



Adopted by the Goldsboro MPO on October 15, 2024

# 2050 GOLDSBORO

## URBAN AREA MTP







# ACKNOWLEDGMENTS

The Goldsboro Urban Area 2050 Metropolitan Transportation Plan (Goldsboro 2050 MTP) represents a crucial step in maintaining a blueprint for a safe, multimodal, and efficient transportation system throughout Goldsboro. The plan reflects the collaborative efforts of the stakeholders, local staff and officials, the North Carolina Department of Transportation (NCDOT), the Federal Highway Administration (FHWA), and the project's steering committee. In addition, contributions from the residents of the City of Goldsboro, Village of Walnut Creek, Town of Pikeville, and Wayne County provided invaluable insight during the planning process. The efforts of everyone involved throughout the process are greatly appreciated.

## Steering Committee Members

The steering committee members are listed below in alphabetical order by last name.

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**Felicia Brown** | City of Goldsboro, Parks & Recreation

**June Bynum** | Wayne County Resident; Black Girls Black

**Denise Evans** | Seymour Johnson Air Force Base

**Ray Fields** | City of Goldsboro, Inspector

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2050GOLDSBORO  
URBAN AREA MTP

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# CHAPTER 1

## INTRODUCTION



## INTRODUCTION

The Goldsboro Urban Area 2050 Metropolitan Transportation Plan (MTP) defines the vision for creating a mode-inclusive, regional transportation system that accommodates the current and future mobility needs of its citizens through the identification of projects, policies, and action steps. The plan acknowledges that transportation is a critical component of daily life that residents and visitors rely on for access to education, health care, jobs, and entertainment throughout the region.

### How is the Plan Used?

The Goldsboro MTP will serve as a blueprint for guiding transportation investments and directing federal, state, and local dollars toward transportation projects that the community desires. More holistically, the MTP is governed by the Infrastructure Investment and Jobs Act (IIJA), otherwise known as the Bipartisan Infrastructure Law (BIL). This federal transportation legislation preserves the following federal planning factors established in the previous legislation referred to as the Fixing America's Surface Transportation Act, or FAST Act:

- Support the economic vitality of the metropolitan area
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment
- Enhance the integration and connectivity of the transportation system
- Promote efficient system management and operation
- Emphasize preservation of the existing system

- Improve the resiliency and reliability of the transportation system
- Enhance travel and tourism

In addition, the IIJA introduced new or reinforced areas of focus for consideration within metropolitan transportation plans:

- Improve the environmental resiliency of the transportation system
- Reduce carbon emissions by developing a Carbon Reduction Strategy
- Progress equity in the transportation planning process by not disproportionately burdening historically marginalized groups and communities
- Consider the link between the role of transportation and housing
- Promote transportation technology in metropolitan planning





## PLANNING PROCESS

The Goldsboro 2050 MTP is the product of a coordinated and collaborative planning effort to establish the region's transportation vision. The planning process required a collaborative effort between stakeholders, municipalities, and project staff to create a plan that reflects the values and needs of the region. The process also leveraged community feedback that both educated the public about the MTP and listened and learned from identified needs. The outcome is an MTP that emphasizes engagement as an important tenet of a performance-based planning process.

### What is in the Plan?

The following describes the chapters included within this plan and the content that each chapter includes:

#### Chapter 1 - Plan Vision and Framework

This chapter outlines the framework of the plan, planning process, and public engagement. This chapter also introduces the goals and vision of the plan.

#### Chapter 2 - Existing Conditions

This chapter presents demographics and current conditions of the transportation network

#### Chapter 3 - Multimodal Framework

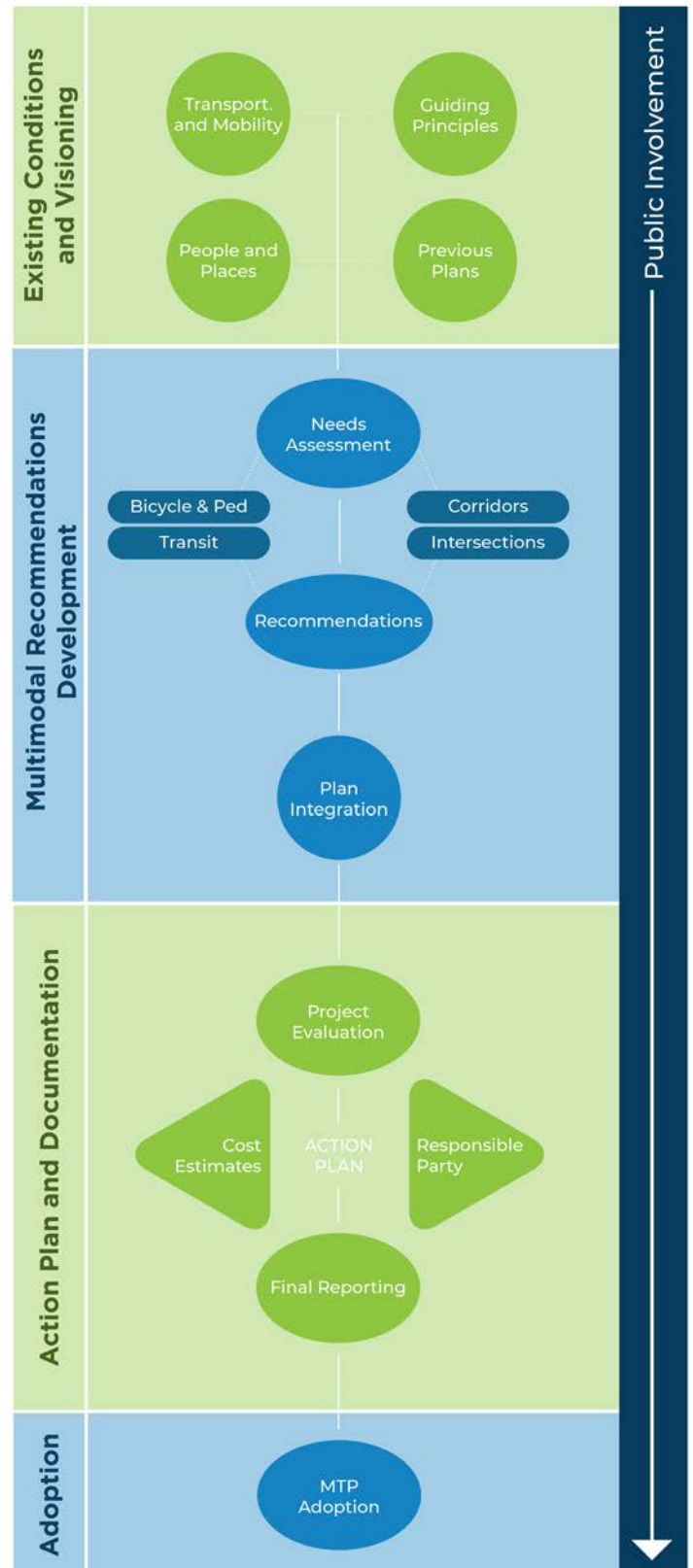
This chapter provides recommendations for differing elements of transportation. Additionally, this chapter looks at future considerations and prioritizes projects.

#### Chapter 4 - Performance Measures

This chapter discusses the role of performance based planning and requirements for monitoring and evaluation

#### Chapter 5 - Financial Plan

This chapter documents the available funding mechanisms at the local, state, and federal level while offering a strategy to implement priority projects.





## GOALS

In order to develop a plan that reflects the region's intentions throughout its development, a clear and concise set of goals were created. The goals express the needs and values of the Goldsboro region established in the previous MTP and refined during the first round of public engagement activities. These goals are further vetted against the Federal planning factors and performance measurement areas as defined by the FAST Act, and carried forward through IIJA. The series of goals create a Goldsboro region-specific framework for the entirety of the 2050 MTP planning process.



### Accessibility

Ensure that roads provide safe access points to local businesses to increase traveler safety and network efficiency.



### Environment

Preserve and enhance the Goldsboro region's valued places and environment by providing a resilient transportation system.



### Connectivity

Provide a well-connected transportation network for automobiles, bicycles, and pedestrians.



### Maintenance

Emphasize the preservation of the existing network that maximizes benefits to the transportation system while minimizing costs.



### Economic Development

Support regional economic development with a transportation system that makes it easy to move people and goods within and through the region and promotes overall job growth.



### Safety

Limit crashes in the region and provide safe facilities for bicyclists and pedestrians.



### Efficiency

Ensure the transportation system operates efficiently through coordinated policy and technology decisions.



### Security

Provide safe access to evacuation routes and Seymour Johnson Air Force Base while maintaining a flexible transportation system that aids the response and recovery from natural and man-made disasters.





## FEDERAL REQUIREMENTS

Since the MTP is a federally-required plan, it should reflect a linkage between the plan's goals and federal planning factors. The following table illustrates how each goal addresses one or more of the federal planning factors. Throughout the MTP there are several call-outs further showcasing the relevance of the federal planning factors to the transportation planning process.

Table 1. Federal Planning Factors and MTP Goals

		2050 MTP Goals							
Federal Planning Factors	Support the economic vitality of the metropolitan area.			✓					
	Increase the safety of the transportation system for motorized and non-motorized users.	✓	✓					✓	
	Increase the security of the transportation system for motorized and non-motorized users.								✓
	Increase the accessibility and mobility of people and freight.	✓	✓				✓		
	Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.					✓			
	Enhance the integration and connectivity of the transportation system, across and between modes.	✓	✓						
	Promote efficient system management and operation.				✓			✓	✓
	Emphasize the preservation of the existing transportation system.							✓	✓
	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.					✓			
	Enhance travel and tourism.			✓					

## PUBLIC ENGAGEMENT

Public involvement is a crucial component of any successful transportation planning process. Successful engagement involves identifying a blend of community members and leaders to provide meaningful insight. A collaborative approach allows for a holistic understanding of a community's needs and desires to create a comprehensive transportation vision. As a result, staff and the project team reached out to stakeholders, residents, elected officials, and other community representatives throughout the planning process. The following sections outline the strategies and time frame used to collect community input.

### Steering Committee

The steering committee consisted of 15 representatives from member jurisdictions, Seymour Johnson Air Force Base, agency partners, and members of the public. The committee members had the opportunity to:

- Provide direction for the development of the plan
- Establish plan goals
- Share local knowledge of transportation deficiencies and needs
- Share public engagement opportunities with constituents
- Review the final plan

### Technical Coordinating Committee

The 20 member Technical Coordinating Committee (TCC) is made up of planners, engineers and local representatives. The TCC's role is to provide guidance and review the MTP and other transportation planning processes. The TCC also advises the Technical Advisory Committee (TAC). The TCC was briefed on the 2050 MTP on July 16, 2024. The TCC will recommend the plan for adoption to the TAC on October 15, 2024.







### Technical Advisory Committee

The TAC is the 15-member policy board of the MPO. The TAC is made up of elected officials from member towns, counties, and North Carolina Department of Transportation (NCDOT). The TAC is the decision-making body of the MPO that will vote to adopt the final MTP. The TAC was briefed on the 2050 MTP on July 16, 2024. The TAC adopted the MTP on October 15, 2024.

### City Council

The Goldsboro City Council was briefed on 2050 MTP on October 7, 2024.

### Public Events

A challenge of standard public engagement is reaching a broad array of community members. An engagement best practice is to meet the community at local events to engage people who may otherwise not participate. There were two public events held as part of the planning process.

The first event was a pop-up event to gather input on transportation opportunities and challenges throughout the region. On June 13, 2024, a pop-up event was held at Center Street Live! The input gathered from the pop-up event was used to develop multimodal transportation recommendations.

The second event was a public workshop to validate the draft transportation recommendations. On September 9, 2024, the second public event was held at City Hall.

### Online Survey

Online surveys allow for input to be gathered anytime, anywhere in a place comfortable for respondents. Surveys allow for more comprehensive information through asking detailed questions and mapping activities.



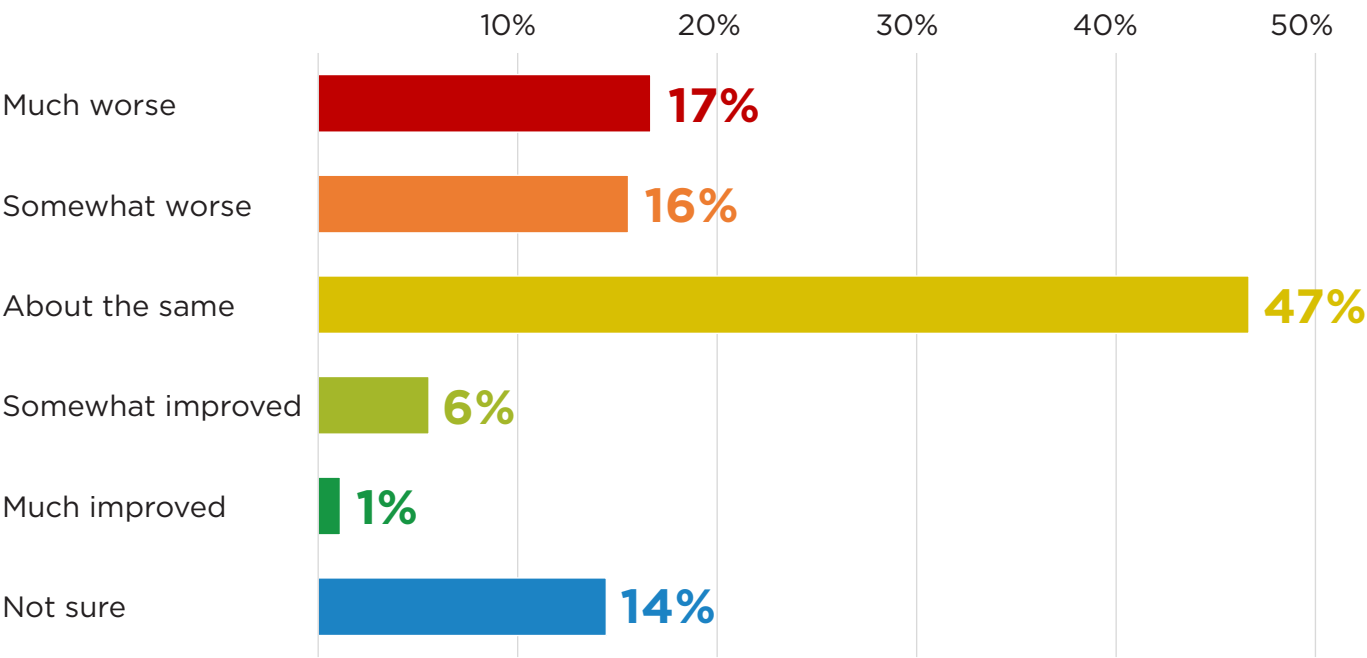
Phase 1 Engagement

Phase 1 of public engagement focused on project visioning and existing conditions. The goal of Phase 1 was to raise awareness about the MTP and identify the transportation needs. The following summary shows a snapshot of the input received during Phase 1 of engagement. The full summary can be found in the Appendix.

The first public survey was open from June 12, 2024 to July 31, 2024. Participants were asked what kind of transportation improvement they would like to see, what specific modal improvements are the most important, and what transportation improvements should be prioritized.

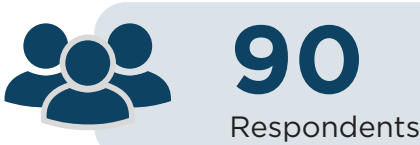
Over the past 5 years, do you think the transportation in the region is...

- Nearly 47% of all survey participants found the transportation system to be “about the same” within the past five years.
- Around 32% of survey participants found the transportation system to be “much” or “somewhat worse.”
- About 7% of survey participants found the transportation system to be “somewhat” or “much improved.”



Online Survey #1

The following pages reflect the input provided on the first public survey.







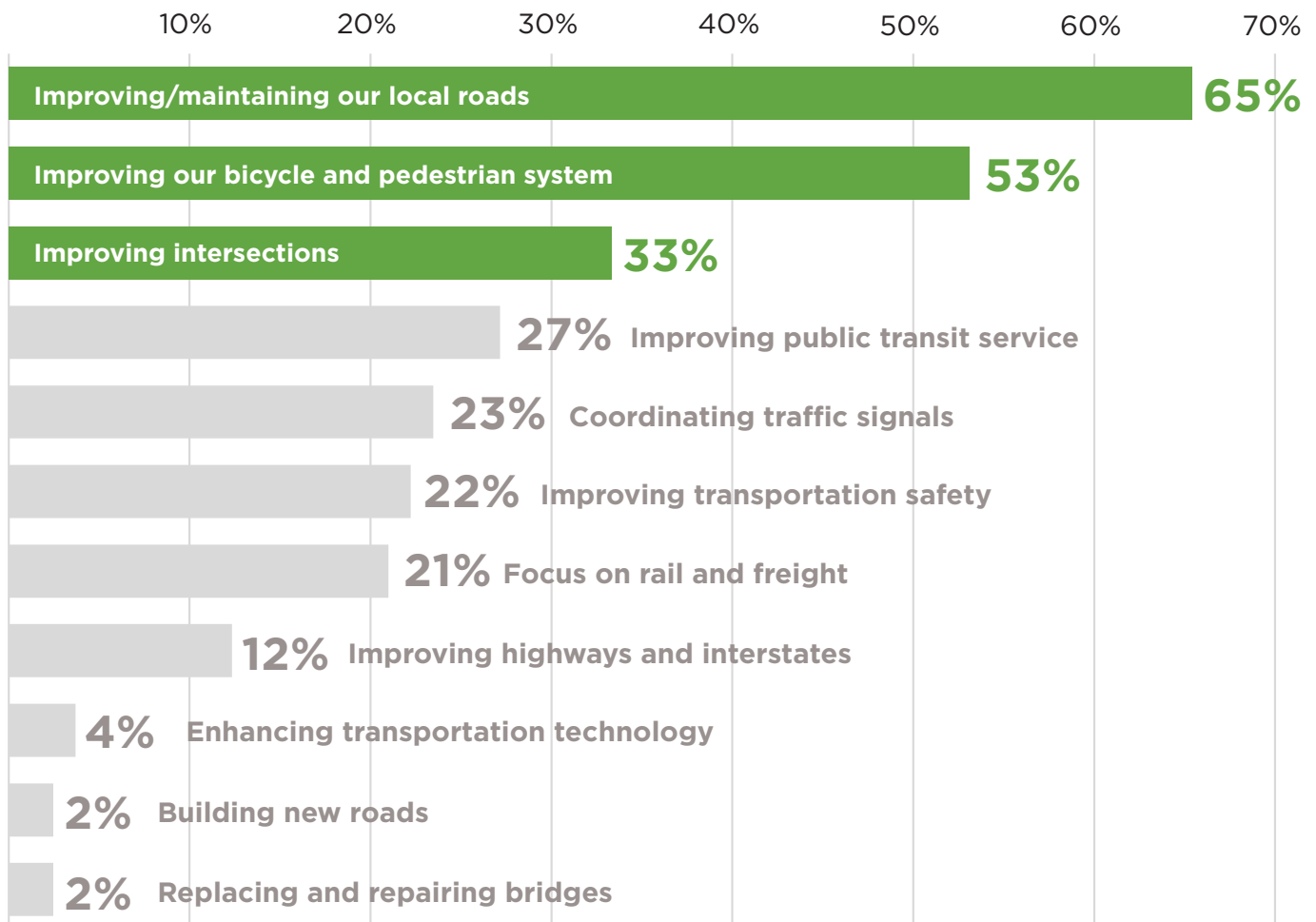
### Which transportation improvements should we prioritize? (Select three)

- About 65% of participants selected “improving and maintaining our local roads” as one of their top three transportation improvements.
- The second highest priority was to improve bicycle and pedestrian system.
- The lower priorities were “building new roads” and “replacing and repairing bridges” with less than 5% of participants selecting those two priorities.

While all of these transportation improvements are important, this insight helped inform the types of recommendations that were drafted. This information was also used to inform the financial plan.

**Federal Planning Factor:** *Enhance travel and tourism.*

The Goldsboro MPO is a historic destination with a strong sense of community. Maintaining the existing transportation system to better serve locals and visitors is essential to promoting a healthy, thriving economy. The region also provides recreational opportunities to hike, kayak, camp, and paddle at Neuse State Park.

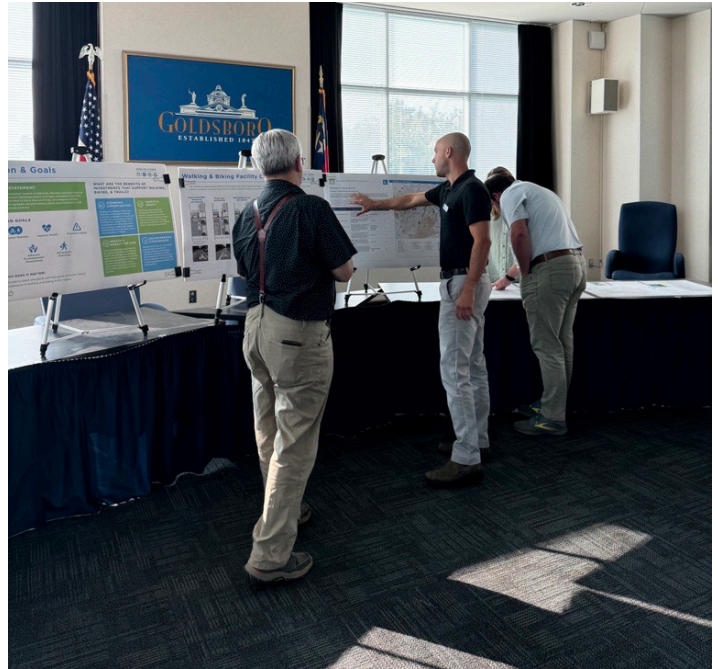




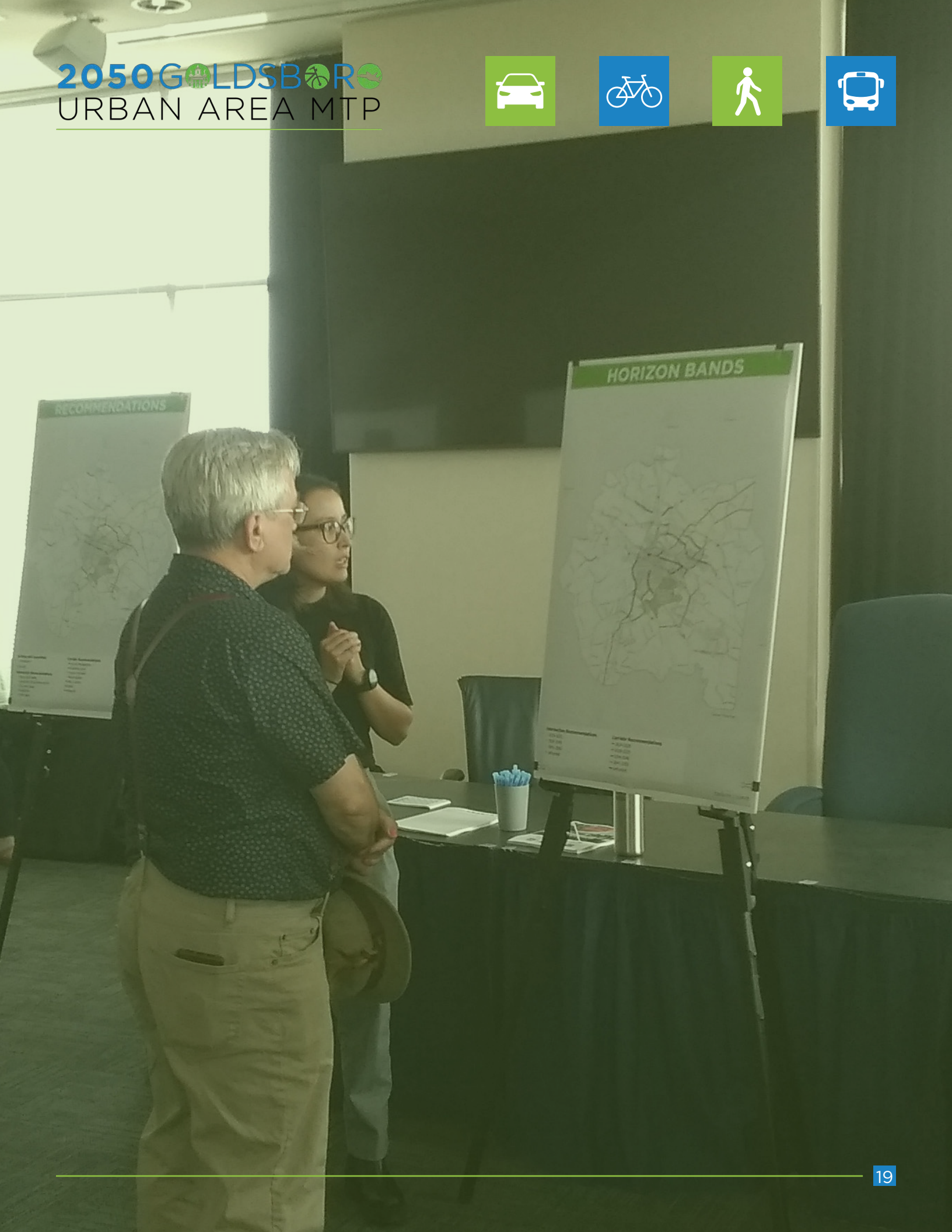
## Phase 2 Engagement

Phase 2 of public engagement focused on showcasing the recommendations and financially constrained plan. The goal of Phase 2 was to confirm that the identified corridor projects addressed the needs of the community.

