

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

Tuesday, August 8, 2017, 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 May 31, 2017 Meeting (Attachment 1); *approve (pg. 3-6)*

3) Public Comment Period

4) Election of TCC Vice-Chair

5) New Business / Action Items:

- a) Adopt 2018-2017 Metropolitan Transportation Improvement Program (MTIP) – Resolution No. 2017-01-GUAMPO; ***Recommend TAC Adoption*** (Attachment 5a) (*pg. 7-14*)
- b) Modifications to the 2014-2040 Metropolitan Transportation Plan (MTP); -- Resolution No. 2017-02-GUAMPO; ***Recommend TAC Adoption*** (Attachment 5b) (*pg. 15-20*)
- c) Potential new projects and modifications to existing projects seeking Federal funding; Resolution No. 2017-03-GUAMPO; ***Recommend TAC Adoption*** (Attachment 5c) (*pg. 21-28*)
- d) Discuss potential updates to the MPO's adopted prioritization process for transportation projects; ***Discuss*** (Attachment 5d) (*pg. 29-37*)
- e) Adoption of Greenville Urban Area MPO Comprehensive Transportation Plan (CTP) – Resolution No. 2017-04-GUAMPO; ***Recommend TAC Adoption*** (Attachment 5e) (*pg. 38-42*)
- f) Update committee on the MPO's Travel Demand Model update; ***Discuss*** (Attachment 5f) (*pg. 43*)
- g) Discuss preliminary 2018 TCC and TAC meeting schedule; ***Discuss*** (Attachment 5g) (*pg. 44*)
- h) Active Transportation Plan update; ***Recommend TAC Action*** (Attachment 5h) (*pg. 45*)

6) Any other discussion items

- a) Election of new TAC Chairman and/or Vice-Chairman
- b) Region B Default Criteria Weighting Selection for P5.0 (*pg. 46-54*)
- c) UPWP 2018-2019
- d) State Ethics Commission and State Board of Elections Merger Legislative Update (*pg. 55*)

7) 2017 MPO Meeting Schedule (all at Greenville City Hall, Room 337, at 1:30pm)

- TCC Meetings - October 18, 2017
- TAC Meetings - Aug 23, 2017 and November 8, 2017

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.

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, a través de Internet en www.greenvillenc.gov.



Attachment 1

Technical Coordinating Committee

Action Required

August 8, 2017

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Minutes from May 31, 2017 TCC meeting

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

Discussion: The draft minutes of the May 31, 2017 TCC meeting are included as Attachment 1 in the agenda package for review and approval by the TCC.

Action Needed: Adoption of May 31, 2017 TCC meeting minutes.

Attachments: May 31, 2017 TCC meeting minutes.

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC) MINUTES
May 31, 2017**

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. Kevin Mulligan, City of Greenville
Mr. Scott Godefroy, City of Greenville
Mr. James Rhodes, Pitt County
Mr. Jonas Hill, Pitt County
Mr. Stephen Penn, Town of Winterville
Mr. Ben Williams, Town of Winterville
Mr. Stephen Smith, Town of Ayden
Mr. Steve Hamilton, NCDOT
Mr. David Boyd, Village of Simpson
Mr. Haywood Daughtry, NCDOT
Mr. Jeff Cabaniss, NCDOT
Ms. Suzette Morales, NCDOT

OTHERS PRESENT:

Ms. Amanda Braddy, City of Greenville
Mr. Scott Walston, NCDOT – TPB
Mr. Tom Weitnauer, City of Greenville

I. AGENDA

A motion was made by Mr. Daughtry to approve the agenda as presented. The motion was seconded by Mayor Boyd and passed unanimously.

II. APPROVAL OF MINUTES OF SEPTEMBER 21, 2016 MEETING

Mr. Hamilton made a motion to approve the September 21, 2016 meeting minutes as presented. Mr. Daughtry seconded the motion. The motion passed unanimously.

III. PUBLIC COMMENT PERIOD

There were no public comments

IV. NEW BUSINESS / ACTION ITEMS

A. Discussion of P 5.0 within the MPO Presented by NCDOT Staff

Mr. Cabaniss was present to give a PowerPoint Presentation on the P5.0 Workgroup Recommendations: High-level Summary. The presentation detailed the schedule of P5.0, projects to evaluate, non-highway scoring, highway scoring, and local input points and normalization.

Mr. Cabaniss noted that new projects or modifications to projects must be submitted by September 29, 2017. Mr. Cabaniss also noted that projects that are committed, has a sibling project, or has a NEPA document will not have to be resubmitted. Mr. Cabaniss added Divisions could submit 14 projects in each mode. In conclusion, Mr. Cabaniss stated the MPO would need to determine that the current criterion meets the MPO needs and prepare a list of projects to present to TAC for adoption at their August meeting.

B. Identification/discussion of project ideas for future submittal to NCDOT and resulting modifications in the MPO’s Metropolitan Transportation Plan (MTP)

Mr. Godefroy directed attention to the attachment in the agenda package as item 4b which includes a list of projects for consideration to modify for removal and inclusion of the presented projects.

After discussion, it was determined the following modifications, inclusions and deletions would be presented to the TAC for adoption to the MTP:

Staff proposed new projects:

1. Greenville Blvd Improvements. City to determine scope/nature of improvements. (already in MTP)
2. NC43/Charles Blvd, from Greenville Blvd to Firetower Rd, and **Firetower Rd, from Charles Blvd to Basil’s/Turnbury Dr**. Construct medians, sidewalk, protected bike lanes, bus pull out bays, stormwater improvements, and intersection capacity improvements/turn lane additions.
3. Evans Street. Greenville Blvd **Red Banks Rd** to 10th Street. Medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane additions.
4. 14th Street. Greenville Blvd to Elm Street. Improved two lane section with curb and gutter, turn lanes at appropriate intersections, sidewalks and protected bike lanes.
5. US13/Dickinson Ave. Memorial Drive to Greenville Blvd/Allen Rd. Widen to **divided 4-lanes** throughout, construct medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane additions.
6. Thomas Langston Road from NC11 to Davenport Farm Road. Widening (2 lanes to 4 lanes), protected bike lane, sidewalk, intersection capacity improvements. Extend on new location from Davenport Farm Road to Forlines Rd.
7. **10th Street from Oxford Rd to Evans St.**

Proposed modifications to existing roadway projects:

At the last round of meetings, splitting the NC43 project was discussed. Since that meeting, we have discovered that this project has been programmed in the “outer years” of the draft STIP. Since the project made it into the STIP as previously submitted, MPO staff recommends keeping this project as one single project, and not splitting it into 2 projects, as previously discussed.

1. Split NC43 widening from Firetower Rd to Worthington Rd into 2 projects
 - a. NC43: Firetower Rd to the Southern terminus of Bells Fork Rd (SR 1729)
 - b. NC43: Southern terminus of Bells Fork Rd (SR 1729) to Worthington Rd
Widen to 4 lanes divided, buffered bike lanes, sidewalk, intersection capacity improvement / turn lane additions

New Bike/ped projects

1. Worthington Road. Old Tar Rd to Christ Covenant School on Worthington Road
Sidewalks and protected bike lanes
2. **City of Greenville sidewalk projects**
3. **Greenway projects in Winterville**

To maintain fiscal constraint in the MTP, the following projects are recommended for removal from the MTP. These projects ranked poorly in NCDOT’s point ranking process.

NCDOT will remove from their database any project that the MPO does not award points to. If removed from the MTP, the MPO cannot submit them for future funding consideration.

Proposed deletions from MTP (and also NCDOT's SPOT project database):

1. NC11 – US264 to US64 – upgrade to interstate
2. NC903 modernization
3. Arlington Blvd

Mr. Rhodes made a motion to present the listed projects to TAC for adoption. The motion was seconded by Mr. Godefroy and passed unanimously.

V. ANY OTHER DISCUSSION ITEMS

○ **Update on filling vacancy of Transportation Planner**

Mr. Mulligan announced the Transportation Planner position has been filled and would begin on June 5, 2017.

VI. 2017 MPO MEETING SCHEDULE (all at Greenville City Hall Conference Room 337 at 1:30pm)

• **TCC**

- May 31, 2017, August 8, 2017, and October 18, 2017

• **TAC**

- June 14, 2017, August 23, 2017, and November 8, 2017

VII. ADJOURN

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



Attachment 5a

Technical Coordinating Committee

Action Required

August 8, 2017

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Adopt 2018-2027 MTIP

Purpose: Review and adopt the 2018-2027 Metropolitan Transportation Improvement Program (MTIP).

Discussion: On January 4, 2017, the North Carolina Department of Transportation (NCDOT) distributed the Draft 2018-2027 State Transportation Improvement Program (STIP) to all Metropolitan Planning Organizations (MPO). After conducting a public comment period, in August 2017 the NCDOT's Board of Transportation formally adopted the STIP.

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

The 2018-2027 MTIP is available on the City's web site. The MPO has completed a public comment period of at least 30 calendar days as outlined in the Public Involvement Plan (PIP). No public comments were received.

Please review the 2018-2027 MTIP prior to the TCC meeting. Representatives from NCDOT will be available to answer questions.

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

Action Needed: Recommend TAC Adopt the 2018-2027 MTIP.

Attachments:

- 2018-2027 MTIP for the MPO planning area
- Resolution 2017-01-GUAMPO

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
HIGHWAY PROGRAM**

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS											UNFUNDED FUTURE YEARS
						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM						
						FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		
RURAL PROJECTS																	
NC 11	R-5815	PROPOSED GREENVILLE SOUTHWEST BYPASS TO PROPOSED HARVEY PARKWAY EXTENSION. UPGRADE TO INTERSTATE STANDARDS.	10.5	194400		T											
						T											
						T											
LENOIR PITT	DIV																
NC 11/NC 903 (GREENVILLE SOUTHWEST BYPASS)	R-2250	NC 11 TO US 264 (GREENVILLE BYPASS). CONSTRUCT FOUR LANE DIVIDED FACILITY ON NEW LOCATION WITH BYPASS OF WINTERVILLE.	12.4	239805	196180	T	C	43625									
PITT	TRN																
UNDER CONSTRUCTION																	
VARIOUS BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	R-5782 DIV	DIVISION 2 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.		416	416												
UNDER CONSTRUCTION																	
URBAN PROJECTS																	
US 13 (MEMORIAL DRIVE)	U-5730	NC 43 (5TH STREET). UPGRADE INTERSECTION.		2350	150	T	R	200									
PITT	REG					T	C	2000									
PLANNING/DESIGN IN PROGRESS																	
NC 43	U-5991	SR 1708 (FIRE TOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES.	3.2	30200		T											
						T											
						T											
PITT	DIV																
NC 102	U-5953	AYDEN ELEMENTARY SCHOOL. CONSTRUCT RIGHT TURN LANE.	1	500		T											
						T											
						T											
PITT	REG																

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
HIGHWAY PROGRAM**

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	
URBAN PROJECTS																	
SR 1126 (BOYD STREET) PITT	U-5919 DIV	NC 11 TO RAILROAD STREET. UPGRADE ROADWAY.	0.4	1710	1710												
UNDER CONSTRUCTION																	
SR 1203 (ALLEN ROAD) PITT	U-5875 DIV	SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO MULTI-LANES.	2.3	20432	1000	T			R 1777								
						T			U 213								
						T				C 5814	C 5814	C 5814					
PLANNING/DESIGN IN PROGRESS																	
SR 1467 (STANTONSBURG ROAD)/ SR 1598 (TENTH STREET CONNECTOR) PITT	U-3315 TRN	US 13/NC11 (MEMORIAL DRIVE) TO SR 1702 (EVANS STREET) IN GREENVILLE. CONSTRUCT MULTI-LANES, SOME NEW LOCATION WITH GRADE SEPARATION AT CSX TRANSPORTATION SYSTEM.	1.2	69808	69808												
UNDER CONSTRUCTION																	
SR 1598 (DICKINSON AVENUE) PITT	U-5606 DIV	NC 11 TO READE CIRCLE. IMPROVE ROADWAY.	1.3	12054	3554	STBG	C	8500									
RIGHT OF WAY IN PROGRESS																	
SR 1700 (EVANS STREET/ OLD TAR ROAD) PITT	U-2817 DIV	SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264 ALTERNATE (GREENVILLE BOULEVARD) IN GREENVILLE. WIDEN TO MULTI-LANES.	3.8	53606	4166	STBG			R 6420	R 6420							
						STBG			U 1150	U 1150							
						STBG					C 8575	C 8575	C 8575	C 8575			
PLANNING/DESIGN IN PROGRESS																	
SR 1704 (FOURTEENTH STREET) PITT	U-5917 DIV	US 264 ALTERNATE (GREENVILLE BOULEVARD) TO SR 1708 (FIRETOWER ROAD). WIDEN TO MULTI-LANES.	1.4	12610	575	T			R 1658	R 1657							
						T			U 398								
						T					C 2774	C 2774	C 2774				

