

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

Wednesday, June 26, 2019 at 1:30 p.m.  
Second Floor Conference Room, G.K. Butterfield Transportation Center  
*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) Public Comment Period**

**3) Consent Agenda:**

- a)*** Approval of Minutes from April 17, 2019 Technical Coordinating Committee Meeting (pg.3-8)
- b)*** Administrative Modification to the 2018-2027 MTIP (pg.9-11)
- c)*** Approval of the Greenville MPO Prioritization 6.0 Project List (pg.12-16)
- d)*** Adoption of the Greenville Urban Area MPO's 2045 Metropolitan Transportation Plan – Resolution 2019-04 (pg. 17-18)
- e)*** Resolution of Support for BikeWalk NC Requesting the State to End Prohibition of State Funding on Standalone Bicycle and Pedestrian Projects -- Resolution 2019-05 (pg. 19-21)

**4) Regular Agenda**

- a)*** Amendment #1 to the Greenville Urban Area MPO's FY 2020 Unified Planning Work Program – Resolution 2019-06 (pg. 22-25)
- b)*** Greenville Urban Area MPO's Active Transportation Master Plan Update (pg. 26)
- c)*** NC 11/US 13/Southwest Bypass/CF Harvey Parkway Primary Route Change Request – Resolution 2019-06 (pg. 27-31)

**5) Other Discussion Items**

- a)*** Legislative Updates and Strategic Initiatives
  - i.*** 2020-2029 STIP Adoption Schedule (pg. 32)
  - ii.*** NC Legislature Senate Bill 620 (pg. 33-36)
  - iii.*** NCDOT Statewide Strategic Rail Plan (pg. 37)
  - iv.*** Proposed FY 2020 Federal Funding Appropriations for THUD (pg. 38-42)
- b)*** Updates/Announcements (pg.xx-xx)
  - i.*** Division 2
  - ii.*** Transportation Planning Division
  - iii.*** MPO Staff Updates
- c)*** Upcoming Events
  - i.*** NCAMPO Conference April 21-24, 2020

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

- Technical Coordinating Committee (TCC)
  - September 18, 2019; December 11, 2019
- Transportation Advisory Committee(TAC)
  - July 10, 2019; October 2, 2019; December 11, 2019

**7) Items for future consideration**

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

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

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

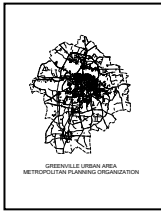
Any person who believes they have been mistreated by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the Greenville Urban Area MPO. Any such complaint must be in writing or in person to the City of Greenville, Public Works--Engineering, MPO Title VI Coordinator,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

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

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

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

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



**Attachment 3a**  
Technical Coordinating Committee

**Action Required**

June 26, 2019

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TO: Technical Coordinating Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: Minutes from the April 17, 2019 TCC Meeting

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Purpose: To review and approve the minutes from the previous TCC Meeting

Discussion: The draft minutes from the April 17, 2019 TCC Meeting are attached for review and approval.

Action Needed: Request the TCC adopt the April 17, 2019 TCC Meeting Minutes

Attachments: *Draft April 17, 2019 TCC Meeting Minutes*

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

**April 17, 2019**

Members of the Technical Coordinating Committee met on the above date at 1:30 p.m. at G.K. Butterfield Transportation Center Second Floor Conference Room. Mr. Kevin Mulligan, TCC Chairperson, called the meeting to order. The following attended the meeting:

Kevin Mulligan, Chair, City of Greenville  
Scott Godefroy, City of Greenville  
Lamont Jackson, City of Greenville  
Jonas Hill, Pitt County  
Stephen Harrell, Town of Ayden  
Jeff Cabaniss, NCDOT  
Haywood Daughtry, NCDOT  
Scott Walston, NCDOT  
Mike Taylor, Pitt County  
Stephen Smith, Town of Ayden

Ben Williams, Vice-Chair, Town of Winterville  
Rik DiCesare, City of Greenville  
James Rhodes, Pitt County  
Bryan Jones, Town of Winterville  
Steve Hamilton, NCDOT  
Preston Hunter, NCDOT  
Diane Hampton, NCDOT  
Cam Coburn, Pitt County  
Bailey Harden, NCDOT

**OTHERS PRESENT:**

Ryan Purtle, City of Greenville  
Michelle Howes, NCDOT  
Allison Fluitt, Kimley-Horn  
Lynn Raynor, City of Greenville

Amanda Braddy, City of Greenville  
Len White, NCDOT  
Allison Wright, Kimley Horn  
Brandon Rountree, City of Greenville

**I. APPROVAL OF AGENDA**

Mr. Godefroy a motion to approve the agenda as presented. The motion was seconded by Mr. Hamilton. The motion passed unanimously.

**II. APPROVAL OF MINUTES FROM FEBRUARY 6, 2019 TECHNICAL COORDINATING COMMITTEE MEETING**

Mr. Harrell made a motion to approve the February 6, 2019 meeting minutes. Mr. DiCesare seconded the motion. The motion passed unanimously.

