

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

Wednesday, September 26, 2018, at 1:30 p.m.
G.K. Butterfield Transportation Center, Main Conference Room

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 June 27, 2018 Meeting; approve (pg.3-9)

3) Public Comment Period

4) New Business / Action Items:

- a) Support of the State Transit Asset Management Group Plan Established Targets for Transit Asset Management Performance Measures – Resolution No. 2018-10-GUAMPO; ***Recommended for TAC Action (pg.10-13)***
- b) Administrative Modifications to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP); ***Discussion (pg.14-16)***
- c) Update of Prioritization 5.0 Project Scoring for Unfunded Statewide and Regional Impact Projects within the Greenville Urbanized Area – ***Discussion (pg.17-21)***
- d) Local Point Assignment for Greenville Urban Area MPO Prioritization 5.0 Division Needs Projects – Resolution No. 2018-11-GUAMPO; ***Recommended for TAC Action (pg.22-36)***
- e) Interim (2025 and 2035) and Future Year (2045) Socio-Economic Data Sets for the Greenville Urban Area MPO’s Travel Demand Model – ***Recommended for TAC Action (pg.37-38)***
- f) 2045 Metropolitan Transportation Plan Development – ***Discussion (pg.39)***
- g) Adoption of the Pitt County Travel Demand Model – Resolution No. 2018-12-GUAMPO; ***Recommended for TAC Action (pg.40-43)***

5) Other Discussion Items

- a) Legislative update (N/A)
- b) Greenville Southwest Bypass Land Use Plan (pg.44-71)
- c) NCDOT Update (pg.72-78)
 - i. Division 2
 - ii. Transportation Planning Division
- d) MPO Project Report (pg.79-80)

6) Upcoming MPO Meeting Schedule (G.K Butterfield Transit Center Main Conference Room)

- Joint TCC and TAC Workshop Meeting
 - December 12, 2018 at 1:30pm

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
TECHNICAL COORDINATING COMMITTEE (TCC) MINUTES
June 27, 2018**

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

Scott Godefroy, City of Greenville
Rik DiCesare, City of Greenville
Ben Williams, Vice-Chair, Town of Winterville
James Rhodes, Pitt County
Jonas Hill, Pitt County
Bryan Jones, Town of Winterville
Stephen Smith, Town of Ayden
Steven Harrell, Town of Ayden
Steve Hamilton, NCDOT
Haywood Daughtry, NCDOT
Bailey Harden, NCDOT
Nastasha Earle-Young, NCDOT – TPD
Teresa Groshen, Kimley-Horn
Eliud DeJesus, Mid-East RPO
William Bagnell, ECU

OTHERS PRESENT:

Ryan Purtle, City of Greenville
Amanda Braddy, City of Greenville

I. APPROVAL OF AGENDA

Mr. Mulligan asked for a motion to approve the agenda as presented. A motion was made by Mr. Rhodes to approve the agenda. The motion was seconded by Mr. DiCesare. The motion passed unanimously.

II. APPROVAL OF MINUTES OF APRIL 4, 2018 MEETING

Mr. Purtle asked that it be corrected to reflect James Rhodes was in attendance of the April 4, 2018 meeting. Mr. Rhodes made a motion to approve the April 4, 2018 meeting minutes as amended. Mr. DiCesare seconded the motion. The motion passed unanimously.

III. PUBLIC COMMENT PERIOD

There were no public comments.

IV. NEW BUSINESS / ACTION ITEMS

A. Review Update of Prioritization 5.0 Project Scoring for Unfunded Statewide and Regional Impact Projects within the Greenville Urbanized Area

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.

No action is required for this item.

B. Transit Performance Measures Data Sharing Agreement between Public Transit Providers and NCDOT

Mr. 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.

Mr. Godefroy made a motion to recommend this item to TAC for adoption. Mr. Hamilton seconded the motion and the motion passed unanimously.

C. Adoption of Base Year Data for Travel Demand Model Update and Establishment of Future Year Forecasting Method

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, has continued to perform data verification for inputs of the model. A crucial piece of the model is the creation of socioeconomic 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 completed 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 recommends that the

MPO utilize control totals provided by the Office of State Budget and Management for the interim years and utilize the growth rate from those totals to forecast the future year control totals for the socio-economic data. 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.

Mr. Rhodes made motion to recommend to TAC adoption. The motion was seconded by Mr. Bagnell and passed unanimously.

D. Administrative Amendment to the FY 2019 Unified Planning Work Program

Mr. Purtle. 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 is included with Amendment #1.

A motion was made by Mr. Daughtry to recommend to TAC for adoption. The motion was seconded by Mr. Godefroy and passed unanimously.

E. Establishment of Performance Targets for Performance Measures Associated with Pavement and Bridge, and Reliability and Freight

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:

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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.

A motion was made by Mr. Rhodes to recommend to TAC for adoption. The motion was seconded by Mr. Hamilton and passed unanimously.

F. Title VI Assurance Agreement

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.

A motion was made by Mr. Bagnell and seconded by Mr. DiCesare. The motion passed unanimously.

G. 2018-2027 Metropolitan Transportation Improvement Program Administrative Modifications

NCDOT has modified 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 has been created to contain all relevant documentation relating to the MPO's establishment/participation of all required performance measure targets.

No action is required for this item.

H. 2018-2027 Metropolitan Transportation Improvement Program Amendment

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 is 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.

No action is required for this item.

I. Presentation of Strategic Transportation Corridor X (US 258/US 13/NC 11)

Nastasha Earle-Young, NCDOT and Teresa Groshen, Kimley-Horn gave a PowerPoint presentation on the Strategic Transportation Corridors Master Plans. A copy of the presentation was included in the agenda package.

V. OTHER DISCUSSION ITEMS

A. Legislative update (contained in agenda package)

- i. Air Conformity Rules
- ii. BUILD Grant
- iii. North Carolina BUILD NC Bond

B. NCDOT Update (contained in agenda package)

- i. Division 2
- ii. Transportation Planning Division

C. MPO Project Report (contained in agenda package)

VI. UPCOMING MPO MEETING SCHEDULE (Greenville City Hall Conf. Rm 337 at 1:30pm)

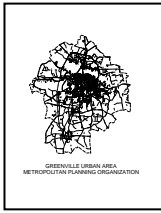
- TCC - September 12, 2018, October 31, 2018

- **TAC** - July 11, 2018; September 26, 2018; November 14, 2018

VII. ITEMS FOR FUTURE CONSIDERATION

VIII. ADJOURN

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



Attachment 4a

Technical Coordinating Committee

Action Required

September 19, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Support of the State Transit Asset Management Group Plan Established Targets for Transit Asset Management Performance Measures

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
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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 2017 the Greenville Area Transit System (GREAT) and Pitt Area Transit System (PATS) joined the NCDOT Group Plan for Transit Asset Management. The NCDOT Group Plan is a collective group of Tier 2 Transit agencies (agencies with less than 100 vehicles) that have jointly developed, with NCDOT and the Federal Highway (FHWA), targets necessary to satisfy the Transit Asset Management Performance Measure Final Rule. NCDOT has adopted this Group plan prompting the MPO's, who represent the transit agencies apart of the group plan, to support the stated targets. To support the Group Plan, the MPO and local transit agencies have also entered into a data sharing agreement with NCDOT. This agreement allows the MPO to provide NCDOT with data from the represented transit agencies in support of NCDOT's reporting requirements for the State Group Plan maintaining Performance Measure compliance.

The State established targets for the State Transit Asset Management Group Plan:

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
REVENUE VEHICLES			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AO - Automobile	8	20%
	BU - Bus	14	20%
	CU - Cutaway Bus	10	20%
	MB - Mini-bus	10	20%
	MV - Mini-van	8	20%
	SV - Sport Utility Vehicle	8	20%
	VN - Van	8	20%
	Other	8	20%
EQUIPMENT			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	8	20%
	Steel Wheel Vehicles	8	20%
	Trucks and other Rubber Tire Vehicles	8	20%
	Maintenance Equipment	Agency Determined	20%
	Computer Software	Agency Determined	20%
	Custom 1	Agency Determined	20%
FACILITIES			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A	20%
	Maintenance	N/A	20%
	Parking Structures	N/A	20%
	Passenger Facilities	N/A	20%
	Shelter	N/A	20%
	Storage	N/A	20%
	Custom 1	N/A	20%

Staff recommends that the MPO support the State defined targets and evaluate their progress within the MPO to ascertain whether planning transit agency 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: TCC recommend that the TAC adopt a resolution of support of the State Transit Asset Management Group Plan established targets for the transit asset management performance measure.

Attachments: N/A

**RESOLUTION NO. 2018-10-GUAMPO
SUPPORT OF THE STATE TRANSIT ASSET MANAGEMENT GROUP PLAN ESTABLISHED
TARGETS FOR TRANSIT ASSEST MANAGEMENT PERFORMANCE MEASURES**

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 FAST Act continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set their initial asset management targets by January 1, 2017; and

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets; and

WHEREAS, the transit agencies or jurisdictions operating public transportation in the MPO’s planning area have developed information and targets toward compliance with the law and regulation and have communicated their current targets for transit asset management to the MPO; and

WHEREAS 49 CFR Part 625, the FTA Transit Asset Management Rule, which became effective on October 1, 2016, requires transit operators to develop and adopt a Transit Asset Management Plan that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities; and

NOW THEREFORE, BE IT RESOLVED, that the MPO’s Transportation Advisory Committee (TAC) supports the Greenville Area Transit’s and Pitt Area Transit’s targets and agrees to plan and program projects that contribute toward the accomplishment of the transit agency’s targets as noted below for each of the listed performance measures:

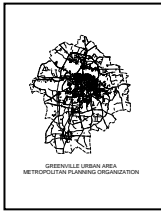
Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
REVENUE VEHICLES			
Age - % of revenue vehicles within a	AO - Automobile	8	20%
	BU - Bus	14	20%

particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	CU - Cutaway Bus	10	20%
	MB - Mini-bus	10	20%
	MV - Mini-van	8	20%
	SV - Sport Utility Vehicle	8	20%
	VN - Van	8	20%
	Other	8	20%
EQUIPMENT			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	8	20%
	Steel Wheel Vehicles	8	20%
	Trucks and other Rubber Tire Vehicles	8	20%
	Maintenance Equipment	Agency Determined	20%
	Computer Software	Agency Determined	20%
	Custom 1	Agency Determined	20%
FACILITIES			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A	20%
	Maintenance	N/A	20%
	Parking Structures	N/A	20%
	Passenger Facilities	N/A	20%
	Shelter	N/A	20%
	Storage	N/A	20%
	Custom 1	N/A	20%

Today, October 10, 2018.

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

 Amanda Braddy, Secretary



Attachment 4b

Technical Coordinating Committee

No Action Required

September 19, 2018

TO: Technical Coordinating 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 schedule updates associated with four (4) separate projects. In addition, consistent with item 4a, a resolution of support for the State Group Transit Asset Management established performance measure targets shall be added to the MTIP to maintain compliance.

PROJECT MODIFICATIONS

Schedule Modifications

1. U-5606 (Dickinson Avenue Improvement Project)
 - To allow additional time for planning and design, delay construction from FY 2018 to FY 2019.
2. U-5730 (Memorial Drive and West 5th Street Intersection Improvement)
 - To allow additional time for planning and design, delay construction from FY 2018 to FY 2019.
3. U-5785 (Firetower Road Widening , from Charles Blvd to 14th St)
 - To allow additional time for planning and design, delay right-of-way from FY 2018 to FY 2019 and delay construction from FY 2019 to FY 2020.
4. U-5870 (Firetower/Portertown Rd Widening, from 14th St to 10th St)
 - To allow additional time for planning and design, delay right-of-way from FY 2018 to FY 2019 and delay construction from FY 2019 to FY 2020.

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 August 2, 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 when adjustments to the project delivery schedule occur or when cost of a programmed project increases more than 25% and/or by \$2 million dollars or more.

To allow for additional engineering and planning time the schedule for the above referenced projects will be modified accordingly. The schedule modifications will allow for fewer traffic impacts, increased efficiency in project delivery and reduction of overall impacts of the projects.

In compliance with MAP-21 and the FAST Act, the MPO, in partnership with its transit providers, must establish performance targets for Transit Asset Management. The Greenville Area Transit System (GREAT) and Pitt Area Transit System (PATS) have established targets in association with the North Carolina Department of Transportation's (NCDOT) Group Transit Asset Management Plan. These established targets if adopted by the MPO, shall be included in Appendix A of the Greenville Urban Area MPO's MTIP, in conformance with legislation requiring the inclusion of performance based planning in the MPO's processes. The Greenville Urban Area MPO will thereafter plan and develop projects in support of the State established Transit Asset Management targets as is required with inclusion in the State's Transit Asset Management Group Plan.

Action Needed: No action is required for this item.

Attachments: *MTIP modifications reference page with indicated projects*

REVISIONS TO THE 2018-2027 STIP
HIGHWAY PROGRAM

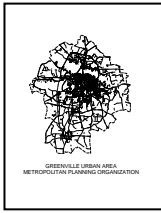
GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* U-5606 PITT PROJ.CATEGORY DIVISION	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1598 (DICKINSON AVENUE), NC 11 TO READE CIRCLE. IMPROVE ROADWAY. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN DELAY CONSTRUCTION FROM FY 18 TO FY 19.</u>	CONSTRUCTION	FY 2019 -	\$8,500,000 (STBG) \$8,500,000
U-5730 PITT PROJ.CATEGORY REGIONAL	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 13 (MEMORIAL DRIVE), NC 43 (5TH STREET). UPGRADE INTERSECTION. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN DELAY CONSTRUCTION FROM FY 18 TO FY 19.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2018 - FY 2019 -	\$200,000 (T) \$2,000,000 (T) \$2,200,000
U-5785 PITT PROJ.CATEGORY DIVISION	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1708 (FIRETOWER ROAD), NC 43 (CHARLES BOULEVARD) TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN DELAY RIGHT-OF-WAY FROM FY 18 TO FY 19 AND CONSTRUCTION FROM FY 19 TO FY 20.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2019 - FY 2019 - FY 2020 - FY 2021 - FY 2022 -	\$5,968,000 (T) \$254,000 (T) \$1,520,000 (T) \$1,520,000 (T) \$1,520,000 (T) \$10,782,000
U-5870 PITT PROJ.CATEGORY DIVISION	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1708 (FIRETOWER ROAD), SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN DELAY RIGHT-OF-WAY FROM FY 18 TO FY 19 AND CONSTRUCTION FROM FY 19 TO FY 20.</u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2019 - FY 2020 - FY 2019 - FY 2020 - FY 2021 - FY 2022 -	\$11,226,000 (T) \$11,226,000 (T) \$956,000 (T) \$5,852,000 (T) \$5,852,000 (T) \$5,852,000 (T) \$40,964,000

* INDICATES FEDERAL AMENDMENT

Thursday, August 02, 2018



Attachment 4c

Technical Coordinating Committee

No Action Required

September 19, 2018

TO: Technical Coordinating 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.

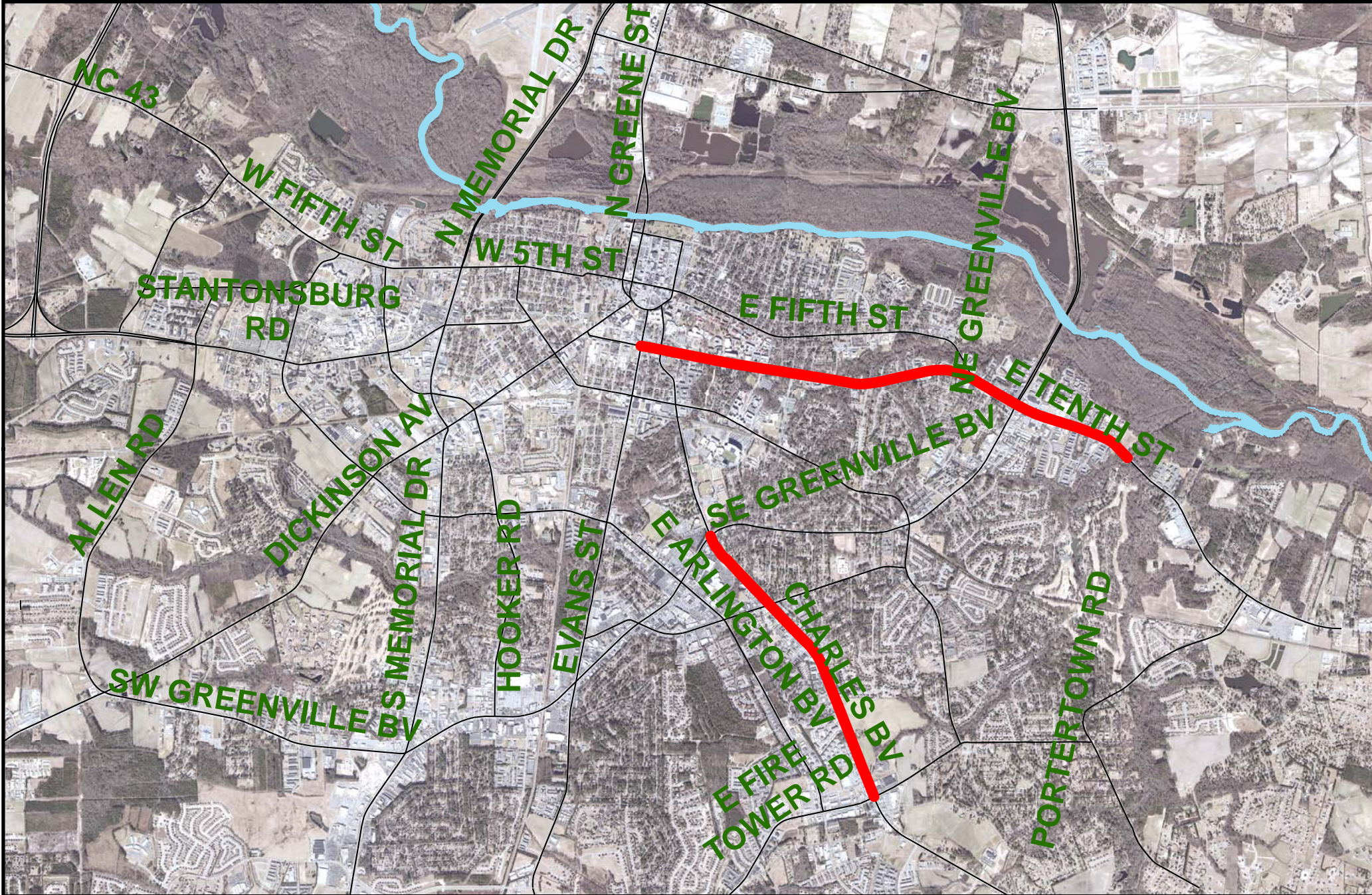
Discussion: In September 2017 staff of the Greenville Urban Area MPO submitted projects into Prioritization 5.0 for potential federal funding. The list of projects submitted was reviewed by the MPO's Technical Coordinating Committee (TCC) at their May 31, 2017 and August 8, 2017 meetings and by the Transportation 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). 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 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.

