greenville MPO is within Region B and Division 2, each of which are anticipated to have - \$32.0M and -\$228M, respectively (as of September 18, 2024).

As such, the Greenville MPO reevaluated the financially constrained project list to better reflect the likelihood of projects being programmed in future STIP iterations. This MTP Amendment replaces the content on Pages 76 – 77 of the document adopted on July 10, 2024. The cost escalations and P7.0 scores, when used, yielded 6 projects being constrained for funding prior to 2050. This is a decrease from 21 projects included in the financially constrained plan formally adopted.

Figure 1: FHWA National Highway Construction Cost Index (NHCCI)



Project Cost Estimates

Guidance received from the NCDOT SPOT office indicated that unit costs typically used within P7.0 have been escalated by 1.8x. New cost estimates were generated for all corridor projects in the MTP. In the event that P7.0 generated a cost estimate, that cost was used as provided. A table with updated project costs is included within Table 2 of this document.

Financial Constraint

The new project cost estimates were coupled with the Division Needs Quantitative scores to re-constrain the projects against anticipated revenue forecasts. Table 1 presents the projects in 2024-2033, 2034-2040, and 2041-2050 and their cost estimates inflated to the midpoint year of the horizon band. **Error! Reference source not found.** displays the financially constrained projects by horizon year, including STIP and MTP-developed projects.

Table 1: Financially Constrained Project List by Horizon Year

Project ID	Project Name	Project Extents	Project Cost Year of Expenditure ¹
2024-2028 (Delivery STIP) and 2029-2033 (Developmental STIP)²			
U-2817	Evans St / Old Tar Rd	Worthington Road to US 264 ALT (Greenville Blvd)	\$104,300,000
U-5730	US 13 (Memorial Dr) at NC 43 (5th St)		\$1,400,000
U-5785	Fire Tower Rd	Arlington Blvd to Fourteenth St	\$39,120,000
U-5870	Fire Tower Rd	Fourteenth St to NC 33 (E 10th St)	\$42,414,000
U-5875	Allen Rd	Stantonsburg Rd to US 13 (Dickinson Ave Ext)	\$45,810,000
U-5917	Fourteenth St	Redbanks Rd to Fire Tower Rd	\$27,244,000
U-5952	Greenville Signal System		\$12,750,000
U-5991	NC 43	Fire Tower Rd to Worthington Rd	\$50,510,000
U-6197	Worthington Rd at County Home Rd		\$3,000,000
2034-2040			
4-C	Stantonsburg Rd	B's Barbeque Rd to US 13	\$56,545,000
6-C	NC 33 / E 10th St	Evans St to Oxford Rd	\$69,127,000
19-C	County Home Rd	Fire Tower Rd to Worthington Rd	\$109,390,000
17-I	Davenport Farm Rd at Reedy Branch Rd (Roundabout)		\$9,029,000
2041-2050			
55-C	US 264 ALT (Greenville Boulevard)	US 264 to US 13	\$420,552,000
26	Red Banks Rd at Arlington Blvd (Roundabout)		\$9,155,000

¹ Project costs for Horizon Years 2034-2040 and 2041-2050 are inflated to the mid-point of each band. 2024-2033 are reflected as recorded in the STIP dated February 2024. The NCDOT STIP is updated monthly, and project costs shown may have changed since the creation of this plan. Please reference the latest STIP documents on NCDOT's website for the latest information.

² Projects within the Developmental STIP are subject to reprioritization and must be reprogrammed with each STIP update.

Figure 2: Financially Constrained Roadway Projects

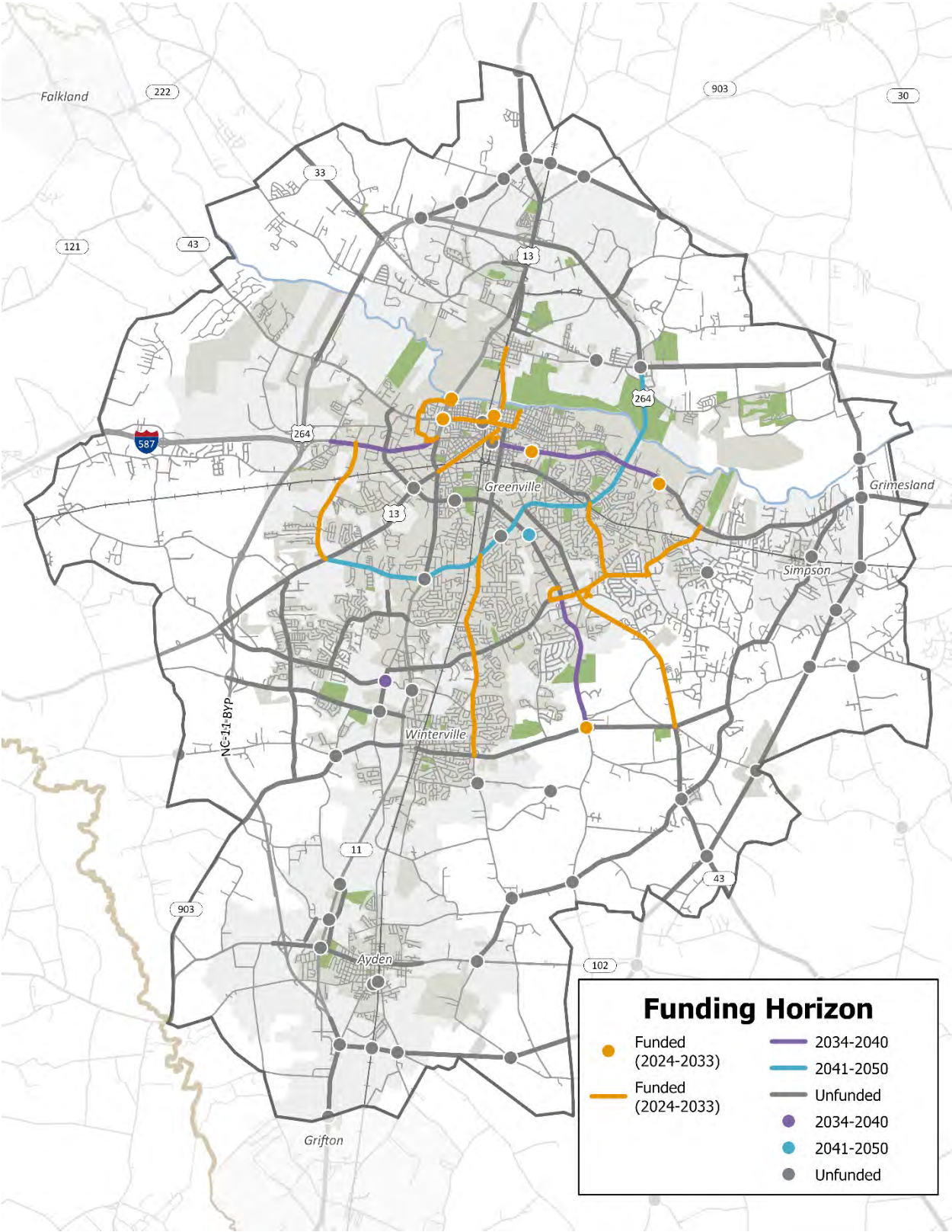


Table 2: Updated Project Cost Estimates

Project ID	Type	Project Route	From	To	Project Cost (Current Year)
1	Modernization	E 5th St; W 5th St	Cadillac St	Reade St	\$9,930,000
2	Congestion & Mobility	NC 33	Blackjack - Simpson Rd (SR 1755)	Mobleys Bridge Rd (SR 1760)	\$122,300,000
3	Access Management & Operation	Evans St (SR 1700)	5th St (SR 1571)	Red Banks Rd	\$33,000,000
4	Access Management & Operation	Stantonsburg Rd (SR 1200)	B's Barbeque Rd (SR 1204)	US 13	\$38,200,000
5	Access Management & Operation	NC 43	US 264 Alt	Bells Fork Road (SR 1729)	\$46,100,000
6	Access Management & Operation	NC 33 / E 10th St	Evans St (SR 1702)	Oxford Rd	\$46,700,000
7	Congestion & Mobility	NC 43	Fire Tower Rd (SR 1708)	Worthington Rd (SR 1711)	\$37,270,000
8	Congestion & Mobility	E 14th St (SR 1704)	East Fire Tower Rd (SR 1708)	US 264 ALT	\$17,660,000
9	Congestion & Mobility	Allen Rd (SR 1203)	Stantonsburg Rd (SR 1200)	US 13	\$29,200,000
10	Congestion & Mobility	E Fire Tower Rd; Potertown Rd (SR 1726)	E 14th St (SR 1704)	NC 33	\$27,430,000
11	Congestion & Mobility	E Fire Tower Rd (SR 1726)	NC 43	E 14th St (SR 1704)	\$7,690,000
12	Other	Dickinson Av (SR 1620)	US 13	Reade Cir	\$10,920,000
13	Congestion & Mobility	Evans St (SR 1700)	US 264 ALT	Worthington Rd (SR 1711)	\$45,590,000
14	Access Management & Operation	NC 11 S	NC 11 BYP	Lenior County Line	\$83,860,000
15	Congestion & Mobility	NC 33 W	Briley Rd (SR 1415)	US 264	\$23,330,000
16	Congestion & Mobility	Frontgate Dr Ext	Frontgate Dr	Thomas Langston Rd (SR 1134)	\$3,200,000
17	Congestion & Mobility	West Fire Tower Rd Ext	NC 11	Reedy Branch Rd (SR 1131)	\$5,800,000
18	Congestion & Mobility	Mobleys Bridge Rd Ext	Ivy Rd (SR 1774)	Worthington Rd (SR 1771)	\$6,770,000
19	Congestion & Mobility	County Home Rd (SR 1725)	Fire Tower Rd (SR 1708)	Worthington Rd (1711)	\$73,900,000

