

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

Tuesday, November 10, 2015, at 1:30 p.m.  
Greenville City Hall, Room # 337  
*Actions to be taken in bold italics*

1) Approval of Agenda; ***approve***

***Chair to read aloud Ethics Awareness and Conflict of Interest reminder***

**ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER**--Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved

2) Approval of Minutes of August 12, 2015, Meeting (Attachment 1); ***approve***

3) Public Comment Period

4) New Business / Action Items:

a) Self-Certification of Greenville Urban Area MPO Transportation Planning Process for FY17 (Attachment 4a) – Resolution No. 2015-07-GUAMPO; ***recommend for (TAC) adoption*** p. 8

b) 2016-2017 Planning Work Program (Attachment 4b) – Resolution No. 2015-08-GUAMPO; ***recommend for TAC adoption*** p. 13

c) Adoption of the MPO's prioritization process for the 2015-2016 project submittal cycle; -- Resolution No. 2015-09-GUAMPO ***Recommend TAC Adoption*** (Attachment 4c) p. 35

d) Modification of candidate aviation-related transportation projects to be submitted via the SPOT 4.0 project submittal cycle ***Recommend TAC modify list to include four aviation projects previously recommended for deletion*** (Attachment 4d) p. 51

e) Ethics Filing Reminder: ***Inform your elected TAC representative*** to file required forms before April 15, 2016 (But after January 1, 2016)

- *Statement of Economic Interest (SEI)*
- *Real Estate Disclosure*

For electronic filers, the Real Estate Disclosure Form was incorporated into the SEI questions for 2015.

<http://www.ethicscommission.nc.gov> p. 52

f) Air Quality Legislation Update -- EPA strengthens NAAQS for ozone to 70 ppb. p. 58

5) Any other discussion items

- Bike/ped/greenway (non-motorized) master plan

6) REMAINING 2015 MPO Meetings (Greenville City Hall, Room 337, at 1:30pm) (call in: 252-439-4937)

- TAC Nov 19

7) 2016 MPO Meeting Schedule (all at Greenville City Hall, Room 337, at 1:30pm)

- TCC Feb 10, May 11, Aug 10, Nov 9
- TAC Feb 24, May 18, Aug 24, Nov 16

## 8) Adjourn

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

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

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

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

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

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

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

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



# Attachment 1

## Technical Coordinating Committee

### Action Required

November 10, 2015

---

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

---

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

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

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

Attachments: August 12, 2015 TCC meeting minutes.

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

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

Mr. Alan Lilley, Town of Winterville  
 Ms. Barbara Lipscomb, City of Greenville  
 Mr. Merrill Flood, City of Greenville  
 Mr. Rik DiCesare, City of Greenville  
 Mr. Scott Godefroy, City of Greenville  
 Mr. Jonas Hill, Pitt County  
 Mr. James Rhodes, Pitt County  
 Mr. Tim Corley, Pitt County  
 Mr. Stephen Penn, Town of Winterville  
 Mr. Brandon Holland, Town of Ayden  
 Mr. Stephen Smith, Town of Ayden  
 Mayor David Boyd, Village of Simpson  
 Mr. Steve Hamilton, NCDOT  
 Mr. Jeff Cabaniss, NCDOT  
 Mr. Bill Bagnell, ECU  
 Mr. Justin Oakes, Mid-East Commission  
 Mr. Haywood Daughtry, NCDOT  
 Mr. Reza Jafari, NCDOT

**OTHERS PRESENT:**

Mr. Daryl Vreeland, City of Greenville  
 Ms. Amanda Braddy, City of Greenville  
 Mr. Tim Tresohlavy, VHB

**I. AGENDA**

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

**II. APPROVAL OF MINUTES OF MAY 12, 2015 MEETING**

Mayor Boyd made a motion to approve the May 12, 2015 meeting minutes as presented. Mr. Godefroy seconded the motion. The motion passed unanimously.

**III. PUBLIC COMMENT PERIOD**

There were no public comments

**IV. NEW BUSINESS / ACTION ITEMS**

**A. Adopt 2016-2025 Metropolitan Transportation Improvement Program (MTIP)**

Mr. Vreeland stated the MTIP presented was the MPO's portion of the STIP and requested the document be recommended to TAC for adoption. No substantial changes were made from the draft STIP to the adopted version. Minor changes included funding amounts which is likely due to updated project cost estimates.

Mr. Rhodes made a motion to recommend the MTIP to TAC for adoption. A second was made

by Mr. Godefroy. The motion was passed unanimously.

**B. Consideration of alternative default quantitative project weight and criteria for Regional and Division projects**

Mr. Vreeland stated NCDOT prioritizes projects at Division and Regional levels based on certain quantitative data and assigns a score that is weighted as a percentage of the projects entire score. Ultimately, the highest ranking projects are those that have the best opportunity for funding. NCDOT has allowed modifications to their default criteria, provided that all MPOs and RPOs within the applicable region agree to the quantitative criteria modification. Mr. Vreeland directed attention to the agenda package for detailed information on the proposed recommendations by the Regional and Divisional meetings

A motion was made by Mr. Rhodes to recommend the modified versions of the default criteria for divisional and regional weighting of projects to TAC for adoption. Mr. Hamilton seconded the motion and the motion passed unanimously.

**C. Modifications to 2014-2040 Metropolitan Transportation Plan (MTP)**

Mr. Vreeland stated the MTP was originally adopted on August 5, 2014. Due to recent developments in transportation projects in the area and renewed interest in development of an interstate highway facility in the Norfolk area, an update to the long range vision is needed. Mr. Vreeland presented the group with a list of projects that would need to be added and removed to the long range plan to accommodate the MPO's future vision.

Mr. Rhodes stated he was concerned with the removal of the Forlines Road widening project from the list as the Southwest Bypass would increase traffic within Pitt County. Mr. Vreeland stated the project was suggested for removal based on its low ranking from the last SPOT process as well as pointing out that majority (but not entirety) of the scope of the Forlines Road project would be completed by the Firetower Road extension project.

A motion was made by Mr. Flood to recommend TAC adopt the modifications to the 2014-2040 MTP as presented. A second was made by Mr. Hamilton. The motion passed by majority with opposition by Mr. Lilley.

**D. Potential new projects and modification to existing projects seeking Federal funding**

Mr. Vreeland presented an updated list of proposed transportation projects and modifications for the candidate SPOT 4.0 list of projects. The list was modified as presented by the Town of Ayden to remove the Hawk Signal at the crossing between Ayden Elementary and Ayden Middle Schools for the Town's bike/ped project. The price was reduced by approximately \$75,000. Mr. Hamilton commented there lights that are NCDOT maintained in the Town of Winterville that need updating and suggested the Town of Winterville consider adding their signal system needs to the item being proposed for hardware upgrade/replacement.

Mr. Vreeland also stated that the item 7 division project for the Town Common to River Park north trail is being recommended for replacement by the South Tar River Greenway Trail Phase 3 from NC 11 West to the Veterans' Administration. Mr. Mulligan asked if it would be feasible to carry both projects on the list until such time as funding would be available for both. Mr. Cabaniss stated a letter of commitment would be required by the City for their required 20% of the total project cost of all bike/ped/greenway projects before the project could be considered for funding and ultimately programmed in the STIP. Mr. Vreeland will update list of candidate projects to reflect the addition of the Town Common to River Park north trail.

A motion was made by Mr. Rhodes to recommend the list of proposed projects and modifications as requested to TAC for adoption. A second was made by Mr. Godefroy. The

motion passed unanimously.

**E. Potential updates to the MPO's prioritization process for transportation projects**

Mr. Vreeland began with an overview of the prioritization process for transportation projects. Mr. Vreeland stated the process must be NCDOT approved and should be open, transparent and provide for public input. Mr. Vreeland stated the current practice of the GUAMPO is to assign the highest rated projects as identified by NCDOT with the highest point value based on the methodology incorporated. Mr. Vreeland added that with proper documentation, projects could be adjusted as desired by the GUAMPO.

Mr. Vreeland requested a motion to update the prioritization process as summarized in the agenda package. Mr. Bagnell made a motion to recommend prioritization process to TAC for adoption. The motion was seconded by Mr. Hamilton. The motion passed unanimously.

**F. Requesting NCDOT's Transportation Planning Branch to give priority consideration for their vision planning/corridor study for segments of NC11 and US2164 and request construction of same**

Mr. Vreeland noted that NCDOT will begin conducting corridor studies/vision plans for corridors identified as a Strategic Transportation Corridor (STC). Three corridor segments within the MPO are eligible to be a part of the vision plan study. These segments are:

1. NC11, from SW Bypass to Littlefield Rd – upgrade/construct to interstate standard
2. NC11/US13, from US264 to Alpine-Taylor Rd – upgrade/construct to interstate standard
3. US 264, from SW Bypass to MPO boundary – upgrade/construct to interstate standard

Mr. Vreeland asked members to request NCDOT consider these corridors a priority in development of their corridor plans and request these corridors be upgraded and constructed to interstate standards and designate as interstate highway..

Mr. Daughtry made a motion to recommend TAC request NCDOT consider the three segments of corridors within the MPO as high priority for the development of vision plans for STC's and to further support development and construction to interstate standards of those segments as identified above. Mr. DiCesare seconded the motion. The motion passed unanimously.

**G. NCDOT update regarding the resurfacing program**

Mr. Cabaniss updated members on current projects in progress by NCDOT. Two major project updates include the 10<sup>th</sup> Street Connector project which will be let on May 18, 2015 and the Southwest Bypass contract, which was awarded to Barnhill Contracting, with final plans being developed and right of way acquisition to begin soon.

Mr. Cabaniss also reported on current resurfacing projects. Greenville Boulevard between 10<sup>th</sup> Street and US264 is scheduled and should be completed by November 30, 2015. Dickinson Avenue/US13 from Memorial to Frog Level Road will be available July 1, 2015 and is scheduled to be completed by November 30, 2015 as well.

**V. ANY OTHER DISCUSSION ITEMS**

○ **Air Quality Legislation Update**

- Mr. Vreeland stated the EPA has proposed to strengthen the national ambient air quality standards for ground-level ozone. Mr. Vreeland noted the current standard level is 75 ppb. The proposed range would be 65-70 ppb. The MPO's current level is 66 ppb. The final ruling will be signed by October 1, 2015 and information will be available at the next TCC meeting as to the impacts of the increased standards.

- **Federal Transportation Legislation Update**
  - Mr. Vreeland directed attention to the legislation updates in the agenda package. Updates include legislation regarding transportation projects currently being considered at the Federal level and was provided from information.

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

- **TCC**
  - November 10, 2015
- **TAC**
  - November 19, 2015

## **VII. ADJOURN**

With no other business or discussions, Mr. Hamilton made a motion to adjourn the meeting. A second was made by Mr. DiCesare and the meeting was adjourned.



## Attachment 4a

### Technical Coordinating Committee

### Action Required

November 10, 2015

TO: Technical Coordinating Committee  
 FROM: Daryl Vreeland, AICP, Transportation Planner  
 SUBJECT: Self-Certification of the Greenville Urban Area MPO's Transportation Planning Process

Purpose: To Self-Certify the MPO's Transportation Planning process.

Discussion: Since the Greenville Urban Area is under 200,000 in population, it is permissible for the MPO to "self-certify" by completing the attached Self Certification Checklist and providing it to NCDOT. In addition, it is necessary for the TAC to adopt a resolution certifying that our planning process is in compliance with all applicable regulations.

Attached is *Resolution 2015-07-GUAMPO* for TCC consideration and the TAC's approval.

The Self Certification Checklist has been reviewed by representatives of the Transportation Planning Branch of NCDOT and it has been determined that all information has been adequately addressed. Therefore, GUAMPO may "self-certify" the MPO planning process via this resolution

Action Needed: TCC recommend that TAC adopt Resolution 2015-07-GUAMPO.

Attachments: *Resolution 2015-07-GUAMPO*, and the Self-Certification Checklist

**RESOLUTION NO. 2015-07-GUAMPO****CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2016-2017**

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

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

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

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S.D.O.T. implementing regulations; and

WHEREAS, the Transportation Plan has a planning horizon of 2040 and meets all the requirements for an adequate Transportation Plan;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization **on this the 19th day of November, 2015.**

---

Mayor Allen Thomas, Chairperson  
Transportation Advisory Committee  
Greenville Urban Area MPO

---

Amanda Braddy, Secretary

**GREENVILLE URBAN AREA**  
**Metropolitan Planning Organization (MPO)**  
**2016-2017 Self-Certification Process + Checklist**

CFR 450.334

The State (North Carolina Department of Transportation (NCDOT)) and the MPO shall annual certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- Section 134 of title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and;
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects...; and
- The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the Greenville Urban Area MPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including : CFR – Code of Federal Regulations; U.S.C. – United States Code; LRTP – Long Range Transportation Plan; TIP – Transportation Improvement Program; and EO – Executive Order.

The MPO’s responses are in **bold**.

## Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)] **Yes**
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (i)] **Yes. The policy board for the Greenville Urban Area is comprised of the Mayors of Greenville, Winterville, Simpson and Ayden, a County Commissioner representing the unincorporated area of Pitt County and an NCDOT Board Member**
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)] **Yes.**
4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314 **Yes**
  - a. Is there an adopted prospectus **Yes, adopted in 2014**
  - b. Are tasks and products clearly outlined **Yes**
  - c. Is the UPWP consistent with the LRTP **Yes**
  - d. Is the work identified in the UPWP completed in a timely fashion **Yes**
5. Does the area have a valid transportation planning process? **Yes**  
23 U.S.C. 134; 23 CFR 450
  - a. Is the transportation planning process continuous, cooperative and comprehensive **Yes, the TCC and TAC Boards meet 3-5 times a year, are open to the public and are advertised.**
  - b. Is there a valid LRTP **Yes, adopted on August 5, 2014 (modified Aug. 25, 2015) for years 2014-2040**
  - c. Did the LRTP have at least a 20-year horizon at the time of adoption **Yes**
  - d. Does it address the 8-planning factors **Yes**
  - e. Does it cover all modes applicable to the area **Yes**
  - f. Is it financially constrained **Yes**
  - g. Does it include funding for the maintenance and operation of the system **Yes**
  - h. Does it conform to the State Implementation Plan (SIP) (if applicable) **N/A**
  - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years) **Yes, next plan update scheduled for adoption in August, 2019**
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332 **Yes, 2016-2025 TIP, adopted by the MPO on August 25, 2015.**
  - a. Is it consistent with the LRTP **Yes**
  - b. Is it fiscally constrained **Yes**
  - c. Is it developed cooperatively with the state and local transit operators **Yes**
  - d. Is it updated at least every 4-yr and adopted by the MPO and the Governor **Yes, the current 2016-2025 TIP was adopted by the local TAC on August 25, 2015. The current STIP was adopted by the Board of Transportation on June 4, 2015. It received joint FHWA and FTA approval on October 1, 2015.**
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320 **N/A**
  - a. Is it consistent with the LRTP **N/A**
  - b. Was it used for the development of the TIP **N/A**
  - c. Is it monitored and reevaluated to meet the needs of the area **N/A**

8. Does the area have a process for including environmental mitigation discussions in the planning process? **Yes**
- How **Environmental mitigation is discussed in the 2014-2040 MTP**
  - Why not **N/A**
9. Does the planning process meet the following requirements: **Yes**
- 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
  - In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; **N/A**
  - Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; **Yes**
  - 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; **Yes**
  - Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; **Yes**
  - 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Yes**
  - The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; **Yes**
  - The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; **Yes**
  - Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and **Yes**
  - Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. **Yes**
  - All other applicable provisions of Federal law. (i.e. Executive Order 12898) **Yes**
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1) **Yes**
- Did the public participate in the development of the PIP? **Yes**
  - Was the PIP made available for public review for at least 45-days prior to adoption? **Yes**
  - Is adequate notice provided for public meetings? **Yes**
  - Are meetings held at convenient times and at accessible locations? **Yes, meetings are held during workdays and are held in publicly accessible locations, with sidewalk and public transit directly accessible .**
  - Is the public given an opportunity to provide oral and/or written comments on the planning process? **Yes, the public may speak at a TCC or TAC meeting regarding transportation matters and provide written comments thru email or written correspondence. Each TCC/TAC meeting has a Public Comment Period.**
  - Is the PIP periodically reviewed and updated to ensure its effectiveness? **Yes**
  - Are plans/program documents available in an electronic accessible format, i.e. MPO website? **Yes, various items are available such as the Public Involvement Plan, TCC and TAC meeting agendas and minutes, MTIP, MTP, PWP, bicycle master plan, prioritization process, and priority list.**
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? SAFETEA-LU **Yes**
- How - **Resource agency coordination is documented in Appendix A of the 2014-2040 MTP.**
  - Why not **N/A**



## Attachment 4b

### Technical Coordinating Committee

### Action Required

November 10, 2015

TO: Transportation Advisory Committee  
 FROM: Daryl Vreeland, AICP, Transportation Planner  
 SUBJECT: 2016-2017 Greenville Urban Area MPO Planning Work Program (PWP)

Purpose: Adopt the 2016-2017 Planning Work Program (PWP).

Discussion: The proposed PWP for the PL-funded planning activities was developed from information provided by representatives of the MPO's participating communities and NCDOT's Transportation Planning Branch regarding their State Planning and Research (SPR) activities and budget. The City of Greenville's Transit Manager provided information regarding future FTA-sponsored planning activities and needs.

Special studies anticipated in the 2016-2017 period include:

- Bike/ped/greenway (non-motorized) master plan
- Community Transportation Plan for the Pitt Area Transit System (PATS)
- Pitt County --SW Bypass corridor/small area plan (Transportation Element only)

Additionally, there are additional funds programmed for travel demand model update tasks.

Furthermore, NCDOT has requested that a 5-year work plan be submitted and updated to keep NCDOT abreast of long-range planning issues. This requirement was initiated by NCDOT for the 2009-2010 planning period. Similar to last year's effort, this is based on information provided by representatives of the MPO's participating communities and will be submitted along with the PWP.

As good prudence, MPO-member jurisdictions should not over commit to planning projects in the first half of the fiscal year until funding has been committed by NCDOT.

Action Needed: TAC adopt Resolution 2015-08-GUAMPO.

Attachments: Summary of Travel Demand Modeling activities from FY17 onward, Draft 2016-2017 PWP, a 5-year work plan, and *Resolution 2015-08-GUAMPO*.

**RESOLUTION NO. 2015-08-GUAMPO**

**APPROVING THE FY 2017 (2016-2017) UNIFIED PLANNING WORK PROGRAM OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

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

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for SFY 2017; and

WHEREAS, the Transportation Plan has a planning horizon of 2040 and meets all the requirements for an adequate Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for SFY 2017 (2016-2017);

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves, endorses, and adopts the Unified Planning Work Program for SFY 2017 (2016-2017) for the Greenville Urban Area Metropolitan Planning Organization on this **the 19th day of November, 2015.**

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

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

North Carolina  
Pitt County

I, Amanda J. Braddy, Notary Public for said County and State certify that Allen Thomas personally came before me this day and acknowledged the due execution of the foregoing instrument.

WITNESS my hand and official seal, this the \_\_\_\_\_ day of \_\_\_\_\_ 2015.

\_\_\_\_\_  
Amanda J. Braddy, Notary Public

My commission Expires:\_\_\_\_\_

## Greenville Urban Area Metropolitan Planning Organization UNIFIED PLANNING WORK PROGRAM (UPWP) -FY16

**July 1, 2016 to June 30, 2017**

### Introduction

The Unified Planning Work Program (UPWP) outlines transportation planning tasks to be conducted during the fiscal year. The UPWP sets the budget for these items and identifies the funding sources. MPO staff is responsible for ensuring completion of the planning tasks identified in the UPWP. The MPO Staff and the North Carolina Department of Transportation are the responsible agencies for many of the tasks in the UPWP. Some planning tasks are carried out by outside consultants.

The categories for planning tasks in the UPWP are based on planning requirements contained in Federal legislation that authorizes transportation funding. The adopted Prospectus for Continuing Transportation Planning provides detailed descriptions for these tasks. The UPWP must be programmed according to the Prospectus.

### Funding Summary FY 2016-2017 (Total funds programmed in PWP, including Transit funds)

Federal Highway Administration		\$617,600
Local Match		\$150,200
State Match (for Transit items)		\$4,200
<b>Total</b>		<b>\$772,000</b>

### Program Summary for MPO Planning and Administration (PL Funds)

II-A Data and Planning Support	\$	108,000	18.49%
II-B Planning Process	\$	64,000	10.96%
<i>(II-B Special Study)</i>	\$	144,000	24.66%
III-A Planning Work Program	\$	48,000	8.22%
III-B Transp. Improvement Plan	\$	68,000	11.64%
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$	32,000	5.48%
III-D Statewide and Extra-Regional Planning	\$	40,000	6.85%
III-E Management Ops, Program Support Admin	\$	80,000	13.70%
<b>TOTAL PL Funds</b>	<b>\$</b>	<b>584,000</b>	<b>100.00%</b>

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

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

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

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

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

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

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

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

## Explanation of Funding Sources in the UPWP

### Overview

There are three major funding sources that make up the UPWP. All three of these sources come from the federal government and involve either local or state matching funds. The disbursement of all the funds is managed by the North Carolina Department of Transportation. All three of the funding sources are displayed in the UPWP that is approved by the Greenville Urban Area MPO.

### Metropolitan Planning Funds

Commonly known as "PL" (short for Public Law) funds, these funds are the primary source of funding for MPO Planning and Administration. The MPO Lead Planning Agency and MPO staff administer the funds. The Federal Highway Administration provides 80% of the funding, and local governments of the Greenville Urban Area MPO provide the 20% local match. In some cases, funds are sub-allocated to other agencies to perform special studies. This is not a grant program, but rather a reimbursement program. In other words, valid expenditures for transportation planning are reimbursed at a rate of 80%. The MPO Staff submits quarterly invoices to the NCDOT for reimbursement.

The MPO uses the PL funds to carry out tasks identified in the Planning Work Program. Some of the funds are used to pay staff salaries for time spent on transportation planning activities and for administration of the MPO. Some of the funds are used to pay outside consultants for special planning studies. All planning activities and special studies conducted during the year must be a part of the approved Planning Work Program. Occasionally funds are reimbursed to other local agencies that complete tasks identified in the PWP.

### State Planning and Research (SPR) Funds

Known as SPR funds, these funds are administered by the North Carolina Department of Transportation, Transportation Planning Branch. The funds are primarily used to pay NCDOT staff salaries for time spent on transportation planning for the Greenville Urban Area. The Federal Highway Administration provides 80% of the funds, and the State of North Carolina provides the remaining 20%. These are not shown as part of the UPWP.

### Section 5303 Funds

These are funds from the Federal Transit Administration (FTA) that are designated exclusively for transit planning. The funds are currently administered by the City of Greenville as a Direct Recipient of federal transit funds. The funds are primarily used to pay staff salaries for time spent on transit planning. The FTA provides 80% of the funds. The state provides 10% and the City of Greenville provides 10%.

**TRANSPORTATION ADVISORY COMMITTEE MEMBERS**

*Allen Thomas, Mayor  
City of Greenville  
Chairman*

*Jimmy Garris  
Commissioner  
Pitt County*

*Steve Tripp, Mayor  
Town of Ayden  
Vice Chairman*

*Doug Jackson, Mayor  
Town of Winterville*

*David C. Boyd, Jr., Mayor  
Village of Simpson*

*Ferrell Blount  
Board of Transportation  
NCDOT*

*John F. Sullivan III  
Federal Highway Administration  
(non-voting)*

**TECHNICAL COORDINATING COMMITTEE MEMBERS**

*Kevin Mulligan  
Director of Public Works  
City of Greenville  
Chairman*

*Merrill Flood  
Director of  
Community Development  
City of Greenville*

*Steven Mancuso  
Transit Manager  
City of Greenville*

*Scott P.M. Godefroy, P.E.  
City Engineer  
City of Greenville*

*Richard DiCesare, P.E., PTOE  
City Traffic Engineer  
City of Greenville*

*Barbara Lipscomb  
City Manager  
City of Greenville*

*James Rhodes, AICP  
Planning Director  
Pitt County*

*Jonas Hill  
Planner  
Pitt County*

*Alan Lilley  
Planning Director  
Town of Winterville  
Vice Chairman*

*Terri Parker  
Town Manager  
Town of Winterville*

*Brandon Holland  
Town Manager  
Town of Ayden*

*Stephen Smith  
Community & Economic Planner  
Town of Ayden*

*David C. Boyd, Jr.  
Mayor  
Village of Simpson*

*John Rouse, PE  
Division Engineer  
NCDOT*

*Steve Hamilton, PE  
Division Traffic Engineer  
NCDOT*

*Michael Taylor  
Assistant County Manager  
Pitt Area Transit*

*Reza Jafari PhD, P.E., PTOE  
Greenville MPO Coordinator  
Transportation Planning Branch  
NCDOT*

*Haywood Daughtry, PE, CPM  
Eastern Region Mobility & Safety  
Field Operations Engineer  
NCDOT*

*Jeff Cabaniss, PE  
Division Planning Engineer  
NCDOT*

*Bryant Buck  
Planning Director  
Mid-East Commission*

*William Bagnell  
Associate Vice Chancellor  
Campus Operations  
East Carolina University*

*(non-voting)--Bill Marley  
Community Planner  
Federal Highway Administration*

*(non-voting)--Representative  
Public Transportation Division  
NCDOT*

*(non-voting)--Representative  
Mid-East RPO*

**Membership as of November 19, 2015**

## Greenville Urban Area 2016-2017 PWP Narrative

### UPWP Overview

### Greenville Urban Area Metropolitan Planning Organization PLANNING WORK PROGRAM (PWP) for FY17

July 1, 2016 to June 30, 2017

#### Introduction

The Unified Planning Work Program (UPWP) outlines transportation planning tasks to be conducted during the fiscal year. The UPWP sets the budget for these items and identifies the funding sources. MPO staff is responsible for ensuring completion of the planning tasks identified in the UPWP. The MPO Staff and the North Carolina Department of Transportation are the responsible agencies for many of the tasks in the UPWP. Some planning tasks are carried out by outside consultants.

The categories for planning tasks in the UPWP are based on planning requirements contained in Federal legislation that authorizes transportation funding. The adopted Prospectus for Continuing Transportation Planning provides detailed descriptions for these tasks. The UPWP must be programmed according to the Prospectus.

This Unified Planning Work Program (UPWP) for the Greenville Urban Area Metropolitan Planning Organization (MPO) documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2017 (from July 1, 2016 through June 30, 2017). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C") approach for transportation planning for the metropolitan area, both short and long-range, with proper coordination among:

- Local and regional MPO member governments and agencies
- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA), and
- Federal Transit Administration (FTA)

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal year 2017.

#### Federal Requirements

SAFETEA-LU in concert with the Clean Air Act as Amended, envisions a transportation system that maximizes mobility and accessibility and protects the human and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

A metropolitan planning organization is required to develop a long-range plan and a short-range transportation improvement program that provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the planning area and as an integral part of the intermodal transportation system for North Carolina. The federally-required major components that feed into the development of the long range plan and short range program are listed below.