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
HIGHWAY PROGRAM**

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS														
						STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED				
						FUNDS	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS			
URBAN PROJECTS																				
SR 1708 (FIRETOWER ROAD) PITT	U-5870 DIV	SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	2.2	24206	450	T	R	6200												
						T		C	5852	C	5852	C	5852							
PLANNING/DESIGN IN PROGRESS																				
SR 1708 (FIRETOWER ROAD) PITT	U-5785 DIV	NC 43 (CHARLES BOULEVARD) TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	0.6	7233	1000	T	R	1673												
						T		C	1520	C	1520	C	1520							
PLANNING/DESIGN IN PROGRESS																				
SR 1713 (LAURIE ELLIS ROAD) PITT	U-5921 DIV	NC 11 TO SR 1149 (MILL STREET). CONSTRUCT CONNECTOR ON NEW LOCATION.	0.3	1543	1543															
UNDER CONSTRUCTION																				
GREENVILLE PITT	U-5952 REG	GREENVILLE SIGNAL SYSTEM.	25	8573		STBG										U	100			
						STBG										C	8473			
BRIDGE PROJECTS																				
US 13 PITT	B-4786 REG	REPLACE BRIDGE 730038 OVER TAR RIVER.		9330	330	NHPB	R	1000												
						NHPB			C	2667	C	2667	C	2666						
NC 33 PITT	B-5418 REG	REPLACE BRIDGE 730050 OVER JOHNSON MILL RUN.		1267	1267															
BRIDGE PURCHASE ORDER CONTRACT (DPOC): UNDER CONSTRUCTION																				
SR 1715 (JACK JONES ROAD) PITT	B-4603 DIV	REPLACE BRIDGE 730029 OVER FORK SWAMP.		1134	144	STPOFF			R	90										
						STPOFF						C	900							

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
HIGHWAY PROGRAM**

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS
BRIDGE PROJECTS																	
VARIOUS	BD-5102	DIVISION 2 PURCHASE ORDER CONTRACT		12451	12451												
BEAUFORT	DIV	BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.															
CARTERET																	
CRAVEN																	
GREENE																	
JONES																	
LENOIR																	
PAMLICO																	
PITT																	
UNDER CONSTRUCTION - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																	
GREENVILLE (KING GEORGE ROAD) PITT	B-5100	REPLACE BRIDGE 730421 OVER MEETING HOUSE BRANCH.		1096	1096												
CITY OF GREENVILLE - MUNICIPAL BRIDGE: UNDER CONSTRUCTION																	
MITIGATION PROJECTS																	
VARIOUS	EE-4902	ECOSYSTEMS ENHANCEMENT PROGRAM FOR DIVISION 2 PROJECT MITIGATION.		755	755												
BEAUFORT																	
CARTERET																	
CRAVEN																	
GREENE																	
JONES																	
LENOIR																	
PAMLICO																	
PITT																	
IN PROGRESS																	

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
NON HIGHWAY PROGRAM**

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS	
							STATE TRANSPORTATION PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027		
AVIATION PROJECTS																		
PITT - GREENVILLE AIRPORT (PGV) PITT	AV-5861 REG	CONSTRUCT VISUAL NAVAIDS.		352		L T											C 52 C 300	
PITT-GREENVILLE AIRPORT (PGV) PITT	AV-5810 REG	T-HANGAR SITE PREPARATION AND ACCESS ROAD.		630		O T											C 330 C 300	
OTHER FUNDS ARE AIRPORT FUNDS																		
PITT-GREENVILLE AIRPORT (PGV) PITT	AV-5864 REG	AIRFIELD DRAINAGE IMPROVEMENTS.		750		L T											C 450 C 300	
PITT-GREENVILLE AIRPORT (PGV) PITT	AV-5865 REG	CONSTRUCT AIRFIELD EMERGENCY ACCESS ROAD.		660		L T											C 360 C 300	
PITT-GREENVILLE AIRPORT (PGV) PITT	AV-5807 REG	APRON EXPANSION - DESIGN AND CONSTRUCTION FOR AIR CARRIER RAMP.		300		T							C 300					
BICYCLE AND PEDESTRIAN PROJECTS																		
GREENVILLE PITT	EB-5618 TRN	PROVIDE PEDESTRIAN CROSSWALK IMPROVEMENTS AT MULTIPLE INTERSECTIONS.	1	750	750													
UNDER CONSTRUCTION BY CITY OF GREENVILLE																		
GREENVILLE PITT	EB-4996 TRN	GREEN MILL RUN GREENWAY, CHARLES BOULEVARD TO EVANS PARK. CONSTRUCT GREENWAY.		1631	1631													
UNDER CONSTRUCTION																		
GREENVILLE PITT	EB-5539 TRN	SOUTH TAR RIVER GREENWAY. PHASE 3: PITT STREET TO NASH STREET. CONSTRUCT GREENWAY USING EXISTING SIDEWALKS, ROADS AND ON NEW LOCATION ALONG THE RIVER.		2693	965	DP L TAP	C 660 C 165 C 903											
GREENVILLE PITT	EB-5846 DIV	TOWN COMMON AT SR 1531 (GREENE STREET) TO RIVER PARK NORTH. CONSTRUCT GREENWAY.	1.09	2520		L L TAP TAP							R 4 R 16 C 2000		C 500			

DIV - Division Category	EX - Exempt Category
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COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO
SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

RESOLUTION NO. 2017-01-GUAMPO
ADOPTING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2018-2027

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

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

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

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

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

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

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

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area adopts the FY 2018-2027 Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization.

This 23rd day of August 2017

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda J. Braddy, Secretary



Attachment 5b

Transportation Advisory Committee

Action Required

August 8, 2017

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

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

Discussion: The 2014-2040 MTP was originally adopted on August 5, 2014, and updated on October 4, 2016. Recent developments in local transportation projects and the commitment by GUAMPO to providing safe and effective transportation to its citizens, has necessitated an update to the long range vision as presented in the MTP. As such the following projects are proposed for addition to the MTP:

Highway

- NC43/Charles Blvd, from Greenville Blvd to Bells Fork Rd – Modernize
- Firetower Rd, from Charles Blvd to include the Turnbury Drive and Bells Fork/Kittrell Drive (quadrant loop) – Capacity Improvements
- Evans St, from Red Banks Rd to 5th St – Modernize
- 14th St, Greenville Blvd to Elm St - Upgrade/Modernize
- US13/Dickinson Ave, from Memorial Dr to Davenport Farm Rd –Upgrade/ Modernize
- Thomas Langston Rd, from NC11 to Davenport Farm Rd – Upgrade/Modernize
- 10th St, from Oxford Rd to Evans St – Modernize
- NC43 South, from Worthington Rd to MPO Boundary (Lester Mills Rd)* –Upgrade
- NC33, from Blackjack-Simpson Rd to MPO Boundary – Upgrade*
- NC43, from US264 to the MPO Boundary – Upgrade*

**Project extends outside the MPO Boundary; MPO only be responsible for section within MPO*

Greenway/Bicycle/Pedestrian and other Local projects

- Worthington Rd, from Old Tar Rd to the Christ Covenant School on Worthington Rd
- Fork Swamp Canal Greenway, from Worthington Rd to Vernon White Rd

To adhere to the limitations established by the MTP's fiscal constraint requirements, the following projects are recommended for removal from the MTP:

- NC11, from US264 to US64 – Upgrade to Interstate
- NC903, from NC11 to the Greene Co. line - Modernization

These changes adheres to the limitations established by the MTP's fiscal constraint requirement. MPO staff advertised a public comment period for at least 45 days, from July 3rd, 2017 to August 17th, 2017. Any comments received will be attached to this agenda item.

Action Needed: TCC recommend TAC adopt resolution 2017-02-GUAMPO to modify the 2014-2040 MTP as described above.

Attachments:

Modified fiscally-constrained transportation project table.

Map of proposed modifications.

Resolution 2017-02-GUAMPO, modifying the MTP as describe above.

Comments received during public comment period.

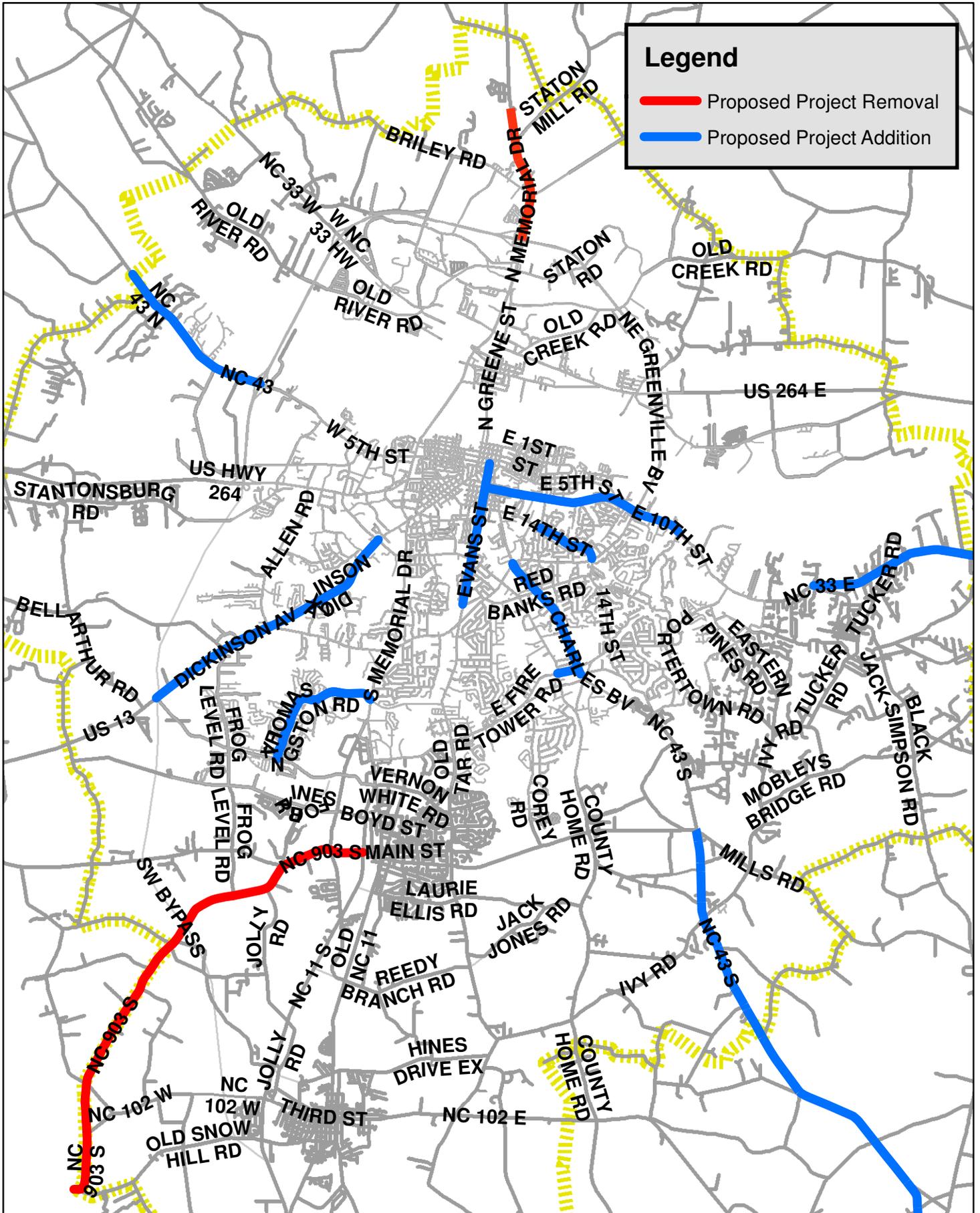
Roadway Projects Expected to Be Funded in 2014-2040

