

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
JOINT GOVERNING COMMITTEE MEETING**

Wednesday, December 12, 2018, at 1:30 p.m.
Conference Room 337, City of Greenville City Hall
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 from the September 26, 2018 TCC Meeting and the October 10, 2018 TAC Meeting; approve (pg.3-14)

3) Public Comment Period

4) New Business / Action Items:

- a) Support of the State’s Established Safety Performance Measure Targets – Resolution No. 2018-13-GUAMPO; ***Recommended for TAC Action (pg.15-20)***
- b) Administrative Modifications and Minor Amendments to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP); ***Discussion (pg.21-24)***
- c) Amendment of the FY 2018-2029 Unified Planning Work Program to Reallocate Funds to a Special Study Titled “Pavement Condition Analysis”– Resolution No. 2018-14-GUAMPO; ***Discussion (pg.25-30)***
- d) Proposed FY 2019-2020 Unified Planning Work Program (UPWP) – ***Discussion (pg.31-61)***
- e) Preliminary meeting of the TCC and TAC for 2019 – ***Discussion (pg.62)***
- f) Prioritization 6.0 Update and Future Project Considerations – ***Discussion (pg.63)***

5) Other Discussion Items

- a) Legislative Updates and Strategic Initiatives (pg.64-67)
- b) 2019 Ethics Filings for Transportation Advisory Committee (TAC) Members (pg.68)
- c) NCDOT Update/Announcements (pg.69-74)
 - i. Division 2
 - ii. STI/Prioritization Presentation
 - iii. Transportation Planning Division
- d) MPO Yearly Report (Handout)

6) Upcoming MPO Meeting Schedule (G.K Butterfield Transit Center Main Conference Room at 1:30pm)

- Technical Coordinating Committee (TCC)
 - February 6, 2019; April 10, 2019; June 26, 2019; September 18, 2019; December 11, 2019
- Transportation Advisory Committee(TAC)
 - February 20, 2019; April 24, 2019; July 10, 2019; October 2, 2019; December 11, 2019

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
September 26, 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. Ben Williams, TCC Vice-Chairperson, called the meeting to order. The following attended the meeting:

Rik DiCesare, City of Greenville
Ben Williams, Vice-Chair, Town of Winterville
James Rhodes, Pitt County
Richard Zeck, Village of Simpson
Jonas Hill, Pitt County
Bryan Jones, Town of Winterville
Stephen Smith, Town of Ayden
Steve Hamilton, NCDOT
Haywood Daughtry, NCDOT
Diane Hampton, NCDOT
Dominique Boyd, NCDOT
Eliud DeJesus, Mid-East RPO
John Fields, ECU

OTHERS PRESENT:

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

I. APPROVAL OF AGENDA

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

II. APPROVAL OF MINUTES OF JUNE 27, 2018 MEETING

Mr. Harrell made a motion to approve the June 27, 2018 meeting. Mr. DiCesare seconded the motion. The motion passed unanimously.

III. PUBLIC COMMENT PERIOD

There were no public comments.

IV. NEW BUSINESS / ACTION ITEMS

A. Support of the State Transit Asset Management Group Plan Established Targets for Transit Asset Management Performance Measures

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 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 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.

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.

A motion was made by Mr. Hamilton to recommend TAC support the plan established targets for Transit Asset Management Performance Measures for adoption. The motion was seconded by Mayor Zeck and passed unanimously.

B. Administrative Modifications to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

NCDOT has modified project(s) in the State Transportation Improvement Program (STIP). The Board of Transportation adopted the 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 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.

No action was required for this item.

C. 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). 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.

No action was required for this item.

D. Local Point Assignment for Greenville Urban Area MPO Prioritization 5.0 Division Needs Projects

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) nonhighway 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.

A motion was made by Mr. Rhodes to recommend TAC adopt the resolution to assign Division Needs local points to the eligible identified projects for adoption. The motion was seconded by Mr. Harrell and passed unanimously.

E. Interim (2025 and 2035) and Future Year (2045) Socio-Economic Data Sets for the Greenville Urban Area MPO's Travel Demand Model

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 also expanded 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 socioeconomic 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 has asked the MPO to take action to support the provided Interim year and Future year data sets, summarized in Table 2 of this agenda item, in order to finalize inputs and complete the model development.

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

F. 2045 Metropolitan Transportation Plan Development

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 7, 2018.

No action was required for this action.

G. Adoption of the Pitt County Travel Demand Model

The Pitt Count 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.

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

V. OTHER DISCUSSION ITEMS

- A. Legislative update (N/A)**
- B. Greenville Southwest Bypass Land Use Plan**
- C. 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
(G.K. Butterfield Transit Center Main Conference Room)**
• **Joint TCC & TAC Workshop Meeting – December 12, 2018 at 1:30pm**

VII. ITEMS FOR FUTURE CONSIDERATION

VIII. ADJOURN

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

**1 GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES
October 10, 2018**

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

Mayor P.J. Connelly, City of Greenville
Mayor Doug Jackson, Town of Winterville
Mayor Richard Zeck, Village of Simpson
Commissioner Charles Farley, Pitt County

TECHNICAL COORDINATING COMMITTEE MEMBERS PRESENT:

James Rhodes, Pitt County
Dominique Boyd, NCDOT
Ann Wall, City of Greenville
Bill Marley, FHWA
Ben Williams, Town of Winterville
Derrick Welch, Greenville – Pitt County Chamber of Commerce
Jeff Cabaniss, NCDOT

OTHERS PRESENT:

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

I. APPROVAL OF AGENDA

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

II. MINUTES

A motion was made by Mayor Jackson to approve the minutes of the July 11, 2018 TAC meeting as presented. Commissioner Farley seconded the motion and the motion passed unanimously.

III. PUBLIC COMMENT PERIOD

There were no public comments.

IV. NEW BUSINESS / ACTION ITEMS

A. Support of the State Transit Asset Management Group Plan Established Targets for Transit Asset Management Performance Measures

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.

A motion was made by Mayor Zeck to support the State Transit Asset Management Group Plan established targets for Transit Asset Management Performance Measures. The motion was seconded by Commissioner Farley and passed unanimously.

B. Administrative Modifications to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

NCDOT has modified project(s) in the State Transportation Improvement Program (STIP). The Board of Transportation adopted the 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 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.

No action was required for this item.

C. 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). 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.

No action was required for this item.

D. Local Point Assignment for Greenville Urban Area MPO Prioritization 5.0 Division Needs Projects

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) nonhighway 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.

A motion was made by Commissioner Farley to assign Division Needs local points to the eligible identified projects. The motion was seconded by Mayor Zeck and passed unanimously.

E. Interim (2025 and 2035) and Future Year (2045) Socio-Economic Data Sets for the Greenville Urban Area MPO's Travel Demand Model

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 also expanded 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 socioeconomic 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 has asked the MPO to take action to support the provided Interim year and Future year data sets, summarized in Table 2 of this agenda item, in order to finalize inputs and complete the model development.

A motion was made by Mayor Jackson to support the interim and future year socio-economic data as provided. The motion was seconded by Mayor Zeck and passed unanimously.

F. 2045 Metropolitan Transportation Plan Development

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 7, 2018.

No action was required for this action.

G. Adoption of the Pitt County Travel Demand Model

The Pitt Count 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.

A motion was made by Mayor Zeck to adopt the Pitt County Travel Demand Model. The motion was seconded by Commissioner Farley and passed unanimously.

V. OTHER DISCUSSION ITEMS

A. Legislative update (N/A)

B. Greenville Southwest Bypass Land Use Plan

C. NCDOT Update (contained in agenda package)

i. Division 2

ii. Transportation Planning Division

D. MPO Project Report (contained in agenda package)

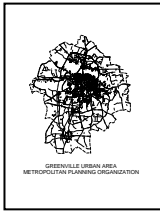
VI. UPCOMING MPO MEETING SCHEDULE (Greenville City Hall Conf. Rm 337 at 1:30pm)

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

VII. ITEMS FOR FUTURE CONSIDERATION

VIII. ADJOURN

With no other business or discussions, Mayor Jackson made a motion to adjourn the meeting. A second was made by Mayor Zeck and the meeting was adjourned.



Attachment 4a Joint Governing Committee

Action Required

December 12, 2018

TO: Joint Governing Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: State Safety Performance Measures

Purpose: To support the State Safety Performance measures as established by NCDOT

Discussion: Surface transportation legislation, namely MAP-21 and the 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 are staggered with each category, and the specific measures associated with it, adopted by the State according to a federally mandated schedule. The first category, Safety, must have an action prior to February 27, 2019.

The Safety category was developed by the State in coordination with the NCDOT's annual Highway Safety Improvement Program (HSIP) report. The HSIP report was submitted on August 31, 2018 and included the five (5) Safety category specific measures that must be adopted or addressed by the State and MPOs. The five HSIP safety measures that must be addressed are:

- Number of fatalities
- Fatality Rate (per 100 million VMT),
- Number of Serious Injuries
- Serious Injury Rate (per 100 million VMT), and
- Number of Non-motorized (Pedestrians + Bicyclists) Fatalities and Serious Injuries

These five specific criteria must be updated on a yearly basis with the following benchmarks adopted by NCDOT for 2019:

- For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 5.59 percent each year from 1,362.8 (2013-2017 average) to 1,214.7 (2015-2019 average) by December 31, 2019.
- For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 5.02 percent each year from 1.216 (2013-2017 average) to 1.097 (2015-2019 average) by December 31, 2019.
- For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 6.77 percent each year from 2,865.2 (2013-2017 average) to 2,490.6 (2015-2019 average) by December 31, 2019.
- For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 6.12 percent each year from 2.528 (2013-2017 average) to 2.228 (2015-2019 average) by December 31, 2019.
- For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 6.02 percent each year from 457.0 (2013-2017 average) to 403.7 (2015-2019 average) by December 31, 2019.

Per the legislative regulations, the MPO must take action in one of two ways for the above State HSIP Safety Performance Measures:

- A. Agreeing to plan and program projects so that they contribute toward the accomplishment of NCDOT's safety target for that performance measure; **or**
- B. Committing to a quantifiable target for that performance measure for your metropolitan planning area.

Action A indicates that the MPO will program projects, through SPOT and the MTIP, in a fashion that supports the above criteria. This effort is already undertaken through the prioritization process as each of these factors are utilized in assigning a safety score to SPOT projects. Action B indicates that the MPO plans to create their own MPO specific goals for the five specific HSIP measures. In doing so the MPO would be required to track progress of these goals and shoulder the burden of providing statistical and data support for each measure for each potential MPO project. The goals adopted by the MPO will be contained in the MPO's 2045 Metropolitan Transportation Plan (MTP) and will be updated yearly. With the inclusion of the performance measures in the MTP, seamless and efficient connection between the performance measures and potential projects will exist within the plan allowing all projects listed in the MTP to support the required performance measures (with yearly updates required to the measures). Staff and the TCC recommend that the TAC to adopt a resolution of support for the State established Safety Performance Measures for 2018.