**III. PUBLIC COMMENT PERIOD**

There were no public comments.

**IV. NEW BUSINESS / ACTION ITEMS**

**A. Minor Amendment and Administrative Modification to the 2018-227 MTIP**

Staff of the Greenville Urban Area MPO stated as a result of the Prioritization 6.0 process, the North Carolina Department of Transportation has programmed new projects and modified existing projects within the 2018-2027 State Transportation Improvement Program (STIP). The STIP contains all transportation projects programmed for the upcoming ten-year period, including all regionally significant transportation projects regardless of funding source (such as transit, highway, rail, walkways, bicycle, enhancement projects, and etc.) within the MPO's boundary. The STIP is split into two (2) five-year periods with any projects with right-of way programmed in the first five years considered fully committed and with projects programmed in the second five years referenced as the development program and therefore subject to re-prioritization.

In September 2017 the two-year prioritization cycle began, with planning organizations submitting and participating in the prioritization of transportation infrastructure projects across the State. With the completion of prioritization 6.0, the MPO was notified that eight (8) total projects were programmed, all falling within the back five-years, or developmental portion of the 2018-2027 STIP. To remain compliant the MPO must also add prioritized projects to their Metropolitan Transportation Improvement Program (MTIP), the MPO's local portion of the STIP that is locally maintained and federally required to remain consistent and compliant with the STIP. Projects are added to the MTIP once approved and adopted by the State Board of Transportation and placed in the STIP.

Four (4) more projects have been approved by the Board of Transportation for addition in the STIP, now prompting the MPO to add them to the MTIP. As these new projects are programmed for explorative, planning and environmental study only these changes are considered a minor amendment and do not require a public advertisement outside of the regularly scheduled MPO meetings (as prescribed in the MPO's Public Involvement Plan, or PIP). At the MPO's joint Committee meeting in December 2018 staff notified the MPO's Committees of a minor amendment to add the first two projects newly prioritized list (10<sup>th</sup> Street and Charles Boulevard Access Management Projects). Additionally, any adjustments by NCDOT to an existing project's schedule and cost must be addressed as an administrative modification to the MTIP, and therefore communicated appropriately to the Committees of the MPO (as is the case above with the noted "ADMINSTRATIVE MODIFICATIONS").

**B. Adoption of the Greenville Urban Area MPO's Draft 2019 Title VI Plan**

Title VI of the Civil Rights Act of 1964 states that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Pursuant to State and Federal requirements, the Greenville Urban Area MPO is required to develop and maintain what is known as a Title VI Plan, ensuring compliance with the above statement in addition to establishing means to engage limited English proficiency (LEP) citizens in public outreach and engagement efforts.

In October 2018 North Carolina Department of Transportation's (NCDOT) Office of Civil Rights (OCR) informed the Transportation Planning Division that, after a substantial review, MPO's in North Carolina would need to update/revise their Title VI Plans to remain compliant with current regulations. In response, the Greenville Urban Area MPO staff has developed a draft Title VI Plan, with an updated LEP action plan, that meets current regulations. Updates to the Title VI plan include:

- Format Revision
- Updated Socio-Economic Data
- Updated Contact Information Responsibilities of Title VI Coordinator (MPO Staff)
- Current Applicable Regulations
- Revised Four Factor Analysis for LEP Planning
- Updated Policy and Complaint Procedure
- Updated Compliance and Enforcement Procedures

This draft Title VI Plan was originally presented to the Technical Coordinating Committee at their last meeting on February 6, 2019. Since that time, the draft Plan has undergone a public comment period of more than 45 days, during which staff has received no comments.

A motion was made by Mr. Taylor to recommend TAC adopt the draft 2019 Title VI Plan. The motion was seconded by Mr. Godefroy and passed unanimously.

**C. MPO Letter of Support for the City of Greenville's BUILD Grant Application**

The Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant is a large scale transportation infrastructure grant offered yearly by USDOT. The BUILD Grant is the most recent iteration of this funding program, previously being called the TIGER grant. As defined by USDOT, the BUILD Grant "USDOT the opportunity to invest in road, rail, transit, bicycle/pedestrian and port projects that promise to achieve national objectives and increase development initiatives.

USDOT has approx. \$900 million in funding dedicated for 2019 to fund projects across the Country. The Grant opportunity:

*"will allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. BUILD can fund port and freight rail projects, for example, which play a critical role in our ability to move freight, but have limited sources of Federal funds. BUILD can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly*

*State DOTs and transit agencies). This flexibility allows BUILD and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.”-USDOT BUILD Grant Homepage*

The City of Greenville has compiled a suite of projects to submit as a singular grant application that is referred to as the “Greenville Transportation Accessibility, Safety and Connectivity Investment” or “Greenville TASC Investment.” The TASC Investment will incorporate several mode projects that will work to connect West Greenville, the Medical District, Uptown Greenville and ECU with multimodal facilities that serve to provide users alternative transportation opportunities to access healthcare, education, housing, employment and recreation. The projects being proposed would also support the effort by the City and other partner organizations to develop and invest in the core districts of the City and leverage that investment into increased opportunity and value for its citizens.