Project ID	Type	Project Route	From	To	Project Cost (Current Year)
20	Congestion & Mobility	Greenville East Byp	NC 11	US 264 ALT	\$375,660,000
21	Access Management & Operation	Arlington Blvd	NC 43	East Fire Tower Rd (SR 1708)	\$23,430,000
22	Access Management & Operation	Frederick Dr Ext	NC 102	Dennis McLawhorn Rd	\$2,790,000
23	Congestion & Mobility	Old Creek Rd (SR 1529)	Sugg Prkwy	US 264	\$12,200,000
24	Congestion & Mobility	Worthington Rd (SR 1711)	Old Tar Rd (SR 1700)	NC 43	\$80,400,000
25	Access Management & Operation	Thomas Langston Rd (SR 1134)	Davenport Farm Rd (SR 1128)	NC 11	\$19,100,000
26	Modernization	Reedy Branch Rd (SR 1131)	Forlines Rd (SR 1126)	West Fire Tower Rd (SR 1708)	\$1,120,000
27	Modernization	Jolly Rd (SR 1120)	NC 102	NC 11	\$2,830,000
28	Congestion & Mobility	Frog Level Rd	US 13	NC 903	\$47,550,000
29	Congestion & Mobility	Forlines Rd (SR 1126)	NC 11 BYP	NC 11	\$41,910,000
30	Access Management & Operation	Fire Tower Rd (SR 1708)	NC 11	NC 43	\$174,400,000
31	Access Management & Operation	Evans St (SR 1700)	Red Banks Rd	US 264 ALT	\$1,180,000
32	Co+B36:BB36nge stion & Mobility	Davenport Farm Rd (SR 1128)	Reedy Branch Rd (SR 1131)	US 13	\$147,700,000
33	Modernization	Cooper St (SR 1711)	Mill St (SR 1149)	Old Tar Rd (SR 1700)	\$1,160,000
34	Modernization	Ivy Rd; Tucker Rd; Ayden Golf Club Rd (SR 1174 / 1759 / 1723)	NC 102	NC 33	\$16,770,000
35	Access Management & Operation	E 14th St (SR 1704)	Charles Blvd (SR 1707)	US 264 ALT	\$50,100,000
36	Other (Resilience)	NC 118	Lenoir Co Line	Queen St (NC 118)	\$4,710,000
37	Other (Resilience)	NC 121; N Main St	US 264	US 258 BUS	\$9,190,000
38	Other	US 13	NC 33	Belvoir Rd (SR 1528)	\$8,630,000
39	Other	NC 33	West of US 13	East of US 13	\$10,550,000

Project ID	Type	Project Route	From	To	Project Cost (Current Year)
40	Other	NC 222	NC 43	NC 33	\$17,240,000
41	Other	NC 33 W	Edgecombe Co Line	NC 222	\$7,410,000
42	Congestion & Mobility	NC 903 S	Abbott Farm Rd (SR 1192)	NC 11	\$43,960,000
43	Access Management & Operation	NC 102 W; Third St	Second St	NC 11	\$70,800,000
44	Congestion & Mobility	NC 43 S	Worthington Rd (SR 1711)	Craven County Line	\$117,150,000
45	Congestion & Mobility	NC 33	Beaufort St (SR 1565)	Beaufort County Line	\$2,470,000
46	Other	NC 33	Mobleys Bridge Rd (SR 1760)	Beaufort St (SR 1565)	\$23,830,000
47	Access Management & Operation	NC 33	Oxford Rd	Blackjack - Simpson Rd (SR 1755)	\$24,100,000
48	Access Management & Operation	US 13 / NC 11	Stantonsburg Rd (SR1200)	US 264 ALT	\$25,410,000
49	Access Management & Operation	US 264	US 13	Beaufort County Line	\$388,080,000
50	Access Management & Operation	US 13	NC 11	Davenport Farm Rd (SR 1128)	\$101,840,000
51	Other	US 264	NC 43	Old River Rd (SR 1401)	\$7,200,000
52	Other	US 258 BUS	US 264	NC 121	\$17,050,000
53	Access Management & Operation	US 13	Edgecombe County Line	US 264	\$26,690,000
54	Access Management & Operation	New Location	US 13/NC 11	US 264	\$47,330,000
55	Congestion & Mobility	US 264 ALT	US 264	US 13	\$215,900,000

RESOLUTION NO. 2024-14-GUAMPO
ADOPTION OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION’S 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
AMENDMENT

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

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

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

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

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

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

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

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

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

Today, October 30, 2024.

Chairman
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 5d

Technical Coordinating Committee

Action Required

October 16, 2024

TO: Technical Coordinating Committee
FROM: Jeffery Rashko, Planner I (Transportation)
SUBJECT: 5310 Letter of Support for Pitt County Council on Aging

Purpose: The Pitt County Council on Aging is applying for funding from the North Carolina Department of Transportation and the Enhanced Mobility of Seniors and Individuals with Disabilities Program through the 5310 Operating Grant for FY2024. A letter of support from the MPO is required for the grant application to move forward.

Discussion: The draft letter of support for the 5310 Operating Grant is attached for review and approval.

Action Needed: Recommend the TAC approve the Greenville Urban Area MPO's 5310 letter of support for Pitt County Council on Aging.

Attachments: *5310 Operating Grant Letter of Support*



October 30, 2024

Mr. Rich Zeck
Executive Director
Pitt County Council on Aging
4551 County Home Rd.
Greenville, NC 27858

Dear Mr. Zeck,

The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) has received your request for a letter of support for funding from the North Carolina Department of Transportation and the Enhanced Mobility of Seniors and Individuals with Disabilities Program through the 5310 Capital -Purchase of Services funding process for FY2026. Staff has reviewed the request and support your application.

The Greenville Urban Area Metropolitan Planning Organization understands the need for transportation services for seniors and people with disabilities who are served by the Pitt County Council on Aging's services in Pitt County.

We look forward to seeing the impact of these transportation services on the lives of seniors and people with disabilities in the community.

Sincerely,

Mayor Ricky Hines, Vice-Chairman
Transportation Advisory Committee
Greenville Urban Area MPO



Attachment 5e

Technical Coordinating Committee

Action Required

October 16, 2024

TO: Technical Coordinating Committee
FROM: Jeffery Rashko, Planner I (Transportation)
SUBJECT: STI Regional Scoring and Division Local Input Point Assignment

Purpose: Review the Regional projects scoring. Review and recommend the TAC approve the Division Local Input Point Assignment for projects within the Greenville Urban Area MPO's planning area.

Discussion: On August 19th, 2024, we had received information from the Deputy Director, Division of Planning and Programming that they have we discovered an error in the travel savings calculations for intersection, interchange, auxiliary lane, and reduced conflict intersection corridor projects evaluated by the Congestion Management Team (CMT). The travel time savings values were calculated using daily travel time savings values instead of annual travel time savings. This error led to these projects having lower travel time savings, and ultimately lower benefit-cost, economic competitiveness, and overall quantitative scores. Additionally, NCDOT took this opportunity to take a closer look at the Statewide programming and we discovered we had not fully capitalized on the ability to utilize GARVEE bonds. They were able to apply bonds on additional projects and still ensure fiscal constraint, increasing the statewide funding category amount. With this, 13 more projects were selected for statewide funding. These were mostly Interchange improvements in Charlotte and Raleigh.

GUAMPO received the new corrected quantitative scores, and after updating the scores and data within our local input point methodology, GUAMPO's Local input point scores were not significantly affected. As a result, no changes were made with the regional input point assignment. For Division projects, scores are 50% based on NCDOT's quantitative scoring and 50% based on local input (25% MPO and 25% NCDOT Division 2). GUAMPO staff utilized the same local input point methodology used for the regional level. For our division, we have a total of -\$228M available for funding. Like the Regional category, this means that no new projects from the P7.0 prioritization cycle will be funded.