Action Needed: Request the Joint Governing Committee adopt Resolution 2018-13-GUAMPO supporting the 2019 State Safety Performance Measures.

Attachments: *Informational handout on Safety Performance Measures released by FHWA.*

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for 5 safety performance measures. This document highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.

How do MPOs establish HSIP targets?

Coordination is the key for all stakeholders in setting HSIP targets. Stakeholders should work together to share data, review strategies and understand outcomes. MPOs must work with the State DOT. MPOs should also coordinate with the State Highway Safety Office, transit operators, local governments, the FHWA Division Office, National Highway Transportation Safety Administration (NHTSA) Regional Office, law enforcement and emergency medical services agencies, and others. By working together, considering and integrating the plans and programs of various safety stakeholders, MPOs will be better able to understand impacts to safety performance to establish appropriate HSIP targets. Coordination should start with the Strategic Highway Safety Plan (SHSP). More information on the SHSP is available at <http://safety.fhwa.dot.gov/hsip/shsp/>.

| HSIP Safety Targets Established by MPOs | |
|---|---|
| 1 | Number of fatalities |
| 2 | Rate of fatalities |
| 3 | Number of serious injuries |
| 4 | Rate of serious injuries |
| 5 | Number of non-motorized fatalities and non-motorized serious injuries |

MPOs establish HSIP targets by either:

1. agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target or
2. committing to a quantifiable HSIP target for the metropolitan planning area.

To provide MPOs with flexibility, MPOs may support all the State HSIP targets, establish their own specific numeric HSIP targets for all of the performance measures, or any combination. MPOs may support the State HSIP target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

| If an MPO agrees to support a State HSIP target, the MPO would ... | If an MPO establishes its own HSIP target, the MPO would... |
|---|--|
| <ul style="list-style-type: none"> ■ Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area ■ Coordinate with the State and include the safety performance measures and HSIP targets for all public roads in the metropolitan area in the MTP (Metropolitan Transportation Plan) ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP (Transportation Improvement Program) of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets | <ul style="list-style-type: none"> ■ Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State ■ Estimate vehicles miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets ■ Include safety (HSIP) performance measures and HSIP targets in the MTP ■ Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP ■ Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets |



Volumes for HSIP Rate Targets: MPOs that establish fatality rate or serious injury rate HSIP targets must report the VMT estimate used for such targets, and the methodology used to develop the estimate, to the State DOT. For more information on volumes for HSIP rate targets, see http://www.fhwa.dot.gov/planning/processes/tools/technical_guidance/index.cfm.

Roads addressed by MPO HSIP Targets: HSIP targets cover all public roadways within the metropolitan planning area boundary regardless of ownership or functional classification, just as State HSIP targets cover all public roads in the State.

How do MPOs with multi-State boundaries establish HSIP targets?

MPOs with multi-State boundaries must coordinate with all States involved. If an MPO with multi-State boundaries chooses to support a State HSIP target, it must do so for each State. For example, an MPO that extends into two States would agree to plan and program projects to contribute to two separate sets of HSIP targets (one for each State). If a multi-State MPO decides to establish its own HSIP target, the MPO would establish the target for the entire metropolitan planning area.

When do MPOs need to establish these targets?

States establish HSIP targets and report them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. Since FHWA deems the HSIP reports submitted on August 31, MPOs must establish HSIP targets no later than February 27 of each year.

| Top 5 Things to Know about MPO HSIP Safety Performance Targets | |
|--|--|
| ✓ | All MPOs must set a target for each of the 5 HSIP Safety Performance Measures |
| ✓ | MPOs may adopt and support the State's HSIP targets, develop their own HSIP targets, or use a combination of both |
| ✓ | MPOs must establish their HSIP targets by February 27 of the calendar year for which they apply |
| ✓ | MPO HSIP targets are reported to the State DOT |
| ✓ | MPO HSIP targets are not annually assessed for significant progress toward meeting targets; State HSIP targets are assessed annually |

Where do MPOs report targets?

While States report their HSIP targets to FHWA in their annual HSIP report, MPOs do not report their HSIP targets directly to FHWA. Rather, the State(s) and MPO mutually agree on the manner in which the MPO reports the targets to its respective DOT(s). MPOs must include baseline safety performance, HSIP targets and progress toward achieving HSIP targets in the system performance report in the MTP.

Whether an MPO agrees to support a State HSIP target or establishes its own HSIP target the MPO would include in the MTP a systems performance report evaluating the condition and performance of the transportation system with respect to the safety performance targets described in the MTP including progress achieved by the MPO in achieving safety performance targets

Assessment of Significant Progress

While FHWA will determine whether a State DOT has met or made significant progress toward meeting HSIP targets, it will not directly assess MPO progress toward meeting HSIP targets. However, FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review and the Federal Planning Finding associated with the approval of the Statewide Transportation Improvement Program.



RESOLUTION NO. 2018-13-GUAMPO
SUPPORT OF 2019 STATE ESTABLISHED TARGETS FOR SAFETY 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 Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2018; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries; and

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina; and

WHEREAS, the NCDOT has officially established and reported the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2018; and

WHEREAS, the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure, or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report; and

WHEREAS, that the MPO Staff and governing committees agree to plan and program projects that contribute toward the accomplishment of the State's targets as noted below for each of the aforementioned performance measures:

- 1. For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 5.59 percent each year from 1,362.8 (2013-2017 average) to 1,214.7 (2015-2019 average) by December 31, 2019.**
- 2. For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 5.02 percent each year from 1.216 (2013-2017 average) to 1.097 (2015-2019 average) by December 31, 2019.**
- 3. For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 6.77 percent each year from 2,865.2 (2013-2017 average) to 2,490.6 (2015-2019 average) by December 31, 2019.**

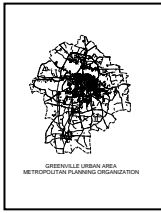
4. For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 6.12 percent each year from 2.528 (2013-2017 average) to 2.228 (2015-2019 average) by December 31, 2019.
5. For the 2019 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 6.02 percent each year from 457.0 (2013-2017 average) to 403.7 (2015-2019 average) by December 31, 2019.

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization hereby resolves to endorse the Safety Performance Targets for 2019 as Established by NCDOT.

Today, December 12, 2018

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

Amanda Braddy, Secretary



Attachment 4b

Joint Governing Committee

No Action Required

December 12, 2018

TO: Joint Governing Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Administrative Modifications and Minor Amendments to the 2018-2027
Metropolitan Transportation Improvement Program (MTIP)

Purpose: To update the 2018-2027 Metropolitan Transportation Improvement Program (MTIP) in compliance with two (2) administrative modifications (Performance Measure Language and Project Cost Estimate) and two (2) minor amendments (programming of two Regional projects for environmental study and planning).

ADMINISTRATIVE MODIFICATIONS

Project Modification

1. U-2817 (Evans Street/Old Tar Road Widening)
 - Cost Estimate \$81.6 Million (Revised)

Language Modification

2. “The MPO has established performance management targets for highway safety (established in the Strategic Highway Safety Plan (SHSP)), transit tier 2 providers that choose to participate in NCDOT’s Group Transit Asset Management (TAM) Plan, and performance management targets for infrastructure condition, congestion, system reliability, emissions, and freight movement. The MPO anticipates meeting their identified targets with the mix of projects included in the TIP aided by the Strategic Transportation Investments Prioritization and Programming process.”

MINOR AMENDMENTS

Project Addition

3. U-6125 (10th Street Access Management)
 - New STI Project Programmed for Planning and Environmental Study
4. U-6147 (Charles Blvd Access Management)
 - New STI Project Programmed for Planning and Environmental Study

Discussion:

NCDOT has modified and added the above referenced project(s) and language in the State Transportation Improvement Program (STIP). The Board of Transportation adopted the above 2018-2027 State Transportation Improvement Program (STIP) October and November regularly scheduled meetings. To remain compliant with the 2018-2027 STIP, the MPO must also modify/amend the local portion of the STIP, referred to as the Greenville Urban Area’s Metropolitan Transportation Improvement Program (MTIP). Project modifications are required

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. A minor Amendment will be initiated for projects that are programmed in the STIP for preliminary work. As such, projects receiving preliminary funding at the Regional Impact level of the State Prioritization system must be added in order for preliminary study and environmental work to move forward.

The above updated language regarding performance measures must also be included for compliance purposes. As the MPO has established all required performance measure targets, it is required that the MTIP include mention of these performance measures and the anticipated effect the MTIP has towards achieving those targets.

Action Needed: No action is required for this item.

Attachments: *MTIP modifications reference page with indicated projects*

**HIGHWAY PROGRAM
STIP ADDITIONS**

DIVISION 2

R-5886 NC 58 (EMERALD DRIVE), SR 1000 (COAST GUARD
CARTERET ROAD). INSTALL ROUNDABOUT.
PROJ.CATEGORY PROGRAMMED FOR PLANNING AND ENVIRONMENTAL
REGIONAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI
PROJECT.

R-5897 NC 32, BRICK KILN ROAD. IMPROVE INTERSECTION.
BEAUFORT PROGRAMMED FOR PLANNING AND ENVIRONMENTAL
PROJ.CATEGORY STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI
REGIONAL PROJECT.

R-5898 NC 58 (KINGOLD BOULEVARD), SR 1105 (GREENRIDGE
GREENE ROAD) TO CAROLINA DRIVE. UPGRADE ROADWAY.
PROJ.CATEGORY PROGRAMMED FOR PLANNING AND ENVIRONMENTAL
REGIONAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI
PROJECT.

U-6125 NC 33 (10TH STREET), OXFORD ROAD TO SR 1702
PITT (EVANS STREET). ACCESS MANAGEMENT.
PROJ.CATEGORY PROGRAMMED FOR PLANNING AND ENVIRONMENTAL
REGIONAL STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI
PROJECT.

U-6147 NC 43 (CHARLES BOULEVARD), US 264A (GREENVILLE
PITT BOULEVARD) TO SR 1726 (BELLS FORK ROAD).
PROJ.CATEGORY ACCESS MANAGEMENT.
REGIONAL PROGRAMMED FOR PLANNING AND ENVIRONMENTAL
STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI
PROJECT.