The second regional workshop was held on Monday, September 9, 2024. Participants were given the opportunity to ask questions and provide feedback on the recommendations and financially constrained project list.















# CHAPTER 2

## EXISTING CONDITIONS

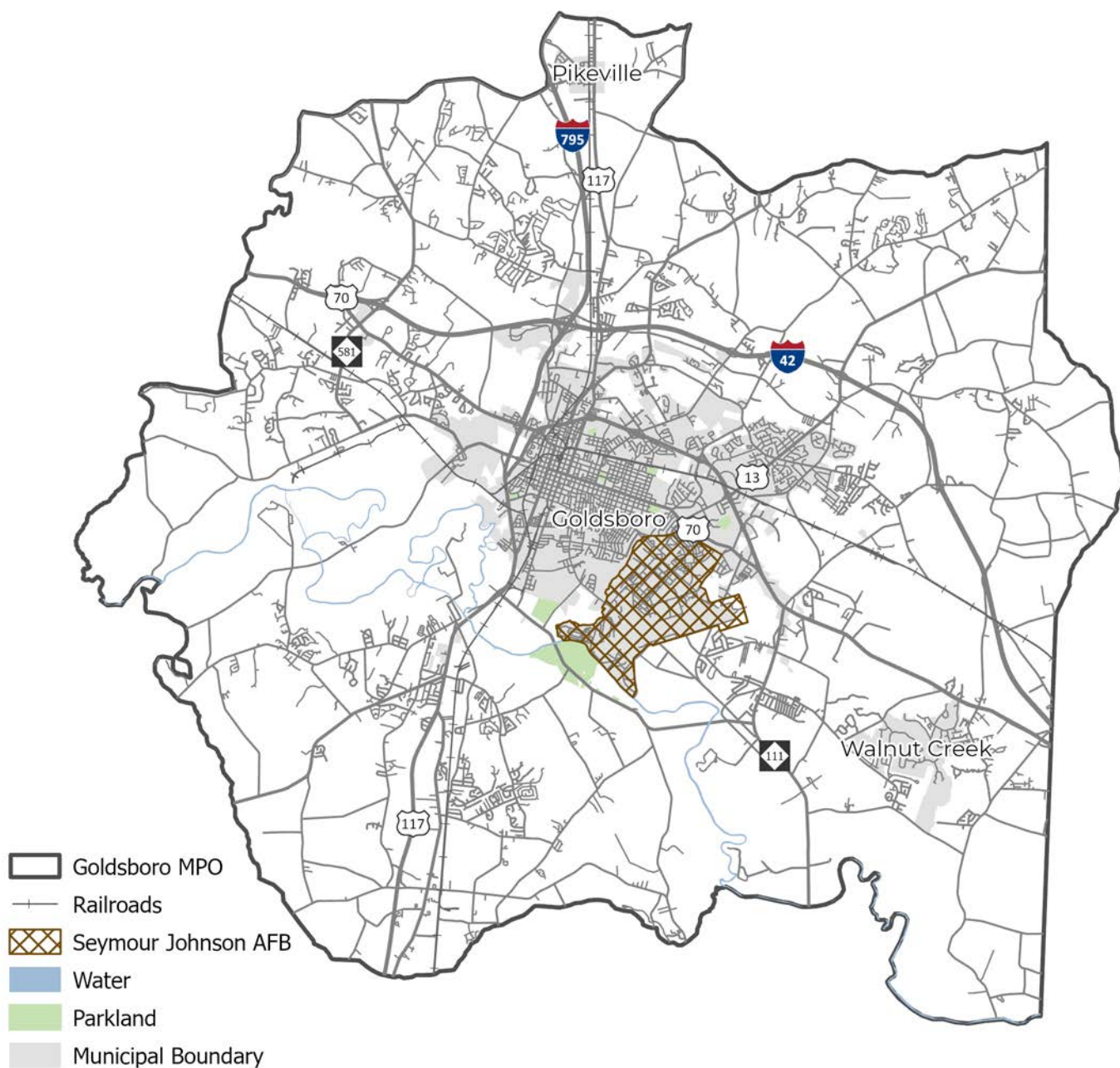




## INTRODUCTION

The Goldsboro 2050 MTP aims to create a strategy to accommodate the current needs of the community while balancing future needs that may arise. This chapter provides an overview of the demographic, employment, travel, environmental features, and safety considerations. The study area is approximately 269 square miles and incorporates portions of unincorporated Wayne County and fully includes the City of Goldsboro, Town of Pikeville, and Village of Walnut Creek.

*Figure 1. Study Area*





## PREVIOUS PLAN REVIEW

The Goldsboro 2050 MTP is an opportunity to build upon the groundwork that has already been laid for future transportation projects and initiatives. In order to build on the previous planning efforts, a variety of plans from the MPO, Wayne County, and other regional plans were pulled for review. The plans identified below act as the building blocks of transportation decision making and are important considerations to understand the investments and commitment that have already been made. The findings from the previous plan review informed the development of the Goldsboro 2050 MTP recommendations.

*Table 2. Previous Plans*

Plan	Year	Summary
Southeastern North Carolina Passenger Rail Feasibility Study	2024	The SE NC Passenger Rail Feasibility Study examined the needs and costs of a potential passenger rail line between Raleigh and Wilmington which includes a stop in Goldsboro.
Strategic Transportation Corridors - Corridor P	2023	Corridor P comprises the future I-42 corridor from Raleigh to Morehead City. This planning document outlines the vision and need for the corridor.
Strategic Transportation Corridors - Corridor S	2023	The Corridor S plan is a vision and needs statement for I-795 from Wilson to I-40 near Faison.
Ash Street Corridor Study	2023	Ash Street corridor study looks at improving the pedestrian and bicycle experience on one of Goldsboro's most important streets
Neuse River RHMP Plan	2020	The Neuse River Regional Hazard Mitigation Plan helps to prepare the entirety of the Neuse River watershed against future natural and man made disasters. This document is required to keep the region eligible for federal disaster funds.
Goldsboro 2045 MTP	2019	The Goldsboro region's previous Metropolitan Transportation Plan, a federally mandated plan covers medium term transportation projects and outlines long term priorities and visions for the transportation network.
Eastern NC Freight Mobility Plan	2019	The Eastern NC Freight Plan analyzed existing freight conditions across Eastern NC and recommended projects to improve freight movement across road, rail and ports. Projects such as Interstate 42, and Interstate 795's future expansion were in this plan.
Wayne County CTP	2016	The Wayne County Comprehensive Transportation Plan was a collaborative effort between NCDOT and Wayne County that outlines transportation improvement.





Plan	Year	Summary
Goldsboro Bicycle and Pedestrian Plan	2015	The Goldsboro Bicycle and Pedestrian plan, currently being updated, outlines improvements to Goldsboro's bicycle and pedestrian network. This plan is being updated alongside the current 2050 MTP.
Envision 35	2013	Envision 35 is the City of Goldsboro's comprehensive plan, this plan guides the city on all aspects of planning including parks, urban design, and transportation, along with general priorities and goals.
Wayne County Comprehensive Plan	2008	The primary planning document for Wayne County. The plan sets out goals and visions for the county along with specific goals and policies that future planning efforts should follow.







## DEMOGRAPHICS

Since the Goldsboro 2045 MTP, the population has declined by about 4% from 2010 to 2020. The median age in the study area is 40 years old, which is slightly older than North Carolina's median age of 39. In the study area, men have a slightly lower median age than women at 37 and 42 years old, respectively.

The study area is predominately White (57%), with the next largest cohort of the population being Black or African Americans (31%). Those who identify as more than one race or "other," account for 12% of the population. The total percentage of underrepresented groups is 43%, which is 8% higher than the state's 35%.

The median household income in the study area is significantly lower compared to the state's. The median household income in the Goldsboro MPO is \$56,670 and the median household income in North Carolina is \$67,481. In the study area, 16% of residents are in poverty. Nearly 90% of area residents have completed high school or above and 21% have a Bachelor's degree or higher educational degree.

### Population

**98,918**

Total  
Population



**102,918**  
in 2010



**98,918**  
in 2020

### Income and Poverty



**Goldsboro MPO North Carolina**



**\$56,670**

Median  
Household  
Income

**\$67,481**

Median  
Household  
Income



**16%**

Households  
in Poverty

**12.8%**

Households  
in Poverty

### Education



**87%**  
High School  
Grad or  
higher



**21%**  
Bachelor's  
or higher

### Diversity



**57.4%**  
White



**30.6%**  
Black or African American



**11.9%**  
Other / More  
than one race

**11.4%**

Hispanic or  
Latino

### Age

Median  
Age

**40.0**



Median  
Male Age

**36.7**



Median  
Female  
Age

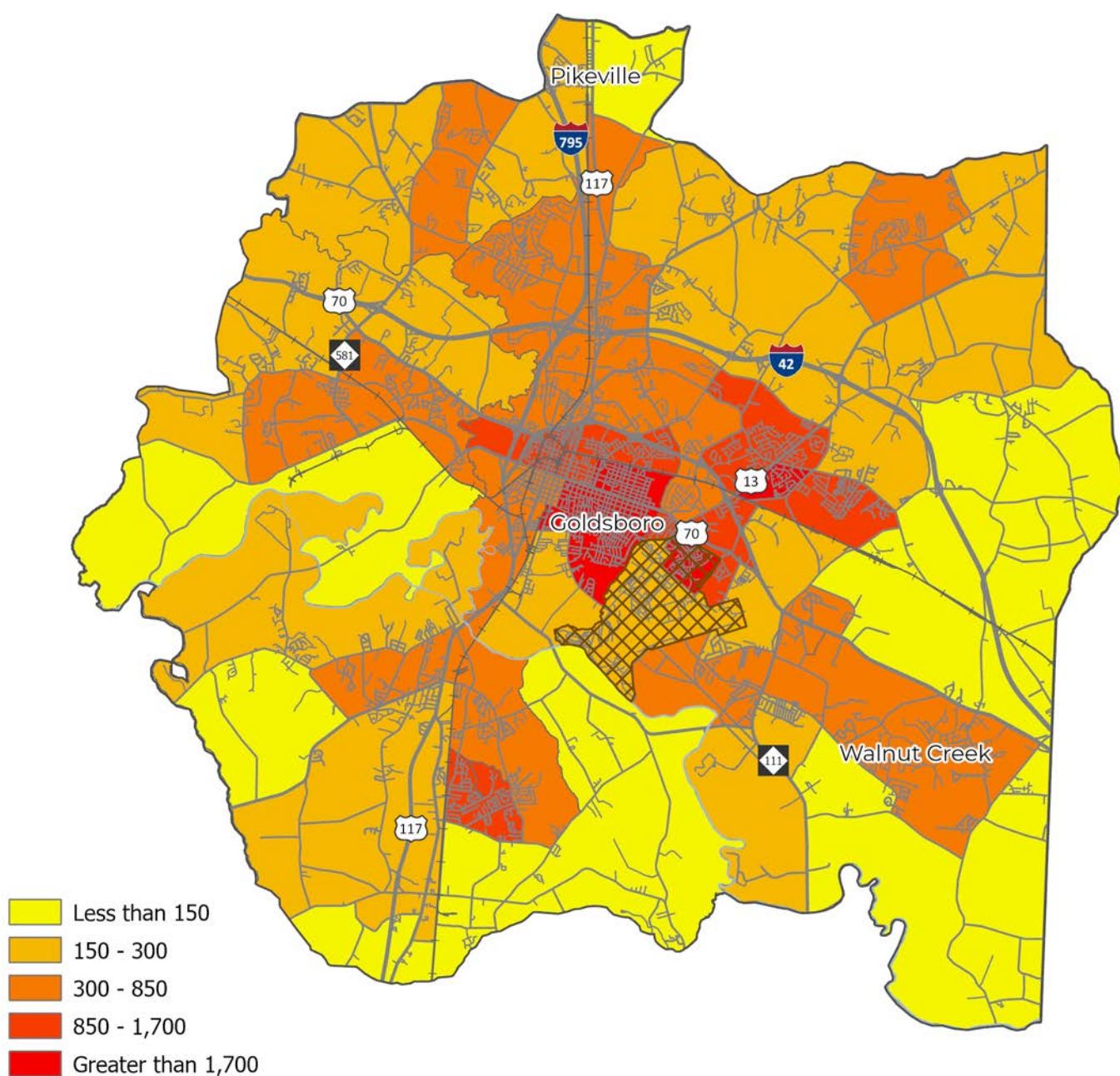
**41.9**



## POPULATION DENSITY

Figure 2 shows the population density in persons per square mile in the Goldsboro MPO. The average population density in the Goldsboro study area is 143 people per square mile with the highest population densities in downtown Goldsboro and along US 13 (Berkeley Blvd). Other more densely populated areas include Walnut Creek and area's south of downtown Goldsboro.

*Figure 2. Population Density (Persons / Square Mile)*



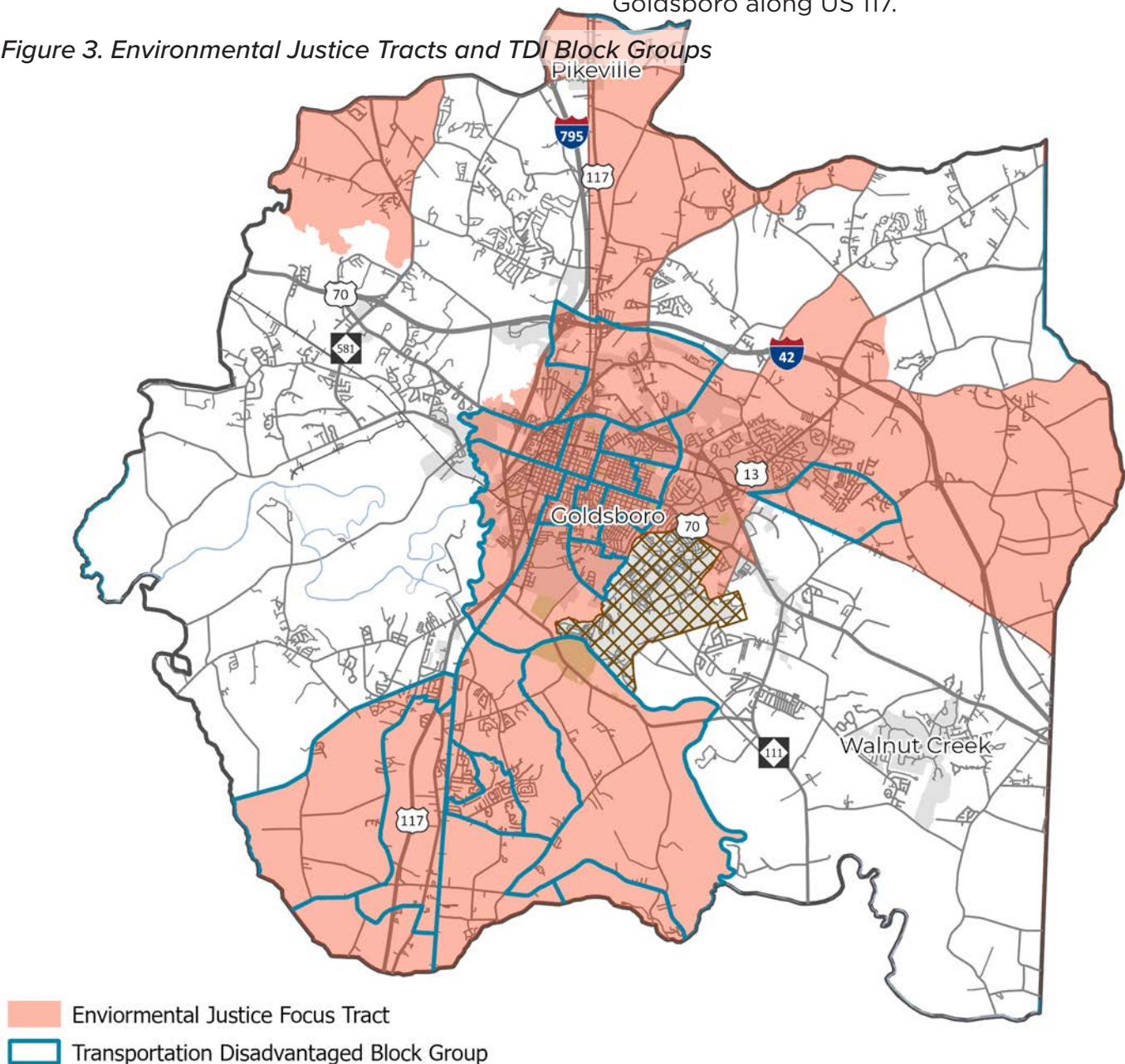


## ENVIRONMENTAL JUSTICE

The Climate and Economic Justice Screening Tool (CEJST) was created by the Council on Environmental Quality to identify communities that are overburdened and undeserved or disadvantaged. There are 29 census tracts that are considered disadvantaged in at least one of the CEJST categories. These census tracts are largely located along I-795/US 117 and cover most of the city of Goldsboro, and town of Pikeville.

NCDOT created a transportation index that identifies underserved or under-invested block groups called the Transportation Disadvantage Index (TDI). The index includes data on racial and/or ethnic minorities, income disparity, access to vehicles, percent of people over age 65 and under 18, personal mobility, and limited English proficiency (LEP). There are 19 census block groups considered to be underserved. These block groups are primarily in and around downtown Goldsboro and south of the Goldsboro along US 117.

Figure 3. Environmental Justice Tracts and TDI Block Groups



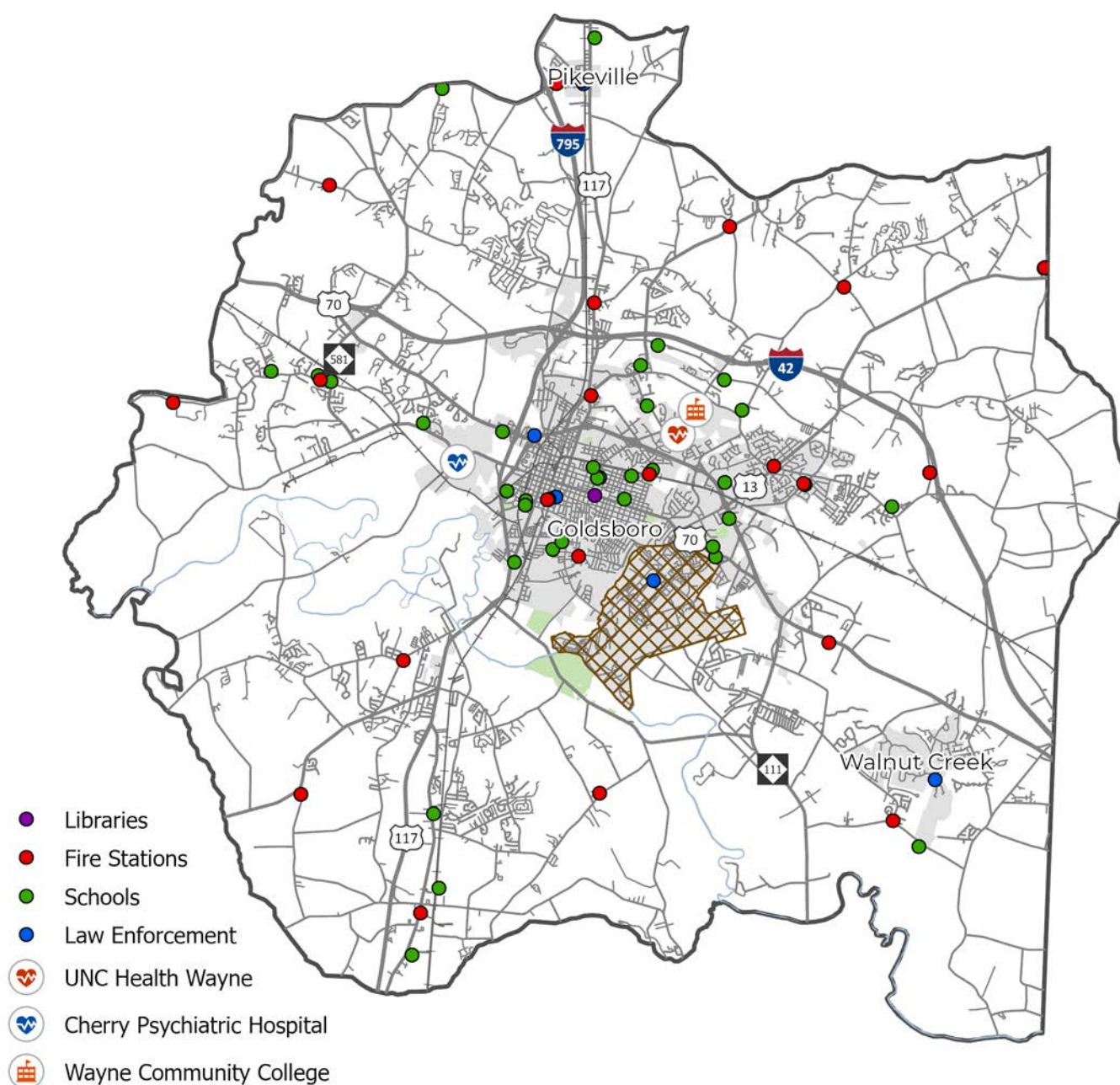




## COMMUNITY ASSETS

The Goldsboro MPO has many community services that serve the regions needs. The study area has 36 schools that range between primary and 12th grade with the region's higher education needs served by Wayne Community College located in Goldsboro. There are two public libraries, one in downtown Goldsboro and one in downtown Pikeville. Emergency services are located across the area with the primary medical facilities being UNC Health Wayne, and Cherry Psychiatric Hospital which serves mental health needs for eastern North Carolina.

Figure 4. Community Assets

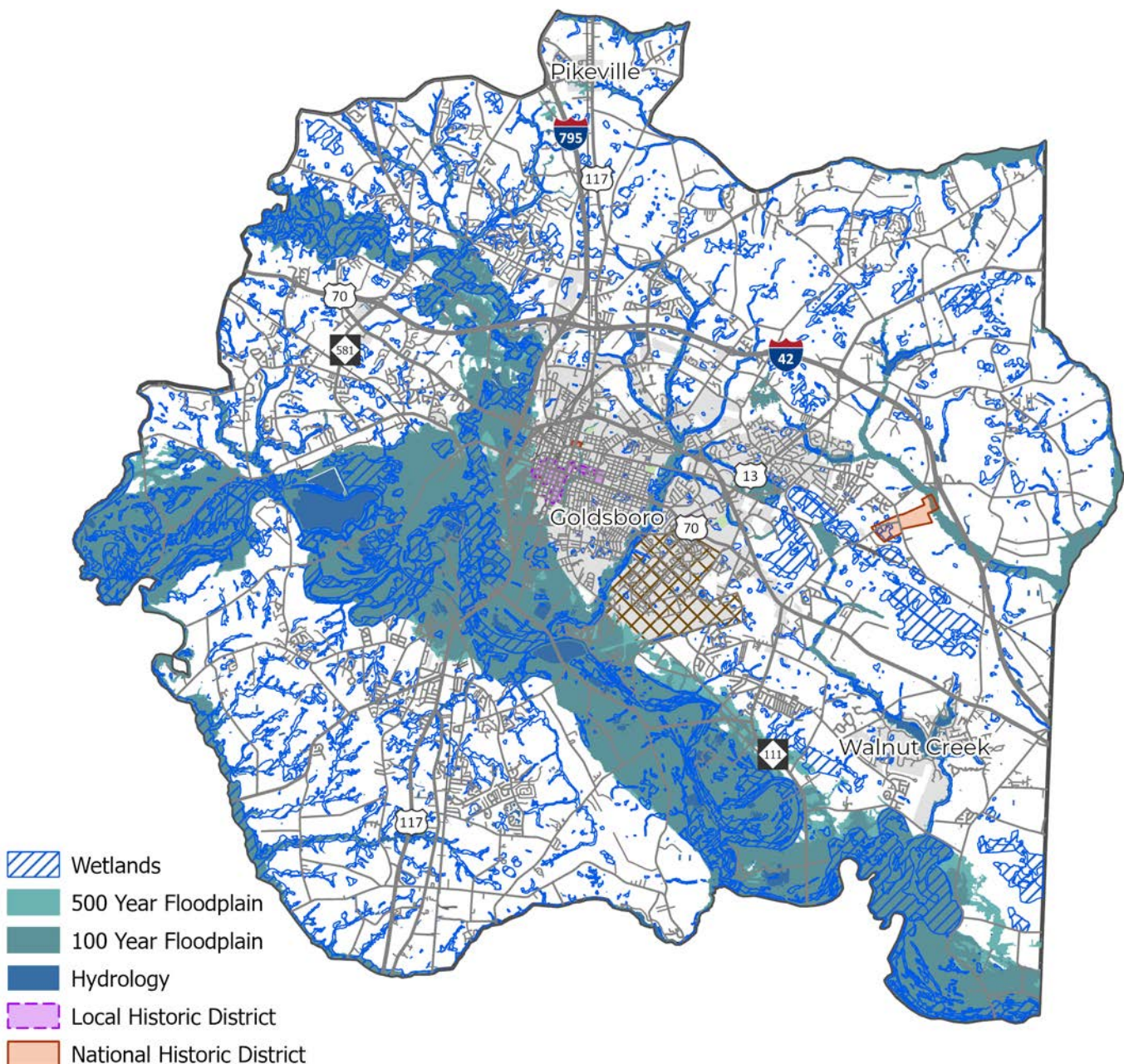




## ENVIRONMENTAL AND HISTORICAL

The Goldsboro MPO is centered along the Neuse River, classified as a WS-IV stream. The WS-IV classification means it is used as a water source supply for drinking, culinary, or food processing purposes according to the North Carolina Department of Environmental Quality (NCDEQ). The Neuse River runs from Falls Lake Reservoir near Raleigh to the Pamlico sound near New Bern for a length of 248 miles, with 48 miles within the Goldsboro MPO. The study area has a total of 10 historic sites with nine of those in the local historic district covering downtown Goldsboro. There is an additional national historic district for the Uzzell-Best Farm east of Goldsboro.