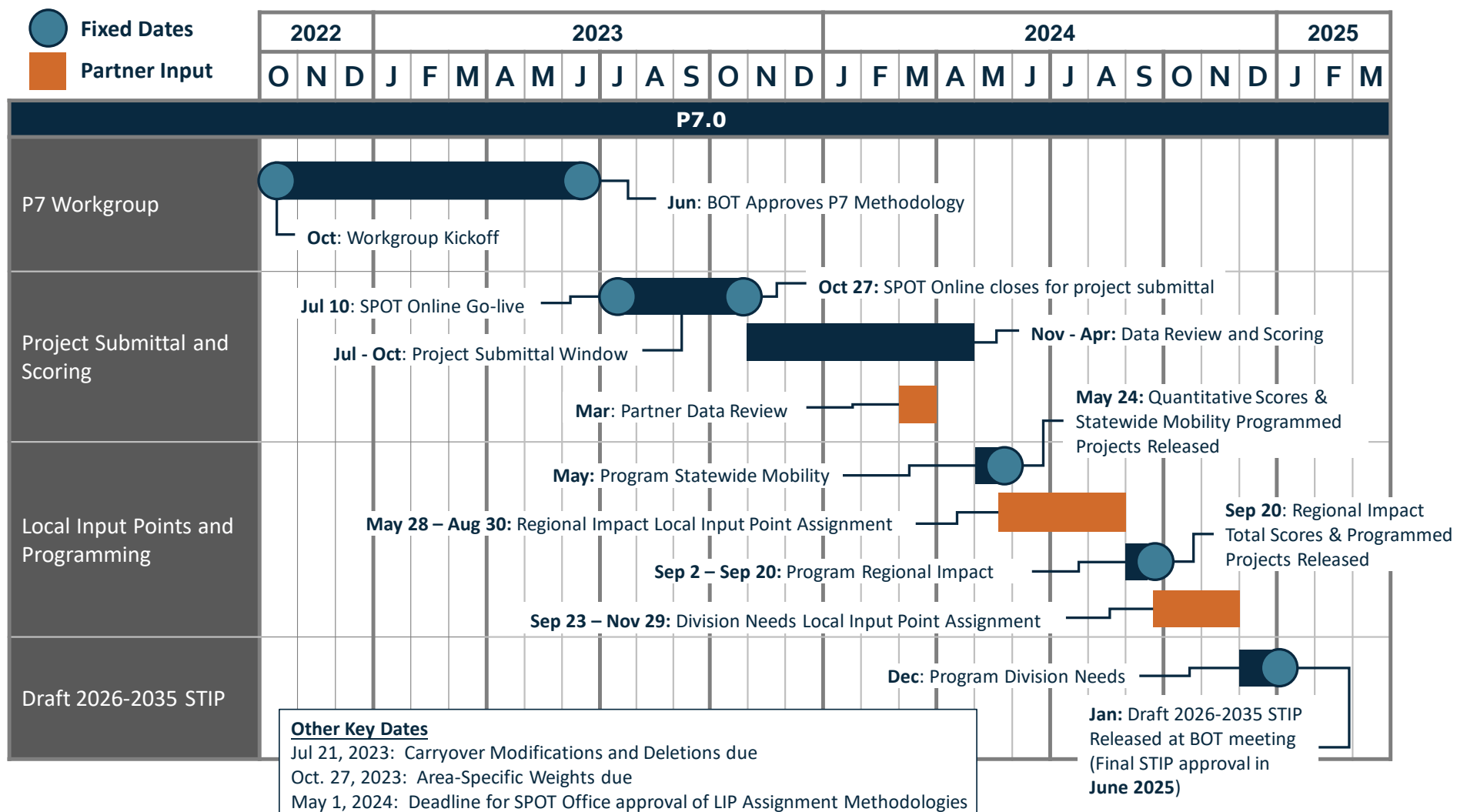
Action Needed: Recommend the TAC approve resolution 2024-15-GUAMPO adopting the Division Needs local input point assignment for prioritization 7.0

Attachments: *Resolution 2024-15-GUAMPO adopting Division level local input point assignment for prioritization 7.0 regional impact projects*

P7 Schedule

Revised – March 2024

Dates set per P7 Workgroup in October 2022



**Draft 2026-2035 STIP Funding Availability for Selecting Division Needs Projects from
Prioritization 7.0**

As of September 18, 2024

STI Funding Category	Funding Availability
Division 1	-\$199M
Division 2	-\$228M
Division 3	-\$61M
Division 4	-\$21M
Division 5	-\$187M
Division 6	\$79M
Division 7	\$64M
Division 8	-\$12M
Division 9	-\$119M
Division 10	-\$201M
Division 11	-\$18M
Division 12	-\$128M
Division 13	-\$144M
Division 14	-\$35M

***** Values are as of September 18, 2024, and will change due to, but not limited to, updated project cost estimates and schedule changes for committed projects *****

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

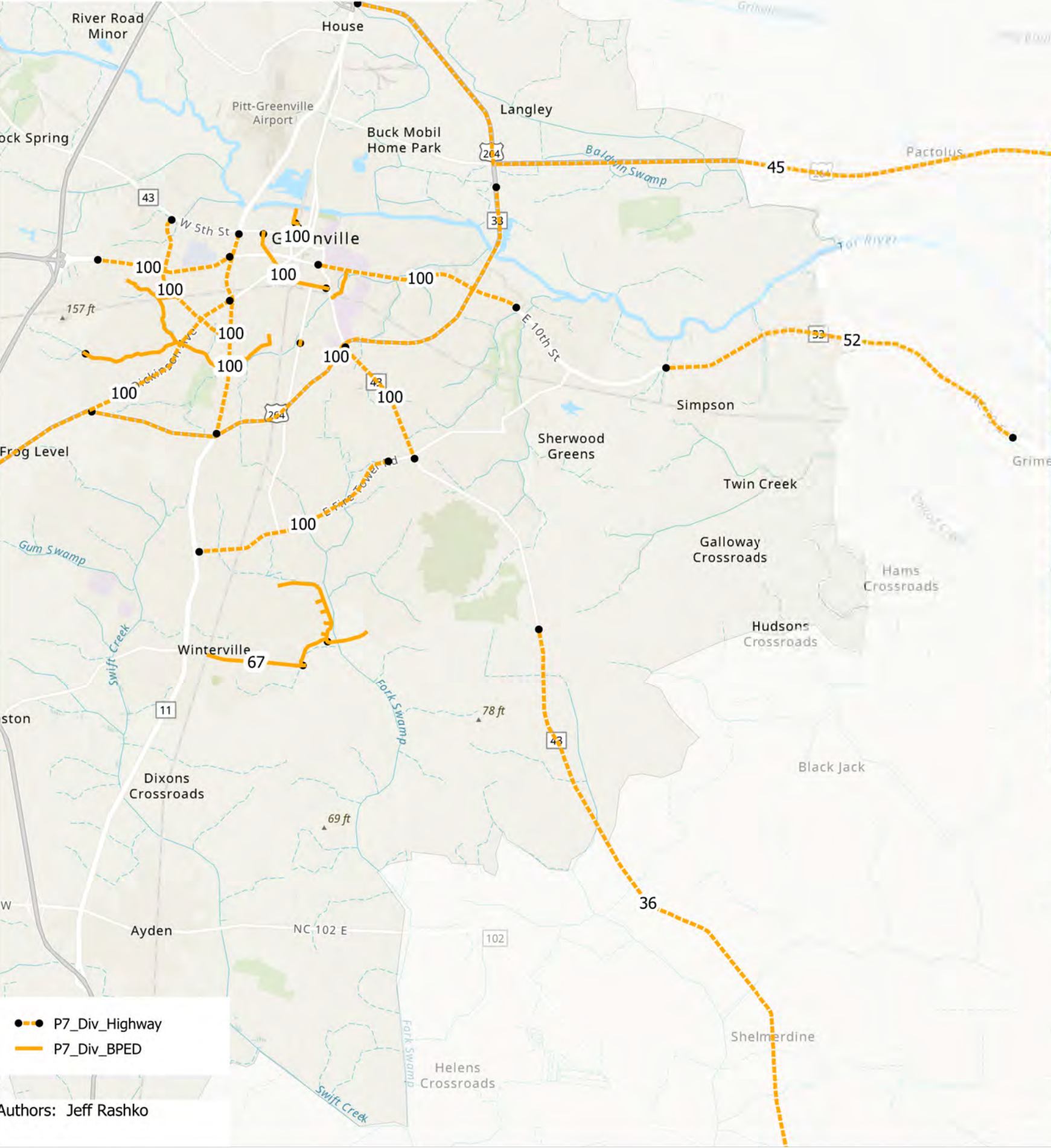
SPOT ID	Route / Facility / Project Name	From / Cross Street / Location	To	Specific Improvement Type	Cost to NCDOT	Division Score (Out of 50)	LIP Methodology Score	First MPO/RPO %	Points Assigned
H192832	US 264 Alternate (Greenville Boulevard)	US 264 Alternate - Tar River Bridge near 10th Street	US 13 (Dickinson Avenue)	11 - Access Management	\$215,900,000	39.35	19	100	100
H170385	NC 33 (10th Street)	Oxford Road	SR 1702 (Evans Street)	11 - Access Management	\$46,700,000	37.83	19	100	100
B231816	Green Mill Run Greenway Extension and Connections	10Th Street	Allen Road	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$11,760,800	40.53	19	100	100
B231807	Green Mill Run Phase 3	Arlington Boulevard	Allen Road	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$7,396,800	38.76	19	100	100
B192970	14th Street	Charles Blvd (SR 1707)	5th Street	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$6,506,000	40.45	19	100	100
H193268	West Arlington Boulevard	SR 1200 (Stantonsburg Road)	NC 11 (Memorial Drive)	11 - Access Management	\$248,500,000	36.95	18	100	100
B231814	Tar River Greenway to GTAC Connector	Greenville Transportation Center	South Tar River Greenway	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$1,704,000	39.8	18	100	100
B231812	South Tar River Greenway Phase 2	South Tar River Greenway	Port Terminal Boat Access	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$5,149,200	34.09	18	100	100
B192510	Fire Tower Rd	Arlington Boulevard	Memorial Dr	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$11,427,400	36.06	18	100	100
B172401	NC 11 (Memorial Drive)	NC 43 (W. 5th Street)	SR 1128 (Davenport Farm Road)	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$5,826,876	38.03	18	100	100
B170652	US 264-A (Greenville Boulevard)	US 264-A	US 13 (Dickinson Avenue)	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$8,263,748	40.83	18	100	100
H193256	SR 1708 (Fire Tower Road)	Arlington Boulevard	NC 11/903 (Memorial Drive)	11 - Access Management	\$174,400,000	33.5	17	100	100
H170414	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	SR 1726 (Bells Fork Road)	11 - Access Management	\$46,100,000	32.48	17	100	100
H231279	US 13 (Dickinson Avenue)	NC 11 (South Memorial Drive)	US 11 (Southwest Bypass)	1 - Widen Existing Roadway	\$118,400,000	26.55	16	100	100
H170442	SR 1200 (Stantonsburg Road)	SR 1204 (Bs Barbeque Road)	NC 11 (Memorial Drive)	11 - Access Management	\$38,200,000	38.71	16	100	100
B231813	Fork Swamp Canal Greenway and Cooper Complete Street	Old Tar Road	South Railroad Street	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$9,870,800	21.05	16	100	67
H193293	SR 1127 (Frog Level Road)	US 13 (Dickinson Avenue)	SR 1126 (Forlines Road)	11 - Access Management	\$53,600,000	28.88	15	100	100

