

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING**

Wednesday, July 11, 2018, 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 April 18, 2018 Meeting (Attachment 1); approve (pg.3-7)

3) Public Comment Period

4) New Business / Action Items:

- a) Update of Prioritization 5.0 Project Scoring for Unfunded Statewide and Regional Impact Projects within the Greenville Urbanized Area – ***Discussion (pg.7-9)***
- b) Transit Performance Measures Data Sharing Agreement between Public Transit Providers and NCDOT – ***Recommended for TAC Action (pg. 10-16)***
- c) Adoption of Base Year Data for Travel Demand Model Update and Establishment of Future Year Forecasting Method – ***Recommended for TAC Action (pg.17-18)***
- d) Amendment to the FY 2019 Unified Planning Work Program – Resolution No. 2018-08-GUAMPO; ***Recommended for TAC Adoption (pg. 19-59)***
- e) Establishment of Performance Targets for Performance Measures Associated with Pavement and Bridge, and Reliability and Freight -- Resolution No. 2018-09-GUAMPO; ***Recommended for TAC Adoption (pg.60-63)***
- f) Title VI Assurance Agreement -- ***Recommended for TAC Action (pg. 64-72)***
- g) 2018-2027 Metropolitan Transportation Improvement Program Administrative Modifications – ***Discussion (pg. 73-77)***
- h) 2018-2027 Metropolitan Transportation Improvement Program Amendment -- Resolution No. 2018-10-GUAMPO; ***Recommended for TAC Adoption (pg.78-80)***
- i) Presentation of Strategic Transportation Corridor X (US 258/US 13/NC 11) -- ***Discussion (pg. 81-100)***

5) Other Discussion Items

- a) Legislative update (pg.101-111)
 - i. Air Conformity Rules
 - ii. BUILD Grant
 - iii. North Carolina BUILD NC Bond
- b) NCDOT Update (pg. 112-118)
 - i. Division 2
 - ii. Transportation Planning Division
- c) MPO Project Report (pg.119-121)

6) Upcoming MPO Meeting Schedule (Greenville City Hall, Room 337, at 1:30pm)

- TCC Meetings –September 12, 2018; October 31, 2018
- TAC Meetings –September 26, 2018; November 14, 2018

7) Items for future consideration

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.

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES**

April 18, 2018

Members of the Transportation Advisory Committee met on the above date 1:30 p.m. in the City Hall Conference Room 337. Commissioner Charles Farley, Chairperson, called the meeting to order. The following attended the meeting:

Mayor P.J. Connelly, City of Greenville
Mayor Doug Jackson, Town of Winterville
Mayor Richard Zeck, Village of Simpson
Hugh Overholt, NCDOT Boardmember, via telephone

TECHNICAL COORDINATING COMMITTEE MEMBERS PRESENT:

James Rhodes, Pitt County
Ben Williams, Town of Winterville
Dominique Boyd, NCDOT
Ann Wall, City of Greenville

OTHERS PRESENT:

Diane Hampton, NCDOT
Ryan Purtle, City of Greenville
Amanda Braddy, City of Greenville

I. APPROVAL OF AGENDA

A motion was made by Mayor Zeck to approve the agenda as presented. Mayor Jackson seconded the motion and the motion passed unanimously.

II. MINUTES

A motion was made by Mayor Jackson to approve the minutes of the February 27, 2018 TAC meeting as presented. Boardmember Overholt seconded the motion and the motion passed unanimously.

III. PUBLIC COMMENT PERIOD

There were no public comments.

IV. NEW BUSINESS / ACTION ITEMS

A. Review of Prioritization 5.0 Quantitative Scoring for Greenville MPO Projects

Mr. Purtle stated in September 2017 staff of the Greenville Urban Area MPO submitted projects into Prioritization 5.0 for potential federal funding. The list of projects submitted was reviewed by the MPO's Technical Coordinating Committee (TCC) at their May 31, 2017 and August 8, 2017 meetings and by the Transportation Advisory Committee (TAC) at their June 14, 2017 meeting before being adopted by the TAC on August 23, 2017. The list of projects included sixteen total highway mode projects, eleven bicycle & pedestrian mode projects and four aviation mode projects. Each project submitted for the MPO is contained within either the 2014-2040 Metropolitan Transportation Plan or the Comprehensive Transportation Plan, both of which serve as the MPO's long range transportation plan, as is required by NCDOT for project eligibility.

Since September 2017 the NCDOT SPOT Unit has been analyzing projects and compiling quantitative scores. Projects listed in the statewide category will be programmed in the 2020-2029 State Transportation Improvement Program (STIP) based on the NCDOT calculated quantitative scores which represents 100% of the statewide score. Statewide projects that are not funded will drop down into the Regional project category and, along with the Regional projects, are eligible to receive local input points. Regional project scores are 70% based on

the NCDOT's quantitative scoring and 30% based on local input point assignment (15% MPO and 15% NCDOT Division 2). In July 2018 NCDOT, based on quantitative scoring and local input points, will release the Regional level projects receiving funding and direct MPOs, RPOs and Divisions to assign points to the Division level projects with Regional projects not receiving funding eligible as well. Division project scores are 50% based on NCDOT's quantitative scoring and 50% based on local input (25% MPO and 25% NCDOT Division 2).

With the release of NCDOT's quantitative scoring, the MPO can begin the process of assigning local input points to unfunded Statewide and Regional level projects in accordance with the MPO's adopted Prioritization 5.0 methodology.

B. Local Input Point Assignment for Greenville Urban Area MPO Prioritization 5.0 Regional Projects

Mr. Purtle stated in September 2017 staff of the Greenville Urban Area MPO submitted projects into Prioritization 5.0 for potential federal funding. The list of projects submitted was reviewed by the MPO's Technical Coordinating Committee (TCC) at their May 31, 2017 and August 8, 2017 meetings and by the Transportation Advisory Committee (TAC) at their June 14, 2017 meeting before being adopted by the TAC on August 23, 2017. The list of projects included sixteen total highway mode projects, eleven bicycle & pedestrian mode projects and four aviation mode projects. Each project submitted for the MPO is contained within either the 2014-2040 Metropolitan Transportation Plan or the Comprehensive Transportation Plan, both of which serve as the MPO's long range transportation plan, as is required by NCDOT for project eligibility.

Since September 2017 the NCDOT SPOT Unit has been analyzing projects and compiling quantitative scores. Projects listed in the statewide category will be programmed in the 2020-2029 State Transportation Improvement Program (STIP) based on the NCDOT calculated quantitative scores which represents 100% of the Statewide score. Statewide projects that are not funded will drop down into the Regional project category and, along with the Regional projects, are eligible to receive local input points. In July 2018 NCDOT, based on quantitative scoring and local input points, will release the Regional level projects receiving funding and direct MPOs, RPOs and Divisions to assign points to the Division level projects with Regional projects not receiving funding eligible as well. Division project scores are 50% based on NCDOT's quantitative scoring and 50% based on local input (25% MPO and 25% NCDOT Division 2).

With the release of NCDOT's quantitative scoring, the MPO can begin the process of assigning local input points to unfunded Statewide and Regional level projects in accordance with the MPO's adopted Prioritization 5.0 methodology. At the Regional Level, the MPO will assign the full 100 potential points to the top eleven (11) Highway mode projects and the full 100 potential points to the top two (2) non-highway mode projects based on the local methodology criteria and ranking process. The MPO can assign points to projects in a manner outside of the local methodology as long as the projects and reasoning for going outside of the method are advertised and posted, in accordance with the MPO's Public Participation Plan, for public review.

Mr. Purtle further explained the methodology for the Greenville MPO was to assign 100 points to the top 11 highway projects and 100 points to the top two non-highway projects. Remaining points could be assigned to regional projects within the MPO's boundary as desired by the MPO. Mr. Purtle stated Greenville MPO has approximately 500 points remaining after assigning total points to Greenville MPO projects and requests direction in assigning the remaining points to regional projects. Mr. Purtle added that staff recommendation was to assign the remaining points to regional projects within the Greenville

MPO boundary that would directly benefit the Greenville MPO.

MPO staff and the TCC recommend that the MPO assign points consistent with the MPO's adopted methodology and as identified. In addition the TCC and Staff recommend that excess points be available to other planning organization's to support projects improving the following corridors, in order of priority:

1. US 264 West (Future I-587)
2. NC 11 South
3. NC 43 South/US 17
4. US 264 East
5. NC 33 East
6. NC 11 North
7. NC 33 West

Any remaining points shall then be earmarked for any project providing a benefit to the Greenville urbanized area within Division 2.

A motion was made Mayor Zeck to adopt the local point assignment for regional projects as presented. The motion was seconded by Mayor Jackson and passed unanimously.

C. Adoption of Project List for Inclusion in the Pitt County 2045 Travel Demand Model Update

Mr. Purtle stated Stantec, NCDOT and the Greenville Urban Area MPO are currently in the process of updating the Greenville Urban Area MPO's Travel Demand Model. The Travel Demand Model is a forecasting tool used by NCDOT and the MPO to estimate travel demand and behavior for a specific future time utilizing sets of parameters. The current model is being updated to forecast conditions to the year 2045. In addition to updating the model within the MPO boundaries, the model is being expanded to include all of Pitt County and a transit module is being added to be utilized for more efficient transit planning within not only the MPO but the County.

As the MPO and NCDOT have finished compiling and providing data for Stantec, the MPO will now begin to verify items such as the constructed highway network, socioeconomic data from the base year and future years, employment data, etc.. In addition to verifying the MPO has been tasked by NCDOT and the consultant to jointly compile what is referred to as a project table for inclusion in the model. The project table defines parameters of improvements to be made so as TransCad runs the model those projects are included as a part of the forecast with the output adjusting based on the improvement type and year of project opening (when the project will be finished and in use). This allows the model user to input projects and forecast the future travel conditions with those improvements implemented.

MPO staff and technical staff from NCDOT and the MPO jurisdictional partners met to discuss which projects were of interest for inclusion as a part of the update and expansion. The projects outlined in the MPO's long range plans and in the previous model are currently a part of the table but as we move to a new model and update the Metropolitan Transportation Plan (MTP) new projects should be identified for inclusion. The area within Pitt County outside of the MPO must also have projects included in the model to get an accurate model of the area of Pitt County outside of the MPO.

A motion was made by Mayor Jackson to adopt the project list to be input in the 2045 Pitt County Travel demand model. The motion was seconded by Mayor Zeck and passed unanimously.

D. Administrative Modifications to 2018-2027 STIP Projects U-5875 and U-5952 and Addition of Performance Measure Language

Mr. Purtle stated NCDOT has modified the above referenced project(s) in the State Transportation Improvement Program (STIP). The Board of Transportation adopted a schedule modification to U-5875, also known as the Allen Road Widening project, to accelerate right-of-way acquisition from 2019 to 2018. U-5952, also known as the City of Greenville signal system upgrade, was also recently modified to accelerate the project schedule for utility relocation from 2022 to 2019 and to accelerate construction from 2023 to 2020.

As these projects are programmed within the fully funded portion of the 2018-2027 STIP they do not require direct action for the Metropolitan Transportation Improvement Plan (MTIP), the local portion of the STIP, to remain compliant. The above modifications are classified as administrative modifications and do not require public advertisement before adoption. Staff will include these modifications in the current MTIP, which is available to the public on the MPO's website.

In addition to the project modifications, NCDOT is recommending that MPO include add the following language to the MTIP to establish compliance with federal regulation 23 CFR 450.326 (d) establishing the requirements that TIPs included description of the anticipated effect of the MTIP toward achieving performance targets:

“The Greenville Urban Area MPO has established performance management targets for highway safety and for transit tier 2 providers that choose to participate in NCDOT's Group Transit Asset Management (TAM) Plan and will establish federally mandated performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight movement. The Greenville Urban Area MPO anticipates meeting their identified targets with the mix of projects included in the TIP.”

The inclusion of this language as an administrative modification allows the Greenville Urban Area MPO's MTIP to remain federally compliant with all requirements associated with performance measures. Amendments to the MTIP after May 27, 2018 require the MTIP to be in compliance with the above referenced CFR, so as to be proactive; MPO staff is recommending the addition of this language in advance of that deadline.

V. ANY OTHER DISCUSSION ITEMS

A. Legislative update

Mr. Purtle informed the TAC that Federal regulation, through the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) has issued an interim approval for the optional use of Rectangular Rapid Flashing Beacons as warning beacons under certain limited conditions. A copy of the memorandum is included in the agenda package for information.

B. NCDOT Update

Mrs. Hampton gave a PowerPoint presentation with NCDOT projects.

C. MPO Project Report (See attachment)

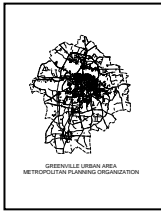
VI. UPCOMING MPO MEETING SCHEDULE (ALL AT GREENVILLE CITY HALL, ROOM 337 AT 1:30PM)

- TCC Meetings –June 27, 2018; September 12, 2018; October 31, 2018
- TAC Meetings –July 11, 2018; September 26, 2018; November 14, 2018

VII. ITEMS FOR FUTURE CONSIDERATION

VIII. ADJOURN

With no further business to discuss, a motion was made by Mayor Zeck and seconded by Mayor Jackson to adjourn the meeting. The motion passed unanimously.



Attachment 4a

Transportation Advisory Committee

No Action Required

July 11, 2018

TO: Transportation Advisory Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Update of Prioritization 5.0 Project Scoring for Cascaded Statewide and Regional Impact Projects within the Greenville Urbanized Area

Purpose: To review and discuss Division 2's Local Input Point Assignment for unfunded Statewide Projects and Regional Impact Projects within the Greenville Urban Area MPO's planning area.

Discussion: In September 2017 staff of the Greenville Urban Area MPO submitted projects into Prioritization 5.0 for potential federal funding. The list of projects submitted was reviewed by the MPO's Technical Coordinating Committee (TCC) at their May 31, 2017 and August 8, 2017 meetings and by the Transportation Advisory Committee (TAC) at their June 14, 2017 meeting before being adopted by the TAC on August 23, 2017. The list of projects included sixteen total highway mode projects, eleven bicycle & pedestrian mode projects and four aviation mode projects. Each project submitted for the MPO is contained within either the 2014-2040 Metropolitan Transportation Plan or the Comprehensive Transportation Plan, both of which serve as the MPO's long range transportation plan, as is required by NCDOT for project eligibility.

From September 2017 to April 2018 the NCDOT SPOT Unit has been analyzing projects and compiling quantitative scores. Projects listed in the Statewide category were programmed in the draft 2020-2029 State Transportation Improvement Program (STIP) based on the NCDOT calculated quantitative scores which represents 100% of the Statewide score. Statewide projects that are not funded will drop down into the Regional project category and, along with the Regional projects, are eligible to receive local input points. Regional project scores are 70% based on the NCDOT's quantitative scoring and 30% based on local input point assignment (15% MPO and 15% NCDOT Division 2). In July 2018 NCDOT, based on quantitative scoring and local input points, will release the Regional level projects receiving funding and direct MPOs, RPOs and Divisions to assign points to the Division level projects with Regional projects not receiving funding eligible as well. Division project scores are 50% based on NCDOT's quantitative scoring and 50% based on local input (25% MPO and 25% NCDOT Division 2).

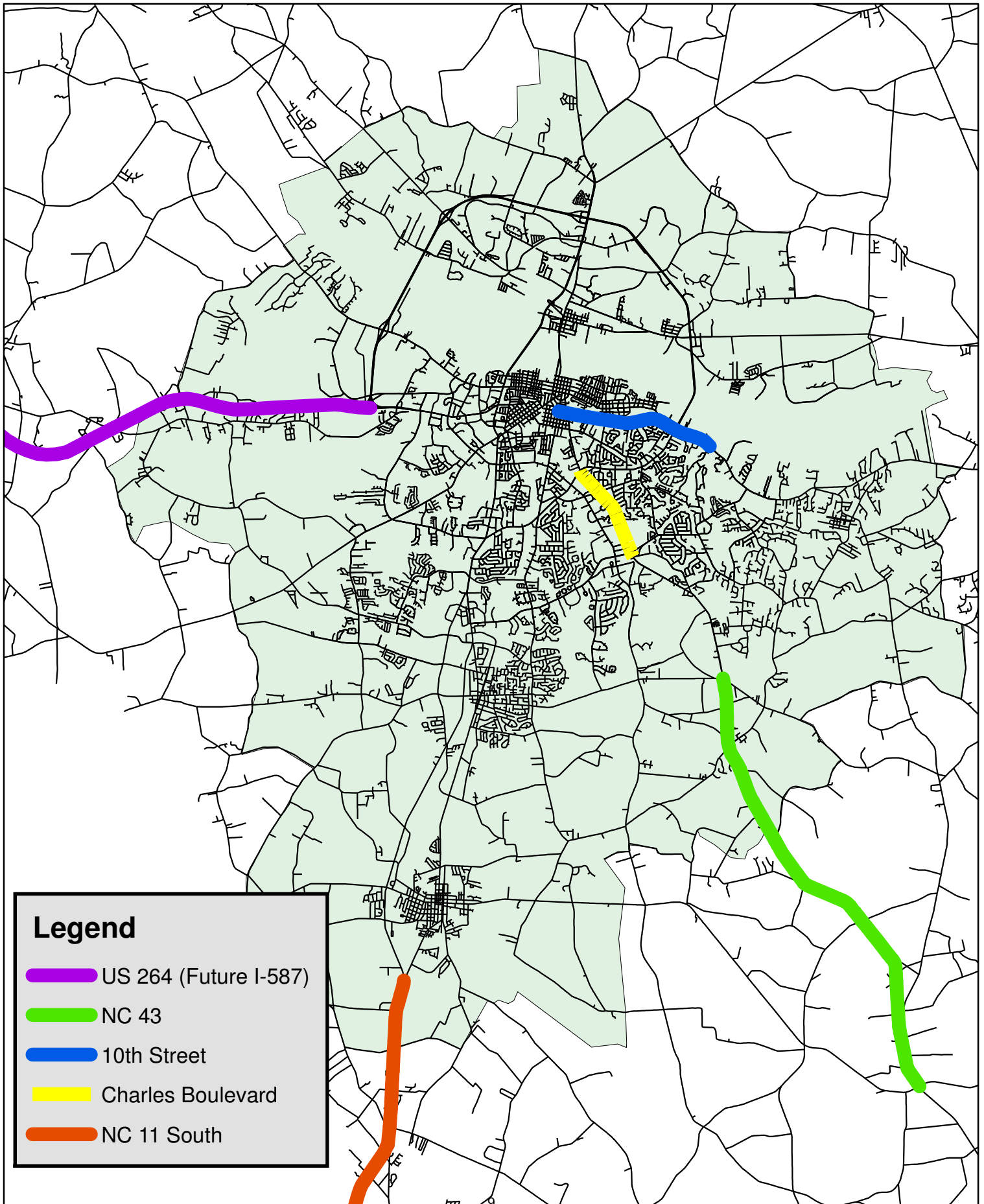
On April 18, 2018 the Greenville Urban Area MPO reviewed the MPO's submitted projects and assigned local input points to the thirteen (13) Regional Impact projects, including Statewide projects unfunded in the Statewide category. NCDOT Division 2, after holding a public input session on June 12, has assigned their designated local input points, as shown in the subsequent spreadsheet. A total of five (5) projects within the Greenville Urban Area MPO's boundary received points from the Division.

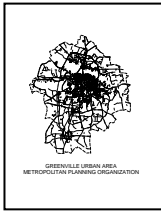
Action Needed: No action is required for this item.

Attachments: *Prioritization 5.0 Project Spreadsheet of Projects Receiving Division 2 Local Input Points; Map of Project Receiving Division 2 Local Input Points*

Route	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Score Out of 100
EWN - Coastal Carolina Regional Airport	EWN - Runway Extension 500'	N/A	Extend main runway 500 feet (includes Project Request Number 3724)	0500 - Runway Length/Width	\$ 300,000.00	66.34	46.65	96.34
NC 33 (10th Street)	Oxford Rd	SR 1702 (Evans Street)	Construct medians, curb & gutter and sidewalks on each side (where not currently located), and protected bike lanes.	11 - Access Management	\$ 25,700,000.00	49.79	37.21	79.79
NC 58 (Emerald Drive)	Loon Street		install roundabout	10 - Improve Intersection	\$ 1,500,000.00	48.46	37.23	78.46
NC 58 (Emerald Drive)	Bogue Inlet Drive		Install a mini-roundabout in place of the signalized intersection with raised, planted medians and curb and gutter improvements for 875 feet on north side of NC 58 and 700 feet on south side of NC 58	10 - Improve Intersection	\$ 1,700,000.00	46.93	36.47	76.93
NC 58 (Emerald Drive)	SR 1000 (Coast Guard Road)		install roundabout with an extension of right turn lane on southbound NC 58	10 - Improve Intersection	\$ 1,900,000.00	45.82	35.01	75.82
NC 32	Brick Kiln Rd		Improve intersection for safety	10 - Improve Intersection	\$ 1,800,000.00	44.52	32.29	74.52
NC 58 (Kingold Boulevard)	SR 1105 (Greenridge Road)	Carolina Drive	Upgrade roadway with access management improvements	11 - Access Management	\$ 5,800,000.00	44.28	33.90	74.28
NC 43 (Charles Blvd)	US 264A (Greenville Boulevard)	SR 1726 (Bells Fork Road)	Construct medians, sidewalk, protected bikelanes, bus pull out bays and stormwater improvements.	11 - Access Management	\$ 18,700,000.00	43.24	33.40	73.24
US 70	West of SR 1522 (Albert Suggs Road)	NC 148 (Harvey Parkway)	Upgrade Roadway to Freeway.	3 - Upgrade Expressway to Freeway	\$ 55,880,000.00	41.64	26.75	71.64
US 70	Existing Freeway near LaGrange	SR 1522 (Albert Suggs Road)	Upgrade Roadway to Freeway.	3 - Upgrade Expressway to Freeway	\$ 52,287,000.00	41.62	26.74	71.62
US 70 (Live Oak Street)	SR 1310 (Lennoxville Road)		Install one lane roundabout at intersection	10 - Improve Intersection	\$ 2,000,000.00	41.37	31.15	71.37
US 17 Alternate (Martin Luther King Jr. Boulevard)	US 70	SR 1278 (Trent Road)	Limit turning movements of cross-streets- Request the Congestion Management Team recommend an appropriate concept based on their expertise	4 - Upgrade Arterial to Superstreet	\$ 39,000,000.00	41.08	31.54	71.08
NS NB Line			Construction of 4-lane, divided grade separation at US 17 Bypass (Crossing # 466 092D) near Vanceboro.	Highway-rail crossing improvement	\$ 10,525,000.00	40.65	26.44	70.65
US 258	SR 1101 (Browntown Road)	SR 2010 (C.F. Harvey Parkway)	Widen to Multi-Lanes on Existing Location	1 - Widen Existing Roadway	\$ 47,400,000.00	40.32	31.18	70.32
US 70 (Cedar Street)	US 70 (Live Oak Street)		construct roundabout at the intersection of Cedar St and Live Oak St	10 - Improve Intersection	\$ 3,500,000.00	40.16	30.32	70.16
NS EC Line			Construction of grade separation of US 17 and closure of existing at-grade crossing (Crossing # 466 041T) in Bridgeton.	Highway-rail crossing improvement	\$ 22,770,000.00	39.64	26.90	69.64
NC 43	SR 1711 (Worthington Road)	NC 102	Widen existing 2-lane road to a 4-lane divided boulevard with paved shoulders and select intersection improvements and partial access control.	1 - Widen Existing Roadway	\$ 76,400,000.00	38.37	29.94	68.37
NC 11	Proposed Greenville Southwest Bypass	Proposed Harvey Parkway Extension	Upgrade Roadway to Interstate Standards.	3 - Upgrade Expressway to Freeway	\$ 162,400,000.00	37.82	24.87	67.82
I-587, US 264	Wilson County Line	US 264 Bypass in Greenville	Upgrade roadway to interstate standards	17 - Upgrade Freeway to Interstate Standards	\$ 23,600,000.00	37.38	26.12	67.38
NC 24	NC 58		Construct interchange	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	\$ 40,500,000.00	35.34	27.73	65.34

Division 2 Regional Projects Selected for Local Input Points





Attachment 4b

Transportation Advisory Committee

Action Required

July 11, 2018

TO: Transportation Advisory Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Transit Performance Measure Data Sharing Agreement between Public Transit Providers and NCDOT

Purpose: To review and adopt the Transit Performance Measure Data Sharing agreement between the MPO, public transit providers and NCDOT to support the State Transit Management Plan.

Discussion: Legislation passed in recent years, namely Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), have mandated that States and MPOs are required to transition to performance based transportation planning. Provisions 23 CFR 625, 23 CFR 490 and 23 CFR 450 of the Code of Federal Regulation detail regulations that State DOTs and MPOs must now include in the transportation planning process. Through these regulations, and subsequent Federal rule making procedures, four (4) categories of performance measures were established and are as follows:

1. Safety
2. Pavement and Bridge
3. CMAQ, Reliability and Freight
4. Transit Asset Management

Each category will contain several specific measures that must be addressed. The NCDOT Transportation Planning Division (TPD) will be developing the State standards for categories 1-3 with the NCDOT's Public Transportation Division developing the State measures for Transit Asset Management. The development and adoption of the categories and their specified targets are staggered with each category, and the specific measures associated with it, adopted by the State according to a federally mandated schedule.

In addition to the MPO supporting the State developed Safety performance measures, the Greenville Area Transit (GREAT) and Pitt Area Transit (PATS) are participants of the State's group Transit Asset Management (TAM) Plan which satisfies the fourth category of performance measure as shown above. In accordance with participating in the State's group TAM Plan, NCDOT is requesting that public transit providers and MPOs that serves them, enter into a data sharing agreement with NCDOT to create a consolidated database for the group TAM Plan. This agreement is a two-way agreement with data being shared to and from the public transit/planning agencies and NCDOT. This agreement support the State's group TAM meeting designated targets and supporting continued federal compliance with performance management regulations.

Action Needed: Request the TAC adopt the Transit Asset Management Data Sharing Agreement between Public Transit Providers, the MPO and NCDOT.