On September 1st, 2018 the SPOT Unit of NCDOT released the preliminary list of funded Regional projects. All unfunded regional projects will cascade down to the Division to, where the MPO and Division can now assign local input points.

Action Needed: No action is required for this item.

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



DRAFT Prioritization 5.0 Programmed Statewide Mobility Projects

8/30/2018

Projects Sorted by Division (ascending), then Score (descending)

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Funding Region(s)	Division(s)	MPO(s) / RPO(s)	County(s)	Funded Status - Draft	Programmed Amount (2020-2029) - Draft	Right-of-Way Date - Draft	Construction Date - Draft
H090230	Highway	R-3419	Statewide Mobility	US 158 (Croatan Highway)	US 64-NC 12	Eastern End of Wright Brothers Memorial Bridge	Access Management Improvements	11 - Access Management	\$ 97,800,000	79.56	A	01	Albemarle RPO	Dare	Statewide Mobility	\$ 97,800,000	FY 2025	FY 2027
R171689	Rail	P-5742	Statewide Mobility	NS/NCRR EC Line	N/A	N/A	Construction of grade separations at US 70 Eastbound (Crossing # 722 672A) and US 70 Westbound (Crossing # 949 747C) and closure of existing at-grade crossings near Newport.	Highway-rail crossing improvement	\$ 14,350,000	77.02	B	02	Down East RPO	Craven	Statewide Mobility	\$ 10,234,000	FY 2026	FY 2028
H170112	Highway	U-6102	Statewide Mobility	I-42, US 70	SR 1309 (Glenburnie Road)		Improve Interchange	8 - Improve Interchange	\$ 10,800,000	75.74	B	02	New Bern Area MPO	Craven	Statewide Mobility	\$ 6,500,000	FY 2027	FY 2029
H090795-A	Highway	R-5777C	Statewide Mobility	I-42, US 70	Thurman Road	Havelock Bypass	Upgrade Roadway to Freeway and Construct Service Roads	2 - Upgrade Arterial to Freeway/Expressway	\$ 131,900,000	75.25	B	02	New Bern Area MPO	Craven	Statewide Mobility	\$ 131,900,000	FY 2020	FY 2020
R170187	Rail	P-5740	Statewide Mobility	CSX SE Line	N/A	N/A	Improve train operation safety and increase train speed from 10 to 25 mph max. Tie/rail rehab between Davis Yard and 3rd Street will bring the line from Class 1 to Class 2 FRA track safety designation. Includes improvements to highway grade crossing surfaces, curve re-alignments, and upgraded switch operations; also proposes to close three existing at-grade crossings (Martin Street near Hooper Street, Martin Street near 6th Street, and Clay Street) and improve 23 existing at-grade crossings.	Freight rail infrastructure improvement or construction	\$ 41,400,000	89.33	B	03	Wilmington Urban Area MPO	New Hanover	Statewide Mobility	\$ 41,400,000	FY 2025	FY 2027
A170916	Aviation	AV-5885	Statewide Mobility	ILM - Wilmington International Airport	ILM - Runway 6-24 Pavement Rehabilitation	N/A	Rehabilitate runway 6-24 due to it exceeding its useful life of 20 years. Signs of alligator cracking in the pavement and exposed aggregate on the runway. This project will include all runway markings and possible taxiway markings. Includes Project Request Number: 00003787	0605 - Pavement Strength - Runway	\$ 500,000	87.48	B	03	Wilmington Urban Area MPO	New Hanover	Statewide Mobility	\$ 500,000		FY 2027
A170936	Aviation	AV-5886	Statewide Mobility	ILM - Wilmington International Airport	ILM - Taxiway J Improvements	N/A	This project will be designed and constructed to meet the new FAA requirements which does not allow direct access to or from an aircraft ramp to a runway. Includes Project Request Number: 00003810	1100 - Taxiway Requirements	\$ 500,000	83.20	B	03	Wilmington Urban Area MPO	New Hanover	Statewide Mobility	\$ 500,000		FY 2027
A150114	Aviation	AV-5799	Statewide Mobility	ILM - Wilmington International Airport	ILM - Widen North-South Taxiway System	N/A	The airport has had plans to widen the North-South TWY system to make the width consistent throughout. Currently the TWY system width ranges from 51 to 75 feet. The project will also add shoulders and keep the TWY lights on pavement to reduce mowing and maintenance. Includes Project Request Number: 00002988	1100 - Taxiway Requirements	\$ 500,000	81.55	B	03	Wilmington Urban Area MPO	New Hanover	Statewide Mobility	\$ 500,000		FY 2027
H170604	Highway	U-6107	Statewide Mobility	US 17 (Marine Blvd)	McDaniel Drive		Add left turn lane on McDaniel Dr.; add right turn lane on Workshop Ln; add cross-walks, curb ramps, ped signals, improve drainage structure under McDaniel Dr.	10 - Improve Intersection	\$ 1,400,000	81.31	B	03	Jacksonville Urban Area MPO	Onslow	Statewide Mobility	\$ 1,400,000	FY 2025	FY 2027
A150423	Aviation	AV-5796	Statewide Mobility	ILM - Wilmington International Airport	ILM - Widen Taxiways	N/A	Increase width of all taxiways to 75' that will accommodate all aircraft that utilize ILM. Includes Project Request Number: 00003450	1100 - Taxiway Requirements	\$ 500,000	80.16	B	03	Wilmington Urban Area MPO	New Hanover	Statewide Mobility	\$ 500,000		FY 2026

Data subject to change based on continued evaluation
Data and costs are for prioritization purposes only

DRAFT: SUBJECT TO CHANGE

Division 2 Regional Impact Projects Selected in P5.0 - Draft

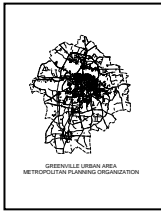
August 30, 2018

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Cost to NCDOT	Regional Impact Total Score (Out of 100)	Funding Region(s)	Division(s)	MPO(s) / RPO(s)	County(s)	Funded Status - Draft	Programmed Amount (2020-2029) - Draft	Right-of-Way Date - Draft	Construction Date - Draft
A171939	Aviation	AV-5891	Regional Impact	EWN - Coastal Carolina Regional Airport	EWN - Runway Extension 500'	N/A	Extend main runway 500 feet (includes Project Request Number 3724)	\$ 300,000	96.34	B	02	New Bern Area MPO	Craven	Regional Impact	\$ 300,000		FY 2029
H170385	Highway	U-6125	Regional Impact	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.	\$ 25,700,000	79.79	B	02	Greenville Urban Area MPO	Pitt	Regional Impact	\$ 22,500,000	FY 2026	FY 2028
H150821	Highway	R-5884	Regional Impact	NC 58 (Emerald Drive)	Loon Street		Install roundabout	\$ 1,500,000	78.46	B	02	Down East RPO	Carteret	Regional Impact	\$ 1,100,000	FY 2026	FY 2028
H150825	Highway	R-5852	Regional Impact	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	\$ 1,700,000	76.93	B	02	Down East RPO	Carteret	Regional Impact	\$ 1,700,000	FY 2023	FY 2025
H150820	Highway	R-5886	Regional Impact	NC 58 (Emerald Drive)	SR 1000 (Coast Guard Road)		Install roundabout with an extension of right turn lane on southbound NC 58	\$ 1,900,000	75.82	B	02	Down East RPO	Carteret	Regional Impact	\$ 1,900,000	FY 2025	FY 2027
H170813	Highway	R-5897	Regional Impact	NC 32	Brick Kiln Rd		Improve intersection for safety	\$ 1,800,000	74.52	B	02	Mid-East RPO	Beaufort	Regional Impact	\$ 1,466,000	FY 2026	FY 2028
H171680	Highway	R-5898	Regional Impact	NC 58 (Kingold Boulevard)	SR 1105 (Greenridge Road)	Carolina Drive	Upgrade roadway with access management improvements	\$ 5,800,000	74.28	B	02	Eastern Carolina RPO	Greene	Regional Impact	\$ 4,200,000	FY 2026	FY 2028
H170414	Highway	U-6147	Regional Impact	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.	\$ 18,700,000	73.24	B	02	Greenville Urban Area MPO	Pitt	Regional Impact	\$ 11,500,000	FY 2026	FY 2028
H090128-AB	Highway	R-2553B	Statewide Mobility	I-42, US 70	West of SR 1522 (Albert Suggs Road)	NC 148 (Harvey Parkway)	Upgrade Roadway to Freeway.	\$ 55,880,000	71.64	B	02	Eastern Carolina RPO	Lenoir	Regional Impact	\$ 16,713,000	FY 2025	FY 2029

Division 3 Regional Impact Projects Selected in P5.0 - Draft

August 30, 2018

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Cost to NCDOT	Regional Impact Total Score (Out of 100)	Funding Region(s)	Division(s)	MPO(s) / RPO(s)	County(s)	Funded Status - Draft	Programmed Amount (2020-2029) - Draft	Right-of-Way Date - Draft	Construction Date - Draft
F150235	Ferry	F-5705	Regional Impact	Southport - Ft Fisher	N/A	N/A	Acquire an additional river class vessel for Southport-Ft. Fisher route.	\$ 14,000,000	82.22	B	03	Cape Fear RPO , Wilmington MPO	Brunswick, New Hanover	Regional Impact	\$ 14,000,000		FY 2027
A150610	Aviation	AV-5806	Regional Impact	OAJ - Albert J. Ellis Airport	OAJ - Runway 23 Extend 900'	N/A	Extend runway 23 and taxiway A 900' (construction) (Project Request Number 3761)	\$ 300,000	81.44	B	03	Jacksonville Urban MPO	Onslow	Regional Impact	\$ 300,000		FY 2025
H150380	Highway	U-6081	Regional Impact	NC 53 (Western Blvd)	SR 1308 (Gum Branch Rd)	US 17 (Marine Blvd)	Upgrade to a Multi-Lane Superstreet	\$ 31,400,000	81.40	B	03	Jacksonville Urban Area MPO	Onslow	Regional Impact	\$ 22,067,000	FY 2026	FY 2028
H172132	Highway	U-6126	Regional Impact	NC 24 (Southwest Boulevard), NC 24 (MLK Jr Boulevard)	Butler Road, Tram Road		Construct roundabout or other improvement at the intersection of NC24 and Butler Rd / Tram Rd.	\$ 1,400,000	78.76	B	03	Mid-Carolina RPO	Sampson	Regional Impact	\$ 1,400,000	FY 2026	FY 2028
H141790	Highway	U-6104	Statewide Mobility	US 17 (Shalotte Bypass)	US 17 Business south (Main Street)		Upgrade existing at grade intersection to interchange	\$ 20,100,000	77.69	B	03	Grand Strand Area Transportation Study	Brunswick	Regional Impact	\$ 16,325,000	FY 2025	FY 2027
H090215-A	Highway	R-3300A	Statewide Mobility	US 17 (New Route - Hampstead Bypass)	US 17 Bypass South of Hampstead (at Military Cutoff	NC 210	Construct Freeway on New Location.	\$ 113,500,000	77.66	B	03	Wilmington Urban Area MPO	Pender, New Hanover	Regional Impact	\$ 120,815,000	FY 2018	FY 2021
A150605	Aviation	AV-5804	Regional Impact	OAJ - Albert J. Ellis Airport	OAJ - Land Acquisition for Runway Projection Zone, Runway	N/A	Acquire land for roadway relocation, RPZ and runway extension	\$ 300,000	77.63	B	03	Jacksonville Urban MPO	Onslow	Regional Impact	\$ 300,000	FY 2023	
H171581	Highway	R-5885	Regional Impact	NC 24 (West Corbett Avenue)	Belgrade-Swansboro Road	Front Street	Construct superstreet/superstreet intersection along NC 24 corridor from Belgrade-Swansboro, to Front Street before crossing bridge. Improve safety	\$ 50,200,000	77.44	B	03	Down East RPO	Onslow	Regional Impact	\$ 36,250,000	FY 2026	FY 2028
A150604	Aviation	AV-5805	Regional Impact	OAJ - Albert J. Ellis Airport	OAJ - Land Acquisition for Runway Extension and Road	N/A	Acquire land for runway extension and roadway relocation (Project Request Number 3442)	\$ 300,000	77.22	B	03	Jacksonville Urban MPO	Onslow	Regional Impact	\$ 300,000	FY 2023	
H149006-A	Highway	U-5702 B	Regional Impact	NC 132 (College Road)	US 421 (Carolina Beach Road)	US 117 (Shipyard Boulevard)	Implement access management and median modification improvements	\$ 39,000,000	76.52	B	03	Wilmington Urban Area MPO	New Hanover	Regional Impact	\$ 29,975,000	FY 2025	FY 2027
H090293-C	Highway	R-5851	Statewide Mobility	US 17	NC 904		Convert intersection to superstreet	\$ 3,000,000	76.45	B	03	Grand Strand Area	Brunswick	Regional Impact	\$ 3,000,000	FY 2023	FY 2025
H090803-F	Highway	R-5877	Statewide Mobility	US 17	NC 210 (Surf City)		Construct a continuous green T-intersection (CGT) at US 17 and NC 210 near Surf City	\$ 2,800,000	75.91	B	03	Cape Fear RPO	Pender	Regional Impact	\$ 2,800,000	FY 2025	FY 2027
H171546	Highway	U-6128	Regional Impact	US 76 (Oleander Drive)	Greenville Loop Road and Greenville Avenue		lefts west on Oleander Drive from Bradley Drive, to Greenville Loop Road stopping at Greenville Sound Road.	\$ 9,300,000	74.84	B	03	Wilmington Urban Area MPO	New Hanover	Regional Impact	\$ 3,000,000	FY 2029	After 2029
F150236	Ferry	F-5707	Regional Impact	Southport - Ft Fisher	N/A	N/A	Construct additional mooring facilities at Southport Terminal to accommodate additional ferry vessel.	\$ 5,000,000	73.89	B	03	Cape Fear RPO , Wilmington MPO	Brunswick, New Hanover	Regional Impact	\$ 5,000,000		FY 2025
H170036	Highway	R-5899	Regional Impact	NC 210	SR 1560 (Watts Landing Road)		NC 210 Roundabout - Construct a 1-lane roundabout on NC 210 at Watts Landing Rd	\$ 2,100,000	73.74	B	03	Cape Fear RPO	Pender	Regional Impact	\$ 2,100,000	FY 2026	FY 2028
H170045	Highway	R-5900	Regional Impact	NC 210, NC 50	SR 1534 (Belt Road)		NC 210/NC 50 Roundabout - Construct a 1-lane roundabout at the intersection of NC 210/NC 50/Belt Rd in Surf City	\$ 7,100,000	72.45	B	03	Cape Fear RPO	Pender	Regional Impact	\$ 6,666,000	FY 2026	FY 2028



Attachment 4d

Technical Coordinating Committee

Action Required

September 19, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Local Point Assignment for Greenville Urban Area MPO Prioritization 5.0
Division Needs Projects

Purpose: To assign the Greenville Urban Area MPO's 1300 total Division Needs tier local input points in accordance with the MPO's adopted Prioritization 5.0 local methodology.

Discussion: In September 2017, the Greenville Urban Area MPO submitted projects into Prioritization 5.0 for potential 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 have been preliminarily programmed in the 2020-2029 State Transportation Improvement Program (STIP) based on the NCDOT calculated quantitative score, which represents 100% of the Statewide score. Statewide projects that were not funded dropped into the Regional Impact tier and, along with the Regional Impact projects, were eligible to receive local input points at that level. In September 2018 NCDOT, based on quantitative scoring and local input points, released the Regional Impact level projects receiving funding with Division Needs level projects and unfunded Regional Impact projects now eligible to have local input points assigned. Division project scores are 50% based on NCDOT's quantitative scoring and 50% based on local input (25% MPO and 25% NCDOT Division 2).

At the Division Needs tier, based on the local methodology criteria and ranking process any other project remaining unfunded), 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. The MPO is restricted to assigning points equal to the percentage of the project within the MPO's boundary. For example if a project is 25% within the MPO, the MPO can only assign 25 points to that project. Preliminary assignments have been made, per the local methodology, and advertised for the requisite amount of time with no comments received. The MPO can assign points outside of the local methodology pursuant to a public comment period.

Action Needed: Request the TAC adopt Resolution 2018-11-GUAMPO assigning Division Needs local input points to the eligible identified projects.

Attachments: *Greenville Urban Area MPO Prioritization 5.0 Local Methodology; Greenville Urban Area MPO Division Needs Project Rankings Based on Local Methodology.*

Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Prioritization Process

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

"Passed in 2013, the Strategic Transportation Investments law allows the N.C. Department of Transportation to use its funding more efficiently and effectively to enhance the state's infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages thinking from a statewide and regional perspective while also providing flexibility to address local needs.