The proposed Greenville TASC Investment is a multi-million dollar application to plan, design and construct strategic and impactful infrastructure projects that would create a connected and efficient multimodal transportation network focused around West Greenville, Uptown, Medical District and ECU. It is recommended that letters of support from surrounding businesses and agencies be included with the Grant application to exemplify the project’s support from the citizens and businesses of Greenville. As such Staff of the MPO is requesting that the TCC take action to submit a letter of support for the City of Greenville’s TASC Investment BUILD Grant application proposal.

Mr. Harrell made a motion to recommend TCC provide a letter of support to the City of Greenville for the BUILD Grant application. The motion was seconded by Mr. Godefroy and passed unanimously.

**D. Presentation of the draft 2045 Metropolitan Transportation Plan**

In January 2018 the Greenville Urban Area MPO selected Kimley-Horn to develop the federally mandated 2045 Metropolitan Transportation Plan (MTP). The MTP is a federally mandated, long-term planning document detailing the transportation improvements and policies to be implemented in the MPO's planning area. Since that time Kimley-Horn and the MPO staff have been developing the 2045 MTP and ensuring that it addresses the needs and deficiencies of the Urbanized Area’s transportation system.

At the TCC and TAC’s most recent meetings, Kimley-Horn presented the preliminary projects and/or points of emphasis that are to be included in the 2045 MTP and requested comments from the TCC and TAC. After incorporating the comments from the governing committees, Kimley-Horn began to prioritize the projects and develop the fiscal control component that is required of the plan. As Kimley-Horn has entered into this final stage of development, they have begun to pull together the final documentation and report material that will encompass hardcopy documentation of draft MTP. As such, Kimley-Horn is looking for feedback on updated and compiled documentation before proceeding with the final public engagement efforts. Once all comments from the TCC and TAC have been incorporated, the plan will be presented in a general public meeting, scheduled for mid-May, and to the project’s Advisory Committee, currently scheduled for mid-June. This meetings will ensure that the MTP reflects needs of the transportation network while taking into consideration the public’s input.

Kimley-Horn and the MPO staff anticipate that the draft plan, once revised and finalized, will be available to the TCC and TAC by late June with final adoption planned for the July 10, 2019 TAC meeting, well ahead of our Federal due date of August 5, 2019.

No actions are required for this item.

**E. Prioritization 6.0 Project List, Schedule and Local Methodology Discussion**

As The North Carolina Department of transportation (NCDOT), Rural Planning Organizations (RPO) and Metropolitan Planning Organizations (MPO) undergo a process known as Prioritization every two (2) years to evaluate and program projects in the federally required State Transportation Improvement Program. This process has been ongoing since 2009 (P1.0) when NCDOT officially created the Strategic Prioritization Office of Transportation (SPOT).

The Prioritization process was developed in response to State Law calling for systematic approach to evaluating and funding the State's priority transportation needs:

*"The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input." (- S.L. 2012-84)*

This process became directly linked with funding as a result of the Strategic Transportation Investment Law (STI) in 2013. STI states that funding and programming of transportation projects shall be directly linked to the results of the State's Prioritization process. The process and law were strategically linked in order to modernize how capital expenditures for transportation was distributed across the State while also removing the politics from equation.

The process incorporates immense amounts of data in order to quantitatively evaluate the most pressing transportation needs in the State while also incorporating local input to ensure projects meet local needs and wants.

Prioritization is now in cycle 6 (P6.0) which will kick off in early summer. In preparation for the P6.0 submittal timeframe staff has compiled a list of projects from the Greenville Urban Area's long range transportation plans (including those in development) for review by the MPO's governing committees. In order to be eligible for Prioritization projects must be included in an MPO adopted long range transportation plan. Projects funded in the first six years (6) of the current State Transportation Improvement Program (STIP) (or that are currently in right-of-way, utility relocation or construction currently) are not subject to prioritization. Projects in the outer four years (4) of the STIP are subject to reprioritization but are considered "carryover" and thus do not count as official submissions by the MPO. Staff requests that the TCC provide input and comments on the proposed P6.0 project list.

For P6.0 the MPO will receive sixteen (16) project submission slots in each mode of transportation (highway, bike & pedestrian, rail, public transportation, aviation and ferry). Project submission totals are determined by the population and number of lane miles in the MPO. Each project submitted is categorized into one of three categories which determine the "pot" of money that it is eligible to be funded from. These categories also determine the pool of projects a submittal is competing against for said funding and how their scoring is determined.