TIP Project ID No.	Project Description	From	To	Estimated year of project	Cost Estimate Year of Expenditure (\$K)
U-3315	Tenth Street Connector	Memorial Drive	Tenth Street	2015	51,798
U-5606	Dickinson Ave modernization	NC11	Reade Circle	2016	8,653
R-2250	Southwest Bypass	US 264	NC 11 Ayden	2018	271,367
U-5952	Signal System hardware upgrade/replacement			2019	9,733
U-2817	Evans Street/Old Tar Road widening	US 264A Greenville Blvd	SR 1711 Worthington Rd	2022	33,021
U-5919	Boyd St modernization (Winterville)	NC11	Railroad St	2023	2,373
U-5921	Laurie Ellis Road-NC 11 Connector, Winterville	Mill Street	NC 11	2024	2,165
U-5006	Fire Tower Road extension to SW Bypass	NC 11	SW Bypass	2024	21,706
	NC 33/10th Street	Oxford Road	Evans Street	2025	32,862
U-5785	Fire Tower Road Phase 3 widening	NC 43	Fourteenth St.	2026	7,174
	NC 43 South Widening	Worthington Street	MPO Boundary	2026	41,820
	NC 43/Charles Boulevard	Greenville Boulevard	Bells Fork Road	2026	4,800
	Firetower Road	NC 43/Charles Boulevard	Turnbury Drive	2027	4,800
U-5875	Allen Road Widening	US 264 (Stantonsburg Road)	US 13	2027	23,578
	Evans Street	SR 1155 (Red Banks Rd)	10th Street	2028	27,276
	NC11 -- construct to interstate standard	SW Bypass	Littlefield Rd	2029	49,353
FS-1002B	Greenville Boulevard modernization/improvements	NC 11	US264 East	2029	71,968
	14th Street	Greenville Boulevard	Elm Street	2030	6,947
	Dickinson Avenue	NC 11/Memorial Dr	US 264/SR 1203 (Allen Rd)	2030	29,713
	Frog Level Road (SR 1127) modernization	US 13	NC 903	2031	46,649
U-5917	Fourteenth Street (SR 1703 and SR 1704)	Red Banks Road	Fire Tower Road	2032	18,463
U-5870	Fire Tower Road Phase 4 and Portertown Rd	Fourteenth Street	NC-33 East	2033	34,341
U-5991	NC 43 South Widening	Bells Fork Plaza	Worthington Road	2034	47,068
	Thomas Langston Road	NC 11/Memorial Dr	SR 1128 (Davenport Farm Rd)	2035	38,089
U-5953	NC102 turn lanes into Ayden Elementary School	Jolly Road	Ayden Middle School Rd	2036	8,497
R-3407	NC-33 widening, Greenville to Tarboro	US 264	MPO Boundary	2036	29,275
	Arlington Blvd Corridor Management	Old Firetower Rd	NC43/W. 5th St	2038	32,322
	US264 -- construct to interstate standard	SW Bypass	MPO Boundary	2039	38,450
	Jolly Rd modernization	NC11	NC102	2040	8,816
	NC 33 East Widening	Blackjack Simpson Road	MPO Boundary	2040	22,312
	NC 43 North Widening	US 264	MPO Boundary	2040	16,874
Greenway/Bicycle/Pedestrian and other Local projects					
EB-4996	Green Mill Run Greenway	Charles Blvd	Evans Park	2014	1,541
EB-5539	South Tar River Greenway, Phase 3	Pitt St	Moye Blvd	2014	2,120
EB-5618	Pedestrian Crosswalk improvements	intersections throughout City	of Greenville	2015	811
	NC102 pedestrian enhancements in Ayden	NC11	Lee St	2019	365
	Bike/Ped Bridge over Tar River	River Park North	Town Common	2019	1,582
	Worthington Rd	SR 1700 (Old Tar Rd)		2021	411
	Forkswamp Canal Greenway	Worthington Rd	Vernon White rd	2021	2,000
	Ange St sidewalks (Winterville)	Cooper St	Laurie Ellis Rd	2023	285
	South Tar River Greenway, Phase 2	existing S. Tar River trail	near cemetary on NC33	2025	4,618
EB-5846	Town common to River Park north trail	River Park North	Town Common	2031	4,052
	Tar River to Hardee Creek	S.Tar River Ph2 trail	NC33 int. w/Bell's Branch	2033	2,107
	Throughout MPO- Various sidewalk, pedestrian, and greenway projects	varies	varies	2014-2040	13,862
B-5100	King George Road Bridge #421	replace bridge #421		2015	797
	Oxford Road Bridge #419	replace bridge #419		2020	1,217
	Throughout MPO - Various Bridge replacment projects	varies	varies	2014-2040	41,587
	Throughout MPO - Safe Routes-to-School projects	varies	varies	2014-2040	2,079
	Other locally-funded roadway projects	varies	varies	2014-2040	27,725
	Intersection projects (various--refer to text)	varies	varies	2014-2020	27,725
	Throughout MPO - Various Rail projects	varies	varies	2014-2040	11,000
				Total:	\$ 1,188,146

Unfunded Roadway Projects

TIP Project ID No.	Project Description	From	To	2014 cost (\$K)
	US13/NC11 (Memorial Dr north) -- construct to interstate standard	US264	Allpine-Taylor Rd	2034 97,968
	NC 903 modernization	NC 11	MPO Boundary	2037 55,394
	Forlines Rd Widening	NC 11	SW Bypass	23,949
	Ivy Road, Tucker Road, Ayden Golf Club Rd	NC-102	NC33 East/E. 10th St	26,277
	Allen Road Extension	MacGreggor Downs Road	NC 43	4,328
	Brownlea Drive Extension	Tenth Street	Fourteenth Street	1,808
	Dickinson Avenue Widening	Memorial Drive	Arlington Blvd	4,234
	Dickinson Avenue Widening	Arlington Blvd	Speight Seed Farm Road	40,369
	Reedy Branch Rd/Jack Jones Rd/SR 1725 Improvements and Connections, Winterville	NC 11	County Home Road	17,654
	Fourteenth Street Widening	Charles Blvd	Elm Street	5,617
	Main Street/Worthington Road Connector	Main Street	Worthington Road	7,383
	Juanita Avenue Extension, Ayden	Snow Hill Road	Weyerhaeuser Road	6,873
	Mill Street/Old NC 11 Widening, Winterville	NC 11 (Winterville Pkwy)	SR 1131 Reedy Branch Road	21,809
	Arlington Blvd Widening	Stantonsburg Rd	Greenville Blvd	33,254
	County Home Road Widening	Firetower Rd	Worthington Road	18,217
	Hines Rd Extension	NC 11	Juanita Ave	2,612
	Mobely Bridge Rd Extension	NC 43 South	Ivy Rd	5,521
	Southeast Bypass	NC 11	US 264 East	177,743
	Ayden Southern Loop (Ayden)	Weyerhaeuser Rd	Ayden Golf Club Rd	6,536
	Signature Drive	NC 43	County Home Road	1,711
	Frontgate Drive Extension	End of Pavement	Thomas Langston Rd	3,175
	Northeast Bypass	US 264	NC33 East	139,101
	Reedy Branch Rd Extension	NC 11	Reedy Branch Rd	2,093
				Totals: \$ 703,624

2017 MTP Fiscally Constrained Projects Update: Projects Added or Removed from MTP for P5.0



**RESOLUTION NO. 2017-02-GUAMPO
ADOPTING MODIFICATIONS TO THE GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION 2014-2040 METROPOLITAN
TRANSPORTATION PLAN (MTP)**

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

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

WHEREAS, the modifications involve removal of three projects:

- NC11, from US264 to US64 – Upgrade to Interstate
- NC903, from NC11 to the Greene Co. line – Modernization

and the addition of the following projects:

- NC43/Charles Blvd, from Greenville Blvd to Bells Fork Rd – Capacity Improvements
- Firetower Rd, from Charles Blvd to include the Turnbury Drive and Bells Fork/Kittrell Drive (quadrant loop) – Capacity Improvements
- Evans St, from Red Banks Rd to 5th St – Modernize
- 14th St, Greenville Blvd to Elm St - Upgrade/Modernize
- US13/Dickinson Ave, from NC 11 (Memorial Dr) to Davenport Farm Rd/SW Bypass –Upgrade/ Modernize
- Thomas Langston Rd, from NC11 to Davenport Farm Rd – Upgrade/Modernize
- 10th St, from Oxford Rd to Evans St – Modernize
- NC43, from Worthington Rd to MPO Boundary – Capacity Improvements
- NC33, from Blackjack-Simpson Rd to MPO Boundary – Upgrade/Modernize
- NC43, from US264 to the MPO Boundary - Upgrade/Modernize
- Worthington Rd, from Old Tar Rd to the Christ Covenant School on Worthington Rd – Bike/Ped Improvements
- Fork Swamp Canal Greenway, from Worthington Rd to Vernon White Rd

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

NOW THEREFORE, BE IT RESOLVED that the Metropolitan Planning Organization Transportation Advisory Committee hereby adopts the modifications to the 2014-2040 Metropolitan Transportation Plan.

This 23rd day of August 2017.

Chairperson
Transportation Advisory Committee
Greenville Urban Area

Amanda Braddy, Secretary



Attachment 5c

Technical Coordinating Committee

Action Required

August 8, 2017

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Adopt list of candidate transportation projects, including new proposed transportation projects and deletions to existing projects.

Purpose: Adopt list of candidate SPOT 5.0 list of transportation projects, including new proposed transportation projects and deletion to existing projects.

Discussion: NCDOT has prepared a draft timeline for the next 2-year project prioritization cycle. They refer to this as "prioritization 5.0" ("P5.0" for short), representing the 5th cycle that the State has implemented their transparent prioritization process, relying heavily on quantitative data.

In August/September of 2017, MPO's will be required to provide modifications of existing (previously submitted) projects and submit new candidate projects. New projects must be in the MPO's adopted long range plan, referred to as the Metropolitan Transportation Plan (MTP) or the MPO's adopted Comprehensive Transportation Plan Highway Map.

The following is a slightly refined version of the list of changes/new projects previously provided to TCC/TAC at the May/June 2017 MPO meetings. Changes have incorporated any direction staff has received.

Proposed/Potential NEW Projects

Highway

- NC 43/Charles Blvd, from Greenville Blvd to Bells Fork Rd – Access Management
- Evans St, from Red Banks Rd to 5th St – Modernize
- 14th St, Greenville Blvd to Elm St - Upgrade/Modernize
- US 13/Dickinson Ave, from NC 11 (Memorial Dr) to Davenport Farm Rd –Upgrade/Modernize
- Thomas Langston Rd, from NC 11 to Davenport Farm Rd – Upgrade/Modernize
- 10th St, from Oxford Rd to Evans St – Modernize
- NC 43 South, from Worthington Rd to MPO Boundary (Lester Mills Rd)*
- NC 33, from Blackjack-Simpson Rd to MPO Boundary – Upgrade*
- County Home Rd and Worthington Rd– Intersection Improvements
- Stantonsburg Rd, from B's Barbeque Rd to NC 11 (Memorial Dr) -- Modernize
Project extends outside the MPO Boundary; MPO only be responsible for section within MPO

Greenway/Bicycle/Pedestrian and other Local projects

- Worthington Rd, from Old Tar Rd to the Christ Covenant School on Worthington Rd –

- Fork Swamp Canal Greenway, from Worthington Rd to Vernon White Rd
- Juanita Ave, from Sunset Dr to Lee St
- City of Greenville Sidewalk Projects (Memorial Dr, Charles Blvd, Evans St, and Greenville Blvd)

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

1. NC43, from Firetower Rd to Worthington Rd, widening and improvement **(Highway)**
2. NC102 – Construct right turn lane on NC102 into Ayden Elementary School **(Highway)**
3. Greenville signal system upgrade Citywide **(Highway)**
4. NC 33, from NC 222 at Belvoir to US 264 bypass – Widening **(Highway)**

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

Staff-recommended project deletions

1. Boyd Street – NC11 to Railroad Street **(Highway)**
 - Project is not subject to reprioritization (Under Construction)
2. Arlington Boulevard - NC43 (W. 5th) Street to Old Firetower Road **(Highway)**
 - Project proposed for removal from Prioritization
3. NC903 – NC11 to Greene County line **(Highway)**
 - Project proposed for removal from Prioritization
4. SR 1713 (Laurie Ellis Road Ext)– NC11 to Mill Street **(Highway)**
 - Project not subject to reprioritization (Under Construction)

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

ALL MPO-MEMBER MUNICIPALITIES MUST PROVIDE MPO STAFF WITH COSTS ESTIMATES OF THEIR BIKE/PED/GREENWAY PROJECTS.

MPO staff advertised a 30-day public comment period, starting on July 3, 2017. On August 3, 2017, MPO staff conducted a public input session at Sheppard Memorial Library. Written comments received are attached to this agenda item.