STI also establishes the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input. It is used to develop NCDOT's State Transportation Improvement Program, which identifies the transportation projects that will receive funding during a specified 10-year period.

Federal law requires the State Transportation Improvement Program to be updated at least every four years. NCDOT, however, updates it every two years."

The subsequent local input methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process of determining project prioritization. For P5.0, the process must include the use of at least two (2) different criteria with, at a minimum, one (1) of those required to be qualitative. The output of this process will generate a point assignment per project.

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

Quantitative criteria are based on measurable data available from local and state sources. Qualitative criteria are based on staff knowledge of local conditions, public comment and suggestions from TCC and TAC members. Data measurements were chosen based on TCC and TAC knowledge of evaluation measures.

Regional projects scored using Division Points

The STI law provides for the use of points from a lower-level project on a higher-level project. If a project is entered into SPOT as a Statewide project but does not receive funding at that level, the project will cascade downwards into the Regional level projects. Likewise if a Regional project does not receive funding at the Regional level the project will cascade downwards into the Divisional level for possible funding. If a project cascades downwards it is eligible to be funded at that level and may have local input points assigned to it in accordance to the process outlined in this document (30% local input at the Regional level and 50% local input at the Division level). The MPO may choose to do this for some projects that may have an improved chance of being funded in this manner at a lower-level. Figure 1 below depicts the cascade process for projects not receiving funding at their initial level and being cascaded downwards.

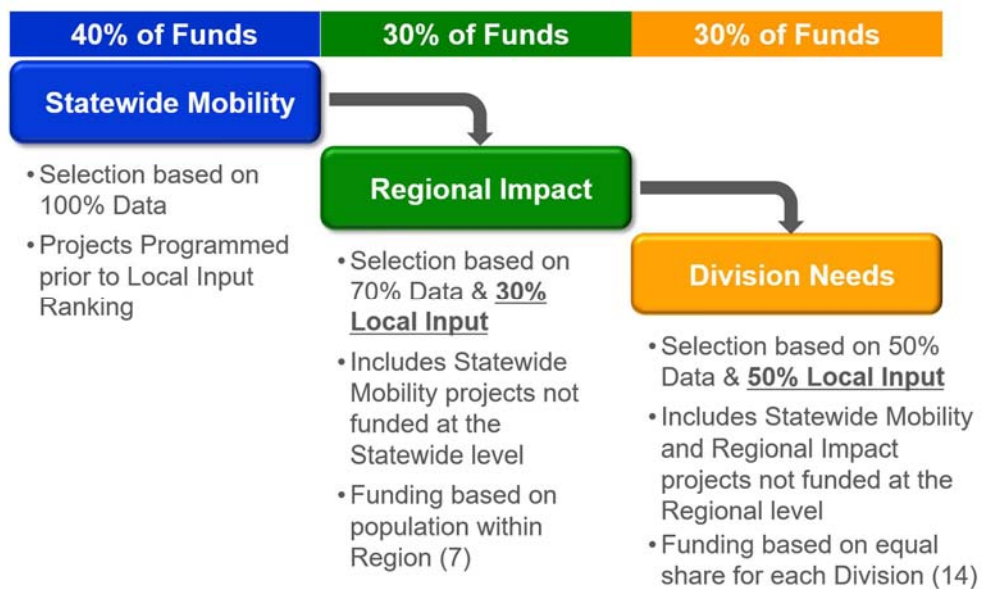


Figure 1

Public Comment and SPOT Schedule

Public input opportunities are available at all TCC and TAC meetings. All TCC and TAC meetings have designated public comment periods. The Greenville Urban Area MPO will advertise a minimum 30-day public comment period to solicit public input regarding the proposed prioritization process described within this document. Additionally, all TCC and TAC meetings are advertised and open to the public.

Public comment on the MPO prioritization process will be available according to the timeline shown below. The criteria will be presented at a scheduled TCC and TAC meeting so that residents can understand how the projects will be ranked and selected. The information will also be posted on the City of Greenville’s website and on the MPO home page, to assure wider dissemination of the points criteria. During the preliminary point assignment phase, for Regional and Division level projects, the public will have at least 10 days, as outlined below, in which to comment on the proposed point

assignment. Comments can be given by phone, mail, fax and/or by dropping off written comments to the Greenville Urban Area MPO. The address and contact information to be used during the comment periods is are as follows:

*The Greenville Urban Area MPO
 c/o Greenville Public Works Department
 1500 Beatty St. Greenville, NC 27834
 Phone: 252-329-4476
 Fax: (252) 329-4535
 Online:*

http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510

Email: Rpurtle@GreenvilleNC.gov

All comments received regarding the Division and Regional preliminary point assignment phase will be recorded and taken into account by Staff, the TCC and the TAC before finalizing and formally adopting point assignments for each project. The comments will be presented and discussed before committee action is taken regarding point assignment and posted to the MPO's website until the final 2020-2029 State Transportation improvement Program (STIP) is adopted. Public hearings for Divisional and Regional point assignments will be held during the respective TCC and TAC meetings in which point assignment is listed and advertised as an agenda item. Should additional public involvement opportunities be requested or advised by the TCC or TAC, the MPO will advertise said opportunity in the local newspaper and on the MPO website.

Action	Date*
Public input meeting and 30-day comment period on candidate projects	July/August 2017
Candidate projects identified by MPO	August, 2017
Draft MPO prioritization methodology conditionally approved by NCDOT	October, 2017
Advertise for public comments on prioritization methodology (this document)	October, 2017
TCC meeting to receive public comments, and recommend TAC adopt prioritization methodology	January, 2018
TAC meeting to receive public comments and adopt prioritization methodology.	February, 2018

10-day Public comment period to receive input on Regional projects preliminary point assignment	April, 2018
TCC meeting to recommend final point prioritization (for Regional projects).	April, 2018
TAC meeting to adopt final point prioritization (for Regional projects).	April, 2018
10-day Public comment period on Division Needs projects preliminary point assignment	September, 2018
TCC meeting to recommend final point prioritization (for Division Needs projects)	September, 2018
TAC meeting to adopt final point prioritization (for Division Needs projects)	September, 2018
Alternative scenario (depending upon availability of data, as released by NCDOT) Public comment period on both Regional and Division Needs projects preliminary point assignment	Potentially: April, 2018
Alternative scenario (depending upon availability of data, as released by NCDOT) TCC meeting to recommend final point prioritization for both Regional and Division Needs projects.	Potentially: June, 2018
Alternative scenario (depending upon availability of data, as released by NCDOT) TAC meeting to adopt final point prioritization for both Regional and Division Needs projects.	Potentially: July, 2018

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

*** All TCC and TAC meetings are advertised and open to the general public.*

In addition to the above SPOT schedule, the Greenville Urban Area MPO's TCC and TAC have tentatively scheduled meetings, with consideration to holidays and the SPOT schedule, for the following dates:

<u>TCC</u>	<u>TAC</u>
January 31, 2018	February 14, 2018
April 4, 2018	April 18, 2018
June 27, 2018	July 11, 2018
September 12, 2018	September 26, 2018
October 31, 2018	November 14, 2018

The Chairperson for each the TCC and TAC reserves the right to call a meeting in addition to the dates above, or reschedule a meeting should the need arise.

Scoring Criteria

The Greenville MPO will locally rank Regional and Division level projects according to the criteria and matrix below and assign local input points according to that rank. The maximum points a single project can receive cannot exceed 100.

For P5.0 of STI Prioritization, the Greenville Urban Area MPO submitted Highway, Bicycle & Pedestrian and Aviation mode projects only. Highway and bicycle & pedestrian projects will utilize all five (5) of the below defined criteria. Aviation projects will be scored using only the three defined qualitative criteria (plan consistency, multi-modal support and economic development support) for scoring.

Prioritization 5.0 Safety Score: The Prioritization 5.0 Safety Score defined and calculated with the purpose of measuring existing crashes along/at a project and calculate future safety benefits. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

Prioritization 5.0 Accessibility/Connectivity Score: The Prioritization 5.0 Accessibility/Connectivity Score defined and calculated with the purpose of improving access opportunity in rural and less affluent areas and improving interconnectivity of the transportation network. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

Plan Consistency: a qualitative yes or no question to establish whether a proposed project is found in any currently adopted plan (Comprehensive Transportation Plan (CTP); Metropolitan Transportation Plan (MTP); or any locally adopted plan). This qualitative criteria will be applied to all modes of P5.0 submitted projects

Multi-Modal Support: a qualitative yes or no question to establish whether a highway project incorporates and/or connects bicycle, pedestrian or transit accommodations, and is based on the project description. For non-highway (bicycle & pedestrian and aviation) projects, a yes or no is based on whether a project is within one (1) mile of a commercial service airport (passenger and/or freight), public bus system stop and/or hub, Port, sidewalks and/or bike lanes, or

intermodal freight terminal. This qualitative criteria will be applied to all modes of submitted projects.

Economic Development Support: a qualitative measure of a project’s support within the transportation network of local/regional economic development goals or objectives; or a connection of two or more economically significant areas or routes in the project vicinity that will support local/regional economic development goals or objectives. This category will assign points based on no support (0 points), moderate support (2 points), or significant support (4 points) as determined by locally adopted plans and community goals. Level of support, if any, shall be determined by the TCC and TAC. This qualitative criteria will be applied to all modes of P5.0 submitted projects.

<u>Criteria</u>	0 Points	1 Points	2 Points	3 Points	4 Points
Prioritization 5.0 Safety Score <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
Prioritization 5.0 Accessibility/Connectivity Score <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
Plan Consistency **Applicable for all modes	No, project not contained in an adopted plan				Yes, project is contained in an adopted plan
Multi-Modal Support **Applicable for all modes	No, project does not include any multi-modal support as defined above.				Yes, project does include multi-modal support as defined above.
Economic Development Support **Applicable for all modes	None		Moderate		Significant

Project Scoring Based on Ranking

The Greenville MPO has a total of 1,300 points to distribute to Regional Projects, and 1,300 points to Division Projects. Projects will be ranked using the above local scoring matrix. Projects will receive a total criteria score of 0-20 (see above for weighting and scoring criteria). The top 11 Highway Projects and top 2 Non-Highway Projects based on the local scoring matrix's total criteria score will be assigned 100 local input points. Should the Regional or Division Project's list not contain a Non-Highway project, the top 13 ranked Highway Projects will be assigned 100 local input points.

Should more than one project have the same score utilizing the local scoring matrix, those projects shall be ordered according to their total Prioritization 5.0 Safety Score.

A project not entirely located within the MPO's planning boundary may only receive that amount of points correlating to the percent of the project that lies within the MPO. For example, a roadway project that is 20% within the MPO may only receive a maximum score of 20 points. In this case, the remaining points (80) will be distributed to other projects according to their rank. Any points remaining after the top 11 Highway Project and top 2 Non-Highway Projects, or top 13 Highway Projects should a Non-Highway Project not be available, shall be assigned to the next highest ranked project according to the total criteria score based on the local scoring matrix.

If TAC moves to assign points in a manner not consistent with this process, those point assignment and rationale why will be publically documented and disclosed and posted on the MPO website, under "Transportation Priorities" titles "Deviations from Adopted Local Methodology," for public review. These preliminary point assignments will be distributed for public comment outlined with how the scoring matrix was applied and a description of any deviation should one exist. Following the public comment period, the TCC/TAC will make the final point assignments (any deviations included), taking into consideration any public input received. If any additional changes are made to the point assignments between the preliminary assignment stage and the final assignment stage, the reasons will be publicly documented and disclosed on the MPO's website.

Final scores and project ranking will be posted on the Greenville MPO home page after TAC consideration and adoption. Additionally should the need arise, for any reason, to change the finalized point assignment after. The URL link to the Greenville Urban Area MPO's web page is <http://www.greenvillenc.gov/government/public-works/engineering/greenville-urban-area-metropolitan-planning-organization>.

RESOLUTION NO. 2018-04-GUAMPO
ADOPTING THE GREENVILLE URBAN AREA MPO LOCAL INPUT METHODOLOGY,
BASED ON THE NORTH CAROLINA STRATEGIC TRANSPORTATION INVESTMENT LAW

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

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

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

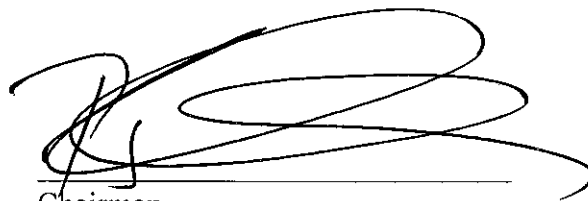
WHEREAS, according to the adopted law, the methodology will describe the MPO's ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process with the measures and the percentages assigned to each measure defined,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

WHEREAS, NCDOT must conditionally approve each MPO's methodology by April 1, 2018; and

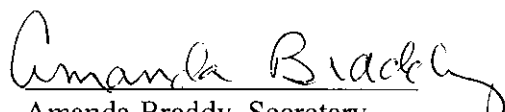
WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed a local input methodology that has been conditionally approved by NCDOT, and has been reviewed by the Technical Coordinating Committee, and the committee recommends approval by the Transportation Advisory Committee (TAC);

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the attached local input methodology for assigning points to transportation projects.

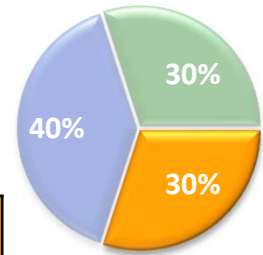
Today, February 27, 2018.



Chairman
Transportation Advisory Committee
Greenville Urban Area


Amanda Braddy, Secretary

Prioritization 5.0 – Division Needs Funding Availability (2020-2029)



Division	Total Allocation	Amount Programmed	Amount Available for P5.0 Projects*
Division 1	\$502M	\$344M	\$158M
Division 2	\$502M	\$363M	\$139M
Division 3	\$502M	\$359M	\$143M
Division 4	\$502M	\$285M	\$217M
Division 5	\$502M	\$416M	\$86M
Division 6	\$502M	\$295M	\$207M
Division 7	\$502M	\$369M	\$133M
Division 8	\$502M	\$250M	\$252M
Division 9	\$502M	\$284M	\$218M
Division 10	\$502M	\$346M	\$156M
Division 11	\$502M	\$232M	\$270M
Division 12	\$502M	\$416M	\$86M
Division 13	\$502M	\$448M	\$54M
Division 14	\$502M	\$381M	\$121M
Total	\$7,028M	\$4,788M	\$2,240M

*As of August 23, 2018 – does not account for additional Build NC Bond revenues

Local Input Points Assinged Based on Local Methodology

NCDOT Quantitative Scoring														Greenville MPO Local Methodology							
Project Number	SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Total Score (Out of 100)	Division Needs Total Score (Out of 100)	MPO Local Methodology Total Score	P5.0 Safety Score	P5.0 Accessibility/Connectivity Score	Plan Consistency	Multi-Modal Support	Economic Development Support	Preliminary Division Local Input Points Assigned	
1	B170651	BikePed		Division Needs	SR 1702 (Evans Street)	SR 1703 (14th Street)	US 264-A (Greenville Boulevard)	Construct continuous curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks)	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 213,760	N/A	N/A	41.62	20	4	4	4	4	4	4	100
2	B170652	BikePed		Division Needs	US 264-A (Greenville Boulevard)	US 264-A	US 13 (Dickinson Avenue)	Construct continuous curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks) from the bridge over the Tar River (Sunchase Apartments) to US 13.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 696,052	N/A	N/A	38.99	20	4	4	4	4	4	4	100
3	B172401	BikePed	B170644	Division Needs	NC 11 (Memorial Drive)	NC 43 (W. 5th Street)	SR 1128 (Davenport Farm Road)	Construct continuous sidewalk routes on both sides of roadway (utilizing any existing sidewalks).	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 1,733,240	N/A	N/A	38.61	20	4	4	4	4	4	4	100
4	H170442	Highway		Division Needs	SR 1200 (Stantonsburg Road)	SR 1204 (B's Barbeque Road)	NC 11 (Memorial Drive)	Construct medians with specified turn lanes, sidewalks on each side, and protected bike lanes.	11 - Access Management	\$ 30,400,000	N/A	N/A	36.44	17	4	1	4	4	4	4	100
19	A130258	Aviation	AV-5807	Regional Impact	PGV - Pitt-Greenville Airport	PGV - Apron Expansion	N/A	Apron Expansion - Design and Construction (Concrete and Bituminous) for air carrier ramp (includes Project Request Numbers: 2538)	1200 - Aircraft Apron / Helipad Requirements	\$ 300,000	N/A	51.67	34.43	12	N/A	N/A	4	4	4	4	34
10	B170413	BikePed		Division Needs	South Tar river Greenway Phase 3B	Terminus of 3A near Nash St	Moye Blvd (VA Admin Building)	Construct greenway from terminus of phase 3A near Nash St to Moye Blvd. adjacent to Veteran's Administration clinic.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 2,800,000	N/A	N/A	34.35	14	4	4	4	0	2	2	100
6	H170383	Highway		Division Needs	SR 1702 (Evans Street)	SR 1155 (Red Banks Road)	W. 5th Street	Construct medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane additions. Project to include medians constructed on the Evans Street local portion running from 10th Street to 5th Street.	11 - Access Management	\$ 26,000,000	N/A	N/A	32.19	16	3	1	4	4	4	4	100
27	H170334	Highway		Division Needs	SR 1711 (Worthington Road)	SR 1725 (County Home Road)		Construct roundabout in place of current 4-way stop.	10 - Improve Intersection	\$ 2,300,000	N/A	N/A	31.97	8	3	1	4	0	0	0	100
11	B150577	BikePed	EB-5847	Division Needs	SR 1149 (Mill St)	SR 1133 (Main St)	SR 1126 (Boyd St)	Construct sidewalk on west side of roadway. Construct associated signing and marking, handrail, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 198,000	N/A	N/A	31.22	14	3	3	4	0	4	4	100
21	H170366	Highway		Regional Impact	NC 33	SR 1755 (Blackjack Simpson Road)	SR 1760 (Mobleys Bridge Road)	Widen existing section of NC 33 to 4-lane divided boulevard with paved shoulders. Improve select intersections and create partial access control at minor intersections improving safety; Replace bridge over Chicod Creek.	1 - Widen Existing Roadway	\$ 82,800,000	N/A	37.52	30.24	11	4	1	4	0	2	2	52
30	H150722	Highway		Division Needs	SR 1127 (Frog Level Road)	SR 1128 (Davenport Farm Road)		Construct roundabout at the intersection of SR 1127 and SR 1128	10 - Improve Intersection	\$ 1,400,000	N/A	N/A	29.99	7	2	1	4	0	0	0	100
17	H170331	Highway		Regional Impact	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	N/A	38.37	29.94	13	4	1	4	0	4	4	36
28	H141004	Highway		Regional Impact	NC 11	SR 1108 (Littlefield Road)		Improve intersection	10 - Improve Intersection	\$ 600,000	N/A	42.01	28.70	8	2	2	4	0	0	0	100
22	H090224-C	Highway	R-3407C	Regional Impact	NC 33	NC 222 at Belvoir Crossroads	US 264 Bypass	Widen to Multi-Lanes	1 - Widen Existing Roadway	\$ 44,400,000	N/A	37.84	28.33	11	3	2	4	0	2	2	50
7	B150863	BikePed	EB-5846	Division Needs	Town Common to River Park North connector trail	Town Common at Greene Street (SR 1531)	River Park North	Construct Greenway / multi-use trail utilizing existing Greene Street Bridge. Will include combination of bicycle facility and sidewalk, boardwalk, paved multi-use path, retaining wall, HAWK signal, and related improvements as needed.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 2,332,320	N/A	N/A	28.27	15	1	4	4	4	2	2	100
5	B140682	BikePed		Division Needs	S. Tar River Greenway Ph2	Green Mill -South Tar Connector Greenway	Near Cemetery on NC33 (Eastside Park)	Design and Construct the S. Tar River Greenway, Phase 2, from existing Green Mill/South Tar Connector Greenway to City property (Eastside Park) near cemetery on NC33, including Tar River to Hardee Creek and other neighborhood connectors	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 4,383,680	N/A	N/A	28.13	17	1	4	4	4	4	4	100
12	B150736	BikePed		Division Needs	NC 102	NC11	SR 1149 (Lee St)	Construct new sidewalk and remove and replace existing sidewalk (and curb and gutter, as needed) along north side of NC102. Construct new handicapped accessible curb ramps as needed. Install and mark high visibility crosswalks throughout project extents. Install pedestrian-related signage.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 244,000	N/A	N/A	27.70	14	3	3	4	0	4	4	100