- Statewide Mobility
  - 40% of Total Funding
  - Typically projects that incorporate or affect State to State travels (i.e. Interstates and large airports)
  - Projects from across State compete
  - 100% of score is determined by NCDOT quantitative methodology
- Regional Impact
  - 30% of Total Funding
  - Typically US and NC classified routes that effect regional level traffic (i.e. US 13, NC 11, NC 43 and the Pitt Greenville Airport)
  - Projects from two NCDOT Divisions Compete (Region A is Divisions 2 and 3)
  - 70% of score is NCDOT quantitative methodology; 30% local input (15% M/RPO and 15%NCDOT Division)
- Division Needs
  - 30% of Total Funding
  - Typically locally significant projects (i.e. bike and pedestrian projects, municipal maintained roadways and SR classified routes)
  - Projects within NCDOT Division compete (Division 2 has two MPOs and two RPOs)
  - 50% of score is NCDOT quantitative methodology; 50% local input (25% M/RPO and 25%NCDOT Division)

*\*Projects cascade if not funded (i.e. a project unfunded in the Regional Impacts category will drop into the Division Needs category).*

No action is required for this item.

**V. OTHER DISCUSSION ITEMS**

**A. Legislative updates and Strategic Initiatives (contained in agenda package)**

- i. NC Legislature House Bill 77
- ii. 2019 BUILD Grant
- iii. FTA Low or No Emission Grant Program
- iv. NCAMPO Conference (Charlotte in 2019, Greenville in 2020)

**B. NCDOT Update (contained in agenda package)**

- i. Division 2
- ii. Transportation Planning Division (NC Moves 2050 Presentation)

**C. MPO Staff Update (none)**

**VI. UPCOMING MPO MEETING SCHEDULE**

**(G.K. Butterfield Transit Center Main Conference Room at 1:30pm)**

- TCC
  - June 26<sup>th</sup>, September 18<sup>th</sup>, December 11th
- TAC
  - May 1<sup>st</sup>, July 10<sup>th</sup>, October 2, December 11th

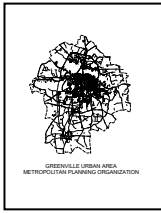
**VII. ITEMS FOR FUTURE CONSIDERATION**

**None**

**VIII. ADJOURN**

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





## Attachment 3b Technical Coordinating Committee

**No Action Required**

June 26, 2019

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

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Purpose: To review an administrative modification to the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP).

### ADMINISTRATIVE MODIFICATION

1. U-5606 (Dickinson Avenue Improvements)
  - Delay Construction from FY 2019 to FY 2020
2. U-5917 (14<sup>th</sup> Street Improvements)
  - Project to utilize BUILD NC Bonds

### Discussion:

NCDOT has modified the above referenced project(s) in the State Transportation Improvement Program (STIP). The Board of Transportation is scheduled to approve the above 2018-2027 State Transportation Improvement Program (STIP) project modifications at their June 27, 2019 regularly scheduled meeting. To remain compliant with the 2018-2027 STIP, the MPO must also modify the projects within the local portion of the STIP, known as the 2018-2027 Metropolitan Transportation Improvement Program (MTIP).

The Dickinson Avenue Improvement project has been scheduled to let in March 2020 to allow for additional traffic and pedestrian management planning. As such, the project must be adjusted to FY 2020 in the STIP and MTIP. The 14<sup>th</sup> Street Modernization project will utilize a different source of funding, NC BUILD Bonds, adjusting the revenue and cost breakdown of the project. As both of these updates to the STIP are classified as administrative modifications that MPO does not have to undergo amendment proceedings and can administratively update the MTIP to maintain compliance. In association with the administrative modification and the MPO's Public Involvement Plan (PIP), staff is required to officially notify the MPO's governing committees of the modification.

Action Needed: No action is required

Attachments: *MTIP amendment/modification reference pages*

REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-5606 PITT <b>PROJ.CATEGORY</b> DIVISION	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1598 (DICKINSON AVENUE), NC 11 TO READE CIRCLE. IMPROVE ROADWAY. <u><b>TO STRATEGICALLY BALANCE LETTINGS. DELAY</b></u> <u><b>CONSTRUCTION FROM FY 19 TO FY 20.</b></u>	CONSTRUCTION    FY 2020 - <u>\$8,500,000</u> (BG5200) \$8,500,000
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\* INDICATES FEDERAL AMENDMENT