#### Metropolitan Planning Factors & Federal Requirements

The Moving Ahead for Progress in the 21st Century (MAP-21), federal transportation legislation passed by U.S. Congress and signed by the President in 2012, defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. Current legislation calls for MPOs to conduct planning that:

- Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increases the safety of the transportation system for motorized and non-motorized users
- Increases the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and for freight
- Protects and enhances the environment, promotes energy conservation, and improves quality of life, and promotes consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promotes efficient system management and operation
- Emphasizes the preservation of the existing transportation system

These factors are addressed through various work program tasks selected for fiscal year 2015-2016.

### **Public Participation and Title VI**

Federal legislation requires MPOs to include provisions in the planning process to ensure the involvement of the public in the development of transportation plans and programs including the Metropolitan Transportation Plan, the short-term Transportation Improvement Program, and the annual Unified Planning Work Program. Effective public involvement will result in opportunities for the public to participate in the planning process.

The Greenville Urban Area MPO's Public Involvement Plan (PIP) requires that the draft Planning Work Program (PWP) is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public and public comments can be provided. The TCC then endorses a draft PWP and forwards the document to the TAC. The draft PWP is then reviewed by the TAC and, if in agreement, a motion for adoption is considered. TAC for approval. Upon TAC approval, the PWP is then forwarded on to the State and FHWA/FTA.

All MPO plans and programs comply with the public involvement provisions of Title VI:

"No person in the United States shall, on the grounds of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities under any program or activity receiving federal financial assistance." The MPO has an adopted Title VI plan that provides further analysis.

### **Metropolitan Transportation Plan**

The Greenville Urban Area MPO is responsible for developing the Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP) includes the following:

- Identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities and intermodal connectors ) that function as an integrated metropolitan transportation system
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities
- A financial plan that demonstrates how the adopted transportation plan can be implemented
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs.
- Proposed transportation and transit enhancement activities.

The metropolitan Transportation Improvement Program (TIP) must include the following:

- A priority list of proposed federally supported projects and strategies to be carried out within the TIP period
- A financial plan that demonstrates how the TIP can be implemented
- Descriptions of each project in the TIP

### **Air Quality Conformity Process**

Currently, the Greenville MPO area is considered in attainment of the National Ambient Air Quality Standards. Should the Greenville Urban Area Metropolitan Planning Organization (GUAMPO) become designated as non-attainment for air quality, and become required to make conformity determination on its Transportation Plan, the following shall apply: the North Carolina Department of Transportation (NCDOT) would assist the MPO in making a conformity determination by performing a systems level conformity analysis on the highway portion of the fiscally constrained long range transportation plan (LRTP). The Metropolitan Transportation Improvement Program is a subset of the Transportation Plan and is therefore covered by the conformity analysis.

## **II-A Data and Planning Support**

*This section covers data and processes used to support transportation planning related to transportation infrastructure.*

### **II-A-1 Networks and Support Systems**

- **Traffic Volume Counts**
  - **Vehicle Miles of Travel (VMT)**
  - **Street System Changes**
  - **Traffic Crashes**
  - **Transit System Data**
  - **Air Travel**
  - **Central Area Parking Inventory**
  - **Bike/Ped Facilities Inventory**
  - **Collection of Network Data**
  - **Capacity Deficiency Analysis**
  - **Mapping**
- The Greenville Urban Area MPO will create and maintain spatial data, metadata, and data catalog created from Python script (inclusive of member governments municipal boundaries, zoning, facilities, physical and environmental features, orthophotography, etc.) for the MPO planning area and immediately adjacent areas.
  - AADT mapping and analysis in support of planning needs. Update the GIS Street Database as needed.
  - Perform both tube and turning movement counts using in-house and contracted resources throughout the urban area for ongoing transportation planning purposes. Purchase of transportation data-collection equipment, including those devices using radar, video, magnetic detection, motion sensor technology, and/or greenway/pedestrian/bicycle counters.
  - Conduct parking inventory, establish count areas, Prepare field procedures / personnel as necessary. On and off street parking data collection may include parking policies, ownership and rates.
  - Review VMT data provided by NCDOT as needed. Receive countywide estimates and review as needed.
  - Update local street centerline GIS data. MPO geographical area will be updated as needed, with metadata verified or created.
  - Update GIS data for fixed routes, deviated fixed routes, service areas, and ridership for transit providers in the region.
  - Maintain the project inventory geospatial and tabular data related to transit, bike, pedestrian, and other travel modes' changes in CTP projects, Priority Needs List projects, LRTP, and STIP/MTIP projects.
  - Maintain a GIS inventory of existing data from local, state, and federal partners related to bicycle and pedestrian transportation facilities. Obtain updated sidewalk, bike facility, and greenways data from local partners. Continue collection of missing attributes or data for those data sets in need of updating or creation.

## **II-A-2 Travelers and Behaviour**

- **Dwelling Unit, Population and Employment Changes**
- **Collection of Base Year Data**
- **Travel Surveys**
- **Vehicle Occupancy Rates (Counts)**
- **Travel Time Studies**

- Updates of baseline data or census information that may be used in various transportation plans or planning activities. Identify and evaluate changes in population and development throughout the MPO. Obtain, identify, and analysis of Census data, local parcel, zoning, and tax data records.
- Collection of the following variables, by traffic zone: 1) population, 2) housing units, and 3) employment. Update GIS database used to maintain housing and land use information.
- Updates to the 2010 Census baseline population and dwelling unit data with pertinent American Community Survey variables as they become available, including those related to Title VI issues and include data formerly in the Census Summary File 3 taken from the long form sample in 2000.
- Assist NCDOT TPB as needed with follow up or clarifications about travel behavior related to the survey.
- Vehicle occupancy rate and travel time studies, as needed.
- Conduct surveys to attain information such as origins and destinations, travel behavior, transit ridership, workplace commuting, etc Purchase of wireless signaling/digital mobility data from consultants who can collect mobile device signals and develop meaningful location data, travel patterns, and transportation trends.

## **II-A-3 Transportation Modeling**

- **Travel Model Update**
- **Forecast of Data to Horizon Year**
- **Forecast of Future Travel Patterns**
- **Financial Planning**

- Assist NCDOT TPB with model updates as needed. Update socioeconomic, roadway, and travel data. review the model for any network and coding inconsistencies. Database update or other travel demand modeling work associated with keeping the model up-to-date. Some of this work to be performed by NCDOT's Transportation Planning Branch along with use of consultant effort.
- Assist with model updates and scenario runs by coordinating and supplying data about the network as needed. Test alternative roadway network scenarios.
- Review major land use changes and modify the travel demand model's TAZ files accordingly.
- Assist NCDOT TPB and the model team as needed with follow up or clarifications about SE Data forecasts or travel patterns. Drafting of any required documentation.
- Maintain fiscal model of the 2014-2040 MTP. Develop project cost estimates and identify funding sources available throughout the forecast years for the LRTP. Identify new and alternative funding sources.
- Update ongoing research about funding sources and refinement of long-range financial plan as needed.
- Create project-level cost estimates where SPOT, TIP, or other NCDOT-sanctioned estimates are not available.
- Update socioeconomic data, network, and traffic counts. Get raw 2016 traffic counts from NCDOT for area and process. Update 2010 base year to 2016 and test model setting changes against 2010. but add a 2016 "validation" year to check settings. Change future year to 2045. Change interim years to 2025 and 2035. Update forecast of housing and employment data to 2016 and future year. Review and update external trips. Work expected to involve the use of a consultant and NCDOT staff, along with MPO staff.

## **II-B Planning Process**

### **II-B-1 Targeted Planning**

- **Air Quality Planning/Conformity Analysis**
- **Alternative Fuels/Vehicles**
- **Hazard Mitigation and Disaster Planning**
- **Congestion Management Strategies**
- **Freight Movement/Mobility Planning**

*Tasks within this category are related to the development of the MPO Long Range Transportation Plan and Comprehensive Transportation Plan. Federal regulations require each MPO to have a fiscally-constrained long range transportation plan looking out at least 20 years. The plan must be updated every five years. The MPO also participates in the development of Comprehensive Transportation Plan (CTP) for the region. The plan is developed jointly with NCDOT and reflects the vision and long term needs of the transportation system. In addition, the MPO is responsible for a number of ongoing long-range planning activities such as corridor studies, congestion management monitoring and air quality planning.*

- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions and transportation system management strategies. Provide documentation of the process to be used in updating the LRTP. Tasks also include planning strategies associated with Transportation Demand Management, Access Control and Management, Traffic Operations Improvements, Incident Management and Growth Management.
- Coordinate with private freight carriers in the region to identify major shipping lanes in and out of the region and potential projects where NCDOT/GUAMPO can facilitate cooperation; incorporate applicable projects into the MTP and prepare update of the freight element of the MTP. Identify freight movement deficiencies, priorities, and proposed improvement solutions and strategies.
- Participate in MAP-21 related training and workshops.
- Research/investigate/analyze/report on alternative fuel vehicles, advanced transportation technologies, infrastructure, fueling/recharging stations, related equipment, and alt fuels technology, including public transit and transportation corridors.
- Assist with conformity determination analysis, interagency consultation process, and coordination with State and Federal agencies in developing and maintaining mobile source emission inventories. Attending air quality-related trainings/briefings/coordination meetings.

### **II-B-2 Regional Planning**

- **Community Goals and Objectives**
- **Highway Element of the CTP/MTP**
- **Transit Element of the CTP/MTP**
- **Bicycle and Pedestrian Element of CTP/MTP**
- **Airport/Air Travel Element of CTP/MTP**
- **Collector Street Element of CTP/MTP**
- **Rail, Waterway, or other Mode of the CTP/MTP**
- Assist NCDOT TPB as needed with follow up or clarifications about travel patterns.
- Establish regional goals, objectives, and policies.
- Work with stakeholders, NCDOT, etc to develop system plans, MTP/CTP updates.
- Work with NCDOT PTD to update 5-year capital plans (as needed) for MPO transit providers in the region and assist providers with any changes in federal or state funding programs.
- Coordinate Bike/Ped projects. LPA staff will also provide coordination with "Safe Route to Schools" programs. Coordinate with Greenville Bicycle and Pedestrian Commission, sub-committees and other community organizations interested in non-motorized travel, develop agendas and presentations, respond to commission and community requests, research best practices for related policies, and perform related work. Coordinate updates and/or implementation of the bicycle/pedestrian/greenway master plan.
- Coordinate with the Pitt-Greenville Airport and Federal Aviation Administration on future airport needs and travel patterns; incorporate connections for passenger and freight needs coming to/leaving the airport into the MTP update.
- Mapping in support of TIP, Merger, Long Range Planning, Prioritization, and Complete Streets Subcommittee including project packet maps detailing existing and future land use, zoning, EJ demographics, planning context, and natural environment.
- Coordinate with private rail companies and ports in the region and potential projects where NCDOT/GUAMPO can facilitate cooperation.

### II-B-3 Special Studies

- GUAMPO staff will assist subgrantee members with reporting requirements and maintain the budgets for projects funded through this UPWP category. Projects may be developed and/or amended as the year progresses.

- o **Pitt County - SW Bypass Corridor/Small Area Study**--Conduct a study of the proposed Southwest Bypass corridor and its impacts to the surrounding area including reconfigured transportation facilities. Develop a small area/corridor plan with specific goals and objectives for maintaining optimum traffic circulation and to ensure appropriate development occurs along the corridor. The study area will encompass an approximate one-mile buffer on each side of the highway corridor with particular emphasis on proposed interchanges as well as any new or realigned roadways. (\$25,000 Total --\$20k Federal, \$5k local)

- o **Pitt County - Community Transportation Plan for the Pitt Area Transit System (PATS)** - The plan will identify, evaluate, develop, recommend and implement strategies that provide planning elements for meaningful mobility options for the general public and targeted populations. Pitt County will develop this plan and is anticipated to be performed by a consultant. (\$25,000 --\$20k Federal, \$5k local)

- o **Greenville MPO Non-motorized Transportation Plan** This item is carried forward from the previous Fiscal Year, since it is not expected to be completed. While the total plan is estimated at \$140,00, it is expected that \$40,000 will be expended in the previous fiscal year, leaving \$100,000 for FY2017. An additional \$30,000 is programmed for project management, for a total expenditure of \$130,000 in FY17.

The City of Greenville plans to develop an integrated non-motorized transportation plan which will update the existing bike/ped plan, and will include greenways, and expand the scope of greenway planning throughout the MPO. A single combined bike/ped/greenway master plan will save in update costs over the years by integrating these plans into a comprehensive multi-modal transportation plan that will include these modes of transportation. The non-motorized transportation plan study will draw from existing transportation plans, but also involve gathering new information through data collection and public involvement. The resulting plan will identify key destinations throughout the MPO, and determine the best non-motorized transportation connections between these destinations

### **III-A Unified Planning Work Program**

*This category relates to the preparation and monitoring of the MPO Unified Planning Work Program, and preparation of quarterly reports, the annual report, and requests for reimbursement. MAP-21 mandated performance measure reporting requirements are also a part of this work task-group.*

#### **III-A-1 Planning Work Program**

- The Greenville Urban Area MPO will develop a Planning Work Program (PWP) with the guidance of the Technical Coordinating Committee (TCC) and MPO Board; Present the PWP for approval to the Transportation Advisory Committee and submit to the NCDOT Transportation Planning Branch.
- Actively manage the progress of consultants engaged in completing UPWP tasks.
- Develop the FY 5-year Planning Work Program Calendar.