23	H170384	Highway		Division Needs	SR 1703 (14th Street)	Elm Street	US 264-A (Greenville Boulevard)	Improved 2-lane section and applicable turn lanes; construct curb & gutter, protected bike lanes, and sidewalks.	16 - Modernize Roadway	\$ 7,300,000	N/A	N/A	26.17	11	2	1	4	4	0	100
24	H141716	Highway		Statewide Mobility		Wilson County Line	US 264 Bypass in Greenville	Upgrade roadway to interstate standards	17 - Upgrade Freeway to Interstate Standards	\$ 23,600,000	61.96	37.38	26.12	11	2	1	4	0	4	21
13	H142101	Highway		Statewide Mobility	US 264	US 264 bypass	US 264 east of Leggett Road	Upgrade roadway to freeway standards..	2 - Upgrade Arterial to Freeway/Expressway	\$ 212,400,000	59.37	39.70	26.01	14	3	3	4	0	4	
25	B140603	BikePed		Division Needs	SR 1712 Ange St	Primrose Lane	Windmill Drive	Construct sidewalk. Construct associated signing and marking, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 362,560	N/A	N/A	24.91	11	1	4	4	0	2	
8	H150862	Highway	R-5815	Regional Impact	NC 11	Proposed Greenville Southwest Bypass	Proposed Harvey Parkway Extension	Upgrade Roadway to Interstate Standards.	3 - Upgrade Expressway to Freeway	\$ 162,400,000	N/A	37.82	24.87	15	3	4	4	0	4	7
14	B172404	BikePed		Division Needs	SR 1711 (Worthington Rd)	SR 1700 (Old Tar Rd)	access drive for future school (under co	Construct sidewalks and protected bike lanes down roughly 1,600 ft (to Christ Covenant School); curb & gutter section	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 168,000	N/A	N/A	23.55	14	1	3	4	4	2	
15	B170387	BikePed		Division Needs	Fork Swamp Canal Greenway	SR 1711 (Worthington Rd)	SR SR 1130 (Davenport Farm Rd)	Design and construct greenway along Fork Swamp Canal connecting to the proposed Worthington Rd sidewalk and Vernon White Rd.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 3,336,000	N/A	N/A	23.26	14	1	3	4	4	2	
31	H090591	Highway		Division Needs	SR 1127 (Frog Level Road)	US 13 (Dickinson Avenue)	NC 903	Modernize roadway by widening existing lane width to proper standard and add Continuous 2 Way Left Turn Lane	1 - Widen Existing Roadway	\$ 23,000,000	N/A	N/A	21.77	7	2	1	4	0	0	
18	H150861	Highway		Regional Impact	NC 11, US 13	US 264 Bypass	US 64	Upgrade roadway to Interstate Standards. Note: Existing median type is depressed grass but there is no guardrail. There was not an option for depressed grass median with no guardrail.	3 - Upgrade Expressway to Freeway	\$ 168,000,000	N/A	34.82	21.35	13	2	3	4	0	4	
32	H150417	Highway		Regional Impact	NC 43	SR 1737 (Edward's Farm Road)		Construct right turn lane and left turn lane at the intersection of NC43 and SR 1737	10 - Improve Intersection	\$ 900,000	N/A	22.72	17.58	5	0	1	4	0	0	
29	B170301	BikePed		Division Needs	Juanita Avenue	Juanita Avenue	SR 1149 (Lee St)	Construct continuous curb & gutter with sidewalk from existing portion along Juanita Avenue to Lee St.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 185,600	N/A	N/A	16.76	8	1	1	4	0	2	
16	H090510	Highway	U-5006	Division Needs	SR 1708 (New Route - Firetower Road Extension), SR 1131 (Reedy Branch Road)	Proposed Greenville Southwest Bypass	NC 11-903	Construct 4-lane divided new roadway connecting Firetower Rd to Reedy Branch Rd; Widen Reedy Branch Rd section from 2 to 4-lanes divided; Improve intersection of Forlines Road and Reedy Branch Road.	6 - Widen Existing Roadway and Construct Part on New Location	\$ 30,490,000	N/A	N/A	16.57	14	1	1	4	4	4	
9	H170934	Highway		Regional Impact	US 13 (Dickinson Avenue)	NC11 (Memorial Drive)	SR 1128 (Davenport Farm Road)	Widen existing two lane sections and construct medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane additions.	1 - Widen Existing Roadway	\$ 51,700,000	N/A	26.42	13.89	15	2	1	4	4	4	
20	H170376	Highway		Division Needs	SR 1134 (Thomas Langston Drive)	NC 11 (Memorial Drive)	SR 1128 (Davenport Farm Road)	Widen from 2 to 4-lane divided, protected bike lane, sidewalk, and intersection capacity improvements.	1 - Widen Existing Roadway	\$ 31,300,000	N/A	N/A	12.16	12	1	1	4	4	2	
26	H140563	Highway		Division Needs	SR 1120 (Jolly Road)	NC11	NC102	Modernize roadway to meet tolerable lane width requirements, provide bicycle and pedestrian facilities.	16 - Modernize Roadway	\$ 8,200,000	N/A	N/A	9.04	11	2	1	4	4	0	
TOTAL																			1300	

Initial Allocation
Secondary Allocation

NCDOT Quantitative Scoring

Greenville MPO Local Methodology

Project Number	SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Total Score (Out of 100)	Division Needs Total Score (Out of 100)	MPO Local Methodology Total Score	P5.0 Safety Score	P5.0 Accessibility/Connectivity Score	Plan Consistency	Multi-Modal Support	Economic Development Support	Preliminary Division Local Input Points Assigned	
1	B170651	BikePed		Division Needs	SR 1702 (Evans Street)	SR 1703 (14th Street)	US 264-A (Greenville Boulevard)	Construct continuous curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks)	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 213,760	N/A	N/A	41.62	20	4	4	4	4	4	4	
2	B170652	BikePed		Division Needs	US 264-A (Greenville Boulevard)	US 264-A	US 13 (Dickinson Avenue)	Construct continuous curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks) from the bridge over the Tar River (Sunchase Apartments) to US 13.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 696,052	N/A	N/A	38.99	20	4	4	4	4	4	4	100
3	B172401	BikePed	B170644	Division Needs	NC 11 (Memorial Drive)	NC 43 (W. 5th Street)	SR 1128 (Davenport Farm Road)	Construct continuous sidewalk routes on both sides of roadway (utilizing any existing sidewalks).	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 1,733,240	N/A	N/A	38.61	20	4	4	4	4	4	4	100
4	H170442	Highway		Division Needs	SR 1200 (Stantonsburg Road)	SR 1204 (B's Barbeque Road)	NC 11 (Memorial Drive)	Construct medians with specified turn lanes, sidewalks on each side, and protected bike lanes.	11 - Access Management	\$ 30,400,000	N/A	N/A	36.44	17	4	1	4	4	4	4	100
19	A130258	Aviation	AV-5807	Regional Impact	PGV - Pitt-Greenville Airport	PGV - Apron Expansion	N/A	Apron Expansion - Design and Construction (Concrete and Bituminous) for air carrier ramp (includes Project Request Numbers: 2538)	1200 - Aircraft Apron / Helipad Requirements	\$ 300,000	N/A	51.67	34.43	12	N/A	N/A	4	4	4	34	
10	B170413	BikePed		Division Needs	South Tar river Greenway Phase 3B	Terminus of 3A near Nash St	Moye Blvd (VA Admin Building)	Construct greenway from terminus of phase 3A near Nash St to Moye Blvd. adjacent to Veteran's Administration clinic.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 2,800,000	N/A	N/A	34.35	14	4	4	4	0	2	100	
6	H170383	Highway		Division Needs	SR 1702 (Evans Street)	SR 1155 (Red Banks Road)	W. 5th Street	Construct medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane additions. Project to include medians constructed on the Evans Street local portion running from 10th Street to 5th Street.	11 - Access Management	\$ 26,000,000	N/A	N/A	32.19	16	3	1	4	4	4	100	
27	H170334	Highway		Division Needs	SR 1711 (Worthington Road)	SR 1725 (County Home Road)		Construct roundabout in place of current 4-way stop.	10 - Improve Intersection	\$ 2,300,000	N/A	N/A	31.97	8	3	1	4	0	0	100	
11	B150577	BikePed	EB-5847	Division Needs	SR 1149 (Mill St)	SR 1133 (Main St)	SR 1126 (Boyd St)	Construct sidewalk on west side of roadway. Construct associated signing and marking, handrail, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 198,000	N/A	N/A	31.22	14	3	3	4	0	4	100	
21	H170366	Highway		Regional Impact	NC 33	SR 1755 (Blackjack Simpson Road)	SR 1760 (Mobleys Bridge Road)	Widen existing section of NC 33 to 4-lane divided boulevard with paved shoulders. Improve select intersections and create partial access control at minor intersections improving safety; Replace bridge over Chicod Creek.	1 - Widen Existing Roadway	\$ 82,800,000	N/A	37.52	30.24	11	4	1	4	0	2	52	
30	H150722	Highway		Division Needs	SR 1127 (Frog Level Road)	SR 1128 (Davenport Farm Road)		Construct roundabout at the intersection of SR 1127 and SR 1128	10 - Improve Intersection	\$ 1,400,000	N/A	N/A	29.99	7	2	1	4	0	0	100	
17	H170331	Highway		Regional Impact	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	N/A	38.37	29.94	13	4	1	4	0	4	36	
28	H141004	Highway		Regional Impact	NC 11	SR 1108 (Littlefield Road)		Improve intersection	10 - Improve Intersection	\$ 600,000	N/A	42.01	28.70	8	2	2	4	0	0	100	
22	H090224-C	Highway	R-3407C	Regional Impact	NC 33	NC 222 at Belvoir Crossroads	US 264 Bypass	Widen to Multi-Lanes	1 - Widen Existing Roadway	\$ 44,400,000	N/A	37.84	28.33	11	3	2	4	0	2	50	
7	B150863	BikePed	EB-5846	Division Needs	Town Common to River Park North connector trail	Town Common at Greene Street (SR 1531)	River Park North	Construct Greenway / multi-use trail utilizing existing Greene Street Bridge. Will include combination of bicycle facility and sidewalk, boardwalk, paved multi-use path, retaining wall, HAWK signal, and related improvements as needed.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 2,332,320	N/A	N/A	28.27	15	1	4	4	4	2		
5	B140682	BikePed		Division Needs	S. Tar River Greenway Ph2	Green Mill -South Tar Connector Greenway	Near Cemetery on NC33 (Eastside Park)	Design and Construct the S. Tar River Greenway, Phase 2, from existing Green Mill/South Tar Connector Greenway to City property (Eastside Park) near cemetery on NC33, including Tar River to Hardee Creek and other neighborhood connectors	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 4,383,680	N/A	N/A	28.13	17	1	4	4	4	4		
12	B150736	BikePed		Division Needs	NC 102	NC11	SR 1149 (Lee St)	Construct new sidewalk and remove and replace existing sidewalk (and curb and gutter, as needed) along north side of NC102. Construct new handicapped accessible curb ramps as needed. Install and mark high visibility crosswalks throughout project extents. Install pedestrian-related signage.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 244,000	N/A	N/A	27.70	14	3	3	4	0	4	100	
23	H170384	Highway		Division Needs	SR 1703 (14th Street)	Elm Street	US 264-A (Greenville Boulevard)	Improved 2-lane section and applicable turn lanes; construct curb & gutter, protected bike lanes, and sidewalks.	16 - Modernize Roadway	\$ 7,300,000	N/A	N/A	26.17	11	2	1	4	4	0	100	
24	H141716	Highway		Statewide Mobility		Wilson County Line	US 264 Bypass in Greenville	Upgrade roadway to interstate standards	17 - Upgrade Freeway to Interstate Standards	\$ 23,600,000	61.96	37.38	26.12	11	2	1	4	0	4	21	

13	H142101	Highway		Statewide Mobility	US 264	US 264 bypass	US 264 east of Leggett Road	Upgrade roadway to freeway standards..	2 - Upgrade Arterial to Freeway/Expressway	\$ 212,400,000	59.37	39.70	26.01	14	3	3	4	0	4
25	B140603	BikePed		Division Needs	SR 1712 Ange St	Primrose Lane	Windmill Drive	Construct sidewalk. Construct associated signing and marking, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 362,560	N/A	N/A	24.91	11	1	4	4	0	2
8	H150862	Highway	R-5815	Regional Impact	NC 11	Proposed Greenville Southwest Bypass	Proposed Harvey Parkway Extension	Upgrade Roadway to Interstate Standards.	3 - Upgrade Expressway to Freeway	\$ 162,400,000	N/A	37.82	24.87	15	3	4	4	0	4
14	B172404	BikePed		Division Needs	SR 1711 (Worthington Rd)	SR 1700 (Old Tar Rd)	access drive for future school (under co	Construct sidewalks and protected bike lanes down roughly 1,600 ft (to Christ Covenant School); curb & gutter section	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 168,000	N/A	N/A	23.55	14	1	3	4	4	2
15	B170387	BikePed		Division Needs	Fork Swamp Canal Greenway	SR 1711 (Worthington Rd)	SR SR 1130 (Davenport Farm Rd)	Design and construct greenway along Fork Swamp Canal connecting to the proposed Worthington Rd sidewalk and Vernon White Rd.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 3,336,000	N/A	N/A	23.26	14	1	3	4	4	2
31	H090591	Highway		Division Needs	SR 1127 (Frog Level Road)	US 13 (Dickinson Avenue)	NC 903	Modernize roadway by widening existing lane width to proper standard and add Continuous 2 Way Left Turn Lane	1 - Widen Existing Roadway	\$ 23,000,000	N/A	N/A	21.77	7	2	1	4	0	0
18	H150861	Highway		Regional Impact	NC 11, US 13	US 264 Bypass	US 64	Upgrade roadway to Interstate Standards. Note: Existing median type is depressed grass but there is no guardrail. There was not an option for depressed grass median with no guardrail.	3 - Upgrade Expressway to Freeway	\$ 168,000,000	N/A	34.82	21.35	13	2	3	4	0	4
32	H150417	Highway		Regional Impact	NC 43	SR 1737 (Edward's Farm Road)		Construct right turn lane and left turn lane at the intersection of NC43 and SR 1737	10 - Improve Intersection	\$ 900,000	N/A	22.72	17.58	5	0	1	4	0	0
29	B170301	BikePed		Division Needs	Juanita Avenue	Juanita Avenue	SR 1149 (Lee St)	Construct continuous curb & gutter with sidewalk from existing portion along Juanita Avenue to Lee St.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 185,600	N/A	N/A	16.76	8	1	1	4	0	2
16	H090510	Highway	U-5006	Division Needs	SR 1708 (New Route - Firetower Road Extension), SR 1131 (Reedy Branch Road)	Proposed Greenville Southwest Bypass	NC 11-903	Construct 4-lane divided new roadway connecting Firetower Rd to Reedy Branch Rd; Widen Reedy Branch Rd section from 2 to 4-lanes divided; Improve intersection of Forlines Road and Reedy Branch Road.	6 - Widen Existing Roadway and Construct Part on New Location	\$ 30,490,000	N/A	N/A	16.57	14	1	1	4	4	4
9	H170934	Highway		Regional Impact	US 13 (Dickinson Avenue)	NC11 (Memorial Drive)	SR 1128 (Davenport Farm Road)	Widen existing two lane sections and construct medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane additions.	1 - Widen Existing Roadway	\$ 51,700,000	N/A	26.42	13.89	15	2	1	4	4	4
20	H170376	Highway		Division Needs	SR 1134 (Thomas Langston Drive)	NC 11 (Memorial Drive)	SR 1128 (Davenport Farm Road)	Widen from 2 to 4-lane divided, protected bike lane, sidewalk, and intersection capacity improvements.	1 - Widen Existing Roadway	\$ 31,300,000	N/A	N/A	12.16	12	1	1	4	4	2
26	H140563	Highway		Division Needs	SR 1120 (Jolly Road)	NC11	NC102	Modernize roadway to meet tolerable lane width requirements, provide bicycle and pedestrian facilities.	16 - Modernize Roadway	\$ 8,200,000	N/A	N/A	9.04	11	2	1	4	4	0

TOTAL 1300
0

Initial Allocation
Secondary Allocation

**RESOLUTION NO. 2018-11 GUAMPO
ADOPTING DIVISION LEVEL LOCAL INPUT POINT ASSIGNMENT FOR
PRIORITIZATION 5.0 DIVISION NEEDS PROJECTS, BASED ON THE NORTH
CAROLINA STRATEGIC TRANSPORTATION INVESTMENT LAW**

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

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

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

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

WHEREAS, NCDOT must conditionally approve each MPO's methodology by April 1, 2018; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed a local input methodology that has been conditionally approved by NCDOT, and has been reviewed by the Technical Coordinating Committee, with the Transportation Advisory Committee (TAC) adopting said methodology on February 27, 2018; and

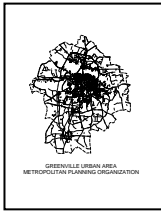
WHEREAS, the MPO preliminarily assigned local input points to Division Needs Level Prioritization 5.0 projects and advertised the preliminary local input point assignments for public review and comment in accordance with the MPO's Public Involvement Policy, with additional clarification for any point assignment outside of the MPO's adopted methodology;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization hereby resolves to adopt the local input point assignment as discussed for Prioritization 5.0 Division Needs projects.