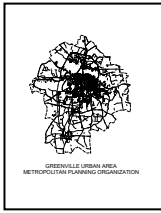
REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* U-5917	- GREENVILLE URBAN AREA	SR 1704 (FOURTEENTH STREET), RED BANKS ROAD	ENGINEERING	FY 2020 -	\$92,000	(T)
PITT	METROPOLITAN PLANNING ORGANIZATION	TO SR 1708 (FIRETOWER ROAD). WIDEN TO MULTI-LANES.		FY 2021 -	\$92,000	(T)
<b>PROJ.CATEGORY</b>				FY 2022 -	\$92,000	(T)
<b>DIVISION</b>		<u>PROJECT TO UTILIZE BUILD NC BONDS FOR PRELIMINARY ENGINEERING.</u>		FY 2023 -	\$92,000	(T)
				FY 2024 -	\$92,000	(T)
				FY 2025 -	\$92,000	(T)
				FY 2026 -	\$92,000	(T)
				FY 2027 -	\$92,000	(T)
				FY 2028 -	\$92,000	(T)
				FY 2029 -	\$92,000	(T)
				POST YR-	\$460,000	(T)
			BUILD NC ROW	FY 2019 -	\$172,000	(T)
				FY 2020 -	\$172,000	(T)
				FY 2021 -	\$172,000	(T)
				FY 2022 -	\$172,000	(T)
				FY 2023 -	\$172,000	(T)
				FY 2024 -	\$172,000	(T)
				FY 2025 -	\$172,000	(T)
				FY 2026 -	\$172,000	(T)
				FY 2027 -	\$172,000	(T)
				FY 2028 -	\$172,000	(T)
				FY 2029 -	\$172,000	(T)
				POST YR-	\$688,000	(T)
			RIGHT-OF-WAY	FY 2019 -	\$1,315,000	(T)
			UTILITIES	FY 2019 -	\$398,000	(T)
			CONSTRUCTION	FY 2021 -	\$3,200,000	(T)
				FY 2022 -	\$3,200,000	(T)
				FY 2023 -	\$3,200,000	(T)
					<u>\$15,273,000</u>	

\* INDICATES FEDERAL AMENDMENT



## Attachment 3c Technical Coordinating Committee

### Action Required

June 26, 2019

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TO: Technical Coordinating Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: Prioritization 6.0 Project List

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Purpose: To approve the Greenville Urban Area Metropolitan Planning Organization's Project List for Submittal in Prioritization 6.0.

Discussion: The North Carolina Department of transportation (NCDOT), Rural Planning Organizations (RPO) and Metropolitan Planning Organizations (MPO) undergo a process known as Prioritization every two (2) years to evaluate and program projects in the federally required State Transportation Improvement Program. This process has been ongoing since 2009 (P1.0) when NCDOT officially created the Strategic Prioritization Office of Transportation (SPOT).

The Prioritization process was developed in response to State Law calling for systematic approach to evaluating and funding the State's priority transportation needs:

*"The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input." (- S.L. 2012-84)*

This process became directly linked with funding as a result of the Strategic Transportation Investment Law (STI) in 2013. STI states that funding and programming of transportation projects shall be directly linked to the results of the State's Prioritization process. The process and law were strategically linked in order to modernize how capital expenditures for transportation was distributed across the State while also removing the politics from equation. The process incorporates immense amounts of data in order to quantitatively evaluate the most pressing transportation needs in the State while also incorporating local input to ensure projects meet local needs and wants.

Prioritization is now in cycle 6 (P6.0) which will kick off in early summer. In preparation for the P6.0 submittal timeframe staff has compiled a list of projects from the Greenville Urban Area's long range transportation plans (including those in development) for review by the MPO's governing committees. In order to be eligible for Prioritization projects must be included in an MPO adopted long-range transportation plan. Projects funded in the first six years (6) of the current State Transportation Improvement Program (STIP) (or that are currently in right-of-way, utility relocation or construction currently) are not subject to prioritization. Projects in the outer four years (4) of the STIP are subject to reprioritization but are considered "carryover" and thus do not count as official submissions by the MPO. Staff requests that the TCC request the TAC approve the subsequent project list for submission in P6.0.

For P6.0, the MPO will receive sixteen (16) project submission slots in each mode of transportation (highway, bike & ped, rail, public transportation, aviation and ferry). Project submission totals are determined by the population and number of lane miles in the MPO. Each

project submitted is categorized into one of three categories, which determine the “pot” of money that the project is eligible to be funded from. These categories also determine the pool of projects a submittal is competing against for said funding and how their scoring is determined.

- Statewide Mobility
  - 40% of Total Funding
  - Typically projects that incorporate or affect State to State travels (i.e. Interstates and large airports)
  - Projects from across State compete
  - 100% of score is determined by NCDOT quantitative methodology
- Regional Impact
  - 30% of Total Funding
  - Typically US and NC classified routes that effect regional level traffic (i.e. US 13, NC 11, NC 43 and the Pitt Greenville Airport)
  - Projects from two NCDOT Divisions Compete (Region A is Divisions 2 and 3)
  - 70% of score is NCDOT quantitative methodology; 30% local input (15% M/RPO and 15%NCDOT Division)
- Division Needs
  - 30% of Total Funding
  - Typically locally significant projects (i.e. bike and ped projects, municipal maintained roadways and SR classified routes)
  - Projects within NCDOT Division compete (Division 2 has two MPOs and two RPOs)
  - 50% of score is NCDOT quantitative methodology; 50% local input (25% M/RPO and 25%NCDOT Division)

*\*Projects cascade if not funded (i.e. a project unfunded in the Regional Impacts category will drop into the Division Needs category).*

Action Needed: Request the TAC approve the Greenville Urban Area MPO’s Project List for Prioritization 6.0.