#### **III-A-2 Metrics and Performance Management**

- Update the UPWP, MTP, etc to address MAP-21 Performance Measure tracking and reporting.
- Prepare quarterly reports, the annual report, and requests for reimbursement.
- Work on establishing/developing/refinement/updating of performance measures/targets.
- Update plans (CTP/MTP/TIP), as required, to meet MAP21 performance measure requirements.

DRAFT

### **III-B Transportation Improvement Program**

*This category relates directly to the identification and prioritization of transportation improvement projects within the MPO area on an on-going basis, coordination of the MTIP with the STIP and SPOT processes, the development of the MTIP, and processing of MTIP amendments.*

#### **III-B-1 Prioritization**

- Maintenance of a prioritized needs list (the SPOT list) of potential STIP projects across modes. Develop purposed and needs statements, as appropriate/needed.
- Work to update and improve local prioritization process for SPOT projects.
- Data, Maps and Resolutions for STIP Project Recommendations as needed.
- Attendance of any STIP- or SPOT-related meetings.
- Gathering and entry of data required for SPOT ranking of projects.
- Evaluate transportation projects. Review scoring methodology and score transportation projects, as requested by NCDOT.
- Attend SPOT-related workgroup/policy-development/planning workgroups or related meetings at a local, regional, or Statewide level.
- Meet/work with local government entities to assist with prioritization or project development/refinement.

#### **III-B-2 Metropolitan TIP**

- Work cooperatively with NCDOT and other partner agencies to review and comment on Draft STIP and Work cooperatively with NCDOT and other partner agencies to review final STIP and review and adopt the corresponding metropolitan area TIP.
- Review and refine schedules and descriptions for TIP projects in the Draft TIP.
- Coordinate meaningful public involvement in the TIP process and in review of the TIP.
- Review design issues for TIP Projects and provide comments to appropriate agencies.
- Participate in the environmental study process for TIP projects and provide an MPO representative on NEPA/404 Merger Teams.
- Monitor the public involvement process for TIP projects and ensure adequate community input; assist PDEA as requested.
- Continue participation in project-specific workgroup meetings, as needed.
- Continue to facilitate dialog between NCDOT and MPO-member communities.
- Continue to participate on scoping meetings, public input, and merger meetings
- Work associated with development or amendments to the TIP.

### **III-C. Civil Rights Compliance (Title VI) and Other Regulatory Requirements**

Tasks within this category relate to the goal of integrating public involvement and context sensitivity into every aspect of the MPO transportation planning process.

#### **III-C-1 Title VI Compliance**

- Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 21.
- Development and updates to Title VI and Limited English Proficiency Plans, and related tasks needed for compliance with associated Federal regulations.

#### **III-C-2 Environmental Justice**

- On a continuing basis, update maps used for transit planning with ACS data from the US Census, as available, to include Low-Mod Income, English as second language, elderly, young, and no-car populations.
- Program and/or specific project-related work regarding compliance with environmental justice goals and regulations.
- Development and updates to Title VI and Limited English Proficiency Plans, and related tasks needed for compliance with associated Federal regulations.

#### **III-C-3 Minority Business Enterprise Planning**

- Activities to encourage the participation of minority-owned business enterprises in contractual and supply opportunities on an ongoing basis.

#### **III-C-4 Planning for the Elderly**

- Provide efforts focusing on complying with the key provisions of the ADA. Plan transportation facilities and services that can be utilized by persons with limited mobility.
- Coordinate with community stakeholders to identify relevant aging issues.

#### **III-C-5 Safety and Drug Control Planning**

- Performing safety audits, developing safety/security improvements, and developing policies and planning for safety, security, and emergency preparedness issues.

#### **III-C-6 Public Involvement**

- Develop outreach efforts for effectively communicating with the community about transportation planning and projects **including all MTP/CTP/TIP-related outreach.**
- Update website, social media, and outreach materials to make them more useful, including translation of documents and materials as needed.
- Place advertisements in media outlets as required by Public Participation Plan.
- Respond to interview and data requests from the media & public.
- Ensure compliance with North Carolina general statutes regarding open meetings and public records.
- Support of Citizens' Advisory Committee for the MTP and related issues.
- Expand ability to provide data to member governments and the public.
- Update the Public Involvement Plan, as needed.

#### **III-C-7 Private Sector Participation**

- Activities to encourage private sector participation in planning and project activities.

### **III-D Statewide and Extra-Regional Planning**

- Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation.
- Coordinate with neighboring RPO's, transit-providers, and other agencies.
- Participate in the North Carolina Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues.
- Participate in working groups, subcommittees, or task forces associated with NCDOT or other government agencies or statewide or regional professional associations such as the Working Group for Roads and Transportation (WGRT) of the North Carolina Geographic Information Coordinating Council (NCGICC), NCSITE, NCURISA, NCAPA, Eastern Carolina MPO/RPO Coalition, et cetera.
- Attend regional, statewide, national, and/or other planning initiatives, meetings, or conferences.

### **III-E. Management and Operations**

*This category relates to the on-going administrative responsibilities related to the MPO, including support of both the Transportation Coordinating Committee and the Transportation Advisory Committee.*

#### **III-E Management Operations and Program Support Administration**

- Provide direct support to the MPO Governing Board and Technical Coordinating Committee (TCC), including agenda preparation and circulation, preparation of minutes, and scheduling, notification, venue setup and breakdown, and facilitation of meetings.
- Procure supplies related to transportation planning activities.
- Support staff training and development.
- Cover direct costs associated with MPO administration.
- Maintain adequate files and records for the MPO.
- Tracking the status of transportation projects, status reports to the TCC, TAC, and interested persons.
- Staying up to date with transportation issues (RPOs, air quality, census, environmental justice, 'smart growth', etc.). Finding, researching, and disseminating relevant transportation information for local officials, public, and MPO members.
- Staying up to date on transportation-related bills and regulations.
- Presentations at local association meetings, regular briefings of legislators and local officials.
- Consistent public/media information. Examples include press releases, web page updates etc.
- Innovative and successful public involvement (two-way communication).
- Grant writing.
- Preparing press releases, web page updates, etc.
- Presentations at local association meetings, regular briefings of legislators and local officials.

This task provides for the Lead Planning Agency to perform necessary activities in order to continue a cooperative, comprehensive, and continuing transportation planning process for the urbanized area. Funds will allow for performance of required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				Transit-SECTION 5307				Task Funding Summary			
			Local 20%	Federal 80%	TOTAL	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	FTA 80%	5307 Total	Local	State	Federal	TOTAL
	<b>II-A</b>	<b>Data and Planning Support</b>	\$ 27,000	\$ 108,000	\$ 135,000	\$0	\$0	\$0	\$0					\$ 27,000	\$0	\$ 108,000	\$ 135,000
44.24.00	II-A-1	Networks and Support Systems	\$ 12,000	\$ 48,000	\$ 60,000	\$0	\$0	\$0	\$0					\$ 12,000	\$0	\$ 48,000	\$ 60,000
44.23.01	II-A-2	Travelers and Behavior	\$ 3,000	\$ 12,000	\$ 15,000	\$0	\$0	\$0	\$0					\$ 3,000	\$0	\$ 12,000	\$ 15,000
44.23.02	II-A-3	Transportation Modeling	\$ 12,000	\$ 48,000	\$ 60,000	\$0	\$0	\$0	\$0					\$ 12,000	\$0	\$ 48,000	\$ 60,000
	<b>II-B</b>	<b>Planning Process</b>	\$ 52,000	\$ 208,000	\$ 260,000	\$200	\$200	\$1,600	\$2,000					\$ 52,200	\$200	\$ 209,600	\$ 262,000
44.23.02	II-B-1	Targeted Planning	\$ 3,000	\$ 12,000	\$ 15,000	\$0	\$0	\$0	\$0					\$ 3,000	\$0	\$ 12,000	\$ 15,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 13,000	\$ 52,000	\$ 65,000	\$200	\$200	\$1,600	\$2,000					\$ 13,200	\$200	\$ 53,600	\$ 67,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -	\$0	\$0	\$0	\$0					\$ -	\$0	\$ -	\$ -
		SW Bypass corridor/small area plan	\$ 5,000	\$ 20,000	\$ 25,000									\$ 5,000	\$0	\$ 20,000	\$ 25,000
		PATS Community Transportation Plan	\$ 5,000	\$ 20,000	\$ 25,000									\$ 5,000		\$ 20,000	\$ 25,000
		Bike/Ped/Greenway Master Plan	\$ 26,000	\$ 104,000	\$ 130,000									\$ 26,000	\$0	\$ 104,000	\$ 130,000
	<b>III-A</b>	<b>Planning Work Program</b>	\$ 12,000	\$ 48,000	\$ 60,000	\$0	\$0	\$0	\$0					\$ 12,000	\$0	\$ 48,000	\$ 60,000
44.21.00	III-A-1	Planning Work Program	\$ 5,000	\$ 20,000	\$ 25,000	\$0	\$0	\$0	\$0					\$ 5,000	\$0	\$ 20,000	\$ 25,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 7,000	\$ 28,000	\$ 35,000	\$0	\$0	\$0	\$0					\$ 7,000	\$0	\$ 28,000	\$ 35,000
	<b>III-B</b>	<b>Transp. Improvement Plan</b>	\$ 17,000	\$ 68,000	\$ 85,000	\$200	\$200	\$1,600	\$2,000					\$ 17,200	\$200	\$ 69,600	\$ 87,000
44.25.00	III-B-1	Prioritization	\$ 6,000	\$ 24,000	\$ 30,000	\$0	\$0	\$0	\$0					\$ 6,000	\$0	\$ 24,000	\$ 30,000
44.25.00	III-B-2	Metropolitan TIP	\$ 6,000	\$ 24,000	\$ 30,000	\$200	\$200	\$1,600	\$2,000					\$ 6,200	\$200	\$ 25,600	\$ 32,000
44.25.00	III-B-3	Merger/Project Development	\$ 5,000	\$ 20,000	\$ 25,000	\$0	\$0	\$0	\$0					\$ 5,000	\$0	\$ 20,000	\$ 25,000
	<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>	\$ 8,000	\$ 32,000	\$ 40,000	\$200	\$200	\$1,600	\$2,000					\$ 8,200	\$200	\$ 33,600	\$ 42,000
44.27.00	III-C-1	Title VI Compliance	\$ 2,000	\$ 8,000	\$ 10,000	\$0.0	\$0.0	\$0	\$0					\$ 2,000	\$0	\$ 8,000	\$ 10,000
44.27.00	III-C-2	Environmental Justice	\$ 2,000	\$ 8,000	\$ 10,000	\$0.0	\$0.0	\$0	\$0					\$ 2,000	\$0	\$ 8,000	\$ 10,000
44.27.00	III-C-3	Minority Business Enterprise Planning	\$0	\$0	\$0	\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	III-C-4	Planning for the Elderly	\$0	\$0	\$0	\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	III-C-5	Safety/Drug Control Planning	\$0	\$0	\$0	\$200.0	\$200.0	\$1,600	\$2,000					\$200	\$200	\$1,600	\$2,000
44.27.00	III-C-6	Public Involvement	\$4,000	\$16,000	\$20,000	\$0.0	\$0.0	\$0	\$0					\$4,000	\$0	\$16,000	\$20,000
44.27.00	III-C-7	Private Sector Participation	\$0	\$0	\$0	\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	<b>III-D</b>	<b>Statewide &amp; Extra-Regional Planning</b>	\$ 10,000	\$ 40,000	\$ 50,000	\$0.0	\$0.0	\$0	\$0					\$ 10,000	\$0	\$ 40,000	\$ 50,000
44.27.00	<b>III-E</b>	<b>Management Ops, Program Suppt Adm</b>	\$20,000	\$80,000	\$100,000	\$3,600.0	\$3,600.0	\$28,800	\$36,000	\$0.0	\$0.0	\$0	\$0	\$ 23,600	\$3,600	\$ 108,800	\$ 136,000
		<b>TOTALS</b>	\$ 146,000	\$ 584,000	\$ 730,000	\$4,200	\$4,200	\$33,600	\$42,000	\$0	\$0	\$0	\$0	\$150,200	\$4,200	\$617,600	\$772,000