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

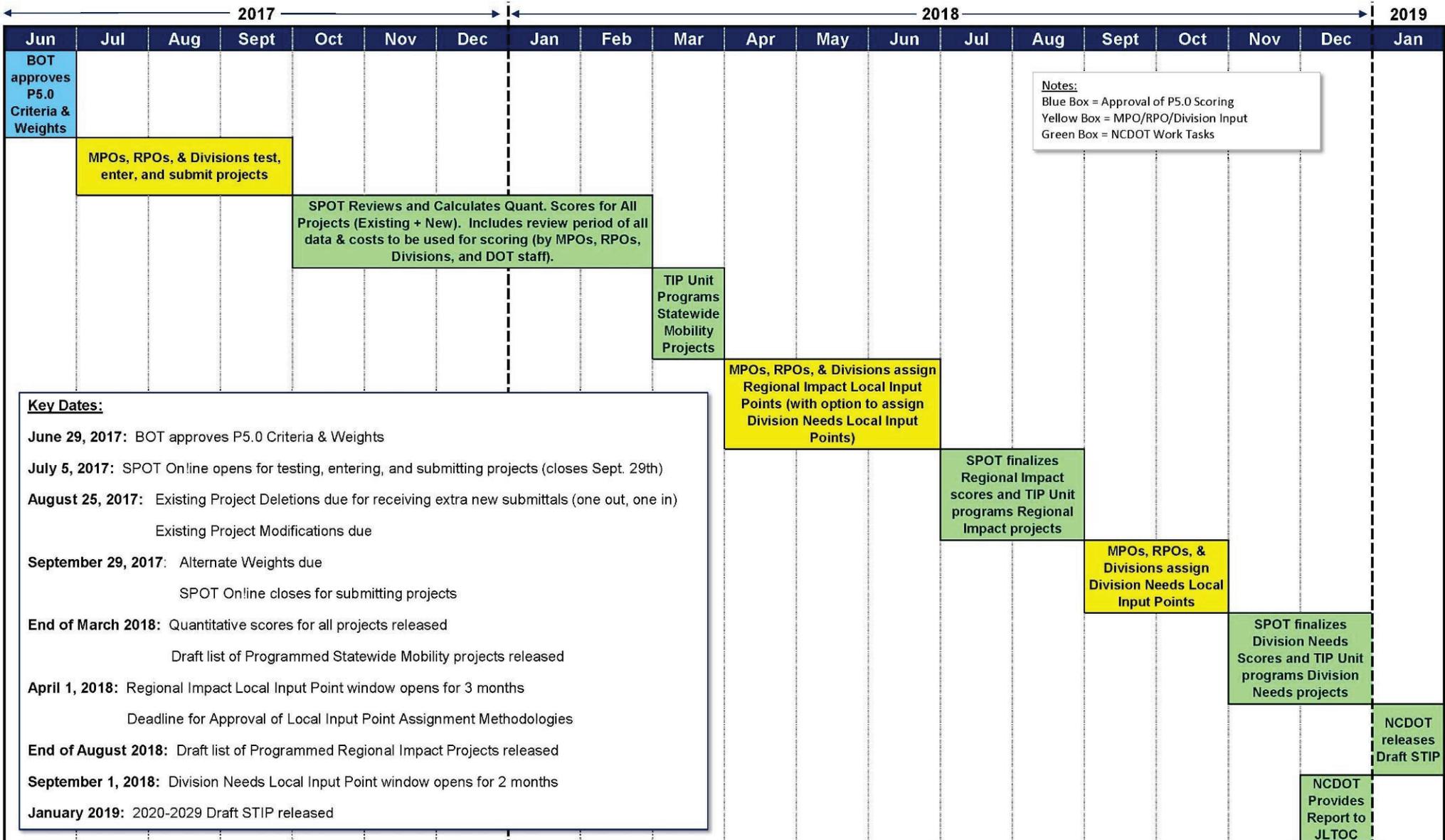
Attachments:

- Public comments received and documentation
- Draft prioritization 5.0 timeline
- Draft Regional and Division project lists
- Resolution 2017-03-GUAMPO, Identifying candidate projects to be submitted to the NCDOT as a part of the Greenville Urban Area MPO 2017-2018 Priority Transportation Improvement projects list

P5.0 Schedule

Prioritization 5.0 Schedule

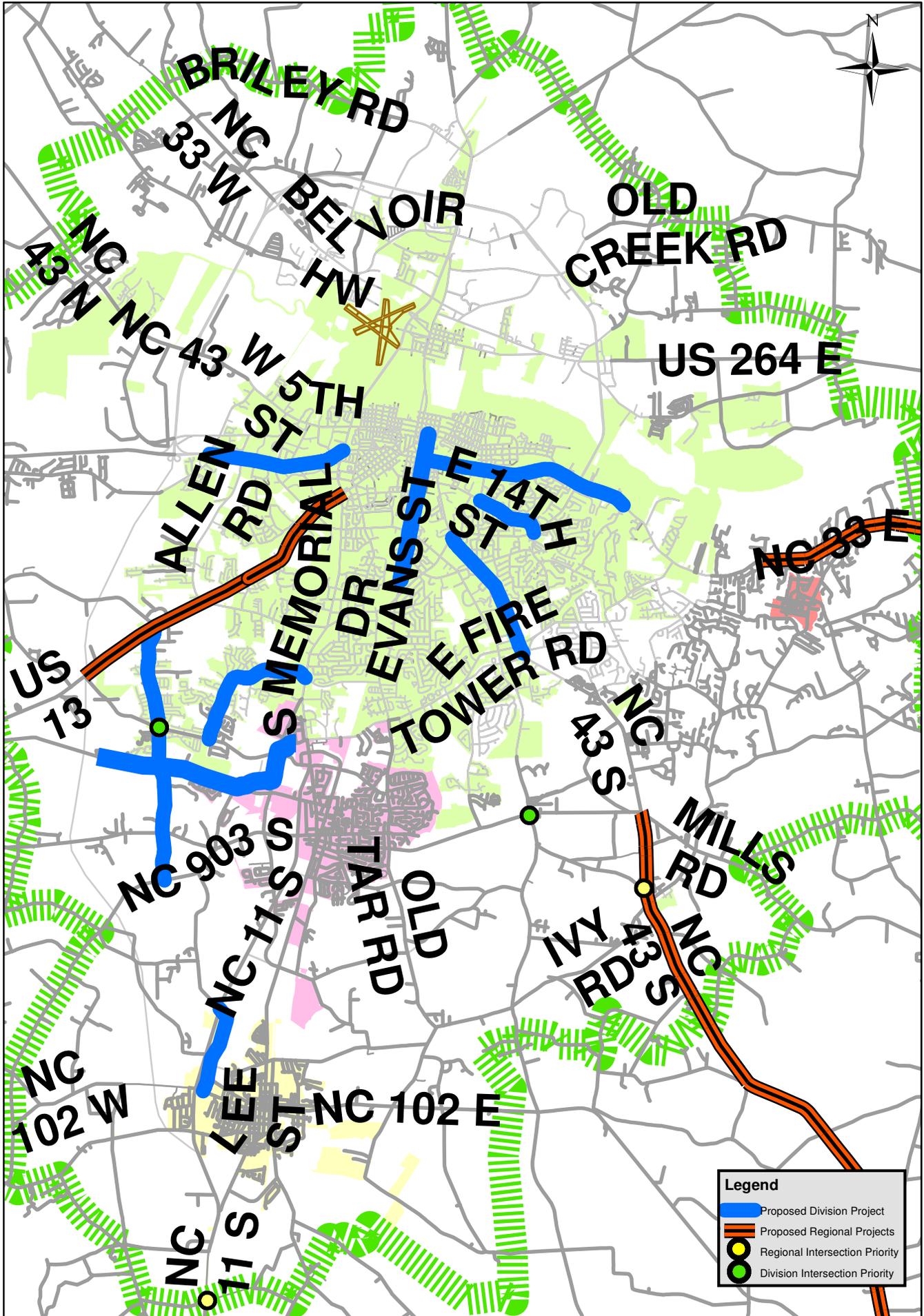
May 23, 2017



SPOT ID	Mode	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type
B140603	BikePed	Division Needs	SR 1712 Ange St	Primrose Lane	Windmill Drive	Construct sidewalk. Construct associated signing and marking, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction.	5. Protected Linear Pedestrian Facility (Pedestrian)
B140682	BikePed	Division Needs	S. Tar River Greenway Ph2	Green Mill -South Tar Connector Greenway	Near Cemetery on NC33 (Eastside Park)	Design and Construct the S. Tar River Greenway, Phase 2, from existing Green Mill/South Tar Connector Greenway to City property (Eastside Park) near cemetery on NC33, including Tar River to Hardee Creek and other neighborhood connectors	1. Off-Road/Separated Linear Bicycle Facility (Bicycle)
B150334	BikePed	Division Needs	South Tar River Greenway, Phase 3B	Terminus of Phase3A near Nash St	Moye Blvd/ Veteran's Administration bldg	Construct greenway from terminus of phase 3A near Nash St to Moye Blvd. adjacent to Veteran's Administration clinic.	1. Off-Road/Separated Linear Bicycle Facility (Bicycle)
B150736	BikePed	Division Needs	NC 102	NC11	SR 1149 (Lee St)	Construct new sidewalk and remove and replace existing sidewalk (and curb and gutter, as needed) along north side of NC102. Construct new handicapped accessible curb ramps as needed. Install and mark high visibility crosswalks throughout project extents. Install pedestrian-related signage.	5. Protected Linear Pedestrian Facility (Pedestrian)
New	BikePed	Division Needs	SR 1711 (Worthington Rd)	SR 1700 (Old Tar Rd)		Construct sidewalks and protected bike lanes down roughly 1,600 ft (to Christ Covenant School); curb & gutter section	1. Off-Road/Separated Linear Bicycle Facility (Bicycle)
New	BikePed	Division Needs	Forkswamp Greenway	SR 1711 (Worthington Rd)	SR 1130 (Vernon White Rd)	Design and construct greenway along Forkswamp Canal	1. Off-Road/Separated Linear Bicycle Facility (Bicycle)
New	BikePed	Division Needs	Juanita Avenue	Lee Street	Sunset Drive	Construct sidewalk along Juanta Avenue connecting existing sidewalk along Juanita Avenue to Lee street	5. Protected Linear Pedestrian Facility (Pedestrian)
hh	BikePed	Division Needs	NC11 (Memorial Dr)	SR 1128 (Davenport Farm Rd)	NC43 (W. 5th St)	Construct contnious curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks)	5. Protected Linear Pedestrian Facility (Pedestrian)
New	BikePed	Division Needs	NC43/SR 1707 (Charles Blvd)	Signature Dr	SR 1598 (10th St)	Construct contnious curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks)	5. Protected Linear Pedestrian Facility (Pedestrian)
New	BikePed	Division Needs	SR 1702 (Evan's St)	SR 1703 (14th St)	US264-A (Greenville Blvd)	Construct contnious curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks)	5. Protected Linear Pedestrian Facility (Pedestrian)
New	BikePed	Division Needs	US264-A (Greenville Blvd)	US264-A (Sunchase)	US13 (Dickinson Ave)	Construct contnious curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks)	5. Protected Linear Pedestrian Facility (Pedestrian)
H090510	Highway	Division Needs	SR 1708 (New Route - Firetower Road Extension)	Proposed Greenville Southwest Bypass	NC 11/903	Construct Multi-Lanes, Part on New Location	6 - Widen Existing Roadway and Construct Part on New Location
H090591	Highway	Division Needs	SR 1127 (Frog Level Road)	US 13 (Dickinson Avenue)	NC 903	Modernize roadway by widening existing lane width to proper standard and add Continuous 2 Way Left Turn Lane	1 - Widen Existing Roadway
H141004	Highway	Regional Needs	NC 11	SR 1108 (Littlefield Rd)		Upgrade at-grade intersection	10 - Improve Intersection
H140563	Highway	Division Needs	SR 1120 (Jolly Road)	NC11	NC102	Modernize roadway to meet tolerable lane width requirements, provide bicycle and pedestrian facilities	16 - Modernize Roadway
H150417	Highway	Regional Needs	NC 43	SR 1737 Edward's Farm Rd		Construct right turn lane and left turn lane on NC 43 at the intersection with SR 1737 Edward's Farm Rd	10 - Improve Intersection
H150722	Highway	Division Needs	SR 1127 (Frog Level Rd)	SR 1128 Davenport Farm Rd		Construct roundabout at the intersection of SR 1127 and SR 1128	10 - Improve Intersection
New	Highway	Regional Needs	NC 43 (Charles Blvd)	Greenville Blvd	SR 1729 (Bells Fork Rd)	Construct medians, sidewalk, protested bike lanes, bus pull out bays, and stormwater improvements	11-Access Management
New	Highway	Division Needs	SR 1702 (Evans St)	SR 1155 (Red Banks Rd)	W 5th St	Construct medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane additions	11-Access Management
New	Highway	Division Needs	SR 1703 (14th Street)	Greenville Blvd	Elm Street	Improved 2-lane section and applicable turn lanes; construct curb & gutter, protected bike lanes, and sidewalks	16 - Modernize Roadway
New	Highway	Regional Needs	US 13 (Dickinson Ave)	NC 11 (Memorial Dr)	Greenville SW Bypass	Construct medians, sidewalks, protected bike lanes, intersection capacity improvement/turn lane additions	11-Access Management
New	Highway	Division Needs	SR 1134 (Thomas Langston Rd)	NC 11 (Memorial Dr)	SR 1128 (Davenport Farm Rd)	Widen from 2 to 4-lane divided , protected bike lane, sidewalk, and intersection capacity impovements	1 - Widen Existing Roadway
New	Highway	Regional Needs	NC 33 (10th St)	Oxford Rd	SR 1702 (Evans St)	Construct medians, sidewalks on each side, and protected bike lanes	11-Access Management
New	Highway	Regional Needs	NC43 South	SR 1711 (Worthington Rd)	US17	Widen from 2 to 4-lane divided with partial access control and intersection capacity improvements	2 - Widen Existing Roadway
New	Highway	Regional Needs	NC33	SR 1755 (Blackjack-Simpson Rd)	SR 1565 (Grimesland Bridge Rd)	Widen from 2 to 4-lane divided with partial access control and intersection capacity improvements	2 - Widen Existing Roadway
New	Highway	Division Needs	SR 1725 (County Home Rd)	SR 1711 (Worthington Rd)		Construct intersection improvements (roundabout) at the intersection of County Home Rd and Worthington Rd	10 - Improve Intersection
New	Highway	Division Needs	SR 1200 (Stantonsburg Rd)	SR 1204 (B's Barbeque Rd)	NC 11 (Memorial Dr)	Construct medians, sidewalks on each side, and protected bike lanes	11-Access Management