Attachments: *Transit Asset Management Data Sharing Agreement between public Transit Providers, the MPO and NCDOT.*

Performance Management Agreement
Between
The Greenville Urban Area MPO,
Greenville Area Transit (GREAT), Pitt Area Transit (PATS), and
The North Carolina Department of Transportation (NCDOT)

WHEREAS, the United States Department of Transportation promulgated transportation planning regulations in 23 CFR 450.314, and

WHEREAS, MPO(s), State(s), and providers of public transportation are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the performance-based planning and programming requirements established by federal law, and

WHEREAS, the 23 CFR 450.314(h) requires that Metropolitan Planning Organizations (MPO)(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).¹

NOW, THEREFORE, BE IT RESOLVED, that the parties do hereby agree to adhere to the following protocols for coordination to meet performance-based planning and programming requirements in accordance with 23 CFR 450 and established federal guidance.

- 1) Transportation performance data
 - a. NCDOT will collect and provide (or otherwise make available) to the Greenville Urban Area MPO and the providers of public transportation, with data used in developing statewide targets for all applicable measures.
 - b. If the MPO chooses to develop its own target for any measure, Greenville Urban Area MPO will collect and provide NCDOT with any supplemental data used in association with the MPO target setting process, if applicable.
- 2) Selection of transportation performance targets

¹ For definitions of performance “targets” and other terms in this agreement, see 23 CFR 490.101.

- a) NCDOT, the MPO, and the provider(s) of public transportation will set performance targets in coordination with each other.
 - (i) Coordination will include as many of the following opportunities as deemed appropriate for the measure: in-person meetings, webinars, conference calls, work group/committee representation, and email/written communication.
 - (ii) For each performance measure, MPO's shall establish a target by either agreeing to plan and program projects so that they contribute toward the accomplishment of NCDOT's target for that performance measure, or commit to a quantifiable target for that performance measure for their metropolitan planning area (23 CFR 490.209 (c)(4)).
 - (iii) Per 23 CFR 490.209 (c) (5), MPO's that establish quantifiable fatality rate or serious injury rate targets shall report the VMT estimate to NCDOT used for such targets and the methodology used to develop the estimate. The methodology should be consistent with other Federal reporting requirements, if applicable.
 - (iv) If the MPO chooses to set its own target, the MPO will develop the target in coordination with NCDOT and the provider(s) of public transportation.

- b) The NCDOT will set statewide performance targets to meet the federal performance management requirements
 - (i) The NCDOT will provide written notice to the MPO when NCDOT sets a target. This notice will provide the targets and the date NCDOT set the target, which will begin the 180-day time-period in which the MPO must set performance targets.
 - (ii) If the MPO chooses to support the statewide or provider(s) of public transportation targets, the MPO will provide documentation in the form of a support resolution to NCDOT and the provider(s) of public transportation that the MPO agrees to plan and program projects that will contribute toward the achievement of the statewide and/or provider(s) of public transportation targets.
 - (iii) If the MPO chooses to set its own target(s), the MPO will provide NCDOT and the provider(s) of public transportation documentation (in the form of a signed resolution) that includes the target(s) and when the MPO established those target(s).

- c) Provider(s) of public transportation Targets:

- i) The Tier 1 providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management and transit safety (pending final rule). Tier 1 transit providers are defined in 23 CFR 625.5.
- ii) The provider of public transportation will provide written notice to the MPO and NCDOT when they establish target(s). This notice will provide the targets and the date the target was set. The date the initial targets were set will begin the 180-day time-period within which the MPO must establish their transit-related performance targets. MPO's may choose to update their targets when the provider(s) of public transportation updates their targets, or when the MPO amends their Metropolitan Transportation Plan (MTP). At a minimum, an MPO shall update their transit-related targets when the MPO updates the MTP by extending the MTP's horizon year in accordance with 23 CFR 450.324 (c).
- iii) If the MPO chooses to support the provider(s) of public transportation target(s), the MPO will provide to NCDOT and the provider of public transportation documentation in the form of a support resolution duly considered by the MPO's governing body that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the transit provider's target.
- iv) For Tier 2 providers of public transportation that choose to participate in NCDOT's group plan: NCDOT shall notify MPOs and those participating Tier 2 providers within 30 days of establishment of transit-related targets. The MPO will provide documentation to NCDOT and the provider of public transportation of target establishment or support in the form of a resolution duly considered by the MPO's governing body. Tier 2 transit providers are defined in 23 CFR 625.5.

3) Reporting of performance targets

- a. Reporting of targets and performance will be done as specified in 23 CFR 490, 23 CFR 450, 49 CFR 625, and 49 CFR 673.
- b. NCDOT will report all targets to FHWA and FTA as applicable. NCDOT will provide written notice of the targets to the MPO within 15 business days of reporting targets.
- c. The MPOs will report any MPO targets to NCDOT within 15 business days after the MPO establishes a target. The MPO will provide documentation of target establishment to NCDOT and the provider of public transportation in the form of a resolution duly considered by the MPO's governing body.

- d. The MPO agrees to report their annually established safety targets to NCDOT within 15 business days of establishment. (23 CFR 490.209(c)). Establishment of targets shall be evidenced by a signed resolution from the MPO's governing board.
- 4) Reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO.
- a. Where available and practicable, NCDOT will provide the MPO with the statewide performance data used in developing statewide targets. All updates of this data will include prior performance data, as available and practicable.
 - b. If MPO sets a different target than the statewide target the MPO will provide NCDOT with MPO-wide performance data used to develop the target. All updates of performance data by the MPO will include prior performance data.
 - c. Where applicable, the MPO will provide data to NCDOT for the CMAQ on-road emissions measure.
 - d. Where applicable, the MPO will provide NCDOT and the provider of public transportation with a copy of the CMAQ Performance Plan at least 45 days prior to when NCDOT's performance period reports are due per 23 CFR 490.107. As applicable, NCDOT will include as an attachment the MPO's CMAQ Performance Plan as a part of NCDOT's performance period report.
- 5) The collection of data for the State asset management plans for the NHS
- a. NCDOT will be responsible for the collection of bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads are that are not on a State highway system but instead are under the ownership of local jurisdictions, if such roads exist.
- 6) All parties agree that email communications shall be considered written notice for all portions of this agreement.
- 7) The State, MPO, and providers of public transportation are responsible for financial planning that demonstrates how MTP's and TIP's can be implemented consistent with principles of fiscal constraint. Federal requirements (23 CFR 450.314(a)) direct that specific provisions be agreed upon for cooperatively developing and sharing information for development of financial plans to support the MTP (23 CFR 450.324) and metropolitan TIP (23 CFR 450.326), as well as development of the annual listing of obligated projects (23 CFR 450.334). For purposes of this agreement, the following shall not apply to providers of public transportation:

- a) To support the development of the financial plan for the MTP, the North Carolina Department of Transportation (NCDOT) shall provide the MPO with a listing of the most recent 10-year historical funding for the Counties located within the MPO boundary categorized by funding source. The MPO will review the historical information and extrapolate the funding trends for the MTP's planning horizon while considering other factors that may affect a reasonable funding forecast. The MPO shall add any local or private funding sources reasonably expected to be available during the planning horizon. If the MPO recommends any alternative financing strategies to fund the projects and programs in the MTP, they shall be identified and included in the MTP. In the case of new funding sources, strategies for ensuring their availability shall be identified and documented. If a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the MPO will not act on a full update or amended MTP and/or TIP that does not reflect the changed revenue situation. Updates or amendments to a TIP or the STIP are acceptable as long as the changes don't involve the removed or reduced sources of funding.
- b) Annual Obligation Report: Within 90 days after the close of a federal fiscal year, NCDOT shall provide the MPO with the information needed to be included in the annual listing of obligated projects. The MPO shall publish the annual listing of obligated projects on their web site and in accordance with any other procedures outlined in their Public Participation Plan to ensure adequate access by the public and other interested stakeholders. To the extent possible, this report will contain the projects (including investments in pedestrian walkways and bicycle transportation facilities) for which federal highway or transit funds were obligated in the preceding program year. It shall include all federally funded projects authorized, including those revised to increase obligations in the preceding program year. At a minimum, it shall include:
- i) TIP project description and implementing agency information,
 - ii) Identify for each project, the amount of Federal funds requested in the TIP/STIP,
 - iii) the Federal funding that was obligated during the preceding year,
 - iv) and the Federal funding remaining and available for subsequent years.

[Signature page to follow]

Signature page

Representation on Authority of Parties/Signatories.

Each person signing this Agreement represents and warrants that he or she is duly authorized and has legal capacity to execute and deliver this Agreement. Each party represents and warrants to the other that the execution and delivery of the Agreement and the performance of such party's obligations hereunder have been duly authorized and that the Agreement is a valid and legal agreement binding on such party and enforceable in accordance with its terms.

Mayor P.J. Connelly MPO TAC Chair

Date

Kevin Mulligan, P.E., Public Works Director

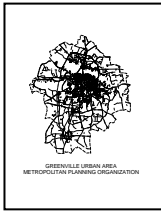
Date

Michael Taylor, Assistant County Manager

Date

Bobby Lewis, Chief Operating Officer, NCDOT

Date



Attachment 4c

Transportation Advisory Committee

Action Required

July 11, 2018

TO: Transportation Advisory Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Base Year (2016) Socio-Economic Data for the Greenville Urban Area MPO's Travel Demand Model and Selection of Forecasting Method for Interim (2025 & 2035) and Future Year (2045)

Purpose: To adopt the base year socio-economic data, as developed by the consultant utilizing local knowledge and verification from County and MPO staff, at the traffic analysis zone (TAZ) level and to select a method of forecasting socio-economic data to the interim years (2025 & 2035) and future year (2045).

Discussion: In late 2017 Stantec was contracted by the North Carolina Department of Transportation (NCDOT) to develop the Greenville Urban Area MPO's Travel Demand Model. This model is intended to act as a tool in the MPO's planning processes by forecasting travel conditions to the future year of 2045. In addition to developing the model for the MPO, Stantec will also expand the model to the Pitt County border to allow for more efficient transportation planning processes across the entirety of Pitt County.

In addition to providing the data sets required for model development, MPO staff, with assistance from staff from MPO member jurisdictions, have continued to perform data verification for inputs of the model. A crucial piece of the model is the creation of socio-economic data for each of the transportation analysis zones (TAZ). TAZs are similar to census blocks as they are geographic blocks that are created to define certain pieces of information within their boundaries such as employment, number of households and population. The full Pitt County model contains 652 TAZs. MPO staff, with MPO membership assistance, recently underwent the task of verifying the TAZ data for the model's base year, 2016. Upon the completing verification Stantec constructed the TAZ model layer with the socio-economic data for each zone. Stantec is looking for MPO/County approval before proceeding with model development tasks linked to the base year and future year socio-economic data. Sources used for the base year data creation include the Census Bureau, Department of Commerce, Office of State Budget and Management, InfoUSA, Chambers of Commerce and economic development agencies.

In addition to approval of the base year socio-economic data, Stantec is asking the MPO to provide forecasted socio-economic data for the TAZs for the interim years of 2025 and 2035, and future year of 2045. In discussion with County staff and NCDOT, staff and the TCC recommend that the MPO utilize control totals provided by the Office of State Budget and Management for the interim years and utilize the growth rates from those totals to forecast the future year totals for the socio-economic data utilizing base year data ratios. We would standardize the rates provided by the Office of State Budget and Management and correlate those rates to the townships listed below and the TAZs contained within.

Table 1 reflects the base year data summarized per township. Table 2 describes the full set of data variables used to develop the base year data for each TAZ and the variables the require forecasting based on the MPO's preferred method.

TABLE 1

Population Data Sets					Employment Sector Data				
Jurisdiction	Number of Zones	Households	Household Population	K12- Enrollment	Industrial	Retail	High Turnover Retail	Office	Service
Arthur	20	1,817	5,037	0	138	32	27	50	231
Ayden	38	2,834	6,795	1,053	763	198	242	431	1,400
Belvoir	17	1,898	6,245	751	190	29	24	31	447
Bethel	33	1,083	2,474	1,168	43	63	25	170	276
Carolina	28	743	1,813	236	133	7	8	33	85
Chicod	29	2,883	7,499	3,383	297	33	121	42	798
Falkland	14	920	2,273	329	84	20	5	40	249
Farmville	49	2,543	6,305	2,179	708	365	436	345	672
Fountain	24	583	1,410	0	28	19	9	39	27
City of Greenville	218	38,508	89,234	9,792	5,784	6,545	7,239	8,171	31,641
Grifton	40	1,869	5,127	1,157	370	209	66	46	334
Grimesland	38	4,272	11,263	458	254	100	70	169	434
Pactolus	27	2,454	6,694	536	309	120	198	127	347
Swift Creek	18	713	1,775	0	62	4	2	35	30
Winterville	59	5,684	14,680	2,213	759	267	502	589	2,397
Total	652	68,804	168,624	23,255	9,922	8,011	8,974	10,318	39,368

TABLE 2

User Provided Zonal Variables			
Zonal Variable	Definition Notes	Future Year Adjustments	Comments & Options
Zone Number		None	
MCD ID	Index Number for MCDs	None	
Area Type	Urban or Rural classification	Possible	Could change based on development patterns
Area	Square Miles	None	No change unless zonal boundaries adjusted. TransCAD can calculate
Street Route Length	Linear Miles	Possible	TransCAD can calculate based on expanded roadway network.
Population	Residents - (Primary Location)	Required	
Households		Required	
Median HH Income (2016\$)	Zonal HH annual income	Possible	If HH incomes track inflation, no change required. Otherwise provide equivalent \$2016 dollar
HH Retired	% of HHs with Retirees	Possible	Could keep base year percents as default or adjust based on new information
HH Children	% of HHs with Children	Possible	Could keep base year percents as default or adjust based on new information
HH - No Children or Retired	% of HHs with children or retiree	Possible	Could keep base year percents as default or adjust based on new information
K-12 Enrollment	School Students	Required	
Industrial Employment		Required	Industrial Employees that work at locations in zone
Retail Employment		Required	Retail Employees that work at locations in zone
High Turnover Retail Employment		Required	High Turnover Retail Employees that work at locations in zone
Office Employment		Required	Office Employees that work at locations in zone
Service Employment		Required	Service Employees that work at locations in zone
Hourly Parking Cost (2016\$)	zonal average hourly parking	Possible	If parking costs are implemented, provide as equivalent \$2016 dollar values
Notes:			
The Greenville Model will generate other zonal variables based on these user-provided estimates			

Action Needed: Request the TAC take action to support the base year socio-economic data as provided, and to direct staff on the method of forecasting socio-economic data in the interim and future year.

Attachments: N/A



Attachment 4d

Technical Coordinating Committee

Action Required

June 27, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Amendment to the Greenville Urban Area MPO's Fiscal Year 2019 Unified Planning Work Program (UPWP)

Purpose: To adopt Amendment #1 of the Greenville Urban Area MPO's Unified Planning Work Program (UPWP), which outlines the MPO's planned activities and expenditures for Fiscal Year (FY) 2019, to adjust the UPWP format, update planned special studies, include addition of State Planning and Research funding and adjust public law (PL 104) fund programming by task.

Discussion: On November 8, 2017 the MPO adopted the Fiscal Year (FY) 2019 Unified Planning Work Program (UPWP). The UPWP represents the MPO's planned activities and associated expenditures for the specified FY. The UPWP is developed yearly by staff to outline federal expenditures and to maintain the MPO's compliance with State and Federal regulations.

Amendment #1 is in response to several changes that must be made to the FY 2019 UPWP. In April 2018 the MPO received word that one of their regional projects had been selected to receive State Planning and Research (SPR) funding, changing the required financial commitment the MPO must make to for the project. In addition several activities that were subject for expenditure in FY 2018 were unable to be completed due to schedule constraints and thus will be expended in FY 2019. The full list of changes included with Amendment #1 are as follows:

1. *Overall format updates to facilitate efficient and effective amendments and yearly development;*
2. *Updated Introduction of the UPWP;*
3. *Inclusion of the FAST Act within the section titled Federal Requirements;*
4. *Inclusion of Map of the MPO;*
5. *Inclusion of Common Acronyms;*
6. *Amend the Special Studies section to include and define the NC 43 Corridor Plan, Eastern North Carolina Regional Freight Mobility Plan, Worthington Road Corridor Study and the McDonald Road Pedestrian Corridor Feasibility Study;*
7. *Reallocation of FY 2019 funds for FY 2018 projects (TDM Development; Greenville Flood Mitigation Study)*
8. *Inclusion of SPR Funding in the Task and Project Funding Breakdown;*
9. *Update to funding of several task items within the Task and Project Funding Breakdown (please see attached spreadsheets for task by task updates).*
10. *Update to the MPO's 5-year work plan to reflect projected three (3) year gap between Prioritization 5.0 and 6.0.*

Action Needed: Request the TAC adopt Amendment #1 to the Greenville Urban Area MPO's FY 2019 UPWP.

Attachments: *Original Task and Project Funding Breakdown; Amendment 1 Task and Project Funding Breakdown; Full Amended FY 2019 UPWP*

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				Transit-SECTION 5307				Task Funding Summary			
			Local 20%	Federal 80%	TOTAL	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	FTA 80%	5307 Total	Local	State	Federal	TOTAL
	II-A	Data and Planning Support	\$ 44,000	\$ 176,000	\$ 220,000	\$0	\$0	\$0	\$0					\$ 44,000	\$0	\$ 176,000	\$ 220,000
44.24.00	II-A-1	Networks and Support Systems	\$ 2,000	\$ 8,000	\$ 10,000	\$0	\$0	\$0	\$0					\$ 2,000	\$0	\$ 8,000	\$ 10,000
44.23.01	II-A-2	Travelers and Behavior	\$ 2,000	\$ 8,000	\$ 10,000	\$0	\$0	\$0	\$0					\$ 2,000	\$0	\$ 8,000	\$ 10,000
44.23.02	II-A-3	Transportation Modeling	\$ 40,000	\$ 160,000	\$ 200,000	\$0	\$0	\$0	\$0					\$ 40,000	\$0	\$ 160,000	\$ 200,000
	II-B	Planning Process	\$ 83,000	\$ 332,000	\$ 415,000	\$200	\$200	\$1,600	\$2,000					\$ 83,200	\$200	\$ 333,600	\$ 417,000
44.23.02	II-B-1	Targeted Planning	\$ 2,000	\$ 8,000	\$ 10,000	\$0	\$0	\$0	\$0					\$ 2,000	\$0	\$ 8,000	\$ 10,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 45,000	\$ 180,000	\$ 225,000	\$200	\$200	\$1,600	\$2,000					\$ 45,200	\$200	\$ 181,600	\$ 227,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -	\$0	\$0	\$0	\$0					\$ -	\$ -	\$ -	\$ -
		Commuter Rail Study	\$ 10,000	\$ 40,000	\$ 50,000	\$0	\$0	\$0	\$0					\$ 10,000	\$0	\$ 40,000	\$ 50,000
		Greenville Blvd Study (4-lane alt.)	\$ 6,000	\$ 24,000	\$ 30,000	\$0	\$0	\$0	\$0					\$ 6,000	\$0	\$ 24,000	\$ 30,000
		Eastern North Carolina Freight Study	\$ 10,000	\$ 40,000	\$ 50,000	\$0	\$0	\$0	\$0					\$ 10,000	\$0	\$ 40,000	\$ 50,000
		NC 43 Small Area Corridor Study	\$ 10,000	\$ 40,000	\$ 50,000	\$0	\$0	\$0	\$0					\$ 10,000	\$0	\$ 40,000	\$ 50,000
	III-A	Planning Work Program	\$ 8,000	\$ 32,000	\$ 40,000	\$0	\$0	\$0	\$0					\$ 8,000	\$0	\$ 32,000	\$ 40,000
44.21.00	III-A-1	Planning Work Program	\$ 4,000	\$ 16,000	\$ 20,000	\$0	\$0	\$0	\$0					\$ 4,000	\$0	\$ 16,000	\$ 20,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 4,000	\$ 16,000	\$ 20,000	\$0	\$0	\$0	\$0					\$ 4,000	\$0	\$ 16,000	\$ 20,000
	III-B	Transp. Improvement Plan	\$ 9,000	\$ 36,000	\$ 45,000	\$200	\$200	\$1,600	\$2,000					\$ 9,200	\$200	\$ 37,600	\$ 47,000
44.25.00	III-B-1	Prioritization	\$ 3,000	\$ 12,000	\$ 15,000	\$0	\$0	\$0	\$0					\$ 3,000	\$0	\$ 12,000	\$ 15,000
44.25.00	III-B-2	Metropolitan TIP	\$ 3,000	\$ 12,000	\$ 15,000	\$200	\$200	\$1,600	\$2,000					\$ 3,200	\$200	\$ 13,600	\$ 17,000
44.25.00	III-B-3	Merger/Project Development	\$ 3,000	\$ 12,000	\$ 15,000	\$0	\$0	\$0	\$0					\$ 3,000	\$0	\$ 12,000	\$ 15,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 8,000	\$ 32,000	\$ 40,000	\$200	\$200	\$1,600	\$2,000					\$ 8,200	\$200	\$ 33,600	\$ 42,000
44.27.00	III-C-1	Title VI Compliance	\$ 2,000	\$ 8,000	\$ 10,000	\$0.0	\$0.0	\$0	\$0					\$ 2,000	\$0	\$ 8,000	\$ 10,000
44.27.00	III-C-2	Environmental Justice	\$ 2,000	\$ 8,000	\$ 10,000	\$0.0	\$0.0	\$0	\$0					\$ 2,000	\$0	\$ 8,000	\$ 10,000
44.27.00	III-C-3	Minority Business Enterprise Planning	\$0	\$0	\$0	\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	III-C-4	Planning for the Elderly	\$0	\$0	\$0	\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	III-C-5	Safety/Drug Control Planning	\$0	\$0	\$0	\$200.0	\$200.0	\$1,600	\$2,000					\$200	\$200	\$1,600	\$2,000
44.27.00	III-C-6	Public Involvement	\$4,000	\$16,000	\$20,000	\$0.0	\$0.0	\$0	\$0					\$4,000	\$0	\$16,000	\$20,000
44.27.00	III-C-7	Private Sector Participation	\$0	\$0	\$0	\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 4,000	\$ 16,000	\$ 20,000	\$0.0	\$0.0	\$0	\$0					\$ 4,000	\$0	\$ 16,000	\$ 20,000
44.27.00	III-E	Management Ops, Program Suppt Admin	\$15,000	\$60,000	\$75,000	\$3,600.0	\$3,600.0	\$28,800	\$36,000	\$0.0	\$0.0	\$0	\$0	\$ 18,600	\$3,600	\$ 88,800	\$ 111,000
		TOTALS	\$ 171,000	\$ 684,000	\$ 855,000	\$4,200	\$4,200	\$33,600	\$42,000	\$0	\$0	\$0	\$0	\$175,200	\$4,200	\$717,600	\$897,000

**Greenville Urban Area Metropolitan Planning Organization
Task and Project Funding FY 2019**

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			State Planning and Research Funding (TPD)				Transit Planning - 5303				Transit-SECTION 5307				Task Funding Summary			
			Local 20%	Federal 80%	TOTAL	Local 5%	State 15%	Federal 80%	Fund Total	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	FTA 80%	5307 Total	Local	State	Federal	TOTAL
	II-A	Data and Planning Support	\$ 42,000	\$ 168,000	\$ 210,000					\$0	\$0	\$0	\$0					\$42,000	\$0	#####	\$ 210,000
44.24.00	II-A-1	Networks and Support Systems	\$ 500	\$ 2,000	\$ 2,500					\$0	\$0	\$0	\$0					\$ 500	\$0	\$ 2,000	\$ 2,500
44.23.01	II-A-2	Travelers and Behavior	\$ 500	\$ 2,000	\$ 2,500					\$0	\$0	\$0	\$0					\$ 500	\$0	\$ 2,000	\$ 2,500
44.23.02	II-A-3	Transportation Modeling	\$ 41,000	\$ 164,000	\$ 205,000					\$0	\$0	\$0	\$0					\$41,000	\$0	#####	\$ 205,000
	II-B	Planning Process	\$ 69,000	\$ 276,000	\$ 345,000	\$15,000	\$45,000	\$240,000	\$300,000	\$200	\$200	\$1,600	\$2,000					\$84,200	#####	#####	\$ 647,000
44.23.02	II-B-1	Targeted Planning	\$ 8,000	\$ 32,000	\$ 40,000					\$0	\$0	\$0	\$0					\$ 8,000	\$0	\$ 32,000	\$ 40,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 40,000	\$ 160,000	\$ 200,000					\$200	\$200	\$1,600	\$2,000					\$40,200	\$200	#####	\$ 202,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -					\$0	\$0	\$0	\$0					\$ -	\$0	\$ -	\$ -
		NC 43 Corridor Study	\$ 10,000	\$ 40,000	\$ 50,000																
		Worthington Road Corridor Study	\$ 9,000	\$ 36,000	\$ 45,000					\$0	\$0	\$0	\$0					\$ 9,000	\$0	\$ 36,000	\$ 45,000
		Eastern North Carolina Freight Study				\$15,000	\$45,000	\$240,000	\$300,000	\$0	\$0	\$0	\$0					\$15,000	#####	#####	\$ 300,000
		Simpson Pedestrian Corridor Feasibility Stud	\$ 2,000	\$ 8,000	\$ 10,000																
	III-A	Planning Work Program	\$ 8,000	\$ 32,000	\$ 40,000					\$0	\$0	\$0	\$0					\$ 8,000	\$0	\$ 32,000	\$ 40,000
44.21.00	III-A-1	Planning Work Program	\$ 4,000	\$ 16,000	\$ 20,000					\$0	\$0	\$0	\$0					\$ 4,000	\$0	\$ 16,000	\$ 20,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 4,000	\$ 16,000	\$ 20,000					\$0	\$0	\$0	\$0					\$ 4,000	\$0	\$ 16,000	\$ 20,000
	III-B	Transp. Improvement Plan	\$ 8,000	\$ 32,000	\$ 40,000					\$200	\$200	\$1,600	\$2,000					\$ 8,200	\$200	\$ 33,600	\$ 42,000
44.25.00	III-B-1	Prioritization	\$ 3,000	\$ 12,000	\$ 15,000					\$0	\$0	\$0	\$0					\$ 3,000	\$0	\$ 12,000	\$ 15,000
44.25.00	III-B-2	Metropolitan TIP	\$ 3,000	\$ 12,000	\$ 15,000					\$200	\$200	\$1,600	\$2,000					\$ 3,200	\$200	\$ 13,600	\$ 17,000
44.25.00	III-B-3	Merger/Project Development	\$ 2,000	\$ 8,000	\$ 10,000					\$0	\$0	\$0	\$0					\$ 2,000	\$0	\$ 8,000	\$ 10,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 6,000	\$ 24,000	\$ 30,000					\$200	\$200	\$1,600	\$2,000					\$ 6,200	\$200	\$ 25,600	\$ 32,000
44.27.00	III-C-1	Title VI Compliance	\$ 1,000	\$ 4,000	\$ 5,000					\$0.0	\$0.0	\$0	\$0					\$ 1,000	\$0	\$ 4,000	\$ 5,000
44.27.00	III-C-2	Environmental Justice	\$ 1,000	\$ 4,000	\$ 5,000					\$0.0	\$0.0	\$0	\$0					\$ 1,000	\$0	\$ 4,000	\$ 5,000
44.27.00	III-C-3	Minority Business Enterprise Planning	\$0	\$0	\$0					\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	III-C-4	Planning for the Elderly	\$0	\$0	\$0					\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	III-C-5	Safety/Drug Control Planning	\$0	\$0	\$0					\$200.0	\$200.0	\$1,600	\$2,000					\$200	\$200	\$1,600	\$2,000
44.27.00	III-C-6	Public Involvement	\$4,000	\$16,000	\$20,000					\$0.0	\$0.0	\$0	\$0					\$4,000	\$0	\$16,000	\$20,000
44.27.00	III-C-7	Private Sector Participation	\$0	\$0	\$0					\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 5,000	\$ 20,000	\$ 25,000					\$0.0	\$0.0	\$0	\$0					\$ 5,000	\$0	\$ 20,000	\$ 25,000
44.27.00	III-E	Management Ops, Program Suppt Admin	\$16,000	\$64,000	\$80,000					#####	#####	\$28,800	\$36,000	\$0.0	\$0.0	\$0	\$0	\$19,600	\$3,600	\$ 92,800	\$ 116,000
		TOTALS	\$ 154,000	\$ 616,000	\$ 770,000	\$15,000.0	\$45,000	\$240,000	\$300,000	\$4,200	\$4,200	\$33,600	\$42,000	\$0	\$0	\$0	\$0	#####	#####	\$889,600	\$1,112,000



PUBLIC WORKS

November 8, 2017

Debra G. Collins, Director
Public Transportation Division
NC Department of Transportation
1550 Mail Service Center
Raleigh, NC 27699-1550

Dear Ms. Collins:

The Greenville Urban Area Unified Planning Work Program (UPWP) for FY2019 has been submitted into the PMPO Grants SharePoint teamsite. The UPWP also serves as the urban area's Metropolitan Planning Program grant application requesting Federal Transit Administration Section 5303 planning funds. A complete description and budget of planning activities is included in the UPWP/PWP.