SPOT ID	Route / Facility / Project Name	From / Cross Street / Location	To	Specific Improvement Type	Cost to NCDOT	Division Score (Out of 50)	LIP Methodology Score	First MPO/RPO %	Points Assigned
H193289	NC 11 (Memorial Drive)	NC 43 (5th Street)	US 264 Alternate (Greenville Boulevard)	11 - Access Management	\$138,200,000	36.84	15	100	100
H192966	NC 43	Worthington Road	NC 102	1 - Widen Existing Roadway	\$239,900,000	25.62	15	36	36
H170366	NC 33	SR 1755 (Blackjack-Simpson Road)	SR 1760 (Mobleys Bridge Road)	1 - Widen Existing Roadway	\$122,300,000	23.18	15	52.27	52
B231810	Fork Swamp Canal Greenway	Old Tar Road	Worthington Road	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$6,185,400	20.93	15	100	45
R192921	CSX AA, ABC, AB, A, NCR/NS NC Lines (Greenville to Raleigh Passenger Rail Service via Rocky Mount)	Imperial Tobacco Site, Greenville to Raleigh Union Station via Rocky Mount	N/A	5 - Passenger rail service (line)	\$624,877,000	12.82	14	17	
H193217	SR 1703 (14th Street)	SR 1707 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	11 - Access Management	\$50,100,000	28.68	14	100	
H142101	US 264, US 264 Bypass (Greenville Blvd NE)	NC 11 / US 13 (N Memorial Dr) in Pitt County	SR-1410 (VOA Rd) in Beaufort County	2 - Upgrade Arterial to Freeway/Expressway	\$516,700,000	23.29	14	45.28	
B231809	North South Greenway	Evans Street	Fork Swamp River Greenway	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$5,171,000	24.62	14	100	
B231808	Windsor Connector	County Home Road	Squire Drive	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$1,209,400	22.36	14	100	
B231779	Parkers Creek Greenway	River Park North	Pitt County Public Health	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$1,635,400	20.24	14	100	
B193294	SR 1149 (Mill St) Complete	SR 1133 (Main St)	Memorial Drive	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$934,800	22.49	14	100	
B192984	Juanita Ave	Sunset Dr	SR 1149 (Lee St)	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$376,000	23.99	14	100	
B192472	Cooper Street	Railroad Street (SR 1262)	Old Tar Road (SR 1700)	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$2,239,200	19.03	14	100	
B172404	SR 1711 (Worthington Rd)	SR 1700 (Old Tar Rd)	Christ Covenant School	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$1,446,200	18.39	14	100	
T192730	GREAT Bus Stops Improvements	Bus stops along Greenville Area Transit fixed routes.	N/A	6 - Facility - Stop/Shelter	\$180,000	35.21	13	100	
T192704	GREAT Fleet Facility Expansion	Greenville Public Works, GK Butterfield Transportation	N/A	9 - Facility - Maintenance	\$1,500,000	39.37	13	100	
R231747	NS NS Line (Greenville to Wilson Passenger Rail Corridor)	Greenville to Wilson	N/A	5 - Passenger rail service (line)	\$375,560,000	10.39	13	24.65	

SPOT ID	Route / Facility / Project Name	From / Cross Street / Location	To	Specific Improvement Type	Cost to NCDOT	Division Score (Out of 50)	LIP Methodology Score	First MPO/RPO %	Points Assigned
R192945	CSX AA Line	SR 1708 (Firetower Rd) in Greenville	N/A	3 - Highway-rail crossing improvement (point)	\$27,600,000	33.42	13	100	
R192744	CSX AA Line	Near the intersection of 14th and Beatty Street, Greenville	N/A	3 - Highway-rail crossing improvement (point)	\$28,900,000	31.27	13	100	
H231653	NC 33 (East 10th Street)	Oxford Road	SR 1755 (Blackjack-Simpson Road)	24 - Implement Road Diet to Improve Safety	\$24,100,000	29.64	13	100	
H231349	US 13, NC 11	US-264 Alternate	NC 30	3 - Upgrade Expressway to Freeway	\$298,900,000	18.42	13	34.79	
H170383	SR 1702 (Evans Street)	SR 1155 (Red Banks Road)	West 5th Street	11 - Access Management	\$33,000,000	33.82	13	100	
R231749	NS NS Line (Greenville to Wilson Corridor Modernization)	Greenville to Wilson	N/A	7 - Corridor modernization (line)	\$142,000,000	6.62	12	23.231	
R231744	NS NS Line (Greenville to Raleigh Modernization)	Greenville to Raleigh	N/A	7 - Corridor modernization (line)	\$323,500,000	6.33	12	17	
R192953	CSX AA Line	SR 1323 (Arlington Blvd) in Greenville	N/A	3 - Highway-rail crossing improvement (point)	\$171,860	33.61	12	100	
H231280	SR 1711 (Worthington Road)	SR 1700 (Old Tar Road)	NC 43	11 - Access Management	\$80,400,000	22.1	12	100	
H231221	NC 11	NC 148 (Felix Harvey Pkwy)	NC 11 Bypass (South West Bypass)	3 - Upgrade Expressway to Freeway	\$380,600,000	20.36	12	23.42	
H193278	East Arlington Boulevard	NC 11 (Memorial Drive)	SR 1708 (Fire Tower Road)	11 - Access Management	\$131,200,000	31.93	12	100	
R192958	CSX AA Line	5th St (near Elizabeth St) in Greenville	N/A	3 - Highway-rail crossing improvement (point)	\$100,120	32.95	11	100	
H231157	SR 1128 (Davenport Farm Road)	SR 1131 (Reedy Branch Road)	N/A	10 - Improve Intersection	\$6,100,000	28.49	11	100	
H184172	NC 903, SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road)	N/A	10 - Improve Intersection	\$4,700,000	25.03	11	100	
R231461	NS NS Line	Greenville to Raleigh via Wilson	N/A	5 - Passenger rail service (line)	\$529,923,000	14.33	10	17	