**Greenville Urban Area MPO 2016-2017 PWP  
Metropolitan Planning (PL) 23 U.S.C. 104(f) Funding Summary**

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL		
			Highway / Transit		TOTAL
			Local 20%	Federal 80%	
	<b>II-A</b>	<b>Data and Planning Support</b>	<b>\$ 27,000</b>	<b>\$ 108,000</b>	<b>\$ 135,000</b>
44.24.00	II-A-1	Networks and Support Systems <ul style="list-style-type: none"> <li>• Traffic Volume Counts</li> <li>• Vehicle Miles of Travel (VMT)</li> <li>• Street System Changes</li> <li>• Traffic Crashes</li> <li>• Transit System Data</li> <li>• Air Travel</li> <li>• Central Area Parking Inventory</li> <li>• Bike/Ped Facilities Inventory</li> <li>• Collection of Network Data</li> <li>• Capacity Deficiency Analysis</li> <li>• Mapping</li> </ul>	\$ 12,000	\$ 48,000	\$ 60,000
44.23.01	II-A-2	Travelers and Behaviour <ul style="list-style-type: none"> <li>• Dwelling Unit, Population and Employment Changes</li> <li>• Collection of Base Year Data</li> <li>• Travel Surveys</li> <li>• Vehicle Occupancy Rates (Counts)</li> <li>• Travel Time Studies</li> </ul>	\$ 3,000	\$ 12,000	\$ 15,000
44.23.02	II-A-3	Transportation Modeling <ul style="list-style-type: none"> <li>• Travel Model Update</li> <li>• Forecast of Data to Horizon Year</li> <li>• Forecast of Future Travel Patterns</li> <li>• Financial Planning</li> </ul>	\$ 12,000	\$ 48,000	\$ 60,000
	<b>II-B</b>	<b>Planning Process</b>	<b>\$ 52,000</b>	<b>\$ 208,000</b>	<b>\$ 260,000</b>
44.23.02	II-B-1	Targeted Planning <ul style="list-style-type: none"> <li>• Air Quality Planning/Conformity Analysis</li> <li>• Alternative Fuels/Vehicles</li> <li>• Hazard Mitigation and Disaster Planning</li> <li>• Congestion Management Strategies</li> <li>• Freight Movement/Mobility Planning</li> </ul>	\$ 3,000	\$ 12,000	\$ 15,000
44.23.01	II-B-2	Regional Planning <ul style="list-style-type: none"> <li>• Community Goals and Objectives</li> <li>• Highway Element of the CTP/MTP</li> <li>• Transit Element of the CTP/MTP</li> <li>• Bicycle and Pedestrian Element of CTP/MTP</li> <li>• Airport/Air Travel Element of CTP/MTP</li> <li>• Collector Street Element of CTP/MTP</li> <li>• Rail, Waterway, or other Mode of the CTP/MTP</li> </ul>	\$ 13,000	\$ 52,000	\$ 65,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -
		SW Bypass - Corridor / Small Area Plan	\$ 5,000	\$ 20,000	\$ 25,000
		Pitt County - Community Transportation Plan for the Pitt Area Transit System (PATS)	\$ 5,000	\$ 20,000	\$ 25,000
		Greenville - Bike/Ped/Greenway Master Plan	\$ 26,000	\$ 104,000	\$ 130,000
	<b>III-A</b>	<b>Planning Work Program</b>	<b>\$ 12,000</b>	<b>\$ 48,000</b>	<b>\$ 60,000</b>
44.21.00	III-A-1	Planning Work Program	\$ 5,000	\$ 20,000	\$ 25,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 7,000	\$ 28,000	\$ 35,000
	<b>III-B</b>	<b>Transp. Improvement Plan</b>	<b>\$ 17,000</b>	<b>\$ 68,000</b>	<b>\$ 85,000</b>
44.25.00	III-B-1	Prioritization	\$ 6,000	\$ 24,000	\$ 30,000
44.25.00	III-B-2	Metropolitan TIP	\$ 6,000	\$ 24,000	\$ 30,000
44.25.00	III-B-3	Merger/Project Development	\$ 5,000	\$ 20,000	\$ 25,000
	<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>	<b>\$ 8,000</b>	<b>\$ 32,000</b>	<b>\$ 40,000</b>
44.27.00	III-C-1	Title VI Compliance	\$ 2,000	\$ 8,000	\$ 10,000
44.27.00	III-C-2	Environmental Justice	\$ 2,000	\$ 8,000	\$ 10,000
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ -	\$ -	\$ -
44.27.00	III-C-5	Safety/Drug Control Planning	\$ -	\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 4,000	\$ 16,000	\$ 20,000
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -	\$ -
44.27.00	<b>III-D</b>	<b>Statewide and Extra-Regional Planning</b>	<b>\$ 10,000</b>	<b>\$ 40,000</b>	<b>\$ 50,000</b>
44.27.00	<b>III-E</b>	<b>Management Ops, Program Support Admin</b>	<b>\$ 20,000</b>	<b>\$ 80,000</b>	<b>\$ 100,000</b>
		<b>TOTALS</b>	<b>\$ 146,000</b>	<b>\$ 584,000</b>	<b>\$ 730,000</b>

1- MPO

2-	FTA Code	442100	442301	442500	442616	
3-	Task Code	III-E	II-B-2	III-B-2	III-C-5	Total
4-	Title of Planning Task	Program Support/Admin	Regional Planning (Transit Element of the MTP)	Transportation Improvement Program	Safety	
5-	Task Objective	Monitor and analyze the statistical and financial performance of the GREAT system so as to recommend improvements that will increase both the efficiency and effectiveness of the service provided.	Improve mobility	Develop transit needs	Maintain and improve system safety and security.	
6-	Tangible Product Expected	Prepare, publish and submit all monthly statistical and financial reports required by the local, state and federal governments. Prepare, publish and submit all recommendations for improving system performance to the appropriate governing body for review and approval.	The development of routes and schedules that can be incorporated into the LRTP.	List of transit needs	Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
7-	Expected Completion Date of Product(s)	6/30/2017	6/30/2017	6/30/2017	6/30/2017	
8-	Previous Work	Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for review and approval.	Evaluation of Short Range Transit Plan recommendations completed and preparations for service improvements were made.	2016-2025 STIP and TIP	Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
9-	Prior FTA Funds	\$29,040	\$1,600	\$1,600	\$1,600	\$33,840
10-	Relationship To Other Activities					
11-	Agency Responsible for Task Completion	City of Greenville	City of Greenville	City of Greenville	City of Greenville	
12-	HPR - Highway - NCDOT 20%					
13-	HPR - Highway - FHWA 80%					
14-	Section 104 (f) PL Local 20%					
15-	Section 104 (f) PL FHWA 80%					
16-	Section 5303 Local 10%	\$3,600	\$200	\$200	\$200	\$4,200
17-	Section 5303 NCDOT 10%	\$3,600	\$200	\$200	\$200	\$4,200
18-	Section 5303 FTA 80%	\$28,800	\$1,600	\$1,600	\$1,600	\$33,600
	<i>Subtotal</i>	\$36,000	\$2,000	\$2,000	\$2,000	\$42,000
19-	Section 5307 Transit - Local 10%		\$0.00			\$0
20-	Section 5307 Transit - NCDOT 10%		\$0.00			\$0
21-	Section 5307 Transit - FTA 80%		\$0.00			\$0
	<i>Subtotal</i>		\$0.00			\$0
22-	Additional Funds - Local 100%					
	<b>Grand total</b>	\$36,000	\$2,000	\$2,000	\$2,000	\$42,000

## Greenville Urban Area MPO Five Year Planning Program

FISCAL YEAR	PLANNING PROCESS ACTION		PROCESS		METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM	STIP	PRIORITIZATION
	CERTIFICATION OF PLANNING PROCESS	PWP	METROPOLITAN TRANSPORTATION PLAN (5 Year Cycle)				
			Review of MTP	Major Update			
2017	Yes	Yes	Yes	Update model base, interim, and future year	Draft MTIP		Yes
2018	Yes	Yes	Yes		Adopt MTIP 2018-2024	Adopt STIP 2018-2024	Yes
2019	Yes	Yes	Yes	model update, collect new census and OD data	Draft MTIP		Yes
2020	Yes	Yes	Yes	Adopt 2045 MTP (Aug, 2019)	Adopt MTIP 2020-2026	Adopt STIP 2020-2026	Yes

DRAFT

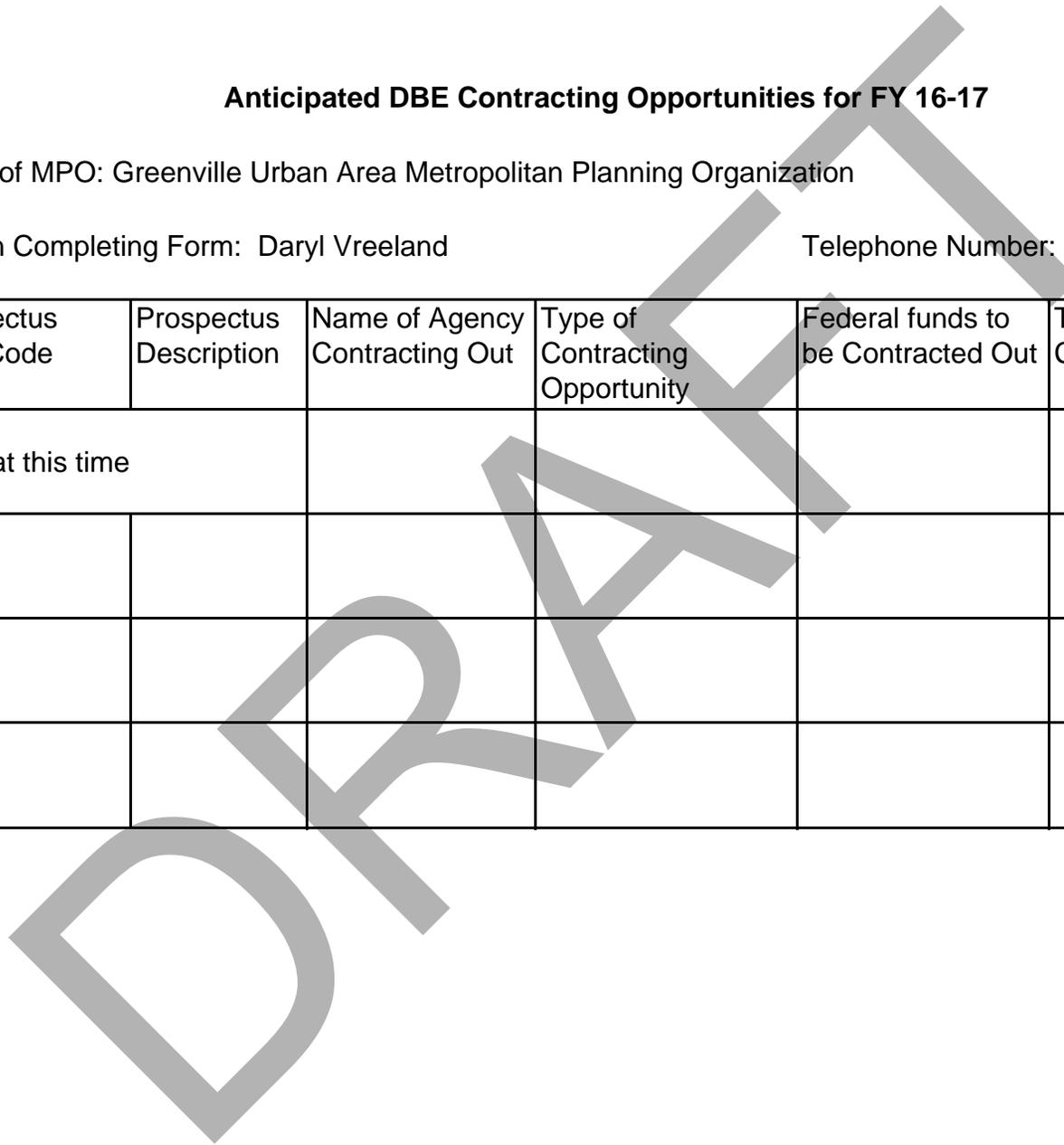
### Anticipated DBE Contracting Opportunities for FY 16-17

Name of MPO: Greenville Urban Area Metropolitan Planning Organization

Person Completing Form: Daryl Vreeland

Telephone Number: 252-329-4476

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity	Federal funds to be Contracted Out	Total Funds to be Contracted Out
None at this time					



### Travel Demand Modeling activities from FY17 onward

FY 2017 • Update socioeconomic data, network, and traffic counts. Get raw 2016 traffic counts from NCDOT for area and process. Update 2010 base year to 2016 and test model setting changes against 2010. but add a 2016 "validation" year to check settings. Change future year to 2045. Change interim years to 2025 and 2035. Update forecast of housing and employment data to 2016 and future year. Review and update external trips.

Cost estimate \$30,000  
Local 20%: \$6,000

Greenville	63.54%	\$3,812.40
Winterville	6.97%	\$418.20
Ayden	3.71%	\$222.60
Simpson	0.31%	\$18.60
Pitt County	25.47%	\$1,528.20

Total 100.00% \$ 6,000.00

FY 2019 / 2020 Collect new model data to align with Census. Obtain new employment data, do verification of major employers and check employment locations. Collect new OD information (using cell phone data) to have a 2020 trip matrix to recalibrate model against. Consider isolation of university trips from "dorm TAZs" in model to break out a university trip mode in the model. All this is preparation for a full model update in 2021/2022 when the Census data is released. Will plan on capturing traffic counts on 10<sup>th</sup> street, SW bypass, and any other new facilities.

Cost estimate \$100,000  
Local 20%: \$20,000

Greenville	63.54%	\$12,708.00
Winterville	6.97%	\$1,394.00
Ayden	3.71%	\$742.00
Simpson	0.31%	\$62.00
Pitt County	25.47%	\$5,094.00

Total 100.00% \$20,000.00

FY 2021/2022 2021/2022: Full model update. Use cell phone data to create a new expanded OD matrix, enhanced with data from old OD survey. Add a university mode. Update trip generation model, distribution model, and assignment model. Update external trip models using the cell phone data. External traffic (external-internal, external-external) work can be completed prior to release of Census data. Update land use forecasts. Review the truck trips in the model for validity. Update interim and future years.

Cost estimate \$50,000  
Local 20%: \$10,000

Greenville	63.54%	\$6,354.00
Winterville	6.97%	\$697.00
Ayden	3.71%	\$371.00
Simpson	0.31%	\$31.00
Pitt County	25.47%	\$2,547.00

Total 100.00% \$10,000.00



## Attachment 4c

### Technical Coordinating Committee

### Action Required

November 10, 2015

**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** Adoption of the MPO's prioritization process for the 2015-2016 transportation projects submittal cycle.

**Purpose:** To recommend TAC adopt the MPO's prioritization process for 2015-2016 project submission cycle.

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

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

For this MPO, there will be:

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

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

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

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

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

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

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

The prioritization process has been developed in accordance with the draft changes discussed at the last round of TCC/TAC meetings.

The MPO's draft process has received conditional approval by NCDOT.