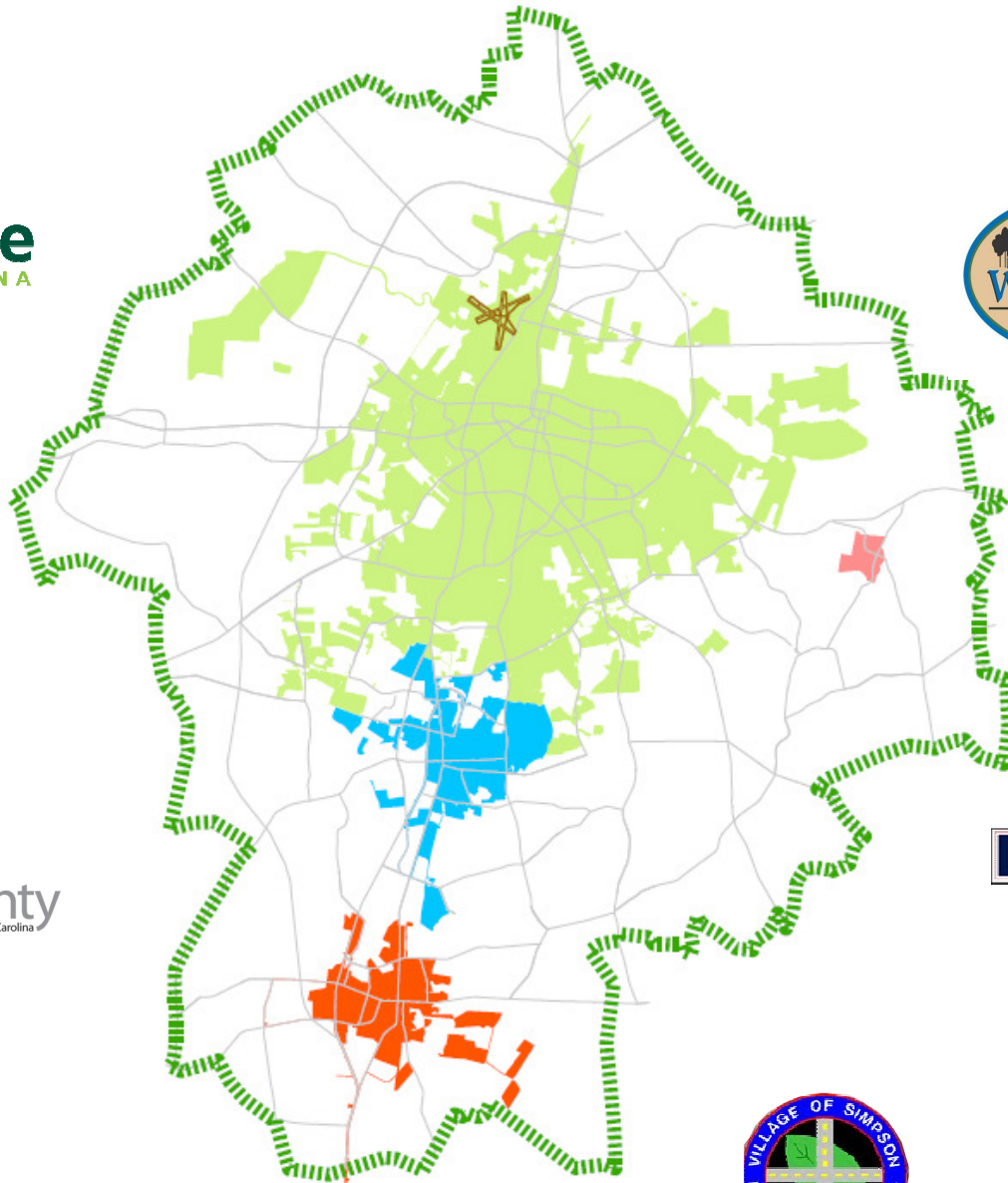
The Federal Transit Administration (FTA) grant amount requested is our full allocation of \$42,000.

The local match will be provided by the City of Greenville. The City of Greenville is the designated grant recipient for Section 5303 grant funds.

Sincerely,

Mayor P.J. Connelly, Chairman
Transportation Advisory Committee
Greenville Urban Area MPO

THE GREENVILLE URBAN AREA MPO FISCAL YEAR (FY) 2019 Unified Planning Work Program (UPWP)



**Approved by the Greenville Urban Area
Metropolitan Planning Organization on
July 11, 2018**

Table of Contents

Section	Page
Table of Contents	1
Introduction	2-3
Federal Requirements	3-6
Map of MPO Planning Area	7
Committee Membership	8
Common Acronyms	9-10
Explanation of Funding Sources in the UPWP	11
UPWP Fiscal Programming Summary	12
General Task Description and Narratives	13-25
GUAMPO Task and Project Funding FY 2019	26
Transit Task Narrative	27
Anticipated DBE Contracting Opportunities	28
GUAMPO 5-Year Planning Activity Plan	29
MPO Self-Certification	30-32
GUAMPO Resolution of Self-Certification	33
GUAMMPO Resolution of UPWP FY 19 Adoption	34

Greenville Urban Area 2018-2019 PWP Narrative

UPWP Overview

Greenville Urban Area Metropolitan Planning Organization PLANNING WORK PROGRAM (PWP) for July 1, 2018- June 30 2019 (FY 2019)

Introduction

The Greenville Urban Area MPO (MPO) is the regional transportation planning organization that is made up of elected officials and representatives from various local government agencies located within the Greenville urban area as well as representatives from the North Carolina Department of Transportation (NCDOT). The MPO provides the regional cooperative planning process that serves as the basis for the expenditure of Federal transportation funds in the area for streets, highways, bridges, public transit, bicycle and pedestrian paths. Every urban area of at least 50,000 people, designated by the U.S. Census Bureau, is required to have a similar organization. There are 19 MPOs in the state of North Carolina. The members of the Greenville Urban Area MPO include the City of Greenville, the Towns of Winterville and Ayden, the Village of Simpson, and surrounding areas of Pitt County. The Engineering Division of the City of Greenville's Department of Public Works is the lead planning agency for the Greenville Urban Area MPO. The MPO works directly with NCDOT to prioritize road projects that enhance traffic flow within the Greenville Urban Area MPO boundary. The MPO planning area cover approximately 440 roadway centerline miles with a population of approximately 132,000.

The MPO is responsible for carrying out an annual planning work program, part of which must address updating the Metropolitan Transportation Improvement Program (a seven-year project programming schedule) and a long-range transportation plan, which is a twenty-year forecast of projects and programs. The Unified Planning Work Program (UPWP) outlines transportation planning tasks to be conducted during the fiscal year. The UPWP sets the budget for these items and identifies the funding sources. MPO staff is responsible for ensuring completion of the planning tasks identified in the UPWP. The MPO Staff and the North Carolina Department of Transportation are the responsible agencies for many of the tasks in the UPWP. Some planning tasks are carried out by outside consultants.

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

This Unified Planning Work Program (UPWP) for the Greenville Urban Area Metropolitan Planning Organization documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2018-2019 (from July 1, 2018 through June 30, 2019). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C")

approach for transportation planning for the metropolitan area, both short and long-range, with proper coordination among:

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

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal years 2018-2019.

Federal Requirements

SAFETEA-LU in concert with the Clean Air Act as Amended

Envisions a transportation system that maximizes mobility and accessibility and protects the human and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

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

The Moving Ahead for Progress in the 21st Century (MAP-21)

Federal transportation legislation passed by U.S. Congress and signed by the President in 2012, defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. Current legislation calls for MPOs to conduct planning that:

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

These factors are addressed through various work program tasks selected for fiscal year 2018-2019.

Fixing America's Surface Transportation Act (FAST Act)

The FAST Act requires the metropolitan planning process to provide for consideration of projects and strategies that will promote and support the following planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system; and
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The Greenville Urban Area MPO, utilizing the 3-C planning method, has developed the following program to support and adhere to the above outlines strategies. Additionally planning activities will strive to support the Greenville Urban Area MPO's 2014-2040 Metropolitan Transportation Plan (MTP) and the currently under development 2045 MTP which, both of which currently and in the future, serves as the MPO's federally mandated multi-modal long range transportation plan.

Citizen involvement is a vital component of FAST Act compliance. As such, resources and activities are included within this UPWP to implement the Greenville Urban Area MPO's Public Involvement Plan. As a component of our Public Participation Plan, the Jacksonville MPO website will be maintained on a regular basis to broadcast information on MPO activities and to encourage community involvement in the MPO process. The MPO will also proactively notify citizens of plans and activities on a regular basis through public notices, press releases, social media, and other commonly used media outlets and public presentations.

All MPO plans and programs comply with the public participation provisions of Title VI which states:

"[n]o person in the United States shall, on grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."

Public Participation and Title VI

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

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

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

Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program

The Greenville Urban Area MPO is responsible for developing the Metropolitan Transportation Plan (MTP) that has a planning horizon of at least 20 years and a Metropolitan Transportation Improvement Program (MTIP) that is developed in cooperation with the State and with local transit operators. The MTIP is programmed into two (2) five year increments with the first five (5) years containing projects that have fund earmarked for construction; the second five (5) years contain projects that are projects that will be developed for potential earmarked funding at a later date. The MTP and MTIP are produced through a planning process which involves the region's local governments, the North Carolina Department of Transportation (NCDOT), local jurisdictions and residents of the region. Additionally, representatives from the local offices of the U.S. Department of Transportation (US DOT) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and the U.S. Environmental Protection Agency (US EPA) provide guidance and participate in the planning process.

The Metropolitan Transportation Plan (MTP) includes the following:

- Identification of transportation facilities (including major roadways, transit, multimodal and intermodal facilities and intermodal connectors) that function as an integrated metropolitan transportation system;
- A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities;

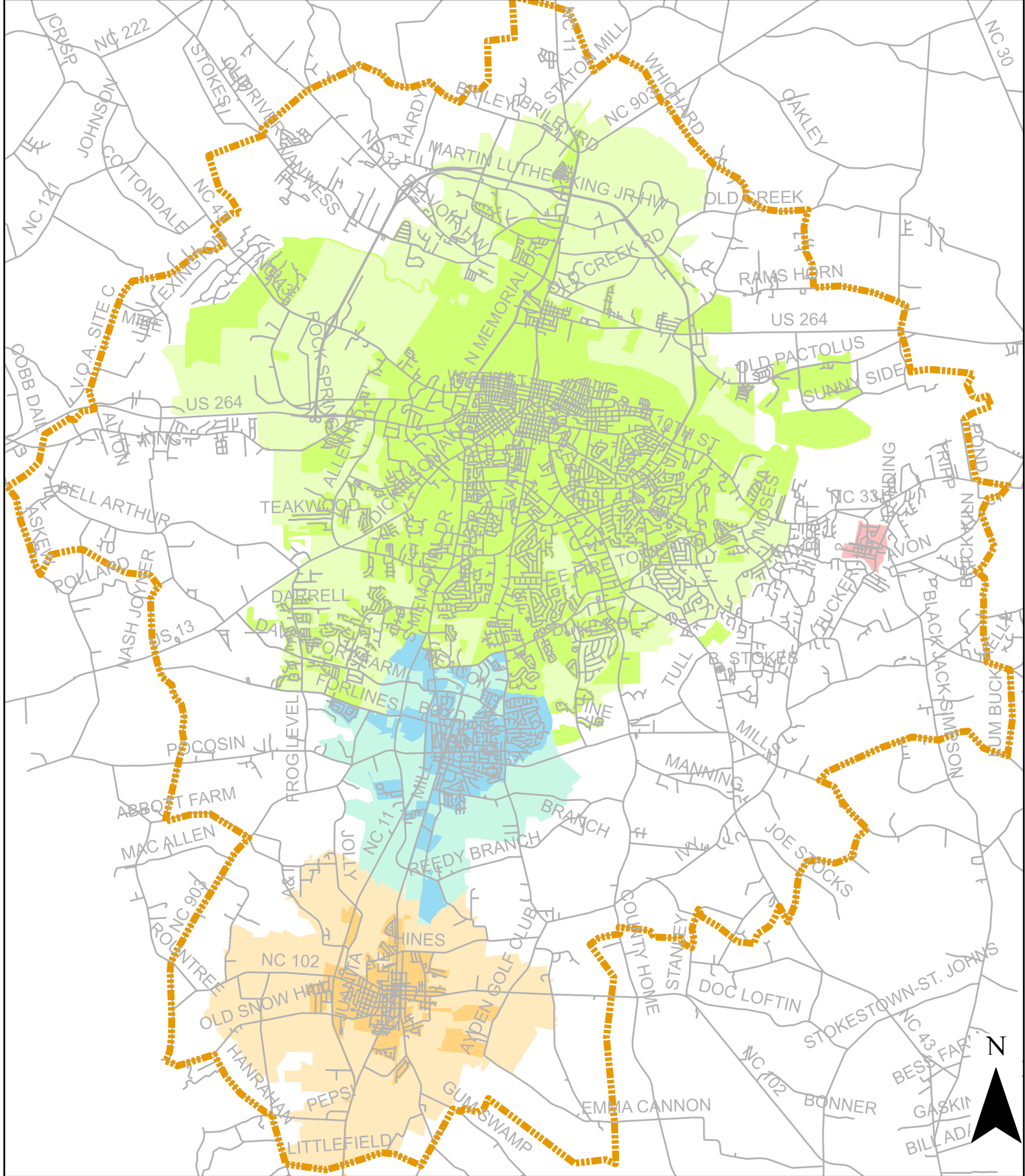
- A financial plan that demonstrates how the adopted transportation plan can be implemented;
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs;
- Proposed transportation and transit enhancement activities;

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

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

Air Quality Conformity Process

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



Legend

- MPO_Boundary
- Ayden Town Limits
- Greenville City Limits
- Winterville Town Limits
- Ayden ETJ
- Greenville ETJ
- Winterville ETJ
- Simpson Village Limits

Greenville Urban Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEMBERS

- CHAIR**
*P.J. Connelly, Mayor
 City of Greenville
 ALTERNATE: Rose Glover, Mayor Pro-Tem*
- VICE-CHAIR**
*Charles Farley
 Commissioner
 Pitt County*
- Steve Tripp, Mayor
 Town of Ayden*
- Doug Jackson, Mayor
 Town of Winterville
 ALTERNATE: Tony Moore*
- Richard Zeck, Mayor
 Village of Simpson*
- Hugh Overholt
 Board of Transportation
 NCDOT*
- (non-voting)
 John F. Sullivan III
 Federal Highway Administration*

TECHNICAL COORDINATING COMMITTEE MEMBERS

- Kevin Mulligan
 Director of Public Works
 City of Greenville
 Chair*
- Thomas Weitnauer
 Chief Planner
 City of Greenville*
- Lamont Jackson
 Transit Manager
 City of Greenville*
- Scott P.M. Godefroy, P.E.
 City Engineer
 City of Greenville*
- Richard DiCesare, P.E., PTOE
 City Traffic Engineer
 City of Greenville*
- Ann E. Wall
 City Manager
 City of Greenville*
- James Rhodes, AICP
 Planning Director
 Pitt County*
- Jonas Hill
 Planner
 Pitt County*
- Ben Williams
 Asst. Town Manager
 Town of Winterville
 Vice-Chair*
- Terri Parker
 Town Manager
 Town of Winterville*
- Steven Harrell
 Town Manager
 Town of Ayden*
- Stephen Smith
 Community & Economic Planner
 Town of Ayden*
- Richard Zeck
 Mayor
 Village of Simpson*
- Preston Hunter, PE
 Division Engineer
 NCDOT*
- Steve Hamilton, PE
 Division Traffic Engineer
 NCDOT*
- Michael Taylor
 Assistant County Manager
 Pitt Area Transit*
- Dominique Boyd
 Greenville MPO Coordinator
 Transportation Planning Branch
 NCDOT*
- Haywood Daughtry, PE, CPM
 Eastern Region Mobility & Safety
 Field Operations Engineer
 NCDOT*
- Jeff Cabaniss, PE
 Division Planning Engineer
 NCDOT*
- Kevin Richards
 Planning Director
 Mid-East Commission*
- William Bagnell
 Associate Vice Chancellor
 Campus Operations
 East Carolina University*
- (non-voting)--Bill Marley
 Community Planner
 Federal Highway Administration*
- (non-voting)—David Bender
 Public Transportation Division
 NCDOT*
- (non-voting)—Jamie Heath
 Mid-East RPO*

Membership as of February 27, 2018

Common Acronyms

PATS	Pitt Area Transit
CMAQ	Congestion Mitigation & Air Quality
CMP	Congestion Management Process
CTP	Comprehensive Transportation Plan
EJ	Environmental justice
EPA	Environmental Protection Agency
FAST Act	Fixing America’s Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GIS	Geographic information system
GUAMPO	Greenville Urban Area Metropolitan Planning Organization
ITS	Intelligent transportation systems
LAP	Locally administered projects
LEP	Limited English Plan
LPA	Lead Planning Agency
MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Plan
NCAMPO	North Carolina Association of Metropolitan Planning Organizations
NCDOT	North Carolina Department of Transportation
NCDOT-PTD	North Carolina Department of Transportation – Public Transportation Division
NCDOT-TPB	North Carolina Department of Transportation – Transportation Planning Branch
P5.0	Prioritization 5.0

PL	Planning funds
RPO	Rural Planning Organization
SPOT	Strategic Planning Office of Transportation
STIP	North Carolina State Transportation Improvement Program
TAC	Transportation Advisory Committee
TAP	Transportation Alternatives Program
TCC	Technical Coordinating Committee
TIP	Transportation Improvement Program
UPWP	Unified Planning Work Program

Page Left Intentionally Blank

Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

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

State Planning and Research (SPR) Funds

Known as SPR funds, these funds are administered by the North Carolina Department of Transportation, Transportation Planning Branch. The funds are primarily used to pay NCDOT staff salaries for time spent on transportation planning for the Greenville Urban Area. The Federal Highway Administration (FHWA) provides 80% of the funds, and the State of North Carolina provides the remaining 20%. SPR funds require a local match that varies depending on the economic distress tier of the County for which the project will take place in. Economic Distress Tiers, from 3 to 1, are based on the NC Department of Commerce’s annual rankings of County’s Economic wellbeing. The 40 most distressed Counties are Tier 1, the next 40 Tier 2 and the remaining 20 are Tier 3 (least economically distress). Local match is reduced for Counties within Tier 1 and 2.

Section 5303 Funds

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

Funding Summary FY 2018-2019 (Total funds programmed in PWP, including Transit funds)				
Funding Source	Federal Funding	State Funding	Local Match	Total
Planning Funds (PL 104)	\$ 616,000		\$ 154,000	\$ 770,000
State Planning and Research Funding (SPR)	\$ 240,000	\$ 45,000	\$ 15,000	\$ 300,000
Section 5303	\$ 33,600	\$ 4,200	\$ 4,200	\$ 42,000
Total	\$ 889,600	\$ 49,200	\$ 173,200	\$ 1,112,000

Program Summary for MPO Planning and Administration (PL Funds)		
Task	PL Funds	Percentage of Total PL Funds
II-A Data and Planning Support	\$ 168,000	27.27%
II-B Planning Process	\$ 192,000	31.17%
<i>(II-B Special Study)</i>	\$ 84,000	13.64%
III-A Planning Work Program	\$ 32,000	5.19%
III-B Transp. Improvement Plan	\$ 32,000	5.19%
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 24,000	3.90%
III-D Statewide and Extra-Regional Planning	\$ 20,000	3.25%
III-E Management Ops, Program Support Admin	\$ 64,000	10.39%
TOTAL PL Funds	\$ 616,000	100.00%

Program Summary for State Planning and Research Funds Awarded to MPO				
Task	Federal Funds	State Funds	Local Match	Task Percentage of Available
II-B-3 Special Studies				
ENC Freight Mobility Plan	\$ 245,000	\$ 45,000	\$ 15,000	100.00%

General Task Descriptions and Narratives

II-A Data and Planning Support

In support of the 3-C process of planning, this section covers the Greenville Urban Area MPO's planned and programmed activities necessary to support the continues collection, maintenance and distribution of data and related processes utilized in the MPO's transportation planning activities.

II-A-1 Networks and Support Systems

- **Traffic Volume Counts**
 - **Vehicle Miles of Travel (VMT)**
 - **Street System Changes**
 - **Traffic Crashes**
 - **Transit System Data**
 - **Air Travel**
 - **Central Area Parking Inventory**
 - **Bike/Ped Facilities Inventory**
 - **Collection of Network Data**
 - **Capacity Deficiency Analysis**
 - **Mapping**
- Create and maintain spatial data, metadata, and data catalog created from Python script (inclusive of member governments municipal boundaries, zoning, facilities, physical and environmental features, orthophotography, etc.) for the MPO planning area and immediately adjacent areas.
- Coordinate and assist in AADT mapping and analysis in support of planning needs. Update the GIS Street Database as needed.
- Perform both tube and turning movement counts using in-house and contracted resources throughout the urban area for ongoing transportation planning purposes. Purchase of transportation data-collection equipment, including those devices using radar, magnetic detection, motion sensor technology, and/or greenway/pedestrian/bicycle counters.
- Conduct parking inventory, establish count areas, Prepare field procedures / personnel as necessary. On and off street parking data collection may include parking policies, ownership and rates.
- Review VMT data provided by NCDOT as needed. Receive countywide estimates and review as needed.

- Update local street centerline GIS data. MPO geographical area will be updated as needed, with metadata verified or created.
- Update GIS data for fixed routes, deviated fixed routes, service areas, and ridership for transit providers in the region.
- Maintain the project inventory geospatial and tabular data related to transit, bike, pedestrian, and other travel modes' changes in CTP projects, Priority Needs List projects, LRTP, and STIP/MTIP projects.
- Maintain a GIS inventory of existing data from local, state, and federal partners related to bicycle and pedestrian transportation facilities. Obtain updated sidewalk, bike facility, and greenways data from local partners. Continue collection of missing attributes or data for those data sets in need of updating or creation.

II-A-2 Travelers and Behavior

- **Dwelling Unit, Population and Employment Changes**
 - **Collection of Base Year Data**
 - **Travel Surveys**
 - **Vehicle Occupancy Rates (Counts)**
 - **Travel Time Studies**
- Updates of baseline data or census information that may be used in various transportation plans or planning activities. Identify and evaluate changes in population and development throughout the MPO. Obtain, identify, and analysis of Census data, local parcel, zoning, and tax data records.
- Collection of the following variables, by traffic zone: 1) population, 2) housing units, and 3) employment. Update GIS database used to maintain housing and land use information.
- Updates to the 2010 Census baseline population and dwelling unit data with pertinent American Community Survey variables as they become available. Including those related to Title VI issues and include data formerly in the Census Summary File 3 taken from the long form sample in 2000.
- Assist NCDOT TPB as needed with follow up or clarifications about travel behavior related to the survey.
- Vehicle occupancy rate and travel time studies, as needed.
- Conduct surveys to attain information such as origins and destinations, travel behavior, transit ridership, workplace commuting, etc. Purchase of wireless signaling/digital mobility data from

consultants who can collect mobile device signals and develop meaningful location data, travel patterns, and transportation trends.