SPOT ID	Route / Facility / Project Name	From / Cross Street / Location	To	Specific Improvement Type	Cost to NCDOT	Division Score (Out of 50)	LIP Methodology Score	First MPO/RPO %	Points Assigned
H231799	NC 33 (10th Street)	US 264 Alt (Greenville Boulevard)	Oxford Road	11 - Access Management	\$20,600,000	37.69	10	100	
H231223	SR 1529 (Old Creek Rd)	US 264 (MLK Jr Hwy)	Sugg Parkway	1 - Widen Existing Roadway	\$12,200,000	6.26	10	100	
H193291	NC 102 (3rd Street)	Southwest Bypass	2nd Street (Eastern Town Limits)	11 - Access Management	\$70,800,000	17.49	10	100	
H193290	US 264	SR 1200 (Stantonsburg Road)	US 13, NC 11	17 - Upgrade Freeway to Interstate Standards	\$78,300,000	24.17	10	100	
H090510	SR 1708 (New Route - (Firetower Road Extension)), SR 1128 (Davenport Farm Road), SR 1131 (Reedy Branch Road)	Greenville Southwest Bypass	NC 11/903 (Memorial Drive)	6 - Widen Existing Roadway and Construct Part on New Location	\$147,700,000	17.75	10	100	
B140603	SR 1712 Ange St	Primrose Lane	Windmill Drive	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$314,600	19.58	10	100	
T193249	GREAT Electric Bus	All the routes serviced by GREAT Transit. It will depend on the limitations of the equipment.	N/A	2 - Mobility (route-specific) - Headway Reduction	\$3,025,000	18.39	9	100	
H231798	SR 1755 (McDonald Street)	SR 1759 (Simpson Road)	N/A	10 - Improve Intersection	\$6,100,000	17.27	9	100	
H231419	NC 11	SR 1108 Littlefield Rd	N/A	10 - Improve Intersection	\$21,700,000	12.91	9	56.19	
H231801	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	Red Banks Road	11 - Access Management	\$15,700,000	28.14	8	100	
H184139	NC 11 (Memorial Drive), SR 1149 (Mill Street)	SR 1149 (Mill Street), SR 1130 (Vernon White Road), SR 1127 (Davenport Farm Road)	N/A	10 - Improve Intersection	\$6,500,000	34.74	8	100	
R231755	NS NS Line & CSX AC Line (Greenville to Goldsboro via Wilson)	Greenville to Goldsboro via Wilson	N/A	5 - Passenger rail service (line)	\$503,703,000	10.63	7	10	
H231797	SR 1725 (County Home Road))	SR 1708 (Fire Tower Road)	SR 1711 (Worthington Road)	1 - Widen Existing Roadway	\$73,900,000	22.57	7	100	

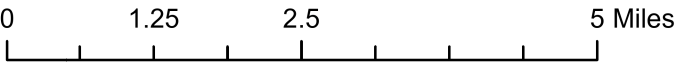
Greenville Urban Area MPO
Division Needs Local Input Point Assignment



Projects Selected for Local Input Points

SPOT ID	Route / Facility / Project Name	From / Cross Street / Location	To	Specific Improvement Type	Cost to NCDOT	Division Score (Out of 5)	LIP Methodology Score	First MPO/RPO %	Points Assigned
H192832	US 264 Alternate (Greenville Boulevard)	US 264 Alternate - Tar River Bridge near 10th Street	US 13 (Dickinson Avenue)	11 - Access Management	\$215,900,000	39.35	19	100	100
H170385	NC 33 (10th Street)	Oxford Road	SR 1702 (Evans Street)	11 - Access Management	\$46,700,000	37.83	19	100	100
B231816	Green Mill Run Greenway Extension and Connections	10th Street	Allen Road	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$11,760,800	40.53	19	100	100
B192970	14th Street	Charles Blvd (SR 1707)	5th Street	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$6,506,000	40.45	19	100	100
H193268	West Arlington Boulevard	SR 1200 (Stantonsburg Road)	NC 11 (Memorial Drive)	11 - Access Management	\$248,500,000	36.95	18	100	100
B231814	Tar River Greenway to GTAC Connector	Greenville Transportation Center	South Tar River Greenway	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$1,704,000	39.8	18	100	100
H193256	SR 1708 (Fire Tower Road)	Arlington Boulevard	NC 11/903 (Memorial Drive)	11 - Access Management	\$174,400,000	33.5	17	100	100
H170414	NC 43 (Charles Boulevard)	US 264 Alternate (Greenville Boulevard)	SR 1726 (Bells Fork Road)	11 - Access Management	\$46,100,000	32.48	17	100	100
H231279	US 13 (Dickinson Avenue)	NC 11 (South Memorial Drive)	US 11 (Southwest Bypass)	1 - Widen Existing Roadway	\$118,400,000	26.55	16	100	100
H170442	SR 1200 (Stantonsburg Road)	SR 1204 (Bs Barbeque Road)	NC 11 (Memorial Drive)	11 - Access Management	\$38,200,000	38.71	16	100	100
B231813	Fork Swamp Canal Greenway and Cooper Complete Street	Old Tar Road	South Railroad Street	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$9,870,800	21.05	16	100	67
H193289	NC 11 (Memorial Drive)	NC 43 (5th Street)	US 264 Alternate (Greenville Boulevard)	11 - Access Management	\$138,200,000	36.84	15	100	100
H192966	NC 43	Worthington Road	NC 102	1 - Widen Existing Roadway	\$239,900,000	25.62	15	36	36
H170366	NC 33	SR 1755 (Blackjack-Simpson Road)	SR 1760 (Mobleys Bridge Road)	1 - Widen Existing Roadway	\$122,300,000	23.18	15	52.27	52
H142101	US 264, US 264 Bypass (Greenville Blvd NE)	NC 11 / US 13 (N Memorial Dr) in Pitt County	SR-1410 (VOA Rd) in Beaufort County	2 - Upgrade Arterial to Freeway/Expressway	\$516,700,000	23.29	14	45.28	45

Authors: Jeff Rashko



**RESOLUTION NO. 2024-15-GUAMPO
ADOPTING DIVISION LEVEL LOCAL INPUT POINT ASSIGNMENT FOR
PRIORITIZATION 7.0, BASED ON THE NORTH CAROLINA STRATEGIC
TRANSPORTATION INVESTMENT LAW**

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

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

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

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

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

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

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

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

Today, October 30, 2024.

Chairman
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 5f

Technical Coordinating Committee

Action Required

October 16, 2024

TO: Technical Coordinating Committee
FROM: Jeffery Rashko, Planner I (Transportation)
SUBJECT: Washington-Greenville Greenway Feasibility Study

Purpose: To recommend the TAC sign the resolution in support of the Washington-Greenville Greenway Feasibility Study.

Discussion: The Washington-Greenville Greenway Feasibility Study is a study that started in February 2023 and concluded in July of 2024. The study looked at a series of proposed routes for a greenway path connecting Greenville's Town Common to Mac "Bear" Hodges Festival Park in Washington. The study proposes a preferred alignment with potential connector routes to reach additional destinations. The preferred alignment was identified through community input, coordination with local landowners, a project working group, and jurisdictions and major stakeholders along the proposed corridor.

Mid-East RPO Director Sam Singleton is in attendance to speak about the Feasibility Study and its recommendations that are for approval.

Action Needed: Recommend the TAC approve resolution 2024-16-GUAMPO endorsing the Washington-Greenville Greenway Feasibility Study.

Attachments: *Washington-Greenville Greenway write up; Resolution 2024-16-GUAMPO adopting the Washington-Greenville Greenway Feasibility Study*

Washington-Greenville Greenway Feasibility Study

The Washington-Greenville Greenway Feasibility Study assesses existing conditions, evaluates potential routes for opportunities and constraints, develops detailed cost estimates, and provides strategies for implementation of a multi-use path as part of the East Coast Greenway network. The project team assessed routes along roadways between the communities of Greenville, Simpson, Grimesland, Chocowinity, and Washington, as well as along the Tar River. The study proposes a preferred alignment with potential connector routes to reach additional destinations. The preferred alignment was identified through community input, coordination with local landowners, a project working group, and jurisdictions and major stakeholders along the proposed corridor.



The preferred alignment spans approximately 20 miles along the south side of the Tar River from the existing South Tar River Greenway in Greenville to Mac "Bear" Hodges Festival Park in downtown Washington. It consists primarily of sidepath alignments with some off-road greenway alignments which support community interests and meet the needs and priorities of the Working Group. The preferred alignment is divided into six segments and four optional connectors for ease of implementation, which are described below.

SEGMENT 1. From the existing South Tar River Greenway in Greenville to Port Terminal Rd, this segment includes greenway and sidepath sections along NC-33. Connectors are proposed to Wildwood Park, River Park North, and a new multimodal facility being built on Greene St.

SEGMENT 2. From NC-33 at Port Terminal Rd in Greenville to River Branch Rd, with a connector to Simpson Community Park.

SEGMENT 3. From River Branch Rd to Beaufort St in Grimesland as a sidepath along NC-33, crossing Chicod Creek and the railroad corridor.

SEGMENT 4a. From Beaufort St to Godley Rd as a sidepath along NC-33 and Grimes Farm Rd, including a railroad crossing. A connector would cross the railroad within Grimesland to reach GR Whitfield Elementary School.