DIVISION 3

| | | | | | |
|---------------|--|--------------|-----------|-------------|------------|
| * B-5310 | SR 1817 (BRADSHAW ROAD), REPLACE BRIDGE 810188 | RIGHT-OF-WAY | FY 2022 - | \$150,000 | (STBG OFF) |
| SAMPSON | OVER WARD SWAMP. | CONSTRUCTION | FY 2023 - | \$1,500,000 | (STBG OFF) |
| PROJ.CATEGORY | <u>PROJECT ADDED AT REQUEST OF STRUCTURES</u> | | | \$1,650,000 | |
| DIVISION | <u>MANAGEMENT UNIT.</u> | | | | |

* INDICATES FEDERAL AMENDMENT

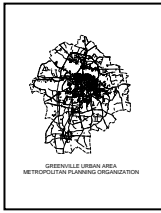
REVISIONS TO THE 2018-2027 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

| | | | | | | |
|---------------|------------------------------------|--|--------------|-----------|--------------|--------|
| * U-2817 | - GREENVILLE URBAN AREA | SR 1700 (EVANS STREET/ OLD TAR ROAD), SR 1711 | RIGHT-OF-WAY | FY 2019 - | \$22,500,000 | (STBG) |
| PITT | METROPOLITAN PLANNING ORGANIZATION | (WORTHINGTON ROAD) IN WINTERVILLE TO US 264 | | FY 2020 - | \$22,500,000 | (STBG) |
| PROJ.CATEGORY | | ALTERNATE (GREENVILLE BOULEVARD) IN | UTILITIES | FY 2019 - | \$1,150,000 | (STBG) |
| DIVISION | | GREENVILLE. WIDEN TO MULTI-LANES. | | FY 2020 - | \$1,150,000 | (STBG) |
| | | <u>COST INCREASE EXCEEDING \$2 MILLION AND 25%</u> | CONSTRUCTION | FY 2021 - | \$8,575,000 | (STBG) |
| | | <u>THRESHOLDS.</u> | | FY 2022 - | \$8,575,000 | (STBG) |
| | | | | FY 2023 - | \$8,575,000 | (STBG) |
| | | | | FY 2024 - | \$8,575,000 | (STBG) |
| | | | | | \$81,600,000 | |

* INDICATES FEDERAL AMENDMENT



Attachment 4c Joint Governing Committee

Action Required

December 12, 2018

TO: Joint Governing Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Amendment of the Fiscal Year (FY) 2018- 2019 Unified Planning Work Program (UPWP) to reallocate funds to a Special Study

Purpose: To amend the Greenville Urban Area Metropolitan Planning Organization's current FY 2018-2019 Unified Planning Work Program (PWP) to reallocate funds to a special study pavement condition within select areas of the MPO.

Discussion: The Greenville Urban Area Metropolitan Planning Organization's (MPO) Transportation Advisory Committee (TAC) approved the Fiscal Year (FY) 2018-2019 Unified Planning Work Program (UPWP or PWP) on November 8, 2017 and amended on July 11, 2018. The UPWP represents the MPO's planned activities and expenditures for the designated fiscal year and is required to be prepared yearly.

Staff is proposing to amend the current UPWP in order to reallocate existing planned expenditures from several line items in order to include a new special study. This project will also replace the NC 43 Corridor Study as the County has requested that study be reprogrammed in FY 2020. The breakdown of the movement of funds can be seen on the subsequent attachments. As this is a reallocation, the amount of planned expenditures will remain constant. In addition to reallocating funds from several lines items into a special study, staff will also amend the task narrative of the UPWP to reflect the addition of the proposed new study. The new language provides an abstract of the proposed study and reflects the following:

Pavement Condition Analysis (\$100,000 Total -- \$80,000 Federal; \$20,000 Local Match
Conduct a study on pavement conditions within the municipalities of the MPO and select areas of Pitt County. The condition assessment is intended to provide in depth data on the corridor and link pavement condition necessary for local municipalities to properly plan resurfacing and capital projects and update our previous condition assessment performed in 2013. The MPO will undergo a competitive RFP/RFQ process necessary to update our data but also produce any new and innovative data sets available regarding pavement condition. The MPO will provide the data produced to NCDOT in direct support of a federally mandated performance measure (PM2 – Pavement and Bridge Condition). Companies will utilize the most up to date processes and technology to study, analyze and compile pavement ratings, based on State, local and contractor jointly developed criteria, for all municipal maintained streets and select subdivision streets within the County that are proposed for NCDOT acceptance. This will amplify the NCDOT pavement analysis that is completed bi-annually and create a full scale data set for the area within the MPO's boundaries. This data is critical to local infrastructure planning and how local municipalities will allocate State and Federal funding.

This project is proposed across two (2) fiscal years with \$100,000 also being proposed in the FY 2019-2020 UPWP. With this amendment staff could begin the RFP/RFQ process for soliciting qualified professional service firms to complete this project. This project would be cost shared amongst the participants based on the current percentages as outlined in the MPO's Memorandum of Understanding. In the event any jurisdictional member of the MPO does not wish to participate the cost share shall be revised based on the population share of each jurisdictional member participating. Staff recommends that the Joint Governing Committee of the MPO approve and adopt the amendment to current UPWP reallocating funds

Action Needed: Request the Joint Governing Committee adopt Resolution 2018-14-GUAMPO reallocating funds within the current UPWP to the Pavement Condition Analysis Study.

Attachments: *Current UPWP Expenditure Breakdown; Proposed UPWP Expenditure Breakdown.*

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

| FTA CODE | TASK CODE | TASK DESCRIPTION | MPO Planning and Admin - PL104 | | | State Planning and Research Funding (TPD) | | | | Transit Planning - 5303 | | | | Transit-SECTION 5307 | | | | Task Funding Summary | | | |
|----------|--------------|---|--------------------------------|-------------|------------|---|-----------|-------------|------------|-------------------------|-------------|---------------|------------|----------------------|-------|---------|------------|----------------------|----------|-----------|-------------|
| | | | Local 20% | Federal 80% | TOTAL | Local 5% | State 15% | Federal 80% | Fund Total | Local (10%) | State (10%) | Federal (80%) | Fund Total | Local | State | FTA 80% | 5307 Total | Local | State | Federal | TOTAL |
| | II-A | Data and Planning Support | \$ 42,000 | \$ 168,000 | \$ 210,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 42,000 | \$0 | ##### | \$ 210,000 |
| 44.24.00 | II-A-1 | Networks and Support Systems | \$ 500 | \$ 2,000 | \$ 2,500 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 500 | \$0 | \$ 2,000 | \$ 2,500 |
| 44.23.01 | II-A-2 | Travelers and Behavior | \$ 500 | \$ 2,000 | \$ 2,500 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 500 | \$0 | \$ 2,000 | \$ 2,500 |
| 44.23.02 | II-A-3 | Transportation Modeling | \$ 41,000 | \$ 164,000 | \$ 205,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 41,000 | \$0 | ##### | \$ 205,000 |
| | II-B | Planning Process | \$ 79,000 | \$ 316,000 | \$ 395,000 | \$15,000 | \$45,000 | \$240,000 | \$300,000 | \$200 | \$200 | \$1,600 | \$2,000 | | | | | \$ 94,200 | \$45,200 | ##### | \$ 697,000 |
| 44.23.02 | II-B-1 | Targeted Planning | \$ 8,000 | \$ 32,000 | \$ 40,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 8,000 | \$0 | \$ 32,000 | \$ 40,000 |
| 44.23.01 | II-B-2 | Regional Planning (CTP, MTP, etc) | \$ 40,000 | \$ 160,000 | \$ 200,000 | | | | | \$200 | \$200 | \$1,600 | \$2,000 | | | | | \$ 40,200 | \$200 | ##### | \$ 202,000 |
| 44.27.00 | II-B-3 | Special Studies | \$ - | \$ - | \$ - | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ - | \$0 | \$ - | \$ - |
| | | <i>Pavement Condition Anlysis</i> | \$ 20,000 | \$ 80,000 | \$ 100,000 | | | | | | | | | | | | | | | | |
| | | <i>Worthington Road Corridor Study</i> | \$ 9,000 | \$ 36,000 | \$ 45,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 9,000 | \$0 | \$ 36,000 | \$ 45,000 |
| | | <i>Eastern North Carolina Freight Study</i> | | | | \$15,000 | \$45,000 | \$240,000 | \$300,000 | \$0 | \$0 | \$0 | \$0 | | | | | \$ 15,000 | \$45,000 | ##### | \$ 300,000 |
| | | <i>Simpson Pedestrian Corridor Feasibility Stud</i> | \$ 2,000 | \$ 8,000 | \$ 10,000 | | | | | | | | | | | | | | | | |
| | III-A | Planning Work Program | \$ 4,000 | \$ 16,000 | \$ 20,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 4,000 | \$0 | \$ 16,000 | \$ 20,000 |
| 44.21.00 | III-A-1 | Planning Work Program | \$ 2,000 | \$ 8,000 | \$ 10,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 2,000 | \$0 | \$ 8,000 | \$ 10,000 |
| 44.24.00 | III-A-2 | Metrics and Performance Measures | \$ 2,000 | \$ 8,000 | \$ 10,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 2,000 | \$0 | \$ 8,000 | \$ 10,000 |
| | III-B | Transp. Improvement Plan | \$ 5,000 | \$ 20,000 | \$ 25,000 | | | | | \$200 | \$200 | \$1,600 | \$2,000 | | | | | \$ 5,200 | \$200 | \$ 21,600 | \$ 27,000 |
| 44.25.00 | III-B-1 | Prioritization | \$ 2,000 | \$ 8,000 | \$ 10,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 2,000 | \$0 | \$ 8,000 | \$ 10,000 |
| 44.25.00 | III-B-2 | Metropolitan TIP | \$ 2,000 | \$ 8,000 | \$ 10,000 | | | | | \$200 | \$200 | \$1,600 | \$2,000 | | | | | \$ 2,200 | \$200 | \$ 9,600 | \$ 12,000 |
| 44.25.00 | III-B-3 | Merger/Project Development | \$ 1,000 | \$ 4,000 | \$ 5,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 1,000 | \$0 | \$ 4,000 | \$ 5,000 |
| | III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | \$ 3,000 | \$ 12,000 | \$ 15,000 | | | | | \$200 | \$200 | \$1,600 | \$2,000 | | | | | \$ 3,200 | \$200 | \$ 13,600 | \$ 17,000 |
| 44.27.00 | III-C-1 | Title VI Compliance | \$ 200 | \$ 800 | \$ 1,000 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$ 200 | \$0 | \$ 800 | \$ 1,000 |
| 44.27.00 | III-C-2 | Environmental Justice | \$ 200 | \$ 800 | \$ 1,000 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$ 200 | \$0 | \$ 800 | \$ 1,000 |
| 44.27.00 | III-C-3 | Minority Business Enterprise Planning | \$0 | \$0 | \$0 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$0 | \$0 | \$0 | \$0 |
| 44.27.00 | III-C-4 | Planning for the Elderly | \$0 | \$0 | \$0 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$0 | \$0 | \$0 | \$0 |
| 44.27.00 | III-C-5 | Safety/Drug Control Planning | \$0 | \$0 | \$0 | | | | | \$200.0 | \$200.0 | \$1,600 | \$2,000 | | | | | \$200 | \$200 | \$1,600 | \$2,000 |
| 44.27.00 | III-C-6 | Public Involvement | \$2,600 | \$10,400 | \$13,000 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$2,600 | \$0 | \$10,400 | \$13,000 |
| 44.27.00 | III-C-7 | Private Sector Participation | \$0 | \$0 | \$0 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$0 | \$0 | \$0 | \$0 |
| 44.27.00 | III-D | Statewide & Extra-Regional Planning | \$ 5,000 | \$ 20,000 | \$ 25,000 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$ 5,000 | \$0 | \$ 20,000 | \$ 25,000 |
| 44.27.00 | III-E | Management Ops, Program Suppt Admin | \$16,000 | \$64,000 | \$80,000 | | | | | \$3,600.0 | \$3,600.0 | \$28,800 | \$36,000 | \$0.0 | \$0.0 | \$0 | \$0 | \$ 19,600 | \$3,600 | \$ 92,800 | \$ 116,000 |
| | | TOTALS | \$ 154,000 | \$ 616,000 | \$ 770,000 | \$15,000.0 | \$45,000 | \$240,000 | \$300,000 | \$4,200 | \$4,200 | \$33,600 | \$42,000 | \$0 | \$0 | \$0 | \$0 | \$173,200 | \$49,200 | \$889,600 | \$1,112,000 |