Attachments: *Prioritization 6.0 Spreadsheet; Prioritization 6.0 Draft Schedule*

## Prioritization 6.0 Project List: Highway

Mode	TIP	Object Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type
Highway		Regional Imp	NC 43	Worthington Road (SR 1711)	NC 102	Widen existing 2-lane road to a 4-lane divided boulevard with paved shoulders and select intersection improvements and partial access control.	1 - Widen Existing Roadway
Highway		Division Need	SR 1703 (14th Street)	Charles Blvd (SR 1707)	US 264-A (Greenville Boulevard)	Modernize roadway from 2 -lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.	16 - Modernize Roadway
Highway		Statewide M	I-587, US 264	Wilson County Line	US 264 Bypass in Greenville	Upgrade roadway to interstate standards	17 - Upgrade Freeway to Interstate
Highway		Division Need	SR 1127 (Frog Level Road)	US 13 (Dickinson Avenue)	NC 903	Modernize roadway from 2 -lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included.	1 - Widen Existing Roadway
Highway	U-5006	Division Need	New Route - Firetower Road Extension (SR 1708)	Proposed Greenville Southwest Bypass	Memorial Dr (NC11)	Construct 4-lane divided new roadway connecting Firetower Rd to Reedy Branch Rd; Widen Reedy Branch Rd section from 2 to 4-lanes divided; Improve intersection of Forlines Road and Reedy Branch Road. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.	6 - Widen Existing Roadway and Construct Part on New Location
Highway		Division Need	Thomas Langston Drive (SR 1134)	NC 11 (Memorial Drive)	SR 1128 (Davenport Farm Road)	Modernize roadway from 2 -lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included.	16 - Modernize Roadway
Highway		Division	Firetower Road (SR 1708)	Arlington Blvd	Memorial Dr (NC11)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility.	11-Access management
Highway		Regional	US 264 ALT (Greenville Blvd)	Tar river (near 10th St)	Dickinson Ave (US 13)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.	11-Access management
Highway		Regional	NC 33/10th Street (SR 1598)	Oxford Rd	Blackjack Simpson Rd (SR 1755)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative (within municipal maintenance responsibility). Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.	11-Access management
Highway		Division	Arlington Blvd	Stantonsburg Rd (SR 1200)	Memorial Dr (NC11)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.	11-Access management
Highway		Statewide/Re	Memorial Dr (NC11)	10th Street (SR 1598)	Greenville Blvd (US 264A)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate.	11-Access management
Highway		Statewide/Re	US 264 North	Stantonsburg Rd (SR 1200)	NC 11/ US 13	Upgrade roadway to interstate standards	17- Upgrade Freeway to Interstate
Highway		Division	Blackjack Simpson Rd (SR 1755)	Tucker Rd (SR 1759)		Improve intersection by constructing a roundabout per NCDOT's conceptual plan.	10- Intersection Improvement
Highway		Regional	NC11/Memorial	Mill St (SR 1149)	Vernon White Rd (SR 1130)	Improve intersection....Alternative improvements currently being developed by NCDOT through Pre-submittal process.	10- Intersection Improvement
Highway		Regional	NC 903	Red Forbes Rd	Upgrade Intersection	Improve intersection by construction roundabout	10- Intersection Improvement
Highway		Regional	NC 102	SW Bypass	Eastern Town Limits	Construct Center Median and streetscape corridor. Project to construct bicycle and pedestrian facilities while creating a connected and aesthetically significant gateway into the Town of Ayden	16 - Modernize Roadway

## Prioritization 6.0 Project List: Bicycle and Pedestrian

BikePed		Division	South Tar river Greenway Phase 3B	Terminus of 3A near Nash St	Moye Blvd (VA Admin Building)	Construct greenway from terminus of phase 3A near Nash St to Moye Blvd. adjacent to Veteran's Administration clinic.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
BikePed	EB-5847	Division	Mill St (SR 1149)	Main St (SR 1133)	SR 1126 (Boyd St)	Construct sidewalk on west side of roadway. Construct associated signing and marking, handrail, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction.	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed	EB-5846	Division	Town Common to River Park North co	Town Common at Greene Street (SR 15	River Park North	Construct Greenway / multi-use trail utilizing existing Greene Street Bridge. Will include combination of bicycle facility and sidewalk, boardwalk, paved multi-use path, retaining wall, HAWK signal, and related improvements as needed.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