Today, October 10, 2018

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

Amanda Braddy, Secretary



Attachment 4e

Technical Coordinating Committee

Action Required

September 19, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Interim (2025 and 2035) and Future Year (2045) Socio-Economic Data Sets for the Greenville Urban Area MPO's Travel Demand Model

Purpose: To adopt the Interim year, 2025 and 2035, and Future year, 2045, socio-economic data, as developed by the consultant utilizing data driven growth rates and development trends.

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 is also expand the model to the Pitt County border to allow for more efficient transportation planning processes across the entirety of Pitt County.

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 Interim 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.

During the last round of MPO meetings the TCC and TAC adopted the base year data (2016), as summarized in Table 1, while also approving the use of specific growth rates necessary to forecast socio-economic data to the Interim (2025 and 2035) and Future years (2045). Once the base year data and specific growth rates were approved, Stantec began forecasting said socio-economic data, smoothing as required, to our identified Interim and Future years. This data is now available to the MPO for review and consideration. In addition to being used for modeling purposes the forecasted data will be used in the future by NCDOT to establish design parameters for funded projects and by the MPO to plan future projects based on network deficiencies. Stantec is now underway with calibrating and validating the model and have asked the MPO to take action to support the provided Interim year and Future year data sets, summarized in Table 2, in order to finalize inputs and complete the model development.

TABLE 1

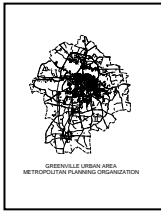
Population Data Sets					Employment Sector Data				
Jurisdiction	Number of Zones	Households	Household Population	K12- Enrollment	Industrial	Retail	High Turnover Retail	Office	Service
Arthur	20	1,817	5,037	0	138	32	27	50	231
Ayden	38	2,834	6,795	1,053	763	198	242	431	1,400
Belvoir	17	1,898	6,245	751	190	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

Year	Household Population	Number of Households	K12- Enrollment	Employment							Percent Growth From 2016	Implied Compounded Annual Growth Rate (CGAR) ⁽¹⁾
				Total	Agriculture, Mining and Construction	Manufacture, Utility, Transportation, Communication, Warehousing and Wholesale	Retail	High Turnover Retail	Office	Service		
2016	168,624	68,804	25,503	76,593	3,975	9,408	4,550	8,974	10,318	39,368	0.00%	
2025	172,941	70,565	26,156	78,554	4,077	9,649	4,666	9,204	10,582	40,376	2.56%	0.281%
2035	177,679	72,499	26,873	80,705	4,188	9,913	4,794	9,456	10,872	41,482	5.37%	0.271%
2045	182,417	74,432	27,589	82,858	4,300	10,178	4,922	9,708	11,162	42,588	8.18%	0.264%

Action Needed: Request the TAC take action to support the interim and future year socio-economic data as provided.

Attachments: N/A



Attachment 4f

Technical Coordinating Committee

No Action Required

September 19, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: 2045 Metropolitan Transportation Plan (MTP) Development

Purpose: To update the Technical Coordinating Committee on the ongoing development activities associated with the 2045 Metropolitan Transportation Plan.

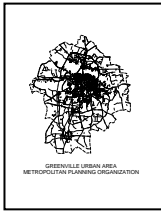
Discussion: Development of the 2045 Metropolitan Transportation Plan (MTP) has begun. Kimley-Horn, the contracted consultant for this plan, has been in constant contact with MPO staff and is currently on schedule. The first two deliverables from Kimley-Horn, a Public Engagement Plan and Work Plan, were delivered and approved by MPO staff. Kimley-Horn worked with staff to identify and create the 2045 MTP Steering Committee, consisting primarily of MPO member jurisdiction staff and State/Federal agency MPO partners.

The first meeting of the 2045 MTP Steering Committee took place on July 25th, 2019. At that meeting members of the Steering Committee were introduced to the project and their responsibilities as Committee members. In addition to introductory efforts, the Committee members also participated in two (2) group exercises to determine the guiding principles of this projects and their overall priority in relation to one another. These activities established the 2045 MTP's Guiding Statements forming the objectives and goals that we, as the MPO, and our partner agencies wish to achieve through our continued development of the region's multimodal transportation network.

The MPO wanted to engage additional key stakeholders from the various communities and interests groups to ensure that the final product of this effort would support future community goals and objectives while also addressing deficiency issues in the near term. Utilizing recommendations received from the MPO membership, the 2045 MTP Advisory Committee was created in order to engage citizens who represent stakeholder and special interest groups/commissions with the purpose to ensure that the 2045 MTP meets the regional and local needs and wants for the transportation network. The first meeting of the Advisory Committee was held on August 29th, 2018. In coordination with the first Advisory Committee meeting Kimley-Horn and MPO staff held the first of multiple planned stakeholder interviews in Winterville. This will be followed up a by another larger stakeholder interview session in Greenville at a later date. MPO staff and Kimley-Horn also received a large amount of comments during a community event by operating a booth at Freeboot Friday in Greenville on September 7th, 2018.

Action Needed: N/A

Attachments: N/A



Attachment 4g

Technical Coordinating Committee

Action Required

September 26, 2018

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Adoption of the Pitt County Travel Demand Model

Purpose: To adopt the Pitt County Travel Demand Model as developed by Stantec in coordination with the Greenville Urban Area MPO and Pitt County.

Discussion: The Pitt County Travel Demand Model is a forecasting tool that will be utilized by the MPO and County to identify and test potential highway and transit projects. Staff will be able to utilize the TransCad program to test road links, evaluate network deficiencies and test potential road cross sections. The MPO, as required by the State and FHWA, as required to update their model every five years to ensure the socio-economic data and network inputs are up to date, enabling the model to be used by MPO and NCDOT to plan efficiently with up to date data. The model is also utilized to test and plan projects during development of the Metropolitan Transportation Plan. The forecasted data is also utilized by NCDOT to establish design standards for future projects. Projects currently under construction were built with a design year (year to which the project is designed to function appropriately) of 2040. With completion of the Pitt County Model, NCDOT will begin designing projects to the design year of 2045 utilizing the model forecast outputs such as future year (2045) congestion and level of service.

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.

Since beginning the process in late 2017, MPO and County staff have spent significant time collecting and mining the data sets to provide Stantec as socio-economic and origin destination trend data are key inputs to model functionality. In addition to local data sources, NCDOT's Transportation Planning Division's Modeling group has also provided significant traffic count and household survey data. The modeling group also assisted in the update of the highway network layer (to reflect the current highway network within the County) and development of the Transit Network layer, consisting of the GREAT system and ECU Transit System. The Transit network does not include the PATS system within their forecasting processes as the system is demand based and is too volatile to forecast accurately.

TransCad is the modeling program utilized to house the Travel Demand Model and has been carefully constructed to successfully run the developed model according to NCDOT standards with considerations given to user functionality. The model has undergone stringent calibration and validation and has been found to operate well within the requirements of NCDOT.

Action Needed: Request the TAC adopt the Pitt County Travel Demand Model.

Attachments: *Pitt County Travel Demand Model Calibration Summary*

Greenville MPO Model Calibration Summary

Model Component	Metric	Target		Model Value	
Socioeconomic Data	Persons / Dwelling Unit Employment / Person	Expected Range			
		2.00	2.70	2.45	
		0.35	0.75	0.45	
Trip Generation	Person Trips Per Household Person Trips Per Person HBW Trips / Employee Motorized Trip Percent Percent Trips - HB-Work Percent Trips - HB-NonWork Percent Trips - NHB	Expected Range			
		10.17		10.01	
		3.3	4.0	4.1	
		1.20	1.55	1.58	
		93%		96.5%	
		12.0%	24.0%	17.6%	
		45.0%	60.0%	48.5%	
20.0%	33.0%	33.9%			
Trip Distribution	Average trip length (minutes) - HBW Average trip length (minutes) - HBSH Average trip length (minutes) - HBO Average trip length (minutes) - NHB Average trip length versus survey Percent intrazonal - HBW Percent intrazonal - HBSH Percent intrazonal - HBO Percent intrazonal - NHB Screenlines (Greater than 70,000 volume) Screenlines (35,000 - 75,000 volume) Screenlines (Less than 35,000 volume)	Expected Range			
		12.0	35.0	13.8	
		9.0	19.0	12.6	
		8.0	20.0	15.2	
		6.0	19.0	11.7	
		3% (+/-)		4 of 5 meet	
		1.0%	4.0%	1.2%	
		3.0%	9.0%	2.1%	
		3.0%	7.0%	1.1%	
		5.0%	9.0%	5.8%	
		10% (+/-)		2 of 2 meet	
		15% (+/-)		5 of 6 meet	
20% (+/-)		4 of 4 meet			
Highway Assignment	VMT by Facility Type	Expected Range			
		Acceptable	Preferred		
		<i>Freeways / Expressways</i>	7% (+/-)	6% (+/-)	-9.8%
		<i>Principal Arterials</i>	15% (+/-)	10% (+/-)	1.2%
		<i>Minor Arterials</i>	15% (+/-)	10% (+/-)	-6.3%
	<i>Collectors</i>	25% (+/-)	20% (+/-)	-0.2%	
	<i>All Facilities</i>	5% (+/-)	2% (+/-)	-2.2%	
	VMT by Area Type	<i>Urban</i>	25% (+/-)	15% (+/-)	-11.8%
		<i>Rural</i>	25% (+/-)	15% (+/-)	6.1%
<i>All areas</i>		5% (+/-)	2% (+/-)	-2.2%	
Transit Assignment ⁽¹⁾	Total Ridership Ridership by Route ⁽²⁾	Expected Range			
		Acceptable	Preferred		
		9% (+/-)	3% (+/-)	3.3%	
		150% (+/-)	100% (+/-)	6 of 6 meet	

Notes:

(1) - GREAT System Statistics

(2) - All GREAT System routes have ridership well less than 1,000 riders

RESOLUTION NO. 2018-12-GUAMPO
ADOPTION OF THE PITT COUNTY TRAVEL DEMAND MODEL UTILIZING A BASE YEAR
OF 2016, INTERIM YEARS OF 2025 AND 2035 AND A DESIGN YEAR OF 2045

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 United States Code of Federal Regulations (CFR 450.322) requires that the Greenville Urban Area Metropolitan Planning Organization prepare and update its Long Range Transportation Plan; and

WHEREAS, the United States Code of Federal Regulations (CFR 450.322) specifies that the validity and consistency of the updated plan be confirmed by current and forecasted transportation, land use conditions, and trends; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed 2016, 2025, 2035, and 2045 socioeconomic data relating to population and employment for Pitt County to be used in the travel demand forecasting model.

WHEREAS, the MPO, in consultation with NCDOT and its jurisdictional membership, has approved revisions and updates to Traffic Analysis Zones, socio-economic data, and the model network to best represents conditions within the MPO study area; and

WHEREAS, the MPO, in coordination with Pitt County and the Mid-East RPO, has expanded the model to include all of Pitt County, and in so doing has developed new Traffic Analysis Zones, and expanded the model network and socio-economic data to include input from the entirety of Pitt County; and

WHEREAS, a transit network inclusive of the Greenville Area Transit System and the East Carolina University Transit System has been developed based on ridership and route data to amplify the mode choice options and multimodal forecasting ability of the Pitt County Travel Demand Model; and

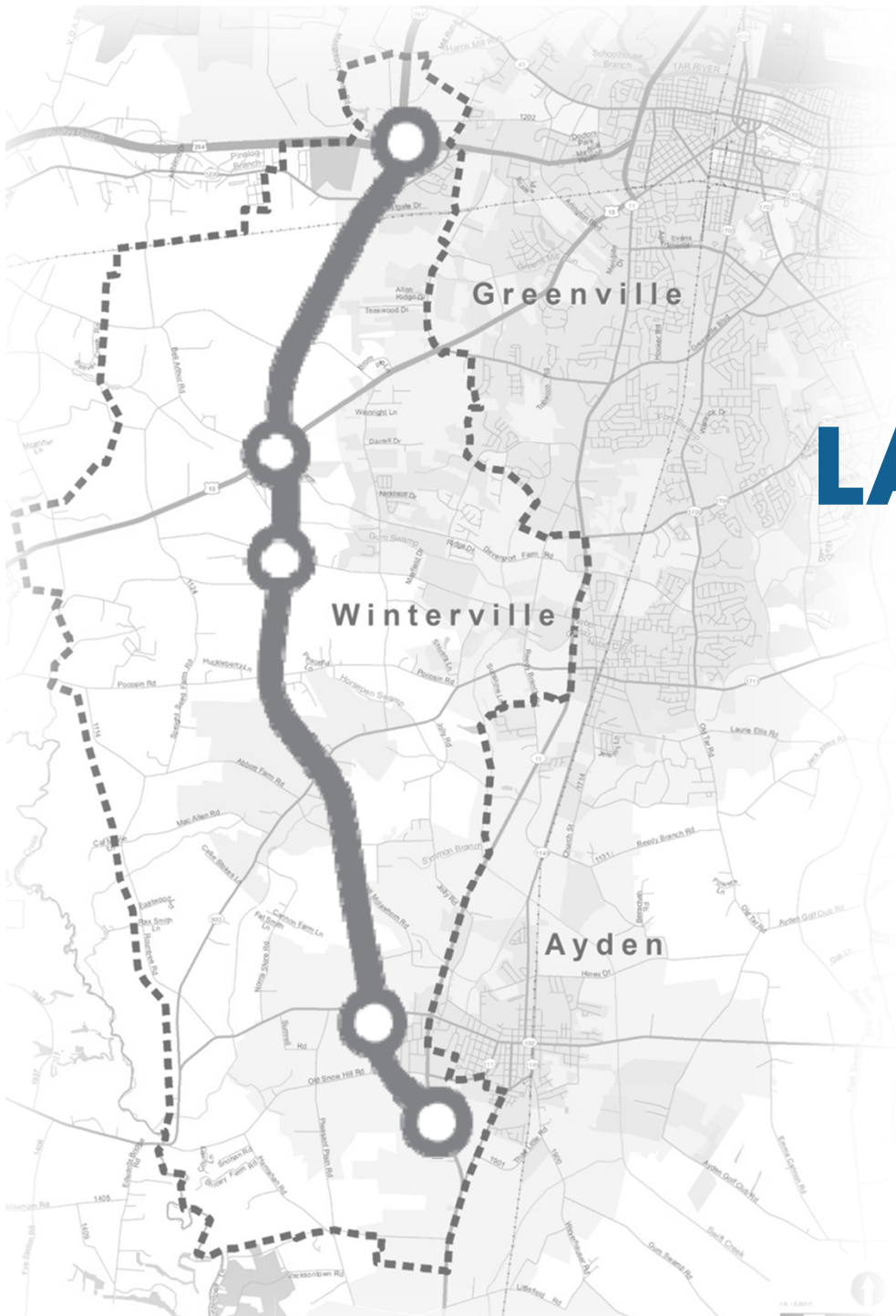
NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the Pitt County Travel Demand Model, developed with a 2016 base year model, 2025 and 2035 interim years, and 2045 design year.

Today, October 10, 2018.

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

Amanda Braddy, Secretary

SOUTHWEST BYPASS LAND USE PLAN



Plan Framework

Schedule

Project Schedule

TASK	Nov 2017	Dec 2017	Jan 2017	Feb 2018	Mar 2018	Apr 2018	May 2018	June 2018	July 2018	Aug 2018	Sept 2018	Oct 2018
Kick-off Meetings, Site Visits, Gather Data	○											
Steering Committee Meetings			○	○	○		○	○		○		
Public Meetings						○		○				
Inventory & Existing Conditions Analysis		■										
Plan Development & Land Use Scenarios				■								
Implementation Strategy								■				
Draft to Steering Committee										■		
Final Draft / Official Adoption									■			

Public Involvement Summary

- Stakeholder Interviews

November, 2017

- Public Meeting #1

April, 2018

- Survey

March - April, 2018

- Public Meeting #2

June, 2018



344

Survey
Responses

2

Public
Meetings

Public Feedback

What do you value most about Southwestern Pitt County?