**RESOLUTION NO. 2018-14-GUAMPO
APPROVING AMENDMENT #2 TO THE GREENVILLE URBAN AREA MPO'S FY
2019 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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

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

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

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

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

WHEREAS, the MPO's Long Range Transportation Plan has a planning horizon of 2040 and meets all the requirements for an adequate Long Range Transportation Plan; and

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

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area previously adopted the FY 2019 UPWP November 8, 2017 and adopted Amendment #1 to the UPWP on July 11, 2018; and

WHEREAS, this amendment reallocates programmed funds from UPWP Tasks to a new Special Study titled "Pavement Condition Analysis" in Task II-B-3 in the UPWP and is defined as:

Pavement Condition Analysis (\$100,000 Total -- \$80,000 Federal; \$20,000 Local Match Conduct a study on pavement conditions within the municipalities of the MPO and select areas of Pitt County. The condition assessment is intended to provide in depth data on the corridor and link pavement condition necessary for local municipalities to properly plan resurfacing and capital projects and update our previous condition assessment performed in 2013. The MPO will undergo a competitive RFP/RFQ process necessary to update our data but also produce any new and innovative data sets available regarding pavement condition. The MPO will provide the data produced to NCDOT in direct support of a federally mandated performance measure (PM2 – Pavement and Bridge Condition). Companies will utilize the

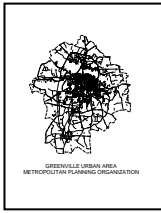
most up to date processes and technology to study, analyze and compile pavement ratings, based on State, local and contractor jointly developed criteria, for all municipal maintained streets and select subdivision streets within the County that are proposed for NCDOT acceptance. This will amplify the NCDOT pavement analysis that is completed biannually and create a full scale data set for the area within the MPO's boundaries. This data is critical to local infrastructure planning and how local municipalities will allocate State and Federal funding.

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area MPO hereby approves and endorses the Amendment #2 to the Unified Planning Work Program (UPWP) for FY 2019 (2018-2019).

Today, December 12, 2018.

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

Amanda Braddy, Secretary



Attachment 4d

Joint Governing Committee

No Action Required

December 12, 2018

TO: Joint Governing Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Proposed FY 2019-2020 Unified Planning Work Program (UPWP)

Purpose: Discuss the Proposed Greenville Urban Area Metropolitan Planning Organization's (MPO) FY 2019-2020 Unified Planning Work Program.

Discussion: The Unified Planning Work Program (UPWP) is a federally mandated document that must be prepared yearly. The purpose of the UPWP is to illustrate the activities and expenditures anticipated by the MPO for the coming fiscal year. The MPO receives a yearly allocation of funding and rolls over funding from previous years that must be programmed and allocated to specific tasks and responsibilities such as regional planning, Prioritization, maintenance of the Metropolitan Transportation Improvement Program (MTIP), Title VI initiatives, Public Involvement etc...

The proposed UPWP for the PL-funded planning activities in FY 2020 was developed utilizing information provided by representatives of the MPO's participating communities and coordinated with NCDOT's Transportation Planning Branch. The City of Greenville's Transit Manager provided information regarding future FTA-sponsored planning activities and needs as necessary for system specific funding.

MPO projects and special studies anticipated in the 2018-2019 period include:

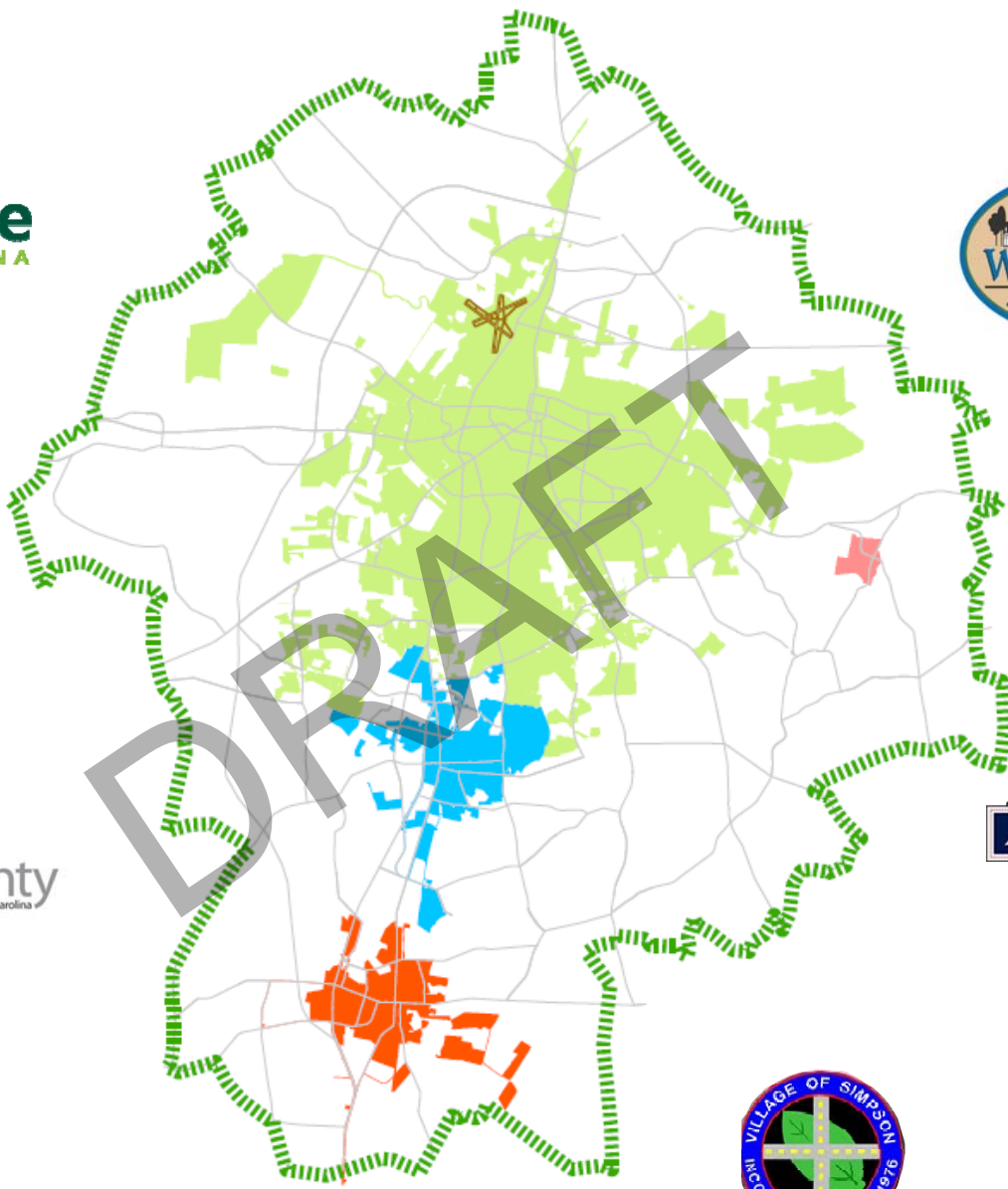
- Metropolitan Transportation Plan update (Task II-B-2, Regional Planning)
- Pitt County – CTP update assistance (Task II-B-2, Regional Planning)
- Eastern North Carolina Regional Freight Study (Task II-B-3, Special Studies)
- NC43/Charles Blvd Corridor Study (Task II-B-3, Special Studies)
- Pavement Condition Analysis (Task II-B-3, Special Studies)
- Uptown Greenville Area and Mobility Plan (Task II-B-3, Special Studies)

A 5-year work plan be submitted and updated to keep NCDOT abreast of long-range planning issues. This requirement was initiated by NCDOT for the 2009-2010 planning period and outlines the major initiatives the MPO plans to undertake creating efficient communication between NCDTO, FHWA and the MPO.

Action Needed: N/A

Attachments: *Draft FY 2020 UPWP*

THE GREENVILLE URBAN AREA MPO FISCAL YEAR (FY) 2020 UNIFIED PLANNING WORK PROGRAM (UPWP)



**Approved Greenville Urban Area
Metropolitan Planning Organization
TBD**

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Greenville Urban Area 2019-2020 PWP Narrative

UPWP Overview

Greenville Urban Area Metropolitan Planning Organization PLANNING WORK PROGRAM (PWP) for July 1, 2019- June 30 2020 (FY 2020)

Introduction

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

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

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

This Unified Planning Work Program (UPWP) for the Greenville Urban Area Metropolitan Planning Organization documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2019-2020 (from July 1, 2019 through June 30, 2020). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C")

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

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

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal years 2019-2020.

Federal Requirements

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

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

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

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

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

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

These factors are addressed through various work program tasks selected for fiscal year 2019-2020.

Fixing America's Surface Transportation Act (FAST Act)

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

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

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

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

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

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

Public Participation and Title VI

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

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

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

Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program

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

The Metropolitan Transportation Plan (MTP) includes the following:

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

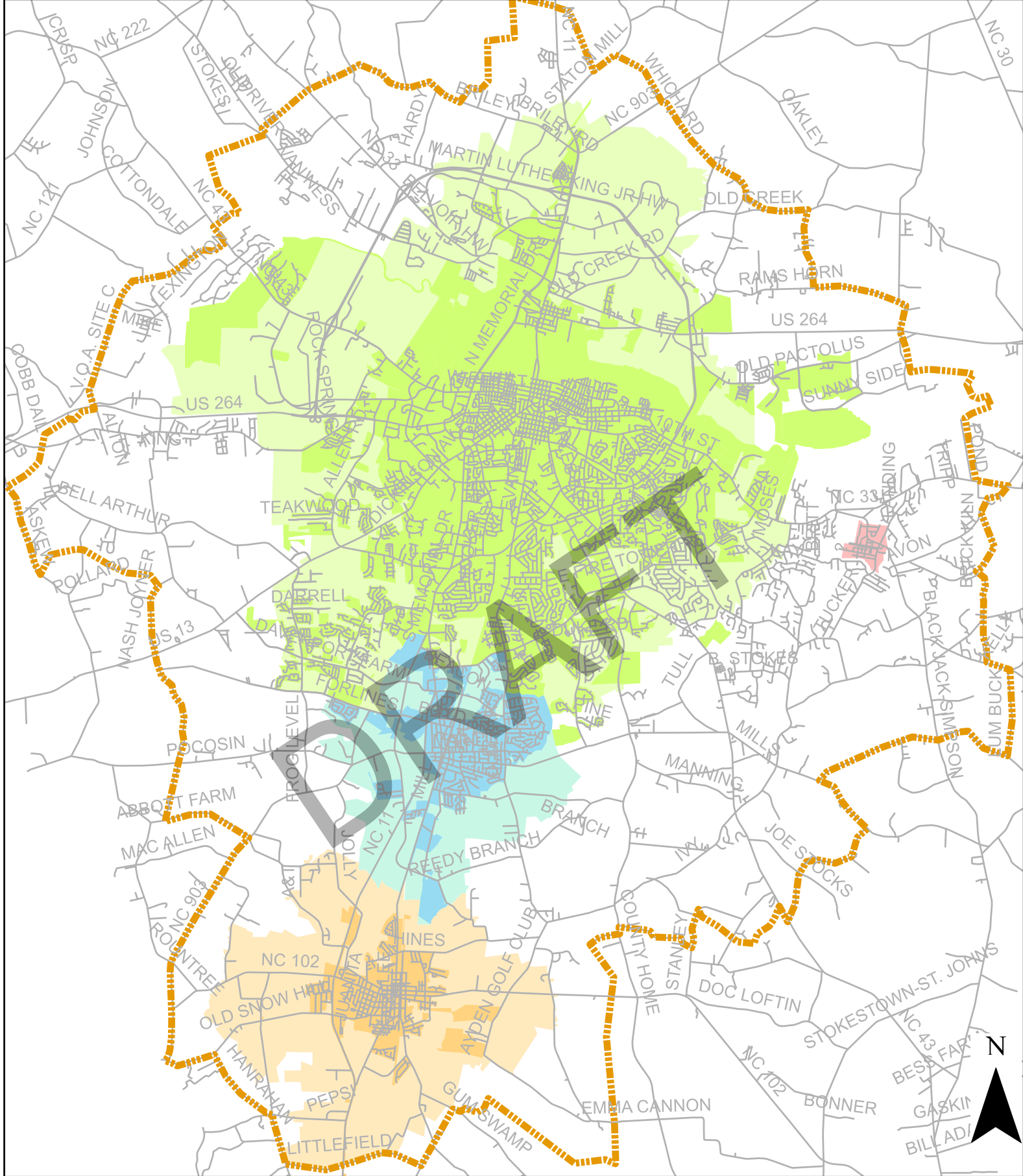
- A financial plan that demonstrates how the adopted transportation plan can be implemented;
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
- Capital investment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

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

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

Air Quality Conformity Process

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



Legend

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

Greenville Urban Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEMBERS

CHAIR
*P.J. Connelly, Mayor
 City of Greenville
 ALTERNATE: Rose Glover, Mayor Pro-Tem*

VICE-CHAIR
*Charles Farley
 Commissioner
 Pitt County*

*Steve Tripp, Mayor
 Town of Ayden*

*Doug Jackson, Mayor
 Town of Winterville
 ALTERNATE: Tony Moore*

*Richard Zeck, Mayor
 Village of Simpson*

*Thomas Taft Jr.
 Board of Transportation
 NCDOT*

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

TECHNICAL COORDINATING COMMITTEE MEMBERS

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

*Thomas Barrett
 Chief Planner
 City of Greenville*

*Lamont Jackson
 Transit Manager
 City of Greenville*

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

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

*Ann E. Wall
 City Manager
 City of Greenville*

*James Rhodes, AICP
 Planning Director
 Pitt County*

*Jonas Hill
 Planner
 Pitt County*

*Ben Williams
 Asst. Town Manager
 Town of Winterville
 Vice-Chair*

*Terri Parker
 Town Manager
 Town of Winterville*

*Steven Harrell
 Town Manager
 Town of Ayden*

*Stephen Smith
 Community & Economic Planner
 Town of Ayden*

*Richard Zeck
 Mayor
 Village of Simpson*

*Preston Hunter, PE
 Division Engineer
 NCDOT*

*Steve Hamilton, PE
 Division Traffic Engineer
 NCDOT*

*Michael Taylor
 Assistant County Manager
 Pitt Area Transit*

*Dominique Boyd
 Greenville MPO Coordinator
 Transportation Planning Branch
 NCDOT*

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

*Jeff Cabaniss, PE
 Division Planning Engineer
 NCDOT*

*Kevin Richards
 Planning Director
 Mid-East Commission*

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

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

*(non-voting)—David Bender
 Public Transportation Division
 NCDOT*

*(non-voting)—Eliud De Jesus
 Mid-East RPO*

Membership as of November 26, 2018

Common Acronyms

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

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

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Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

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

State Planning and Research (SPR) Funds

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

Section 5303 Funds

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

| Funding Summary FY 2019-2020 (Total funds programmed in PWP, including Transit funds) | | | | |
|---|-------------------|------------------|------------------|-------------------|
| Funding Source | Federal Funding | State Funding | Local Match | Total |
| Planning Funds (PL 104) | \$ 309,200 | | \$ 77,300 | \$ 386,500 |
| State Planning and Research Funding (SPR) | \$ 60,000 | \$ 11,250 | \$ 3,750 | \$ 75,000 |
| Section 5303 | \$ 33,600 | \$ 4,200 | \$ 4,200 | \$ 42,000 |
| Total | \$ 402,800 | \$ 15,450 | \$ 85,250 | \$ 503,500 |

| Program Summary for MPO Planning and Administration (PL Funds) | | |
|--|-------------------|------------------------------|
| Task | PL Funds | Percentage of Total PL Funds |
| II-A Data and Planning Support | \$ 12,000 | 3.88% |
| II-B Planning Process | \$ 16,000 | 5.17% |
| <i>(II-B Special Study)</i> | \$ 176,000 | 56.92% |
| III-A Planning Work Program | \$ 8,000 | 2.59% |
| III-B Transp. Improvement Plan | \$ 9,600 | 3.10% |
| III-C Cvl Rgts. Cmp./Otr .Reg. Reqs. | \$ 11,600 | 3.75% |
| III-D Statewide and Extra-Regional Planning | \$ 12,000 | 3.88% |
| III-E Management Ops, Program Support Admin | \$ 64,000 | 20.70% |
| TOTAL PL Funds | \$ 309,200 | 100.00% |

| Program Summary for State Planning and Research Funds Awarded to MPO | | | | |
|--|---------------|-------------|-------------|------------------------------|
| Task | Federal Funds | State Funds | Local Match | Task Percentage of Available |
| II-B-3 Special Studies | | | | |
| ENC Freight Mobility Plan | \$ 60,000 | \$ 11,250 | \$ 3,750 | 100.00% |

General Task Descriptions and Narratives

II-A Data and Planning Support

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

II-A-1 Networks and Support Systems

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

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

II-A-2 Travelers and Behavior

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

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

II-A-3 Transportation Modeling

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

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

II-B Planning Process

II-B-1 Targeted Planning

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

- In accordance with the planning rules associated with the FAST Act (23 CFR 450.306.b) MPO staff will assist the members of the MPO in analyzing the effects of transportation development on the resiliency of the region. Staff will assist in the study of emergency events and participate in planning sessions on how to reduce impacts of events to travel and transportation within the region and surrounding area. Staff will act as necessary personnel during emergency events in order to collect data and develop strategies necessary to improve network resiliency for future events.
- Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions and transportation system management strategies. Provide documentation of the process to be used in updating the MTP. Tasks also include planning strategies associated with Transportation Demand Management, Access Control and Management, Traffic Operations Improvements, Incident Management and Growth Management. Staff will also work with NCDOT and local traffic engineers to identify, develop implement solutions to congestion management issues within the MPO.
- Coordinate with private freight carriers in the region to identify major shipping lanes in and out of the region and potential projects where NCDOT/GUAMPO can facilitate cooperation; incorporate applicable projects into the MTP and prepare update of the freight element of the MTP. Identify freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Staff will continue project management responsibilities of the Eastern North Carolina Freight Mobility Plan in order to develop a unified vision for multimodal freight movement and development in the region.
- Participate in FAST ACT related training and workshops to assist development of MTP and performance measures.
- Research/investigate/analyze/report on alternative fuel vehicles, advanced transportation technologies, infrastructure, fueling/recharging stations, related equipment, and alt fuels technology, including public transit and transportation corridors.
- Assist with conformity determination analysis, interagency consultation process, and coordination with State and Federal agencies in developing and maintaining mobile source emission inventories. Attending air quality-related trainings/briefings/coordination meetings.

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

II-B-2 Regional Planning

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

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

II-B-3 Special Studies

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

- **Pavement Condition Analysis (\$100,000 Total -- \$80,000 Federal; \$20,000 Local Match)**
 Conduct a study on pavement conditions within the municipalities of the MPO and select areas of Pitt County. The condition assessment is intended to provide in depth data on the corridor and link pavement condition necessary for local municipalities to properly plan resurfacing and capital projects and update our last condition assessment performed in 2013. The MPO will undergo a competitive RFP/RFQ process necessary to update our data but also produce any new and innovative data sets available regarding pavement condition. The MPO will provide the data produced to NCDOT in direct support of a federally mandated performance measure (PM2 – Pavement and Bridge Condition). Companies will utilize the most up to date processes and technology to study, analyze and compile pavement ratings, based on State, local and contractor jointly developed criteria, for all municipal maintained streets and select subdivision streets within the County that are proposed for NCDOT acceptance. This will amplify the NCDOT pavement analysis that is completed bi-annually and create a full scale data set for the area within the MPO's boundaries. This data is critical to local infrastructure planning and how local municipalities will allocate State and Federal funding.
- **Eastern North Carolina Freight Mobility Plan (\$75,000 Total -- \$60,000 SPR Funds; \$11,250 State; \$3,750 Local Match)**
 Conduct a study and create a plan to support and streamline development of the eastern North Carolina multi-modal freight network centered on NCDOT Divisions 1, 2 and 3 and the planning organizations contained within. This plan will be a cooperative project between

the State, local governments, planning organizations, corridor advocacy groups, businesses and local citizens. The overall goal of this plan would be to create a unified regional vision for the development of the interstate system and national Highway system so as to create unified goals for prioritization and leverage economic development to compete with the large metro areas such as Raleigh and Charlotte. This plan would also assist in developing required freight provisions for the organizations involved as federally mandated and would further focus the Statewide Freight Mobility Plan for a concentrated eastern North Carolina vision.

- **NC 43 Corridor Study (\$45,000 Total -- \$36,000 Federal; \$9,000 Local Match)**
Conduct a study of the NC 43 corridor and its impact on the surrounding area including reconfigured transportation facilities and continued land-use development. Develop a small area/corridor plan with specific goals and objectives for maintaining optimum traffic circulation and to ensure appropriate development occurs along the corridor. The study area will encompass an approximate one-mile buffer on each side of the highway corridor with particular emphasis on intersections as well as any planned, new or realigned roadways and the planned coordination between transportation and land use development along the corridor.
- **Uptown Area and Mobility Master Plan (\$10,000 Total -- \$8,000 Federal; \$2,000 Local Match)**
Conduct a study and planning process necessary to develop a master plan for the City of Greenville's Uptown Core District. This plan will look to study the relationship of land development and/or redevelopment and transportation. As the Uptown Core continues to develop traditional transportation by vehicle continues to become more difficult creating the need to develop new mobility strategies that will link support and enhance development of an urban core. In addition to land use recommendations this effort will look at potential urban core facility, traffic, streetscaping and policy recommendations in order to increase the efficiency and leverage opportunity and funding.