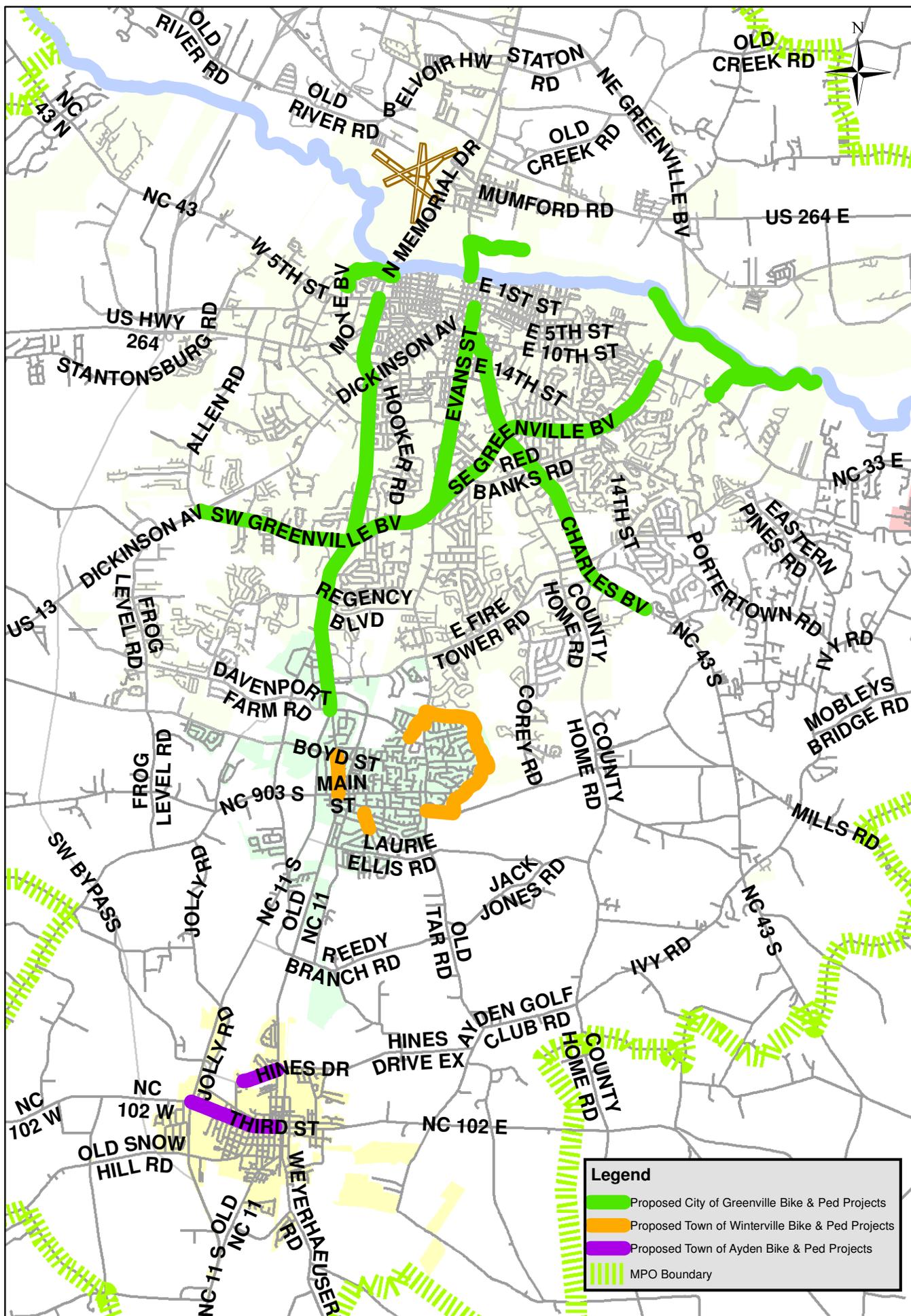
Greenville Urbanized Area Transportation Improvement Priorities 2017/2018

Potential Highway Projects



Greenville Urbanized Area Transportation Improvement Priorities 2017/2018

Potential Bike & Pedestrian Projects



RESOLUTION NO. 2017-03-GUAMPO
RESOLUTION IDENTIFYING CANDIDATE TRANSPORTATION IMPROVEMENT PROJECTS
FOR THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S
2017-2018 PRIORITY TRANSPORTATION IMPROVEMENT PROJECTS LIST
TO BE SUBMITTED TO THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION (NCDOT)

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization developed an online survey and held a public informational meeting on August 3rd, 2017 along with a greater than 30-day comment period to receive citizens' input on the MPO's unfunded transportation project priorities; and

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 23rd day of August, 2017 to consider candidate transportation improvement projects;

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

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

2017-2018 CANDIDATE TRANSPORTATION IMPROVEMENT PROJECTS
DIVISION LEVEL - BICYCLE AND PEDESTRIAN PROJECTS

1. **SOUTH TAR RIVER PHASE 2 AND TAR RIVER TO HARDEE CREEK** - Construct new bicycle path from new recreational area purchased by the City near the cemetery on NC33 to the trail head for the connector trail running south to the Green Mill Run Greenway, including the Tar River to Hardee Creek and other neighborhood connectors.
2. **ANGE ST (SR 1712)** - construct sidewalk on east side of roadway from Primrose Lane to Blount St, and west side of roadway from Blount St to Sylvania St. Sign and mark crosswalk.
3. **NC102 - NC11 TO Lee St (SR 1149)** - sidewalk construction + replacement; construct pedestrian refuge island; signage, marking, and crossing improvements throughout corridor.
4. **SOUTH TAR RIVER PHASE 3, SECTION B** - From near NC11 to Moyer Blvd.
5. **WORTHINGTON RD (SR 1711)** – Construct sidewalk roughly 1,800 feet from Old Tar Rd on south side of roadway connecting to Christ Covenant School.
6. **FORK SWAMP CANAL GREENWAY** – Construct greenway along Fork Swamp Canal connecting Worthington Rd and Vernon White Rd
7. **VARIOUS GREENVILLE URBANIZED AREA SIDEWALK PROJECTS**

HIGHWAY IMPROVEMENTS

(see attached spreadsheets)

Adopted August 23, 2017.

ATTEST:

Amanda J. Braddy, TAC Secretary

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO



Attachment 5d

Technical Coordinating Committee

No Action Required

August 8, 2017

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

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

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

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

For this MPO, there will be:

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

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

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

Eligible Criteria	Quantitative	Qualitative
	Benefit-Cost	Project in adopted plan
	Safety	Environmental status
	Economic Competitiveness	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)		

The MPO adopted new criteria during the P4.0 cycle creating a more transparent and public friendly. It is the staff's recommendation that the MPO adopt the same methodology used during the P4.0 prioritization cycle.

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

As a reminder, NCDOT's DEFAULT Criteria:

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

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

Highway projects

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

- **70% quantitative data (NCDOT):** Benefit/Cost=20%, Congestion=20%, Safety=10%, Accessibility/Connectivity=10%, Freight =10%

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

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

The MPO must have and adopt a local methodology prior to April 1, 2018.

Action Needed: Discuss local methodology for TAC's consideration.

Attachments:

Current MPO prioritization scoring methodology.

**Items highlighted in yellow are subject to change based on the approved NCDOT Quantitative scoring methodologies.*

Aviation Projects --regional

Aviation - REGIONAL PROJECT SCORING MPO ranking = 15% of total score		
Criteria	Measurement	Percent Weight
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

Rail - REGIONAL PROJECT SCORING MPO ranking = 15% of total score		
Criteria	Measurement	Percent Weight
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
- 10% 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

Transit - REGIONAL PROJECT SCORING MPO ranking = 15% of total score		
Criteria	Measurement	Percent Weight
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

Highway-DIVISION PROJECT SCORING (MPO score=25% of total score)		
Criteria	Measurement	Percent Weight
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

Transit Facility - DIVISION PROJECT SCORING		
Criteria	Measurement	Percent Weight
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

Bike/Ped - DIVISION PROJECT SCORING		
Criteria	Measurement	Percent Weight
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

Rail - DIVISION PROJECT SCORING MPO ranking = 25% of total score		
Criteria	Measurement	Percent Weight
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%

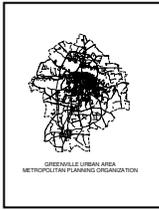
The Division-level Rail projects project scoring is based on the NCDOT data score and the consistency with the MPO's Long Range Transportation Plan. NCDOT's quantitative data score (for Division-level Rail projects) percentage calculations all add up to 50% of NCDOT's total score.

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 5e

Technical Coordinating Committee

Action Required

August 8, 2017

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Adoption of the Draft Comprehensive Transportation Plan (CTP) Highway Map

Purpose: To adopt the Greenville Area Metropolitan Planning Organization's Comprehensive Transportation Plan (CTP) Highway Map.

Discussion: In 2001, revisions were made to North Carolina General Statute 136-66.2 that were intended to expand current transportation planning in North Carolina to include consideration of non-roadway alternatives. The changes include the development of a Comprehensive Transportation Plan (CTP). The CTP is a long-term "wish-list" of recommended transportation improvements intended for an entire MPO planning area. It doesn't have a specific timeline, cost, or funding source. The plan is expected to be a living document that provides for inter-jurisdictional cooperation and planning. The CTP replaces the previously used thoroughfare plan model. The CTP shall be based on information such as population growth, economic conditions and prospects, and patterns of land development in and around municipalities. In the development of the CTP, consideration shall be given to all transportation modes including: street systems; transit alternatives; and bicycle, pedestrian, and operating strategies. The MPO may include projects in its CTP that are not included in a financially constrained plan (Long-Range Transportation Plan or LRTP) or are anticipated to be needed beyond the horizon year of a LRTP.