BikePed		Division	S. Tar River Greenway Ph2	Green Mill -South Tar Connector Green	Near Cemetery on NC33 (Eastside Park	Design and Construct the S. Tar River Greenway, Phase 2, from existing Green Mill/South Tar Connector Greenway to City property (Eastside Park) near cemetery on NC33, including Tar River to Hardee Creek and other neighborhood connectors	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
BikePed		Division	Ange St (SR 1712)	Primrose Lane	Windmill Drive	Construct sidewalk. Construct associated signing and marking, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction.	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed		Division	Juanita Avenue	Juanita Avenue	SR 1149 (Lee St)	Construct continuous curb & gutter with sidewalk from existing portion along Juanita Avenue to Lee St.	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed		Division	Worthington Rd (SR 1711)	Old Tar Rd (SR 1700)	Christ Covenant School	Construct sidewalks and protected bike lanes down roughly 1,600 ft (to Christ Covenant School); curb & gutter section. Install RRFB crossing apparatus to provide safety crossing to users.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
BikePed		Division	Fork Swamp Canal Greenway	SR 1711 (Worthington Rd)	SR SR 1130 Vernon White Rd	Design and construct greenway along Fork Swamp Canal connecting to the proposed Worthington Rd sidewalk and Vernon White Rd.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
BikePed		Division	Firetower Road	Arlington Blvd	Memorial Dr (NC11)	Construct continuous sidewalk along both sides of the corridor. Explore potential of Multi-use path on side of the corridor	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed		Division	14th Street	Charles Blvd (SR 1707)	5th Street	Construct continuous sidewalk along both sides of the corridor. Explore potential of Multi-use path on side of the corridor	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed		Division	Cooper Street	Railroad Street (SR 1262)	Old Tar Road (SR 1700)	Construct continuous sidewalk along corridor. Explore potential of Multi-use path on side of the corridor	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed		Division	TCC Connector Greenway	1st St	5th Street	Greenway along Town Creek Culvert	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
BikePed		Division	NS Greenway Connector	Bayswater Dr	Evans Street	Greenway Connection through Lyndale and adjoining neighborhoods. Connecting Greenville and Winterville's proposed Greenway	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

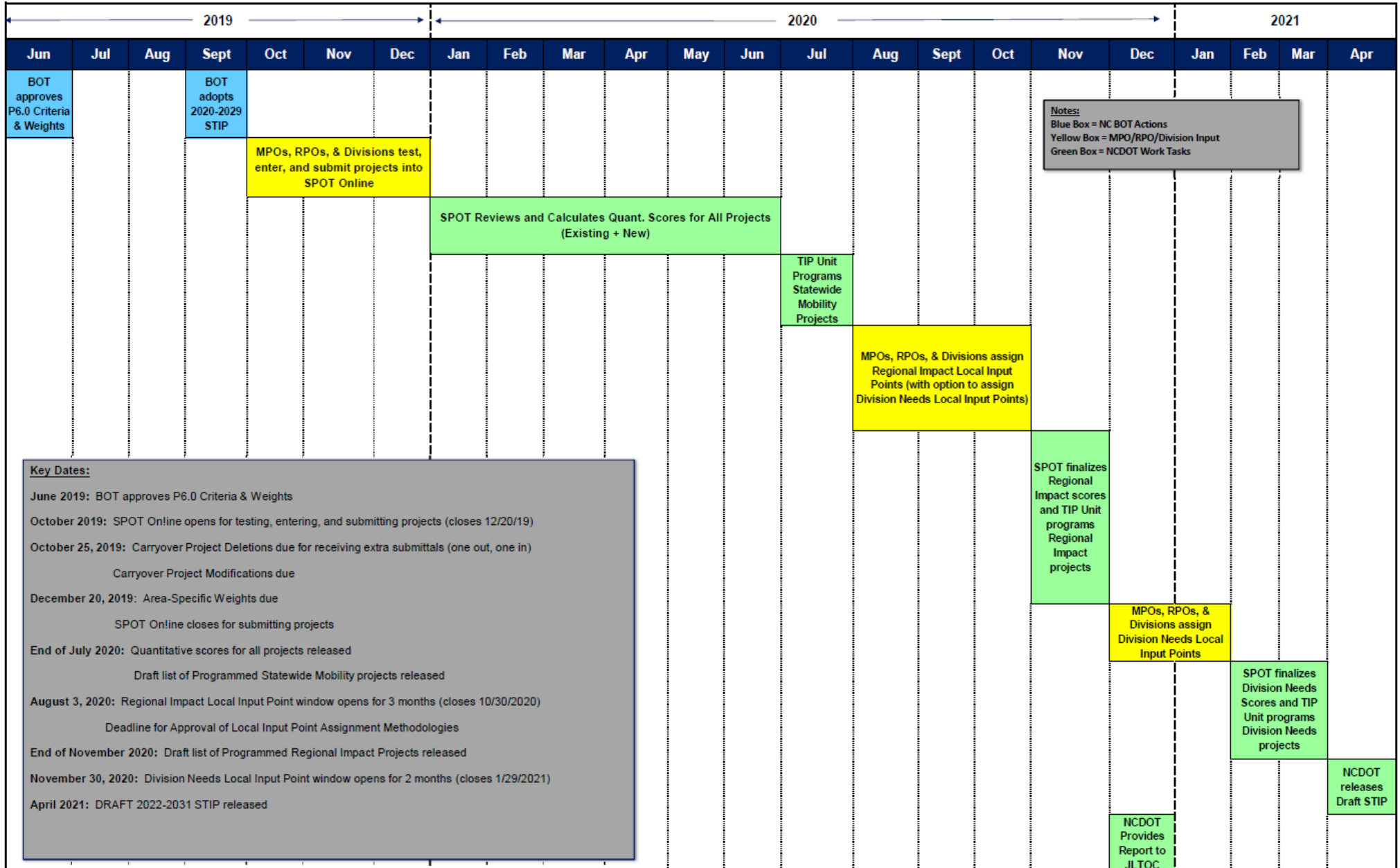
### Prioritization 6.0 Project List: Rail