*Figure 5. Environmental and Historical Features*







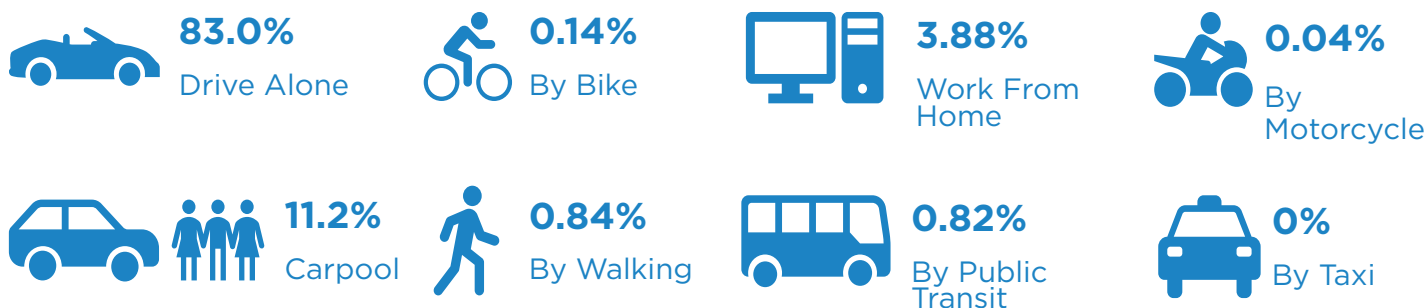
## COMMUTING PATTERNS

Driving is the primary method for getting to work for the vast majority of the Goldsboro MPO area. A small percentage take transit or walk. The region also has a strong employment draw from outside the region with 15,519 people coming into the region for work. Vehicle ownership is high with only 2% of residents not owning a vehicle. Those who rent are less likely to own vehicles than homeowners.

**Federal Planning Factor:** *Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.*

The Goldsboro MPO works with member jurisdictions to integrate land use decisions and anticipated employment growth within the travel demand model. This effort allows the MPO to better plan transportation in the region to support growth.

### Mode to Work



### Travel Flow



### Vehicle Access



**2%**  
Of households  
have no access to  
a vehicle



**11%**  
Of households  
can only access  
one vehicle

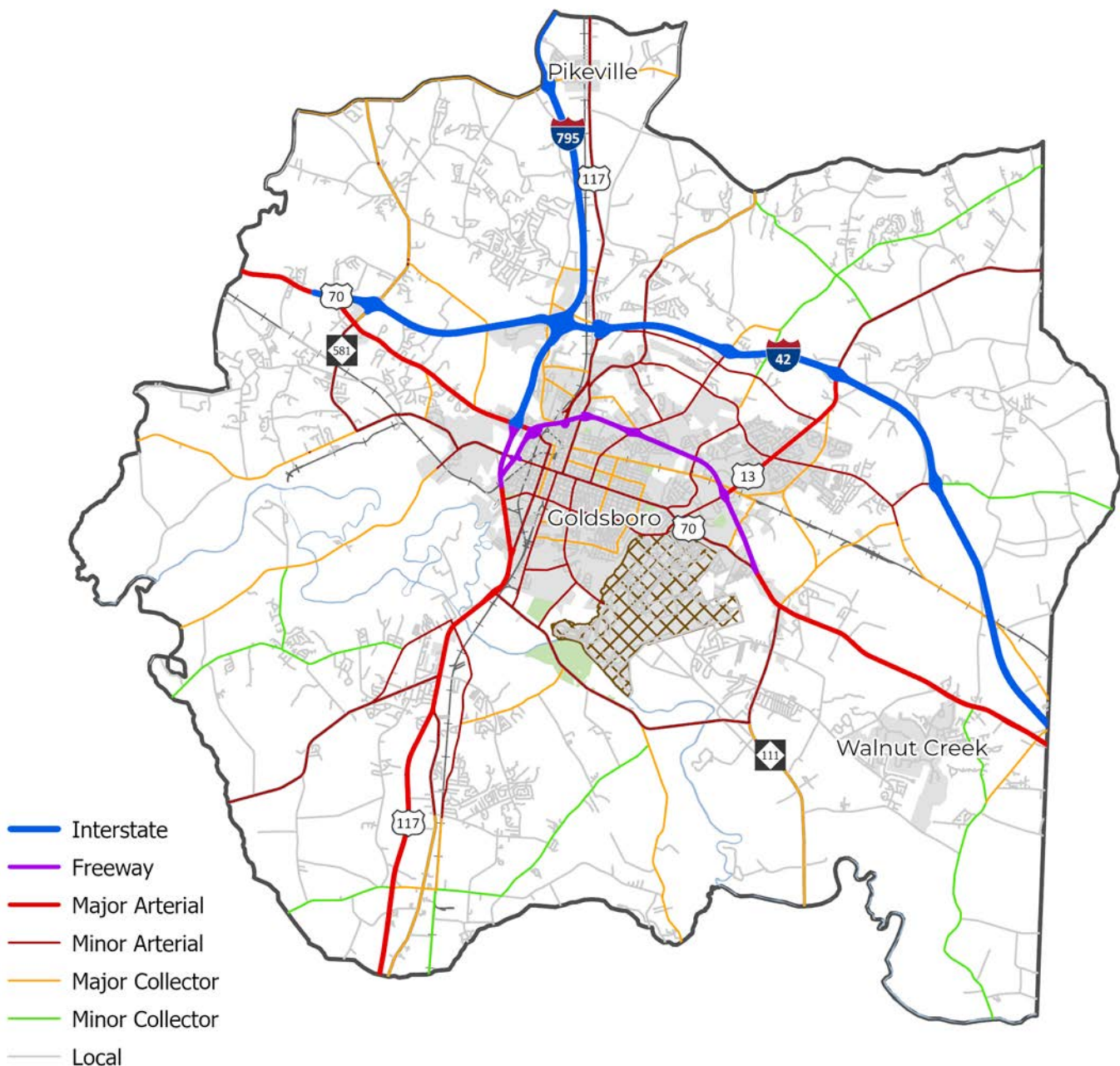




## FUNCTIONAL CLASSIFICATION

The Goldsboro MPO is served by two interstates, I-42 which will connect Raleigh to the Port at Morehead City and I-795 which stretches between Goldsboro and Wilson. I-795 is planned to eventually connect to I-40 near Faison utilizing the US 117 corridor. Extending I-795 will better connect Goldsboro and greater Eastern North Carolina to Wilmington. Additional important routes within the region include US 70, US 13 and US 117.

Figure 6. Functional Classification

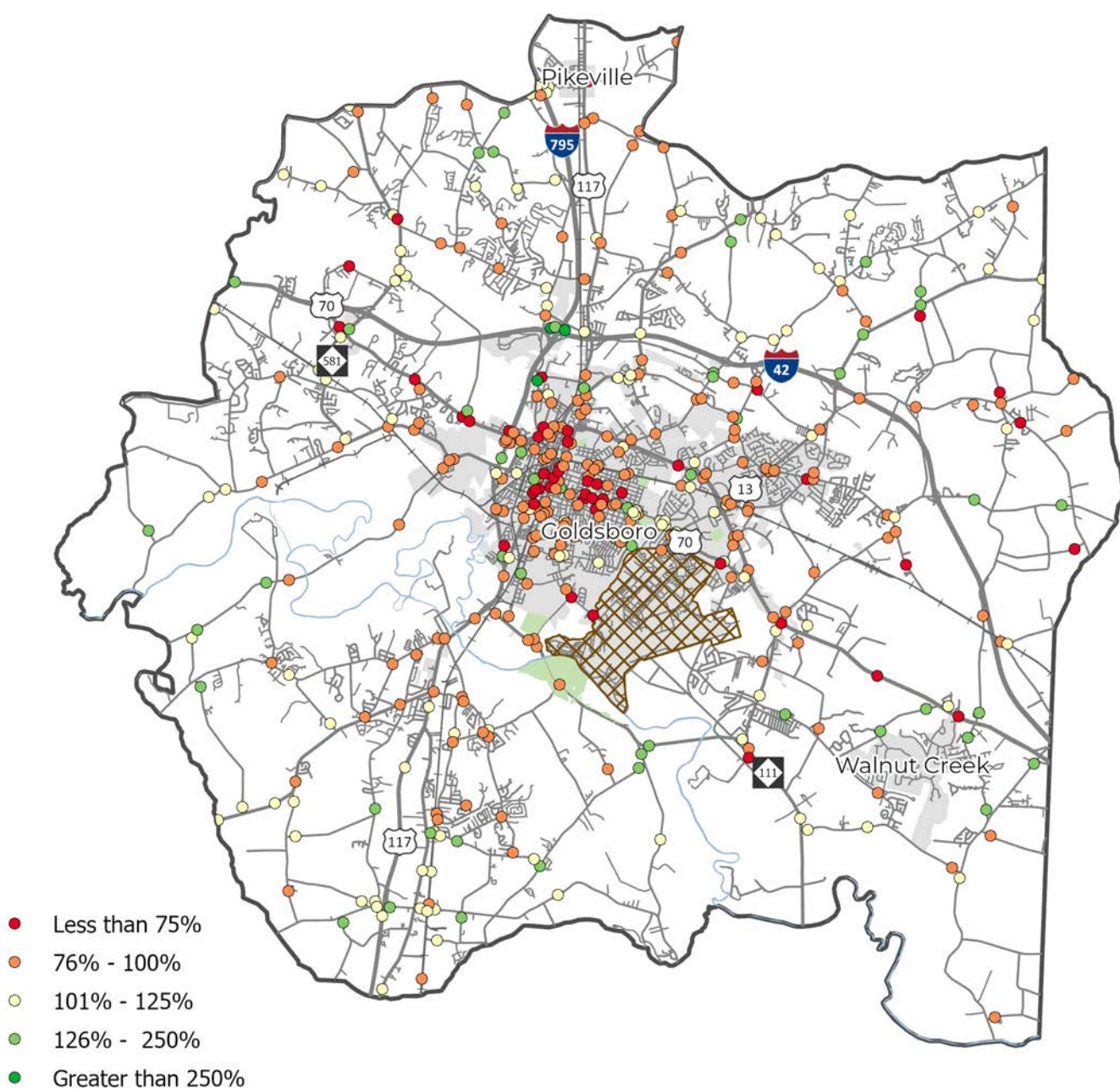




## TRAFFIC VOLUMES

The new Goldsboro bypass drastically changed traffic patterns around the entire study area with a profound impact on the US 70 corridor. Many traffic count stations along the corridor saw an average of a 25% decrease between 2022 and 2012, with some stations seeing almost half of the 2012 traffic volumes. The removal of through traffic throughout the city creates many opportunities to make corridors that work for all users and make equitable use of the right of way.

*Figure 7. Change by Annual Average Daily Traffic (AADT) Station*



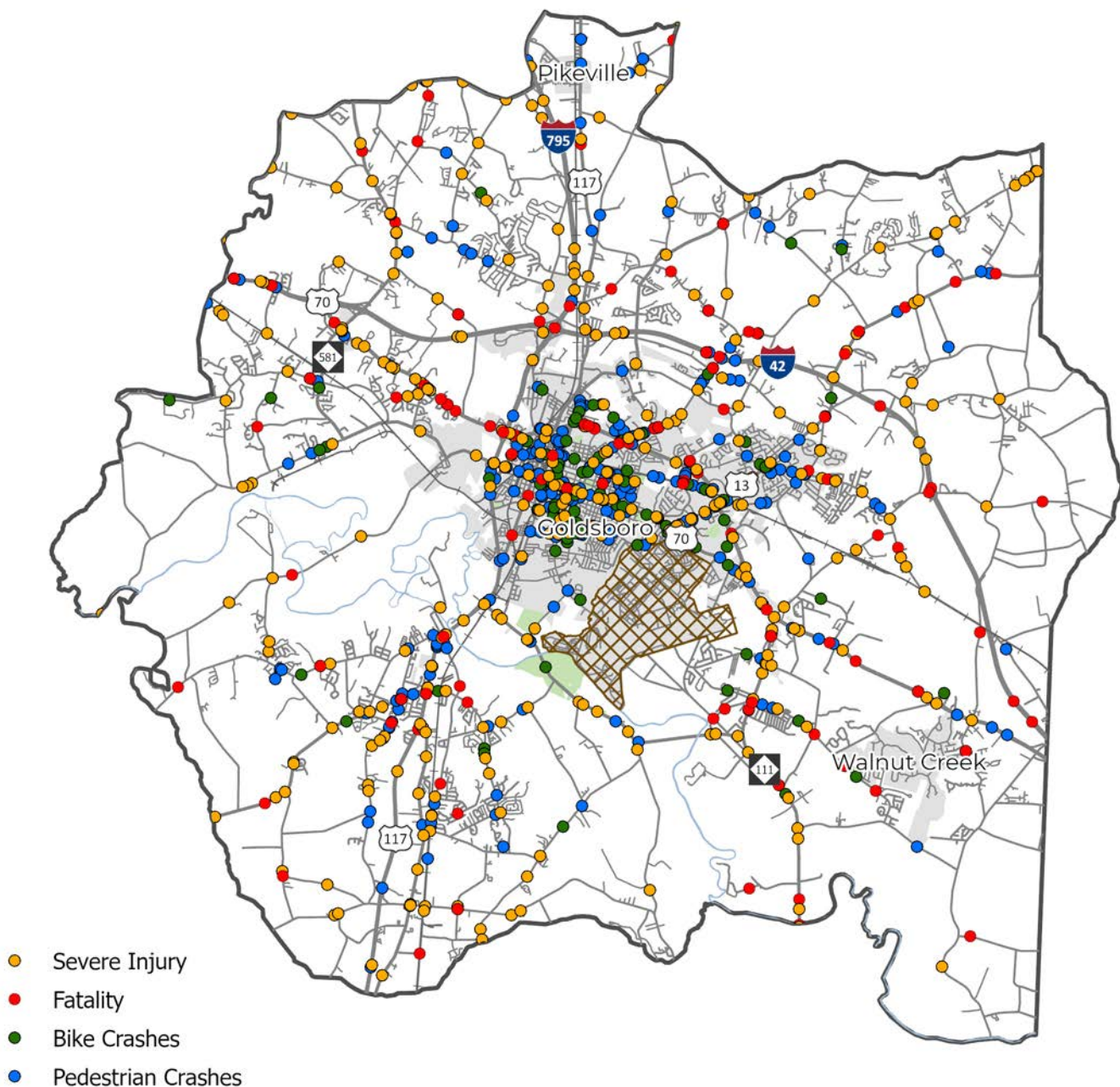




## CRASHES

Each dot represents a critical crash between 2014 and 2023. Forty-four percent (44%) of crashes were inside the city limits of Goldsboro with a high density of pedestrian and bike crashes in downtown Goldsboro. US 70 Business between I-795 and NC 581 also stood out as a high crash corridor. Some areas outside of Goldsboro had high crash densities including US 13 leaving Brogden and NC 111 near Seymour Johnson AFB.

Figure 8. Crashes





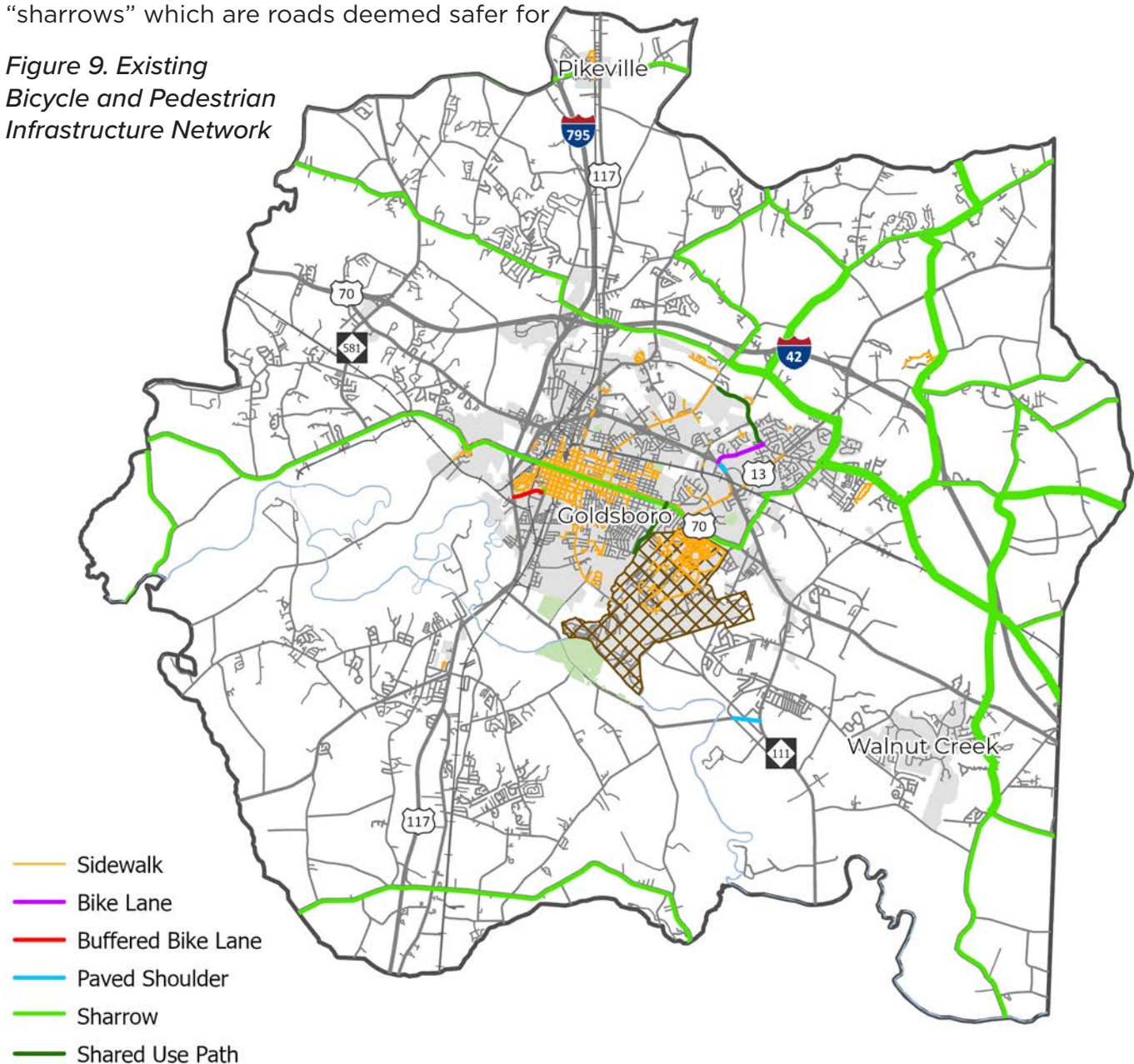
## BICYCLE AND PEDESTRIAN

The most complete sidewalk network is in downtown Goldsboro where most of the grid has sidewalks. Additional sidewalks exist along sections of Berkeley Boulevard near Berkeley Mall, at Seymour Johnson AFB, and in downtown Pikeville. The sidewalk network also has some critical sidewalk gaps especially at interchanges on US 70, Wayne Memorial Drive, and Berkeley Boulevard.

The area's bike network is mostly made up of "sharrows" which are roads deemed safer for

bicycles, due to lower traffic volumes and travel speeds. Drivers are notified of bicyclists sharing the road with on-street pavement markings. There is a bicycle lane and paved shoulder on Harding Drive and a buffered bicycle lane on Elm Street. There is also a shared use path beside New Hope Road. A more comprehensive view of existing bicycle and pedestrian infrastructure can be found in the Goldsboro MPO Bicycle, Pedestrian, and Greenway Plan.

*Figure 9. Existing Bicycle and Pedestrian Infrastructure Network*



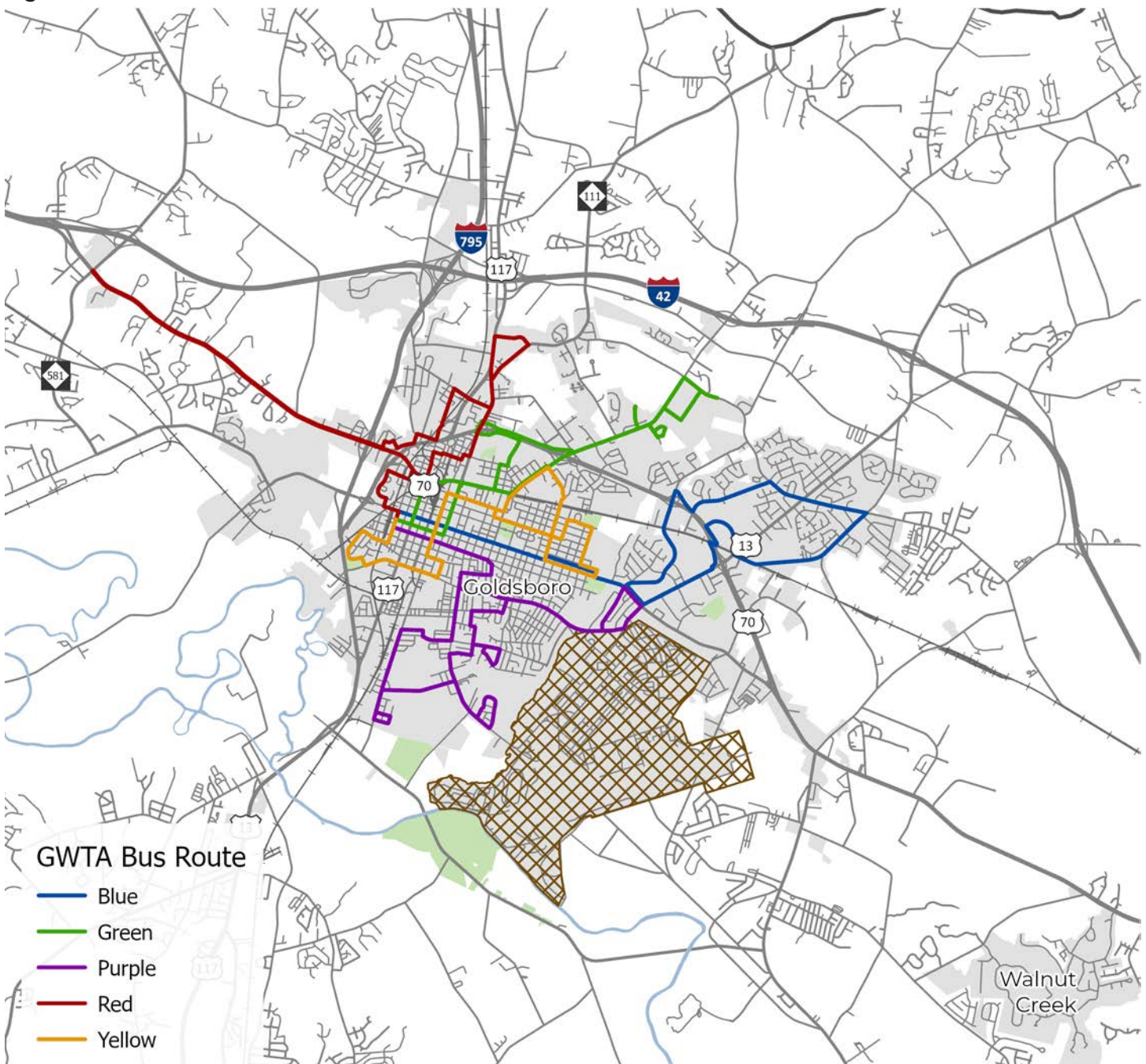




## TRANSIT

The Goldsboro-Wayne Transportation Authority (GWTA), runs the local bus routes around Goldsboro. The five routes connect important destinations within the city, they additionally operate a commuter route between Goldsboro and Mount Olive. Amtrak and Greyhound currently provide bus service at a stop in downtown Goldsboro. The region is planned to have an Amtrak train station located near the Goldsboro Transit Center, on the future route connecting Raleigh and Wilmington. The GWTA completed 139,000 trips in 2022, a decrease of 10% compared to the 154,000 trips in 2021 and both years are still below pre-pandemic ridership.