II-A-3 Transportation Modeling

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

- Assist NCDOT TPB with model updates as needed, including but not limited to, coordinating/working with any contracted consultants necessary to develop the update to the model.
- Update socioeconomic, roadway, and travel data. Review the model for any network and coding inconsistencies. Database update and/or any other travel demand modeling work associated with keeping the model up-to-date. Some of this work to be performed by NCDOT's Transportation Planning Branch along with use of consultant effort. A consultant may purchase mobile device signal data to develop origin and destination data, along with identifying other travel patterns.
- Assist with model updates and scenario runs by coordinating and supplying data about the network as needed. Test alternative roadway network scenarios.
- Review major land use changes and modify the travel demand model's TAZ files accordingly.
- Assist NCDOT TPB and the model team as needed with follow up or clarifications about SE Data forecasts or travel patterns. Drafting of any required documentation.
- Maintain fiscal model of the 2014-2040 MTP. Develop project cost estimates and identify funding sources available throughout the forecast years for the LRTP. Identify new and alternative funding sources.
- Update ongoing research about funding sources and refinement of long-range financial plan as needed.
- Provide data and local support for creation and implementation of fiscal model for the 2019-2045 MTP update
- Create project-level cost estimates where SPOT, TIP, or other NCDOT-sanctioned estimates are not available.

II-B Planning Process

II-B-1 Targeted Planning

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

- In accordance with the planning rules associated with the FAST Act (23 CFR 450.306.b) MPO staff will assist the City of Greenville to solicit, select and assist a consultant in development of a Hazard Mitigation Study for the City of Greenville. This study/plan will focus on mitigating flood damage and repetitive loss within the City of Greenville due to flood events. In addition this effort will study and strategize how to improve the resiliency and reliability of the transportation system and how to reduce/mitigate stormwater impacts on impervious surfaces of the transportation network. Strategies and objectives identified as a part of this study will be included as a part of the 2045 Metropolitan Transportation Plan to address stormwater hazard mitigation within the MPO's long range planning efforts.
- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions and transportation system management strategies. Provide documentation of the process to be used in updating the MTP. Tasks also include planning strategies associated with Transportation Demand Management, Access Control and Management, Traffic Operations Improvements, Incident Management and Growth Management.
- Coordinate with private freight carriers in the region to identify major shipping lanes in and out of the region and potential projects where NCDOT/GUAMPO can facilitate cooperation; incorporate applicable projects into the MTP and prepare update of the freight element of the MTP. Identify freight movement deficiencies, priorities, and proposed improvement solutions and strategies.
- Participate in MAP-21 related training and workshops.
- Participate in FAST ACT related training and workshops to assist development of MTP and performance measures.
- Research/investigate/analyze/report on alternative fuel vehicles, advanced transportation technologies, infrastructure, fueling/recharging stations, related equipment, and alt fuels technology, including public transit and transportation corridors.
- Assist with conformity determination analysis, interagency consultation process, and coordination with State and Federal agencies in developing and maintaining mobile source emission inventories. Attending air quality-related trainings/briefings/coordination meetings.

- MPO staff will coordinate all activities prior to releasing a request for proposals for the development of Eastern North Carolina Regional Freight Mobility Plan special study. In coordination with regional planning partners participating in this project, MPO staff will schedule and lead coordination meetings, release an RFP to solicit and select a professional services firm and negotiate contract terms necessary to develop the Regional Freight Mobility Plan.

II-B-2 Regional Planning

- **Community Goals and Objectives**
 - **Highway Element of the CTP/MTP**
 - **Transit Element of the CTP/MTP**
 - **Bicycle and Pedestrian Element of CTP/MTP**
 - **Airport/Air Travel Element of CTP/MTP**
 - **Collector Street Element of CTP/MTP**
 - **Rail, Waterway, or other Mode of the CTP/MTP**
 - **Assist NCDOT TPD with development of the County Wide CTP. This will require staff to work with the Mid-East RPO and to coordinate public involvement for development of a full CTP for Pitt County in 2.0 format.**
 - **Assist NCDOT TPB as needed with follow up or clarifications about travel patterns.**
 - **Establish regional goals, objectives, and policies.**
- Work with stakeholders, NCDOT, etc. to develop system plans, MTP/CTP updates.
 - Work with NCDOT PTD to update 5-year capital plans (as needed) for MPO transit providers (GREAT and PATS) in the region and assist providers with any changes in federal or state funding programs.
 - Funds in this task are also to reimburse Pitt County Staff for their work in development of the MPO's CTP
 - Coordinate and assist a professional services consultant in development of the 2045 Metropolitan Transportation Plan (MTP) to serve as the MPO's multi-modal long range transportation plan. Efforts will include data gathering/verification, meeting coordination, Public involvement and assisting the consultant in developing recommendations based on information provided by the Travel Demand Model.
 - Coordinate Bike/Ped projects. LPA staff will also provide coordination with "Safe Route to Schools" programs. Coordinate with Greenville Bicycle and Pedestrian Commission, sub-committees and other community organizations interested in non-motorized travel, develop agendas and presentations, respond to commission and community requests, research best practices for related policies, and perform related work. Coordinate updates and/or implementation of the bicycle/pedestrian/greenway master plan.

- Coordinate with the Pitt-Greenville Airport and Federal Aviation Administration on future airport needs and travel patterns; incorporate connections for passenger and freight needs coming to/leaving the airport into the MTP update.
- Coordinate with the Pitt-Greenville Airport and Federal Aviation Administration on future airport needs and travel patterns; incorporate connections for passenger and freight needs coming to/leaving the airport into the MTP update.
- Mapping in support of TIP, Merger, Long Range Planning, Prioritization, and Complete Streets Subcommittee including project packet maps detailing existing and future land use, zoning, EJ demographics, planning context, and natural environment.
- Coordinate with private rail companies and ports in the region and potential projects where NCDOT/GUAMPO can facilitate cooperation.

II-B-3 Special Studies

GUAMPO staff will assist sub grantee members with managing local transportation projects reporting requirements while maintaining the budgets for projects funded through this UPWP category. Projects may be developed and/or amended as the year progresses.

- **NC 43 Corridor Study (\$50,000 Total -- \$40,000 Federal; \$10,000 Local Match)**
Conduct a study of the NC 43 corridor and its impact on the surrounding area including reconfigured transportation facilities continued land-use development. Develop a small area/corridor plan with specific goals and objectives for maintaining optimum traffic circulation and to ensure appropriate development occurs along the corridor. The study area will encompass an approximate one-mile buffer on each side of the highway corridor with particular emphasis on intersections as well as any planned, new or realigned roadways.
- **Eastern North Carolina Freight Mobility Plan (\$300,000 Total -- \$240,000 SPR Funds; \$45,000 State; \$15,000 Local Match)**
Conduct a study and create a plan to support and streamline development of the eastern North Carolina multi-modal freight network centered on NCDOT Divisions 1, 2 and 3 and the planning organizations contained within. This plan will be a cooperative project between the State, local governments, planning organizations, corridor advocacy groups, businesses and local citizens. The overall goal of this plan would to create a unified regional vision for the development of the interstate system and national Highway system so as to create unified goals for prioritization and leverage economic development to compete with the large metro areas such as Raleigh and Charlotte. This plan would also assist in developing required freight provisions for the organizations involved as federally mandated and would further focus the Statewide Freight Mobility Plan for a concentrated eastern North Carolina vision.

➤ **Worthington Road (SR 1711) Corridor Study (\$45,000 Total -- \$36,000 Federal; \$9,000 Local Match)**

Conduct a study of the Worthington Road corridor and its impact on the surrounding area including reconfigured transportation facilities continued land-use development. Develop a small area/corridor plan with specific goals and objectives for maintaining optimum traffic circulation and to ensure appropriate development occurs along the corridor. The study area will encompass an approximate one-mile buffer on each side of the highway corridor with particular emphasis on intersections as well as any planned, new or realigned roadways.

➤ **McDonald Road Pedestrian Corridor Feasibility Study (\$10,000 Total -- \$8,000 Federal; \$2,000 Local Match)**

Conduct a study of the McDonald Road corridor, also known as Blackjack-Simpson Road, within the Village of Simpson municipal boundaries to determine the feasibility of implementing grade separated pedestrian facilities along the corridor. This study shall determine several alternatives of implementing pedestrian facilities while also exploring the possibility of additional non-motorized facilities along adjoin corridors within the Village of Simpson municipal area. The final plan shall include a feasibility analysis, planning cost estimate, potential alternatives and discussion of alternative funding strategies.

III-A Unified Planning Work Program

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

III-A-1 Planning Work Program

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

III-A-2 Metrics and Performance Management

- Update the UPWP, MTP, etc. to address MAP-21 Performance Measure tracking and reporting.

- Prepare quarterly reports, the annual report, and requests for reimbursement.
- Work on establishing/developing/refinement/updating of performance measures/targets.
- Update plans (CTP/MTP/TIP), as required, to meet MAP21 performance measure requirements.
- Develop reporting apparatus to illustrate how funding of improvement projects within the MPO planning area supports the MPO's adopted performance targets.
- Continue to collect data and refine analytics techniques to prepare for future performance measurement actions and requirements.

III-B Transportation Improvement Program

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

III-B-1 Prioritization

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

III-B-2 Metropolitan TIP

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

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

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

III-C-1 Title VI Compliance

- Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 21.
- Development and updates to Title VI and Limited English Proficiency Plans (LEP), and related tasks needed for compliance with associated Federal regulations.
- Continue to monitor Title VI and LEP for any required amendments or updates to comply with Federal and State law.

- Review and present required Title VI Assurances to the MPO TCC and TAC yearly to certify MPO is in compliance.

III-C-2 Environmental Justice

- On a continuing basis, update maps used for transit planning with ACS data from the US Census, as available, to Include Low-Mod Income, English as second language, elderly, young, and no-car populations.
- Program and/or specific project-related work regarding compliance with environmental justice goals and regulations.
- Development and updates to Title VI and Limited English Proficiency Plans, and related tasks needed for compliance with associated Federal regulations.
- Monitor the MPO transportation network for potential environmental impact mitigation studies.
- Provide NCDOT comments on potential and underway projects with regards to potential environmental impacts and potential mitigation techniques
- Continue to research sustainable transportation practices that can be used by MPO members to mitigate the transportation networks environmental impacts now and in the future.

III-C-3 Minority Business Enterprise Planning

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

III-C-4 Planning for the Elderly

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

III-C-5 Safety and Drug Control Planning

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

III-C-6 Public Involvement

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

III-C-7 Private Sector Participation

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

III-D Statewide and Extra-Regional Planning

Tasks within this category relate to coordinating with State and Federal agencies involved in transportation planning activities on the regional, state, and national levels.

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

III-E. Management and Operations

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

III-E Management Operations and Program Support Administration

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

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

Greenville Urban Area Metropolitan Planning Organization Task and Project Funding FY 2019

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			State Planning and Research Funding (TPD)				Transit Planning - 5303				Transit-SECTION 5307				Task Funding Summary			
			Local 20%	Federal 80%	TOTAL	Local 5%	State 15%	Federal 80%	Fund Total	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	FTA 80%	5307 Total	Local	State	Federal	TOTAL
	II-A	Data and Planning Support	\$ 42,000	\$ 168,000	\$ 210,000					\$0	\$0	\$0	\$0					\$ 42,000	\$0	#####	\$ 210,000
44.24.00	II-A-1	Networks and Support Systems	\$ 500	\$ 2,000	\$ 2,500					\$0	\$0	\$0	\$0					\$ 500	\$0	\$ 2,000	\$ 2,500
44.23.01	II-A-2	Travelers and Behavior	\$ 500	\$ 2,000	\$ 2,500					\$0	\$0	\$0	\$0					\$ 500	\$0	\$ 2,000	\$ 2,500
44.23.02	II-A-3	Transportation Modeling	\$ 41,000	\$ 164,000	\$ 205,000					\$0	\$0	\$0	\$0					\$ 41,000	\$0	#####	\$ 205,000
	II-B	Planning Process	\$ 69,000	\$ 276,000	\$ 345,000	\$15,000	\$45,000	\$240,000	\$300,000	\$200	\$200	\$1,600	\$2,000					\$ 84,200	\$45,200	#####	\$ 647,000
44.23.02	II-B-1	Targeted Planning	\$ 8,000	\$ 32,000	\$ 40,000					\$0	\$0	\$0	\$0					\$ 8,000	\$0	\$ 32,000	\$ 40,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 40,000	\$ 160,000	\$ 200,000					\$200	\$200	\$1,600	\$2,000					\$ 40,200	\$200	#####	\$ 202,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -						\$0	\$0	\$0	\$0					\$ -	\$0	\$ -	\$ -
		<i>NC 43 Corridor Study</i>	\$ 10,000	\$ 40,000	\$ 50,000																
		<i>Worthington Road Corridor Study</i>	\$ 9,000	\$ 36,000	\$ 45,000					\$0	\$0	\$0	\$0					\$ 9,000	\$0	\$ 36,000	\$ 45,000
		<i>Eastern North Carolina Freight Study</i>				\$15,000	\$45,000	\$240,000	\$300,000	\$0	\$0	\$0	\$0					\$ 15,000	\$45,000	#####	\$ 300,000
		<i>Simpson Pedestrian Corridor Feasibility Stud</i>	\$ 2,000	\$ 8,000	\$ 10,000																
	III-A	Planning Work Program	\$ 8,000	\$ 32,000	\$ 40,000					\$0	\$0	\$0	\$0					\$ 8,000	\$0	\$ 32,000	\$ 40,000
44.21.00	III-A-1	Planning Work Program	\$ 4,000	\$ 16,000	\$ 20,000					\$0	\$0	\$0	\$0					\$ 4,000	\$0	\$ 16,000	\$ 20,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 4,000	\$ 16,000	\$ 20,000					\$0	\$0	\$0	\$0					\$ 4,000	\$0	\$ 16,000	\$ 20,000
	III-B	Transp. Improvement Plan	\$ 8,000	\$ 32,000	\$ 40,000					\$200	\$200	\$1,600	\$2,000					\$ 8,200	\$200	\$ 33,600	\$ 42,000
44.25.00	III-B-1	Prioritization	\$ 3,000	\$ 12,000	\$ 15,000					\$0	\$0	\$0	\$0					\$ 3,000	\$0	\$ 12,000	\$ 15,000
44.25.00	III-B-2	Metropolitan TIP	\$ 3,000	\$ 12,000	\$ 15,000					\$200	\$200	\$1,600	\$2,000					\$ 3,200	\$200	\$ 13,600	\$ 17,000
44.25.00	III-B-3	Merger/Project Development	\$ 2,000	\$ 8,000	\$ 10,000					\$0	\$0	\$0	\$0					\$ 2,000	\$0	\$ 8,000	\$ 10,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 6,000	\$ 24,000	\$ 30,000					\$200	\$200	\$1,600	\$2,000					\$ 6,200	\$200	\$ 25,600	\$ 32,000
44.27.00	III-C-1	Title VI Compliance	\$ 1,000	\$ 4,000	\$ 5,000					\$0.0	\$0.0	\$0	\$0					\$ 1,000	\$0	\$ 4,000	\$ 5,000
44.27.00	III-C-2	Environmental Justice	\$ 1,000	\$ 4,000	\$ 5,000					\$0.0	\$0.0	\$0	\$0					\$ 1,000	\$0	\$ 4,000	\$ 5,000
44.27.00	III-C-3	Minority Business Enterprise Planning	\$0	\$0	\$0					\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	III-C-4	Planning for the Elderly	\$0	\$0	\$0					\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	III-C-5	Safety/Drug Control Planning	\$0	\$0	\$0					\$200.0	\$200.0	\$1,600	\$2,000					\$200	\$200	\$1,600	\$2,000
44.27.00	III-C-6	Public Involvement	\$4,000	\$16,000	\$20,000					\$0.0	\$0.0	\$0	\$0					\$4,000	\$0	\$16,000	\$20,000
44.27.00	III-C-7	Private Sector Participation	\$0	\$0	\$0					\$0.0	\$0.0	\$0	\$0					\$0	\$0	\$0	\$0
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 5,000	\$ 20,000	\$ 25,000					\$0.0	\$0.0	\$0	\$0					\$ 5,000	\$0	\$ 20,000	\$ 25,000
44.27.00	III-E	Management Ops, Program Suppt Admin	\$16,000	\$64,000	\$80,000					\$3,600.0	\$3,600.0	\$28,800	\$36,000	\$0.0	\$0.0	\$0	\$0	\$ 19,600	\$3,600	\$ 92,800	\$ 116,000
		TOTALS	\$ 154,000	\$ 616,000	\$ 770,000	\$15,000.0	\$45,000	\$240,000	\$300,000	\$4,200	\$4,200	\$33,600	\$42,000	\$0	\$0	\$0	\$0	\$173,200	\$49,200	\$889,600	\$1,112,000

**Greenville Urban Area MPO
FY 2018-2019 Planning Work Program
Transit Task Narrative**

1-	MPO					
2-	FTA Code	442100	442301	442500	442616	
3-	Task Code	III-E	II-B-2	III-B-2	III-C-5	Total
4-	Title of Planning Task	Program Support/Admin	Regional Planning (Transit Element of the MTP)	Transportation Improvement Program	Safety	
5-	Task Objective	Monitor and analyze the statistical and financial performance of the GREAT system so as to recommend improvements that will increase both the efficiency and effectiveness of the service provided.	Improve mobility	Develop transit needs	Maintain and improve system safety and security.	
6-	Tangible Product Expected	Prepare, publish and submit all monthly statistical and financial reports required by the local, state and federal governments. Prepare, publish and submit all recommendations for improving system performance to the appropriate governing body for review and approval.	The development of routes and schedules that can be incorporated into the LRTP.	List of transit needs	Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
7-	Expected Completion Date of Product(s)	6/30/2019	6/30/2019	6/30/2019	6/30/2019	
8-	Previous Work	Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for review and approval.	Evaluation of Short Range Transit Plan recommendations completed and preparations for service improvements were made.	2018-2027 STIP and TIP	Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
9-	Prior FTA Funds	\$40,810	\$2,000		\$2,000	\$44,810
10-	Relationship To Other Activities					
11-	Agency Responsible for Task Completion	City of Greenville	City of Greenville	City of Greenville	City of Greenville	
12-	HPR - Highway - NCDOT 20%					
13-	HPR - Highway - FHWA 80%					
14-	Section 104 (f) PL Local 20%					
15-	Section 104 (f) PL FHWA 80%					
16-	Section 5303 Local 10%	\$3,600	\$200	\$200	\$200	\$4,200
17-	Section 5303 NCDOT 10%	\$3,600	\$200	\$200	\$200	\$4,200
18-	Section 5303 FTA 80%	\$28,800	\$1,600	\$1,600	\$1,600	\$33,600
	<i>Subtotal</i>	\$36,000	\$2,000	\$2,000	\$2,000	\$42,000
19-	Section 5307 Transit - Local 10%		\$0.00			\$0
20-	Section 5307 Transit - NCDOT 10%		\$0.00			\$0
21-	Section 5307 Transit - FTA 80%		\$0.00			\$0
	<i>Subtotal</i>		\$0.00			\$0
22-	Additional Funds - Local 100%					
	Grand total	\$36,000	\$2,000	\$2,000	\$2,000	\$42,000

Anticipated DBE Contracting Opportunities for FY 18-19

Name of MPO: Greenville Urban Area Metropolitan Planning Organization Check here if no anticipated DBE opportunities

Person Completing Form: Ryan Purtle

Telephone Number: 252-329-4476

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal funds to be Contracted Out	Total Funds to be Contracted Out
<u>No Contracting Opportunities</u>					

**Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities.
 Note "No contracting opportunities" on the table if you do not anticipate having any contracting opportunities.**

Greenville Urban Area MPO 5-year Plan

Fiscal Year	UPWP	Metropolitan Transportation Plan (5-year cycle)	Travel Demand Model Update	Annual Certification of Planning Processes	UPWP	Prioritization Program	Metropolitan Transportation Improvement Program	Special Studies
2019	Development of FY 2020 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Continue to work on all elements of the MTP update to plan year 2045. Continue to work with TPB, members, FHWA and general public to produce document.	Complete 2045 Travel Demand Model update.	Required	Develop FY2020 PWP; administer invoice process and amend current UPWP as needed	Complete P5.0	Draft MTIP Review	As Needed
2020	Development of FY 2021 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Have final approvals completed by all required agencies and committees. Complete adoption process and post plan to website and disperse hard copies to each MPO member.	Monitor and update as required	Required	Develop FY2021 PWP; administer invoice process and amend current UPWP as needed	N/A	Adopt 2020-2029 MTIP	As Needed
2021	Development of FY 2022 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Develop FY2022 PWP; administer invoice process and amend current UPWP as needed	Begin P6.0	Ammendments to 2020-2029 as Needed	As Needed
2022	Development of FY 2023 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Develop FY2023 PWP; administer invoice process and amend current UPWP as needed	Finish P6.0	Draft MTIP Review	As Needed
2023	Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Begin update of the Travel Demand model to horizon year of 2050	Required	Develop FY2024 PWP; administer invoice process and amend current UPWP as needed	Begin 7.0	Adopt 2022-2031 MTIP	As Needed

Metropolitan Self Certification

23 CFR 450.334

For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - (1) Encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
 - (2) Encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

40 CFR part 93 - The purpose of this subpart is to implement section 176(c) of the Clean Air Act (CAA), as amended (42 U.S.C. 7401 *et seq.*), and the related requirements of 23 U.S.C. 109(j), with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (DOT), and by metropolitan planning organizations (MPOs) or other recipients of funds under title 23 U.S.C. or the Federal Transit Laws (49 U.S.C. Chapter 53).

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;

"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

The Environmental Justice (EJ) Orders further amplify Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

4. 49 U.S.C. 5332; prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age.

5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

Section 1101(b) - Except to the extent that the Secretary determines otherwise, not less than 10 percent of the amounts made available for any program under titles I, III, and V of this Act and section 403 of title 23, United States Code, shall be expended through small business concerns owned and controlled by socially and economically disadvantaged individuals.

49 CFR 26 – (a) To ensure nondiscrimination in the award and administration of DOT-assisted contracts in the Department's highway, transit, and airport financial assistance programs; (b) To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts; (c) To ensure that the Department's DBE program is narrowly tailored in accordance with applicable law; (d) To ensure that only firms that fully meet this part's eligibility standards are permitted to participate as DBEs; (e) To help remove barriers to the participation of DBEs in DOT-assisted contracts; (f) To assist the development of firms that can compete successfully in the marketplace outside the DBE program; and (g) To provide appropriate flexibility to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.

6. 23 CFR part 230; regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

23 CFR part 230 - This subpart is to prescribe the policies, procedures, and guides relative to the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts, except for those contracts awarded under 23 U.S.C. 117, and to the preparation and submission of reports pursuant thereto.

(a) Direct Federal and Federal-aid highway construction projects. It is the policy of the FHWA to require that all direct Federal and Federal-aid highway construction contracts include the same specific equal employment opportunity requirements. It is also the policy to require that all direct Federal and Federal-aid highway construction subcontracts of \$10,000 or more (not including contracts for supplying materials) include these same requirements. (b) Federal-aid highway construction projects. It is the policy of the FHWA to require full utilization of all available training and skill-improvement opportunities to assure the increased participation of minority groups and disadvantaged persons and women in all phases of the highway construction industry. Moreover, it is the policy of the Federal Highway Administration to encourage the provision of supportive services which will increase the effectiveness of approved on-the-job training programs conducted in connection with Federal-aid highway construction projects

7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;

42 U.S.C. 12101 - the eliminate discrimination against individuals with disabilities.

49 CFR part 27 - the intent of section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended, to the end that no otherwise qualified individual with a disability in the United States

shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. part 37 this part is to implement the transportation and related provisions of titles II and III of the Americans with Disabilities Act of 1990. No entity shall discriminate against an individual with a disability in connection with the provision of transportation service.... part 38 This part provides minimum guidelines and requirements for accessibility standards in part 37 of this title for transportation vehicles required to be accessible by the Americans With Disabilities Act (ADA) of 1990 (42 U.S.C. 1201 *et seq.*).

8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

No person in the United States shall, on the basis of age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under, any program or activity receiving Federal financial assistance.

9. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and

No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title.

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

29 U.S.C. 794 - No otherwise qualified individual with a disability in the United States, as defined in section 705(20) of this title, shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service.

49 CFR part 27 - the intent of section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended, to the end that no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

RESOLUTION NO. 2017-05-GUAMPO
CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2018-2019

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

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


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

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

WHEREAS, the Transportation Plan has a planning horizon of at least 20 years and meets all the requirements for an adequate Transportation Plan;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization.

Today, November 8, 2017.



Commissioner Charles Farley, Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO



Amanda Braddy, Secretary

RESOLUTION NO. 2017-06-GUAMPO
ADOPTING THE FY 2019 (2018-2019) UNIFIED PLANNING WORK PROGRAM OF THE
GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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

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

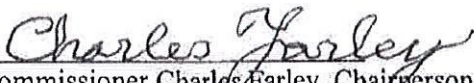
WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for SFY 2019; and

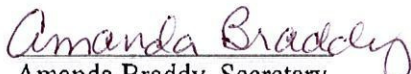
WHEREAS, the Transportation Plan has a more than 20-year planning horizon and meets all the requirements for an adequate Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for SFY 2019 (2018-2019);

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves, endorses, and adopts the Unified Planning Work Program for SFY 2019 (2018-2019) for the Greenville Urban Area Metropolitan Planning Organization.

Today, November 8, 2017.


Commissioner Charles Farley, Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

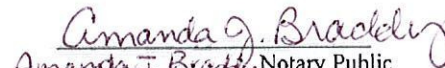

Amanda Braddy, Secretary

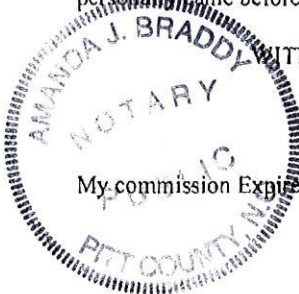
North Carolina
Pitt County

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

WITNESS my hand and official seal, this the 8th day of November 2017.