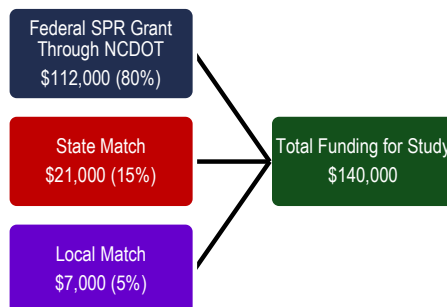
SEGMENT 4b. From Godley Rd, continuing along NC-33 and Mill Rd before crossing the railroad. The route includes a greenway segment to reach Patrick Ln, where it continues as a sidepath to US-17 BUS. Connectors are proposed to destinations in Chocowinity.

SEGMENT 5. From Patrick Ln to W. Main St as a sidepath on US-17 BUS, crossing the railroad and Pamlico River. An on-road facility continues on W. Main St and Stewart Pkwy to Festival Park.

Working Group Representation

- Mid-East Commission
- Mid-East RPO
- Greenville Urban Area MPO
- City of Greenville
- City of Washington
- Beaufort County
- Pitt County
- NC Department of Transportation
- East Carolina University
- NC Division of Parks & Recreation
- East Coast Greenway Alliance
- City of Greenville MTC
- Friends of Greenville Greenways
- Local Citizens

The Washington-Greenville Greenway Feasibility Study was conducted by McAdams and managed by the Mid-East Commission. The Study was funded by a Federal State Planning & Research (SPR) Grant through NCDOT, a State Match Contribution, and a Local Match Contribution, which was provided by Beaufort County, the City of Washington, Pitt County, and the City of Greenville.



On July 24, 2024, the Working Group voted to recommend the endorsement of the final report by MERPO and GUAMPO. The final report was endorsed by the MERPO at their August 1, 2024 regular meeting.

Scan the QR Code to view the Final Report



Or Visit:
<https://www.mideastrpo.com/about-1>



**RESOLUTION NO. 2024-16-GUAMPO
ENDORSING THE RECOMMENDATIONS OF THE WASHINGTON-GREENVILLE
GREENWAY FEASIBILITY STUDY**

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization provides cooperative, comprehensive, and continuing transportation for the planning area of Greenville, Winterville, Ayden, Simpson, and the adjoining unincorporated territory of Pitt County.

WHEREAS, the Transportation Advisory Committee is the duly recognized transportation planning policy board for the Greenville Urban Area Metropolitan Planning Organization; and

WHEREAS, the Mid-East Rural Planning Organization applied for and received State Planning & Research funding through the North Carolina Department of Transportation to conduct a study to determine the feasibility of a developing a greenway between the City of Washington and the City of Greenville; and

WHEREAS, the John R. McAdams Company, upon being selected as the project consultant, began work on the Washington-Greenville Greenway Feasibility Study in February 2023; and

WHEREAS, a working group, consisting of local citizens, and representatives from the North Carolina Department of Transportation, Beaufort County, the City of Washington, Pitt County, the City of Greenville, the Greenville Urban Area Metropolitan Planning Organization and East Carolina University, was formed to guide the project consultant throughout the development of the study; and

WHEREAS, the John R. McAdams Company worked diligently with project partners for 17 months to prepare a thorough report that details study considerations & alternatives development, community & stakeholder involvement, evaluations & recommendations, and implementation strategies; and

WHEREAS, at their final meeting on July 24, 2024, the working group voted in favor of recommending that the Mid-East Rural Planning Organization Transportation Advisory Committee and the Greenville Urban Area Metropolitan Planning Organization Transportation Advisory Committee endorse the recommendations of the Washington-Greenville Greenway Feasibility Study.

NOW, THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee of the Greenville Urban Area MPO hereby endorses the recommendations of the Washington-Greenville Greenway Feasibility Study.

Today, October 30th, 2024.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 6a

Technical Coordinating Committee

No Action Required

October 16, 2024

TO: Technical Coordinating Committee
FROM: Jeffery Rashko, Planner I (Transportation)
SUBJECT: State Transportation Improvement Program (STIP) Priorities of Existing Committed Projects

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

Discussion: On June 25th, 2024, GUAMPO Staff received a request from the NCDOT Division of Planning and Programming, which informed the MPO that as part of the development of the 2026-2035 Draft STIP, GUAMPO and Division 2 must rank the priorities of our current STIP funded projects. Rankings are one input the STIP Unit will consider when developing the Draft STIP. All revisions to the rankings were due by August 30th.

NCDOT Division 2 and GUAMPO had to agree on the priorities of changes. If there was no agreement or desire to modify the rankings, the STIP Unit will take a seniority approach to project priorities.

MPO staff met with each of the impacted local jurisdictions, as well as Division 2, and discussed the order of priorities of priorities. After deliberation, it was decided by the municipalities that they would agree to the priority list that was set out by Division 2. Attached is the final priority list ranking

Action Needed: No Action Required.

Attachments: *STIP Priority Ranking*

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

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

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

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

**Draft 2026-2035 STIP Funding Availability for Selecting Division Needs Projects from
Prioritization 7.0**

As of September 18, 2024

STI Funding Category	Funding Availability
Division 1	-\$199M
Division 2	-\$228M
Division 3	-\$61M
Division 4	-\$21M
Division 5	-\$187M
Division 6	\$79M
Division 7	\$64M
Division 8	-\$12M
Division 9	-\$119M
Division 10	-\$201M
Division 11	-\$18M
Division 12	-\$128M
Division 13	-\$144M
Division 14	-\$35M

***** Values are as of September 18, 2024, and will change due to, but not limited to, updated project cost estimates and schedule changes for committed projects *****

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

Greenville Urban Area MPO State Transportation Improvement Program (STIP) Priorities of Existing Committed Projects - Regional

PREDOMINANT FUNDED STI CATEGORY	SENIORITY RANK	Division 2 REVISED RANK	Greenville MPO and Division Selection	ADDITIONAL COMMENTS FOR STIP UNIT (OPTIONAL)	STIP ID	MODE	PRIORITIZATION CYCLE COMMITTED	PRIORITIZATION CYCLE SCORE	ROUTE	DESCRIPTION	TOTAL REMAINING STI COST	CURRENT ROW START FISCAL YEAR	CURRENT UTIL START FISCAL YEAR	CURRENT CON START FISCAL YEAR
Region B	1	2	2	Division 2: We have the R/W for project. No Utility work has been started to date.	U-5730	Highway	P3.0	68.94	US 13 (MEMORIAL DRIVE)	NC 43 (5TH STREET). UPGRADE INTERSECTION.	\$ 1,525,000		2023	2026
Region B	2	1	1	GUAMPO: In 2016, NCDOT advised the City to advance the construction date due to the aging condition of the current system and the difficulty in obtaining replacement parts. This is a locally-administered project, and the City could accomplish it through a municipal agreement. The Board of Transportation signed the agreement in January 2016, and the City signed it in October 2017. Then the project got delayed. 8 years has passed, and Greenville's system is in dire condition. I request that the STIP Unit move around Region B funds to accelerate the project within the new STIP to be scheduled for construction in FY26.	U-5952	Highway	P4.0	74.51	GREENVILLE	GREENVILLE SIGNAL SYSTEM.	\$ 12,750,000		2026	2028

Greenville Urban Area MPO State Transportation Improvement Program (STIP) Priorities of Existing Committed Projects - Division

STIP SENIORITY RANK	Division 2 REVISED RANK	Greenville MPO Final Selection	ADDITIONAL COMMENTS FOR STIP UNIT (OPTIONAL) by Division 2	STIP ID	PRIORITIZATI ON CYCLE COMMITTED	PRIORITIZATI ON CYCLE SCORE	ROUTE	DESCRIPTION	TOTAL REMAINING STI COST	CURRENT ROW START FISCAL YEAR	CURRENT UTIL START FISCAL YEAR	CURRENT CON START FISCAL YEAR
1	4	4	Project combined with U-5870. Will go to R/W September 2024. Significant Utility coordination work performed due to number of projects in the Greenville area. Project currently designed with V8i, significant delays could result in an increase cost to the project to convert to ORD.	U-5785	P3.0	85.42	SR 1708 (FIRETOWER ROAD)	WEST OF EAST ARLINGTON BOULEVARD TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO FOUR LANES.	\$ 46,780,000	2025	2024	2030
2	2	2	50% Complete with R/W. Several relocates have been completed and demolition of existing structures has taken place. Significant Utility coordination on project due to the number of projects in the Greenville area. Project currently designed with V8i, significant delays could result in an increase cost to the project to convert to ORD.	U-2817	P3.0	75.81	SR 1700 (EVANS STREET/ OLD TAR ROAD)	SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264 ALTERNATE (GREENVILLE BOULEVARD) IN GREENVILLE. WIDEN TO FOUR LANES.	\$ 131,072,000	2019	2019	2026
3	5	5	Project combined with U-5875. Will go to R/W September 2024. Significant Utility coordination work performed due to number of projects in the Greenville area. Project currently designed with V8i, significant delays could result in an increase cost to the project to convert to ORD.	U-5870	P3.0	75.75	SR 1708 (FIRETOWER ROAD)	SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO FOUR LANES.	\$ 67,618,000	2025	2025	2030
4	1	1	Most of the R/W has been acquired - Z Claims for Utility relocation. Plans ready to go to let. Development around the project constantly ongoing. Need to complete project as soon as possible. Railroad coordination to upgrade a crossing ahead of project let to take place July 2024. Project currently designed with V8i, significant delays could result in an increase cost to the project to convert to ORD.	U-5875	P3.0	74.42	SR 1203 (ALLEN ROAD)	SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO FOUR LANES.	\$ 62,835,000	2024	2024	2026
5	3	3	Project adjoins the Fire Tower Road Project U-5785. The U-5917 project will need to begin before the U-5785. Significant Utility relocation coordination performed on this project due to the number of projects in the Greenville area. Project currently designed with V8i, significant delays could result in an increase cost to the project to convert to ORD.	U-5917	P3.0	72.70	SR 1704 (FOURTEENTH STREET)	RED BANKS ROAD TO SR 1708 (FIRETOWER ROAD). WIDEN TO ADD MEDIAN AND PROTECTED LEFT-TURN LANES.	\$ 28,164,000	2019	2024	2026
6	7	7		U-5991	P4.0	74.37	NC 43	SR 1708 (FIRETOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES.	\$ 51,700,000	2027	2027	2029
7	6	6	Construction of this project would help traffic during the U-5991 project.	U-6197	P5.0	81.97	SR 1711 (WORTHINGTON ROAD)	SR 1725 (COUNTY HOME ROAD). UPGRADE INTERSECTION.	\$ 3,000,000	2027	2027	2029