Figure 10. GWTA Bus Routes

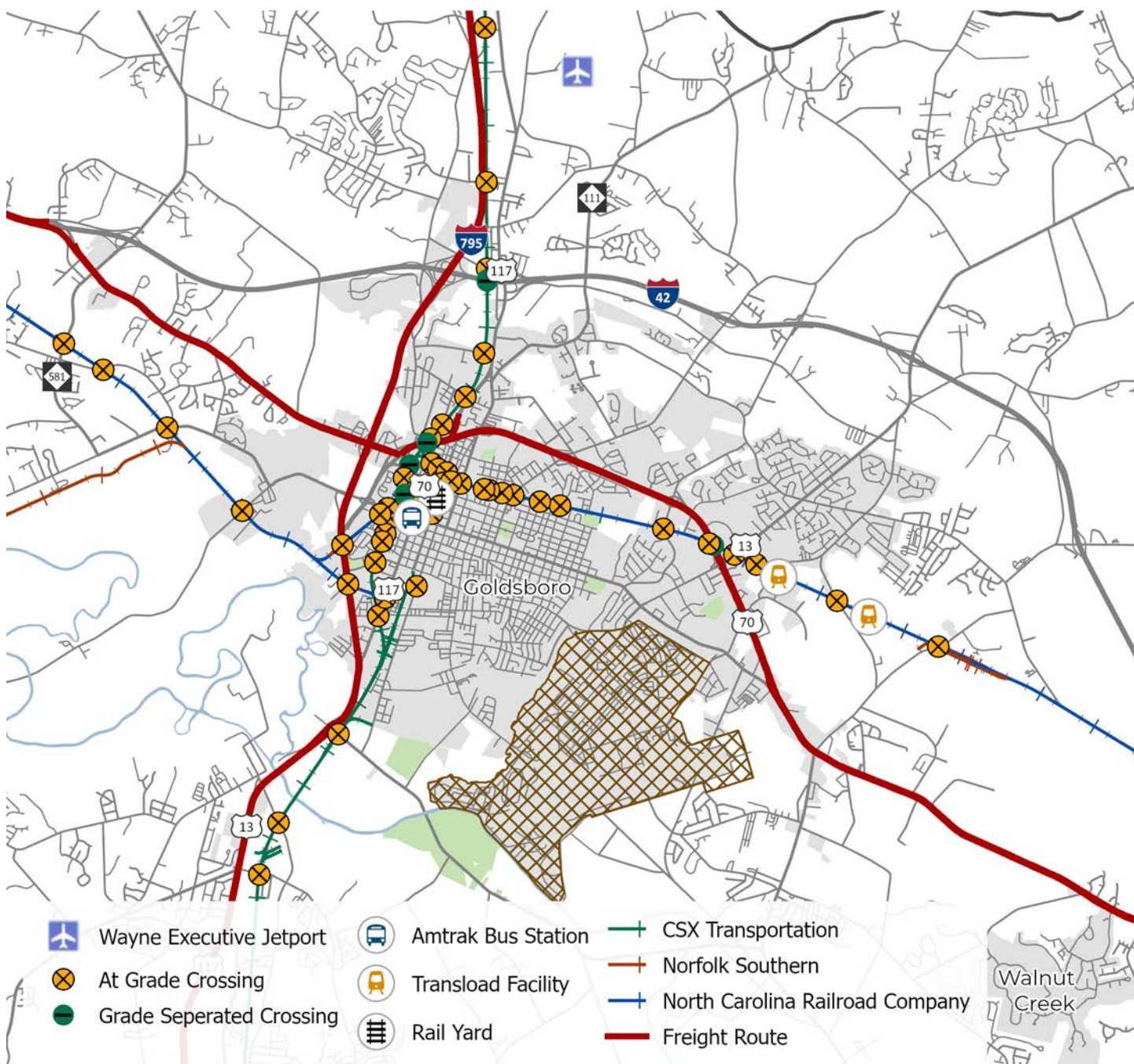




## FREIGHT NETWORK

The region is well served by rail with an important railroad junction between the CSX Railroad and the North Carolina Railroad Company who operates two trans-load facilities to the east. The majority of the 79 rail crossings are at grade with five grade separated crossings along US 70 and I-42. The main truck routes through the region are along US 70 and I-795/US 117. There is a single general aviation airport that serves Wayne County located between Pikeville and Goldsboro.

Figure 11. Freight Roadways, Railways, and Air Facilities



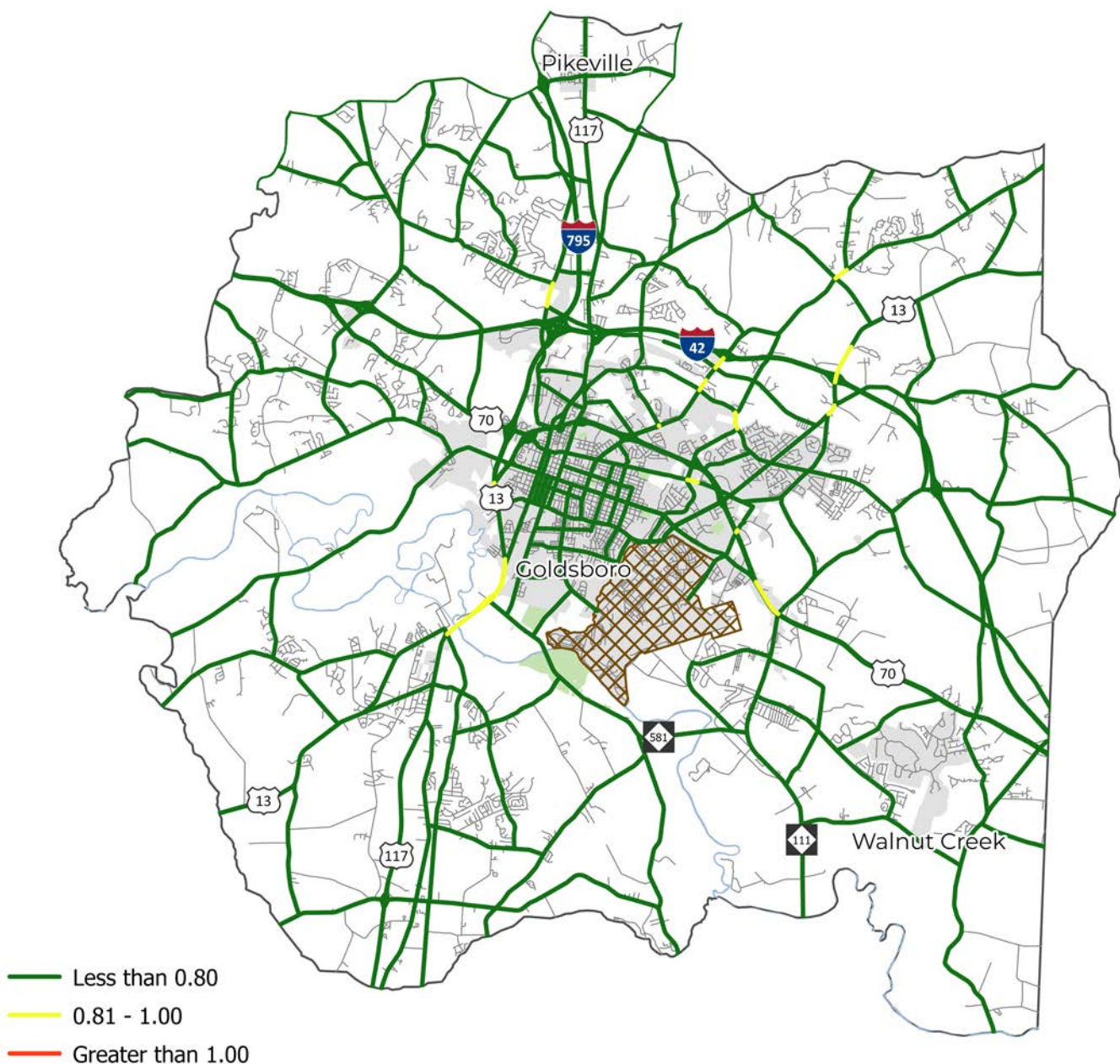




## BASE YEAR CONGESTION

The map below shows the current congestion of corridors in Goldsboro using a volume over capacity ratio (V/C). This ratio shows the relative congestion of a roadway with less than 0.8 being under capacity, 0.8 – 1.0 being nearing capacity and over 1.0 being congested. The only corridor nearing capacity is US 117 south of Goldsboro between S George Street and Old Mt. Olive Highway.

Figure 12. Current Congestion

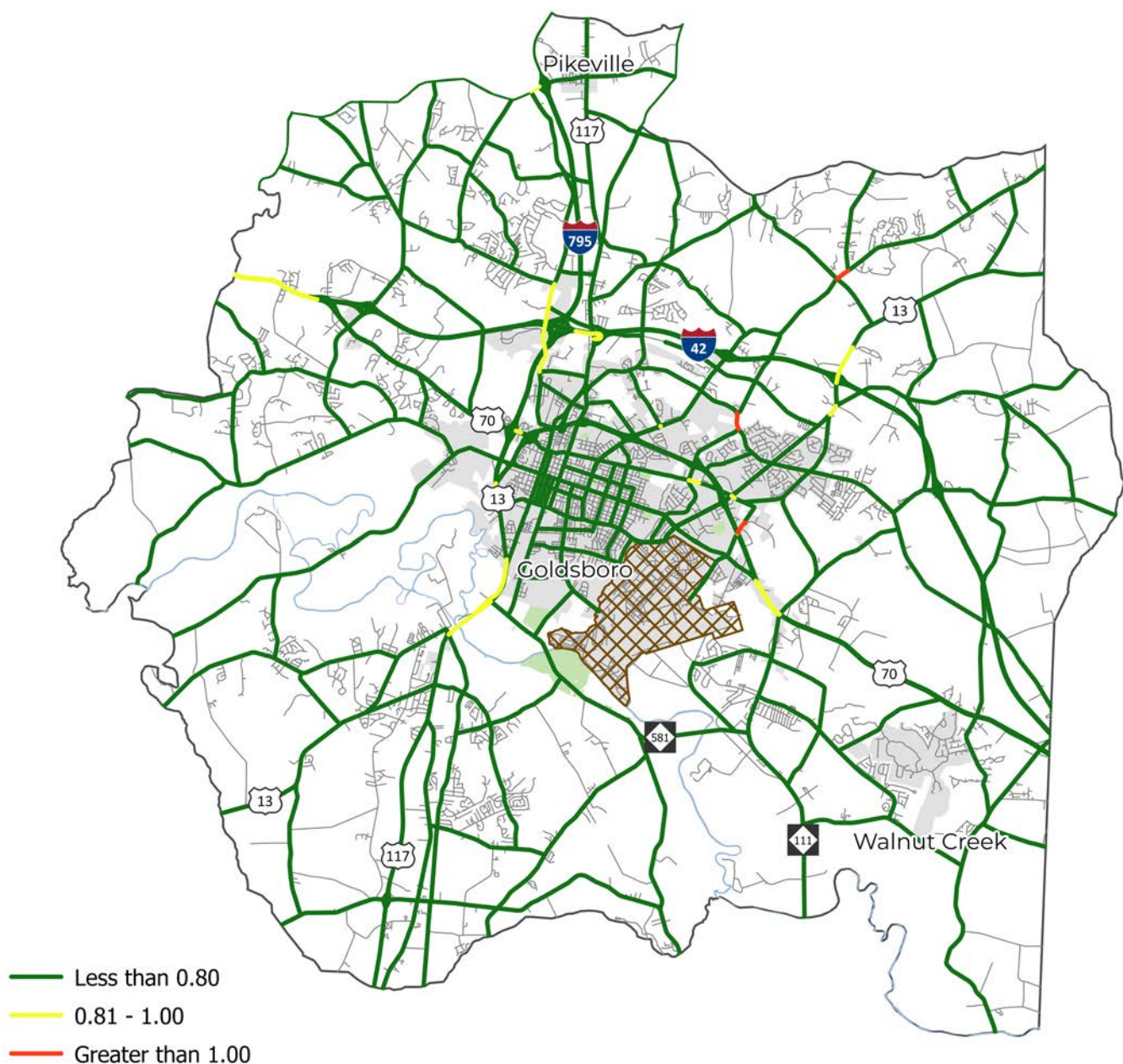




## FUTURE YEAR CONGESTION

Figure 13 shows the future year (2050) congestion Goldsboro using a V/C. There are several corridors with portions of the corridor nearing capacity including Salem Church Road, US 13, US 70, and US 117. There are a few segments that are congested along Wayne Memorial Drive, West New Hope Road, and North Oak Forest Drive.

Figure 13. Future Congestion



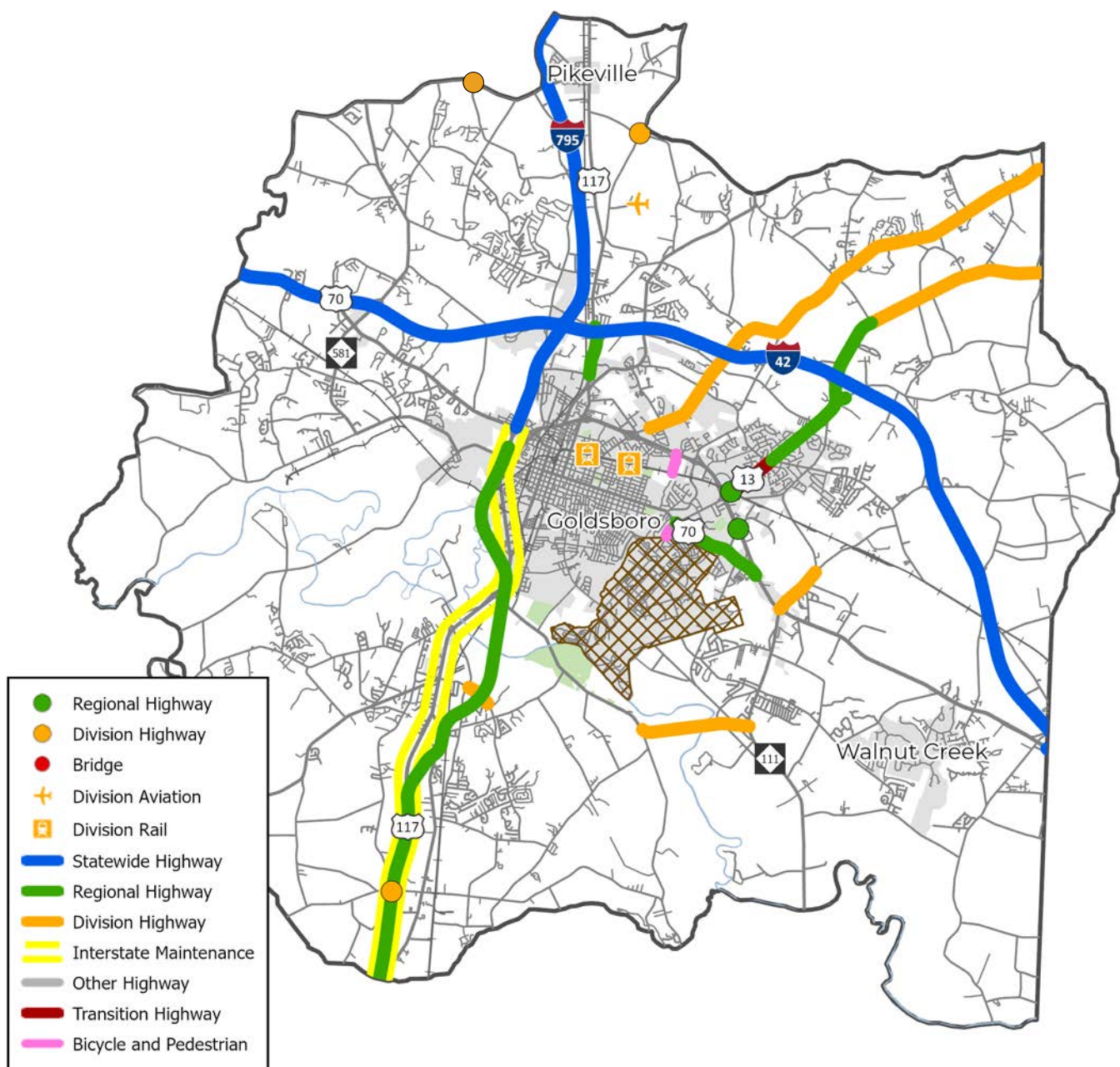




## STIP

The Statewide Transportation Improvement Program (STIP) is North Carolina's 10-year state and federally mandated plan that schedules and identifies construction funding for transportation projects throughout the state. The 2024 - 2033 STIP covers a 10-year period, with the first five years (2024-2028) referred to as the "delivery STIP" and the latter five years (2029-2033) referred to as the "developmental STIP." All scheduled and funded NCDOT STIP projects in the area are shown on the map below and listed in the table on the following pages.

Figure 14. STIP Projects





*Table 3. STIP Projects*

STIP No	Project Name	Funding Year
AV-5843	Extend runway	Funded for Preliminary Engineering Only
EB-5707	US 70 Bypass to SR 1560 (Royall Avenue). Construct 10 foot wide asphalt greenway.	2022
EB-5850	Berkeley Boulevard, US 70 Business (East Ash Street) to SR 1900 (Elm Street) in Goldsboro. Construct sidewalk on east side.	2025
HS-2004C	Install all way stop at SR 1537 (Airport Road) and SR 1545 (Mt. Carmel Church Road)	2022
HS-2004D	Install all way stop with island at SR 1002 (Pikeville-Princeton Road) and SR 1320 (Hinnant Road)	2022
I-6047	Wilson county line to SR 2075 (Ash Street). Upgrade guardrail, shoulder and median repairs.	2020
I-6048	US 70 to Duplin County line. Pavement and bridge rehabilitation.	2021
R-5777D	Install broadband fiber along US 70 from I-40 to Port of Morehead City.	2021
R-5853	SR 1572 (Saulston Road) to SR 1700 (Rodell Barrow Road). Modernize roadway	2027
RX-2004F	Norfolk Southern crossing 722874X in Goldsboro. Construct safety improvements	2024
RX-2004M	Norfolk Southern crossing 722868U in Goldsboro. Construct safety improvements	2027
U-2714	From north of us 70 to SR 1571 (Tommy's Road) in Goldsboro. Widen to four lanes and make safety improvements	2020
U-3125F	North of NC 581 (Arrington Bridge Road) to I-795.	Not currently funded
U-3609A	SR 1560 (Royal Avenue) to SR 1003 (New Hope Road)	2022
U-3609B	From SR 1003 (New Hope Road) to US 70 Bypass with intersection improvements at SR 1572 (Saulston Road). Widen to four lanes	2028





STIP No	Project Name	Funding Year
U-4407	SR 1711 (South Oak Forest Road) to US 70 Bypass. Widen to three lanes.	2028
U-4753	SR 1003 (New Hope Road) to US 70 in Goldsboro. Widen to four lanes.	2026
U-5724	Realignment of SR 1709 (Central Heights Road) at Berkeley Boulevard in Goldsboro	2023
U-5796	SR 1120 (OBerry Road) in Goldsboro. Construct interchange.	Completed
U-5994	Lockhaven Drive to Country Day Road. Construct access management improvements	2023
U-6110	SR 1711 (North Oak Forest Road). Improve intersection	2027
U-6204	Country Day Road to New Hope Road. Access management.	2028
U-6205	US 70 Bypass to SR 1547 (Stoney Creek Church Road). Widen roadway.	2029
U-6206	US 70 to SR 1712 (Thoroughfare road). Modernize roadway.	2029
U-6207	Arrington Bridge Road to NC 111. Modernize roadway.	2029
W-5704K	SR 1927 (Genoa Road) at Crescent Drive. Intersection improvements	2024







# CHAPTER 3

## MULTIMODAL FRAMEWORK



## INTRODUCTION

Developing system-level recommendations began with a review of previous plans, followed by discussion with the Steering Committee and feedback from the community, and vetted with technical analysis. These sources indicate that even as the need persists to move traffic more efficiently, demand for multimodal facilities for users of all types is growing. Underlying concepts for modal integration and connectivity are consistent themes in the coordinated transportation strategies that follow. The plan for roadways coordinates closely with other elements, most notably through an emphasis on incidental projects for cyclists and pedestrians and the general notion that improvements to the roadway network benefit future transit and freight opportunities.

## CORRIDORS

Figure 15 highlights the roadway projects in the Goldsboro 2050 MTP. The recommendations were identified through previous planning efforts, community engagement, and a needs assessment that leveraged existing and future volumes, crash data, and community destinations.

The following improvement types are the categories for the Goldsboro 2050 MTP recommendations.

**Federal Planning Factor:** *Emphasize preservation of the existing transportation system.*

The “modernization” project type is just one way the Goldsboro MPO is working to preserve the existing transportation system. As noted during public engagement, the highest priority is maintaining the existing roadway network to increase safety and increase the longevity of infrastructure.

### Access Management

The restriction of certain turning movements, consolidation of driveways, and the addition of medians to enhance mobility and safety along the corridor.

### Complete Street

The reallocation of existing pavement or right-of-way to reclaim space for pedestrians, bicyclists, or public transportation users.

### Future Interstate

The upgrade of existing roadway corridors to interstate status.

### Modernization

The inclusion of recommendations like lane reconfiguration, curb and gutter enhancements, or rehabilitation of existing roadways.

### New Location

The construction of a new roadway to provide vehicles with increased options and to assist in the distribution of vehicular traffic.

### Safety

The addition of street elements to enhance safety for all mode users.

### Widening

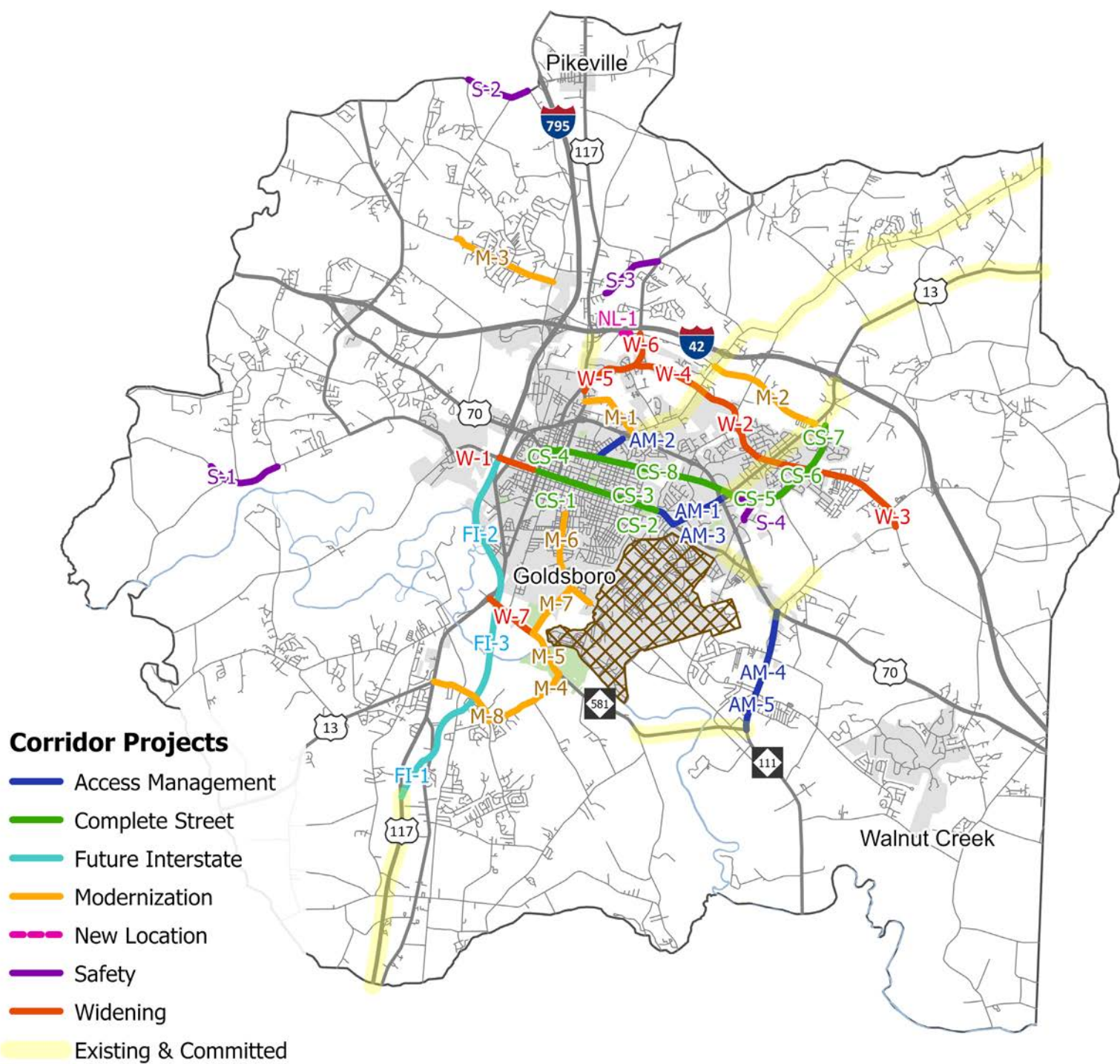
The addition of at least one lane of travel in each direction. Typically used to address congestion concerns.