There was a 30-day public comment period that started on October 12, 2015. Any public comments received will be attached to this agenda item.

Action Needed: TCC recommend TAC adopt the draft prioritization process.

Attachments:

Any public comments received.

Draft prioritization process.

## Greenville MPO Prioritization Process

The following methodology has been developed by the Greenville Urban Area MPO for the purpose of determining regional priorities for transportation funding, as carried out through the State of North Carolina's Strategic Transportation Investments (STI) law and the associated Strategic Prioritization Office of Transportation (SPOT) Prioritization Process. This methodology is intended to incorporate both measurable, objective data and information about priorities from local jurisdictions, to ensure a process that is both data-driven and responsive to local needs.

This methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process including both quantitative and qualitative elements for determining project prioritization. The output of this process will generate a points assignment per project.

Scores for the criteria in each mode will be weighted and awarded to each project. The percent weight times the points measurement will comprise the project score. For Division Projects, it is the intent that the top 13 projects each receive 100 points. A project not entirely located within the MPO's planning boundary may only receive that amount of points correlating to the percent of the project that lies within the MPO. For example, a roadway project that is 20% within the MPO may only receive a maximum score of 20 points. In this case, the remaining points (80) will be distributed to other projects. If TAC decides to assign a project other than the top 13 the 100 points, the reasons why any changes were made will be publicly disclosed. The same process applies for Regional projects. These preliminary point assignments will be distributed for public comment. Following the public comment period, the TCC/TAC will make the final point assignments, taking into consideration any public input received. If any additional changes are made to the point assignments, the reasons will be publicly disclosed and posted on the MPO's website.

Final scores and project ranking will be posted on the Greenville MPO home page after TAC consideration. The URL link to the Greenville Urban Area MPO's web page is <http://www.greenvillenc.gov/government/public-works/engineering/greenville-urban-area-metropolitan-planning-organization>

### **How the criteria were developed:**

Transportation projects are divided into highway, bicycle-pedestrian and transit projects, and sorted based on eligible Strategic Transportation Investment categories. Each mode has a series of measurable criteria and weighting in each criteria category.

Quantitative criteria are based on measurable data available from local and state sources. Qualitative criteria are based on staff knowledge of local conditions, public comment and suggestions from TCC and TAC members. Data measurements were chosen based on staff knowledge of evaluation measures. Scoring percentages for each mode were established based on the percentages assigned to MPOs for local input at the regional and division level.

**Regional projects scored using Division Points**

The STI law provides for the use of points from a lower-level project on a higher-level project. For example, Division Needs points may be used on a Regional Impact or Statewide Mobility project. The MPO may choose to do this for some projects that may have an improved chance of being funded in this manner.

**Quantitative measures for ranking**

NCDOT requires that MPO's use at least 1 quantitative measure in their ranking of transportation projects. The Greenville Urban Area MPO will use the total quantitative score, as calculated by NCDOT, in their consideration of project ranking. While a short overview has been provided in this document, further information regarding specific ranking criteria can be found on NCDOT's web site at <http://www.ncdot.gov/strategictransportationinvestments/>. The MPO has chosen to use alternative criteria for both Division Needs and Regional Impact project categories.

**Qualitative measures for ranking**

NCDOT requires that MPO's use at least 1 qualitative measure in their ranking of transportation projects. In the criteria provided in this document, there is at least one qualitative criteria for each project category. An example of qualitative criteria is "transportation plan consistency". Operational improvement projects are considered consistent with the MPO's Metropolitan Transportation Plan (MTP).

**Public input to the selection criteria**

Public input opportunities are available at all TCC and TAC meetings. All TCC and TAC meetings have designated public comment periods. The Greenville Urban Area MPO will advertise a minimum 10-day public comment period to solicit public input regarding the proposed prioritization process described within this document. This public involvement opportunity will be advertised in the local newspaper. Additionally, all TCC and TAC meetings are advertised and open to the public.

Public comment on the priority criteria will be available according to the timeline shown below. The criteria will be presented at a scheduled TCC and TAC meeting so that residents can understand how the projects will be ranked and selected. The information will also be posted on the City of Greenville's website and on the MPO home page, to assure wider dissemination of the points criteria.

TCC and TAC committees will consider public comments received in making points assignments for each project. The comments will be presented and discussed before committee action is taken regarding point assignment.

<b>Action</b>	<b>Date*</b>
Public input meeting and 30-day comment period on candidate projects	July, 2015
Candidate projects identified by MPO	August, 2015
Draft MPO prioritization methodology conditionally approved by NCDOT	September-October, 2015
Advertise for public comments on prioritization methodology (this document)	October, 2015
TCC meeting to receive public comments, and recommend TAC adopt prioritization methodology	November, 2015
TAC meeting to receive public comments and adopt prioritization methodology.	November, 2015
10-day Public comment period to receive input on Regional projects preliminary point assignment	April, 2016
TCC meeting to recommend final point prioritization (for Regional projects)	May, 2016
TAC meeting to adopt final point prioritization (for Regional projects)	May, 2016
10-day Public comment period on Division Needs projects preliminary point assignment	August, 2016

TCC meeting to recommend final point prioritization (for Division Needs projects)	September, 2016
TAC meeting to adopt final point prioritization (for Division Needs projects)	September, 2016
<b>Alternative scenario (depending upon availability of data, as released by NCDOT)</b>  Public comment period on <b>both</b> Regional and Division Needs projects preliminary point assignment	Potentially: April, 2016
<b>Alternative scenario (depending upon availability of data, as released by NCDOT)</b>  TCC meeting to recommend final point prioritization for <b>both</b> Regional and Division Needs projects.	Potentially: May, 2016
<b>Alternative scenario (depending upon availability of data, as released by NCDOT)</b>  TAC meeting to adopt final point prioritization for <b>both</b> Regional and Division Needs projects.	Potentially: May, 2016

\*Actual dates depend upon the date NCDOT releases information to the public, and are presented here based upon the information available at the time this document was developed, and thus are subject to change.

## REGIONAL PROJECT PRIORITIZATION CRITERIA

### Roadway--regional

<b>Highway - REGIONAL PROJECT SCORING (MPO score=15% of total score)</b>		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's total quantitative data score, as calculated by NCDOT for each project	0-70 points (score will be scaled to 100 points by dividing by 0.7)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

**NCDOT's total quantitative score - 50% of MPO's regional project score.** This criteria will measure the quantitative score for each transportation project, as calculated by NCDOT.

The quantitative criteria measures and weighting are as follows:

- Benefit/Cost - 10%
- Congestion - 10%
- Accessibility / Connectivity - 10%
- Safety - 25%
- Freight - 10%
- Multimodal - 5%

**Transportation Plan Consistency - 50% of regional score** - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization, Access Management, Interchange or Intersection Improvement and other operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

### **Aviation Projects --regional**

<b>Aviation - REGIONAL PROJECT SCORING</b>		
MPO ranking = 15% of total score		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's total quantitative data score calculated for a project	0-70 points (score will be scaled to 100 points by dividing by 0.7)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

Criteria for aviation projects will use NCDOT's total quantitative data score calculated for a project, and transportation plan consistency. Consistency with the MPO's Long Range Transportation Plan will be 50% of the score.

MPO score will equal 15% of total score for Regional airports. Pitt Greenville Airport (PGV) is the only airport in the MPO's planning area is classified as a "regional impact" airport.

**Quantitative Criteria:** NCDOT's total quantitative score criteria is based on the following:

- 30% based on the NC DOA Project Rating'
- 5% based on the FAA Airport Capital Improvement Plan rating;
- 20% based on the Non-State Contribution Index
- 15% based on the Benefit/Cost

**Qualitative Criteria: Transportation Plan Consistency - 50% of score** - If a project is identified in the MPO's adopted Metropolitan Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

**Rail--regional**

<b>Rail - REGIONAL PROJECT SCORING</b>		
MPO ranking = 15% of total score		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's total quantitative data score calculated for a project	0-70 points (score will be scaled to 100 points by dividing by 0.7)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan)	100 points = yes 0 points=no	50%

50% of the regional ranking would be based on the NCDOT quantitative data score and the remaining 50% is based upon consistency with the MPO's Long Range Transportation Plan.

**NCDOT's Quantitative Score 50% of regional score** NCDOT's quantitative data score (for Regional-level Rail projects) percentage calculations all based upon the following criteria and weights:

- 25% based on Cost Effectiveness
- 20% based on System Health
- 15% based on Safety and Suitability
- 10% based on Project Support

**Transportation Plan Consistency - 50% of regional score** - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

## **Transit--regional**

Transit projects are grouped in to three types of projects:

1. Expansion Vehicles
2. Facilities
3. Fixed Guideway

<b>Transit - REGIONAL PROJECT SCORING</b>		
MPO ranking = 15% of total score		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's total quantitative data score calculated for a project	0-70 points (score will be scaled to 100 points by dividing by 0.7)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan)	100 points = yes 0 points=no	50%

50% of the regional ranking would be based on the NCDOT quantitative data score and the remaining 50% is based upon consistency with the MPO's Metropolitan Transportation Plan.

**NCDOT's Quantitative Score 50% of regional score** NCDOT's quantitative data score percentage calculations are based upon the following criteria and weights:

### **For Regional-eligible expansion vehicles**

- 10% based on Access
- 10% based on System Safety
- 20% based on Impact
- 20% based on Cost Effectiveness
- 10% Market Share

### **For Regional-eligible facilities**

- 20% based on Impact (for expansion projects) / or 20% based on Age (for non-expansion projects)
- 20% based on Cost Effectiveness

- 15% based on Market Share
- 15% based on Ridership Growth

**For Regional-eligible Administrative/Maintenance/Operations facilities**

- 20% based on Impact (for expansion projects) / or 20% based on Age (for non-expansion projects)
- 20% based on Cost Effectiveness
- 15% based on Market Share
- 15% based on Ridership Growth

**For Regional-eligible Fixed Guideway projects**

- 20% based on Mobility
- 15% based on Cost Effectiveness
- 20% based on Economic Development
- 15% based on Congestion Relief

**Transportation Plan Consistency - 50% of regional score** - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

## DIVISION PROJECT PRIORITIZATION CRITERIA

### Highway--division

<b>Highway-DIVISION PROJECT SCORING (MPO score=25% of total score)</b>		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's total quantitative data score, as calculated by NCDOT for each project	0-50 points (score will be scaled to 100 points by dividing by 0.5)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

**NCDOT's total quantitative score - 50% of MPO's regional project score.** This criteria will measure the quantitative score for each transportation project, as calculated by NCDOT.

The quantitative criteria measures and weighting are as follows:

- Congestion - 10%
- Accessibility / Connectivity - 10%
- Safety - 20%
- Freight - 5%
- Multimodal - 5%

**Transportation Plan Consistency - 50% of regional score** - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization , Access Management, Intersection Improvement, and other operational improvement projects are consistent with the MTP and will receive the full 100 points for this criteria.

**Transit--division**

<b>Transit Facility - DIVISION PROJECT SCORING</b>		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's total quantitative data score, as calculated by NCDOT for each project	0-50 points (score will be scaled to 100 points by dividing by 0.5)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

50% of the Division-level transit project ranking would be based on the NCDOT quantitative data score and the remaining 50% is based upon consistency with the MPO's Long Range Transportation Plan.

**NCDOT's Quantitative Score 50% of regional score** NCDOT's quantitative data score percentage calculations are based upon the following criteria and weights:

**For Division-eligible expansion vehicles**

- 5% based on Access
- 10% based on System Safety
- 15% based on Impact
- 15% based on Cost Effectiveness
- 5% Market Share

**For Division-eligible facilities**

- 15% based on Impact (for expansion projects) / or 15% based on Age (for non-expansion projects)
- 15% based on Cost Effectiveness
- 10% based on Market Share
- 10% based on Ridership Growth

**For Division-eligible Administrative/Maintenance/Operations facilities**

- 15% based on Impact (for expansion projects) / or 15% based on Age (for non-expansion projects)
- 15% based on Cost Effectiveness
- 10% based on Market Share
- 10% based on Ridership Growth

**For Regional-eligible Fixed Guideway projects**

- 15% based on Mobility
- 15% based on Cost Effectiveness
- 10% based on Economic Development
- 10% based on Congestion Relief

**Transportation Plan Consistency - 50% of regional score** - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

### **Bicycle and pedestrian--division**

<b>Bike/Ped - DIVISION PROJECT SCORING</b>		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's total quantitative data score, as calculated by NCDOT for each project	0-50 points (score will be scaled to 100 points by dividing by 0.5)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan or MPO's Bicycle and Pedestrian Master Plan)	100 points = yes 0 points = no	50%

**Quantitative Score:** The Greenville Urban Area MPO proposes to use NCDOT's quantitative score to allocate points to bicycle and pedestrian projects. This criteria will measure the quantitative score for each transportation project, as calculated by NCDOT.

- Safety - 15%
- Access - 10%
- Demand - 10%
- Connectivity - 10%
- Cost Effectiveness - 5%

**Transportation Plan Consistency - 50% of regional score** - If a project is identified in the MPO's adopted Bicycle and Pedestrian Master Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's Bicycle and Pedestrian Master Plan will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.

**Rail--division**

<b>Rail - DIVISION PROJECT SCORING</b>		
MPO ranking = 25% of total score		
<b>Criteria</b>	<b>Measurement</b>	<b>Percent Weight</b>
NCDOT's total quantitative data score calculated for a project	0-50 points (score will be scaled to 100 points by dividing by 0.5)	50%
Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?)	100 points = yes 0 points = no	50%

The Division-level Rail projects project scoring is based on the NCDOT data score and the consistency with the MPO's Long Range Transportation Plan. NCDOT's quantitative data score (for Division-level Rail projects) percentage calculations all add up to 50% of NCDOT's total score.