My commission Expires: 9/7/2021


Amanda J. Braddy Notary Public



RESOLUTION NO. 2018-08-GUAMPO

**APPROVING THE FY 2019 (2018-2019) AMENDED UNIFIED PLANNING WORK
PROGRAM OF THE
GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

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

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

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

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program (UPWP) will effectively advance transportation planning for FY 2019; and

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

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for FY 2018 (2018-2019);

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area previously adopted the SFY 2017 UPWP on October 4, 2016.

WHEREAS, this amendment includes the following updates to the FY 19 UPWP:

1. Overall format updates to facilitate efficient and effective amendments and yearly development;
2. Updated Introduction of the UPWP;
3. Inclusion of the FAST Act within the section titled Federal Requirements;
4. Inclusion of Map of the MPO;
5. Inclusion of Common Acronyms;
6. Amend the Special Studies section to include and define the NC 43 Corridor Plan, Eastern North Carolina Regional Freight Mobility Plan, Worthington

Road Corridor Study and the McDonald Road Pedestrian Corridor Feasibility Study;

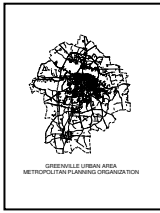
7. Reallocation of FY 2019 funds for FY 2018 projects (TDM Development; Greenville Flood Mitigation Study)
8. Inclusion of SPR Funding in the Task and Project Funding Breakdown;
9. Update to funding of several task items within the Task and Project Funding Breakdown (please see attached spreadsheets for task by task updates).
10. Update to the MPO's 5-year work plan to reflect projected three (3) year gap between Prioritization 5.0 and 6.0.

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area MPO hereby approves and endorses the amended Planning Work Program for FY 2019 (2018-2019) for the Greenville Urban Area Metropolitan Planning Organization.

Today, July 11, 2018.

Mayor P.J. Connelly, Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary



Attachment 4e

Technical Coordinating Committee

Action Required

June 27, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Establishment of Performance Targets for Performance Measures Associated with Pavement & Bridge, and Reliability & Freight

Purpose: To Support the State performance targets, created in coordination with various MPOs, for Performance Measures category 2 (pavement & bridge) and category 3 (reliability and freight) for compliance and inclusion in the MPO's long range planning efforts.

Discussion: Legislation passed in recent years, namely Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), have mandated that States and MPOs are required to transition to performance based transportation planning. Provisions 23 CFR 625, 23 CFR 490 and 23 CFR 450 of the Code of Federal Regulation detail regulations that State DOTs and MPOs must now include in the transportation planning process. Through these regulations, and subsequent Federal rule making procedures, four (4) categories of performance measures were established and are as follows:

1. Safety
2. Pavement and Bridge
3. CMAQ, Reliability and Freight
4. Transit Asset Management

Each category will contain several specific measures that must be addressed. The NCDOT Transportation Planning Division (TPD) will be developing the State standards for categories 1-3 with the NCDOT's Public Transportation Division developing the State measures for Transit Asset Management. The development and adoption of the categories and their specified targets are staggered with each category, and the specific measures associated with it, adopted by the State according to a federally mandated schedule.

On May 18, 2018 NCDOT, in cooperation with MPOs across the State and the Federal Highway Administration (FHWA), officially transmitted their targets for performance measures 2 (pavement & bridge) and 3 (CMAQ, reliability & freight). The Charlotte Regional Transportation Planning Organization is the only organization within the State that is required to adopt CMAQ measures and as such these measures are not applicable to the Greenville MPO. With NCDOT officially transmitting targets to FHWA MPOs in North Carolina have 180 days to officially establish their own targets (establishment no later than November 14, 2018). MPOs have two options to establish targets for the above mentioned measures:

1. Agreeing to support the State established targets and to plan and program projects so that they contribute toward the accomplishment of NCDOT's targets for performance measures 2 and 3; or
2. Developing and committing to quantifiable targets for that performance measures for your specific metropolitan planning area.

Option 1 indicates that the MPO wishes to support the NCDOT developed targets for performance measures 2 and 3 and will include these measures in their long range plans in an effort to plan and program projects to assist the State in reaching their set targets. Option 2 indicates the MPO wishes to develop their own targets for performance measures 2 and 3 specific for their metropolitan area. If the MPO develops their own targets the MPO would be responsible for providing data and meeting their targets. This requires the MPO to collect supportive data for each performance measure and specific target necessary to report compliance of targets. As a reminder, the MPO supported the State established targets for the Safety performance measure and is currently a part of the State’s group Transit Asset Management Plan.

The State established targets for performance measures 2 and 3 are as follows:

Performance Measure	2 Year Target 1/1/2018 – 12/31/2019	4 Year Target 1/1/2018 – 12/31/2021
Interstate Pavement Condition (Good)		37.0 %
Interstate Pavement Condition (Poor)		2.2 %
Non-Interstate NHS Pavement Condition (Good)	27.0%	21.0%
Non-Interstate NHS Pavement Condition (Poor)	4.2%	4.7%
NHS Bridge Condition (Good)	33.0%	30.0%
NHS Bridge Condition (Poor)	8.0%	9.0%
Interstate Level of Travel Time Reliability	80.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability		70.0%
Interstate Truck Travel Time Reliability	1.65	1.70

Staff recommends that the MPO support the State defined targets for the beginning two years and evaluate their progress within the MPO to ascertain whether planning area specific targets are necessary. This action would require the MPO to share available planning area specific data to NCDOT who will report on progress towards established targets at the State level (in lieu of each individual planning area) as federally mandated.

Action Needed: Request the TAC adopt a resolution of support of the State developed performance targets for performance measure categories 2 and 3.

Attachments: *Performance Measure 2 (Pavement & Bridge) Fact Sheet; Performance Measure 3 (Reliability & Freight) Fact Sheet*

**RESOLUTION NO. 2018-09-GUAMPO
ESTABLISHMENT OF PERFORMANCE TARGETS FOR PERFORMANCE MEASURES
ASSOCIATED WITH PAVEMENT & BRIDGE, AND RELIABILITY & FREIGHT**

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

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

WHEREAS Federal regulations (23 CFR Part 490) require States to set targets for interstate and non-interstate National Highway System (NHS) pavement condition, NHS bridge condition, travel time reliability, freight reliability, and emissions reduction, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for the performance measures noted above, and;

WHEREAS, the NCDOT coordinated the establishment of targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina through a series of work group meetings, webinars, and email communications between the winter of 2017 and spring of 2018, and;

WHEREAS, the NCDOT has officially established targets and transmitted them to FHWA on May 18, 2018, and;

WHEREAS, Federal regulations require MPO’s to establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the State’s targets for each measure, or establish its own target within 180 days of the State establishing and reporting its targets to FHWA, and;

WHEREAS, The Greenville MPO supports the below stated targets for performance measure 2 and 3, excluding congestion mitigation an air quality (CMAQ) related targets;

Performance Measure	2 Year Target	4 Year Target
	1/1/2018 – 12/31/2019	1/1/2018 – 12/31/2021
Interstate Pavement Condition (Good)		37.0 %
Interstate Pavement Condition (Poor)		2.2 %
Non-Interstate NHS Pavement Condition (Good)	27.0%	21.0%
Non-Interstate NHS Pavement Condition (Poor)	4.2%	4.7%
NHS Bridge Condition (Good)	33.0%	30.0%

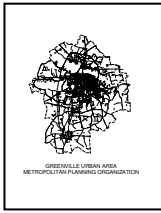
NHS Bridge Condition (Poor)	8.0%	9.0%
Interstate Level of Travel Time Reliability	80.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability		70.0%
Interstate Truck Travel Time Reliability	1.65	1.70

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO, that it does hereby support targets established by NCDOT, in coordination with the MPO and the Federal Highway Administration, for performance measures 2 (pavement & bridge) and 3 (CMAQ, reliability & Freight) and agrees to plan and program projects that contribute toward the accomplishment of the above stated State targets.

Today, July 11, 2018.

Mayor P.J. Connelly, Chairman
 Transportation Advisory Committee
 Greenville Urban Area MPO

Amanda Braddy, Secretary



Attachment 4f

Technical Coordinating Committee

Action Required

June 27, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Title VI Assurances Agreement

Purpose: To enter into an agreement with the North Carolina Department of Transportation (NCDOT) assuring the programs and practices undertaken by the Greenville Urban Area MPO are currently, now and in the future, in Title VI compliance as federally mandated as a condition for receiving Federal financial assistance from the U.S. Department of Transportation (DOT), through the Federal Highway Administration (FHWA).

Discussion: In accordance with Federal regulations, NCDOT and the Greenville Urban Area MPO are required comply with the following:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964).

In addition to maintaining a current Title VI Plan and Limited English Proficiency Plan, FHWA has requested that the subsequent Title VI Assurances be confirmed yearly by agencies receiving Federal financial assistance from the USDOT through the FHWA. The Greenville Urban Area MPO routinely updates their Title VI Plan and Limited English Proficiency Plan to remain current with Federal regulations. In future years MPO staff will present the Title VI Assurances in concert with the MPO's annual self-certification of its planning practices.

Action Needed: Request the TAC approve the Title VI Assurance Agreement for the Greenville Urban Area MPO.

Attachments: *Greenville Urban Area MPO Title VI Assurances Agreement*



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

United States Department of Transportation
STANDARD TITLE VI / NONDISCRIMINATION ASSURANCES

DOT Order No. 1050.2A

The **North Carolina Department of Transportation** (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through **Federal Highway Administration (FHWA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964).

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, "for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration.

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

Specific Assurances

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **Federal-Aid Highway Program**:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
OFFICE OF CIVIL RIGHTS
1511 MAIL SERVICE CENTER
RALEIGH, NORTH CAROLINA 27699-1511

Telephone: (919) 508-1808
Fax: (919) 508-1814 / (919) 508-1818
Customer Service: 1-877-368-4968

Location:
104 FAYETTEVILLE STREET
RALEIGH, NORTH CAROLINA 27601

Website: www.ncdot.gov

to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The *North Carolina Department of Transportation*, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
 - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the **North Carolina Department of Transportation** also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FHWA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FHWA**. You must keep records, reports, and submit the material for review upon request to **FHWA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The **North Carolina Department of Transportation** gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the **Federal-Aid Highway Program**. This ASSURANCE is binding on the **State of North Carolina**, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **Federal-Aid Highway Program**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Greenville Urban Area MPO

by _____
Mayor P.J. Connelly, Chair
Greenville Urban Area MPO Transportation Advisory Committee

DATED _____

Attachments:

Appendices A, B, C, D, E

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B: CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the *North Carolina Department of Transportation (NCDOT)* will accept title to the lands and maintain the project constructed thereon in accordance with the *North Carolina General Assembly*, the Regulations for the Administration of the Federal-Aid Highway Program, and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the *NCDOT* all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the *North Carolina Department of Transportation (NCDOT)* and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the *NCDOT*, its successors and assigns.

The *NCDOT*, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the *NCDOT* will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

APPENDIX C: CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the *North Carolina Department of Transportation (NCDOT)* pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, the *NCDOT* will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the *NCDOT* will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the *NCDOT* and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

**APPENDIX D: CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY
ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM**

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the **North Carolina Department of Transportation (NCDOT)** pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non discrimination covenants, the **NCDOT** will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Nondiscrimination covenants, the **NCDOT** will there upon revert to and vest in and become the absolute property of the **NCDOT** and its assigns.*

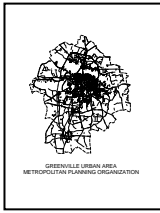
(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

Pertinent Nondiscrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).



Attachment 4g
Transportation Advisory Committee

No Action Required

July 11, 2018

TO: Transportation Advisory Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Administrative Modifications to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

Purpose: To make administrative modifications to the Greenville Urban Area MPO’s 2018-2027 Metropolitan Transportation Improvement Program (MTIP) associated with the cost and schedule updates associated with four (4) separate projects. In addition, updates to the Summary section “Performance Management” language shall be made and an additional section titled “Appendix A” shall be created to house the established performance measure targets.

PROJECT MODIFICATIONS

Schedule Modifications

1. B-4786 (US 13 Bridge Replacement)
 - Modify to delay construction from FY 2019 to FY 2020 to allow for completion of R-2250 (Greenville SW Bypass)

Project Cost Modifications

2. U-5785 (Firetower Road Widening, from Charles Blvd to 14th St)
 - Cost Increase from \$7.23 Million to reflect the below (*Exceeding \$2 Million and 25% threshold):

i. RIGHT-OF-WAY FY 2018	\$5,968,000
ii. UTILITIES FY 2018 -	\$254,000
iii. CONSTRUCTION FY 2019 -	\$1,520,000
FY 2020 -	\$1,520,000
FY 2021 -	\$1,520,000
TOTAL	\$10,782,000

3. U-5870 (Firetower Road/Portertown Road Widening, from 14th St to 10th St)
 - Cost Increase from \$24.206 Million to reflect the below (*Exceeding \$2 Million and 25% threshold):

i. RIGHT-OF-WAY FY 2018 -	\$11,226,000
FY 2019 -	\$11,226,000
ii. UTILITIES FY 2018 -	\$956,000
iii. CONSTRUCTION FY 2019 -	\$5,852,000
FY 2020 -	\$5,852,000

FY 2021 -	\$5,852,000
TOTAL	\$40,964,000

4. U-5875 (Allen Road Widening, from Stantonsburg Rd to US 13)

- Cost Increase from \$20.432 Million to reflect the below (*Exceeding \$2 Million and 25% threshold):

i. RIGHT-OF-WAY	FY 2018 -	\$1,777,000
ii. UTILITIES	FY 2019 -	\$213,000
iii. CONSTRUCTION	FY 2021 -	\$8,467,000
	FY 2022 -	\$8,467,000
	FY 2023 -	\$8,466,000
	TOTAL	\$27,390,000

**Notates projects required to be brought before the NCDOT Board of Transportation as a modification according to NCDOT's requirements for any projects that has a cost increase exceeding 25% or \$2 Million dollars.*

Additional Administrative Modifications

5. Update to the Performance Management language to reflect the following

- **“The Greenville Urban Area MPO has established performance management targets for highway safety, infrastructure condition, system reliability, freight movement and has choose to participate in NCDOT’s Group Transit Asset Management (TAM) Plan. Targets have been established in coordination with the State within the required timeframe, as specified by the final rule for each specified performance measure. For additional information on the Greenville Urban Area MPO’s established performance Measure Targets please refer to Appendix A. The Greenville Urban Area MPO anticipates meeting their identified targets with the mix of projects included in the TIP.”**

6. Inclusion of Appendix A

- **Contains all Greenville Urban Area MPO Resolutions, and any accompanying documentation, establishing performance measure targets.**

Discussion:

NCDOT has modified the above referenced project(s) in the State Transportation Improvement Program (STIP). The Board of Transportation adopted the above 2018-2027 State Transportation Improvement Program (STIP) project modifications at their May 31, 2018 meeting. To remain compliant with the 2018-2027 STIP, the MPO must also modify the projects within the local portion of the STIP, also known as the 2018-2027 Metropolitan Transportation Improvement Program (MTIP). Project modifications are required by NCDOT when cost of a programmed project increases more than 25% and/or by \$2 million dollars or more.

Project B-4786 has been modified to delay construction from FY 2019 to FY 20 in order to accommodate the completion of R-2250, also known as the Greenville Southwest Bypass. This

delay will reduce the impacts to traffic along the NC 11 (Memorial Drive) corridor once construction on the bridge replacement begins as traffic will be able to utilize the bypass. Due to scope changes to U-5785 and U-5870, an increase in budget is required. Revised design for these projects include two “quad-loop” intersections at the Firetower Rd/Charles Blvd and Firetower Rd/ Arlington Blvd intersections requiring additional right-of-way acquisition, utility work and construction for each project. Project U-5875 has also required additional funding per final engineering estimates and thus must be modified accordingly.

As these projects are programmed within the fully funded portion of the 2018-2027 STIP they do not require direct action to be compliant. The above modifications are classified as administrative modifications and do not require public advertisement or a formal public input period before adoption. Staff will include these modifications in the current MTIP, which is available to the public on the MPO’s website.

With the Greenville MPO taking official action to establish performance measure targets for performance measures 2 and 3, the MPO has officially established all mandated targets. As such the “Performance Measure” language within the MTIP has been updated to reflect completion of the necessary actions to establish targets and comply with federal legislation. An appendix of information, Appendix A, has been created to contain all relevant documentation relating to the MPO’s establishment/participation of all required performance measure targets.

Action Needed: No action is required for this item.

Attachments: *MTIP modifications reference page with indicated projects; Updated 2028-2027 Metropolitan Transportation Improvement Program (MTIP)*

REVISIONS TO THE 2018-2027 STIP

HIGHWAY PROGRAM

STIP ADDITIONS

DIVISION 13

* R-5875	SR 1111 (JACK MCKINNEY ROAD), US 221 TO THE DAN	ENGINEERING	FY 2018 -	\$10,000	(APD)
RUTHERFORD	RIVER FACILITY. WIDEN 1-FOOT ON EACH SIDE AND	CONSTRUCTION	FY 2019 -	<u>\$864,000</u>	(APD)
PROJ.CATEGORY	RESURFACE.			\$874,000	
EXEMPT	<u>PROJECT ADDED AS PART OF THE APPALACHIAN LOCAL ACCESS ROAD PROGRAM.</u>				

STIP MODIFICATIONS

DIVISION 2

* B-4786	US 13, REPLACE BRIDGE 730038 OVER TAR RIVER.	RIGHT-OF-WAY	FY 2018 -	\$1,000,000	(NHPB)
PITT	<u>TO ALLOW FOR COMPLETION OF PROJECT R-2250</u>	CONSTRUCTION	FY 2020 -	<u>\$6,000,000</u>	(NHPB)
PROJ.CATEGORY	<u>PRIOR TO LETTING, DELAY CONSTRUCTION FROM FY</u>			\$7,000,000	
REGIONAL	<u>19 TO FY 20</u>				
U-5713	US 70, SR 1124 (GRANTHAM ROAD) TO NEUSE RIVER	RIGHT-OF-WAY	FY 2019 -	\$25,000,000	(T)
CrAVEN	BRIDGE. UPGRADE ROADWAY TO FREEWAY.	UTILITIES	FY 2019 -	\$1,000,000	(T)
PROJ.CATEGORY	<u>COST INCREASE EXCEEDING \$2 MILLION AND 25%</u>	CONSTRUCTION	FY 2019 -	\$4,500,000	(T)
STATEWIDE	<u>THRESHOLDS.</u>		FY 2020 -	\$21,375,000	(T)
			FY 2021 -	\$21,375,000	(T)
			FY 2022 -	\$21,375,000	(T)
			FY 2023 -	<u>\$21,375,000</u>	(T)
				\$116,000,000	
U-5785	SR 1708 (FIRETOWER ROAD), NC 43 (CHARLES	RIGHT-OF-WAY	FY 2018 -	\$5,968,000	(T)
PITT	BOULEVARD) TO SR 1704 (FOURTEENTH STREET) IN	UTILITIES	FY 2018 -	\$254,000	(T)
PROJ.CATEGORY	GREENVILLE. WIDEN TO MULTI-LANES.	CONSTRUCTION	FY 2019 -	\$1,520,000	(T)
DIVISION	<u>COST INCREASE EXCEEDING \$2 MILLION AND 25%</u>		FY 2020 -	\$1,520,000	(T)
	<u>THRESHOLDS.</u>		FY 2021 -	<u>\$1,520,000</u>	(T)
				\$10,782,000	
U-5870	SR 1708 (FIRETOWER ROAD), SR 1704 (FOURTEENTH	RIGHT-OF-WAY	FY 2018 -	\$11,226,000	(T)
PITT	STREET) TO NC 33 (EAST 10TH STREET) IN	UTILITIES	FY 2019 -	\$11,226,000	(T)
PROJ.CATEGORY	GREENVILLE. WIDEN TO MULTI-LANES.	CONSTRUCTION	FY 2018 -	\$956,000	(T)
DIVISION	<u>COST INCREASE EXCEEDING \$2 MILLION AND 25%</u>		FY 2019 -	\$5,852,000	(T)
	<u>THRESHOLDS.</u>		FY 2020 -	\$5,852,000	(T)
			FY 2021 -	<u>\$5,852,000</u>	(T)
				\$40,964,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2018-2027 STIP

HIGHWAY PROGRAM
STIP MODIFICATIONS

DIVISION 2

U-5875	SR 1203 (ALLEN ROAD), SR 1467 (STANTONSBURG	RIGHT-OF-WAY	FY 2018 -	\$1,777,000	(T)
PITT	ROAD) TO US 13 (DICKINSON AVENUE EXTENSION).	UTILITIES	FY 2019 -	\$213,000	(T)
PROJ.CATEGORY	WIDEN TO MULTI-LANES.	CONSTRUCTION	FY 2021 -	\$8,467,000	(T)
DIVISION	<u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>		FY 2022 -	\$8,467,000	(T)
			FY 2023 -	\$8,466,000	(T)
				\$27,390,000	

DIVISION 4

AV-5845	ROCKY MOUNT WILSON AIRPORT (RWI), CONSTRUCT	CONSTRUCTION	FY 2019 -	\$1,940,000	(T)
NASH	TAXIWAY AND T HANGARS.			\$1,940,000	
PROJ.CATEGORY	<u>ACCELERATE CONSTRUCTION FROM FY 25 TO FY 19.</u>				
DIVISION					

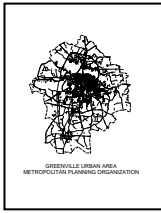
U-5938	US 13 (BERKELEY BOULEVARD), SR 1003 (NEW HOPE	RIGHT-OF-WAY	FY 2019 -	\$100,000	(T)
WAYNE	ROAD). IMPROVE INTERSECTION.	UTILITIES	FY 2019 -	\$100,000	(T)
PROJ.CATEGORY	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u>	CONSTRUCTION	FY 2020 -	\$234,000	(T)
REGIONAL	<u>DESIGN, DELAY RIGHT-OF-WAY FROM FY 18 TO FY 19</u>			\$434,000	
	<u>AND CONSTRUCTION FROM FY 18 TO FY 20.</u>				

DIVISION 5

* EB-5720	BRYANT BRIDGE NORTH / GOOSE CREEK WEST TRAIL,	ENGINEERING	FY 2018 -	\$230,000	(TAP)
DURHAM	NC 55 TO TO DREW-GRANBY PARK IN DURHAM.		FY 2018 -	\$58,000	(L)
PROJ.CATEGORY	CONSTRUCT SHARED-USE PATH AND CONNECTING	RIGHT-OF-WAY	FY 2020 -	\$3,000	(TAP)
DIVISION	SIDEWALKS.		FY 2020 -	\$11,000	(L)
	<u>ADD PE IN FY 18, RIGHT OF WAY IN FY 20 AND DELAY</u>	CONSTRUCTION	FY 2021 -	\$3,524,000	(TAP)
	<u>CONSTRUCTION FROM FY 19 TO FY 21 TO REFLECT</u>		FY 2021 -	\$908,000	(L)
	<u>CURRENT CITY DELIVERY SCHEDULE BASED ON</u>			\$4,734,000	
	<u>ADDED SCOPE.</u>				

* U-4437	NC 54 (HILLSBOROUGH STREET), SR 1664 / SR 3074	RIGHT-OF-WAY	FY 2018 -	\$13,214,000	(STBG)
WAKE	(BLUE RIDGE ROAD) IN VICINITY OF NC RAILROAD	UTILITIES	FY 2018 -	\$1,500,000	(STBG)
PROJ.CATEGORY	(CSX CORPORATION AND NORFOLK SOUTHERN) IN	CONSTRUCTION	FY 2018 -	\$19,000,000	(STBG)
DIVISION	RALEIGH. CONSTRUCT GRADE SEPARATIONS AND			\$33,714,000	
	ACCESS ROAD BETWEEN NC 54 AND SR 1664 / SR 3074				
	<u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u>				

* INDICATES FEDERAL AMENDMENT



Attachment 4h
Transportation Advisory Committee

Action Required

June 27, 2018

TO: Transportation Advisory Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Amendment #2 to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

Purpose: To amend the 2018-2027 Metropolitan Transportation Program to add interstate project I-6035, also known as the upgrade of US 264 (future I-587) to interstate standards, with construction in fiscal year 2019.

PROJECT ADDITION

1. I-6035 (US 264, future I-587, upgrade to interstate standards from the Greene County line to Stantonsburg Rd.)
 - Add new project based on interstate maintenance prioritization process with construction scheduled for FY 2019 and the following programmed funding:

i. CONSTRUCTION FY 2019 -	\$18,500,000 (NHPIM)
TOTAL	\$18,500,000

Discussion:

NCDOT has modified the above referenced project(s) in the State Transportation Improvement Program (STIP). The Board of Transportation adopted the above 2018-2027 State Transportation Improvement Program (STIP) project modifications at their May 31, 2018 meeting. To remain compliant with the 2018-2027 STIP, the MPO must also modify the projects within the local portion of the STIP, also known as the 2018-2027 Metropolitan Transportation Improvement Program (MTIP). New projects being added to the STIP and MTIP must undergo a public comment period consistent with the MPO’s Public Involvement Plan (PIP). MPO staff advertised the project addition as required starting on June 11, 2018 and received no comments.

Project I-6035 in a corridor upgrade project to upgrade US 264 (future I-587) to interstate standards from Stantonsburg Rd in Greenville to the Greene County line. This project has been a regional priority for the communities along the corridor since receiving the future interstate designation. NCDOT Division 2 staff requested the use of interstate maintenance funds with the NCDOT Board of Transportation scheduled to take official action on adding this project to the STIP at their August 1, 2018 regularly scheduled meeting.

Action Needed: Request the TAC adopt Amendment #2 to the 2018-2027 MTIP adding interstate project I-6035 to the MTIP in compliance with the Statewide STIP.