III-A Unified Planning Work Program

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

III-A-1 Planning Work Program

- The Greenville Urban Area MPO will develop a Planning Work Program (PWP) with the guidance of the Technical Coordinating Committee (TCC) and MPO Board; Present the PWP for approval to the Transportation Advisory Committee and submit to the NCDOT Transportation Planning Branch.

- Actively manage the progress of consultants engaged in completing UPWP tasks.
- Develop the FY 5-year Planning Work Program Calendar.

III-A-2 Metrics and Performance Management

- Update the UPWP, MTP, etc. to address MAP-21 Performance Measure tracking and reporting.
- Prepare quarterly reports, the annual report, and requests for reimbursement.
- Work on establishing/developing/refinement/updating of performance measures/targets.
- Update plans (CTP/MTP/TIP), as required, to meet MAP21 performance measure requirements.
- Develop reporting apparatus to illustrate how funding of improvement projects within the MPO planning area supports the MPO's adopted performance targets.
- Continue to collect data and refine analytics techniques to prepare for future performance measurement actions and requirements.

III-B Transportation Improvement Program

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

III-B-1 Prioritization

- Maintenance of a prioritized needs list (the SPOT list) of potential STIP projects across modes. Develop purpose and needs statements, as appropriate/needed.
- Work to update and improve local prioritization process for SPOT projects.
- Data, Maps and Resolutions for STIP Project Recommendations as needed.
- Attendance of any STIP- or SPOT-related meetings.
- Gathering and entry of data required for SPOT ranking of projects.

- Evaluate transportation projects. Review scoring methodology and score transportation projects, as requested by NCDOT.
- Attend SPOT-related workgroup/policy-development/planning workgroups or related meetings at a local, regional, or statewide level.
- Meet/work with local government entities to assist with prioritization or project development/refinement.

III-B-2 Metropolitan TIP

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

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

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

III-C-1 Title VI Compliance

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

III-C-2 Environmental Justice

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

III-C-3 Minority Business Enterprise Planning

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

III-C-4 Planning for the Elderly

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

III-C-5 Safety and Drug Control Planning

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

III-C-6 Public Involvement

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

III-C-7 Private Sector Participation

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

III-D Statewide and Extra-Regional Planning

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

- Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation.
- Coordinate with neighboring RPO's, transit-providers, and other agencies.
- Participate in the North Carolina Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues.

- Participate in working groups, subcommittees, or task forces associated with NCDOT or other government agencies or statewide or regional professional associations such as the Working Group for Roads and Transportation (WGRT) of the North Carolina Geographic Information Coordinating Council (NCGICC), NCSITE, NCURISA, NCAPA, Eastern Carolina MPO/RPO Coalition, AMPO, NCAMPO etc...
- Attend regional, statewide, national, and/or other planning initiatives, meetings, or conferences.

III-E. Management and Operations

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

III-E Management Operations and Program Support Administration

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

- Innovative and successful public involvement (two-way communication).
- Activities, responsibilities and objectives related to Grant writing for potential planning and construction based transportation Grants (i.e. BUILD, INFRA, etc...).
- Preparing press releases, web page updates, etc.
- Presentations at local association meetings, regular briefings of legislators and local officials.
- This task provides for the Lead Planning Agency to perform necessary activities in order to continue a cooperative, comprehensive, and continuing transportation planning process for the urbanized area. Funds will allow for performance of required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

DRAFT

Greenville Urban Area Metropolitan Planning Organization Task and Project Funding FY 2020

| FTA CODE | TASK CODE | TASK DESCRIPTION | MPO Planning and Admin - PL104 | | | State Planning and Research Funding (TPD) | | | | Transit Planning - 5303 | | | | Transit-SECTION 5307 | | | | Task Funding Summary | | | |
|----------|--------------|--|--------------------------------|-------------|------------|---|-----------|-------------|------------|-------------------------|-------------|---------------|------------|----------------------|-------|---------|------------|----------------------|----------|-----------|------------|
| | | | Local 20% | Federal 80% | TOTAL | Local 5% | State 15% | Federal 80% | Fund Total | Local (10%) | State (10%) | Federal (80%) | Fund Total | Local | State | FTA 80% | 5307 Total | Local | State | Federal | TOTAL |
| | II-A | Data and Planning Support | \$ 3,000 | \$ 12,000 | \$ 15,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 3,000 | \$0 | \$ 12,000 | \$ 15,000 |
| 44.24.00 | II-A-1 | Networks and Support Systems | \$ 1,000 | \$ 4,000 | \$ 5,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 1,000 | \$0 | \$ 4,000 | \$ 5,000 |
| 44.23.01 | II-A-2 | Travelers and Behavior | \$ 1,000 | \$ 4,000 | \$ 5,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 1,000 | \$0 | \$ 4,000 | \$ 5,000 |
| 44.23.02 | II-A-3 | Transportation Modeling | \$ 1,000 | \$ 4,000 | \$ 5,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 1,000 | \$0 | \$ 4,000 | \$ 5,000 |
| | II-B | Planning Process | \$ 48,000 | \$ 192,000 | \$ 240,000 | \$3,750 | \$11,250 | \$60,000 | \$75,000 | \$200 | \$200 | \$1,600 | \$2,000 | | | | | \$ 51,950 | \$11,450 | ##### | \$ 317,000 |
| 44.23.02 | II-B-1 | Targeted Planning | \$ 1,000 | \$ 4,000 | \$ 5,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 1,000 | \$0 | \$ 4,000 | \$ 5,000 |
| 44.23.01 | II-B-2 | Regional Planning (CTP, MTP, etc) | \$ 3,000 | \$ 12,000 | \$ 15,000 | | | | | \$200 | \$200 | \$1,600 | \$2,000 | | | | | \$ 3,200 | \$200 | \$ 13,600 | \$ 17,000 |
| 44.27.00 | II-B-3 | Special Studies | \$ - | \$ - | | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ - | \$0 | \$ - | \$ - |
| | | <i>Pavement Condition Anlysis</i> | \$ 20,000 | \$ 80,000 | \$ 100,000 | | | | | | | | | | | | | | | | |
| | | <i>NC 43 Corridor Plan</i> | \$ 9,000 | \$ 36,000 | \$ 45,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 9,000 | \$0 | \$ 36,000 | \$ 45,000 |
| | | <i>Eastern North Carolina Freight Study</i> | \$ - | \$ - | | \$3,750 | \$11,250 | \$60,000 | \$75,000 | \$0 | \$0 | \$0 | \$0 | | | | | \$ 3,750 | \$11,250 | \$ 60,000 | \$ 75,000 |
| | | <i>Uptown Area and Mobility Plan</i> | \$ 15,000 | \$ 60,000 | \$ 75,000 | | | | | | | | | | | | | | | | |
| | III-A | Planning Work Program | \$ 2,000 | \$ 8,000 | \$ 10,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 2,000 | \$0 | \$ 8,000 | \$ 10,000 |
| 44.21.00 | III-A-1 | Planning Work Program | \$ 1,000 | \$ 4,000 | \$ 5,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 1,000 | \$0 | \$ 4,000 | \$ 5,000 |
| 44.24.00 | III-A-2 | Metrics and Performance Measures | \$ 1,000 | \$ 4,000 | \$ 5,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 1,000 | \$0 | \$ 4,000 | \$ 5,000 |
| | III-B | Transp. Improvement Plan | \$ 2,400 | \$ 9,600 | \$ 12,000 | | | | | \$200 | \$200 | \$1,600 | \$2,000 | | | | | \$ 2,600 | \$200 | \$ 11,200 | \$ 14,000 |
| 44.25.00 | III-B-1 | Prioritization | \$ 1,000 | \$ 4,000 | \$ 5,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 1,000 | \$0 | \$ 4,000 | \$ 5,000 |
| 44.25.00 | III-B-2 | Metropolitan TIP | \$ 1,000 | \$ 4,000 | \$ 5,000 | | | | | \$200 | \$200 | \$1,600 | \$2,000 | | | | | \$ 1,200 | \$200 | \$ 5,600 | \$ 7,000 |
| 44.25.00 | III-B-3 | Merger/Project Development | \$ 400 | \$ 1,600 | \$ 2,000 | | | | | \$0 | \$0 | \$0 | \$0 | | | | | \$ 400 | \$0 | \$ 1,600 | \$ 2,000 |
| | III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | \$ 2,900 | \$ 11,600 | \$ 14,500 | | | | | \$200 | \$200 | \$1,600 | \$2,000 | | | | | \$ 3,100 | \$200 | \$ 13,200 | \$ 16,500 |
| 44.27.00 | III-C-1 | Title VI Compliance | \$ 100 | \$ 400 | \$ 500 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$ 100 | \$0 | \$ 400 | \$ 500 |
| 44.27.00 | III-C-2 | Environmental Justice | \$ 100 | \$ 400 | \$ 500 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$ 100 | \$0 | \$ 400 | \$ 500 |
| 44.27.00 | III-C-3 | Minority Business Enterprise Planning | \$ - | \$ - | \$ - | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$0 | \$0 | \$0 | \$0 |
| 44.27.00 | III-C-4 | Planning for the Elderly | \$ - | \$ - | \$ - | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$0 | \$0 | \$0 | \$0 |
| 44.27.00 | III-C-5 | Safety/Drug Control Planning | \$ - | \$ - | \$ - | | | | | \$200.0 | \$200.0 | \$1,600 | \$2,000 | | | | | \$200 | \$200 | \$1,600 | \$2,000 |
| 44.27.00 | III-C-6 | Public Involvement | \$ 2,000 | \$ 8,000 | \$ 10,000 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$2,000 | \$0 | \$8,000 | \$10,000 |
| 44.27.00 | III-C-7 | Private Sector Participation | \$ 700 | \$ 2,800 | \$ 3,500 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$700 | \$0 | \$2,800 | \$3,500 |
| 44.27.00 | III-D | Statewide & Extra-Regional Planning | \$ 3,000 | \$ 12,000 | \$ 15,000 | | | | | \$0.0 | \$0.0 | \$0 | \$0 | | | | | \$ 3,000 | \$0 | \$ 12,000 | \$ 15,000 |
| 44.27.00 | III-E | Management Ops, Program Suppt Admin | \$ 16,000 | \$ 64,000 | \$ 80,000 | | | | | \$3,600.0 | \$3,600.0 | \$28,800 | \$36,000 | \$0.0 | \$0.0 | \$0 | \$0 | \$ 19,600 | \$3,600 | \$ 92,800 | \$ 116,000 |
| | | TOTALS | \$ 77,300 | \$ 309,200 | \$ 386,500 | \$3,750.0 | \$11,250 | \$60,000 | \$75,000 | \$4,200 | \$4,200 | \$33,600 | \$42,000 | \$0 | \$0 | \$0 | \$0 | \$85,250 | \$15,450 | \$402,800 | \$503,500 |