Figure 15. Corridor Recommendations

Figure 15 includes MTP-developed projects and committed STIP projects.





*Table 5. Corridor Recommendations*

ID	Name	Extent	Type
AM-1	Berkeley Boulevard	Ash Street to Royall Avenue	Access Management
AM-2	Wayne Memorial Drive	Royall Avenue to US 70	Access Management
AM-3	Ash Street	Ridgewood Drive to Berkeley Boulevard	Access Management
AM-4	NC 111	Spring Bank Road to US 70	Access Management
AM-5	NC 111	Spring Bank Road to Bill Lane Boulevard	Access Management
CS-1	Ash Street	Daisy Street to Pineview Avenue	Complete Street
CS-2	Ash Street	Madison Avenue to Ridgewood Drive	Complete Street
CS-3	Ash Street	Pineview Avenue to Madison Street	Complete Street
CS-4	Ash Street	George Street to Daisy Street	Complete Street
CS-5	Central Heights Road	Berkeley Boulevard Thoroughfare Road	Complete Street
CS-6	Central Heights Road	Thoroughfare Road to New Hope Road	Complete Street
CS-7	Central Heights Road	New Hope Road to Tommy's Road	Complete Street
CS-8	Royall Avenue	Berkeley Boulevard to George Street	Complete Street
FI-1	US 117 (Future I-795)	South of Landfill Road to South of Genoa Road	Future Interstate
FI-2	US 117 (Future I-795)	North of NC 581 (Arrington Bridge Road) to I-795	Future Interstate
FI-3	US 117 (Future I-795)	South of Genoa Road to North of NC 581 (Arrington Bridge Road)	Future Interstate
M-1	Eleventh Street	Williams Street to Wayne Memorial Drive	Modernization
M-2	Tommy's Road	Berkeley Boulevard to Wayne Memorial Drive	Modernization
M-3	Buck Swamp Road	Vail Road to Salem Church Road	Modernization
M-4	Pecan Road	Genoa Road to Arrington Bridge Road	Modernization
M-5	Arrington Bridge Road	Pecan Road to Westbrook Road	Modernization



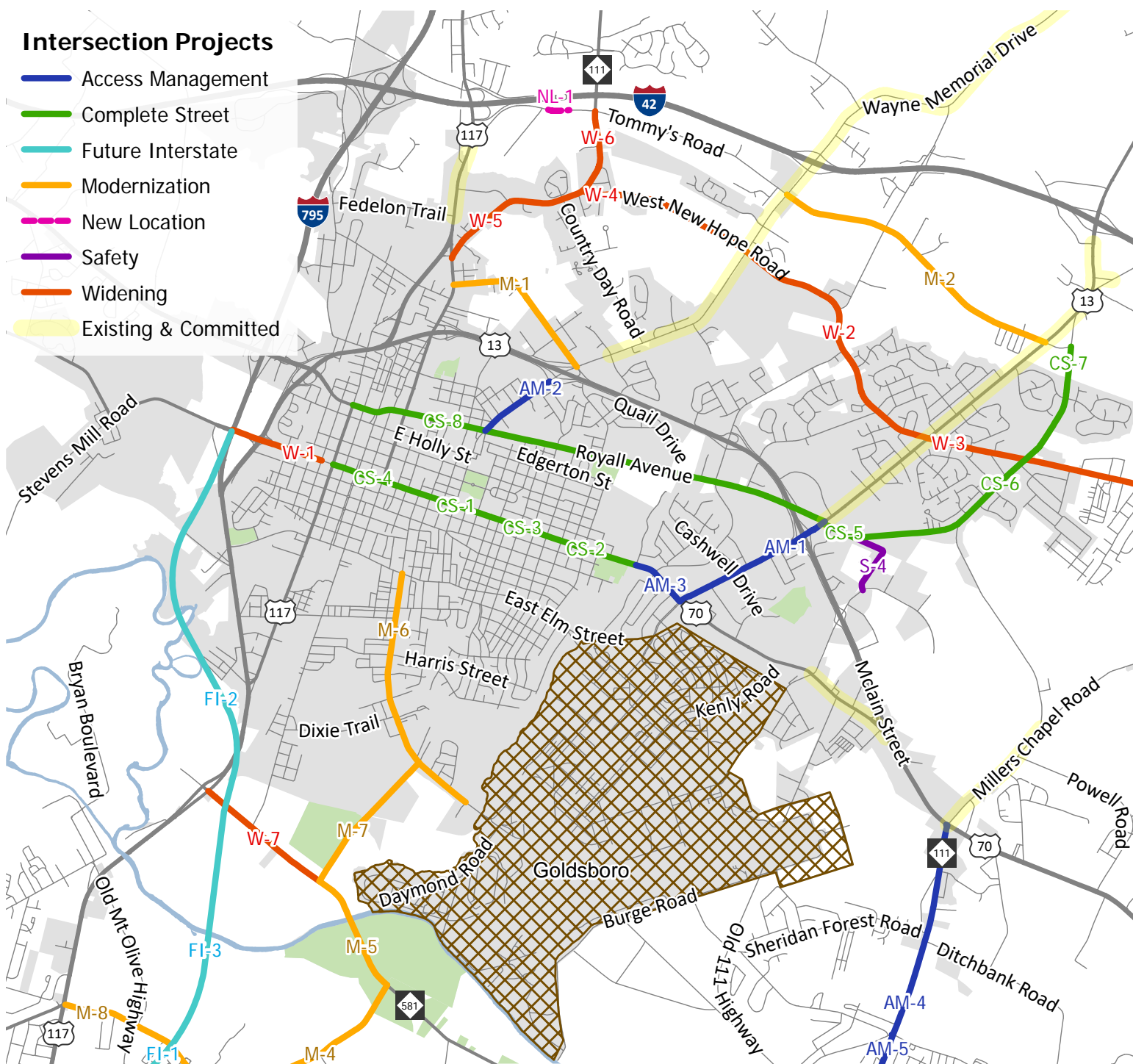


ID	Name	Extent	Type
M-6	Slocumb Street	Elm Street to Stoney Creek Drive	Modernization
M-7	Westbrook Road	Arrington Bridge Road to South Slocumb Street	Modernization
M-8	Genoa Road	US 117 to Pecan Road	Modernization
NL-1	Tommy's Road	Terminus near Deans Lane to Terminus near NC 111 (Patetown Road)	New Location
S-1	Old Smithfield Road	Neuse Island Lane to Friendly Drive	Safety
S-2	Pikeville-Princeton Road	Hinnant Road to Nahunta Road	Safety
S-3	Stoney Creek Church Road	Barnes Court to NC 111	Safety
S-4	North Oak Forest Drive	Gateway Drive to Central Heights Road	Safety
W-1	W Ash Street	US 117/I-795 to Virginia Street	Widening
W-2	New Hope Road	Wayne Memorial Boulevard to Berkeley Boulevard	Widening
W-3	New Hope Road	Berkeley Boulevard to Miller's Chapel Road	Widening
W-4	New Hope Road	NC 111 (Patetown Road) to Wayne Memorial Drive	Widening
W-5	NC 111 (Patetown Road)	N William Street to Country Day Road	Widening
W-6	NC 111 (Patetown Road)	Country Day Road to Tommy's Road	Widening
W-7	NC 581 (Arrington Bridge Road)	US 117 to Westbrook Road	Widening



Figure 16. Inset of Corridor Recommendations

Figure 16 includes MTP-developed projects and committed STIP projects in Goldsboro's municipal boundary.









## INTERSECTIONS

In order to create a successful transportation network, intersection recommendations must compliment the proposed linear recommendations. Over 35 intersection projects were identified as part of the recommendations process. The recommendations address a variety of concerns including safety, congestion, and operational functionality.

Figure 17 highlights the intersection projects in the Goldsboro 2050 MTP. The following treatment types are the categories for the Goldsboro 2050 MTP recommendations.

**Federal Planning Factor:** *Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation.*

The blend of corridor and intersection recommendations include locations where the Steering Committee identified potential flooding or stormwater issues. These improvements are critical especially in the Goldsboro region.

### Intersection Safety

The addition of treatments to enhance safety for all system users like striping or other infrastructure to reduce conflict.

### Intersection Study

The additional study of intersection treatments or incorporation of treatments identified in a previous planning effort at a specified location. These locations were identified as needing improvement, but further study of crash patterns and traffic operations are needed to identify specific improvements.

### New Interchange

The creation of a new crossing location for vehicles with the goal of reducing congestion on major roadways and enhancing access for vehicles.

### Roundabout

The creation of an entry controlled intersection facility to enhance mobility, reduce vehicle speeds, and enhance safety.

### Traffic Signal

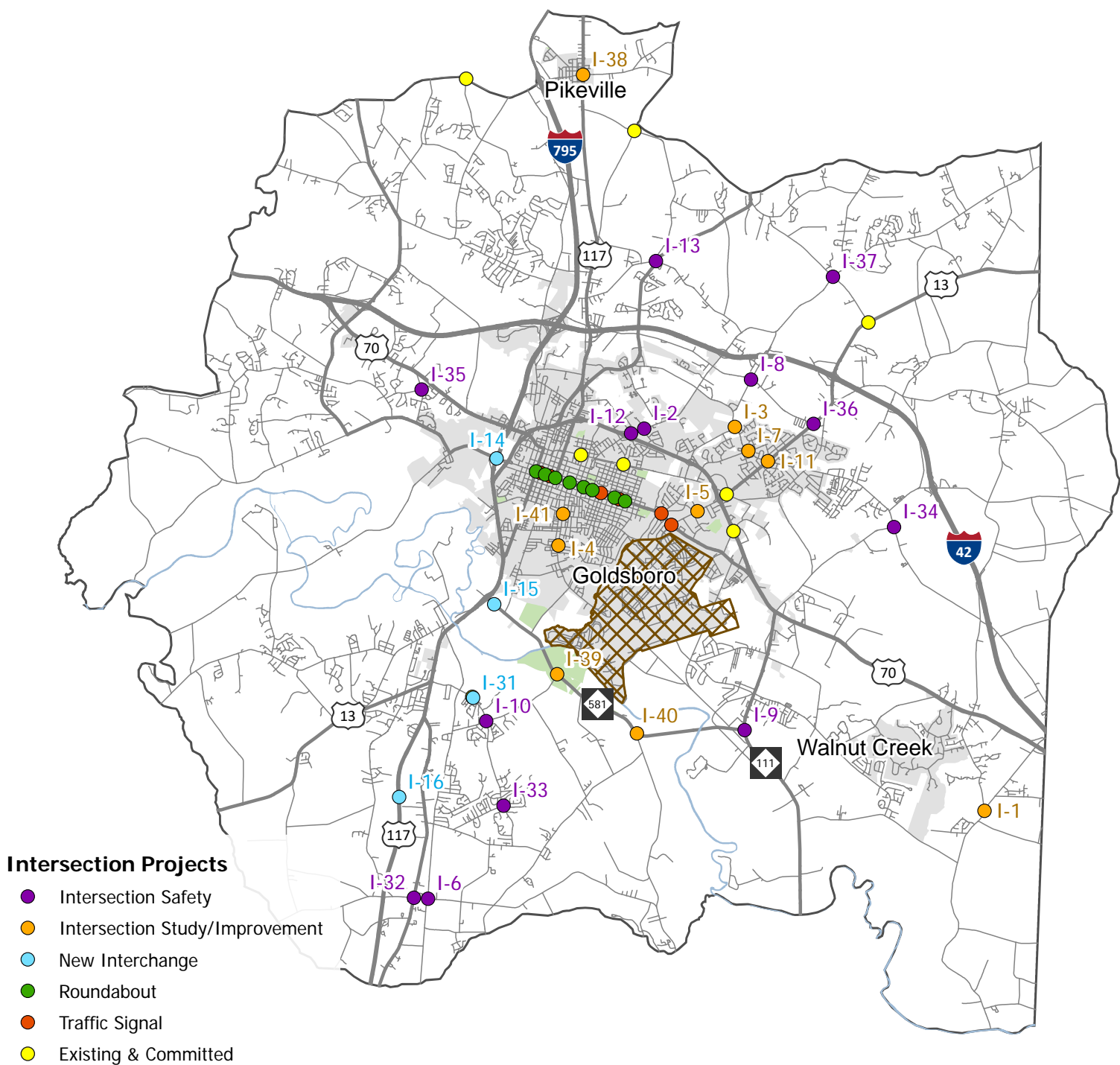
The addition of a new signal or improving the timing of existing signals to improve the overall flow of traffic.





Figure 17. Intersection Recommendations

Figure 17 includes MTP-developed projects and committed STIP projects.





*Table 6. Intersection Recommendations*

<b>ID</b>	<b>Name</b>	<b>Type</b>
I-1	Piney Grove Church Road at S Beston Road	Intersection Study/Improvement
I-2	Wayne Memorial at E Lockhaven Drive	Intersection Safety
I-3	New Hope Road at Cuyler Best Road	Intersection Study/Improvement
I-4	S Slocumb Street at Bunche Drive	Intersection Study/Improvement
I-5	N Berkley Boulevard at E Mall Road	Intersection Study/Improvement
I-6	Sleepy Creek Road at Old Mt Olive Road	Intersection Safety
I-7	New Hope Road at Harding Drive	Intersection Study/Improvement
I-8	Tommy's Road at Hare Road	Intersection Safety
I-9	NC 111 at Bill Lane Boulevard	Intersection Safety
I-10	Genoa Road at Pecan Road	Intersection Safety
I-11	N Berkeley Boulevard at New Hope Road	Intersection Study/Improvement
I-12	Wayne Memorial Drive at 11th Street	Intersection Safety
I-13	NC 111 at Stoney Creek Church Road	Intersection Safety
I-14	NC 581 N at Future I-795	New Interchange
I-15	NC 581 S at Future I-795	New Interchange
I-16	US 117 at Future I-795	New Interchange
I-17	Ash Street at George Street	Roundabout
I-18	Ash Street at Center Street	Roundabout
I-19	Ash Street at William Street	Roundabout
I-20	Ash Street at Slocumb Street	Roundabout
I-21	Ash Street at Herman Street	Roundabout



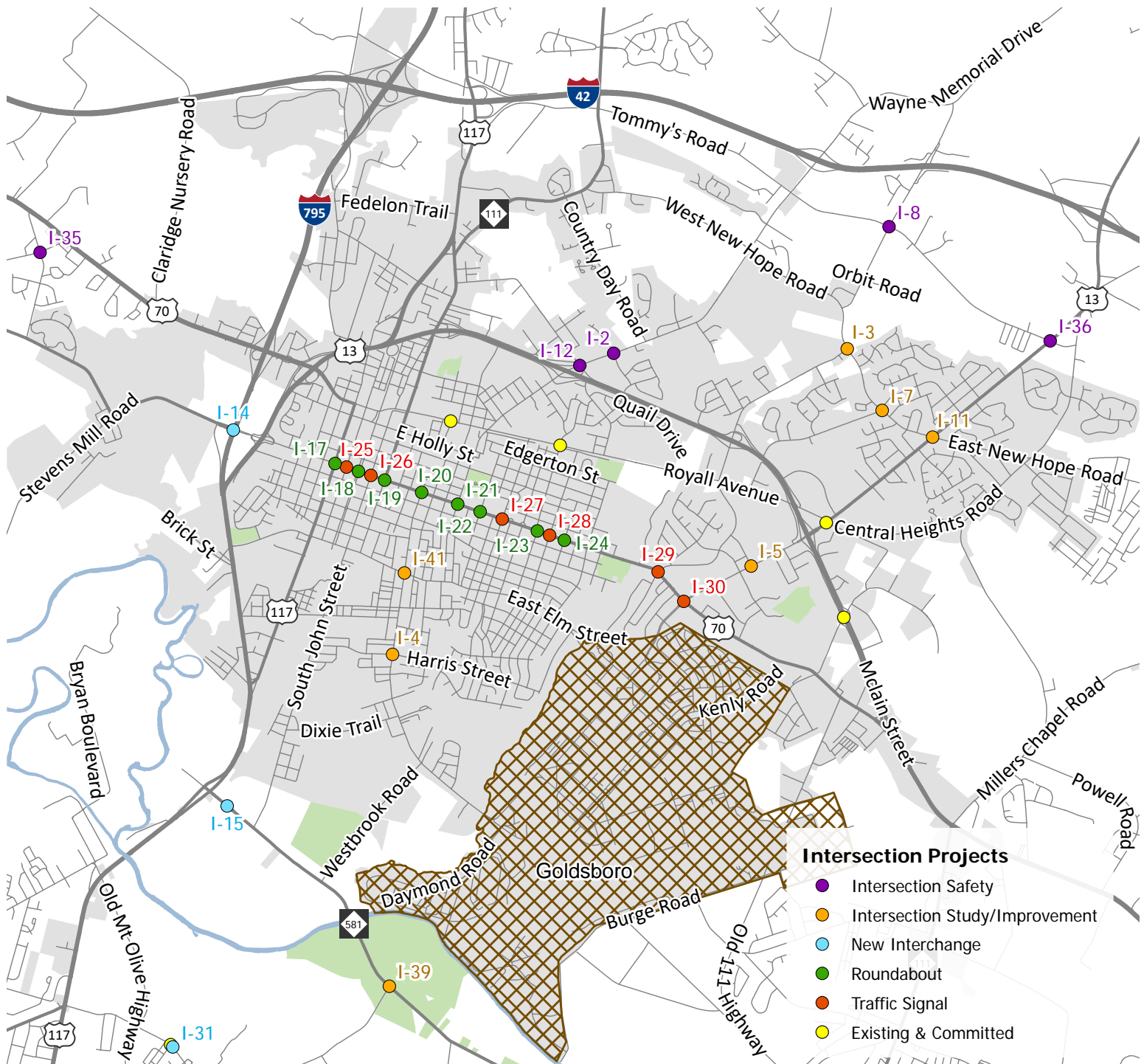


ID	Name	Type
I-22	Ash Street at Jackson Street	Roundabout
I-23	Ash Street at Jefferson Avenue	Roundabout
I-24	Ash Street at Best Street	Roundabout
I-25	Ash Street at James Street	Traffic Signal
I-26	Ash Street at John Street	Traffic Signal
I-27	Ash Street at Audubon Avenue	Traffic Signal
I-28	Ash Street at Madison Avenue	Traffic Signal
I-29	Ash Street at Spence Avenue	Traffic Signal
I-30	Ash Street at Berkeley Boulevard	Traffic Signal
I-31	Future I-795 at Genoa Road	New Interchange
I-32	Oberry Road/Sleepy Creek Road at US 117 Alternate	Intersection Safety
I-33	Genoa Road at Potts Road	Intersection Safety
I-34	New Hope Road at Millers Chapel Road	Intersection Safety
I-35	Oberry Center Road at Perkins Mill Road	Intersection Safety
I-36	US 13 at Tommy's Road	Intersection Safety
I-37	Wayne Memorial Drive at Saulston Road	Intersection Safety
I-38	East Main Street/Big Daddy's Road at US 117	Intersection Study/Improvement
I-39	Pecan Road at Arrington Bridge Road	Intersection Study/Improvement
I-40	Arrington Bridge Road at NC 581/Bill Lane Boulevard	Intersection Study/Improvement
I-41	S Slocumb Street at E Elm Street	Intersection Study/Improvement



Figure 18. Inset of Intersection Recommendations

Figure 18 includes MTP-developed projects and committed STIP projects in Goldsboro's municipal boundary.





# 2050 GOLDSBORO URBAN AREA MTP







## BICYCLE AND PEDESTRIAN

The Bicycle, Pedestrian, and Greenway Plan was originally created in 2015. Currently, there are efforts underway to update the plan to reflect the many ways the region has changed over the last 10 years. The planning and engagement efforts of the two plans happened concurrently to streamline efforts and fully maximize MPO resources.

The roadway and intersection recommendations included in the Goldsboro 2050 MTP were overlaid with the recommendations of the Bicycle, Pedestrian, and Greenway Plan to create holistic cross sections throughout the study area.

The Goldsboro MPO's Bicycle, Pedestrian, and Greenway Plan will communicate a vision and clear path towards making the Goldsboro region more walkable and bikeable.

**Federal Planning Factor:** *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.*

Active transportation is key to creating healthy, thriving communities. By building off of a strong core network, the Goldsboro MPO can provide transportation choices for a variety of different trips including commuter or recreational trips.







Figure 19. Existing & Proposed Bicycle Facilities

Figure 19 includes existing bicycle facilities and MTP-developed bicycle projects.

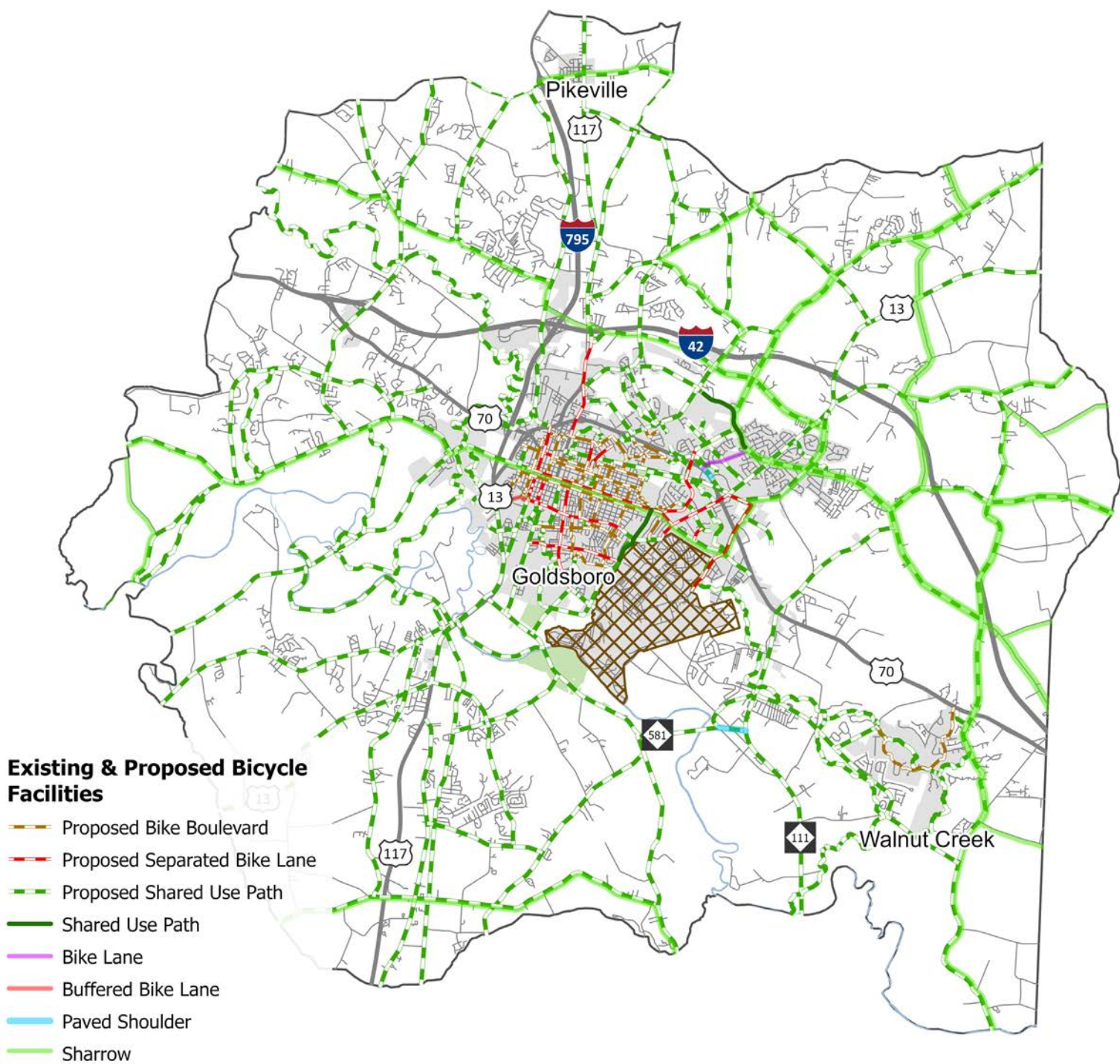






Figure 20. Inset of Existing & Proposed Bicycle Facilities

Figure 20 includes existing bicycle facilities and MTP-developed bicycle projects in Goldsboro's municipal boundary.