**NCDOT's Quantitative Score 50% of regional score** NCDOT's quantitative data score (for Regional-level Rail projects) percentage calculations are based upon the following criteria and weights:

- 20% based on Cost Effectiveness
- 10% based on System Health
- 10% based on Safety and Suitability
- 10% based on Project Support

**Transportation Plan Consistency - 50% of regional score** - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's MTP will not receive any points in this category. Modernization and operational improvements projects are consistent with the MTP and will receive the full 100 points for this criteria.



## Attachment 4d

### Technical Coordinating Committee

### Action Required

November 10, 2015

**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** Modification of aviation projects to be submitted in SPOT 4.0

**Purpose:** Modify list of candidate SPOT 4.0 list of aviation-specific transportation projects by submitting four projects previously recommended for deletion.

**Discussion:** At the previous round of MPO meetings, MPO staff had suggested deletion of four aviation projects. After further discussion with NCDOT's aviation division, staff now recommends (re)submitting these four aviation projects to NCDOT as part of the SPOT 4.0 candidate projects submittal window.

There is no penalty to the MPO for (re)submitting these projects.

The four projects are:

1	1430 - Rehabilitate / replace apron edge lighting	APRON LIGHTING & CONSTRUCTION	Apron Lighting Design and Construction (includes Project Request Numbers: 2554 )
2	1910 - Acquire Equipment Shelter (no utilities provided)	VEHICLE/EQUIPMENT STORAGE BUILDING	Vehicle/Equipment Storage Building (Site Preparation, Paving and Building, Design and Construction (includes Project Request Numbers: 3274 )
3	2100 - Hangers and Economic Development	T-HANGAR SITE PREPARATION & ACCESS ROAD	T-Hangar Site Preparation & Access Road - Design and Construction (includes Project Request Numbers: 3276 )
4	3000 - Other	CONSOLIDATED RENTAL CAR FACILITY	Consolidated Rental Car Facility (Site preparation, paving, design and construction (includes Project Request Numbers: 3275 )

**Action Needed:** Recommend TAC instruct MPO staff to submit the four candidate aviation projects mentioned above during the SPOT 4.0 candidate project submittal cycle.



## **Attachment 4e**

### **Technical Coordinating Committee**

#### **Action Required**

November 10, 2015

---

**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** Ethics reminder and information for TAC members

---

Purpose: To provide TCC members a reminder of 2016 ethics requirements and all available information to pass onto TAC members.

Discussion: Please remind your TAC members of 2016 ethics filing. This is a yearly requirement for TAC members only. Filing can be done starting January 1, 2016 and must be completed by April 15, 2016.

Action Needed: Remind your TAC member of 2016 ethics requirements.

Attachments: Ethics information

## ETHICS FILING INFORMATION FOR TAC MEMBERS

**Please remember that the filing deadline is APRIL 15, 2016**

**1. FILING SEI AND REAL ESTATE DISCLOSURE FORMS**

- MPO and RPO **TAC** members and their alternates or designees **MUST FILE BOTH a 2016 Statement of Economic Interest (SEI) and a 2016 Real Estate Disclosure Form** with the State Ethics Commission.
- **The 2016 Real Estate Disclosure Form MUST accompany the 2016 Statement of Economic Interest. TAC members, their alternate or designees must file these forms each year.**
- 2016 MPO and RPO SEI and Real Estate Disclosure Forms can be accessed at the link below:  
[http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO\\_RPO](http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO_RPO).

**2. TAC vs. TCC**

- **Only TAC members should file an SEI and Real Estate Disclosure Form.** If you are a TCC member please **DO NOT FILE!** All members on an MPO and RPO TAC Board, alternates and designees should file as a TAC not TCC.

# SEI Helpful Tips 2015

**File annually by April 15, to avoid fines and other penalties.**

## **READ EACH QUESTION CAREFULLY AS THE TIME PERIODS FOR REPORTING VARY PER THE NC STATE GOVERNMENT ETHICS ACT (N.C.G.S 138A)**

- 1. PUBLIC RECORDS.** The State Ethics Commission (Commission) is required to collect and maintain disclosures from certain persons covered by the State Government Ethics Act (Ethics Act). *By law, the information requested is public record and available to the public upon request.* As public records, 2015 Statements of Economic Interest (SEI) are available on the Commission's website. Personal contact information, however, is not.
- 2. CONTACT INFORMATION PAGE.** The Contact Information page, which includes your personal contact information, will not be available on the Commission's website.
- 3. CHILDREN'S INITIALS.** Only list minor children's INITIALS on the SEI. List each child's full legal name on the Confidential Form at the end of the SEI. The Confidential Form is not a public record, and the Commission will not make it available to the public.
- 4. ANSWER EACH QUESTION.** It is important to answer each question, including all applicable subparts. Even if your answer is "no" or "not applicable," make certain you answer *each question*. Many of the questions have "yes" and "no" boxes to check for your convenience. Incomplete SEIs may cause delays and negatively impact your public service on a covered board or as an employee.
- 5. WHY ARE YOU FILING.** You must list the complete name of the state board or state agency employer for which you are filing the SEI. Without this information, your SEI may be delayed and negatively impact your public service on a covered board or as an employee.
- 6. HOW TO FILE.** The Commission strongly recommends *on-line filing* as it is secure, allows easy information updates, and gives you access to your electronic SEIs previously filed. Filing your SEI on-line is easy, quick, convenient, and reduces the chance of reporting errors. Getting started is easy. Follow the simple steps to create your own NCID account and get access today:

<http://www.ethicscommission.nc.gov/library>

To file a paper version of the SEI, you must provide the Commission with a *signed, original* SEI form. Each SEI includes an "affirmation" and is a legally binding document.

## **FAXED OR EMAILED COPIES OF YOUR SEI CANNOT BE ACCEPTED**

- 7. INCOME.** List each source of income as requested on the SEI. The actual dollar amount is not required. Be sure to list your employer as a source of income in Question # 6 of the SEI.
- 8. READ CAREFULLY.** Read each question carefully, as the Ethics Act requires that you disclose your financial holdings and obligations, personal property, and real property and may also include your knowledge of

# SEI Helpful Tips 2015

the holdings of both your *immediate* family and your *extended* family. “Immediate family” and “extended family” are defined terms in the Ethics Act, and those definitions are included with this document.

## **PAY CLOSE ATTENTION TO TIME PERIODS IN EACH QUESTION**

**9. REFLECT.** Think carefully about WHY you are filing, and whether it has any relationship to your position. Does your board or commission license or regulate you? For many of the boards, a subject matter expert like a licensee is needed. Answering “yes” does *not* prohibit your service on the board, and your perspective is valued.

**10. MAKE A COPY.** Make a copy of the SEI for your own records, and make a note in your calendar when you submit it, whether on-line or by mail or hand delivery. When you successfully submit your SEI electronically *on-line*, the final screen will provide a confirmation number and will be definitive proof that you have satisfied your filing obligation. Please print the confirmation screen for your records.

**11. ETHICS LIAISON.** Contact your Ethics Liaison to assist you in your obligations under the Ethics Act. Your Ethics Liaison is good source of information about how to fill out your SEI.

**12. ON-LINE HELP.** The Ethics Commission has on-line resources to answer questions you may have about your SEI. For more information, please visit the **State Ethics Commission website** which has education offerings.

**13. DEFINITIONS.** As noted above, certain terms are defined in the Ethics Act (“immediate family”). These definitions may be helpful to you in completing your SEI. A complete list of all definitions used in the Ethics Act is available on the Commission’s website. Some of the more common ones are attached to this document.

**14. WE ARE HERE TO HELP YOU.** In addition to on-line resources and written materials, the Ethics Commission has expert staff ready to answer any questions you might have and assist you in completing and filing your SEI. Do not hesitate to contact us at

[sei@doa.nc.gov](mailto:sei@doa.nc.gov)

**(919) 715-2071.**

# SEI Helpful Tips 2015

## HELPFUL DEFINITIONS

The definitions below may be helpful to you in completing your SEI. A complete list of all definitions used in the State Government Ethics Act, N.C.G.S. § 138A-3, is available on the Commission's website.

**Board.** Any State board, commission, council, committee, task force, authority, or similar public body, however denominated, created by statute or executive order, as determined and designated by the Commission, except for those public bodies that have only advisory authority.

**Business.** Any of the following organized for profit: association, business trust, corporation, enterprise, joint venture, organization, partnership, proprietorship, vested trust, and every other business interest, including ownership or use of land for income.

**Business with which associated.** A business in which the covered person or filing person or any member of that covered person's or filing person's immediate family does any of the following: is an employee, holds a position as a director, officer, partner, proprietor, or member or manager of a limited liability company, irrespective of the amount of compensation received or the amount of the interest owned, owns a legal, equitable or beneficial interest of ten thousand dollars (\$10,000) or more in the business or five percent (5%) of the business, whichever is less, other than as a trustee on a deed of trust, or is a lobbyist registered under Chapter 120C of the General Statutes.

For the purposes of this definition, the term "business" shall not include a widely held investment fund, regulated investment company, or pension or deferred compensation plan, if all of the following apply: the covered person, filing person, or a member of the covered person's or filing person's immediate family neither exercises nor has the ability to exercise control over the financial interests held by the fund, and the fund is publicly traded or the fund's assets are widely diversified.

**Emancipation.** A minor child, under the age of 18 years, is emancipated by the following acts: marriage, enlistment in the United States armed forces, or court action for emancipation.

**Extended family.** Spouse, lineal descendant, lineal ascendant, sibling, spouse's lineal descendant, spouse's lineal ascendant, spouse's sibling, and the spouse of any of these individuals.

**Honoraria.** Payments for services for which fees are not legally or traditionally required.

**Immediate family.** An unemancipated child of the covered person residing in the household and the covered person's spouse, if not legally separated. A member of a covered person's extended family shall also be considered a member of the immediate family if actually residing in the covered person's household.

**Judicial officer.** Justice or judge of the General Court of Justice, district attorney, clerk of court, or any individual elected or appointed to any of these positions prior to taking office.

**Nonprofit corporation or organization with which associated.** Any not for profit corporation, organization, or association, incorporated or otherwise, that is organized or operating in the State primarily for religious, charitable, scientific, literary, public health and safety, or educational purposes and of which the covered person, filing person, or any member of the covered person's or filing person's immediate family is a director, officer, governing board member, employee, lobbyist

# SEI Helpful Tips 2015

registered under Chapter 120C of the General Statutes, or independent contractor. Nonprofit corporation or organization with which associated shall not include any board, entity, or other organization created by this State or by any political subdivision of this State.

**Person.** Any individual, firm, partnership, committee, association, corporation, business, or any other organization or group of persons acting together. The term "person" does not include the State, a political subdivision of the State, a board, or any other entity or organization created by the State or a political subdivision of the State.

**Person with which the legislator is associated.** Any of the following: a member of the legislator's extended family, a client of the legislator, a business with which the legislator or a member of the legislator's immediate family is associated, a nonprofit corporation or association with which the legislator or a member of the legislator's immediate family is associated, the State, a political subdivision of the State, a board, or any other entity or organization created by the State or a political subdivision of the State that employs the legislator or a member of the legislator's immediate family.

**Person with which the public servant is associated.** Any of the following: a member of the public servant's extended family, a client of the public servant, a business with which the public servant or a member of the public servant's immediate family is associated, a nonprofit corporation or association with which the public servant or a member of the public servant's immediate family is associated, and the State, a political subdivision of the State, a board, or any other entity or organization created by the State or a political subdivision of the State that employs the public servant or a member of the public servant's immediate family.

**Trusts: Blind Trust.** A trust established by or for the benefit of a covered person or a member of the covered person's immediate family for divestiture of all control and knowledge of assets. A trust qualifies as a blind trust under this subdivision if the covered person or a member of the covered person's immediate family has no knowledge of the holdings and sources of income of the trust, the trustee of the trust is independent of and not associated with or employed by the covered person or a member of the covered person's immediate family and is not a member of the covered person's extended family, and the trustee has sole discretion as to the management of the trust assets.

**Trusts: Vested Trust.** A trust or annuity, or other funds held by a trustee or other third party for the benefit of the covered person or a member of the covered person's immediate family, except a blind trust. A vested trust shall not include a widely held investment fund, including a mutual fund, regulated investment company, or pension or deferred compensation plan, if the covered person or a member of the covered person's immediate family neither exercises nor has the ability to exercise control over the financial interests held by the fund; and the fund is publicly traded, or the fund's assets are widely diversified.



## **Attachment 4f**

### **Technical Coordinating Committee**

#### **Action Required**

November 10, 2015

---

**TO:** Technical Coordinating Committee  
**FROM:** Daryl Vreeland, AICP, Transportation Planner  
**SUBJECT:** Update on recent EPA regulatory actions

---

Purpose: To provide TCC members an update of recent EPA regulatory actions.

Discussion: On October 1, 2015 EPA strengthened the NAAQS for ground-level ozone to 70 ppb (previously 75ppb) Recent 3-year averages of Pitt County have been below 70 ppb, and thus attain the standard. However, the data used to ultimately determine attainment status will be based on the 2014-2016 data. There is always the possibility that 2016 data could be high enough to move the 3-year average into non-attainment status. Final designations will be made October 1, 2017.