**Greenville Urban Area MPO
FY 2019-2020 Planning Work Program
Transit Task Narrative**

1- MPO

| | | | | | | |
|-----|--|---|---|---------------------------------------|--|----------|
| 2- | FTA Code | 442100 | 442301 | 442500 | 442616 | |
| 3- | Task Code | III-E | II-B-2 | III-B-2 | III-C-5 | Total |
| 4- | Title of Planning Task | Program Support/Admin | Regional Planning (Transit Element of the MTP) | Transportation Improvement Program | Safety | |
| 5- | Task Objective | Monitor and analyze the statistical and financial performance of the GREAT system so as to recommend improvements that will increase both the efficiency and effectiveness of the service provided. | Improve mobility | Develop transit needs | Maintain and improve system safety and security. | |
| 6- | Tangible Product Expected | Prepare, publish and submit all monthly statistical and financial reports required by the local, state and federal governments. Prepare, publish and submit all recommendations for improving system performance to the appropriate governing body for review and approval. | The development of routes and schedules that can be incorporated into the LRTP. | List of transit needs | Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future. | |
| 7- | Expected Completion Date of Product(s) | 6/30/2020 | 6/30/2020 | 6/30/2020 | 6/30/2020 | |
| 8- | Previous Work | Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for review and approval. | Evaluation of Short Range Transit Plan recommendations completed and preparations for service improvements were made. | 2018-2027 STIP and TIP | Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future. | |
| 9- | Prior FTA Funds | \$40,810 | \$2,000 | | \$2,000 | \$44,810 |
| 10- | Relationship To Other Activities | | | | | |
| 11- | Agency Responsible for Task Completion | City of Greenville | City of Greenville | City of Greenville | City of Greenville | |
| 12- | HPR - Highway - NCDOT 20% | | | | | |
| 13- | HPR - Highway - FHWA 80% | | | | | |
| 14- | Section 104 (f) PL Local 20% | | | | | |
| 15- | Section 104 (f) PL FHWA 80% | | | | | |
| 16- | Section 5303 Local 10% | \$3,600 | \$200 | \$200 | \$200 | \$4,200 |
| 17- | Section 5303 NCDOT 10% | \$3,600 | \$200 | \$200 | \$200 | \$4,200 |
| 18- | Section 5303 FTA 80% | \$28,800 | \$1,600 | \$1,600 | \$1,600 | \$33,600 |
| | <i>Subtotal</i> | \$36,000 | \$2,000 | \$2,000 | \$2,000 | \$42,000 |
| 19- | Section 5307 Transit - Local 10% | | \$0.00 | | | \$0 |
| 20- | Section 5307 Transit - NCDOT 10% | | \$0.00 | | | \$0 |
| 21- | Section 5307 Transit - FTA 80% | | \$0.00 | | | \$0 |
| | <i>Subtotal</i> | | \$0.00 | | | \$0 |
| 22- | Additional Funds - Local 100% | | | | | |
| | Grand total | \$36,000 | \$2,000 | \$2,000 | \$2,000 | \$42,000 |

Anticipated DBE Contracting Opportunities for FY 19-20

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

Person Completing Form: Ryan Purtle

Telephone Number: 252-329-4476

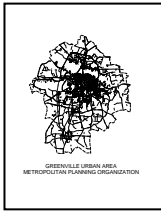
| Prospectus Task Code | Prospectus Description | Name of Agency Contracting Out | Type of Contracting Opportunity (Consultant, etc.) | Federal funds to be Contracted Out | Total Funds to be Contracted Out |
|--|------------------------|--------------------------------|--|------------------------------------|----------------------------------|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

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

Greenville Urban Area MPO 5-year Plan

| Fiscal Year | UPWP | Metropolitan Transportation Plan (5-year cycle) | Travel Demand Model Update | Annual Certification of Planning Processes | Prioritization | Metropolitan Transportation Improvement Program | Special Studies |
|-------------|--|---|--|--|----------------|---|-----------------|
| 2020 | Development of FY 2021 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification. | Complete adoption process for 2045 MTP (prior to August 2019) and post plan to website and disperse hard copies to each MPO member. | Monitor and update as required | Required | Begin P6.0 | Adopt 2020-2029 MTIP | As Needed |
| 2021 | Development of FY 2022 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification. | Monitor and revise as required to keep document updated. | Monitor and update as required | Required | Finish P6.0 | Draft MTIP Review, Amend current as required | As Needed |
| 2022 | Development of FY 2023 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification. | Monitor and revise as required to keep document updated. | Monitor and update as required | Required | Begin 7.0* | Adopt 2022-2031 MTIP | As Needed |
| 2023 | Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification. | Begin development of the 2050 MTP | Begin update of the Travel Demand model to horizon year of 2050 | Required | Finish P7.0* | Draft MTIP Review, Amend current as required | As Needed |
| 2024 | Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification. | Complete adoption process for 2050 MTP (prior to August 2024) and post plan to website and disperse hard copies to each MPO member. | Complete update of the Travel Demand model to horizon year of 2050 | Required | Begin P8.0* | Adopt 2024-2031 MTIP | As Needed |

**Representative of the selection process projects undergo for potential funding (should process name alter)*



Attachment 4f
Joint Governing Committee

No Action Required

December 12, 2018

TO: Joint Governing Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Discussion of preliminary meeting of the TCC and TAC for 2019

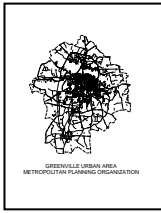
Purpose: Discuss potential dates for the 2019 TCC and TAC meeting cycle.

Discussion: TCC and TAC meeting are typically scheduled quarterly at 1:30pm in the 3rd floor conference room at the City of Greenville City Hall. To adhere to member schedules, MPO staff is seeking direction as to the 2019 meeting schedule. In preparation, MPO staff has proposed the below dates for the TCC and TAC meetings:

| <u>TCC</u> | <u>TAC</u> |
|-------------------|-----------------------------------|
| February 6, 2019 | February 20, 2019 |
| April 10, 2019 | April 24, 2019 |
| June 26, 2019 | July 10, 2019 |
| September 18, | 2019 October 2, 2019 |
| December 11, 2019 | Joint Meeting (Only if Necessary) |

These potential dates were chosen with consideration of possible local government holiday schedules. Future meeting dates can be altered at each respective Committee meeting. The MPO's TCC has reviewed these dates. Should additional meetings be required the respective chairman of each the TCC and TAC have the ability to call for a meeting pending committee member availability. Additionally staff is recommending that the meeting location for 2019 be the G.K. Butterfield Transportation Center Main Conference Room.

Action Needed: N/A



Attachment 4f

Joint Governing Committee

No Action Required

December 12, 2018

TO: Joint Governing Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Prioritization 6.0 Update and Project Considerations

Purpose: Update on the Prioritization 6.0 Process and Identify Potential Projects for Study and Testing.

Discussion: The Greenville Urban Area Metropolitan Planning Organization (MPO) is currently in the final stages of the Statewide Project funding process known as Prioritization. Staff has completed all local input point assignments and now is awaiting release of the 2020-2029 Draft State Transportation Improvement Program (STIP) where the MPO will find out which projects have been programmed and their projected delivery schedule. The Prioritization process is a two-year process that typically overlaps.

As the current Prioritization process, also known as P5.0, is in its final stages, NCDOT is already and the planning organizations across the State are already preparing for the next round of Prioritization, also known as P6.0. Currently the SPOT workgroup is meeting bi-weekly to determine P6.0 scoring criteria and weighting while also discussing any changes to the Prioritization and programming process. During the first week of November the SPOT workgroup made the first change to the process shifting from a five (5) year committed project timeframe to a six (6) committed project timeframe. This will allow more project to be funded, developed and constructed without worry of having to go through reprioritization if in year 6 of the STIP. The next item currently being debated is the assignment of local input points. There is currently interest in exploring the possibility of combining the Regional and Division level local input points and how to incentivize points being assigned to non-highway projects. Staff will continue to update the MPO's Governing Committees as additional information is provided.

In addition to developing criteria, weighting and standards for P6.0, NCDOT will soon be opening the pre submittal process where planning organizations can submit highway projects for testing. This allows organizations to get unique information and baseline scoring for highway projects. As the MPO is currently updating the long range transportation Plan that typically provides projects for Prioritization, Staff is looking for input from the MPO's membership to identify and submit ten (10) highway mode projects for testing during the pre-submittal process. This provides the MPO an opportunity to test projects that were not input or evaluated during the last round of Prioritization. The testing phase will last until early summer where the MPO will move into official P6.0 submittal for all modes.

Potential corridors for consideration: Arlington Blvd, Greenville Blvd, 14th St, Firetower Rd, NC 11/US 13 N., Worthington Rd, Forlines Rd, Davenport Farm Rd, NC 102, Lee St, Blackjack-Simpson Rd, County Home Rd, Corey Rd, Ayden Golf Club Rd, SE/NE Bypass.

Action Needed: N/A

Welcome

A strategic transportation plan connecting communities across North Carolina, focused on creating a more responsive, diverse, and inclusive transportation system for keeping people and freight moving safely and efficiently.



NC MOVES 2050

CONNECTING YOUR COMMUNITY,
YOUR VOICE AND YOUR FUTURE

NC's Transportation Future Activity



1. Login to Wifi: _____ Password: _____



2. Open the webpage:

[PollEv.com/NCMOVES2050](https://www.poll-ev.com/NCMOVES2050)

(You do **NOT** need to login once the poll is open the question will appear on your screen.)

- OR -

By text: [NCMOVES](https://www.poll-ev.com/NCMOVES2050) to [22333](https://www.poll-ev.com/NCMOVES2050)

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THE
DATE**



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INFRA INFRASTRUCTURE FOR REBUILDING AMERICA

A stylized landscape illustration in shades of green and black. A road with white dashed lines leads from the bottom left towards the center. In the background, there are rolling hills, a large arched bridge, and a city skyline with various buildings. A small airplane is flying in the sky above the hills.

GREATER LEVERAGE =
GREATER IMPACT

STREAMLINED PERMITTING =
FASTER PROJECT DELIVERY

HIGHER ACCOUNTABILITY =
BETTER PERFORMANCE

BROADER REACH =
STRONGER RURAL CONSIDERATIONS



More Information

- ▶ [Overview](#)
- ▶ [SEI Form](#)
- ▶ [SEI Helpful Tips](#)

MPO/RPO SEI Instructions & Form

Welcome to the State Ethics Commission's Statement of Economic Interest (SEI) Web Page for MPOs/RPOs.

[Click this link for SEI Helpful Tips](#)

All MPO/RPO members and their alternates or designees must file a Real Estate Disclosure Form in addition to their Statements of Economic Interest. For electronic filers, the Real Estate Disclosure Form has been incorporated into the SEI questions for 2018.

- [Instructions on how to obtain an NCID.](#)

Consider using Internet Explorer or Chrome to submit your SEI. Some users have had trouble using other browsers.