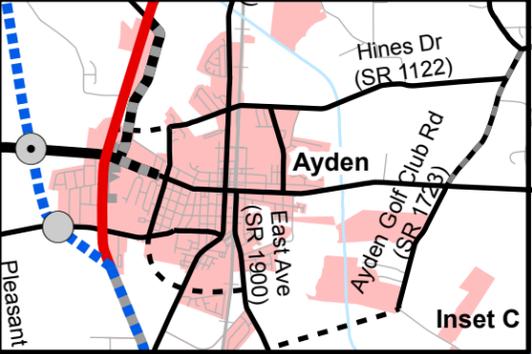
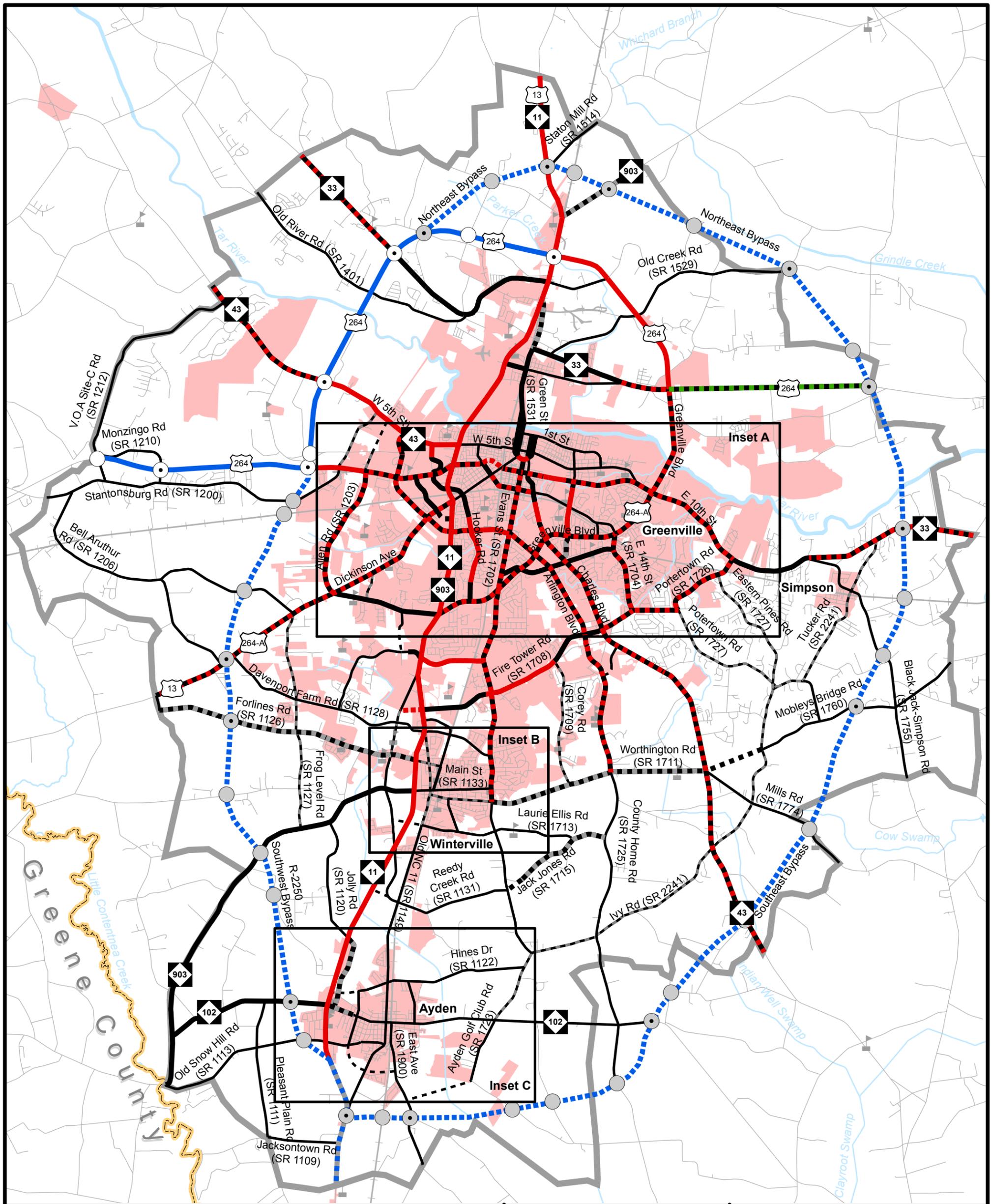
Each jurisdictional member of the MPO conducted a public hearing with regards to the Draft CTP Highway Map and a 30-day public comment period was conducted to allow for public review and comment.

The CTP was last amended on October 4, 2016. This plan includes the Highway Map only for the Greenville Urbanized Area. Development of a full CTP County wide is planned pending completion of the Travel Demand Model update.

Action Needed: TCC recommend TAC adopt Resolution 2017-04-GUAMPO, adopting the Comprehensive Transportation Plan.

Attachments:

- Proposed Comprehensive Transportation Plan (CTP) Highway Map
- Resolution 2017-04-GUAMPO



Freeways

- Existing
- Needs Improvement
- Recommended

Expressways

- Existing
- Needs Improvement
- Recommended

Boulevards

- Existing
- Needs Improvement
- Recommended

Other Major Thoroughfares

- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares

- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Proposed Interchange
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation



DRAFT

Base map date: 7/5/17

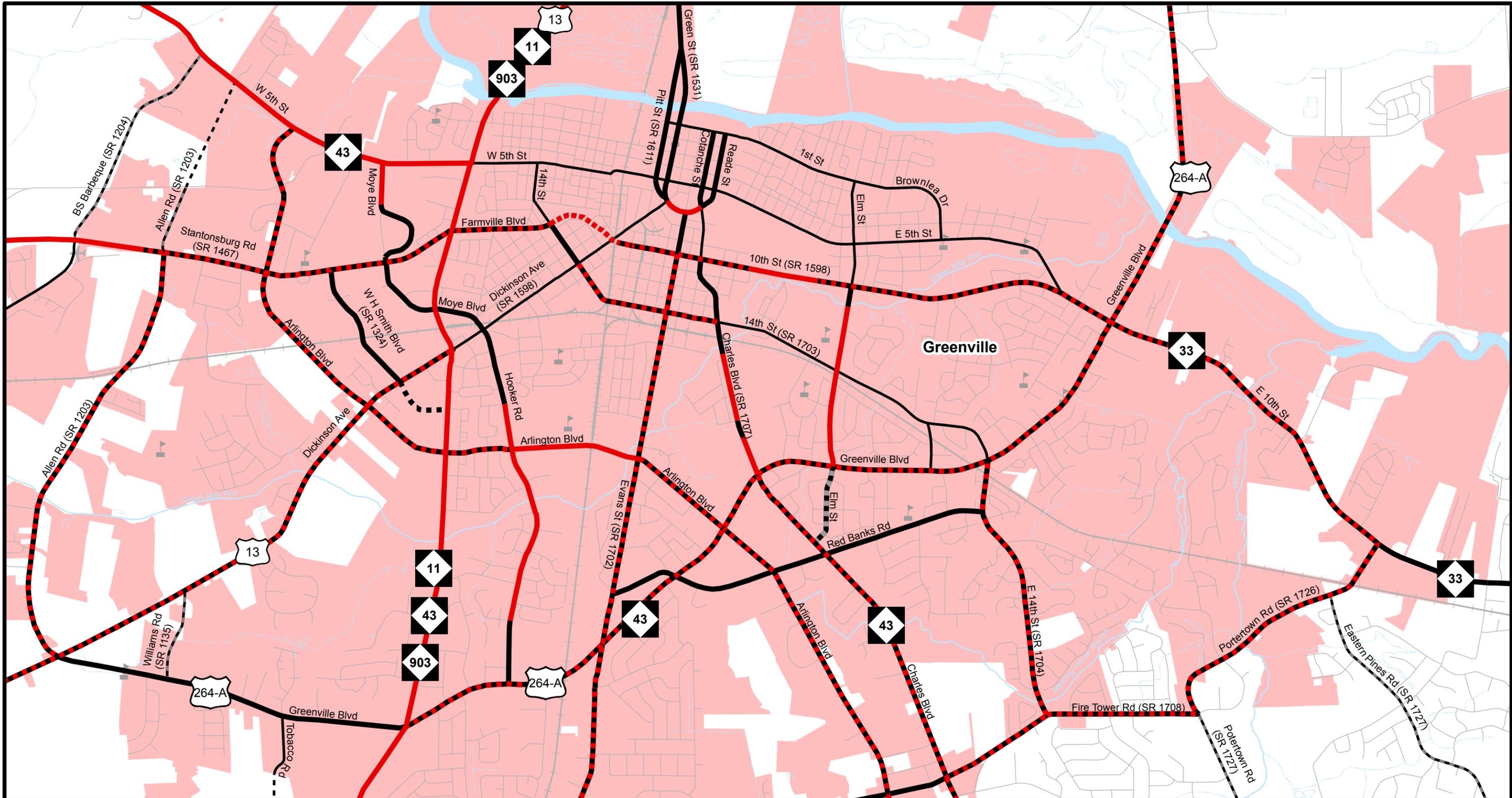
Refer to CTP document for more details

Highway Map



**Greenville
Urban Area MPO
Comprehensive
Transportation Plan**

Plan date: 39



Freeways

- Existing
- Needs Improvement
- Recommended

Expressways

- Existing
- Needs Improvement
- Recommended

Boulevards

- Existing
- Needs Improvement
- Recommended

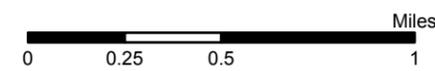
Other Major Thoroughfares

- Existing
- Needs Improvement
- Recommended

Minor Thoroughfares

- Existing
- Needs Improvement
- Recommended

- Existing Interchange
- Proposed Interchange
- Interchange Needs Improvement
- Existing Grade Separation
- Proposed Grade Separation



Inset A

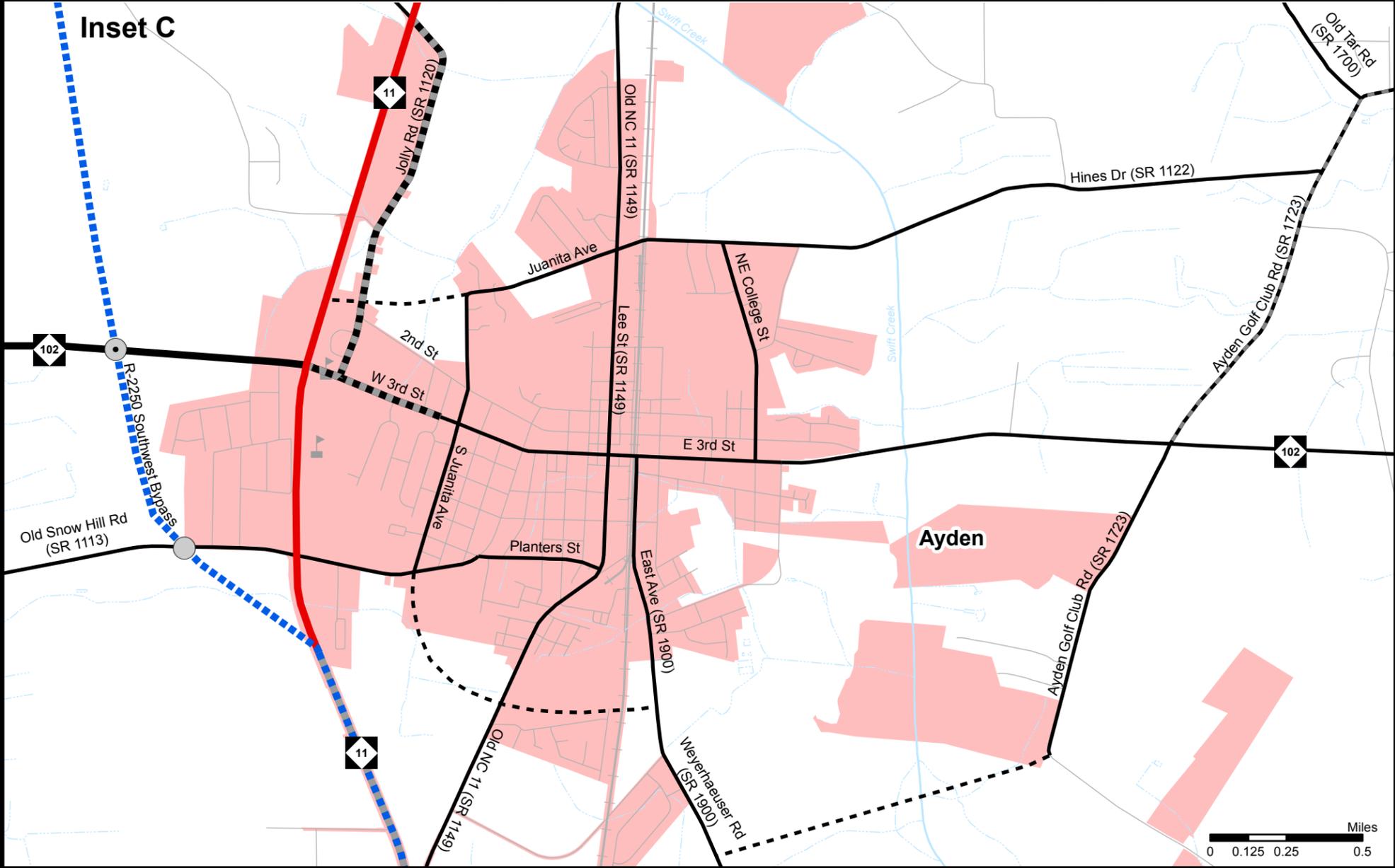
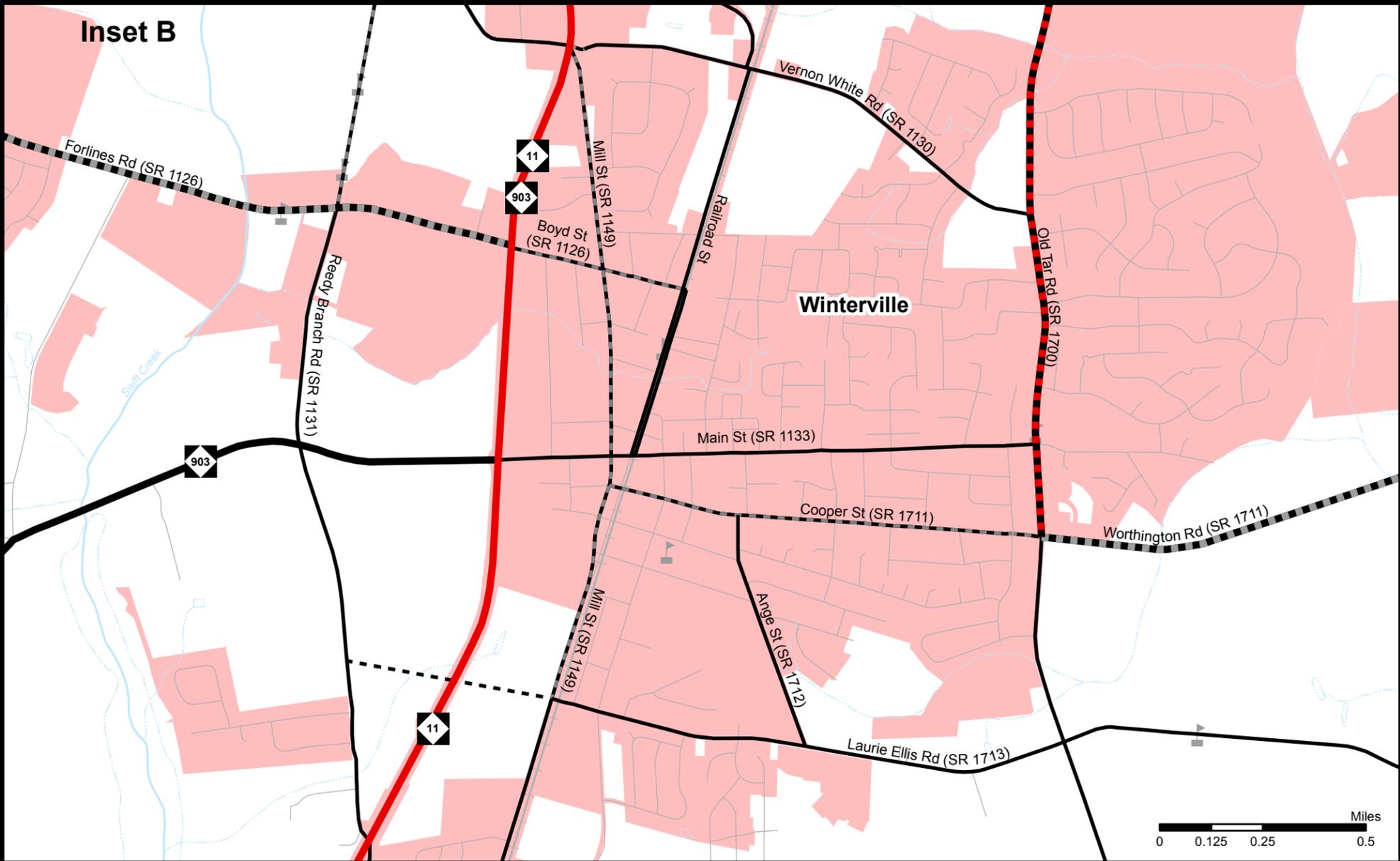
Base map date: 7/5/17