Attachments: *MTIP modifications reference page with indicated projects; Updated 2028-2027 Metropolitan Transportation Improvement Program (MTIP)*

REVISIONS TO THE 2018-2027 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

<p>* I-6035 PITT PROJ.CATEGORY STATEWIDE</p>	<p>- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION</p>	<p>US 264/US 258 (FUTURE I-587), GREENE COUNTY LINE TO SR 1467 (STANTONSBURG ROAD) INTERCHANGE (GREENVILLE SOUTHWEST BYPASS). PAVEMENT REHABILITATION.</p>	<p>CONSTRUCTION</p>	<p>FY 2019 - <u>\$18,500,000</u> (NHPIM) \$18,500,000</p>
---	--	--	---------------------	---

**ADD NEW PROJECT BASED ON INTERSTATE
MAINTENANCE PRIORITIZATION PROCESS.**

* INDICATES FEDERAL AMENDMENT

**RESOLUTION NO. 2018-10-GUAMPO
 AMENDMENT #2 OF THE GREENVILLE URBAN AREA MPO'S
 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2018-2027**

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

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

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

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2018-2027 Metropolitan Transportation Improvement Program (MTIP) and found the need to amend said document for projects identified below; and

WHEREAS, the following amendment has been proposed for Federal, and State, and/or local funds:

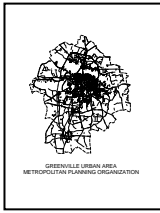
PROJECT ADDITION: FOLLOWING PROJECT IS PROPOSED FOR ADDITION TO THE MTIP.												
I-6035: US 264/US 258 (FUTURE I-587), GREENE COUNTY LINE TO SR 1467 (STANTONSBURG ROAD) INTERCHANGE (GREENVILLE SOUTHWEST BYPASS). PAVEMENT REHABILITATION.												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
		NHIPM		18500								

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization resolves to adopt the above referenced Amendment to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP) in conformance with the North Carolina State Transportation Improvement Program (STIP).

Today, July 11, 2018.

 Mayor P.J. Connelly, Chairman
 Transportation Advisory Committee,
 Greenville Urban Area MPO

 Amanda Braddy, Secretary



Attachment 4i

Transportation Advisory Committee

No Action Required

July 11, 2018

TO: Transportation Advisory Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Presentation of the North Carolina Strategic Transportation Corridor Master Plan for Corridor X

Purpose: To receive a presentation from NCDOT on the upcoming North Carolina Strategic Transportation Corridor Master Planning project that will study Corridor X, the US 13/US 258/NC11 corridor running from Jacksonville to Greenville.

Discussion: The North Carolina Department of Transportation (NCDOT) has recently begun the process of studying and planning for several economically crucial State corridors, now referred to as the Strategic Transportation Corridors (STC). NCDOT, through an extensive evaluation process, has identified approximately twenty-five (25) corridors for study as a part of the Statewide STC Master Plan. Over the course of the next few years NCDOT staff, with assistance from various professional engineering and planning firms, will complete studies on each of the identified corridors and compile each into the Statewide STC Master Plan. The goal of the Master Plan is as follows:

Goals

System Connectivity: Provide essential connections to national transportation networks critical to interstate commerce and national defense;

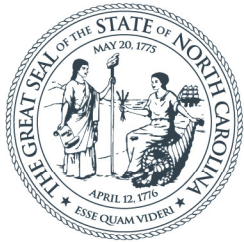
Mobility: Facilitate significant high-volume, inter-regional movements of people and goods across the state; and

Economic Prosperity: Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.

One of the first corridors to be studied is identified as Corridor X, which is the US 13/US 258/NC 11 corridor connecting Greenville, Kinston and Jacksonville. This corridor acts as a major connection route between US 64 and US 17, two major commercial routes within the eastern North Carolina region. In March 2018 NCDOT officially kicked off the study of the first bundle of corridors (including Corridor X) by requesting comments from local transportation planning staff and presenting the STC Master Plan to the various MPO/RPO committees.

Action Needed: N/A

Attachments: *NCDOT Presentation for the NC Strategic Corridor Master Plan – Corridor X (Jacksonville to Greenville)*



NORTH CAROLINA Department of Transportation



N.C. Strategic Transportation Corridors Master Plans

Jacksonville to Greenville (Corridor X)

2018 Greenville Urban Area MPO TAC and TCC Meetings

Strategic Transportation Corridors

Goals

System Connectivity: Provide essential connections to national transportation networks critical to interstate commerce and national defense;

Mobility: Facilitate significant high-volume, inter-regional movements of people and goods across the state; and

Economic Prosperity: Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.

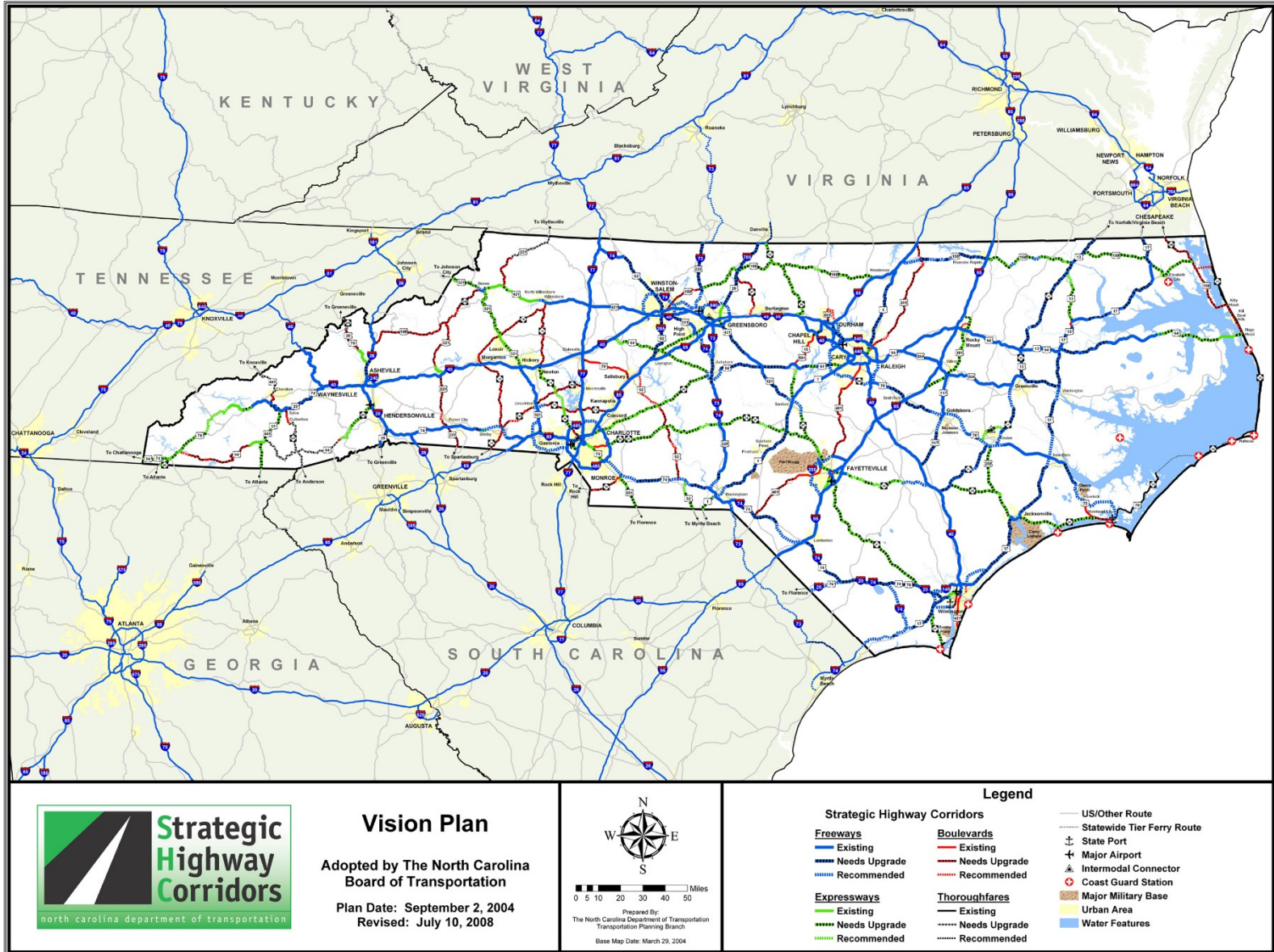


Note: Dashed lines indicate primary rail lines that combine with the primary highway to form the color-coded Strategic Transportation Corridor.

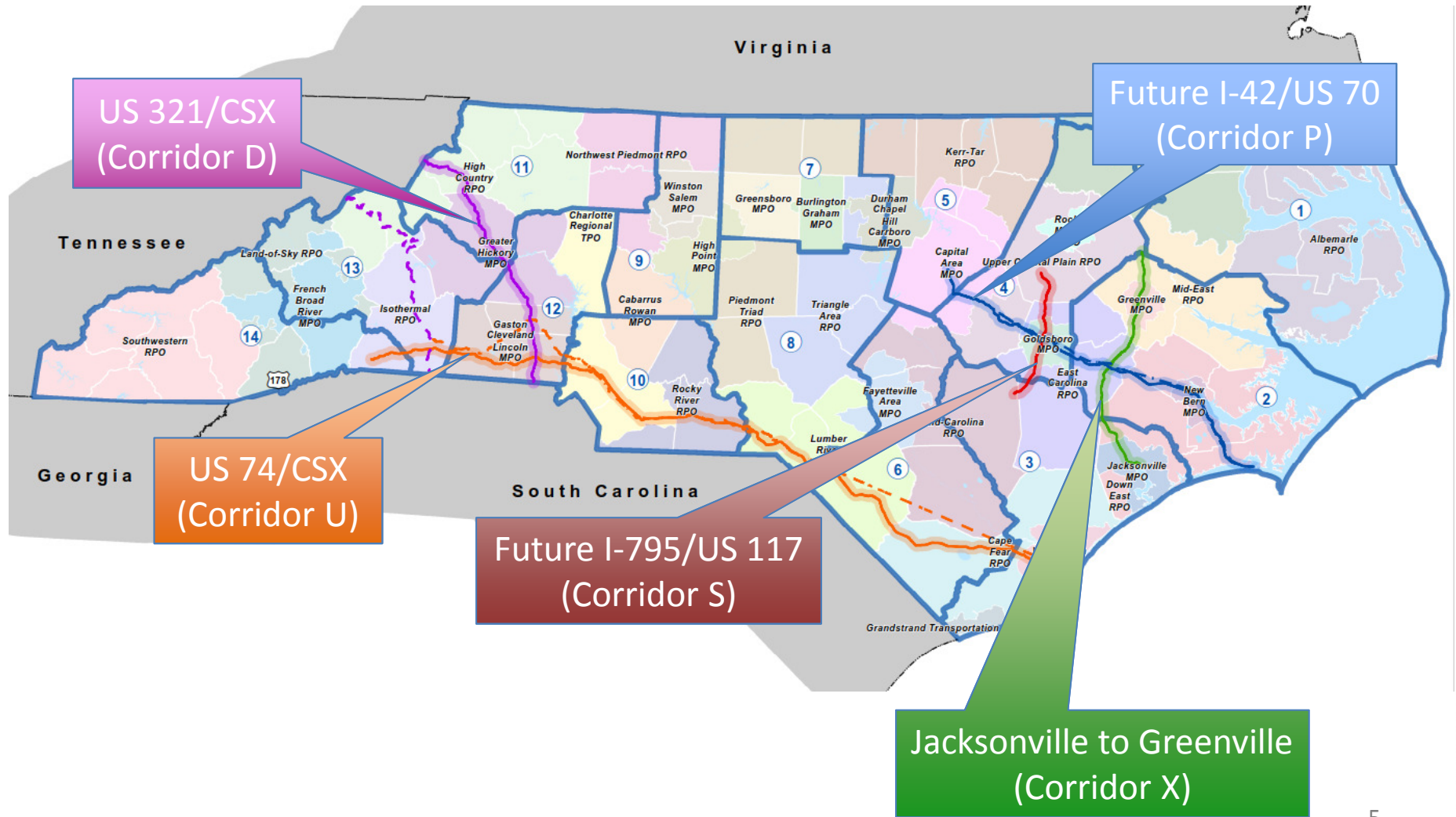
Strategic Highway Corridors vs. Strategic Transportation Corridors

SHC	STC
Identified vision	Collaborative vision
55 corridors	25 corridors
Vehicle-focused	Multimodal

Strategic Highway Corridors



Initial Corridors



US 321/CSX
(Corridor D)

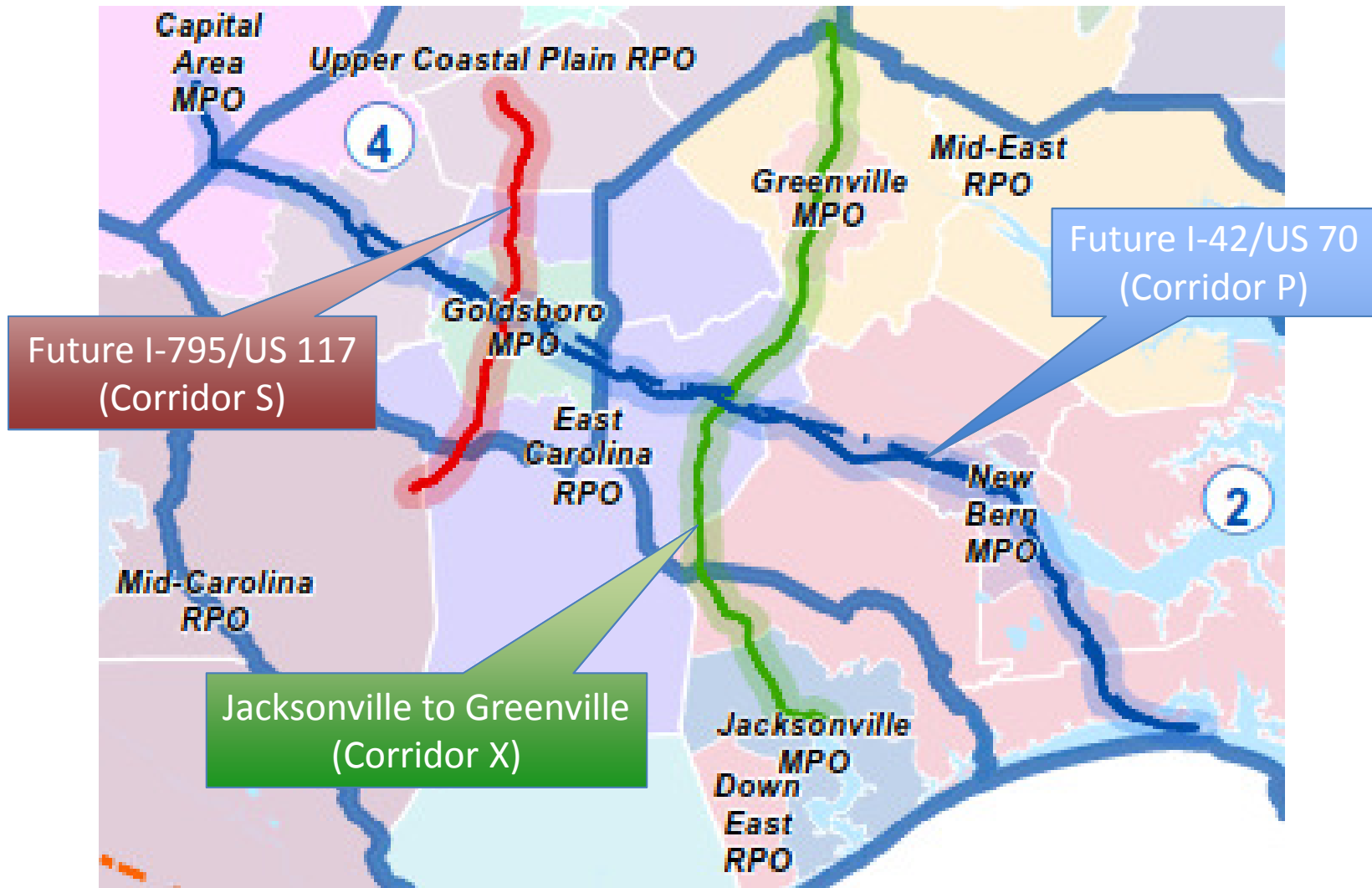
Future I-42/US 70
(Corridor P)

US 74/CSX
(Corridor U)

Future I-795/US 117
(Corridor S)

Jacksonville to Greenville
(Corridor X)

Initial Corridors: Bundle 1

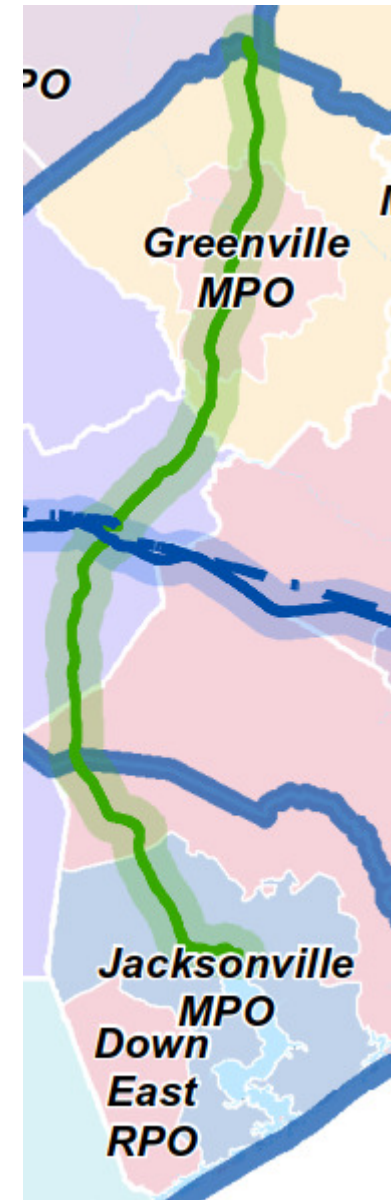


Jacksonville to Greenville

(Corridor X)

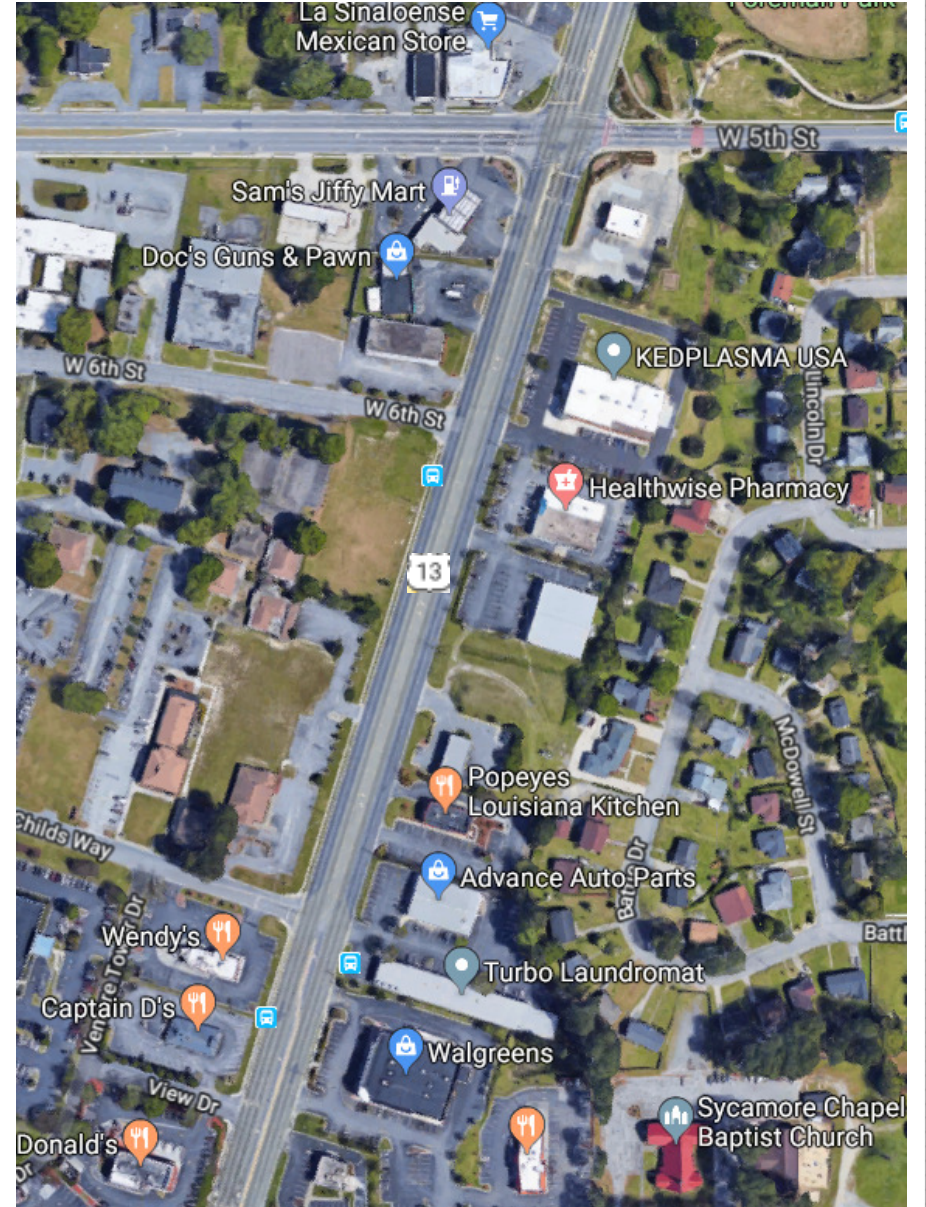
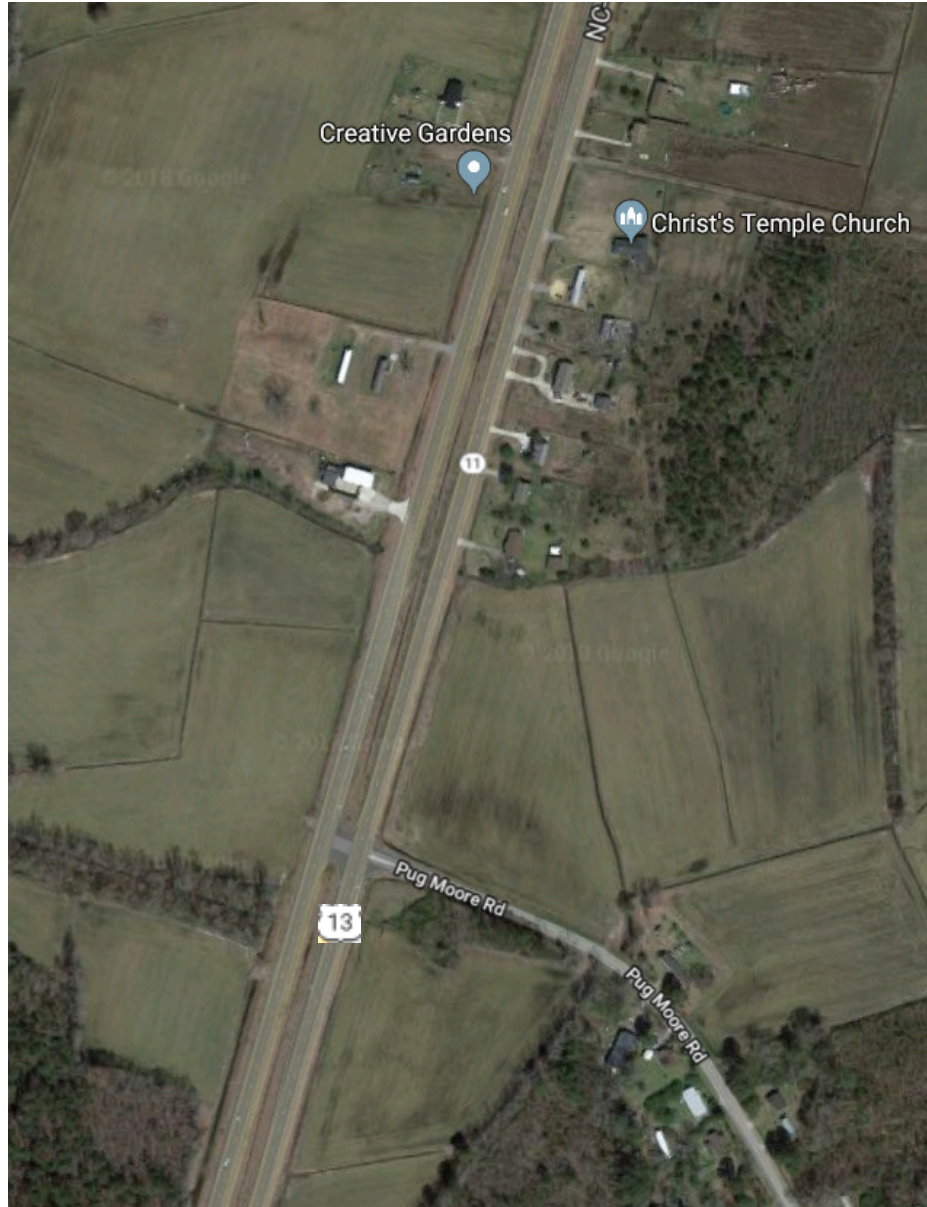
US 258 – NC 11 – US 13
US 17 to US 64