Electronic Filing

Type your responses and file your SEI electronically. We HIGHLY RECOMMEND ELECTRONIC FILING. It's fast, easy, ensures immediate confirmation of your filing, and saves your information for future filings.

[Create NCID Account](#)

[Login](#)

[2018 Long Form](#) or

[2018 No Change Form](#)

Manual Filing

Print PDF document and handwrite your responses and mail or hand deliver your SEI.

You **MUST** complete the ENTIRE form or you will be asked to re-file!! Do not leave answers blank!

[2018 SEI Long Form](#) or

[2018 SEI No Change Form](#)

[Real Estate Disclosure Form](#)

Users Guide

[New Search](#)

| | |
|--|--|
| <p>Contract Number: C203513 Division: 2 TIP Number: U-3315 Length: 1.447 miles NCDOT Contact: Sarah F. Lentine Location Description: STANTONBURG RD/10TH ST CONNECTOR FROM MEMORIAL DR TO SR-1702 (EVANS ST). Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$30,139,757.76 Work Began: 10/12/2015 Original Completion Date: 05/14/2019 Latest Payment Thru: 10/31/2018 Latest Payment Date: 11/06/2018</p> | <p>Route: - County: Pitt Federal Aid Number: STP-0220(72) NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 4.86% Letting Date: 08/18/2015 Revised Completion Date: 07/11/2019 Scheduled Progress: 99.5% Actual Progress: 88.55%</p> |
| <p>Contract Number: C203609 Division: 2 TIP Number: R-2250 Length: 12.4 miles NCDOT Contact: Sarah F. Lentine Location Description: GREENVILLE SOUTHWEST BYPASS FROM SOUTH OF OLD NC-11 TO US-264. Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$159,647,247.47 Work Began: 08/31/2016 Original Completion Date: 06/28/2019 Latest Payment Thru: 09/30/2018 Latest Payment Date: 10/11/2018</p> | <p>Route: NC-11 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 5.15% Letting Date: 05/05/2015 Revised Completion Date: 06/02/2020 Scheduled Progress: 61.05% Actual Progress: 75%</p> |
| <p>Contract Number: DB00346 Division: 2 TIP Number: Length: 39.74 miles NCDOT Contact: Sarah F. Lentine Location Description: BEAUFORT COUNTY PITT COUNTY Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$2,076,518.55 Work Began: 06/22/2017 Original Completion Date: 03/01/2018 Latest Payment Thru: 10/31/2017 Latest Payment Date: 12/06/2017</p> | <p>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%</p> |
| <p>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</p> | <p>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%</p> |

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| Contract Number: DB00360 | Route: NC-11 |
| Division: 2 | County: Pitt |
| TIP Number: U-5921 | |
| Length: 0.223 miles | Federal Aid Number: |
| NCDOT Contact: Sarah F. Lentine | NCDOT Contact No: (252)830-3495 |
| Location Description: LAURIE ELLIS ROAD FROM NC 11 TO MILLS STREET | |
| Contractor Name: BARNHILL CONTRACTING COMPANY | |
| Contract Amount: \$2,515,619.35 | Cost Overrun/Underrun: 10.11% |
| Work Began: 10/26/2017 | Letting Date: 06/14/2017 |
| Original Completion Date: 02/15/2019 | Revised Completion Date: |
| Latest Payment Thru: 10/31/2018 | Scheduled Progress: 88.98% |
| Latest Payment Date: 11/06/2018 | Actual Progress: 58.51% |

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| Contract Number: DB00363 | Route: NC-33 |
| Division: 2 | County: Pitt |
| TIP Number: | |
| Length: 4.068 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: \$1,103,442.50 | Cost Overrun/Underrun: 4.74% |
| Work Began: 10/22/2018 | Letting Date: 08/23/2017 |
| Original Completion Date: 02/28/2019 | Revised Completion Date: |
| Latest Payment Thru: 11/07/2018 | Scheduled Progress: 0% |
| Latest Payment Date: 11/09/2018 | Actual Progress: 70.43% |

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| Contract Number: DB00367 | Route: SR-1126 |
| Division: 2 | County: Pitt |
| TIP Number: U-5919 | |
| Length: 0.409 miles | Federal Aid Number: |
| NCDOT Contact: Sarah F. Lentine | NCDOT Contact No: (252)830-3495 |
| 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 | Cost Overrun/Underrun: 19.56% |
| Work Began: 02/02/2018 | Letting Date: 06/28/2017 |
| Original Completion Date: 02/03/2019 | Revised Completion Date: |
| Latest Payment Thru: 10/31/2018 | Scheduled Progress: 100% |
| Latest Payment Date: 11/06/2018 | Actual Progress: 39.28% |

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| Contract Number: DB00375 | Route: - |
| Division: 2 | County: Pitt |
| TIP Number: | |
| Length: 28.5 miles | Federal Aid Number: |
| NCDOT Contact: Sarah F. Lentine | NCDOT Contact No: (252)830-3495 |
| Location Description: BEAUFORT COUNTY, PITT COUNTY | |
| Contractor Name: WHITEHURST PAVING CO INC | |
| Contract Amount: \$0.00 | Cost Overrun/Underrun: 0% |
| Work Began: | Letting Date: 04/25/2018 |
| Original Completion Date: 05/31/2019 | Revised Completion Date: |
| Latest Payment Thru: | Scheduled Progress: 0% |
| Latest Payment Date: | Actual Progress: 0% |

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| Contract Number: DB00381 | Route: - |
| Division: 2 | County: Pitt |
| TIP Number: | |
| Length: 2.29 miles | Federal Aid Number: STATE FUNDED |
| 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% |

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| Contract Number: DB00402 | Route: - |
| Division: 2 | County: Pitt |
| TIP Number: R-5782D | |
| Length: 0.05 miles | Federal Aid Number: TAP-0220(084) |
| NCDOT Contact: Sarah F. Lentine | NCDOT Contact No: (252)830-3495 |
| Location Description: GREENVILLE | |
| Contractor Name: FULFORD AND JONES ASPHALT INC | |
| Contract Amount: \$945,410.00 | Cost Overrun/Underrun: 0% |
| Work Began: 04/30/2018 | Letting Date: 01/24/2018 |
| Original Completion Date: 01/31/2019 | Revised Completion Date: |
| Latest Payment Thru: 10/31/2018 | Scheduled Progress: 75.65% |
| Latest Payment Date: 11/06/2018 | Actual Progress: 75.65% |

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| Contract Number: DB00408 | Route: SR-1424 |
| Division: 2 | County: Pitt |
| TIP Number: B-4789 | |
| Length: 0.07 miles | Federal Aid Number: BRZ-1424(7) |
| NCDOT Contact: Sarah F. Lentine | NCDOT Contact No: (252)830-3495 |
| Location Description: BRIDGE #164 OVER GRINDLE CREEK ON SR 1424 | |
| Contractor Name: T A LOVING COMPANY | |
| Contract Amount: \$629,299.00 | Cost Overrun/Underrun: 0.07% |
| Work Began: 08/13/2018 | Letting Date: 04/11/2018 |
| Original Completion Date: 02/02/2019 | Revised Completion Date: |
| Latest Payment Thru: 10/31/2018 | Scheduled Progress: 86% |
| Latest Payment Date: 11/07/2018 | Actual Progress: 77.89% |

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| Contract Number: DB00415 | Route: US-64 |
| Division: 2 | County: Pitt |
| TIP Number: | |
| Length: 16.99 miles | Federal Aid Number: STATE FUNDED |
| 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: 05/09/2018 |
| Original Completion Date: 08/08/2019 | Revised Completion Date: |
| Latest Payment Thru: | Scheduled Progress: 0% |
| Latest Payment Date: | Actual Progress: 0% |

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| Contract Number: DB00421 | Route: NC-102 |
| Division: 2 | County: Pitt |
| TIP Number: | |
| Length: 0.2 miles | Federal Aid Number: STATE FUNDED |
| NCDOT Contact: Sarah F. Lentine | NCDOT Contact No: (252)830-3495 |
| Location Description: AYDEN ELEMENTARY SCHOOL, AYDEN, PITT COUNTY | |
| Contractor Name: B E SINGLETON & SONS, INC. | |
| Contract Amount: \$312,413.50 | Cost Overrun/Underrun: 4.39% |
| Work Began: 06/29/2018 | Letting Date: 05/09/2018 |
| Original Completion Date: 11/14/2018 | Revised Completion Date: |
| Latest Payment Thru: 09/05/2018 | Scheduled Progress: 99.6% |
| Latest Payment Date: 09/12/2018 | Actual Progress: 94.6% |

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| Contract Number: DB00449 | Route: SR-1902 |
| Division: 2 | County: Pitt |
| TIP Number: | |
| Length: 0.038 miles | Federal Aid Number: STATE FUNDED |
| NCDOT Contact: Sarah F. Lentine | NCDOT Contact No: (252)830-3495 |
| Location Description: SR 1902 (GUM SWAMP ROAD) 1.14 MILE FROM SR 1753 | |
| Contractor Name: CHATHAM CIVIL CONTRACTING LLC | |
| Contract Amount: \$0.00 | Cost Overrun/Underrun: 0% |
| Work Began: 11/06/2018 | Letting Date: 09/12/2018 |
| Original Completion Date: 02/15/2019 | Revised Completion Date: |
| Latest Payment Thru: | Scheduled Progress: 0% |
| Latest Payment Date: | Actual Progress: 0% |

Upcoming Projects subject to Approved STIP and Funding

| Project ID | County | Description | R/W Acq Begins | Let Date |
|-------------|--------|---|----------------|------------|
| AV-5807 | PITT | PITT-GREENVILLE AIRPORT (PGV) APRON EXPANSION DESIGN AND CONSTRUCTION FOR AIR CARRIER RAMP | | 6/30/2024 |
| W-5702O | PITT | US 264 ALT(GREENVILLE BOULEVARD) AT MALL DRIVE | | 11/28/2018 |
| 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 |
| U-5606 | PITT | SR 1598/SR 1620 (DICKINSON AVE) FROM NC 11(MEMORIAL DRIVE) TO SR 1610 (READE CIRCLE) | 6/22/2016 | 8/20/2019 |
| 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 | 11/6/2018 | 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 | 2/15/2019 | 2/18/2020 |

Upcoming Projects subject to Approved STIP and Funding

| Project ID | County | Description | R/W Acq Begins | Let Date |
|--------------|--------|---|----------------|------------|
| 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 |
| U-5785 | PITT | SR 1708 (FIRETOWER ROAD) FROM WEST OF EAST ARLINGTON BOULEVARD TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. 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 |
| BR-0119 | PITT | Replace Bridge 730109 on SR1514 over Grindle Creek. | 1/1/2022 | 1/1/2023 |
| BR-0120 | PITT | Replace Bridge 730123 on SR1552 over Meadow Branch. | 1/1/2022 | 1/1/2023 |
| 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 |

Upcoming Projects subject to Approved STIP and Funding

| Project ID | County | Description | R/W Acq Begins | Let Date |
|------------|--------|---|----------------|-----------|
| 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 |
| 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 |