A word cloud of values for Southwestern Pitt County. The words are arranged in a roughly rectangular shape, with 'Rural' and 'Greenville' being the largest. Other prominent words include 'Farm Land', 'Quiet', 'Shopping', 'Convenience', 'Easy Access', 'Family', 'Opportunity', 'Small', 'Town', 'Community', 'Country', 'Space', 'Low Crime', 'Residential Area', 'Nice', 'Unsure', 'Close Proximity', 'Major Traffic', 'Development', 'Safety', 'Privacy', 'Quality of Life', 'Southwest Bypass', 'Growth Pace', and 'Location'.

What would you like to see in SW Pitt County?

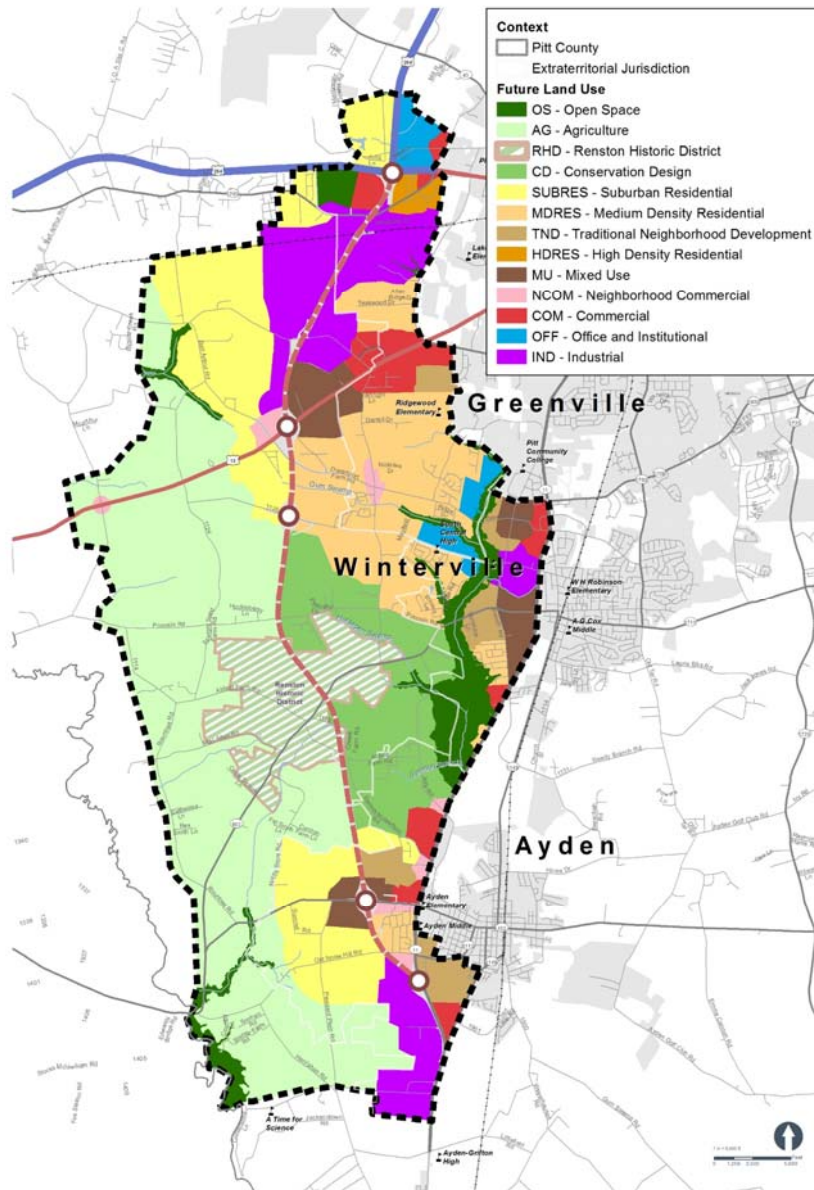
1. Recreational Opportunities
2. Protection of Farms and Open Space
3. Need to Manage Growth
4. Jobs and Economic Growth
5. More Retail and Restaurants

Draft Vision

The Southwest Bypass Land Use Plan provides:

- ***A coordinated approach to land use, road infrastructure, schools, and utilities in the area surrounding the Bypass to create***
- ***Well-designed, cohesive development that strengthens existing communities***
- ***Balances new employment, commercial and residential areas with agricultural and open space preservation.***

Future Land Use Map



- Economic Development opportunities
- Farmland preservation west of the Bypass and in Renston Historic District
- Residential growth areas
- New development types (mixed use, TND, conservation design)

Capitalize on opportunities for commercial and industrial

- Encourage a mixed of uses at key locations
 - Planned development with integration of commercial and residential uses of different types
- Areas designated for large-scale commercial uses
- Limit Strip development



Context-sensitive commercial and office uses in areas designated as Neighborhood Commercial

- Scale and design recommendations for new non-residential development
- Limit types of commercial development to discourage conflict with residential (i.e. traffic, noise and/or light impacts)



New employment areas

- Encourage industrial, office and flex uses in Industrial areas identified on the Future Land Use Map.
- Discourage large-scale residential subdivisions in Industrial areas.



Protect agriculture in the study area

- Encourage only very low density, small-scale residential development in the Agricultural Area west of the Bypass.
- New residential development should have very low density of < 1 DUA, preserve existing trees and be limited in size to not cause traffic impacts on rural roads



Update zoning regulations for the Renston Historic District

- Focus of the district could be preserving historic properties, views, and working agriculture
- Could also specify densities of future development and clarify permitted commercial uses and design features



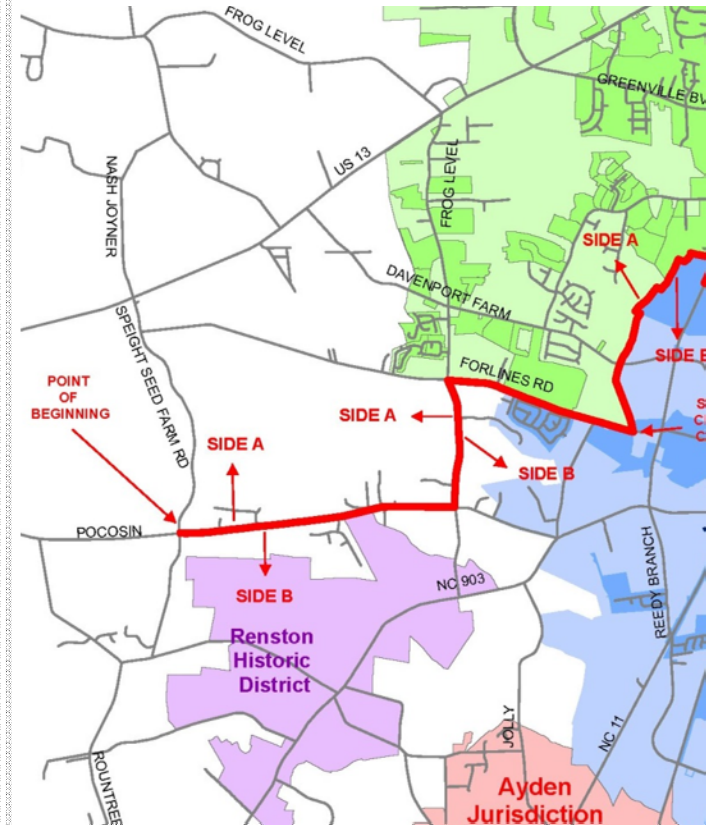
New, quality residential growth

- Areas for low density subdivisions
- Higher standards for neighborhoods with smaller lots
- Encourage conservation subdivisions in Conservation Design areas on the Future Land Use Map
 - Flexibility in minimum lot size in exchange for a higher amount of open space, parks, trails or other amenities.



Infrastructure

- Update Interlocal Agreements to factor in economic development potential at interchange locations
- Update county/municipal policy accordingly



Aesthetics

- Improve regulations on billboards and buffers
- Require preservation of tree buffers in higher intensity areas
- Encourage or require full cut-off lights to be used to reduce light pollution



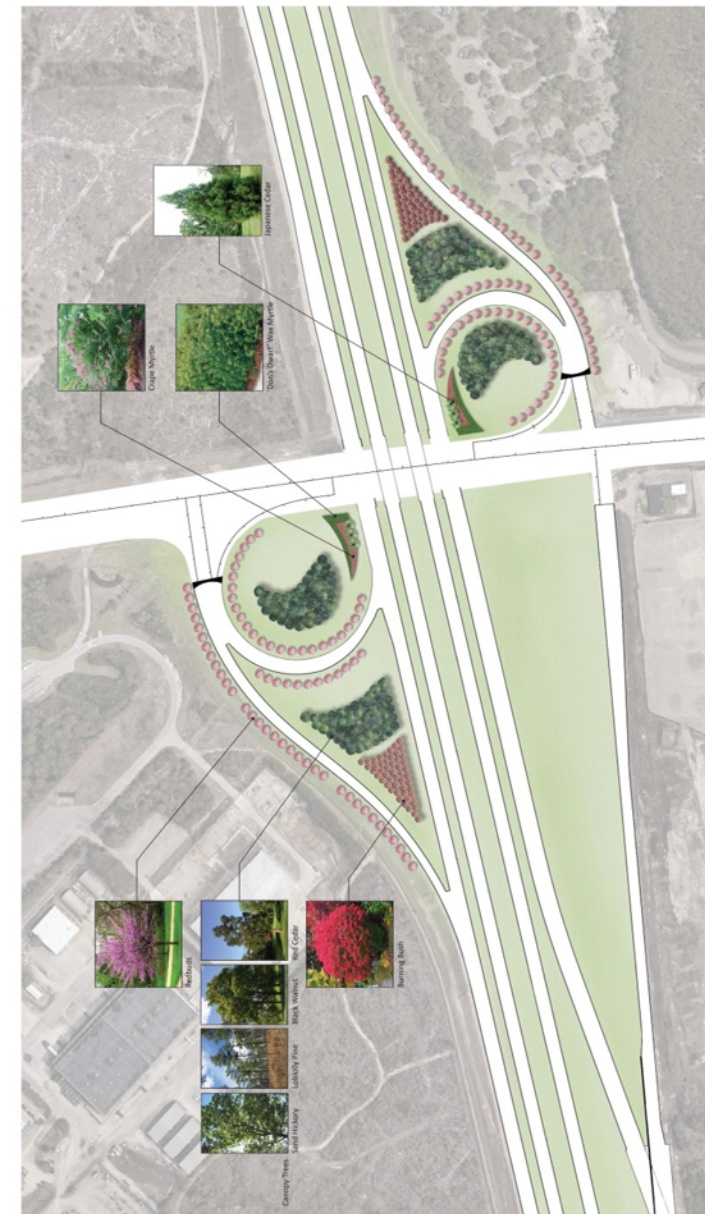
Attractive Gateways

- Encourage development design in Mixed Use and Neighborhood Commercial areas that provide gateways into towns.
 - Encourage building orientation and parking lot design that brings buildings closer to the street and replicates historic design of commercial areas
 - Require a minimum amount of landscaping along the primary street where properties are accessed.



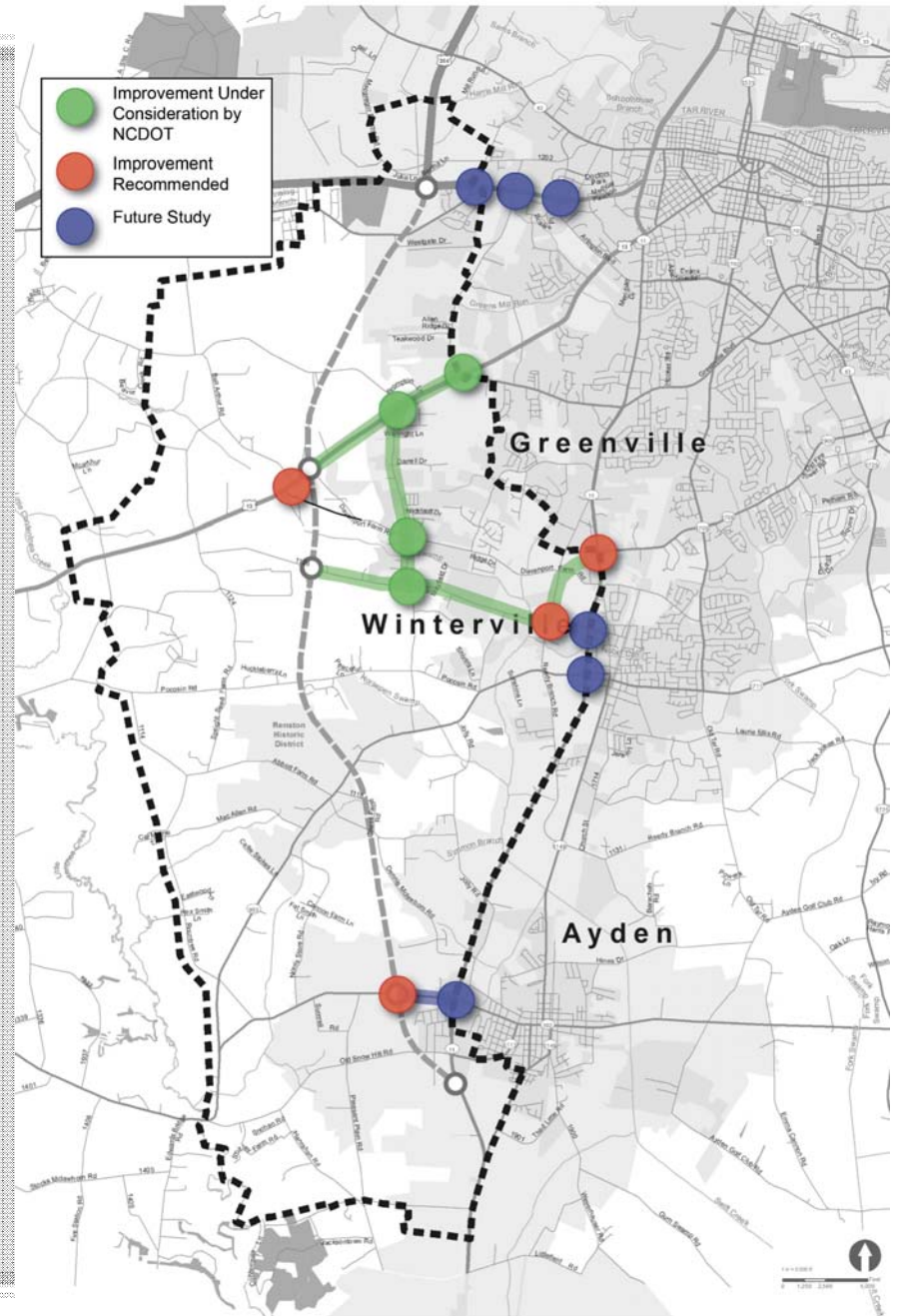
Gateways

- Coordinate with NCDOT and between jurisdictions on beautification projects at interchange locations and areas visible from bypass
- Pursue grant funds for right-of-way plantings
- Coordinate plant palettes for new development



Transportation

- Improvement Under Consideration by NCDOT
- Improvement Recommended
- Future study

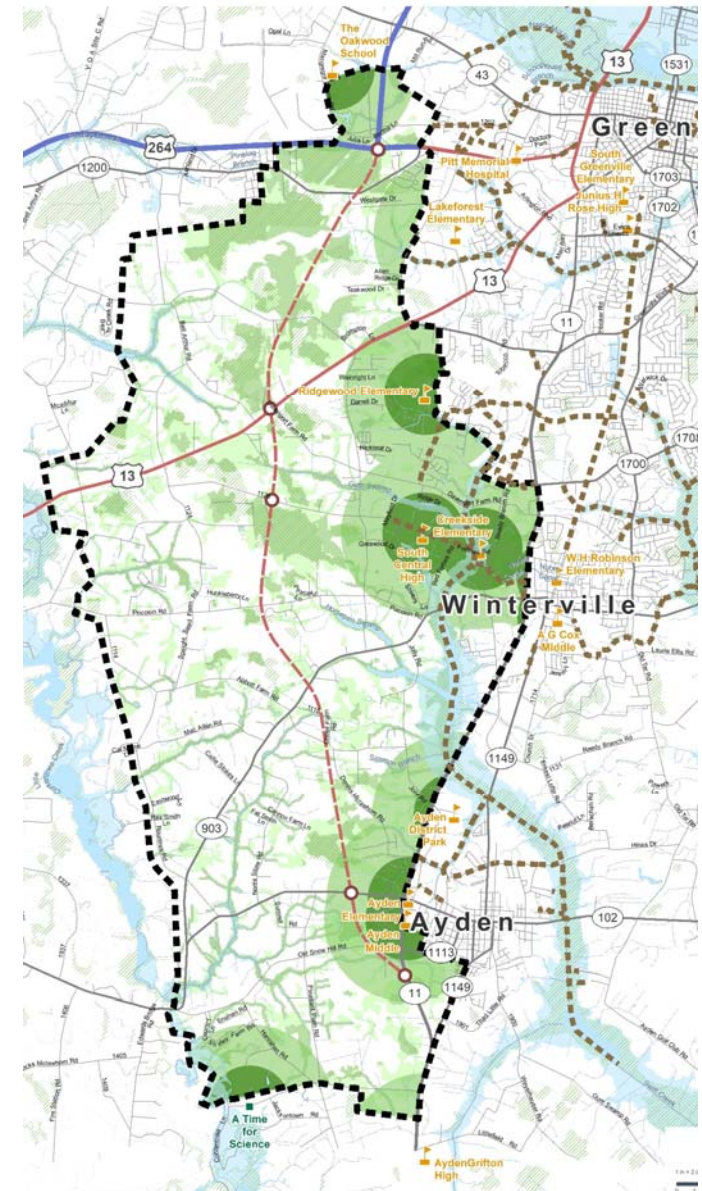


Transportation Analysis – Recommendations

- Areas of concern include:
 - US 13 / Davenport Farm Road Area: May need an additional turn lane to create two right turn lanes
 - NC 102 Interchange: May need an additional right turn lane to cloverleaf ramp
 - NC 11 & Fire Tower Road intersection: May need to consider intersection modifications to handle new traffic
 - Future Study: Stantonsburg Rd intersections, NC 11 intersections (i.e. NC 102)

Recreation and Open Space

- Coordinate with schools and other entities to locate a parks site west of Winterville
- Review open space standards for residential zoning districts
- Feasibility studies for planned greenways include Swift Creek Greenway and Forlines Rd MUP
- Update greenway plans to reflect proposed future land use



IMPLEMENTATION TABLE

<p>IS 1: Adopt the Land Use Plan and consider during rezonings.</p>	<p>IS 7: Conduct collector street level planning near interchanges and near mixed use areas to identify opportunities for new road connections</p>
<p>IS 2: Updates to local land use regulations to be consistent with this plan.</p>	<p>IS 8: Coordinate to focus new school sites east of the Bypass.</p>
<p>IS 3: Adopt coordinated standards for billboards and signage along the Bypass</p>	<p>IS 9: Establish Urban Service Areas (USAs) for each jurisdiction to clarify who will provide/extend water and sewer services.</p>
<p>IS 4: Adopt coordinate standards for visual buffering of development located along the Bypass.</p>	<p>IS 10: Coordinate with the stormwater administrator having jurisdiction to update standards</p>
<p>IS 5: Improve quality of new residential development</p>	<p>IS 11: Set aside matching funding in budgets to pursue projects</p>
<p>IS 6: Adopt coordinated standards for gateways and major community entrances</p>	<p>IS 12: Coordinate between jurisdictions to update greenway and active transportation plans</p>

Traffic Assumptions

Determination of 2040 Volumes

The 2040 Traffic Forecast for the SW Pitt Bypass (TIP Project #R-2250), dated October 27, 2014, was provided by NCDOT. The forecast included both 2014 and 2040 forecasts for both the no-build and build conditions. We compared the SE data information in the 2040 model to the potential land use around the Bypass. The findings were that the forecasted data was short of the expected land use. In comparing the 2014 land use levels to the 2040, we determined between a 3% and 4% growth rate. 2040 Average Annual Daily Traffic (AADT) volumes were determined using the 2014 Build forecast volumes and grown to 2040 using a growth rate of 3%, except for Forlines Road, which was grown at 4%.