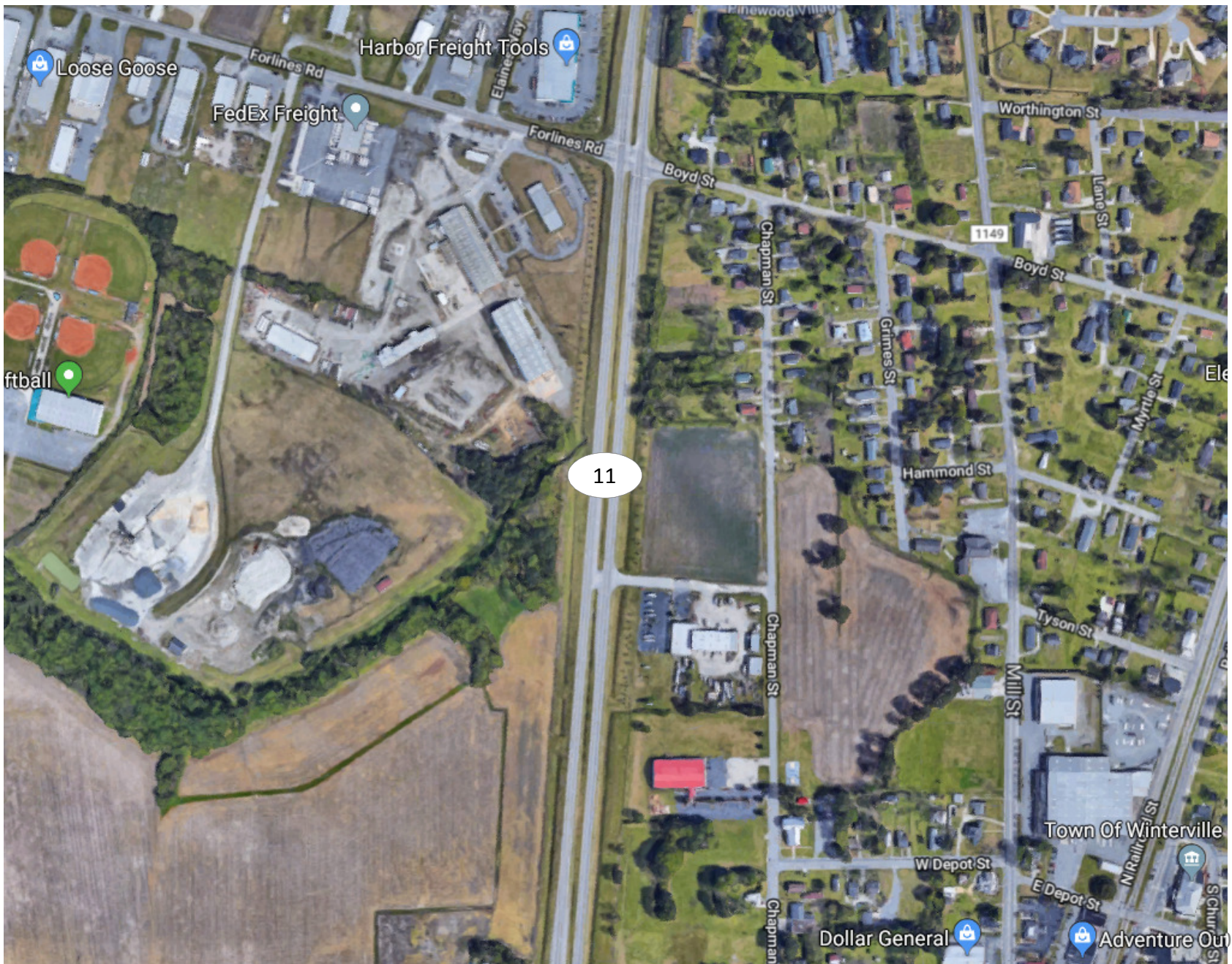
- Not viewed as a consistent, cohesive corridor
- No previous studies done on this corridor as a whole



Existing Uses

- Mix of 2-lane undivided and 4-lane divided
- Uncontrolled intersections
- Connects Jacksonville, Kinston, and Greenville
- Carries military traffic from Jacksonville to Camp Lejeune
- Carries heavy traffic to Global TransPark





Corridor Inspections

- Physical/environmental constraints
- Travel experience
- Major connections
- Major land uses



Data Collection

- Previous studies and STIP projects
- Local transportation and land use plans
- Mapping (GIS) data
- Travel demand models
- Ports, airports, and transit inventory
- Bicycle inventory / bike & ped plans
- Travel markets and freight flows

Agency Engagement

- Corridor Steering Committee
 - MPO/RPO staff
 - NCDOT disciplines and Divisions
 - FHWA
 - USMC, Ports, Global TransPark
- Meetings with MPO/RPO
 - Staff (March 2018)
 - Jacksonville Urban Area MPO TAC (June 14)
 - Jacksonville Urban Area MPO TCC (May 10)

Stakeholder Engagement

Municipal
and County
Managers

Marine
Corps: Camp
Lejeune and
New River

Onslow
Chamber of
Commerce

Health
Services,
Emergency
Management

Jacksonville
Transit &
Onslow
Public
Transp.

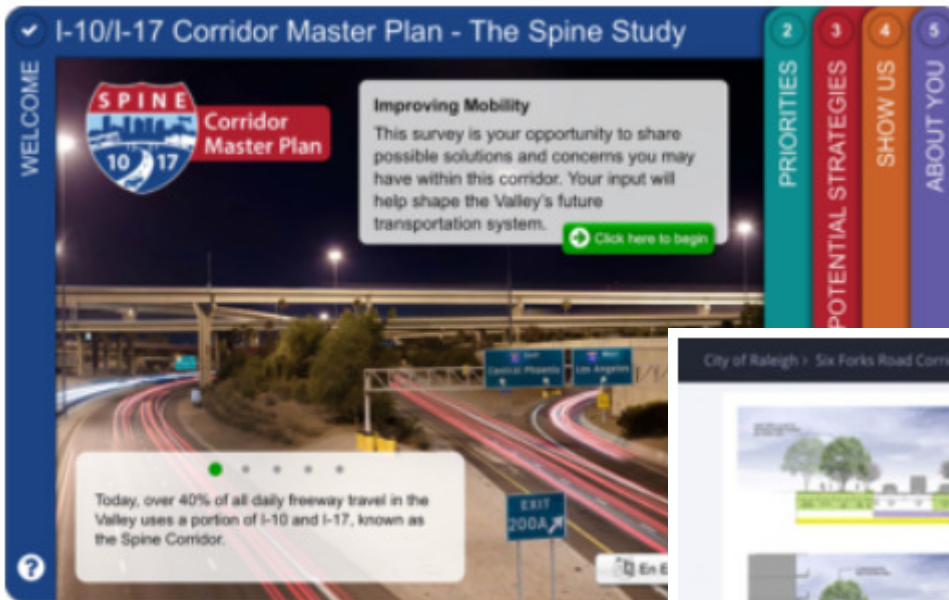
Albert J. Ellis
Regional
Airport

Coastal
Carolina
Community
College &
Onslow Co
Schools

Walmart &
other large
businesses

Onslow
Memorial
Hospitals

Public Engagement Via MPO/RPO and Stakeholders



MetroQuest

PublicInput.com



Plan Deliverable:

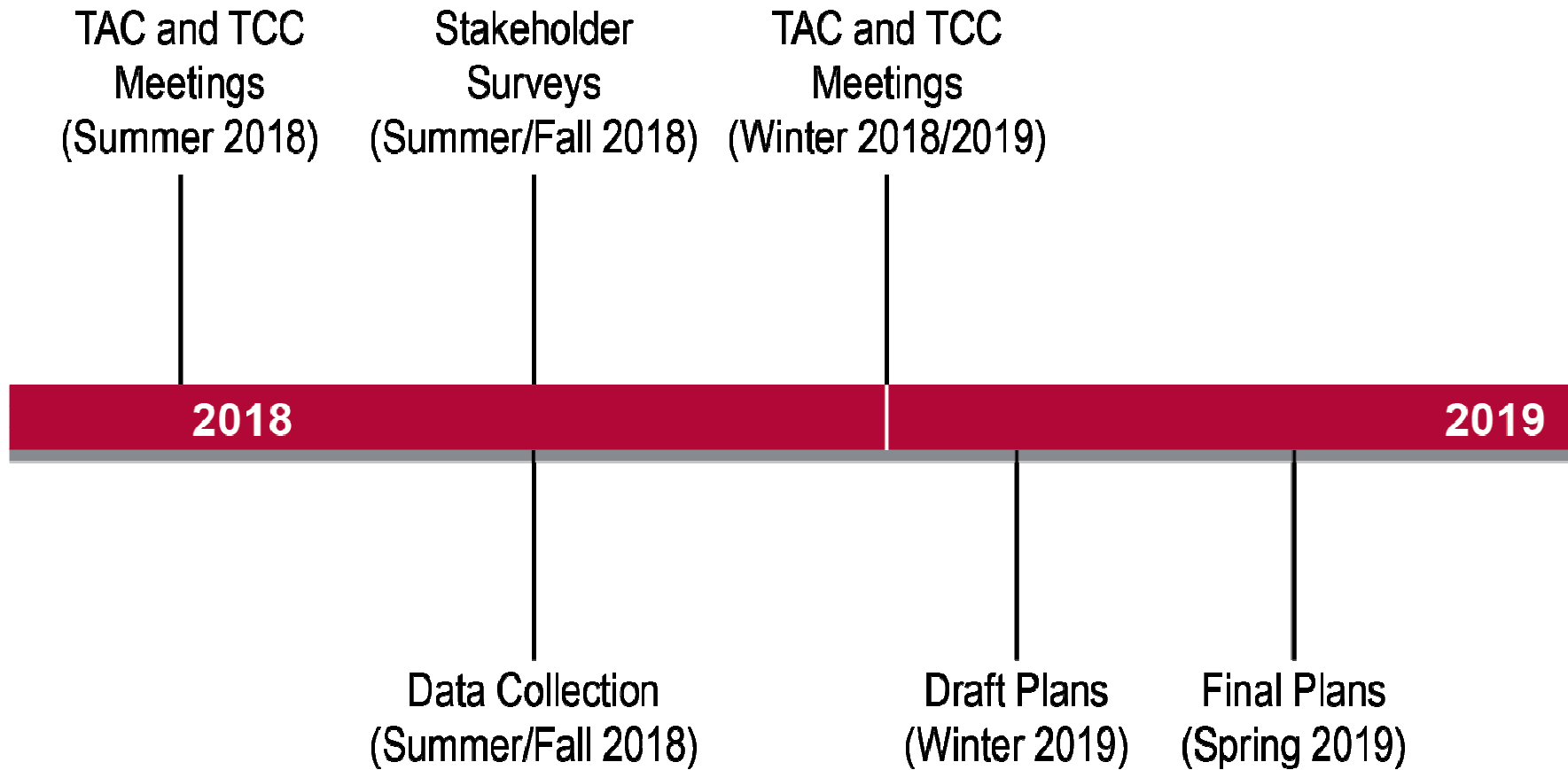
Unified Statewide Vision per Corridor

- Corridor Map
- Corridor Profile
- Problem Statement for Sub-Corridors
- Corridor Access Management Recommendations
- Strategic Corridor Conditions Report
- Developing Strategies and Identifying Recommendations Report

Elements Potentially Included

- Facility type
- Multimodal accommodations
- Access management / UDO change
- Sub-corridors
 - Sequencing of potential projects
 - Purpose and need statements
 - Timeframe
- Interim strategies

Master Plan Next Steps




Questions?

U.S. Department
of TransportationFederal Highway
AdministrationFederal Transit
Administration

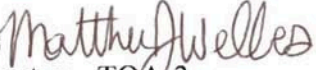
Memorandum

Subject: Interim Guidance on Conformity
Requirements for the 1997 Ozone
NAAQS

Date: April 23, 2018

From: Walter C. Waidelich, Jr. 
FHWA Executive Director – HOA-3

In Reply Refer To:
HCC-30
TCC-Helen Serassio

Matthew J. Welbes 
FTA Executive Director – TOA-3

To: FHWA Division Administrators and
FTA Regional Administrators

This guidance provides important information regarding transportation conformity requirements for certain pending planning and project development actions in programs administered by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The U.S. Court of Appeals for the D.C. Circuit recently issued a decision in *South Coast Air Quality Management District v. EPA*, No. 15-1115, which struck down portions of the *2008 Ozone NAAQS SIP Requirements Rule* concerning the ozone National Ambient Air Quality Standards (NAAQS). These portions of the *2008 Ozone NAAQS SIP Requirements Rule* addressed implementation requirements for the 2008 ozone NAAQS as well as the anti-backsliding requirements associated with the revocation of the 1997 ozone NAAQS. The impact of the decision addresses two groups of ozone areas described in the decision:

Areas that were maintenance areas for the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 Ozone NAAQS. These areas have not been required to make transportation conformity determinations for any ozone NAAQS since the 1997 ozone NAAQS were revoked in April 2015 by EPA's Rule.

Areas that were designated as nonattainment for the 1997 ozone NAAQS at the time of revocation and are designated as attainment for the 2008 Ozone NAAQS. These areas have not been required to make transportation conformity determinations for any ozone NAAQS since the 1997 ozone NAAQS were revoked in April 2015 by EPA's Rule.

Based on the information in EPA's Greenbook,¹ we have identified 82 such areas encompassing as many as 228 counties in 24 States that are potentially affected by the

¹ <https://www.epa.gov/green-book/green-book-8-hour-ozone-1997-area-information-naaqs-revoked>

Court's decision.² Please refer to 40 CFR Part 81 and/or EPA's Greenbook for a full description and maps of these 1997 ozone areas.

While we are waiting for guidance from EPA clarifying the possible impacts, *all routine planning and project development actions may proceed throughout the country, except for the following actions within the identified areas that should be considered "on-hold" for now:*

- New Metropolitan Long Range Plan and Transportation Improvement Programs (TIP), *updates* and *amendments* that include the addition of a project that is *not exempt* from transportation conformity may not proceed until transportation conformity with the 1997 ozone NAAQS is determined. Exempt projects are listed in 40 CFR 93.126 and 93.127. *Administrative modifications* to Metropolitan Plans and TIPs may proceed because, by definition in 23 CFR 450.104, those actions do not require a conformity determination.
- Statewide Transportation Improvement Program (STIP) approvals and amendments that include TIPs or non-exempt projects from the 82 identified areas may not proceed, unless the TIP or project is determined to conform with the 1997 ozone NAAQS or is limited to projects that are exempt from transportation conformity. Exempt projects are listed in 40 CFR 93.126 and 93.127. Partial STIP approvals, i.e., those limited to other areas of the state may proceed as described in 23 CFR 450.220(b)(1)(iii).
- Within the 82 identified areas, NEPA approvals for FHWA/FTA projects (40 CFR 93.101) may not proceed unless the existing Metropolitan Plan and TIP include the project. For projects that already completed NEPA, there is no need to delay further action, including: grant obligations; approvals of plans, specifications and estimates; and authorizations to begin construction.

If your office receives questions from a state or local transportation partner related to the impacts of this court decision on proposed planning actions or project approvals beyond what is described above, the most appropriate response is that FHWA and FTA, in coordination with OST and EPA, are reviewing the decision and evaluating next steps, and that we will provide updates as soon as possible. You should not speculate regarding the next steps that may be under review.

For technical assistance, please contact at FHWA Cecilia Ho (202-366-9862), Karen Perritt (202-366-9066) or David Kall (202-366-6276), and at FTA Dwayne Weeks (202-493-0316) or Megan Blum (202-366-0463). You may also contact Gloria Shepherd, Associate Administrator for the FHWA's Office of Planning, Environment and Realty (202-366-0116), or Sherry Riklin, Acting Associate Administrator for FTA's Office of Planning and Environment (202-366-5407) with any questions.

Thank you for your immediate attention to this guidance.

² The 82 areas are set forth in the tables below. We have requested confirmation of the affected counties and States from EPA and are awaiting its response.

**1997 Ozone Areas Not Covered in Full by the 2008 Ozone Standard,
by State (24) and 1997 Ozone Area Name (82)**

State	1997 Ozone NAAQS Area Name
AL	Birmingham, AL
CA	Amador and Calaveras Cos. (Central Mountain Cos.), CA
CA	Mariposa and Tuolumne Cos (Southern Mtn), CA
CA	Sutter Co (Sutter Buttes), CA
DE	Philadelphia-Wilmington-Atlantic City, PA-NJ-MD-DE
GA	Atlanta, GA
GA	Macon, GA
GA	Murray Co (Chattahoochee Nat Forest), GA
IL	St. Louis, MO-IL
IN	Evansville, IN
IN	Fort Wayne, IN
IN	Greene Co, IN
IN	Indianapolis, IN
IN	Jackson Co, IN
IN	La Porte Co., IN
IN	Louisville, KY-IN
IN	Muncie, IN
IN	South Bend-Elkhart, IN
IN	Terre Haute, IN
KY	Cincinnati-Hamilton, OH-KY-IN
KY	Clarksville-Hopkinsville, TN-KY
KY	Huntington-Ashland, WV-KY
KY	Louisville, KY-IN
MA	Boston-Lawrence-Worcester (E. Mass), MA
MA	Springfield (W. Mass), MA
MD	Kent and Queen Anne's Cos, MD
ME	Hancock, Knox, Lincoln and Waldo Cos, ME
ME	Portland, ME
MI	Allegan Co, MI
MI	Benton Harbor, MI
MI	Benzie Co, MI
MI	Cass Co, MI
MI	Detroit-Ann Arbor, MI
MI	Flint, MI
MI	Grand Rapids, MI
MI	Huron Co, MI
MI	Kalamazoo-Battle Creek, MI
MI	Lansing-East Lansing, MI
MI	Mason Co, MI

MI	Muskegon, MI
NC	Charlotte-Gastonia-Rock Hill, NC-SC
NC	Haywood and Swain Cos (Great Smoky NP), NC
NC	Raleigh-Durham-Chapel Hill, NC
NC	Rocky Mount, NC
NH	Boston-Manchester-Portsmouth (SE), NH
NV	Las Vegas, NV
NY	Albany-Schenectady-Troy, NY
NY	Buffalo-Niagara Falls, NY
NY	Essex Co (Whiteface Mtn), NY
NY	Jefferson Co, NY
NY	Poughkeepsie, NY
NY	Rochester, NY
OH	Canton-Massillon, OH
OH	Dayton-Springfield, OH
OH	Lima, OH
OH	Parkersburg-Marietta, WV-OH
OH	Steubenville-Weirton, OH-WV
OH	Toledo, OH
OH	Wheeling, WV-OH
OH	Youngstown-Warren-Sharon, OH-PA
PA	Altoona, PA
PA	Clearfield and Indiana Cos, PA
PA	Erie, PA
PA	Franklin Co, PA
PA	Greene Co, PA
PA	Harrisburg-Lebanon-Carlisle, PA
PA	Johnstown, PA
PA	Scranton-Wilkes-Barre, PA
PA	State College, PA
PA	Tioga Co, PA
PA	York, PA
PA	Youngstown-Warren-Sharon, OH-PA
RI	Providence (all of RI), RI
SC	Charlotte-Gastonia-Rock Hill, NC-SC
TN	Clarksville-Hopkinsville, TN-KY
TN	Knoxville, TN
TX	Beaumont-Port Arthur, TX
VA	Fredericksburg, VA
VA	Madison and Page Cos (Shenandoah NP), VA
VA	Norfolk-Virginia Beach-Newport News (Hampton Roads), VA
VA	Richmond-Petersburg, VA
WI	Door Co, WI

WI	Kewaunee Co, WI
WI	Manitowoc Co, WI
WI	Milwaukee-Racine, WI
WV	Charleston, WV
WV	Huntington-Ashland, WV-KY
WV	Parkersburg-Marietta, WV-OH
WV	Steubenville-Weirton, OH-WV
WV	Wheeling, WV-OH



BUILD vs TIGER Fact Sheet

The Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants solicitation will make \$1.5 billion available to surface transportation projects that align with the merit criteria described in the Notice of Funding Opportunity (NOFO). BUILD replaces the pre-existing TIGER grants program. Like TIGER, FY 2018 BUILD Transportation Grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. For this round of BUILD, no more than \$150 million can be awarded to a single State.

To reflect the Administration’s Infrastructure Initiative, DOT plans to award a greater share of BUILD Transportation funding to projects located in rural areas that align well with the merit criteria than to those in urban areas. Rural applicants can highlight their needs in response to several of the evaluation criteria, including to deploy rural broadband as part of an eligible transportation project. BUILD encourages local governments to proactively raise new sources of revenue with a new criterion to evaluate local activities to generate additional non-Federal revenue for transportation infrastructure.

BUILD applications will be evaluated based on the following merit criteria: safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for infrastructure investments. Below is a side-by-side comparison of the merit criteria used in TIGER and BUILD:

TIGER	BUILD
<p>Merit criteria</p> <p><i>Primary criteria</i></p> <ul style="list-style-type: none"> • Safety • State of Good Repair • Economic Competitiveness • Environmental Sustainability • Quality of Life <p><i>Secondary criteria</i></p> <ul style="list-style-type: none"> • Innovation • Partnership <p><i>Other criteria</i></p> <ul style="list-style-type: none"> • Demonstrated Project Readiness • Project Costs and Benefits • Cost Sharing or Matching <p><i>Additional considerations</i></p> <ul style="list-style-type: none"> • Geographic diversity among recipients 	<p>Merit criteria</p> <ul style="list-style-type: none"> • Safety • State of Good Repair • Economic Competitiveness • Environmental Protection • Quality of Life • Innovation • Partnership • Non-Federal Revenue for Transportation Infrastructure Investment <p><i>Other criteria</i></p> <ul style="list-style-type: none"> • Demonstrated Project Readiness • Project Costs and Benefits <p><i>Additional considerations</i></p> <ul style="list-style-type: none"> • Geographic diversity among recipients

For additional explanation of the criteria, please see the BUILD NOFO

What stayed the same from TIGER competitions?

The eligible costs and project types have not changed. The minimum and maximum project award sizes are the same as in FY 2017.

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2017

S

D

BILL DRAFT 2017-MLz-205A [v.3]

(THIS IS A DRAFT AND IS NOT READY FOR INTRODUCTION)
04/26/2018 04:29:34 PM

Short Title: Build NC Bond Act.

(Public)

Sponsors:

Referred to:

1 A BILL TO BE ENTITLED
2 AN ACT TO ENACT THE BUILD NC BOND ACT OF 2018, AS RECOMMENDED BY THE
3 HOUSE SELECT COMMITTEE ON STRATEGIC TRANSPORTATION PLANNING
4 AND LONG TERM FUNDING SOLUTIONS.

5 The General Assembly of North Carolina enacts:

6 SECTION 1. Short Title. – This act shall be known as the "Build NC Bond Act of
7 2018."

8 SECTION 2. G.S. 142-82 reads as rewritten:

9 "§ 142-82. Definitions.

10 The following definitions apply in this Article:

11 ...

12 (2a) Build NC Bonds. – Special indebtedness issued to finance Build NC Projects,
13 with the Build NC Net Proceeds of such special indebtedness used in
14 accordance with both of the following requirements, measured in the
15 aggregate for all issues in successive periods of 10 fiscal years each, with the
16 first such period beginning with the 2019-2020 fiscal year:

17 a. Within two percent (2%) of fifty percent (50%) of the Build NC Net
18 Proceeds during such period used for Division Need Projects in
19 accordance with the requirements of Article 14B of Chapter 136 of the
20 General Statutes.

21 b. The remainder of the Build NC Net Proceeds during such period used
22 for Regional Impact Projects in accordance with the requirements of
23 Article 14B of Chapter 136 of the General Statutes.

24 (2b) Build NC Net Proceeds. – The proceeds of an issue of Build NC Bonds net of
25 deposits for the costs described in sub-subdivisions d., e., and f. of subdivision
26 (6) of this section.

27 (2c) Build NC Project. – A capital facility identified and selected for financing
28 with Build NC Bonds under this Article by the process set forth in Article 14B
29 of Chapter 136 of the General Statutes.

30"

31 SECTION 3. Article 9 of Chapter 142 of the General Statutes is amended by adding
32 a new section to read:

33 "§ 142-97. Additional provisions with respect to Build NC Bonds.

34 The following requirements and limitations apply to the issuance and sale of Build NC Bonds:



* 2 0 1 7 - M L Z - 2 0 5 A - V - 3 *

- 1 (1) Subject to appropriation by the General Assembly, funds from the Highway
2 Trust Fund shall be the source for repayment of special indebtedness resulting
3 from the sale of Build NC Bonds.
- 4 (2) The State Treasurer shall not issue any Build NC Bonds unless (i) the State
5 Treasurer recommends the issuance of the Build NC Bonds and (ii) the State
6 Treasurer has made a determination that all of the following requirements
7 have been or shall be met:
- 8 a. The Department of Transportation's average combined month-end
9 cash balance required under G.S. 143C-6-11(f) for the first 3 months
10 in the calendar year prior to the date of determination is equal to or
11 less than twenty percent (20%) of the total expenditures from the
12 Highway Fund and Highway Trust Fund for the most recent complete
13 fiscal year. In calculating the total expenditures from the Highway
14 Fund and Highway Trust Fund under this sub-subdivision, any
15 transfers to the General Fund shall be excluded.
- 16 b. The total amount of Build NC Bonds outstanding after such issuance
17 will not cause the recommended transportation debt target established
18 by the Debt Affordability Advisory Committee in accordance with
19 G.S. 142-101 to be exceeded.
- 20 c. At least six months prior to the expected date of the Build NC Bond
21 issuance, the Department of Transportation:
- 22 1. Consulted with the State Treasurer about the proposed Build
23 NC Bond issuance.
- 24 2. Consulted with the Joint Legislative Transportation Oversight
25 Committee and the Joint Legislative Commission on
26 Governmental Operations to provide details of the proposed
27 issuance, including (i) the total amount of the Build NC Bonds
28 that will be issued, (ii) the estimated amount of the debt service
29 payments, and (iii) the estimated amount of debt capacity that
30 would be remaining after the issuance.
- 31 (3) Except as otherwise provided in subdivision (7) of this subsection, the total
32 amount of special indebtedness resulting from the sale of Build NC Bonds
33 shall not exceed three billion dollars (\$3,000,000,000).
- 34 (4) Except as otherwise provided in subdivision (7) of this subsection, each
35 individual issuance of Build NC Bonds is limited to no more than three
36 hundred million dollars (\$300,000,000) in each fiscal year.
- 37 (5) The Department of Transportation may not use the proceeds realized from the
38 sale of Build NC Bonds for a non-highway project or a project utilizing tolling
39 pursuant to the authority set forth in subdivisions (39) or (39a) of G.S. 136-18.
- 40 (6) For purposes of satisfying the requirements of G.S. 142-15.17, Build NC
41 Projects constitute projects as to which the General Assembly has enacted
42 legislation expressly approving the use of a State-supported financing
43 arrangement.
- 44 (7) The restrictions set forth in sub-subdivision a. of subdivision (2) of this
45 section and subdivisions (3) and (4) of this subsection do not apply to Build
46 NC Bonds that are refunding bonds meeting the requirements set forth in
47 G.S. 142-29.5.
- 48 (8) The provisions of subsection (b) of G.S. 142-83 do not apply to Build NC
49 Bonds, nor shall Build NC Bonds be counted for the purposes of that
50 subsection in limiting the issuance of other debt.