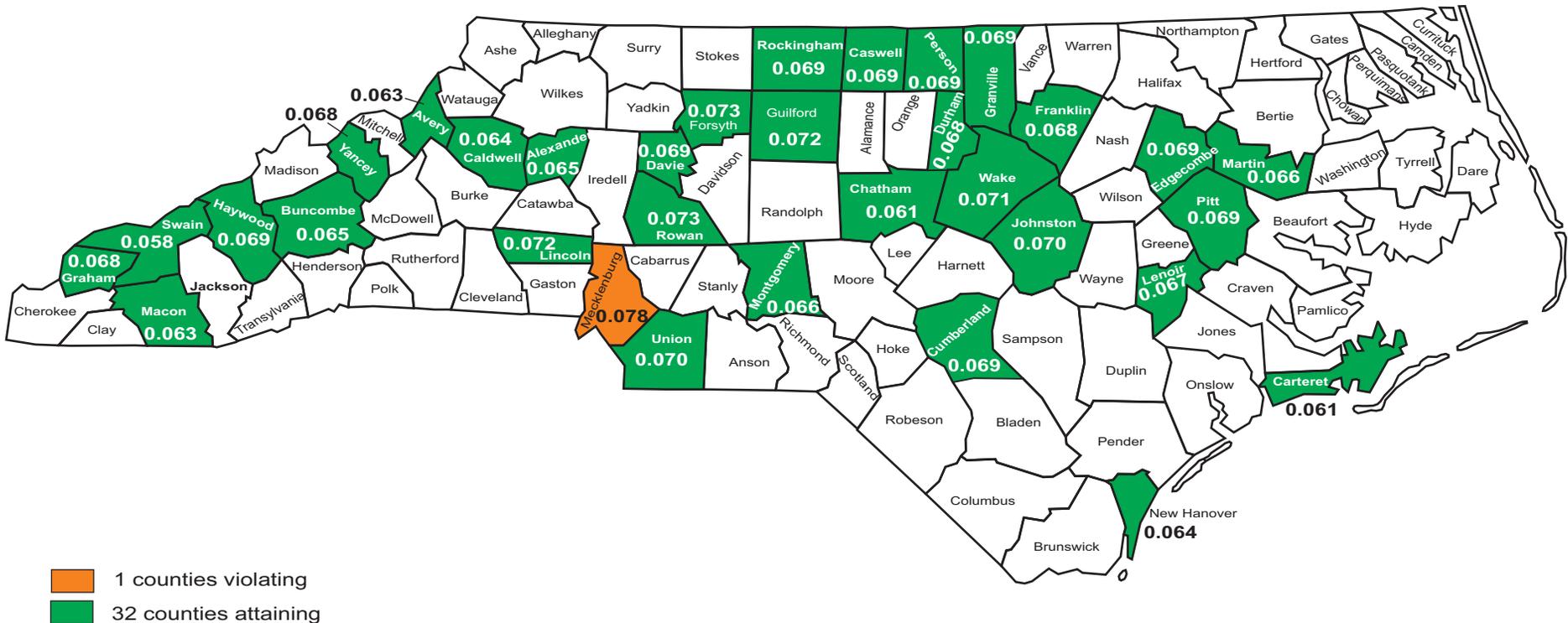
MPO staff will continue to monitor the situation.

Action Needed: None

Attachments: EPA website printout and Ozone basics information sheet.

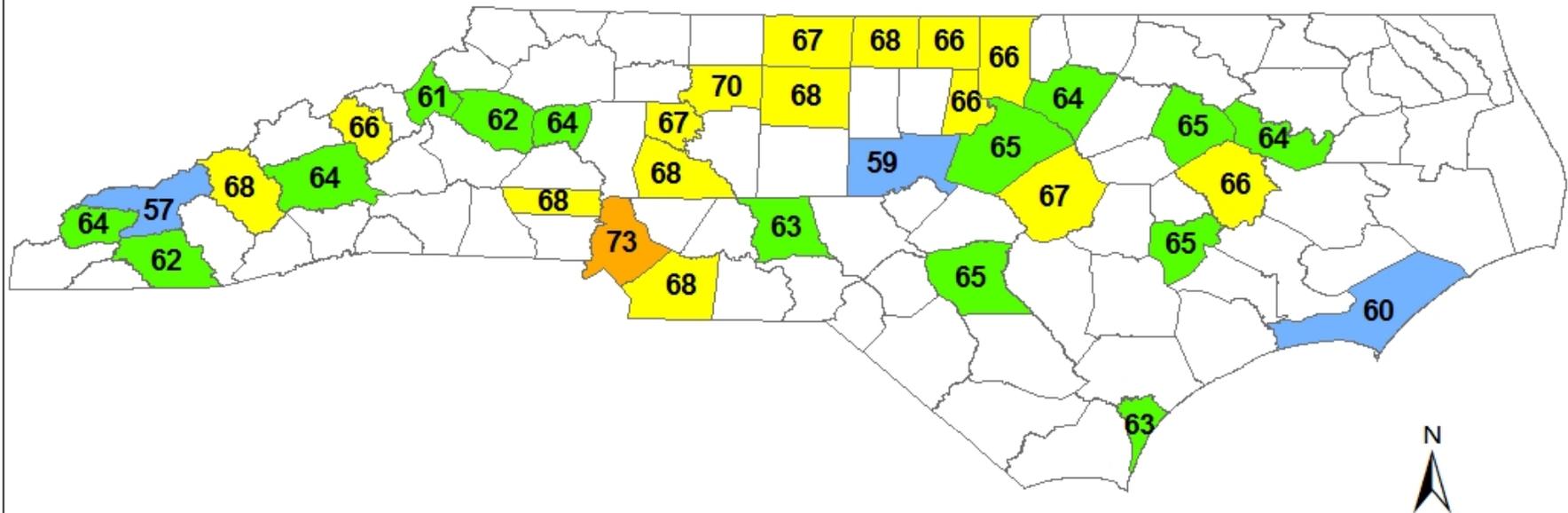


# North Carolina Counties with 8-Hour Ozone Violations, 2011-2013



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

# North Carolina Ozone Design Values 2012 - 2014



## Ozone Design Values

- No Monitors in County
- 60 PPB or Less
- 61 - 65 PPB
- 66 - 70 PPB
- Greater than 70 PPB

NOTE: 2014 ozone data is unofficial.

## Ground-level Ozone

# Regulatory Actions

You will need Adobe Acrobat Reader to view the Adobe PDF files on this page. See [EPA's PDF page](#) for more information about getting and using the free Acrobat Reader.

This page contains a listing of all regulatory actions related to ground-level ozone.

- [Ozone Standards](#)
  - [Current Actions](#)
  - [Previous Actions](#)
- [Ozone Designations and Classifications](#)
- [Ozone Implementation](#)

## Ozone Standards

### Current Actions

#### EPA Strengthens the Air Quality Standards for Ground-Level Ozone

On October 1, 2015, EPA strengthened the National Ambient Air Quality Standards (NAAQS) for ground-level ozone to 70 parts per billion (ppb), based on extensive scientific evidence about ozone's effects on public health and welfare. The updated standards will improve public health protection, particularly for at-risk groups including children, older adults, people of all ages who have lung diseases such as asthma, and people who are active outdoors, especially outdoor workers. They also will improve the health of trees, plants and ecosystems.

- [Final Rule \(PDF\)](#) (627pp, 2.2 MB)
- [Regulatory Impact Analysis \(PDF\)](#) (480pp, 8.2 MB)
- [Interactive Ozone Maps and Tables](#)
- Fact sheets:
  - [Overview of EPA's Updates to the Air Quality Standards for Ground-Level Ozone \(PDF\)](#) (9pp, 655k)
  - [Ozone by the Numbers \(PDF\)](#) (2pp, 382k)
  - [Ozone Basics \(PDF\)](#) (2pp, 351k)
  - [Ozone and Health \(PDF\)](#) (3pp, 322k)
  - [Ozone and Children's Health \(PDF\)](#) (4pp, 244k)
  - [Designations and Permitting Requirements for the 2015 Ozone Standards \(PDF\)](#) (4pp, 360k)
  - [Tools for Addressing Background Ozone \(PDF\)](#) (5pp, 462k)
  - [Updates to the Air Quality Index for Ozone and Ozone Monitoring Requirements \(PDF\)](#) (5pp, 480k)
  - [Working to Reduce Ozone in California \(PDF\)](#) (2pp, 158k)
  - [Ozone Standards and Agriculture \(PDF\)](#) (4pp, 507k)
  - [The Advance Program \(PDF\)](#) (2pp, 354k)
- [Memo: Implementing the 2015 Ozone National Ambient Air Quality Standards \(PDF\)](#) (14pp, 44.4 MB)
- [Technical Documents](#)

#### EPA's Proposal to Update the Air Quality Standards for Ground-Level Ozone

On November 25, 2014, the EPA proposed to strengthen the National Ambient Air Quality Standards (NAAQS) for ground-level ozone, based on extensive scientific evidence about ozone's effects. The proposed updates will improve public health protection, particularly for children, the elderly, and people of all ages who have lung diseases such as asthma. The updates also will improve protection for trees, plants and ecosystems.

#### Other Regulatory Actions Reducing Ground-level Ozone

- [Mercury and Air Toxics Standards \(MATS\)](#)
- [Tier 3 Vehicle Standards](#)
- [Clean Air Interstate Rule \(CAIR\)](#)
- [Regional Haze Program](#)
- [Clean Air Visibility Rule](#)
- [Clean Air Non-road Diesel Rule](#)
- [Tier 2 Vehicle and Gasoline Sulfur Program](#)
- [Transportation Conformity](#)

## The National Ambient Air Quality Standards

# Ozone and Ozone Standards: The Basics

---

## About Ozone

### Ozone is good up high, bad nearby

- Ozone is found in two regions of the Earth's atmosphere – at ground level and in the upper regions of the atmosphere. In both regions, ozone has the same chemical composition (O<sub>3</sub>).
- In the stratosphere -- six to 30 miles above the Earth – ozone protects us from the sun's harmful rays.
- But in the troposphere – where we live – ozone is harmful to breathe and is a key component of smog. It also damages trees and plants.

### Ozone isn't emitted – it forms in the atmosphere

- Ozone forms from nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs) as they “cook” in the sun. Cars, trucks, buses, engines, industries, power plants and products such as solvents and paints are among the major manmade sources of ozone-forming emissions.

### Ozone usually is a warm weather pollutant. But not always

- Ozone is most commonly be elevated in the warm summer months, when hot sunny days make it more likely that ozone will form. But this isn't always the case. In parts of the western United States with high levels of local VOC and NO<sub>x</sub> emissions and unique meteorological conditions, ozone has been high when snow is on the ground.

### Ozone isn't just a city pollutant

- Ozone, and the pollutants that form it, can travel long distances on the wind. For this reason, even rural areas or areas such as national parks that are far from pollution sources can have high ozone levels.

### Even healthy people can be affected

- Ozone can inflame the airways, causing symptoms such as chest pain, coughing, wheezing and shortness of breath – even in healthy people. These effects can be more serious in people with lung diseases, such as asthma.
- The groups considered most at risk from ozone are children, people with asthma and other lung diseases, older adults, and adults who are active or work outside.

### Background ozone can be natural or international

- Background ozone refers to ozone that forms from pollution from natural events, such as wildfires or stratospheric intrusions, and from man-made pollution from sources outside the United States.
- States are not responsible for reducing background ozone. The Clean Air Act and EPA policies provide a number of tools that may help areas avoid a nonattainment designation, or minimize planning and control requirements in nonattainment areas where background ozone significantly influences air quality.

## About the Ozone Standards

### Ozone standards set a limit on the amount of ozone allowed in the outside air

- EPA issues two standards, as required by the Clean Air Act: a primary standard, to protect public health; and a secondary standard, to protect the public welfare (in this case, trees, plants and ecosystems).

### Ozone levels are declining – but there is more to do

- Even though national average ozone levels have gone down by a third since 1980, over 40 million Americans live in counties with air quality above the 2008 standard of 75 ppb. The science on ozone and health shows that the 2008 standard isn't strong enough to protect public health as the Clean Air Act requires. That's why EPA strengthened the standard to 70 ppb, which will further improve air quality and public health protection.

### The updated health standard of 70 parts per billion (ppb) will protect health – especially for children

- Children are a key group at risk from ozone exposure, because their lungs are still developing, they're likely to be active outdoors when ozone is high, and they are more likely than adults to have asthma.
- The updated health standard will essentially eliminate children's exposure to ozone at 70 ppb, and will protect 98 percent of children from repeated exposures to ozone concentrations as low as 60 ppb – a 60 percent improvement over the current standard.

### EPA uses three years of data to determine if an area meets the standards

- An area will meet the standards if the 4<sup>th</sup> highest maximum daily 8-hour ozone concentration each year, averaged over three years, is 70 ppb or below.
- Areas that don't meet the standard today may not get designated as nonattainment if their air quality improves enough in the next year: EPA will designate areas in late 2017, likely based on data from 2014 to 2016.

### Areas don't lose highway funds if they are designated nonattainment. They also don't lose highway funds if they don't meet the standard on time

- Under the Clean Air Act, highway funds can only be withheld if states don't turn in approvable plans for meeting the ozone standard – or they don't turn in plans at all. EPA works with states to help them develop plans that meet the requirements of the law – and as a result, highway fund sanctions have rarely been imposed.
- Some types of projects are exempt from highway sanctions, such as projects for safety.
- Sanctions generally are short term and are lifted as soon as possible. Since 1980, highway sanctions have been imposed 11 times. All but one of these sanctions have been lifted.

### States will have time to meet the standards – and EPA will work closely with them to help

- EPA anticipates designating areas in late 2017, likely based on 2014-2016 data.
- Nonattainment areas will have from 2020 to 2037 to meet the standards (areas with more work to do get more time). Federal rules will help the vast majority of counties meet the standards by 2025 without additional action.
- EPA will work closely with states to help transition to the updated standards.