Refer to CTP document for more details

DRAFT

**Highway Map
Greenville
Urban Area MPO
Comprehensive
Transportation Plan**

Plan date:



<p>Freeways</p> <ul style="list-style-type: none"> Existing Needs Improvement Recommended <p>Expressways</p> <ul style="list-style-type: none"> Existing Needs Improvement Recommended <p>Boulevards</p> <ul style="list-style-type: none"> Existing Needs Improvement Recommended 	<p>Other Major Thoroughfares</p> <ul style="list-style-type: none"> Existing Needs Improvement Recommended <p>Minor Thoroughfares</p> <ul style="list-style-type: none"> Existing Needs Improvement Recommended <p> <ul style="list-style-type: none"> Existing Interchange Proposed Interchange Interchange Needs Improvement Existing Grade Separation Proposed Grade Separation </p>
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DRAFT
 Base map date: 7/5/17
 Refer to CTP document for more details

Highway Map Insets
Greenville Urban Area MPO
Comprehensive Transportation Plan
 Plan date: 41

RESOLUTION NO. 2017-04-GUAMPO
ADOPTION OF THE COMPREHENSIVE TRANSPORTATION PLAN HIGHWAY MAP

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization (GUAMPO) and the North Carolina Department of Transportation (NCDOT) actively worked to develop the Comprehensive Transportation Plan Highway Map.

WHEREAS, it is recognized that the highway map is but one element towards the development of a Comprehensive Transportation Plan (CTP) that will entail other modes of transportation when completed; and

WHEREAS, development of a Comprehensive Transportation Plan is directed by North Carolina General Statutes (NCGS) 136-66.2; and

WHEREAS, the purpose of the CTP is to document present and future transportation needs and the proposed solutions to meet those needs and act as an update to the Thoroughfare Plan; and

WHEREAS, the CTP Highway Map may be used by local officials to plan for transportation facilities that reflect the needs of the public while minimizing disruptions to local residents, businesses, and the environment; and

WHEREAS, a CTP Highway Map mutually adopted by the NCDOT Board of Transportation and GUAMPO will aid the region and State in making transportation decisions affecting the economic climate and quality of life within the Greenville Urbanized Area; and

WHEREAS, the Highway Map of the Comprehensive Transportation Plan will serve as a guide in the development of the roadway element of the transportation system; and

WHEREAS, the Highway Map of the Comprehensive Transportation Plan was last adopted by the Board of Transportation on July 9, 2009 and last updated on October 4, 2016; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does adopt the Highway Map of the Comprehensive Transportation Plan, dated August 23rd, 2017.

This 23rd day of August, 2017.

Chairperson
Transportation Advisory Committee
Greenville Urban Area

Amanda Braddy, Secretary



Attachment 5f

Technical Coordinating Committee

No Action Required

August 8, 2017

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Discussion of MPO Travel Demand Model Update

Purpose: Update committee on the MPO's Travel Demand Model update, discuss any additional MPO requirements for inclusion in the project scope

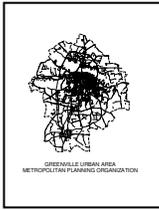
Discussion: The MPO's Travel Demand Model is required to be updated every 5 years, and must begin soon and be complete well in advance of updating the MPO's long-range plan (MTP) in 2019. Upon the completion of the Model update, development of a County-wide Comprehensive Transportation Plan (CTP) can begin. The MPO's portion of the CTP will be separate from the County's, but will be developed concurrently for continuity and best planning practice. The following items were included as requirements at the September 21st, 2016 TCC meeting:

Scope of the model update includes:

- Developing 2016 (2017 if possible) base year data for all zones
- Updating Census data, employment data, verifying number of households
- Use cell-phone collection technology to update internal-internal, internal-external, and external-external trip matrices
- Use new info to isolate university trips
- Supplement data from 2006 external station survey, 1998 Greenville household survey, and 2003 Goldsboro household survey
- Recalibrate model components to new data
- Create new interim model years
- Update model network
- Expand model area to include entire County
- Validate initial model output

This update will provide more meaningful model output and bring it up to current standards. The biggest change to the model will be the possible addition of transit data to develop a transit level model within the larger Travel Demand Model. The NCDOT Transportation Planning Branch (TPB) has selected Stantec as the consultant. Staff will next meet with Stantec and TPB staff to develop a project scope. Upon completion of the scope the NCDOT will enter into a municipal agreement with the City of Greenville (as the lead planning agency) to outline how the project will be funded. NCDOT will pay for the project as the consultant submits invoices. The MPO will include that cost in its quarterly invoicing process and recoup 80% of the project cost (20% is locally funded and cost shared amongst MPO member jurisdictions). At project completion, once the MPO has received the full 80% reimbursement, 100% of the project cost will be paid to the NCDOT. A preliminary completion date of August 2018 has been with the TPB.

Action Needed: Discuss model update and any additional requirements to be included, specifically inclusion of transit level for development of a sub-model.



Attachment 5g
Technical Coordinating Committee

No Action Required

August 8, 2017

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Discussion of preliminary meeting dates in 2018 of the TCC and TAC

Purpose: Discuss potential dates for the 2018 TCC and TAC meeting cycle

Discussion: TCC and TAC meeting are typically scheduled quarterly at 1:30pm in the 3rd floor conference room at the City of Greenville City Hall. To adhere to member schedules, MPO staff is seeking direction as to the 2018 meeting schedule. In 2018 MPO staff has tentatively scheduled the below dates for the TCC and TAC meetings:

TCC	TAC
April 4, 2018	April 18, 2018
June 27, 2018	July 11, 2018
September 12, 2018	September 26, 2018
October 31, 2018	November 14, 2018

These potential dates were chosen with consideration of possible local government holiday schedules. Future meeting dates can be altered at each respective Committee meeting.

Action Needed: Discuss potential dates for the 2018 cycle of TCC and TAC meetings.



Attachment 5h Technical Coordinating Committee

Action Required

August 8, 2017

TO: Transportation Advisory Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Greenville Urban Area Active Transportation Master Plan Update

Purpose: To update the MPO on the current status of the Greenville Urban Area MPO Active Transportation Plan.

Discussion: The Active Transportation Plan (ATP) is in the final stage of completion. The Plan has been posted for review and public comment before being submitted for adoption. The Steering Committee for the ATP met for the fifth and final time on July 25, 2017. At that meeting Alta Planning and the Steering Committee discussed the document with regards to goals and implementation strategy. At the conclusion of that meeting the Steering Committee unanimously approved requesting the plan be respectively considered for adoption by Greenville, Winterville, Ayden, Simpson and Pitt County.

The MPO and Alta Planning will begin coordinating meetings with each jurisdictional member of the MPO to give a final presentation and submit the plan for adoption. Times and dates of the full Plan adoption are still to be determined.

The below excerpt can be found along with the final draft of the plan at the web address below. Public comment is still being accepted through the website.

Active Transportation Plan for the entire Greenville Urban Area Metropolitan Planning Organization (MPO)

In early 2016, the City of Greenville requested proposals from consultants to work with the City in development of an Active Transportation Master Plan for the entire Greenville Urban Area Metropolitan Planning Organization (MPO) to include bicycle, pedestrian and greenway elements. The plan provide clear priorities, tools and programs for improving the bike, pedestrian, and greenway environments in the Greenville urban area. The plan can be used by transportation professionals when decisions are being made regarding funding various transportation projects. The planning process included input from the public, participation and direction from a steering committee, and presentations of draft and final plans. The year-long planning process is now coming to a close, with final presentation to Council, likely in August 2017. The plan is also available online at www.walkbikegreenvillenc.com.

Action Needed: Receive update and instruct MPO Staff to schedule City/Town/County Council Meetings for presentation and adoption (time and dates to be determined).



Attachment 6b

Technical Coordinating Committee

No Action Required

August 8, 2017

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Update on Region B's P5.0 Default Criteria Weights Selection

Purpose: Update committee on Region B's default criteria weighting selection for project scoring in P5.0

Discussion: The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) falls within Region B, Highway Division 2 of the NCDOT organizational structure. Each region consists of two NCDOT Highway Divisions. Region B contains Highway Divisions 2 and 3. Following the requirements of the prioritization process, each region may adjust their criteria weighting with written notice from each planning organization within the region (MPOs and RPOs). Region B has submitted alternate criteria weighting the last two prioritization cycles.

On July 6, 2017 the Region B planning organizations met to discuss the possibility of utilizing alternate criteria weights for P5.0. After discussion Region B unanimously declined to alter any weights resulting in the use of the NCDOT default weights. As the action was to use the NCDOT default weighting, no action is required by the Region B planning organizations.

Attachment: Board of Transportation adopted P5.0 NCDOT Default Criteria Weights

PRIORITIZATION 5.0 SCORING FOR ALL MODES (WITH CRITERIA DEFINITIONS)

APPROVED BY THE BOARD OF TRANSPORTATION JUNE 29, 2017

Objective: The Board of Transportation approves the following P5.0 Workgroup recommendations in accordance with the Strategic Transportation Investments law.

Highway Scoring

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility	<p>Congestion = 30%</p> <ul style="list-style-type: none"> Measurement of the traffic volume (accounting for seasonal traffic) on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume (accounting for seasonal traffic) along the roadway. <p>Benefit/Cost = 25%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT, and the amount of other/local funds compared to the total project cost. <p>Freight = 25%</p> <ul style="list-style-type: none"> Measurement of truck volume and truck percentage of total traffic on the roadway, and the degree the project is helping to complete a future interstate corridor (if applicable). <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the existing severity, frequency, and rate of crashes along the roadway and the safety benefits the project is expected to provide over 10 years. <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Measurement of the estimated percent change in economic activity within the county and the percent change in the number of long term jobs that the project is expected to provide over 10 years. <p>Total = 100%</p>	--	--
Regional Impact	<p>Congestion = 20%</p> <ul style="list-style-type: none"> Measurement of the traffic volume (accounting for seasonal traffic) on the roadway compared to the existing capacity of the roadway, weighted by the traffic volume (accounting for seasonal traffic) along the roadway. <p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT, and the amount of other/local funds compared to the total project cost. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the existing severity, frequency, and rate of crashes along the roadway and the safety benefits the project is expected to provide over 10 years. <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Measurement of county economic distress indicators and the degree the project upgrades mobility of the roadway, with the goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. <p>Freight = 10%</p> <ul style="list-style-type: none"> Measurement of truck volume and truck percentage of total traffic on the roadway, and the degree the project is helping to complete a future interstate corridor (if applicable). <p>Total = 70%</p>	15%	15%

Division Needs	<p>Congestion = 15%</p> <ul style="list-style-type: none"> Measurement of the traffic volume (accounting for seasonal traffic) on the roadway compared to the existing capacity of the roadway. <p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Measurement of travel time savings and safety benefits the project is expected to provide over 10 years compared to the cost of the project to NCDOT, and the amount of other/local funds compared to the total project cost. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of the existing severity, frequency, and rate of crashes along the roadway and the safety benefits the project is expected to provide over 10 years. <p>Accessibility/Connectivity = 5 %</p> <ul style="list-style-type: none"> Measurement of county economic distress indicators and the degree the project upgrades mobility of the roadway, with the goal of improving access to opportunity in rural and less-affluent areas and improving interconnectivity of the transportation network. <p>Freight = 5%</p> <ul style="list-style-type: none"> Measurement of truck volume and truck percentage of total traffic on the roadway, and the degree the project is helping to complete a future interstate corridor (if applicable). <p>Total = 50%</p>	<p>25%</p>	<p>25%</p>
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Note: Regions and/or Divisions may approve different criteria and weights for their respective areas.