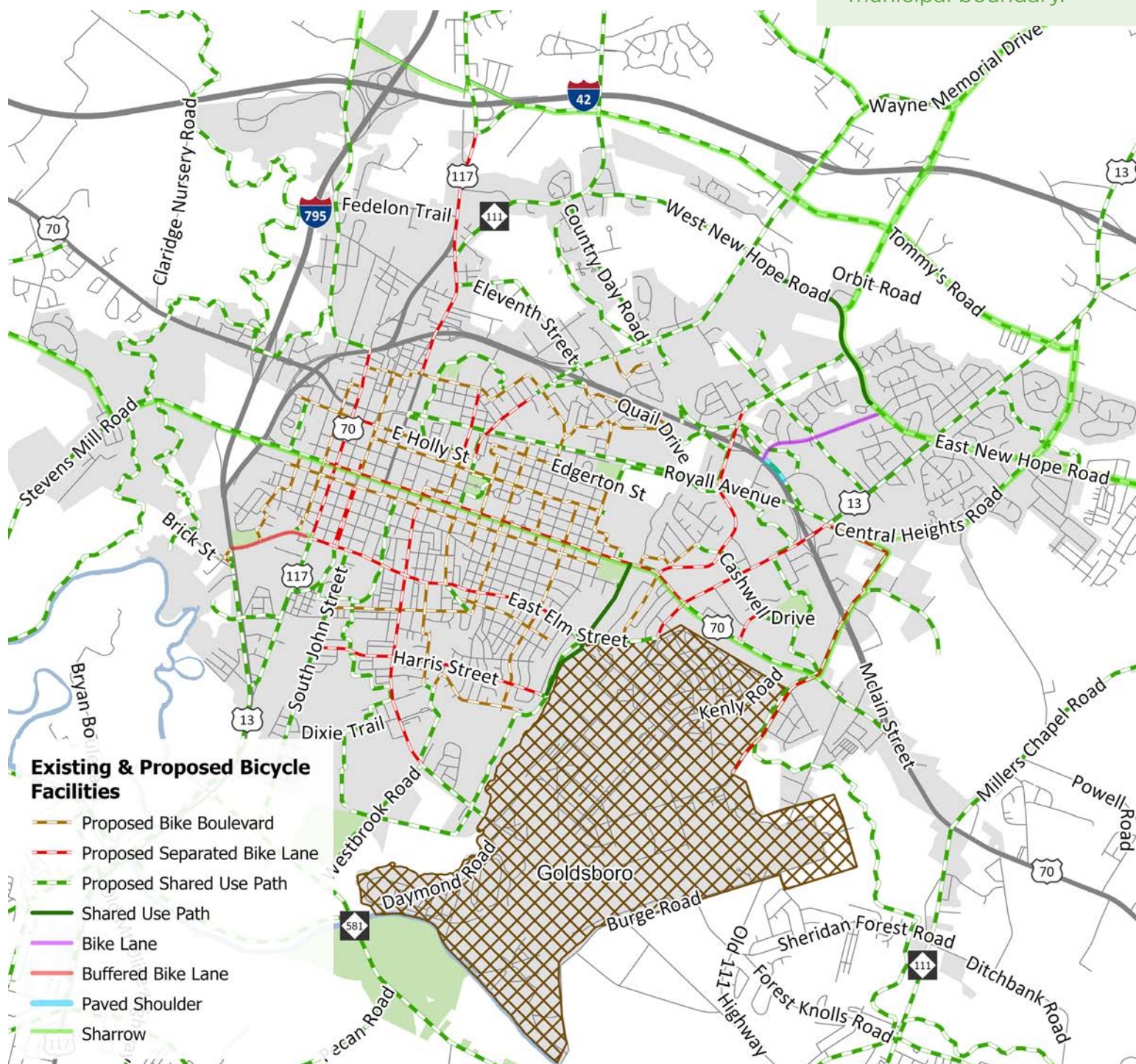






Figure 21. Existing & Proposed Pedestrian Facilities

Figure 21 includes existing pedestrian facilities and MTP-developed pedestrian projects.

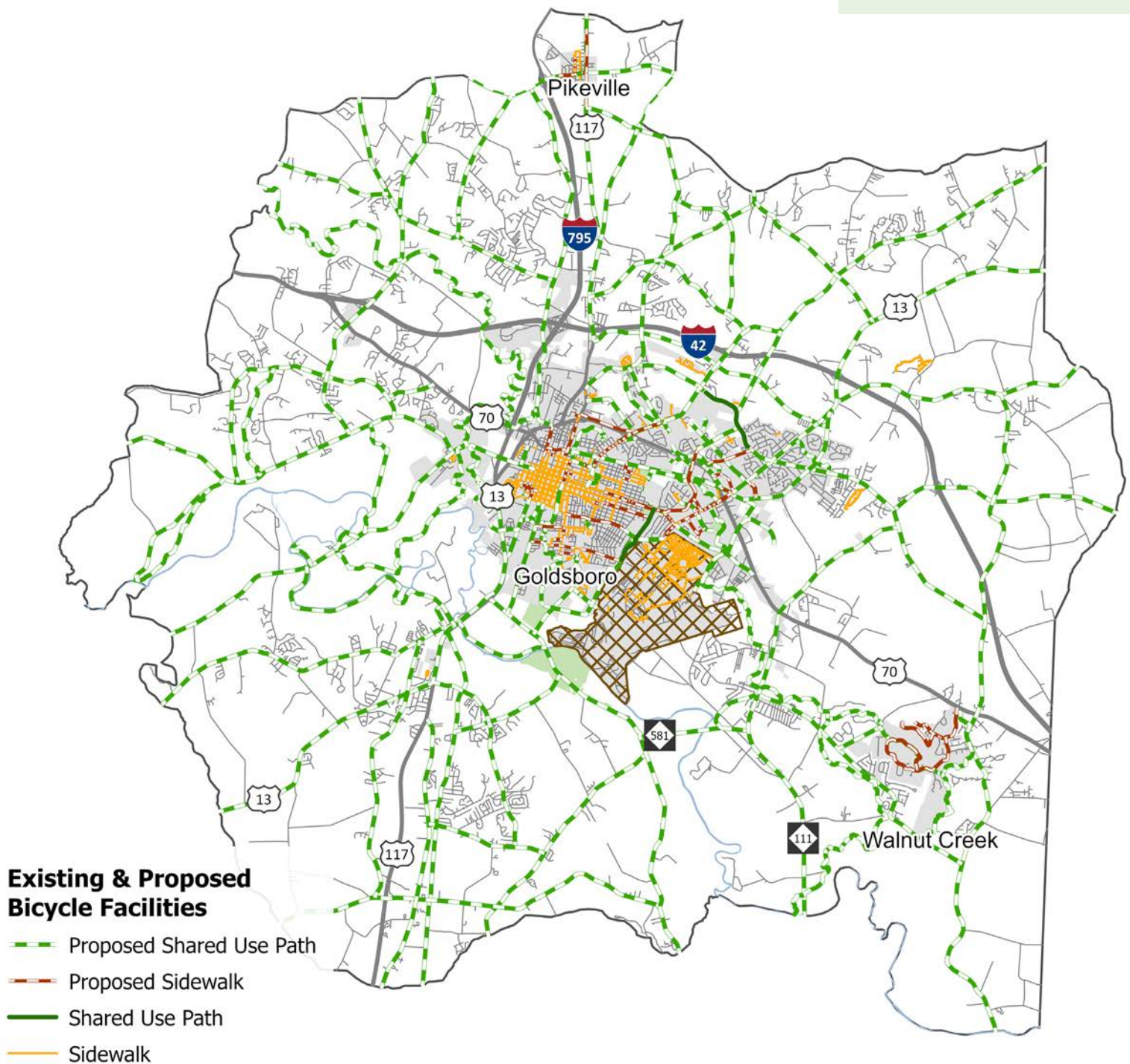
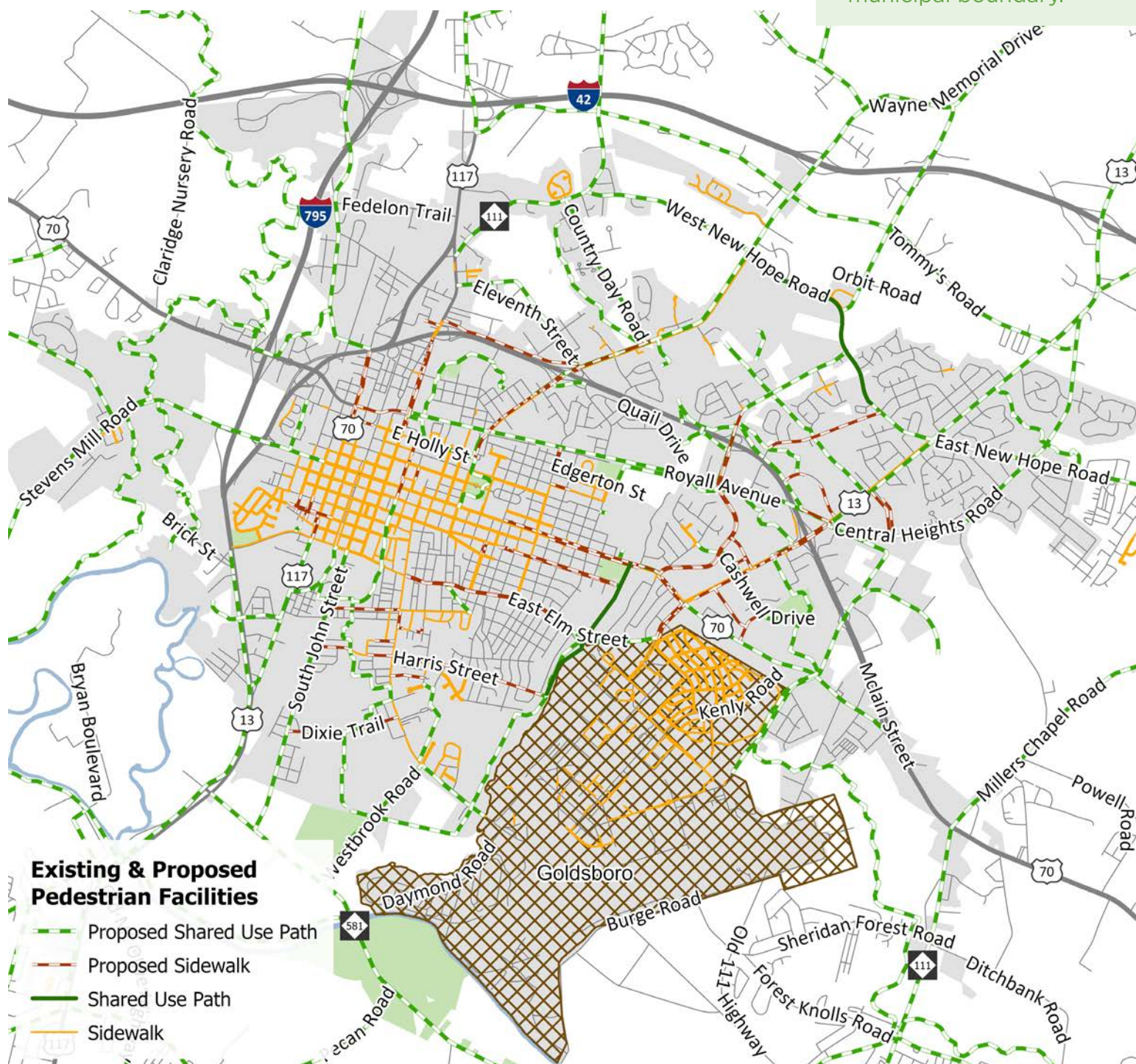






Figure 22. Inset of Existing & Proposed Pedestrian Facilities

Figure 22 includes existing pedestrian facilities and MTP-developed pedestrian projects in Goldsboro's municipal boundary.











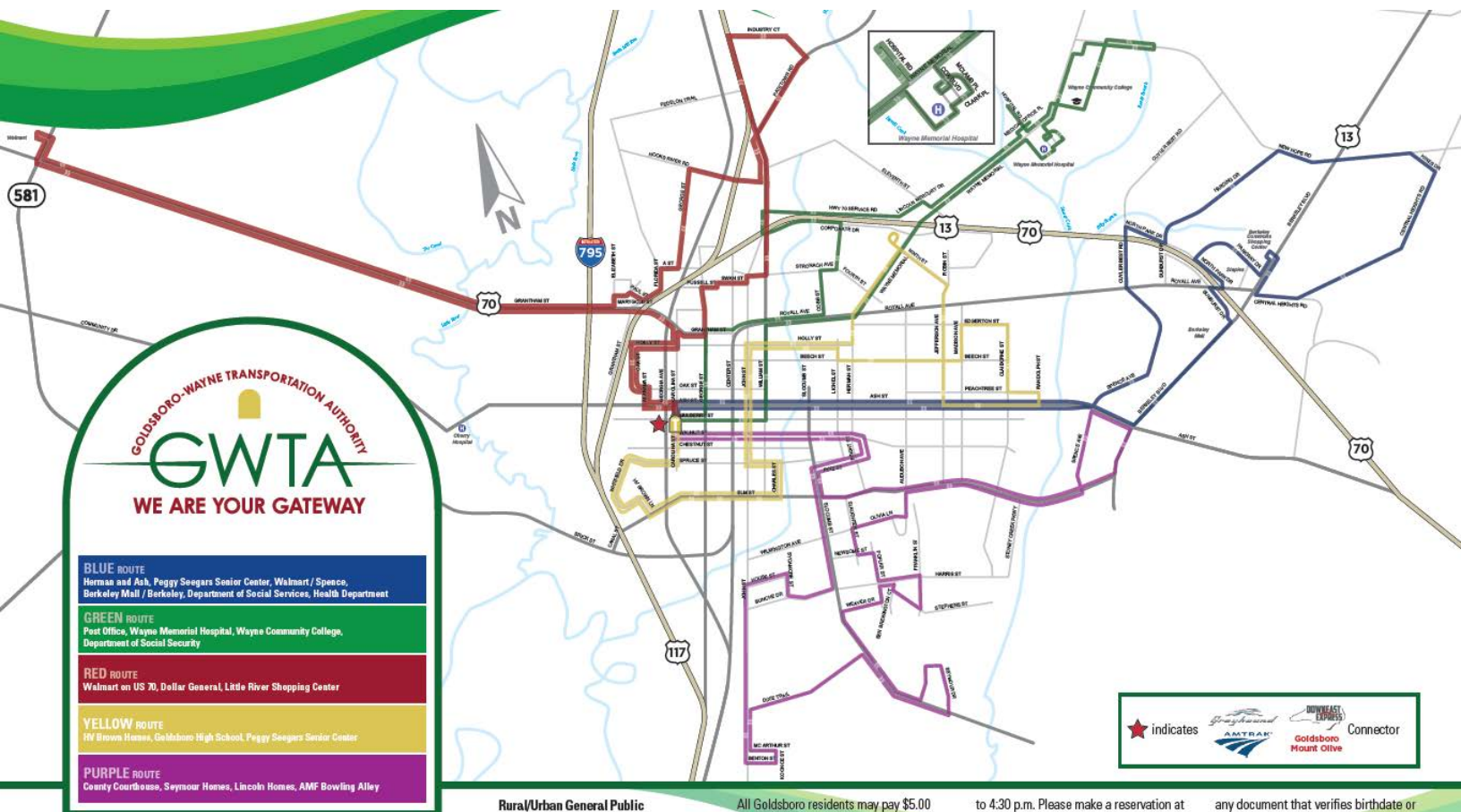
## TRANSIT

The Goldsboro-Wayne Transit Authority (GWTA) currently operates five local routes in the City of Goldsboro and the surrounding region. The fixed-route system runs Monday through Friday from 5:30 am to 6:30 pm and Saturday from 9:30 am to 6:30 pm (Blue and Purple Routes run from 5:30 am to 7:30 pm).

In addition to the fixed-route system, GWTA also offers Rural & General Public Transportation (RGP/UGP), Dial-A-Ride (DAR) and Americans with Disabilities (ADA) transportation services to all citizens of Wayne County.

### GWTA Considerations

While GWTA is responsible for their own planning efforts, the Goldsboro MPO should continue to coordinate with the transit agency to identify new, potential recommendations.



**Rural/Urban General Public Transportation (RGP/UGP), Dial-A-Ride (DAR) and Americans with Disabilities (ADA)**  
ADA passengers must live within 3/4 mile from a bus stop and complete an Eligibility Application to pay the \$2.00 fare. ADA Eligibility Applications can be found at [www.rideGWTA.com](http://www.rideGWTA.com).

All Goldsboro residents may pay \$5.00 for the DAR rate regardless of distance from a bus stop. Residents outside the Goldsboro city limits may pay \$5.00 per trip. Reservations staff will inform passengers of applicable fare and payment options. To schedule a trip, call GWTA at (919) 736-1374 Monday – Friday from 9 a.m.

to 4:30 p.m. Please make a reservation at least two business days in advance. Hearing impaired please call NC Relay at 711.  
**Reduced Fare Applications**  
\*Persons with disabilities and seniors 60 and older travel at the Reduced Fare option. To receive the discounted fare, senior citizens must present a copy of

any document that verifies birthdate or a Medicare card and picture ID when boarding. Persons with disabilities must present a Reduced Fare card and picture ID when boarding. Seniors may contact the senior center at (919) 731-1591 to request reduced fare bus tickets for their programs.





## Other Considerations

### *Regional Rail*

The current Wake County and Durham County Transit Plans includes a 37-mile commuter rail project from West Durham to Selma. This regional service would connect to the Greyhound and Amtrak bus service currently connecting to the GWTA transfer center. Amtrak's Thruway Connecting Service offers a selection to a wider range of destinations via intercity bus.

The Southeastern North Carolina Passenger Rail Feasibility Study provided more conceptual capital and operating costs associated with intercity passenger service connecting Wilmington to Raleigh. The recommended route for Raleigh to Wilmington service is the Eastern Route following NCR NC-Line from Raleigh to Goldsboro and CSX and NCDOT-owned corridors from Goldsboro to Wilmington. This route will be pursued through the Federal Railroad Administration's Corridor Identification and Development (CID) Program.

### *Microtransit*

Microtransit is a public transportation service that offers on-demand, flexible transportation service using small vehicles. It is similar to a ride-sharing service like Uber or Lyft. Microtransit trips can be scheduled, booked, and payed for online. This premium public transportation service can be either door-to-door service or node-to-node. The following benefits of microtransit are identified below:

- **Cost** | the cost of service is typically subsidized similar to other public transportation services. Microtransit can be more cost-effective than a traditional fixed-route service depending on the number of operators, service hours, and fleet mixture.
- **Flexibility** | the service provides greater flexibility than other modes of transportation. The pick-up time and location can be prearranged and schedule days in advance.
- **Accessibility** | the service can provide alternative options for historically underserved communities. It can also serve a larger geographic area than a traditional fixed-route service.

### *Micromobility*

Micromobility is a small, light-weight vehicle that is either electric- or human-powered, and are operated by the user. Micromobility options include e-bikes, e-scooters, or bicycles. The relatively new, emerging technology provides greater mobility options for short-distance trips. Share micromobility refers to a fleet of vehicles that can be shared by multiple users. This service can provide an accessible and affordable solution to avoid the cost of purchasing and maintaining a personal bicycle or scooter. As a service, the Goldsboro MPO can explore emerging technology options that might assist in first- and last-mile connections or short-distance trips.



## FREIGHT AND RAIL

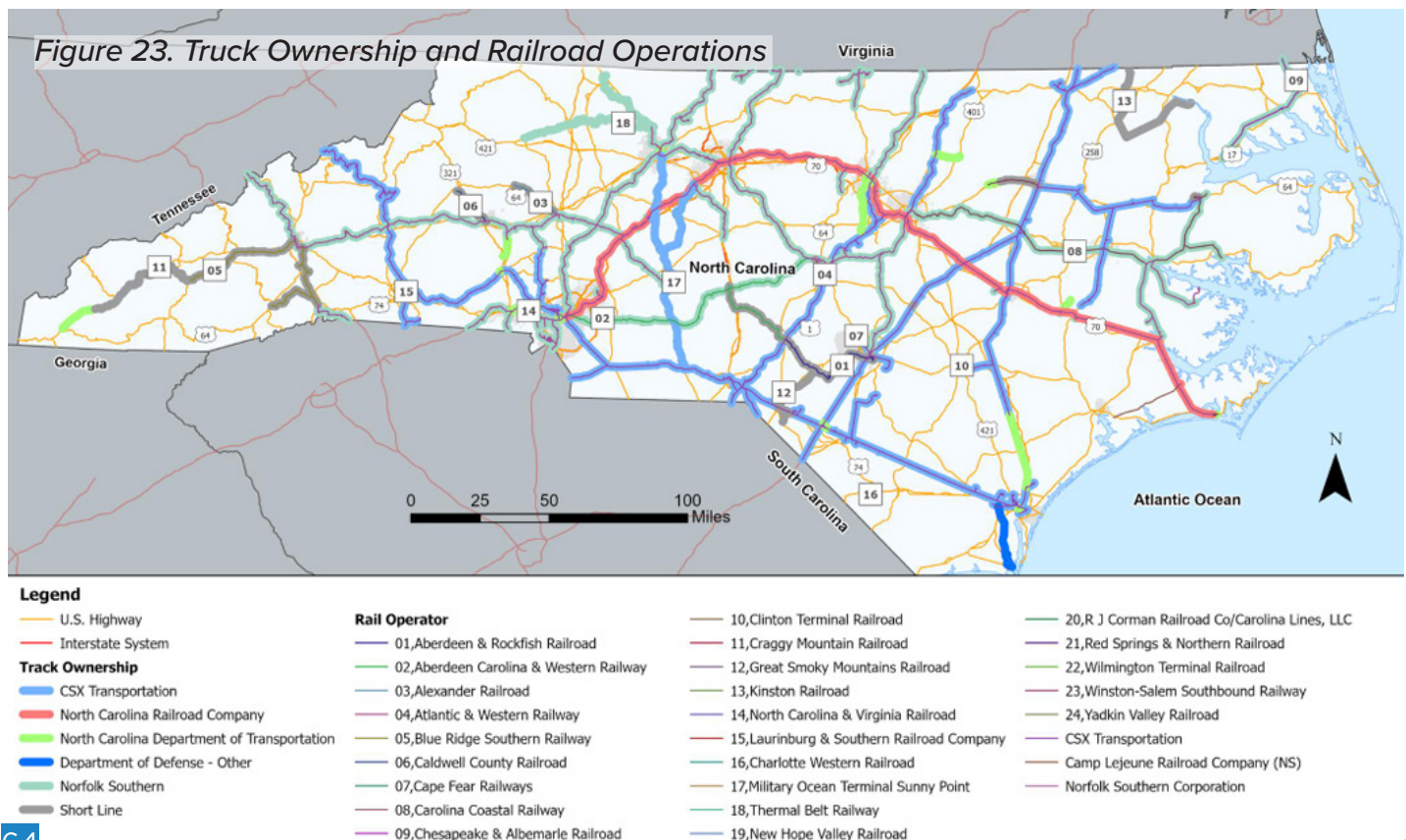
In 2023, NCDOT published the Statewide Multimodal Freight Plan (SMFP). The 2023 SMFP was an update to the 2017 Statewide Multimodal Freight Plan. The North Carolina SMFP was developed in compliance with IIJA requirements for state freight plans to ensure North Carolina has access to future federal and grant funding opportunities. Through IIJA, the formula for freight projects on the National Highway Freight Network (NHFN) includes \$7.2 billion and another \$10.9 billion in discretionary funds for freight-focused grants for states, MPOs, and local governments.

The North Carolina SMFP included a freight and rail asset assessment. There are approximately 3,200 miles of railroad serving 86 counties in North Carolina. The two Class I railroads, Norfolk Southern Railway (NS) and CSX Transportation (CSX) operate approximately 70% of the state's railway system. In Goldsboro, CSX operate active rail corridors. The figure below shows the rail owner operators in addition to the rail facilities that include intermodal, transload, or yard facilities.

## AVIATION

The aviation facilities in Goldsboro serve both military—Seymour Johnson Air Force Base (AFB)—and civilian—Wayne Executive Jetport (GWW)—uses. The Wayne Executive Jetport offers long-term or overnight aircraft hangar facilities as well as freight handling services. On the Seymour Johnson Air Force Base, there are more than 4,000 active duty members enlisted. The base employees nearly 1,000 civilians and contractors. The Seymour Johnson Air Force Base is an important economic driver of the regional economy and access to and from the base was a key consideration of the Goldsboro 2050 MTP.

The Goldsboro MPO should continue to coordinate with both airports about potential access improvements as well as future funding investments that might impact the transportation network.







## TECHNOLOGY

The IJJA introduced new or reinforced areas of focus for metropolitan transportation plans. An emerging emphasis area in transportation technology is electric vehicles or EVs.

Through IJJA, the National Electric Vehicle Infrastructure (NEVI) Program provides almost \$5 billion to help states create a network of electric vehicle charging stations along designated corridors. The North Carolina Electric Vehicle (EV) Infrastructure Deployment Plan is the state's plan to:

- Accelerate equitable adoption of electric vehicles.
- Reduce transportation related greenhouse gases.
- Position industry to lead transportation.
- Electrification efforts.