Attachment 6b

Technical Coordinating Committee

No Action Required

October 16, 2024

TO: Technical Coordinating Committee
FROM: Jeffery Rashko, Planner I (Transportation)
SUBJECT: Updates / Announcements

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

Discussion: The Following People submitted information as an update:

Len White – Division 2

Attachments: NCDOT Construction Progress Report and Resurfacing Map

Ashley Rodgers – Transportation Planning Department

Attachments: TPD Newsletter

Lisa Kirby – Greenville Urban Area MPO

Attachments:

Action Needed: No Action Required.



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Contract Number: C204070 Division: 2 TIP Number: U-5606 Length: 1.344 miles NCDOT Contact: Jason B. Beasley Location Description: SR-1598 (DICKINSON AVE) FROM NC-11 TO SR-1610 (READE CR). Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$15,747,596.21 Work Began: 06/02/2022 Original Completion Date: 03/03/2027 Latest Payment Thru: 09/30/2024 Latest Payment Date: 10/07/2024	Route: SR-1598 County: Pitt Federal Aid Number: STP-1598(3) NCDOT Contact No: (252)830-3495 Letting Date: 03/15/2022 Revised Completion Date: 07/27/2027 Construction Progress: 46.58%
Contract Number: C204376 Division: 2 TIP Number: B-4786 Length: 0.237 miles NCDOT Contact: Jason B. Beasley Location Description: BRIDGE #38 OVER THE TAR RIVER ON US-13 IN GREENVILLE. Contractor Name: W C ENGLISH INCORPORATED Contract Amount: \$11,095,482.80 Work Began: 07/10/2023 Original Completion Date: 04/09/2026 Latest Payment Thru: 08/31/2024 Latest Payment Date: 09/10/2024	Route: US-13 County: Pitt Federal Aid Number: 0013069 NCDOT Contact No: (252)830-3495 Letting Date: 08/16/2022 Revised Completion Date: Construction Progress: 29.18%
Contract Number: C204414 Division: 2 TIP Number: B-5301 Length: 0.606 miles NCDOT Contact: Jason B. Beasley Location Description: BRIDGE #730472 OVER US-264 ON SR-1210 AND BRIDGE #87 OVER NO R FOLK SOUTHERN RAILROAD ON NC-33. Contractor Name: CONTI CIVIL LLC Contract Amount: \$9,574,442.00 Work Began: 10/17/2022 Original Completion Date: 04/13/2025 Latest Payment Thru: 08/31/2024 Latest Payment Date: 09/10/2024	Route: NC-33 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 06/21/2022 Revised Completion Date: 05/23/2025 Construction Progress: 71.34%
Contract Number: DB00433 Division: 2 TIP Number: W-5702M Length: 0.131 miles NCDOT Contact: Jon Aaron Bullard, PE Location Description: SR 1711 AT SR 1709 Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$2,278,875.94 Work Began: 09/12/2024 Original Completion Date: 12/01/2025	Route: SR-1711 County: Pitt Federal Aid Number: HSIP-1711(006) NCDOT Contact No: (252)527-0053 Letting Date: 07/24/2024 Revised Completion Date:

Latest Payment Thru: 09/22/2024
Latest Payment Date: 09/27/2024

Construction Progress: 2.94%

Contract Number: DB00560

Route: SR-0000

Division: 2

County: Pitt

TIP Number: R-5782MD

Length: 0 miles

Federal Aid Number: 220105

NCDOT Contact: Jason B. Beasley

NCDOT Contact No: (252)830-3495

Location Description: BETHEL, FOUNTAIN, HOOKERTON, AND WALSTONBURG

Contractor Name: E & S CONTRACTING AND REALTY LLC DBA E & S CONTRACTING

Contract Amount: \$119,754.50

Work Began: 04/24/2023

Letting Date: 03/08/2023

Original Completion Date: 03/02/2024

Revised Completion Date: 03/03/2024

Latest Payment Thru: 09/30/2023

Latest Payment Date: 10/06/2023

Construction Progress: 85.78%

Contract Number: DB00569

Route: -, SR-1525, SR-1537

Division: 2

County: Pitt

TIP Number:

Length: 17.34 miles

Federal Aid Number: STATE FUNDED

NCDOT Contact: Jason B. Beasley

NCDOT Contact No: (252)830-3495

Location Description: PITT COUNTY

Contractor Name: BARNHILL CONTRACTING CO

Contract Amount: \$0.00

Work Began:

Letting Date: 11/08/2023

Original Completion Date: 12/15/2025

Revised Completion Date:

Latest Payment Thru:

Latest Payment Date:

Construction Progress: 0%

Contract Number: DB00570

Route: -, SR-1563, SR-1820

SR-2207, SR-2210, SR-2228

Division: 2

County: Pitt

TIP Number:

Length: 11.23 miles

Federal Aid Number: STATE FUNDED

NCDOT Contact: Jason B. Beasley

NCDOT Contact No: (252)830-3495

Location Description: PITT COUNTY

Contractor Name: FSC II LLC DBA FRED SMITH COMPANY

Contract Amount: \$0.00

Work Began:

Letting Date: 12/13/2023

Original Completion Date: 12/15/2025

Revised Completion Date:

Latest Payment Thru:

Latest Payment Date:

Construction Progress: 0%

Contract Number: DB00573

Route: -, SR-1522, SR-1523

Division: 2

County: Pitt

TIP Number:

Length: 11.47 miles

Federal Aid Number: STATE FUNDED

NCDOT Contact: Jason B. Beasley

NCDOT Contact No: (252)830-3495

Location Description: PITT COUNTY

Contractor Name: FSC II LLC DBA FRED SMITH COMPANY

Contract Amount: \$0.00

Work Began:

Letting Date: 12/13/2023

Original Completion Date: 12/15/2025

Revised Completion Date:

Latest Payment Thru:

Latest Payment Date:

Construction Progress: 0%

Contract Number: DB00575

Route: -

Division: 2

County: Pitt

TIP Number:

Length: 20.48 miles

Federal Aid Number: STATE FUNDED

NCDOT Contact: Jason B. Beasley

NCDOT Contact No: (252)830-3495

Location Description: PITT COUNTY

Contractor Name: BARNHILL CONTRACTING CO

Contract Amount: \$0.00

Work Began:

Letting Date: 05/22/2024

Original Completion Date: 03/15/2026 Latest Payment Thru: Latest Payment Date:		Revised Completion Date: Construction Progress: 0%	
Contract Number: DB00581 Division: 2 TIP Number: Length: 17.57 miles NCDOT Contact: Jason B. Beasley Location Description: PITT COUNTY Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$0.00 Work Began:		Route: -, SR-1430, SR-1500 SR-1501 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 05/08/2024 Original Completion Date: 03/15/2026 Latest Payment Thru: Latest Payment Date:	
Revised Completion Date: Construction Progress: 0%			
Contract Number: DB00583 Division: 2 TIP Number: Length: 14.23 miles NCDOT Contact: Jason B. Beasley Location Description: PITT COUNTY Contractor Name: BARNHILL CONTRACTING CO Contract Amount: \$0.00 Work Began:		Route: SR-1109 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 05/22/2024 Original Completion Date: 03/15/2026 Latest Payment Thru: Latest Payment Date:	
Revised Completion Date: Construction Progress: 0%			
Contract Number: DB00584 Division: 2 TIP Number: Length: 0.53 miles NCDOT Contact: Jason B. Beasley Location Description: FOUNTAIN, PITT COUNTY Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$0.00 Work Began: 09/16/2024		Route: - County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 06/12/2024 Original Completion Date: 12/15/2024 Latest Payment Thru: Latest Payment Date:	
Revised Completion Date: Construction Progress: 0%			
Contract Number: DB00586 Division: 2 TIP Number: R-5782BC Length: 0.43 miles NCDOT Contact: Jason B. Beasley Location Description: EVANS STREET FROM 10TH STREET TO 14TH STREET AND THE INTERSE CTION OF 10TH STREET AND COLLEGE HILL DRIVE Contractor Name: EASTERN EARTHSCAPES & CONSTRUCTION LLC Contract Amount: \$228,722.00 Work Began: 07/29/2024		Route: SR-1702 County: Pitt Federal Aid Number: TAP-0220(112) NCDOT Contact No: (252)830-3495 Letting Date: 05/22/2024 Original Completion Date: 02/08/2025 Latest Payment Thru: 08/31/2024 Latest Payment Date: 09/12/2024	
Revised Completion Date: Construction Progress: 56.21%			





PITT COUNTY

DB00570

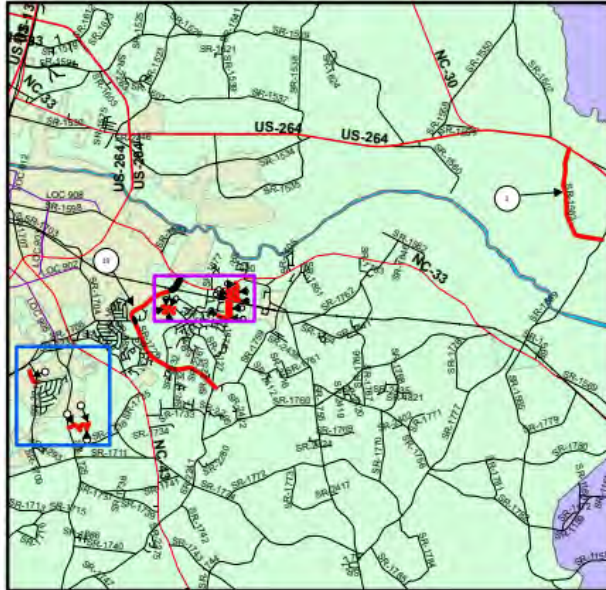
WBS# 2024CPT.02.04.20741

PROJECT REFERENCE NO.	SHEET NO.
DB00570	1



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

**NCDOT
DIVISION 2**





PITT COUNTY

DB00569

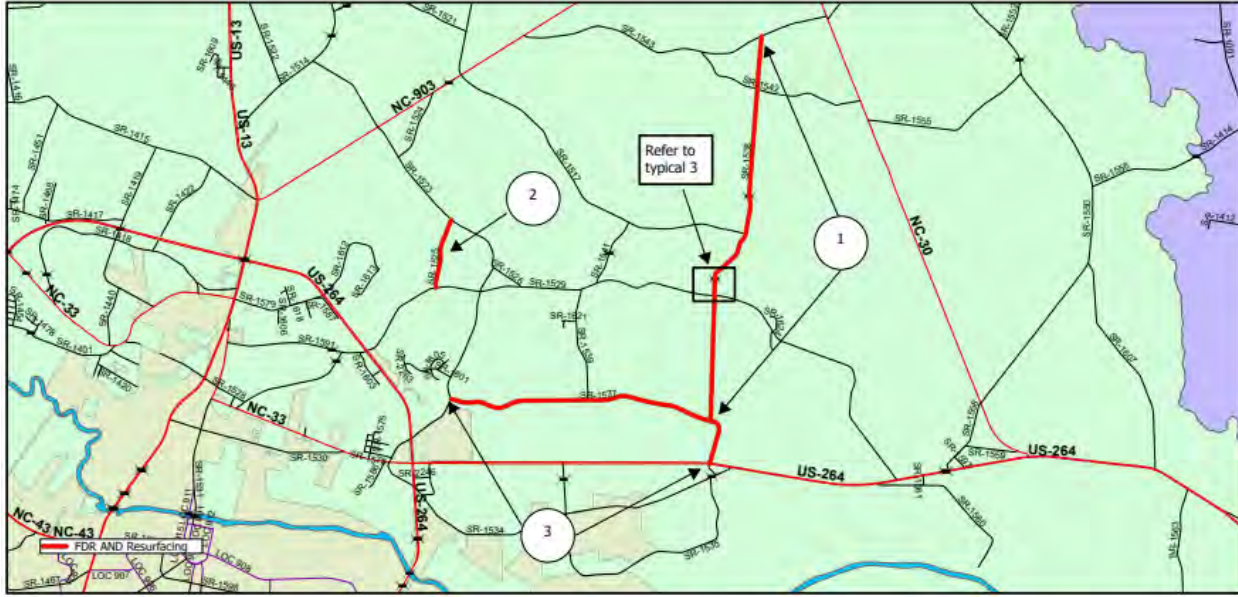
**WBS# 2023CPT.02.22.20742
2023CPT.02.18.20741**

PROJECT REFERENCE NO.	SHEET NO.
DB00569	1



**NCDOT
DIVISION 2**

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



NCDOT TPD NEWS



NCDOT TPD Greenville Urban Area MPO Newsletter

October 2024

Pitt County CTP Update

Work on the appendices (including draft project sheets) for the Pitt County Comprehensive Transportation Plan is on-going. Estimated completion of draft is Fall 2024.

NC Explores More Sustainable Transportation Funding Options

NCDOT has launched a new website, advancencentransportation.com, to better inform the public about transportation funding. The website answers several important questions, such as:

- How is North Carolina’s transportation network currently funded?
- How do citizens benefit from a vast, modern transportation network?
- What are some alternative ways to fund transportation in a more sustainable manner?

From the website, people may take a [short survey](#) to share their opinions about the future of funding for transportation. The website also includes [this video](#) explaining the looming issue of less-reliable transportation revenue. Transportation leaders are discussing these important issues as North Carolina moves toward a cleaner, more equitable economy under Executive Order 246 signed by Gov. Cooper in 2022. As part of that order, NCDOT drafted the [N.C. Clean Transportation Plan](#) to help guide a more coordinated approach to

Traffic Forecasts (TF)

A Project Level Traffic Forecasting is an essential part of the planning process. A traffic forecast informs the design of STIP projects. See below links to forecasting maps with status and documents.

Project	Firm	Status
U-5785/U-5870 Pitt– Fire Tower Arlington to 14th St	STV	Completed 9/3/24

- Interactive statewide Traffic Forecast map: [NCDOT Traffic Forecasting Data Map \(arcgis.com\)](https://arcgis.com) Page 57
- Traffic Forecast documents: [Traffic Forecasts - All Documents \(ncdot.gov\)](https://ncdot.gov)

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

- NCDOT Mission Statement

reducing greenhouse gas emissions and expanding clean-energy infrastructure such as electric charging stations, among other initiatives.

NCDOT Flood Warning System

The [flood warning system](#) provides critical, real-time information that helps the N.C. Department of Transportation prepare, respond and recover from hurricanes, flash floods and other severe storms.

During a storm, the system automatically generates email or text alerts to warn NCDOT maintenance and bridge crews of potential problems. State and local emergency officials can also sign up for the alerts.

TPD Staff Updates

Dominique Boyd was recently promoted to the **Eastern Piedmont Planning Group Supervisor** position. Dominique worked previously with the NCDOT Statewide Initiatives Group as well as the Planning Unit of TPD.

Alpesh Patel, PE, has been named the **Transportation Planning Director** at NCDOT, effective Monday, October 28, 2024. With nearly 29 years of leadership experience in public and private transportation (including over 20 years with NCDOT), Alpesh brings a wealth of expertise in long-range planning, programming, policy development, and data analytics.

Contact Us

Ashley Rodgers, PE, CFM
GUAMPO Coordinator

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alrodgers@ncdot.gov

Website: www.ncdot.gov

Upcoming	Date
Federal FY 25 begins	October 1, 2024
1st Quarter 5303 Claim (July 1-Sept. 30, 2024) due	October 30, 2024
MPO Evaluation Report due to Transportation Oversight Committee	November 1, 2024
TPD provides MPO planning fund allocations for FY 25	November 1, 2024

NCDOT Statewide Plans:

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

- [NC Moves 2050 Plan](#)
- [NCDOT Strategic Transportation Corridors](#)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#)
- [NC Statewide Multimodal Freight Plan \(2023\)](#)
- [NCDOT: Integrated Mobility Division - Great Trails State Plan](#)
- [NCDOT: Integrated Mobility Division - Statewide Strategic Plan](#)
- [NCDOT Resilience Strategy Report \(2021\)](#)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#)

Other Plans:

- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](#) (or Google

Helpful Links:

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

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