Aviation Scoring

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility	<p>NCDOA Project Rating = 40%</p> <ul style="list-style-type: none"> Scores projects based on project categories within the NC Airports System Plan, developed by the NCDOT Division of Aviation (DOA). Points are assigned based on priority and need of the project.. <p>Non-State Contribution Index = 30%</p> <ul style="list-style-type: none"> Measurement of the project's federal, local, or private funding contributions compared to the requested state funds. <p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Measurement of the project's total economic contribution compared to the cost of the project to NCDOT. <p>FAA ACIP Rating = 10%</p> <ul style="list-style-type: none"> Scores projects based on ratings within the Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP). Ratings are based on critical airport development and capital needs for the National Airspace System (NAS). <p>Total = 100%</p>	--	--
Regional Impact	<p>NCDOA Project Rating = 30%</p> <ul style="list-style-type: none"> Scores projects based on project categories within the NC Airports System Plan, developed by the NCDOT Division of Aviation (DOA). Points are assigned based on priority and need of the project. <p>Non-State Contribution Index = 20%</p> <ul style="list-style-type: none"> Measurement of the project's federal, local, or private funding contributions compared to the requested state funds. <p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Measurement of the project's total economic contribution compared to the cost of the project to NCDOT. <p>FAA ACIP Rating = 5%</p> <ul style="list-style-type: none"> Scores projects based on ratings within the Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP). Ratings are based on critical airport development and capital needs for the National Airspace System (NAS). <p>Total = 70%</p>	15%	15%
Division Needs	<p>NCDOA Project Rating = 25%</p> <ul style="list-style-type: none"> Scores projects based on project categories within the NC Airports System Plan, developed by the NCDOT Division of Aviation (DOA). Points are assigned based on priority and need of the project. <p>Benefit/Cost = 10%</p> <ul style="list-style-type: none"> Measurement of the project's total economic contribution compared to the cost of the project to NCDOT. <p>FAA ACIP Rating = 10%</p> <ul style="list-style-type: none"> Scores projects based on ratings within the Federal Aviation Administration (FAA) Airport Capital Improvement Plan (ACIP). Ratings are based on critical airport development and capital needs for the National Airspace System (NAS). <p>Non-State Contribution Index = 5%</p> <ul style="list-style-type: none"> Measurement of the project's federal, local, or private funding contributions compared to the requested state funds. <p>Total = 50%</p>	25%	25%

Bicycle & Pedestrian Scoring

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Division Needs	<p>Safety = 15%</p> <ul style="list-style-type: none"> Measurement of the number of bicycle and pedestrian crashes, speed limit of the roadway, severity of the crashes, and safety benefit the project is expected to provide. <p>Access = 10%</p> <ul style="list-style-type: none"> Measurement of the quantity and significance of destinations near the project as well as the distance to the primary destination. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the population and employment density within a walkable or bikeable distance of the project. <p>Connectivity = 10%</p> <ul style="list-style-type: none"> Measurement of the degree of separation between the project and the roadway, connectivity to a similar or better project type, and whether the project includes or connects to a national, state, or regional bicycle route. <p>Cost Effectiveness = 5%</p> <ul style="list-style-type: none"> Measurement of total Safety, Access, Demand/Density, and Connectivity criteria scores compared to the cost of the project to NCDOT. <p>Total = 50%</p>	25%	25%

Ferry Scoring

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Capacity/Congestion = 20%</p> <ul style="list-style-type: none"> Measurement of the number of vehicles left behind at each departure compared to the total number of vehicles loaded and carried by the route. <p>Asset Condition = 15%</p> <ul style="list-style-type: none"> Measurement of the asset condition rating by the NCDOT Ferry Division. <p>Asset Efficiency = 15%</p> <ul style="list-style-type: none"> Measurement of the cost effectiveness of continued maintenance of the asset compared to replacement of the asset. <p>Benefits = 10%</p> <ul style="list-style-type: none"> Measurement of the monetized value of the number of hours saved by utilizing the ferry route instead of taking the shortest alternative roadway route. <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Measurement of the number of jobs, services, and other points of interest near the project. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Asset Condition = 15%</p> <ul style="list-style-type: none"> Measurement of the asset condition rating by the NCDOT Ferry Division. <p>Asset Efficiency = 15%</p> <ul style="list-style-type: none"> Measurement of the cost effectiveness of continued maintenance of the asset compared to replacement of the asset. <p>Benefits = 10%</p> <ul style="list-style-type: none"> Measurement of the monetized value of the number of hours saved by utilizing the ferry route instead of taking the shortest alternative roadway route. <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Measurement of the number of jobs, services, and other points of interest near the project. <p>Total = 50%</p>	25%	25%

Public Transportation Scoring (Mobility / Route-Specific)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT (annualized by the lifespan of the project). <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the service area population for the project route. <p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated and relieved by the project in 10 years. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the total revenue seat hours of the project route in 10 years. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 20%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT (annualized by the lifespan of the project). <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the trips generated and relieved by the project in 10 years. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the service area population for the project route. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the total trips along the project route in 10 years compared to the total revenue seat hours of the project route in 10 years. <p>Total = 50%</p>	25%	25%

Public Transportation Scoring (Demand-Response)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT (annualized by the lifespan of the project). <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measurement of the total operating hours of the system in 10 years compared to the service area population for the system. <p>Efficiency = 15%</p> <ul style="list-style-type: none"> Measurement of the number of vehicles in maximum service by the system compared to the total number of vehicles in the fleet (utilization ratio). <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT (annualized by the lifespan of the project). <p>Demand/Density = 15%</p> <ul style="list-style-type: none"> Measurement of the total operating hours of the system in 10 years compared to the service area population for the system. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the number of vehicles in maximum service by the system compared to the total number of vehicles in the fleet (utilization ratio). <p>Impact = 10%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years. <p>Total = 50%</p>	25%	25%

Public Transportation Scoring (Facility)

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Regional Impact	<p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT (annualized by the lifespan of the project). <p>Impact = 20%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years. <p>Efficiency = 15%</p> <ul style="list-style-type: none"> Measurement of the total trips at the facility with the project in place (passenger facilities), the square footage per employee (administrative facilities), or the number of vehicles per bay (maintenance facilities). <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Growth trend of ridership for the system over the previous 5 years. <p>Total = 70%</p>	15%	15%
Division Needs	<p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years compared to the cost of the project to NCDOT (annualized by the lifespan of the project). <p>Impact = 15%</p> <ul style="list-style-type: none"> Measurement of the trips generated by the project in 10 years. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measurement of the total trips at the facility with the project in place (passenger facilities), the square footage per employee (administrative facilities), or the number of vehicles per bay (maintenance facilities). <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Growth trend of ridership for the system over the previous 5 years. <p>Total = 50%</p>	25%	25%

Rail Scoring

Funding Category	Quantitative Data	Local Input	
		Division Input	MPO/RPO Input
Statewide Mobility (Class I Freight Only)	<p>Benefit-Cost = 35%</p> <ul style="list-style-type: none"> Measurement of monetized benefits compared to the cost of the project to NCDOT, and the amount of other/local funds compared to the total project cost. <p>Safety = 30%</p> <ul style="list-style-type: none"> Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index. <p>System Opportunities = 15%</p> <ul style="list-style-type: none"> Measurement of the project's degree of access to industrial/commercial development or nearby points of interest, and the degree of interaction between Rail and other modes. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> Measurement of train volume compared to track capacity and the amount of freight and/or passenger volumes diverted off highways by the project. <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. <p>Total = 100%</p>	--	--
Regional Impact	<p>Benefit-Cost = 25%</p> <ul style="list-style-type: none"> Measurement of monetized benefits compared to the cost of the project to NCDOT, and the amount of other/local funds compared to the total project cost. <p>Safety = 15%</p> <ul style="list-style-type: none"> Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index. <p>System Opportunities = 10%</p> <ul style="list-style-type: none"> Measurement of the project's degree of access to industrial/commercial development or nearby points of interest, and the degree of interaction between Rail and other modes. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> Measurement of train volume compared to track capacity and the amount of freight and/or passenger volumes diverted off highways by the project. <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. <p>Total = 70%</p>	15%	15%
Division Needs	<p>System Opportunities = 15%</p> <ul style="list-style-type: none"> Measurement of the project's degree of access to industrial/commercial development or nearby points of interest, and the degree of interaction between Rail and other modes. <p>Benefit-Cost = 10%</p> <ul style="list-style-type: none"> Measurement of monetized benefits compared to the cost of the project to NCDOT, and the amount of other/local funds compared to the total project cost. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measurement of crash potential at highway/rail crossings, based on the NCDOT Rail Division's Investigative Index. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> Measurement of train volume compared to track capacity and the amount of freight and/or passenger volumes diverted off highways by the project. <p>Economic Competitiveness = 5%</p> <ul style="list-style-type: none"> Measurement of the estimated number of full time jobs created in 20 years. <p>Total = 50%</p>	25%	25%

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

Normalization in P5.0

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

Mode	Regional Impact	Division Needs
Highway	90% (minimum) (Region competition)	90% (minimum) (Division competition)
Non-Highway	4% (minimum) (Statewide competition)	4% (minimum) (2% Statewide competition, 2% Division competition)
Flex (All Modes)	6% (Region competition)	6% (Division competition)

Committed Projects – Not subject to re-evaluation in P5.0

Right-of-Way OR Construction date in 2018-2022 based on Final STIP (first 5 years of STIP)

Carryover Projects – Automatically carry over from P4.0 for evaluation in P5.0

- Programmed in the Final 2018-2027 STIP, but not considered a Committed Project
- Sibling of a programmed project
- Project has a NEPA document completed within the last 10 years or the NEPA document is actively being worked on

of Project Submittals for Each Mode

MPOs and RPOs

- Base of 12 submittals, plus:
 - One additional submittal for every 50,000 in population
 - One additional submittal for every 500 centerline miles

Divisions

- 14 submittals each

All submittals must be coordinated with associated MPOs, RPOs, and Divisions

of Local Input Points for Regional Impact and Division Needs Categories

- # of Points per Area = Base of 1,000 points + 100 additional points for every 50,000 in population
- Maximum 2,500 points per area
- Same allocation of points for Regional Impact and Division Needs categories
- 100 point max per project per category



NORTH CAROLINA

State Board of Elections & Ethics Enforcement

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KIM WESTBROOK STRACH
Executive Director

State Board of Elections and State Ethics Commission Merged into One New State Board

On June 1, 2017, a panel of superior court judges dismissed a lawsuit challenging the constitutionality of Session Law 2017-6, the [state law](#) creating the Bipartisan State Board of Elections and Ethics Enforcement (State Board). The new State Board merges the N.C. State Board of Elections and the N.C. State Ethics Commission and assumes duties formerly overseen by these two agencies, along with lobbying compliance carried out by the Secretary of State. Though parties to the lawsuit may seek additional review on appeal, for now, the consolidated State Board is the agency to enforce North Carolina's elections, ethics and lobbying laws.

Currently, the ethics staff and the election staff of the State Board are housed in different buildings. However, the goal is for all staff to be housed in one building by September 1, 2017. **So, the ethics staff will be moving soon, but until then we will remain at our present location at 424 North Blount Street in Raleigh and our direct telephone number remains 919-814-3600.**

Although the State Board is a new entity, the State Government Ethics Act (Ethics Act) remains in effect and applies to the same individuals as it did prior to this merger. **The duties and obligations of the Ethics Act remain, including the *SEI filing requirements and the Ethics Education training requirements*.** In addition, the duties of Agency Heads, including Board Chairs, and those of Ethics Liaisons remain the same.

If you have questions or need additional help, please feel free to contact us at 919.814.3600

Sue Lundberg, Education Attorney - Gretchen Aycock, SEI Attorney