The NC 11 & Fire Tower Road and Forlines Road & Fire Tower Road Extension intersections were not part of the forecast, therefore an estimation of volumes at these intersections was needed. Based on traffic counts taken 2012 and recorded 2012 historic AADT data, a 2012 estimate was created for the current road configuration (SW Pitt Bypass no-build and Fire Tower Road Extension no-build). Some of the traffic volumes were then shifted to the proposed Fire Tower Road Extension, to give an idea of how traffic might have looked in 2012, if the Fire Tower Road Extension project had been completed at that time. This 2012 build Fire Tower Road Extension scenario was grown to 2040 volumes at a rate of 4% on Forlines Road/Fire Tower Road Extension, and 3% on NC 11 and existing Fire Tower Road. The next step was to consider how construction of the SW Pitt Bypass would affect volumes at these intersections. The bypass is expected to have a peak of 42,400 vehicles per day in 2040. Therefore, the 2040 volumes on NC 11 were reduced by that amount or roughly 50% of the volumes.

Analysis and Recommendations

Peak hour volumes for each study area intersection were calculated using the North Carolina Department of Transportation's Intersection Analysis Utility (IAU) spreadsheet. The IAU calculates both the AM and PM peak hour volumes using the inputs from the 2040 volumes and forecast. The 2040 Peak Volumes figure shows the volumes used for each movement of the study area intersections.

Synchro was used to determine effectiveness of the intersections using the calculated AM and PM peak hour volumes. Lane configurations were determined by using the peak hour volumes to ensure an acceptable D or better Level of Service (LOS). Synchro determines LOS and delay for an intersection and for each individual leg of an intersection, shown in the intersection LOS and delay table. The Lane Configuration figure shows the final lanes needed at each intersection with storage lengths for turn lanes. The storage lengths are found from the 95% percentile queues determined from the Synchro analyses. That figure also shows the differences between the hearing map and the recommendations of this study.

Lane recommendations from the public hearing maps and this study's recommendations are shown below (increases shown in bold):

- US 13 & Davenport Farm Road:
 - The hearing map:
 - Northeast bound: two through lanes, one left turn lane, one right turn lane.
 - Southwest bound: one combined through and right turn lane, one left turn lane.
 - Southwest bound: two through lanes, two left turn lanes, one right turn lane.
 - Northwest bound: one through lane, two left turn lanes, one right turn lane.
 - Increases:
 - none
- US 13 & SW Pitt Bypass (western intersection):
 - The hearing map (partial cloverleaf interchange):
 - Northeast bound: two through lanes, one right turn lane.
 - Southwest bound: one combined through and right turn lane, two left turn lanes, one right turn lane.
 - Southwest bound: two through lanes with an earlier right turn exit.
 - Increases (**standard diamond interchange**):
 - none
- US 13 & SW Pitt Bypass (eastern intersection):
 - The hearing map (partial cloverleaf interchange):
 - Northeast bound: two through lanes with an earlier right turn exit.
 - Southwest bound: two through lanes, one right turn lane.
 - Northwest bound: one combined through and left turn lane, one left turn lane, one right turn lane.
 - Increases (**standard diamond interchange**):
 - Northwest bound: add one right turn lane to create two right turn lanes.
- Forlines Road & SW Pitt Bypass (western intersection):
 - The hearing map:
 - East bound: one through lane, one right turn lane.
 - South bound: one combined through and left turn lane, one left turn lane, one right turn lane.
 - West bound: one through lane, one left turn lane.
 - Increases:
 - none

- Forlines Road & SW Pitt Bypass (eastern intersection):
 - The hearing map:
 - East bound: two through lanes, one left turn lane.
West bound: one through lane, one right turn lane.
North bound: one combined through lane and left turn lane, one right turn lane.
 - Increases:
 - none.
- NC 102 & SW Pitt Bypass (western intersection):
 - The hearing map (standard diamond interchange):
 - East bound: one through lane, one right turn lane.
South bound: one combined through and left turn lane, one right turn lane.
West bound: one through lane, one left turn lane.
 - Increases (**partial cloverleaf interchange**):
 - North bound: create one right turn lane due to cloverleaf ramp.
- NC 102 & SW Pitt Bypass (eastern intersection):
 - The hearing map:
 - East bound: one through lane, one left turn lane.
West bound: one through lane, one right turn lane.
North bound: one combined through and left turn lane, one right turn lane.
 - Increases:
 - East bound: add one left turn lane to create two left turn lanes.
West bound: add one right turn lane to create two right turn lanes.

Results:

The only intersection in the study area that was not LOS D or better is the NC 11 & Fire Tower Road intersection. This intersection is LOS E with each leg, at its worst, also being LOS E. Because of the many variables that went into calculating volumes at this intersection (as described above), it is recommended that more extensive study be given to this area.

The other problem area in the study occurs at the northwest bound approach of the US 13 & Davenport Farm Road intersection. While the intersection operates at an acceptable LOS D in both the AM and PM peak hours, this individual leg operates at LOS E in the AM peak hour. Because the other legs of the intersection are at an acceptable LOS, no further recommendations are given for this intersection.

Further Study: Forlines Road Roundabouts

There is a possibility that due to the growth within the study area that Forlines Road may eventually have a four-lane divided typical section between the Fire Tower Road Extension/Reedy Branch Road and the SW Pitt Bypass interchange ramps. The analyses show acceptable levels of service at all intersections using the 2040 volumes as explained above. The volumes are showing a large amount of through traffic that would be accessing the new bypass from the interchange. Therefore, roundabouts may be used as a better way to alleviate traffic concerns along Forlines Road in the future. Roundabouts should be considered at all cross intersections such as Frog Level Road as well as the interchange ramps at the SW Pitt Bypass. Roundabouts are not only good for moving both peak and non-peak traffic, but also good delineators for communities and spaces to place gateways and features.

Further Study: Fire Tower Road Extension to Forlines Road – Possible Roundabout

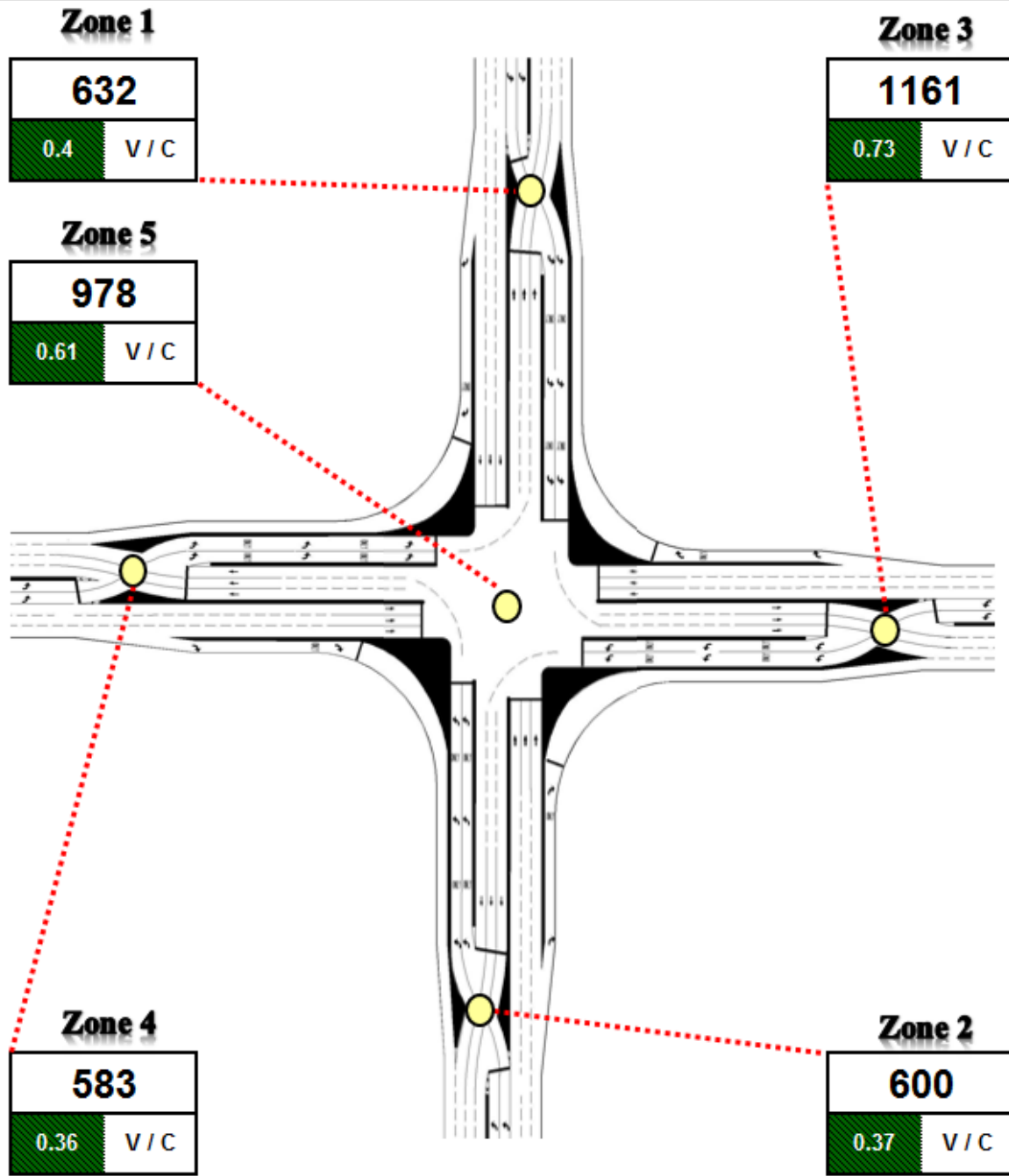
CAP-X, a FHWA planning traffic tool spreadsheet, was used to examine the intersection of the future Fire Tower Extension connection to Forlines Road to determine if a roundabout would have an acceptable level of service. A two-lane roundabout will operate at LOS E. The major factor is the large number of vehicles predicted to use this intersection as described in the 2040 volume assumptions above. As the Fire Tower Extension gets further studied, a two-lane roundabout at this location should be considered.

Further Study: NC 11/Fire Tower Road

In the capacity analyses, it was determined that the overall intersection at NC 11 and Fire Tower Road is operating at a LOS E. Due to the volumes being close to capacity, CAP-X was used to determine if any alternative intersection type may work better than a conventional intersection with multiple two-left turn lane approaches. Using the lanes as shown in the Lane Configuration Diagram. NC 11 & Fire Tower Rd intersection will work best as a Full Displaced Left Turn (also known as a CFI or Continuous Flow Intersection). The intersection also meets an acceptable LOS as an East-West Partial Displaced Left Turn, a North-South Partial Median U-Turn, and a Northeast Quadrant Roadway. These alternative intersections type may include more right-of-way and may also affect driveways and access that are close to the existing intersection.

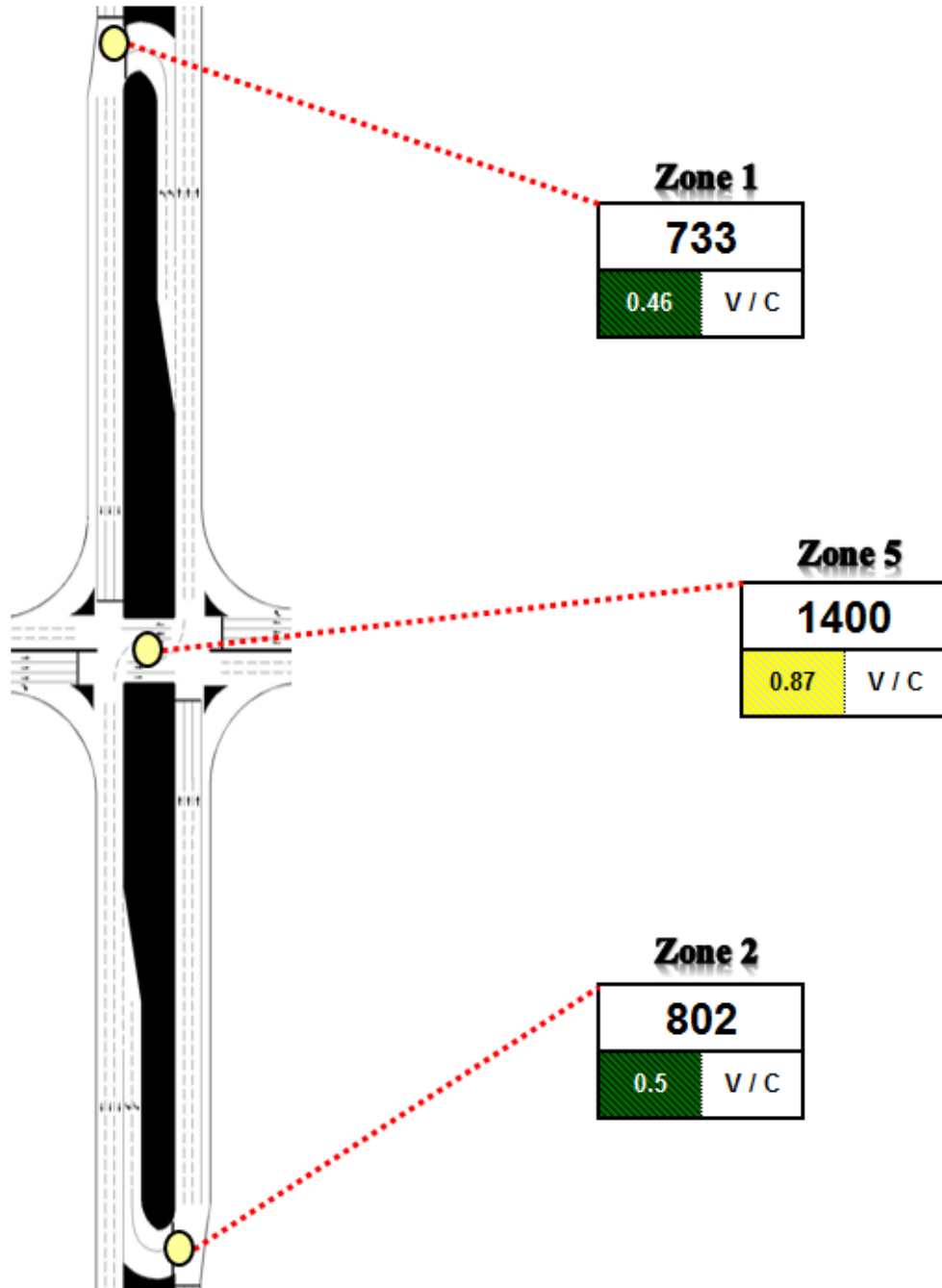
See pictures below for more detail of these intersection types.