1 (9) The provisions of subsection (e) of G.S. 142-84 do not apply to Build NC
2 Bonds."

3 **SECTION 4.** G.S. 142-89(a) reads as rewritten:

4 "(a) Terms and Conditions. – Bonds or notes may bear any dates; may be serial or term
5 bonds or notes, or any combination of these; may mature in any amounts and at any times, not
6 exceeding 15 years from their dates for Build NC Bonds and 40 years from their ~~dates;~~dates for
7 all other bonds and notes; may be payable at any places, either within or without the United
8 States, in any coin or currency of the United States that at the time of payment is legal tender for
9 payment of public and private debts; may bear interest at any rates, which may vary from time
10 to time; and may be made redeemable before maturity, at the option of the State or otherwise as
11 may be provided by the State, at any prices, including a price greater than the face amount of the
12 bonds or notes, and under any terms and conditions, all as may be determined by the State
13 Treasurer, by and with the consent of the Council of State."

14 **SECTION 5.** The State Treasurer, in consultation with the Department of
15 Transportation, shall develop and implement a debt management policy to guide the
16 Department's practices in regards to issuing Build NC Bonds, as defined in G.S. 142-82(2a), as
17 enacted in Section 2 of this act. By July 1, 2019, the State Treasurer shall submit a report to the
18 Joint Legislative Transportation Oversight Committee detailing the debt management plan
19 developed in accordance with this subsection.

20 **SECTION #.(j)** This act is effective when it becomes law.

Let's Move BUILD NC

SB758/HB1010

- *Provides long-term funding stability (10 years)*
- *Maintains accelerated project delivery*
- *Focuses on Regional and Divisional Tiers*
- *Upholds STI (Strategic Transportation Investment law)*
- *All counties are eligible*
- *Focused on locally-supported rural projects*
- *Promotes Industry stability and job growth*
- *Accelerated projects save costs over time*

NC Go! supports SB758/HB1010 and innovative funding solutions like BUILD NC which advance transportation projects that are vital to community safety, mobility and economic growth.



Let's Move BUILD NC



“Having the confidence in sustainable funding that the Build NC bond program will provide will allow our firm to continue to invest in people, technology, equipment and materials needed to help deliver the NCDOT program and avoid reductions in staff and equipment if the DOT must reduce its project letting schedules.”

- Ricky Vick, P.E., Vice President S.T. Wooten Corporation and NC Go! Director

“Build NC moves forward projects that have support from local officials and have already been identified via priority setting and the data-driven process of STI. Accelerating these projects with Build NC will save money in the long run while improving mobility and creating additional jobs.”

- Beau Mills, Executive Director NC Metropolitan Mayors Coalition and NC Go! Director

“Build NC should really benefit rural transportation because it would focus additional dollars toward ranked but unfunded projects in the Regional and Division tiers of STI. Build NC is a prudent way for NCDOT to leverage resources now, to build needed projects sooner.”

- Marc Finlayson, Executive Director Highway 17/64 Association and NC Go! Chair



HOME CONTACT SEARCH!



Users Guide

[New Search](#)

<p>Contract Number: C203513 Division: 2 TIP Number: U-3315 Length: 1.447 miles NCDOT Contact: Sarah F. Lentine Location Description: STANTONBURG RD/10TH ST CONNECTOR FROM MEMORIAL DR TO SR-1702 (EVANS ST). Contractor Name: ST WOOTEN CORPORATION Contract Amount: \$30,139,757.76 Work Began: 10/12/2015 Original Completion Date: 05/14/2019 Latest Payment Thru: 04/30/2018 Latest Payment Date: 05/03/2018</p>	<p>Route: - County: Pitt Federal Aid Number: STP-0220(72) NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 1.25% Letting Date: 08/18/2015 Revised Completion Date: 07/11/2019 Scheduled Progress: 89.3% Actual Progress: 80.23%</p>
<p>Contract Number: C203609 Division: 2 TIP Number: R-2250 Length: 12.4 miles NCDOT Contact: Sarah F. Lentine Location Description: GREENVILLE SOUTHWEST BYPASS FROM SOUTH OF OLD NC-11 TO US-264. Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$159,647,247.47 Work Began: 08/31/2016 Original Completion Date: 06/28/2019 Latest Payment Thru: 04/30/2018 Latest Payment Date: 05/23/2018</p>	<p>Route: NC-11 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 4.85% Letting Date: 05/05/2015 Revised Completion Date: 06/02/2020 Scheduled Progress: 48.1% Actual Progress: 60.99%</p>
<p>Contract Number: DB00310 Division: 2 TIP Number: Length: 12.91 miles NCDOT Contact: J. Aaron Bullard, PE Location Description: US264 ALT GREENE US264 ALT PITT Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$0.00 Work Began: 04/18/2018 Original Completion Date: 08/30/2018 Latest Payment Thru: Latest Payment Date:</p>	<p>Route: US-264A County: Pitt Federal Aid Number: NCDOT Contact No: (252)527-0053 Cost Overrun/Underrun: 0% Letting Date: 03/08/2017 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%</p>
<p>Contract Number: DB00337 Division: 2 TIP Number: Length: 1.973 miles NCDOT Contact: Sarah F. Lentine Location Description: NC 102 Contractor Name: ST WOOTEN CORPORATION Contract Amount: \$0.00 Work Began: Original Completion Date: 02/28/2019 Latest Payment Thru: Latest Payment Date:</p>	<p>Route: NC-102 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 09/13/2017 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%</p>

Contract Number: DB00346 Division: 2 TIP Number: Length: 39.74 miles NCDOT Contact: Sarah F. Lentine Location Description: BEAUFORT COUNTY PITT COUNTY Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$2,076,518.55 Work Began: 06/22/2017 Original Completion Date: 03/01/2018 Latest Payment Thru: 10/31/2017 Latest Payment Date: 12/06/2017	Route: SR-1900 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 5.06% Letting Date: 04/12/2017 Revised Completion Date: Scheduled Progress: 98.54% Actual Progress: 92.7%
Contract Number: DB00357 Division: 2 TIP Number: Length: 6.361 miles NCDOT Contact: Sarah F. Lentine Location Description: US 264A Contractor Name: ST WOOTEN CORPORATION Contract Amount: \$2,090,911.75 Work Began: 09/18/2017 Original Completion Date: 05/25/2018 Latest Payment Thru: 02/28/2018 Latest Payment Date: 03/12/2018	Route: US-264A County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 5.86% Letting Date: 06/14/2017 Revised Completion Date: Scheduled Progress: 100% Actual Progress: 90.96%
Contract Number: DB00360 Division: 2 TIP Number: U-5921 Length: 0.223 miles NCDOT Contact: Sarah F. Lentine Location Description: LAURIE ELLIS ROAD FROM NC 11 TO MILLS STREET Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$2,515,619.35 Work Began: 10/26/2017 Original Completion Date: 02/15/2019 Latest Payment Thru: 03/31/2018 Latest Payment Date: 04/11/2018	Route: NC-11 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 06/14/2017 Revised Completion Date: Scheduled Progress: 20% Actual Progress: 21.27%
Contract Number: DB00361 Division: 2 TIP Number: Length: 1.86 miles NCDOT Contact: Sarah F. Lentine Location Description: NC 11 Contractor Name: ST WOOTEN CORPORATION Contract Amount: \$820,541.50 Work Began: 08/29/2017 Original Completion Date: 05/25/2018 Latest Payment Thru: 02/28/2018 Latest Payment Date: 03/12/2018	Route: NC-11 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0.44% Letting Date: 06/14/2017 Revised Completion Date: Scheduled Progress: 100% Actual Progress: 92.95%
Contract Number: DB00362 Division: 2 TIP Number: Length: 3.23 miles NCDOT Contact: Sarah F. Lentine Location Description: NC 33 Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$0.00 Work Began: Original Completion Date: 08/17/2018 Latest Payment Thru: Latest Payment Date:	Route: NC-33 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 07/12/2017 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%

Contract Number: DB00363 Division: 2 TIP Number: Length: 4.068 miles NCDOT Contact: Sarah F. Lentine Location Description: PITT COUNTY Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$0.00 Work Began: Original Completion Date: 02/28/2019 Latest Payment Thru: Latest Payment Date:	Route: NC-33 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 08/23/2017 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DB00367 Division: 2 TIP Number: U-5919 Length: 0.409 miles NCDOT Contact: Sarah F. Lentine Location Description: SR 1126 (BOYD ST) FROM NC 11 TO SR 1129 (RAILROAD ST) Contractor Name: ST WOOTEN CORPORATION Contract Amount: \$2,426,538.33 Work Began: 02/02/2018 Original Completion Date: 02/03/2019 Latest Payment Thru: 04/30/2018 Latest Payment Date: 05/11/2018	Route: SR-1126 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 06/28/2017 Revised Completion Date: Scheduled Progress: 27.5% Actual Progress: 17.33%
Contract Number: DB00375 Division: 2 TIP Number: Length: 28.5 miles NCDOT Contact: Sarah F. Lentine Location Description: BEAUFORT COUNTY, PITT COUNTY Contractor Name: WHITEHURST PAVING CO INC Contract Amount: \$0.00 Work Began: Original Completion Date: 05/31/2019 Latest Payment Thru: Latest Payment Date:	Route: - County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 04/25/2018 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DB00376 Division: 2 TIP Number: Length: 28.29 miles NCDOT Contact: Sarah F. Lentine Location Description: BEAUFORT COUNTY, PITT COUNTY Contractor Name: ST WOOTEN CORPORATION Contract Amount: \$0.00 Work Began: Original Completion Date: 02/28/2019 Latest Payment Thru: Latest Payment Date:	Route: - County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 12/13/2017 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DB00382 Division: 2 TIP Number: Length: 4.79 miles NCDOT Contact: Sarah F. Lentine Location Description: PITT COUNTY Contractor Name: ROSE BROTHERS PAVING CO INC Contract Amount: \$0.00 Work Began: Original Completion Date: 02/28/2019 Latest Payment Thru: Latest Payment Date:	Route: - County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 03/28/2018 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DB00387	Route: -

Division: 2 TIP Number: Length: 10.4 miles NCDOT Contact: Sarah F. Lentine Location Description: PITT COUNTY Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$0.00 Work Began: Original Completion Date: 02/28/2019 Latest Payment Thru: Latest Payment Date:	County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 08/23/2017 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DB00400 Division: 2 TIP Number: Length: 0.057 miles NCDOT Contact: Sarah F. Lentine Location Description: BRIDGE #113 OVER SUGGS CREEK ON SR 1500 Contractor Name: ST WOOTEN CORPORATION Contract Amount: \$492,966.50 Work Began: 03/19/2018 Original Completion Date: 09/01/2018 Latest Payment Thru: 04/30/2018 Latest Payment Date: 05/03/2018	Route: SR-1500 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: -1.28% Letting Date: 01/24/2018 Revised Completion Date: Scheduled Progress: 47.5% Actual Progress: 54.84%
Contract Number: DB00401 Division: 2 TIP Number: Length: 0.103 miles NCDOT Contact: Sarah F. Lentine Location Description: BRIDGE #124 OVER BRIERY SWAMP ON SR 1550 Contractor Name: ST WOOTEN CORPORATION Contract Amount: \$0.00 Work Began: 04/26/2018 Original Completion Date: 11/26/2018 Latest Payment Thru: Latest Payment Date:	Route: SR-1550 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 01/24/2018 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DB00402 Division: 2 TIP Number: R-5782D Length: 0.05 miles NCDOT Contact: Sarah F. Lentine Location Description: GREENVILLE Contractor Name: FULFORD AND JONES ASPHALT INC Contract Amount: \$0.00 Work Began: 04/30/2018 Original Completion Date: 01/31/2019 Latest Payment Thru: Latest Payment Date:	Route: - County: Pitt Federal Aid Number: TAP-0220(084) NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 01/24/2018 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DB00408 Division: 2 TIP Number: B-4789 Length: 0.07 miles NCDOT Contact: Sarah F. Lentine Location Description: BRIDGE #164 OVER GRINDLE CREEK ON SR 1424 Contractor Name: T A LOVING COMPANY Contract Amount: \$0.00 Work Began: Original Completion Date: 02/02/2019 Latest Payment Thru: Latest Payment Date:	Route: SR-1424 County: Pitt Federal Aid Number: BRZ-1424(7) NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 04/11/2018 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%
Contract Number: DB00413 Division: 2	Route: - County: Pitt

TIP Number:		Federal Aid Number:	
Length: 0.19 miles		NCDOT Contact No: (252)830-3495	
NCDOT Contact: Sarah F. Lentine		Location Description: SR 1780 (BOYD'S RD) 0.13 MILES FROM SR 1777 (CHICOD ST. EXT)	
Contractor Name: CHATHAM CIVIL CONTRACTING LLC		Contract Amount: \$0.00	
Contract Amount: \$0.00		Cost Overrun/Underrun: 0%	
Work Began: 05/29/2018		Letting Date: 04/11/2018	
Original Completion Date: 06/15/2018		Revised Completion Date:	
Latest Payment Thru:		Scheduled Progress: 0%	
Latest Payment Date:		Actual Progress: 0%	



The North Carolina
[Department of
Transportation](#)

Upcoming Projects subject to Approved STIP and Funding Availability

Project ID	County	Description	R/W Acq Begins	Let Date
U-5606	PITT	SR 1598/SR 1620 (DICKINSON AVE) FROM NC 11(MEMORIAL DRIVE) TO SR 1610 (READE CIRCLE)	6/22/2016	7/17/2018
U-5875	PITT	SR 1203 (ALLEN STREET) FROM SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO MULTI-LANES	7/7/2017	6/15/2021
U-5730	PITT	US 13 (MEMORIAL DRIVE) AT NC 43 (5TH STREET) UPGRADE INTERSECTION	1/24/2018	6/27/2018
B-5301	PITT	REPLACE BRIDGE 87 OVER THE NORFOLK SOUTHERN RAILROAD ON NC 33	4/20/2018	2/18/2020
B-4786	PITT	REPLACE BRIDGE 38 OVER THE TAR RIVER ON US 13 IN GREENVILLE	5/18/2018	12/17/2019
U-5785	PITT	SR 1708 (FIRETOWER ROAD) FROM NC 43 (CHARLES BOULEVARD) TO SR 1704 (FOURTEENTH STREET). WIDEN TO MULTI-LANES.	6/30/2018	6/18/2019
U-5870	PITT	SR 1708 (FIRETOWER ROAD) FROM SR 1704 (FOURTEENTH STREET)TONC 33. WIDEN TO MULTI-LANES.	6/30/2018	6/18/2019
U-5952	PITT	GREENVILLE - SIGNAL SYSTEM	11/19/2018	11/19/2019
U-2817	PITT	GREENVILLE - SR 1700 (EVANS STREET AND OLD TAR ROAD) FROM SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264A (GREENVILLE BOULEVARD)	2/15/2019	2/16/2021
B-5612	PITT	REPLACE BRIDGE 24 OVER THE TAR RIVER ON NC 222	5/20/2019	5/19/2020
U-5917	PITT	SR 1704 (FOURTEENTH STREET) FROM US 264ALT (GREENVILLE BLVD) TO SR 1708 (FIRETOWER ROAD). WIDEN TO MULTI-LANES	6/21/2019	6/15/2021
U-5991	PITT	NC 43, FROM SR 1708 (FIRETOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES	6/30/2021	6/20/2023
EB-5847	PITT	GREENVILLE FROM SR 1149 (MILL STREET), SR 1133 (MAIN STREET) TO SR 1126 (BOYD STREET). CONSTRUCT SIDEWALK.	5/28/2024	5/28/2025
EB-5846	PITT	GREENVILLE FROM TOWN COMMON AT SR 1531 (GREENE STREET) TO RIVER PARK NORTH. CONSTRUCT GREENWAY.	5/28/2025	5/28/2026
EB-5539	PITT	GREENVILLE - SOUTH TAR RIVER GREENWAY, PHASE 3 FROM PITT STREET TO NASH STREET IN VICINITY OF PITT MEMORIAL HOSPITAL		5/25/2018

Project ID	County	Description	R/W Acq Begins	Let Date
I-6035	PITT	US 264/US 258 (FUTURE I-587) PITT COUNTY FROM GREENE COUNTYLINE TO SR 1467 INTERCHANGE (SOUTHWEST BYPASS). PAVEMENT REHABILITATION. PROJECT CREATED PER DRAFT 2020-2029 STIP.		1/1/2019
17BP.2.R.91	PITT	Bridge 5 over Chicod Creek on SR 1777 (Black Jack-Grimesland Rd.) in Pitt County		11/27/2019
17BP.2.R.92	PITT	Bridge 171 over Johnson Mill Run on SR 1418 (Stanton House Rd.) in Pitt County		3/25/2020
17BP.2.R.97	PITT	Bridge 29 over Fork Swamp on SR 1715 (Jack Jones Rd.) in Pitt County		11/25/2020
17BP.2.R.98	PITT	Bridge 43 over Swift Creek on SR 1923 (Gardnerville Rd.) in Pitt County		1/27/2021
17BP.2.R.103	PITT	Bridge 6 over Cow Swamp on SR 1756 (J. C. Galloway Rd.) in Pitt County		10/19/2021
AV-5810	PITT	PITT-GREENVILLE AIRPORT (PGV) T-HANGER SITE PREPARATION AND ACCESS ROAD		6/30/2027
AV-5861	PITT	PGV PITT-GREENVILLE VISUAL NAVAIDS RUNWAY 8-26 PAVIS & REILS DESIGN AND CONSTRUCTION. (INCLUDES PROJECT REQUEST NUMBERS: 3271).		6/30/2027
AV-5864	PITT	AV-5864 PGV PITT-GREENVILLE AIRFIELD DRAINAGE IMPROVEMENTS (INCLUDES PROJECT REQUEST NUMBERS: 2558).		6/30/2027
AV-5865	PITT	PGV PITT-GREENVILLE AIRFIELD EMERGENCY ACCESS ROAD IMPROVEMENTS.		6/30/2027

Agenda Item 5c

Greenville Urban Area MPO Project Report

June 2018

1. Travel Demand Model Update (TDM)

The MPO's current Travel Demand Model (TDM) has a horizon year of 2040. The Model, as previously presented to the TCC and TAC, is required by Federal regulations to be updated every five years at minimum. The project is underway and on schedule for completion by the deadline of August 2018. As stated in agenda item 4c the base year socio-economic data has been established with the interim and future year data sets to be created according to the MPO directed method of forecasting. The MPO has continued to verify data sets and variable assumptions contained within the draft model. Once the forecasted interim and future year socio-economic data is finalized the model will enter the final development stage. This project is on schedule for completion in August 2018.

As a reminder, the model update and boundary expansion project is being funded by the MPO in coordination with NCDOT. The MPO will be invoicing the costs associated with the update upon completion of the project, once the MPO has invoiced and received the 80% reimbursement, NCDOT will invoice the total project cost.

2. Southwest Bypass Corridor Study

The Southwest Bypass Corridor Study kicked off and is on schedule for completion in summer 2018. The project is approximately 70% complete with the consultant constructing the recommendations and implementation strategies as outlined in Phase 3 of the project as well as developing the draft plan document for initial review by the stakeholders. As a part of Phase 3, the MPO will continue to work with the consulting team to assist development of the transportation recommendations and implementation strategies.

3. 2045 Metropolitan Transportation Plan Development (MTP)

On March 8, 2018 the City of Greenville City Council approved the use of Kimley-Horn as the preferred vendor to provide professional services required to develop the 2045 MTP. Staff has worked with Kimley-Horn's Project Manager, Allison Fluitt, to negotiate the contract and fee structure. The contract has been approved and staff has worked with the Kimley-Horn team to begin preliminary work on the 2045 MTP development. The first deliverable from Kimley-Horn was submitted to the MPO on June 4, 2018 and outlines the project team, schedule and work tasks to be undertaken. The Public Involvement Plan for the project was delivered on June 24, 2018 and outlines Kimley-Horn's strategy, in concert with the MPO's Public Involvement Plan, to solicit, document and categorize public comments received throughout the process.

The Steering Committee for this project will be comprised of members from the MPO's TCC with additional representatives from ECU, Vidant Medical and GUC requested for participation throughout the plan development process. MPO staff will also coordinate the creation of an Advisory Committee comprising members from the MPO's TAC, member jurisdictions commissions/boards and various stakeholder groups. MPO staff will coordinate the meetings with the Advisory Committee at various key milestones during the project. These meetings will be scheduled after hours to accommodate the

various schedules of the recommended members. The MPO is asking that each jurisdictional member of the MPO recommend two to three individuals to serve on the committee.

4. Prioritization

Project entry for P5.0 ended on September 29, 2017. The TCC and TAC adopted project list was entered with no complications. The MPO entered a total of 13 Bike & Ped projects and 16 Highway projects. As of April 1, 2018 the NCDOT quantitative scoring (representing 100% of scores at the Statewide level, 70% of scores at the Regional Level and 50% of scores at the Division Level) has been released to the MPOs and RPOs across the State. The MPO is currently in the process of assigning points to the Regional Level projects, scheduled for adoption

Once all three levels of projects have been finalized the NCDOT STIP unit will program and release the first draft of the 2020-2029 State Transportation Improvement Program (STIP). Once released the NCDOT and the MPO will coordinate public involvement opportunities.

5. Comprehensive Transportation Plan (CTP)

On March 6, 2018 the Greenville Urban Area MPO, in coordination with Pitt County, officially requested that NCDOT develop the full Comprehensive Transportation Plan for the Greenville Urbanized Area and Pitt County. Currently the Highway Map is the only map developed for the MPO. Current data availability has now made it possible to begin development of the maps not currently completed: Bicycle and Pedestrian, Rail and Public Transportation. In an effort to conduct transportation planning in a regionally connected process, a single CTP is requested to be developed for Pitt County and the MPO. Currently the MPO and Pitt County are separated, but due to the Travel Demand Model being expanded County wide, a single unified CTP is possible and preferred. The CTP format is currently being upgraded by NCDOT and the planned Pitt County CTP (with the MPO included) will be developed in the new format (CTP 2.0) if possible. The Mid-East RPO and MPO will coordinate to develop this unified CTP.

The first map scheduled for development is the Bicycle and Pedestrian Map. The data and information within the MPO's Active Transportation Plan will be utilized to develop this map for the MPO area while the area outside of the MPO will be developed by the RPO. The Rail and Public Transportation Maps will follow and be developed in coordination between the MPO and RPO. The last map to be developed will be the Highway Map as that map will be developed utilizing the County wide Travel Demand Model currently under development. The MPO currently has a Highway Map developed and will update to the new CTP 2.0 format in coordination with the County's map creation. While this project will be a coordination effort between the RPO and MPO, each organization's funds will only be used to develop the CTP for their planning area. By taking the action to create a unified complete CTP, the MPO and RPO can effectively coordinate planning efforts on project that may stretch beyond each other's planning boundary. It is expected that NCDOT's Transportation Planning Division will assign the Pitt County CTP Development to a staff member and begin this project in late summer 2018.

6. State Planning and Research (SPR) Fund Request

On March 9, 2017 the Greenville Urban Area MPO submitted three separate requests per NCDOT's call for potential State Planning and Research (SPR) funded projects. The MPO submitted three projects for consideration:

- A.) Worthington Road Corridor Study (Limits TBD)
- B.) Eastern North Carolina Regional Freight Mobility Plan (On behalf of all partners)**
- C.) Pavement Condition Assessment (Greenville, Winterville, Ayden and Pitt County)

NCDOT is scheduled to review the requests made from MPOs and RPOs around the State until the end of the current fiscal year and announce selected projects in July 2018. In preparation MPO staff will work with the various communities to have RFPs/RFQs prepared for the above projects so as to move forward as quickly as possible should funding be made available.

7. Eastern North Carolina Regional Freight Mobility Plan

The Eastern North Carolina Regional Freight Mobility Plan, as mentioned above, was submitted to NCDOT for potential SPR funding by the Greenville Urban Area MPO on March 9, 2018. As a high level regional effort, NCDOT was able to streamline the approval process and notified the collective agencies at our recent coordination meeting that this project has been selected for SPR funding. The Project will have a not exceed budget of \$300,000, of which the partner organizations will be required to match 5% (\$15,000). The MPO's net contribution to this project will be \$2,500. In addition to notification of funding, the regional group assembled at the meeting took action to move forward with a traditional Request for Proposals (RFP) in order to select a consultant for this project. The Greenville Urban Area MPO staff, with assistance from each of the other nine (9) planning organizations and NCDOT, will act as the lead moving forward with this project.

MPO staff, with assistance from the City of Greenville Purchasing Department, released the RFP for this project on May 18, 2018. A mid-advertisement Q&A session for firms interested in submitting proposals was held on June 8, 2018. The deadline for submittal was June 22, 2018 with selection of the preferred consultant, based proposals received, required within 30-days of the deadline. The Greenville MPO will continue to act as project lead for this effort with staff acting as the project administrator on behalf of the various partner organizations, and as such the City of Greenville as the Lead Planning Agency for the MPO will be required take official action to award the contract for this project. Staff anticipates having a consultant and contract in place to begin work in mid-August 2018 in concert with SPR fund availability.

8. Prioritization

As mentioned in agenda item 4a, Prioritization 5.0 is continuing. The MPO has officially assigned Regional local input points to eligible projects per the MPO governing committee's direction. In addition to the MPO's projects, the Mid-East RPO requested that the MPO transfer a total of 86 Regional local input points to two RPO projects as shown below:

- H090688-B – US 258 from NC 123 to Alt US 264 (E Marlboro Rd.) 21 points needed (only 21% in our boundary). This route serves as a Pitt County entryway route from Greene County connecting to US 264.
- H090224-B – NC 33 from NC 42 at Scott's Crossroads to NC 222 at Belvoir Crossroads 65 points needed (only 65% in our boundary). This project continues a Greenville MPO project improving the NC 33 corridor between Greenville and Tarboro.