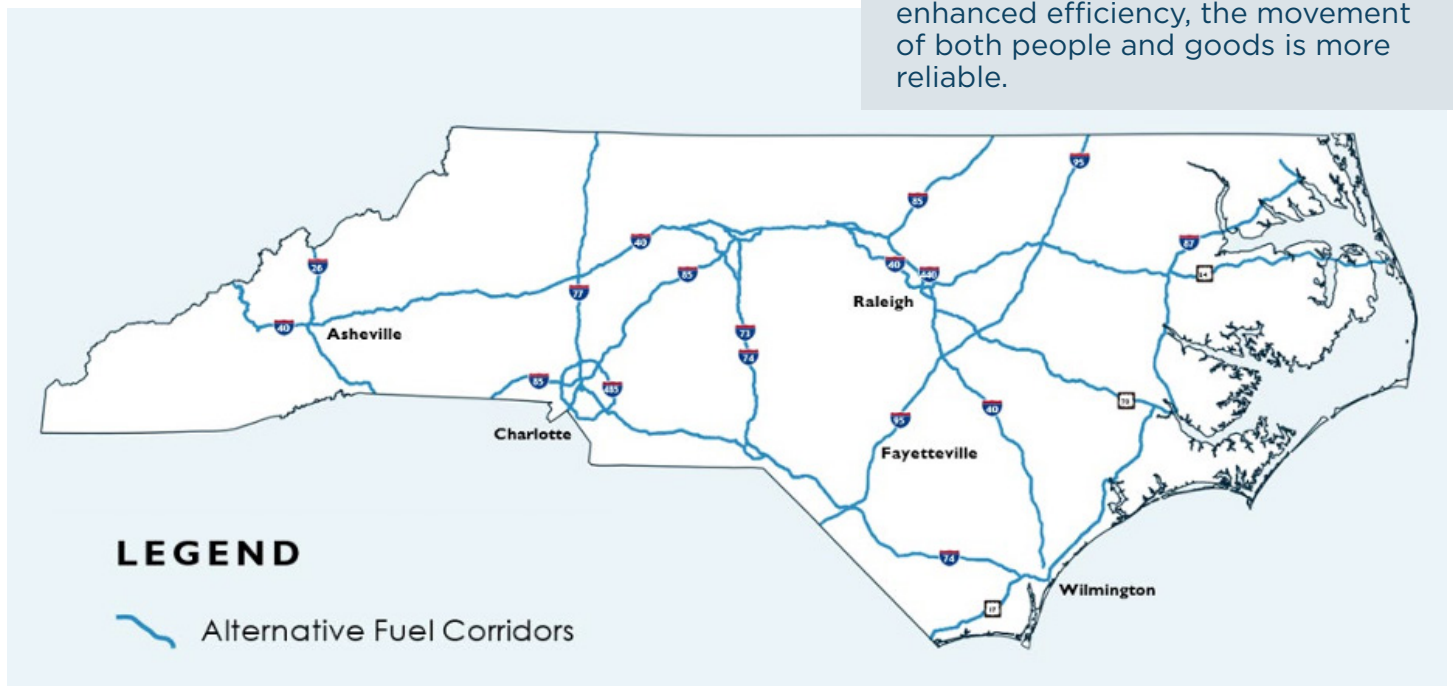
The North Carolina program will be implemented in two phases over five years. The first phase focuses on building NEVI compliant stations along alternative fuel corridors (AFCs). The second phase will identify community - based electric vehicle charging opportunities and other supportive infrastructure needs.

I-42 through the MPO is designated as an AFC, and as such eligible for NEVI funding, as well as Charging and Fueling Infrastructure grant funding. NCDOT released Phase 1 of the NEVI locations in Spring 2024. No locations within the MPO were included in the initial release, but may be in future phases.

**Federal Planning Factor:** *Promote efficient system management and operations.*

The MPO understand the efficiency of the transportation system is often impacted by new and emerging technologies. By integrating new technologies into the transportation system, the region could benefit from a safer, more efficient network. With enhanced efficiency, the movement of both people and goods is more reliable.

Figure 24. Alternative Fuel Corridors (AFC)





## PRIORITIZATION

Prioritization is a vital tool for the implementation of the identified transportation projects for the Goldsboro MPO. The prioritization exercise accounts for a wide variety of factors and project characteristics including planning-level costs, alignment with local and regional considerations, safety, and more. The following sections outline the prioritization methodology and includes the results.

### Prioritization Methodology

The assessment of roadway projects for the Goldsboro 2050 MTP includes quantitative and qualitative metrics. The evaluation metrics used for the prioritization levered the NCDOT Prioritization 7.0 (P7.0) methodology. The methodology was further refined based on the availability of local data and local priorities. In coordination with NCDOT's methodology, the roadway and intersection recommendations were analyzed in relation to their respective state funding categories:

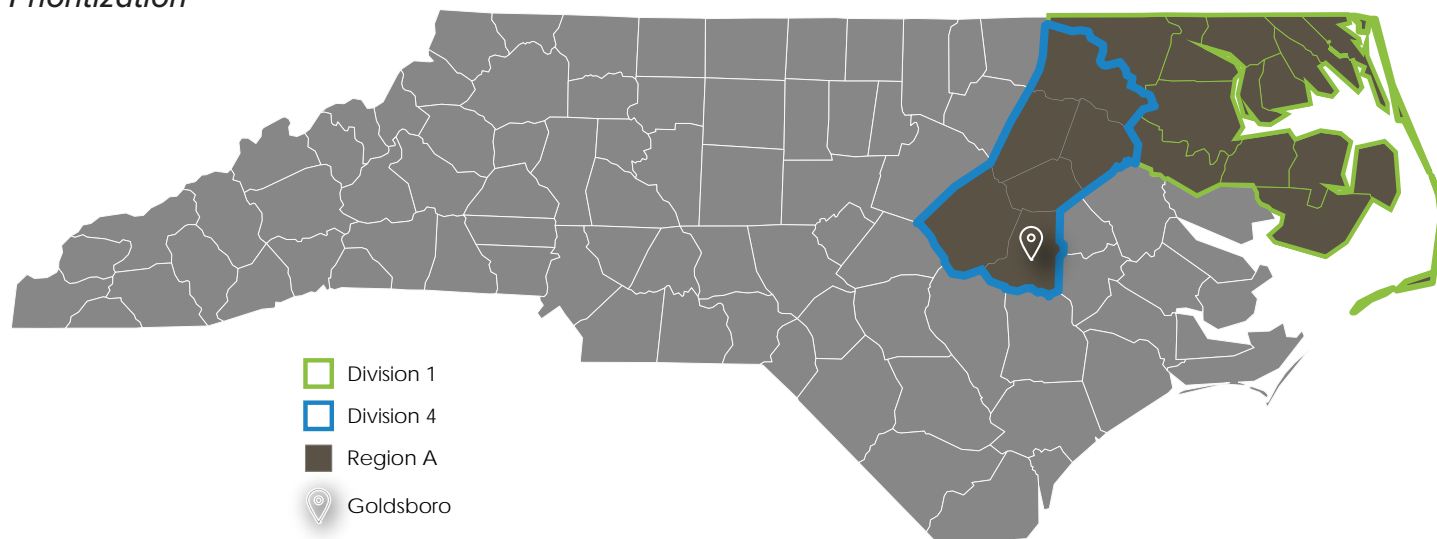
- Statewide Mobility
- Regional Impact
- Division Needs

Each of these categories is uniquely scored, weighted, and allocated funds. Figure X shows the region and division that the Goldsboro MPO are competing for funds. The following pages outline the assumptions and results of the methodology.

The NCDOT prioritization process assess and scores each project based on a unique methodology depending on the funding category. The three categories include:

- **Statewide Mobility.** The projects in this category receive 40% of the available revenue. The projects in this category are scored exclusively on quantitative data. There is no consideration for local preference.
- **Regional Impact.** The projects in this category receive 30% of the available revenue. The projects are scored based on both quantitative and qualitative data; however the quantitative score is 70% of the overall score and local preference makes up 30% of the total score.
- **Division Needs.** The projects in this category receive 30% of the available revenue. The projects are scored based on both quantitative and qualitative input, which are valued equally.

Figure 25. NCDOT Division and Region for Prioritization







## Project Types

The NCDOT Prioritization 7.0 outlines two types of highway projects: mobility and modernization. The prioritization of each type of project is unique to account for the different benefits associated with each type of project.

## Scoring

The projects were scored using a combination of criteria. Once scored, a weight is applied to each criterion within the project category. The projects are ultimately sorted into near-, mid-, and long-term horizon tiers. The prioritization criteria are defined below.

## Strategic Transportation Investment

The Strategic Transportation Investment (STI) law allows NCDOT to fund transportation infrastructure that supports quality of life, economic growth, and safety. The STI law established the Strategic Mobility Formula, which allocates state and federal revenue based on a data-driven scoring and local input process.

Table 7. Corridor Prioritization Weights

Criteria	Mobility			Modernization		
	Statewide	Regional	Division	Statewide	Regional	Division
Freight	25%	10%	10%	25%	10%	5%
Safety	10%	10%	10%	25%	25%	20%
Congestion	30%	20%	15%	10%	5%	
Benefit-Cost	25%	20%	15%			
Economic Impact	10%					
Lane Width				10%	10%	5%
Shoulder Width				20%	10%	10%
Pavement Condition				10%	10%	10%
Accessibility		10%	5%			
<b>Quantitative Total</b>	100%	70%	50%	100%	70%	50%
Previous Planning Effort		30%	50%		30%	50%
<b>Total Score</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>



Table 8. Corridor Prioritization Results (Listed in Priority Order)

ID	Name	Extent	Type
<b>High Priority Projects</b>			
AM-3	Ash Street	Ridgewood Drive to Berkeley Boulevard	Access Management
C-3	Ash Street	Pineview Avenue to Madison Street	Complete Street
W-1	W Ash Street	US 117/I-795 to Virginia Street	Widening
CS-4	Ash Street	George Street to Daisy Street	Complete Street
CS-2	Ash Street	Madison Avenue to Ridgewood Drive	Complete Street
CS-1	Ash Street	Daisy Street to Pineview Avenue	Complete Street
M-7	Westbrook Road	Arrington Bridge Road to South Slocumb Street	Modernization
M-5	Arrington Bridge Road	Pecan Road to Westbrook Road	Modernization
<b>Medium Priority Projects</b>			
AM-5	NC 111	Spring Bank Road to Bill Lane Boulevard	Access Management
AM-4	NC 111	Spring Bank Road to US 70	Access Management
S-1	Old Smithfield Road	Neuse Island Lane to Friendly Drive	Safety
W-5	NC 111 (Patetown Road)	N Williams Street to Country Day Road	Widening
CS-7	Central Heights Road	New Hope Road to Tommy's Road	Complete Street
W-6	NC 111 (Patetown Road)	Country Day Road to Tommy's Road	Widening
M-1	Eleventh Street	Williams Street to Wayne Memorial Drive	Modernization
W-7	NC 581 (Arrington Bridge Road)	US 117 to Westbrooke Road	Widening
M-4	Pecan Road	Genoa Road to Arrington Bridge Road	Modernization
CS-6	Central Heights Road	Thoroughfare Road to New Hope Road	Complete Street
CS-5	Central Heights Road	Berkeley Boulevard to Thoroughfare Road	Modernization





ID	Name	Extent	Type
S-2	Pikeville-Princeton Road	Hinnant Road to Nahunta Road	Safety
<b>Low Priority Projects</b>			
W-3	New Hope Road	Berkeley Boulevard to Miller's Chapel Road	Widening
W-2	New Hope Road	Wayne Memorial Road to Berkeley Boulevard	Widening
AM-1	Berkeley Boulevard	Ash Street to Royall Avenue	Access Management
AM-2	Wayne Memorial Drive	Royall Avenue to US 70	Access Management
M-8	Genoa Road	US 117 to Pecan Road	Modernization
M-3	Buck Swamp Road	Vail Road and Salem Church Road	Modernization
W-4	New Hope Road	NC 111 (Patetown Road) to Wayne Memorial Drive	Widening
CS-8	Royall Avenue	Berkeley Boulevard to George Street	Complete Street
NL-1	Tommy's Road	Terminus near Deans Land to Terminus of NC 111 (Patetown)	New Location
S-3	Stoney Creek Church Road	Barnes Court to NC 111	Safety
M-2	Tommy's Road	Berkeley Boulevard to Wayne Memorial Drive	Modernization
S-4	North Oak Forest Drive	Gateway Drive to Central Heights Road	Safety
M-6	Slocumb Street	Elm Street to Stoney Creek Drive	Modernization

**Federal Planning Factor:** *Increase the safety and security of the transportation system for motorized and non-motorized users.*

The 2050 MTP prioritizes safety and security by incorporating these criteria into the prioritization process. By doing so, the Goldsboro MPO has identified high-priority projects that directly address safety and security. The prioritization results are used to craft the financial plan.



## Intersection Prioritization Criteria

Similar to the roadway prioritization, the intersection prioritization placed a larger emphasis on safety. The SPOT process attributes 50% to safety as a criteria. The other metrics used for intersection prioritization can be found in the table below.

Table 10 show the intersection prioritization results. For corridors like Ash Street or Future Interstate I-795, the intersections or interchanges associated with the corridors were not score.

Table 9. Intersection Prioritization Criteria

































Metric	Weight	2050 MTP Goals
Safety	50%	       
Cost-Benefit	20%	       
Freight	15%	       
Accessibility	15%	       

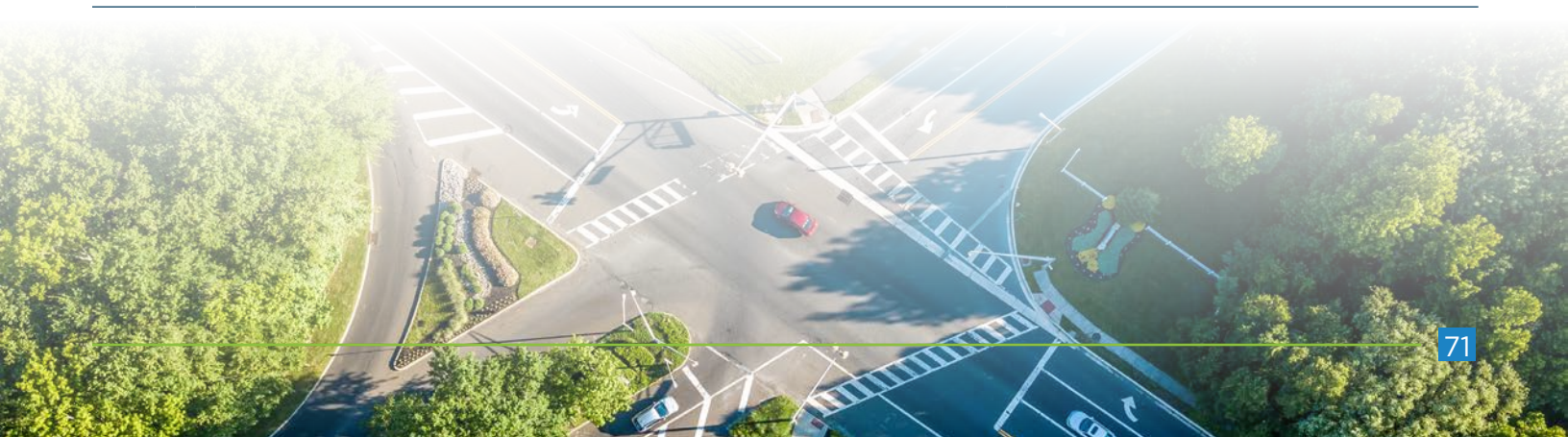
Table 10. Intersection Prioritization Results (Listed in Priority Order)

ID	Name	Type
<b>High Priority Projects</b>		
I-8	Tommy's Road at Hare Road	Intersection Safety
I-40	Arrington Bridge Road at NC 581/Bill Lane Boulevard	Intersection Study/Improvement
I-32	Oberry Road/Sleepy Creek Road at US 117Alternate	Intersection Safety
I-6	Sleepy Creek Road at Old Mt Olive Road	Intersection Safety
I-34	New Hope Road at Millers Chapel Road	Intersection Safety
I-11	N Berkeley Boulevard at New Hope Road	Intersection Study/Improvement
1-36	US 13 at Tommy's Road	Intersection Safety





ID	Name	Type
<b>Medium Priority Projects</b>		
I-7	New Hope Road at Harding Drive	Intersection Study/Improvement
I-39	Pecan Road at Arrington Bridge Road	Intersection Study/Improvement
I-33	Genoa Road at Potts Road	Intersection Safety
I-38	East Main Street/Big Daddy's Road at US 117	Intersection Study/Improvement
I-2	Wayne Memorial Drive at E Lockhaven Drive	Intersection Safety
I-12	Wayne Memorial Drive at 11th Street	Intersection Safety
I-3	New Hope Road at Cuyler Best Road	Intersection Study/Improvement
I-9	NC 11 at Bill Lane Boulevard	Intersection Safety
<b>Low Priority Projects</b>		
I-41	S Slocumb Street at E Elm Street	Intersection Study/Improvement
I-35	Oberry Center Road at Perkins Mill Road	Intersection Safety
I-5	N Berkeley Boulevard at E Mall Road	Intersection Study/Improvement
I-13	NC 111 at Stoney Creek Church Road	Intersection Safety
I-10	Genoa Road at Pecan Road	Intersection Safety
I-37	Wayne Memorial Drive at Saulson Road	Intersection Safety
I-4	S Slocumb Street at Bunche Drive	Intersection Study/Improvement
I-1	Piney Grove Church Road at S Beston Road	Intersection Study/Improvement









# CHAPTER 4

## PERFORMANCE MEASURES



## INTRODUCTION

The MAP-21 legislation (2010) transformed the transportation federal aid program by establishing new requirements for performance management and performance-based planning and programming. This legislation was designed to ensure the most efficient investment of federal transportation funds.

In 2015, the FAST Act continued the performance-based planning approach of MAP-21 with some modifications. Consistent with the legislation, state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must apply a transportation performance-based planning approach when implementing their federally-required transportation programming and planning activities.

Performance-based planning and programming—or “performance management”—is a strategic approach that utilizes system-generated information to confirm investment and policy decisions achieve the goals set for the transportation network. More specifically, Performance-Based Planning & Programming (PBPP) is the application of performance management as a standard practice in the planning and programming decision-making process. These requirements support national goals by outlining a systematic and objectives-driven approach.

In May 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Final Rule on Statewide and Non-metropolitan Transportation Planning and Metropolitan Transportation Planning—also known as The Planning Rule. This regulation requires state and MPOs to adhere to the planning and transportation performance management provision of both MAP-21 and the FAST Act. More recently, the Infrastructure Investment and Jobs Act (IIJA)—or the Bipartisan Infrastructure Law (BIL)—continues the commitment to performance-based planning set forth by MAP-21 and the Fast Act.

The Goldsboro MPO adopted the statewide measures and targets set by NCDOT. In accordance with The Planning Rule, the selection of performance measures and targets must be coordinated and agreed upon between an MPO and NCDOT. As part of the metropolitan transportation planning process, Goldsboro must also publish a System Performance Report.

The System Performance Report presents the current conditions and performance of the transportation system with respect to the these performance measures and targets.

### System Performance Report

The System Performance Report is an essential component of the Transportation Performance Management (TPM) approach set forth by FHWA and FTA. By maintaining a systematic performance management approach, the Goldsboro MPO can evaluate how well its transportation system addresses current needs and determine how to meet future challenges. Since funding for transportation projects is limited, it is important that the right projects and programs are implemented in order to address the current and projected needs of the greater region.

This System Performance Report establishes a baseline document that the MPO will update with each successive long-range plan update. The System Performance Report and subsequent updates will evaluate the conditions and performance of the transportation system in regard to the required performance targets:

- Highway Safety
- Pavement and Bridges
- System Performance

In addition to these performance targets, the report will document transit assets, safety, and reliability that are reported on an annual basis to FTA.





## NATIONAL GOALS AND MEASURES

### PM1 | Highway Safety

The Safety Performance Measures Final supports the Highway Safety Improvement Program (HSIP) by requiring MPOs to set targets for safety-related performance measures and report progress.

The Safety Performance Management Final Rule establishes five performance measures for all types of public roadways:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million vehicle miles traveled
- Number of combined non-motorized fatalities and non-motorized serious injuries

These safety performance targets are provided annually by States to FHWA as five-year rolling averages for each safety performance measure.

### Safety Performance

The Goldsboro MPO has chosen to support NCDOT's safety targets. The performance figures that the MPO has report for the five safety measure reflect a five-year average for years 2018-2022 and 2020-2024.

The Goldsboro MPO safety targets are shown in the table below. The Goldsboro MPO supports the state's safety performance targets through its planning and programming of transportation activities.

Table 11. Goldsboro MPO PM1 Performance Targets

Performance Measure	Goal	2018-2022 Average	2020-2024 Average
Number of Fatalities	Reduce total fatalities by 25.73% by December 31, 2024	1,550.6	1,151.7
Fatality Rate	Reduce fatality rate by 27.11% by December 31, 2024	1.327	0.967
Number of Serious Injuries	Reduce total serious injuries by 34.27% by December 31, 2024	5,038.6	3,312.1
Serious Injury Rate	Reduce serious injury rate by 35.80% by December 31, 2024	4.311	2.767
Number of Non-Motorized and Serious Injuries	Reduce total non-motorized fatalities and serious injuries by 33.27% by December 31, 2024	676.0	451.1



## PM2 | Pavement and Bridge Condition

In 2017, FHWA published a final rule establishing performance measures for state DOTs to use in managing pavement and bridge performance on the National Highway System (NHS). State DOT targets are set based on asset management analyses and reflect investment strategies that seek to achieve a state of good repair over the life cycle of transportation facilities. State DOTs may establish additional measures and targets that reflect asset management objectives.

The Final Rule establishes the following Pavement Performance Measures:

- Percent of the Interstate pavement in Good condition
- Percent of Interstate pavement in Poor condition
- Percent of non-Interstate NHS pavement in Good condition
- Percent of non-Interstate NHS pavement in Poor condition

The Final Rule also establishes the following Bridge Performance Measures:

- Percent of NHS bridges by deck area classified as Good condition
- Percent of NHS bridges by deck area classified as Poor condition

The pavement and bridge condition performance is assessed and reported over a four-year performance period. States must establish two-year and four-year performance targets for each PM2 measure. The current two-year targets represent desired pavement and bridge condition at the end of calendar year 2023. The current four-year target represent desired condition at the end of calendar year 2025.

## Pavement and Bridge Performance

The Goldsboro MPO has chosen to support NCDOT's pavement and bridge targets and will continue to coordinate with NCDOT in the development of pavement and bridge targets. The Pavement and Bridge Condition Performance Targets were adopted by the Goldsboro MPO on May 11, 2023. The Goldsboro MPO Pavement and Bridge Condition Performance Targets are shown in the table below.

*Table 12. Goldsboro MPO PM2 Performance Targets*

Performance Measure	2023 Target	2025 Target
Interstate Pavement Condition (Good)	60.0%	62.0%
Interstate Pavement Condition (Poor)	1.8%	1.5%
Non-Interstate NHS Pavement Condition (Good)	30.0%	31.0%
Non-Interstate NHS Pavement Condition (Poor)	3.5%	3.0%
NHS Bridge Conditions (Good)	38.0%	36.0%
NHS Bridge Conditions (Poor)	5.0%	5.0%





### PM3 | System Performance

In 2017, FHWA published a final rule establishing performance measures that report on the performance of Interstates and non-Interstate NHS to carry out the National Highway Performance Program (NHPP) and freight movement on the Interstate system to carry out the National Highway Freight Program (NHFP).

The Final Rule establishes the following system performance measures:

- Percent of reliable person-miles traveled on the Interstate
- Percent of reliable person-miles traveled on the non-Interstate NHS
- Percent of Interstate system mileage providing for reliable truck travel time—Truck Travel Time Reliability Index (TTTR)

The performance for PM3 is reported over a four-year performance period. The PM3 rule requires states to establish two-year and four-year performance targets for each PM3 measure. The current two-year targets represent the expected performance at the end of calendar year 2023. The current four-year targets represent the expected performance at the end of calendar year 2025.

State DOTs requirements for setting system performance targets include:

- Percent of person-miles on the Interstate system that are reliable: **Two-year and four-year targets required**
- Percent of reliable person-miles traveled on the non-NHS that are reliable: **Four-year targets required**
- TTTR: **Two-year and four-year targets required**

### System Performance

The Goldsboro MPO has chosen to support NCDOT's system performance targets and will continue to coordinate with NCDOT in the development of system performance targets. The System Performance Targets were adopted by the Goldsboro MPO on MONTH DATE, YEAR. The Goldsboro MPO System Performance Targets are shown in the table below.

Table 13. Goldsboro MPO PM3 Performance Targets

Performance Measure	2023 Target	2025 Target
Interstate Level of Travel Time Reliability	75.0%	75.0%
Non-Interstate Level of Travel Time Reliability	70.0%	70.0%
Interstate Truck Travel Time Reliability	1.70	1.70



### Transit Asset Management

This section presents the Transit Asset Management (TAM) targets adopted by GWTA and the State of Good Repair (SGR) performance of their capital assets. The final TAM rule, which became effective in October 2016, defines transit asset management as a strategic and systematic process of operating, maintaining, and improving public transportation capital assets effectively through the life cycle of such assets.

Federal regulation requires the MTP to include Transit Safety and Transit Asset Management performance targets for urbanized areas. On September 11, 2018, the Goldsboro MPO adopted GWTA's transit safety and asset management performance measures. The Goldsboro MPO supports these targets through its planning and programming activities.