Project Name:	NC 11 & Fire Tower PM	Critical Lane Volume Sum			
Project Number:	SW Pitt Bypass	< 1200	1200 - 1399	1400 - 1599	≥ 1600
Location:	Pitt	VOLUME / CAPACITY RATIO:		0.73	
Date:	August 16, 2018				



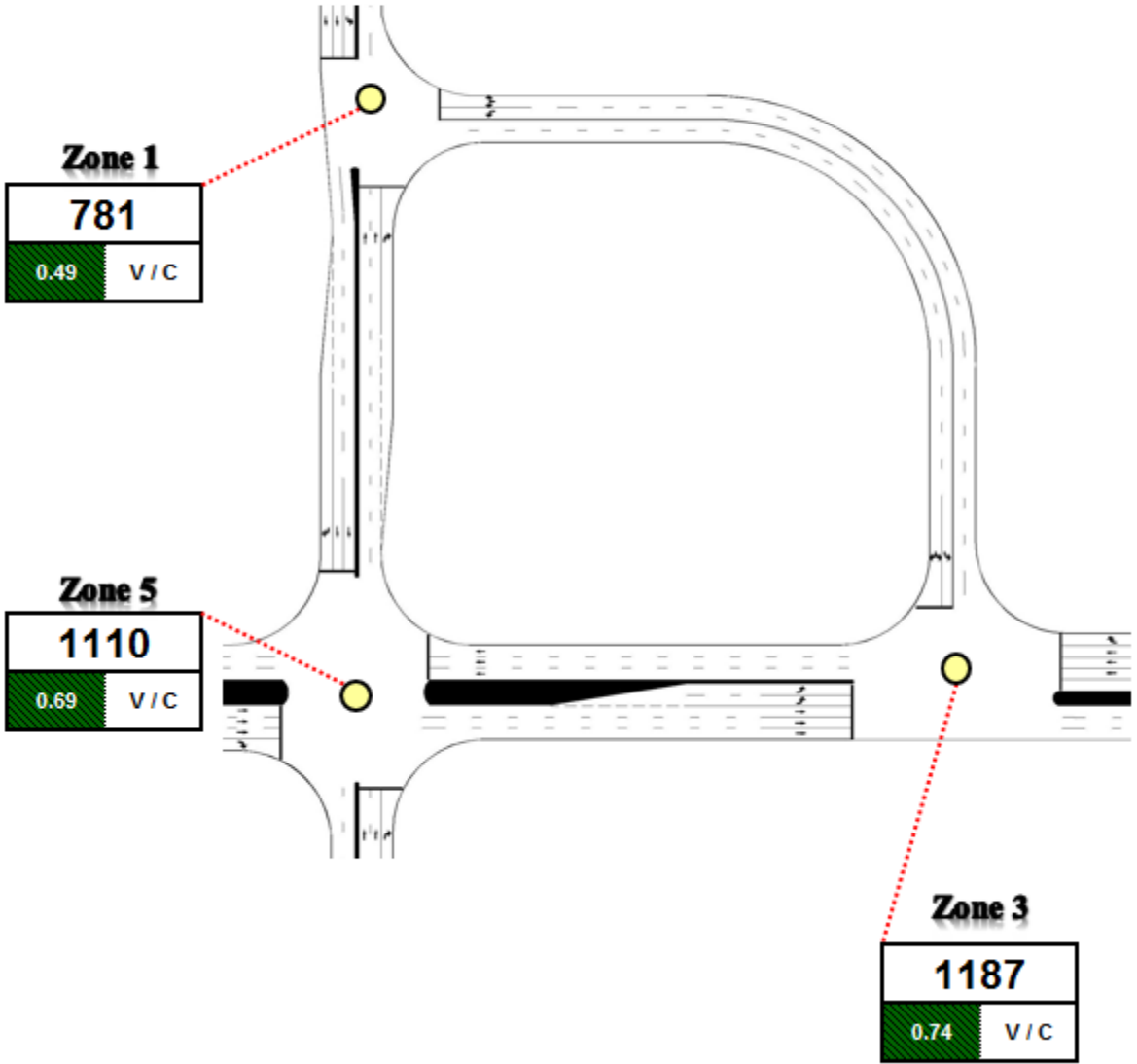
Full Displaced Left Turn Intersection

Project Name:	NC 11 & Fire Tower PM	Critical Lane Volume Sum			
Project Number:	SW Pitt Bypass	< 1200	1200 - 1399	1400 - 1599	≥ 1600
Location:	Pitt	VOLUME / CAPACITY RATIO:		0.87	
Date:	August 16, 2018				



Partial Median U-Turn Intersection

Project Name:	NC 11 & Fire Tower PM	Critical Lane Volume Sum	
Project Number:	SW Pitt Bypass	< 1200	1200 - 1399
Location:	Pitt	1400 - 1599	≥ 1600
Date:	August 16, 2018	VOLUME / CAPACITY RATIO:	0.74



Note: This diagram does not reflect the actual lane configuration of the Intersection

NE Quadrant Intersection



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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: S T WOOTEN CORPORATION Contract Amount: \$30,139,757.76 Work Began: 10/12/2015 Original Completion Date: 05/14/2019 Latest Payment Thru: 07/31/2018 Latest Payment Date: 08/07/2018	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: 96.25% Actual Progress: 86.83%
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: 07/31/2018 Latest Payment Date: 08/15/2018	Route: NC-11 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 6.74% Letting Date: 05/05/2015 Revised Completion Date: 06/02/2020 Scheduled Progress: 53.65% Actual Progress: 70.22%
Contract Number: DB00337 Division: 2 TIP Number: Length: 1.973 miles NCDOT Contact: Sarah F. Lentine Location Description: NC 102 Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$0.00 Work Began: 06/28/2018 Original Completion Date: 02/28/2019 Latest Payment Thru: Latest Payment Date:	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%
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: S T WOOTEN CORPORATION Contract Amount: \$2,090,911.75 Work Began: 09/18/2017 Original Completion Date: 05/25/2018 Latest Payment Thru: 06/14/2018 Latest Payment Date: 07/12/2018	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: 93.8%
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: 07/31/2018 Latest Payment Date: 08/06/2018	Route: NC-11 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 6.62% Letting Date: 06/14/2017 Revised Completion Date: Scheduled Progress: 58.62% Actual Progress: 40.31%
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: - 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: S T WOOTEN CORPORATION Contract Amount: \$2,426,538.33 Work Began: 02/02/2018 Original Completion Date: 02/03/2019 Latest Payment Thru: 07/31/2018 Latest Payment Date: 08/06/2018	Route: SR-1126 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 8.41% Letting Date: 06/28/2017 Revised Completion Date: Scheduled Progress: 68.1% Actual Progress: 31.63%
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	Route: SR-1276
Division: 2	County: Pitt
TIP Number:	
Length: 28.29 miles	Federal Aid Number:
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: BEAUFORT COUNTY, PITT COUNTY	
Contractor Name: S T WOOTEN CORPORATION	
Contract Amount: \$4,859,079.45	Cost Overrun/Underrun: 0%
Work Began: 07/16/2018	Letting Date: 12/13/2017
Original Completion Date: 02/28/2019	Revised Completion Date:
Latest Payment Thru: 07/31/2018	Scheduled Progress: 11.88%
Latest Payment Date: 08/07/2018	Actual Progress: 11.91%

Contract Number: DB00381	Route: -
Division: 2	County: Pitt
TIP Number:	
Length: 2.29 miles	Federal Aid Number:
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: S T WOOTEN CORPORATION	
Contract Amount: \$0.00	Cost Overrun/Underrun: 0%
Work Began:	Letting Date: 06/13/2018
Original Completion Date: 05/31/2019	Revised Completion Date:
Latest Payment Thru:	Scheduled Progress: 0%
Latest Payment Date:	Actual Progress: 0%

Contract Number: DB00382	Route: -
Division: 2	County: Pitt
TIP Number:	
Length: 4.79 miles	Federal Aid Number:
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: ROSE BROTHERS PAVING CO INC	
Contract Amount: \$0.00	Cost Overrun/Underrun: 0%
Work Began: 08/05/2018	Letting Date: 03/28/2018
Original Completion Date: 02/28/2019	Revised Completion Date:
Latest Payment Thru:	Scheduled Progress: 0%
Latest Payment Date:	Actual Progress: 0%

Contract Number: DB00387	Route: -
Division: 2	County: Pitt
TIP Number:	
Length: 10.4 miles	Federal Aid Number:
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: BARNHILL CONTRACTING COMPANY	
Contract Amount: \$0.00	Cost Overrun/Underrun: 0%
Work Began:	Letting Date: 08/23/2017
Original Completion Date: 02/28/2019	Revised Completion Date:
Latest Payment Thru:	Scheduled Progress: 0%
Latest Payment Date:	Actual Progress: 0%

Contract Number: DB00401	Route: SR-1550
Division: 2	County: Pitt
TIP Number:	
Length: 0.103 miles	Federal Aid Number:
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: BRIDGE #124 OVER BRIERY SWAMP ON SR 1550	
Contractor Name: S T WOOTEN CORPORATION	
Contract Amount: \$651,239.96	Cost Overrun/Underrun: 0.3%
Work Began: 04/26/2018	Letting Date: 01/24/2018
Original Completion Date: 11/26/2018	Revised Completion Date: 12/06/2018
Latest Payment Thru: 07/31/2018	Scheduled Progress: 76%
Latest Payment Date: 08/02/2018	Actual Progress: 75.47%

Contract Number: DB00402	Route: -
---------------------------------	-----------------

<p>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: \$945,410.00 Work Began: 04/30/2018 Original Completion Date: 01/31/2019 Latest Payment Thru: 07/31/2018 Latest Payment Date: 08/06/2018</p>	<p>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: 27% Actual Progress: 34.8%</p>
<p>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: 08/13/2018 Original Completion Date: 02/02/2019 Latest Payment Thru: Latest Payment Date:</p>	<p>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%</p>
<p>Contract Number: DB00415 Division: 2 TIP Number: Length: 16.99 miles NCDOT Contact: Sarah F. Lentine Location Description: PITT COUNTY Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$0.00 Work Began: Original Completion Date: 08/08/2019 Latest Payment Thru: Latest Payment Date:</p>	<p>Route: US-64 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 05/09/2018 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%</p>
<p>Contract Number: DB00418 Division: 2 TIP Number: Length: 0.019 miles NCDOT Contact: Sarah F. Lentine Location Description: SR 1780 (BOYD'S RD) 0.38 MILES FROM SR 1777 (CHICOD ST. EXT) Contractor Name: CHATHAM CIVIL CONTRACTING LLC Contract Amount: \$0.00 Work Began: 08/23/2018 Original Completion Date: 09/15/2018 Latest Payment Thru: Latest Payment Date:</p>	<p>Route: SR-1780 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 0% Letting Date: 06/13/2018 Revised Completion Date: Scheduled Progress: 0% Actual Progress: 0%</p>
<p>Contract Number: DB00421 Division: 2 TIP Number: Length: 0.2 miles NCDOT Contact: Sarah F. Lentine Location Description: AYDEN ELEMENTARY SCHOOL, AYDEN, PITT COUNTY Contractor Name: B E SINGLETON & SONS, INC. Contract Amount: \$312,413.50 Work Began: 06/29/2018 Original Completion Date: 11/14/2018 Latest Payment Thru: 07/31/2018 Latest Payment Date: 08/09/2018</p>	<p>Route: NC-102 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 1.01% Letting Date: 05/09/2018 Revised Completion Date: Scheduled Progress: 62.45% Actual Progress: 68.31%</p>

Upcoming Projects Subject to Approved STIP and Funding

Project ID	County	Description	R/W Acq Begins	Let Date
W-5702O	PITT	US 264 ALT(GREENVILLE BOULEVARD) AT MALL DRIVE		11/28/2018
U-5606	PITT	SR 1598/SR 1620 (DICKINSON AVE) FROM NC 11(MEMORIAL DRIVE) TO SR 1610 (READE CIRCLE)	6/22/2016	12/18/2018
U-5730	PITT	US 13 (MEMORIAL DRIVE) AT NC 43 (5TH STREET) UPGRADE INTERSECTION	1/24/2018	1/10/2019
W-5702L	PITT	SR 1755 (BLACK JACK - SIMPSON ROAD)AT SR 1744 (MILLS ROAD) INTERSECTION IMPROVEMENTS INCLUDING SKEW REVISIONS, VEGETATION REMOVAL, AND CHANNELIZATION.	11/22/2018	3/20/2019
I-6035	PITT	US 264/US 258 (FUTURE I-587) PITT COUNTY FROM GREENE COUNTYLINE TO SR 1467 (STANTONSBURG ROAD) INTERCHANGE (GREENVILLESOUTHWEST BYPASS). PAVEMENT REHABILITATION.		5/21/2019
W-5702N	PITT	NC 11 AT SR 1131 (REEDY BRANCH ROAD)	11/30/2018	7/24/2019
W-5702M	PITT	SR 1711 (WORTHINGTON ROAD) AT SR 1709 (COREY ROAD)	12/28/2018	8/28/2019
B-4605	PITT	REPLACE BRIDGE 5 OVER CHICOD CREEK ON SR 1777	5/6/2019	9/25/2019
U-5952	PITT	GREENVILLE - SIGNAL SYSTEM	11/19/2018	11/19/2019
17BP.2.R.91	PITT	Bridge 5 over Chicod Creek on SR 1777 (Black Jack-Grimesland Rd.) in Pitt County		11/27/2019
B-4786	PITT	REPLACE BRIDGE 38 OVER THE TAR RIVER ON US 13 IN GREENVILLE	5/30/2018	12/17/2019
B-5301	PITT	REPLACE BRIDGE 87 OVER THE NORFOLK SOUTHERN RAILROAD ON NC 33	8/17/2018	2/18/2020
17BP.2.R.92	PITT	Bridge 171 over Johnson Mill Run on SR 1418 (Stanton House Rd.) in Pitt County		3/25/2020
B-5612	PITT	REPLACE BRIDGE 24 OVER THE TAR RIVER ON NC 222	5/20/2019	5/19/2020

Upcoming Projects Subject to Approved STIP and Funding

Project ID	County	Description	R/W Acq Begins	Let Date
U-5785	PITT	SR 1708 (FIRETOWER ROAD) FROM NC 43 (CHARLES BOULEVARD) TO SR 1704 (FOURTEENTH STREET). WIDEN TO MULTI-LANES.	10/1/2018	5/19/2020
U-5870	PITT	SR 1708 (FIRETOWER ROAD) FROM SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	10/1/2018	5/19/2020
B-4603	PITT	REPLACE BRIDGE 29 OVER FORK SWAMP ON SR 1715	11/16/2018	11/25/2020
B-4607	PITT	REPLACE BRIDGE 43 OVER SWIFT CREEK ON SR 1923	1/18/2019	1/27/2021
17BP.2.R.103	PITT	Bridge 6 over Cow Swamp on SR 1756 (J. C. Galloway Rd.) in Pitt County		2/10/2021
U-2817	PITT	SR 1700 (EVANS STREET / OLD TAR ROAD) FROM SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264 ALTERNATE (GREENVILLE BOULEVARD) IN GREENVILLE	2/15/2019	2/16/2021
U-5875	PITT	SR 1203 (ALLEN STREET) FROM SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO MULTI-LANES	5/14/2018	6/15/2021
U-5917	PITT	SR 1704 (FOURTEENTH STREET) FROM RED BANKS ROAD 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
AV-5810	PITT	PITT-GREENVILLE AIRPORT (PGV) T-HANGER SITE PREPARATION AND ACCESS ROAD		6/30/2027

Upcoming Projects Subject to Approved STIP and Funding

Project ID	County	Description	R/W Acq Begins	Let Date
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

September 2018

1. Travel Demand Model Update (TDM)

The MPO's Travel Demand Model is nearing completion. Upon adopting the future and interim year socio-economic data Stantec, the contracted consultant, will finalize the model parameters and complete calibration efforts. They are currently undergoing quality control activities to ensure the model is valid and meets all requirements set forth by the MPO and NCDOT's Transportation Planning Division. Stantec is also finalizing the report document that will accompany the TransCad model files. As we near completion staff will attend a meeting with Stantec to discuss the final product and project closeout. At this meeting, NCDOT staff and Stantec staff will also schedule two training sessions with MPO staff to train and familiarize MPO staff with the program and functions. The Model will then be provided to Kimley-Horn for their use on the 2045 Metropolitan Transportation Plan to perform deficiency and alternative project analysis.

The MPO anticipates completion of this project and final closeout, with training and documentation completed, by September 30, 2018. The MPO will then be invoiced their portion of the project by the State which, in turn, will be assessed to the MPO membership on their FY 2019 Membership Dues (scheduled for disbursement to members in April 2019).

2. Southwest Bypass Land Use Plan

The Southwest Bypass Corridor Study kicked off and is on scheduled for completion in early Fall 2018. The project is approximately 95% complete with the completion of the final documentation for Pitt County's review currently underway. The Draft Southwest Bypass Corridor Plan was provided to the Steering Committee for comments and revised accordingly. At their final meeting the Steering Committee unanimously recommended that the Southwest Bypass Corridor Plan be provided to the various partner jurisdictions for review and action. Pitt County is scheduled to hold a Public Hearing for this plan on September 19, 2018.

3. Eastern North Carolina Regional Freight Mobility Plan

The Eastern North Carolina Regional Freight Mobility Plan has a tentative kickoff scheduled in late September 2018. MPO staff, on behalf of the nine (9) other planning organizations, has completed project scoping and contract negotiations. The final negotiated fee for this project is set as not to exceed \$297,366. The City of Greenville, as Lead Planning Agency of the MPO and lead agency for this project, is scheduled to accept State Planning and Research grant funds (in an amount not to exceed \$285,000) necessary to complete this project while also awarding a professional services contract to Cambridge Systematics to complete development of the plan at their September 10, 2018 regularly scheduled City Council Meeting. The remaining funds necessary to complete this project (5% of the total cost) is to be provided by way of a local match that is split proportionally amongst the partner planning organizations.

At this time each planning organization is compiling a list of stakeholders and consolidating necessary data to smoothly transition into the data collection phase of this project. In addition MPO staff is working with NCDOT to create a Regional Freight Advisory Committee who will steer this project and continue implementation efforts over the course of the planning horizon.

4. 2045 Metropolitan Transportation Plan

See Agenda Item 4f for most recent information.

5. Prioritization

See Agenda Item 4c and 4d for most recent information.

6. Planned Projects (Planned in the UPWP but not currently underway)

- a. Worthington Road Gateway Plan
- b. Pitt County Comprehensive Transportation Plan
- c. NC 43 Corridor Plan
- d. Pavement Condition Analysis
- e. Simpson Pedestrian Feasibility Study