**Federal Planning Factor:** *Enhance the integration and connectivity of the transportation system, across and between modes of transportation for people and freight.*

The Goldsboro MPO is committed to partnering with GWTA to better integrate transit service and improve pedestrian and bicycle infrastructure along existing transit corridors. This will create a more connected, more accessible network for all people.





## Transit Safety and Reliability

This section shows the transit safety targets adopted by the Goldsboro MPO on June 8, 2021. The final Transit Safety Rule became effective in July 2018 and require public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include processes and procedures to implement Safety Management Systems, including transit safety performance targets for:

- Fatalities
- Injuries
- Safety Events
- System Reliability

Public transit agencies are required to set fiscal year performance targets and report performance for each category to FTA on a triennial basis. The Goldsboro MPO supports these targets through its planning and programming activities. The Transit Safety Targets are shown in

*Table 14. Transit Safety Performance Targets*

Mode of Service	Fatalities	Fatalities*	Injuries	Injuries*	Safety Events	Safety Event*	System Reliability*
Fixed Route	0	0	1	0.333	1	0.333	8,500
Demand Response	0	0	1	0.167	1	0.167	65,000

\*per 100,000 vehicle revenue miles (VRM)

\*\*failure / VRM







# CHAPTER 5

## FINANCIAL PLAN



## INTRODUCTION

Transportation planning attempts to balance technical elements with public engagement to create holistic recommendations. This can make it difficult to evaluate how adequately the transportation system addresses community needs or how well future transportation projects improve the quality of life. This MTP bridges the disconnect by developing a transportation strategy that combines both technical data with engagement results in a systematic, quantifiable prioritization process.

In alignment with state and federal requirements, this MTP is financial constrained. This process demonstrates how recommended and prioritized projects can realistically be funded till the horizon year of the plan. Due to limited funding resources, it is critical that considerations be understood to ensure that appropriate projects and programs are prioritized and, eventually, implemented.

In order to create a fiscally-constrained plan, the MPO must demonstrate a reasonable expectation of future funding levels, estimate project planning-level costs, and project the future needs of all modes of transportation. The financially-constrained plan allows the Goldsboro MPO and supporting agencies to focus on near-term opportunities and identify long-term strategies for implementation.

This chapter discusses the process used to determine financial constraint, including project prioritization and estimated funding levels.

## REVENUE FORECAST

A financially-constrained plan is required by the IJJA, FAST Act, and MAP-21. The constrained financial plan shows the proposed investments that are realistically anticipated based on future funding availability over the lifetime of the plan in a series of funding periods. The funding periods proposed for the Goldsboro MTP are:

- 2024-2028
- 2029-2033
- 2034-2040
- 2041-2050
- Unfunded Vision

The first two funding periods (2024-2028 and 2029-2033) are reflective of the currently adopted State Transportation Improvement Program (STIP). Although the final five years of the STIP are considered “developmental” and subject to reprioritization, the MTP considers these projects to be committed for the purpose of this long-range planning exercise. The third and fourth funding periods (respectively, 2034-2040 and 2041-2050).

The revenue forecasts were developed after a review of previous local and state expenditures, current funding trends, and anticipated funding levels. The revenue forecast involved consultation with the MPO, NCDOT, and FWHA. All the dollar figures in this chapter are in 2024 year dollars and then inflated accordingly to reflect the midpoint of the projected opportunity band the project is funded in.

Based on an assessment of recent trends and guidance from MPO staff, an annual inflation rate of 1.5% was used to forecast revenues. The annual inflation rate of 4% was used to forecast costs. The differing projections suggest that the costs will increase at a greater rate than available revenues. This chapter provides an overview of revenue assumptions, planning-level costs, financial strategies, and research results used to derive these values.





Roadway Funding

The projections of funding for capital roadway projects are based on current funding levels identified in the FY 2024-2033 STIP. The Goldsboro MPO has a total of \$247 million funded for roadway capital projects in the 2024-2033 STIP. The revenue forecasts were adjusted within the MTP’s projection period to reflect a 1.5% inflation rate.

The local funds, composed of the Powell Bill capital roadway project allocation within Goldsboro, Pikeville, and Walnut Creek.

Using this forecasting methodology, the available capital roadway funding for the Goldsboro MPO totals \$751 million over the life of the MTP. The table below summarizes the anticipated capital roadway capital funding by federal/state and local funding sources.

Maintenance Funding

While the Goldsboro MTP is primarily focused on capital improvements, it is imperative to consider maintenance funding. The maintenance funding in the Goldsboro region is applied to areas including roadway maintenance, bridge replacements, or infrastructure maintenance. These funds can be a combination of local, state, or federal funding sources depending on the ownership of the facility being considered. Future-year maintenance funding was not projected; however, it is reasonable to assume that all maintenance funding that is available to the MPO will be fully utilized.

Table 15. Anticipated Roadway Funding by Horizon Band

Horizon Band	Federal/State	Local	Roadway Capital
2024-2028	\$108,908,000	\$390,000	\$109,298,000
2029-2033	\$123,906,000	\$390,000	\$124,296,000
2034-2040	\$185,114,000	\$546,000	\$185,660,000
2041-2050	\$300,267,000	\$780,000	\$301,047,000
Total	\$718,195,000	\$2,106,000	\$720,301,000



Figure 26. Project Funding Horizons

Figure 26 includes funding horizons for MTP-developed and STIP projects.

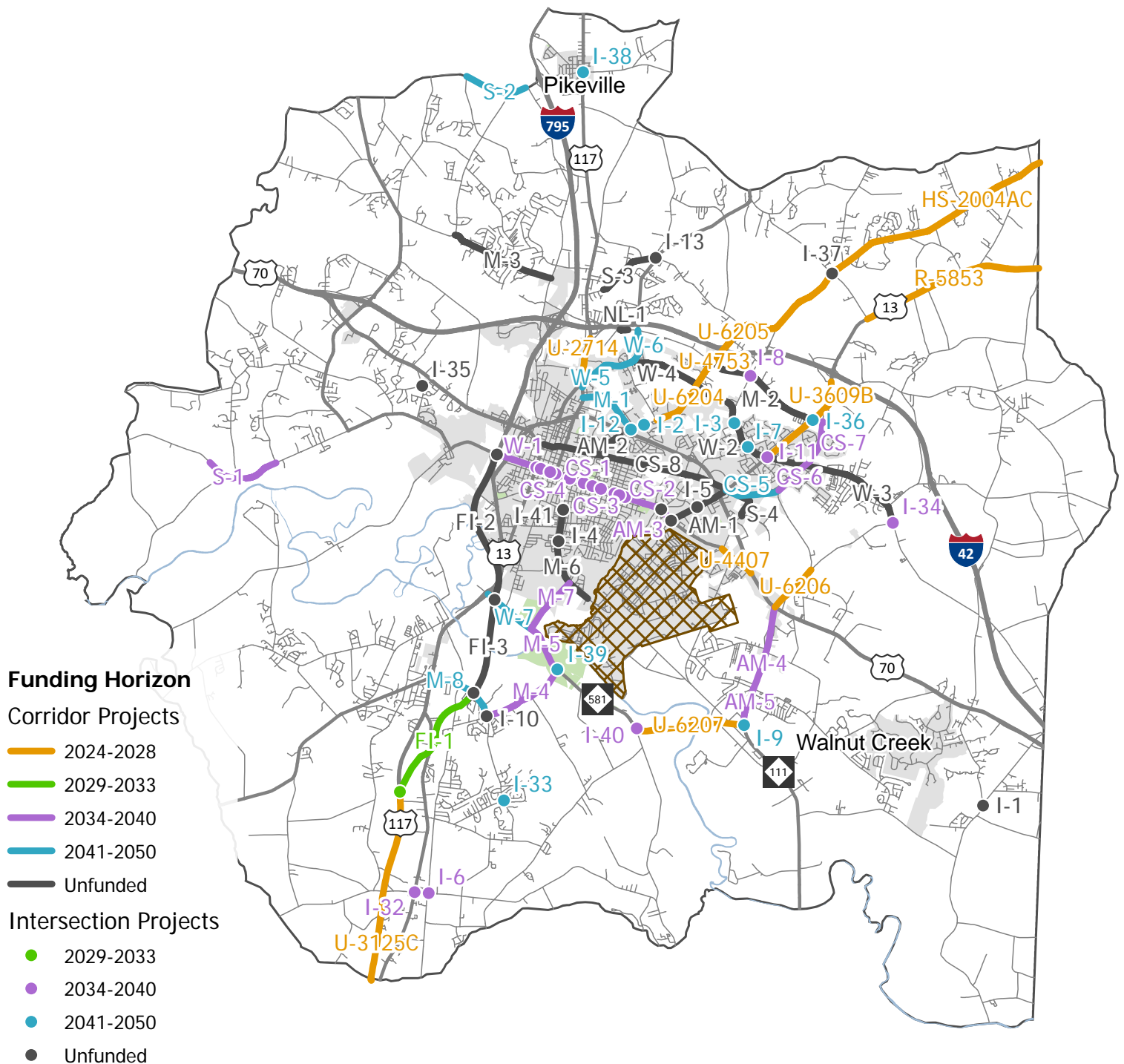






Table 16. Constrained Project List

ID	Name	Recommendation Type	Cost (in FY24)
<b>2024-2028</b>			
HS-2004AC	Wayne Memorial Drive	Safety	\$210,000
R-5853	US 13	Modernization	\$14,328,000
U-2714	US 117 BUS /US 117 (N William St)	Widening	\$19,624,000
U-3609B	US 13 (Berkeley Boulevard)	Widening	\$40,841,000
U-4407	US 70 BUS (E Ash Street)	Widening	\$23,568,000
U-4753	Wayne Memorial Drive	Widening	\$8,260,000
U-6204	Wayne Memorial Drive	Access Management	\$17,301,000
U-6205	Wayne Memorial Drive	Widening	\$7,500,000
U-6206	Miller's Chapel Road	Modernization	\$9,000,000
U-6207	NC 581 (Bill Lane Boulevard)	Modernization	\$7,101,000
U-3125C	US 117 (Future I-795)	Future Interstate	\$10,695,020
<b>2029-2033</b>			
FI-1 (U-3125D)	US 117 (Future I-795)	Future Interstate	\$75,102,000
I-16	US 117 at Future I 795	New Interchange	See FI-1
<b>2034-2040</b>			
W-1	W Ash Street	Widening	\$25,500,000
AM-3	Ash Street	Access Management	\$5,447,100
CS-1	Ash Street	Complete Street	\$10,533,200
CS-2	Ash Street	Complete Street	\$7,495,600
CS-3	Ash Street	Complete Street	\$5,214,500



<b>ID</b>	<b>Name</b>	<b>Recommendation Type</b>	<b>Cost (in FY24)</b>
CS-4	Ash Street	Complete Street	\$9,008,100
CS-6	Central Heights Road	Complete Street	\$5,340,000
CS-7	Central Heights Road	Complete Street	\$7,240,000
M-7	Westbrook Road	Modernization	\$2,550,000
M-4	Pecan Road	Modernization	\$3,010,000
M-5	Arrington Bridge Road (NC 581)	Modernization	\$2,090,000
AM-4	NC 111	Access Management	\$4,920,000
AM-5	NC 111	Access Management	\$2,270,000
S-1	Old Smithfield Road	Safety	\$2,890,000
I-6	Sleepy Creek Road at Old Mt Olive Road	Intersection Safety	\$410,000
I-8	Tommys Road at Hare Road	Intersection Safety	\$410,000
I-11	N Berkeley Boulevard at New Hope Road	Intersection Study/ Improvement	\$1,100,000
I-17	Ash St at George St	Roundabout	See CS-4
I-18	Ash St at Center St	Roundabout	See CS-4
I-19	Ash St at William St	Roundabout	See CS-4
I-20	Ash St at Slocumb St	Roundabout	See CS-1
I-21	Ash St at Herman St	Roundabout	See CS-1
I-22	Ash St at Jackson St	Roundabout	See CS-1
I-23	Ash St at Jefferson Ave	Roundabout	See CS-1
I-24	Ash St at Best St	Roundabout	See CS-2
I-25	Ash St at James St	Traffic Signal	See CS-4





ID	Name	Recommendation Type	Cost (in FY24)
I-26	Ash St at John St	Traffic Signal	See CS-4
I-27	Ash St at Audubon Ave	Traffic Signal	See CS-3
I-28	Ash St at Madison Ave	Traffic Signal	See CS-3
I-32	Oberry Road/Sleepy Creek Road at US 117 Alternate	Intersection Safety	\$110,000
I-34	New Hope Road at Millers Chapel Road	Intersection Safety	\$410,000
I-40	Arrington Bridge Road at NC 581/ Bill Lane Boulevard	Intersection Study/ Improvement	\$1,100,000
<b>2041-2050</b>			
W-5	NC 111 (Patetown Road)	Widening	\$32,100,000
W-6	NC 111 (Patetown Road)	Widening	\$24,300,000
W-7	NC 581 (Arrington Bridge Road)	Widening	\$18,800,000
M-1	Eleventh Street	Modernization	\$28,900,000
CS-5	Central Heights Road	Complete Street	\$8,080,000
M-8	Genoa Road	Modernization	\$2,930,000
S-2	Pikeville-Princeton Road	Safety	\$2,400,000
I-2	Wayne Memorial at E Lockhaven Drive	Intersection Safety	\$1,100,000
I-3	New Hope Road at Cuyler Best Road	Intersection Study/ Improvement	\$1,100,000
I-7	New Hope Road at Harding Drive	Intersection Study/ Improvement	\$1,100,000
I-9	NC 111 at Bill Lane Boulevard	Intersection Safety	\$1,100,000
I-12	Wayne Memorial Drive at 11th Street	Intersection Safety	\$1,100,000
I-33	Genoa Road at Potts Road	Intersection Safety	\$410,000
I-36	US 13 at Tommy's Road	Intersection Safety	\$1,100,000



ID	Name	Recommendation Type	Cost (in FY24)
I-38	East Main Street/Big Daddy's Road at US 117	Intersection Study/Improvement	\$1,100,000
I-39	Pecan Road at Arrington Bridge Road	Intersection Study/Improvement	\$1,100,000
<b>Unfunded</b>			
FI-2	US 117 (Future I-795)	Future Interstate	\$127,500,000
FI-3	US 117 (Future I-795)	Future Interstate	\$249,400,000
W-2	New Hope Road	Widening	\$153,600,000
W-3	New Hope Road	Widening	\$91,500,000
NL-1	Tommy's Road	New Location	\$3,100,000
W-4	New Hope Road	Widening	\$13,130,000
AM-1	Berkeley Boulevard	Access Management	\$35,200,000
AM-2	Wayne Memorial Drive	Access Management	\$23,300,000
M-2	Tommy's Road	Modernization	\$4,830,000
M-3	Buck Swamp Road	Modernization	\$4,320,000
CS-8	Royall Avenue	Complete Street	\$25,250,000
M-6	Slocumb Street	Modernization	\$3,450,000
S-3	Stoney Creek Church Road	Safety	\$2,460,000
S-4	North Oak Forest Drive	Safety	\$1,140,000
I-1	Piney Grove Church Road at S Beston Road	Intersection Study/Improvement	\$1,100,000
I-4	S Slocumb Street at Bunche Drive	Intersection Study/Improvement	\$1,100,000
I-5	N Berkley Boulevard at E Mall Road	Intersection Study/Improvement	\$1,100,000
I-10	Genoa Road at Pecan Road	Intersection Safety	\$410,000





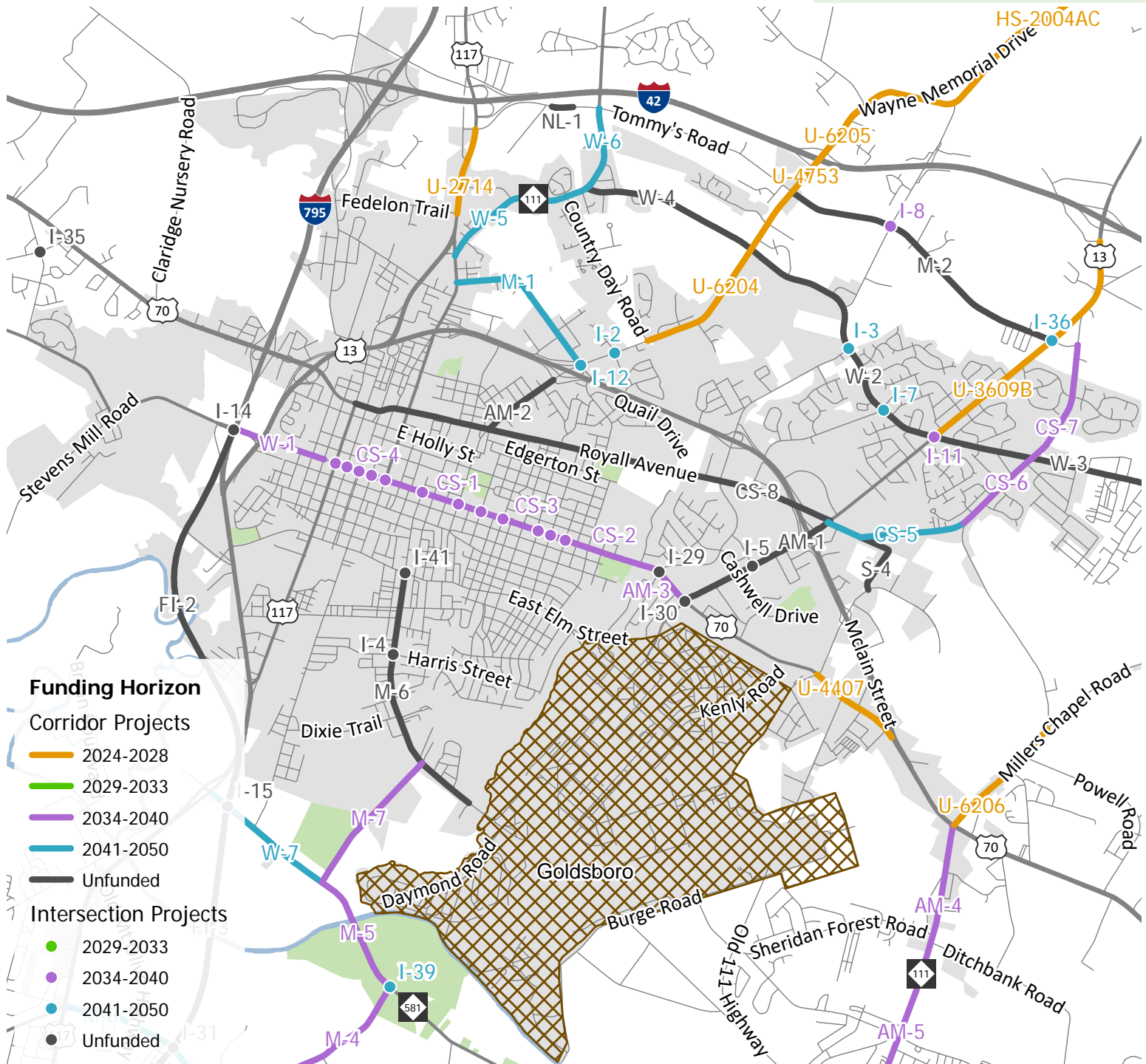
ID	Name	Recommendation Type	Cost (in FY24)
I-13	NC 111 at Stoney Creek Church Road	Intersection Safety	\$1,100,000
I-14	NC 581 N at Future I 795	New Interchange	See FI-2
I-15	NC 581 S at Future I 795	New Interchange	See FI-3
I-29	Ash St at Spence Ave	Traffic Signal	See AM-3
I-30	Ash St at Berkeley Blvd	Traffic Signal	See AM-1
I-31	Future I 795 at Genoa Rd	New Interchange	See FI-3
I-35	Oberry Center Road at Perkins Mill Road	Intersection Safety	\$410,000
I-37	Wayne Memorial Drive at Saulston Road	Intersection Safety	\$1,100,000
I-41	S Slocumb Street at E Elm Street	Intersection Study/ Improvement	\$1,100,000



The funding for intersection projects along Ash Street are accounted for by complete street projects: CS-1, CS-2, CS-3, CS-4.

*Figure 27. Inset of Project Funding Horizons*

Figure 27 includes funding horizons for MTP-developed and STIP projects in Goldsboro's municipality.







## ACTIVE TRANSPORTATION FUNDING

### Capital Pedestrian and Bicycle Funding

Currently, new pedestrian and bicycle facilities in Goldsboro MPO are funded using local sources, discretionary funds, or federal programs. There are two independent pedestrian and bicycle projects included in the 2024-2033 STIP.

To understand the potential future funding available for pedestrian and bicycle projects, the amount currently dedicated to pedestrian and bicycle projects in the FY 2024-2033 STIP was combined with 25% of the annual capital Powell Bill funding allocation for Goldsboro, Pikeville, and Walnut Creek. In generating revenues, Powell Bill allocations were not inflated. The most recent five-year average of Powell Bill allocation was used to inform future pedestrian and bicycle revenue projections. The available revenues estimated total \$8 million for pedestrian and bicycle infrastructure.

*Table 17. Anticipated Capital Funding for Active Transportation by Revenue Band*

Horizon Band	Revenue
2024-2028	\$2,465,000
2029-2033	\$131,000
2034-2040	\$2,166,000
2041-2050	\$3,480,000
<b>Total</b>	<b>\$8,242,000</b>

### Maintenance Funding

The funding for bicycle and pedestrian maintenance can be sourced from Powell Bill funds or other local funding sources. Currently, none of the member jurisdictions have a dedicated amount of funding set aside for the upkeep of bicycle and pedestrian facilities. Pedestrian and bicycle facilities that are a part of state-maintained facilities are typically maintained as part of those large facilities.

**Federal Planning Factor:** *Increase accessibility and mobility for people and freight.*

The projects in the 2050 MTP have been overlaid with the proposed bicycle and pedestrian recommendations outlined in the Bicycle, Pedestrian, and Greenway Master Plan. The Goldsboro MPO will continue to work with NCDOT to advance the active transportation recommendations as part of this plan.



## PUBLIC TRANSPORTATION FUNDING

The table below highlights the proposed cost and revenues for public transportation projects to 2050. The cost and revenues are divided between public transportation capital and operating and maintenance based on the National Transit Data for the Goldsboro-Wayne Transportation Authority (GWTA). No funding is programmed in the FY 2024-2033 STIP for public transportation in the Goldsboro MPO.

No annual inflation rate of 1% was applied to capital or operating and maintenance revenues. The Goldsboro MPO will continue to work closely with GWTA and NCDOT to understanding the financial needs of the public transportation system in the future. GWTA will continue to provide detailed information for their costs and revenues through their own independent planning efforts.

Table 18. Anticipated Transit Funding by Horizon Band

Horizon Band	Transit Capital	Transit O&M
2024-2028	\$1,073,000	\$12,147,000
2029-2033	\$1,073,000	\$12,147,000
2034-2040	\$1,505,000	\$17,003,000
2041-2050	\$2,150,000	\$24,290,000
Total	\$5,801,000	\$65,587,000





AVIATION FUNDING

Typically, aviation projects are funded using a blend of state and federal funding sources. The FY 2024-2033 STIP did not include any aviation projects. To supplement aviation funding, the FY 2018-2027 STIP was used to understanding historic funding patterns. The table below does not reflect any local capital, operating, or maintenance funds. The Wayne Executive Jetport (GWW) prepares its own financial assessment, which identifies specific funding sources and long-term priorities. The table below summarizes the anticipated aviation funding by revenue band.

Table 19. Anticipated Capital Funding for Aviation by Horizon Band

Horizon Band	Revenue
2024-2028	-
2029-2033	\$3,737,000
2034-2040	\$2,978,000
2041-2050	\$4,630,000
Total	\$11,345,000

RAIL FUNDING

The FY 2024-2033 STIP includes two rail-highway grade crossing improvement projects:

- RX-2004F
- RX-2004M

The table below highlights the anticipated rail funding by revenue band.

Table 20. Anticipated Capital Funding for Rail by Horizon Band

Horizon Band	Revenue
2024-2028	\$1,195,000
2029-2033	-
2034-2040	\$1,016,000
2041-2050	\$1,647,000
Total	\$3,858,000

## CONCLUSION

The Goldsboro 2050 MTP create the framework for reliable and accessible transportation by providing a variety of transportation choices throughout the region. The Goldsboro 2050 MTP establishes the regional vision for mobility that recognizes how historically underserved communities have been disenfranchised through historic transportation planning practices. With the creation of this financially constrained plan, the identified projects can be reasonably expected to be funded over the lifetime of the MTP. The Goldsboro 2050 MTP reflects the priorities expressed by the community and balances the current and future transportation needs of the region.

This is more than a plan. The Goldsboro 2050 MTP sets the path to funding multimodal transportation projects. This plan can help shape the future of Goldsboro and how the region will continue to grow in the coming decades.

As the Goldsboro region moves forward, the MPO will continue to work with NCDOT, FTA, and FHWA to determine how to best advance transportation projects. Ultimately, the continuous coordination between the local, state, and federal agencies will create a transportation system for people of all ages and abilities.