Rail		Statewide/Regional	Passenger Rail	Imperial Tobacco Site	Raleigh Union Station	Construct and upgrade rail facilities necessary to support passenger rail services to and from Raleigh. Connection should be made via Rocky Mount Station. Proposed (3) runs a day AM, mid-day and PM.	
Rail		Regional	Grade Separation	Greenville Blvd	14th Street	Construct grade separation to improve congestion near intersection of Greenville Blvd and 14th Street.	
Rail		Regional	Grade Separation	14th Street	Beatty Street	Construct grade separation to improve efficiency rail and highway mobility on 14th St near the intersection of 14th and Beatty Street	
Rail		Regional	Grade Separation	NC 11 (Memorial Drive)		Construct grade separation to improve efficiency rail and highway mobility on NC 11 (memorial Drive) St near the intersection of Moye Blvd	
Rail		Regional	Grade Separation	Firetower Rd (SR 1708)		Construct grade separation to improve efficiency rail and highway mobility on Firetower Rd near the intersection of Baywood Drive	
Rail		Regional	Capacity			Expand capacity of Loading station on Short Line near Pitt County Recycling Center	

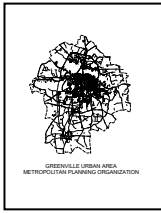
### Prioritization 6.0 Project List: Transit

Public Transit		Division	Bus Stop Improvements			Improve 39 bus stops to improve shelter and seating at each location creating enhanced facilities promoting increased use of transit.	
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# P6.0 Schedule







## Attachment 3d

### Technical Coordinating Committee

### Action Required

June 26, 2019

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TO: Technical Coordinating Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: Adoption of the Metropolitan Transportation Plan (MTP)

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**Purpose:** Adoption of the Greenville Urban Area Metropolitan Planning Organization's 2045 Metropolitan Transportation Plan.

**Discussion:** The Greenville Urban Area Metropolitan Planning Organization (MPO) is required by federal law to update their Metropolitan Transportation Plan (MTP) every five years. The MPO last adopted its long-range plan, the *2014-2040 MTP*, in August 2014, necessitating an update to remain compliant, and as such in January 2018 the MPO selected Kimley-Horn to develop now named 2045 Metropolitan Transportation Plan (MTP). The MTP is a federally mandated, long-term planning document detailing the transportation improvements, policies and activities developed for implementation in the MPO's planning area across the identified planning horizon. Since that time, Kimley-Horn and the MPO staff have been developing the 2045 MTP and ensuring that it addresses the needs and deficiencies of the Greenville Urbanized Area's transportation system.

MPO staff and Kimley-Horn presented the recommendations and components of the plan at the December 12, 2018 Joint Committee meeting and at the April 17, 2019 TCC meeting and May 1, 2019 TAC meeting. In addition to involvement by the MPO Committees, staff and the consultant have utilized two public meetings, two advisory meetings with appointed citizens and attended a community event in an effort to solicit public input. After incorporating those all comments received, Kimley-Horn finalized drafted the full 2045 MTP report and accompanying appendices for official review by MPO staff and the public.

Per the MPO's Public Involvement Plan (PIP), staff posted the draft plan for public comment on the MPO website on May 31, 2019 beginning the required advertisement period of (30) or more days. This project is on budget and schedule with the MPO required to adopt a compliant long-range transportation plan by August 5, 2019. Staff requests the TCC recommend that the TAC formally adopt the 2045 MTP.

**Action Needed:** Recommend the TAC formally adopt the 2045 Greenville Urban Area Metropolitan Planning Organization's 2045 Metropolitan Transportation Plan.

**Attachments:** N/A (Draft Plan provided to TCC prior to meeting)

**RESOLUTION NO. 2019-04-GUAMPO**  
**ADOPTION OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S 2045 METROPOLITAN TRANSPORTATION PLAN (MTP)**

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 Greenville Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

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

WHEREAS, the Technical Coordinating Committee and Transportation Advisory Committee for the Urban Area have prepared a Metropolitan Transportation Plan for the Urbanized area with input from elected & appointed officials, stakeholder & advocacy groups and the general public; and

WHEREAS, the Greenville Urban Area MTP has at least a 20 year horizon and is fiscally constrained as required by 23 CFR Part 450.322; and

WHEREAS, a 30-day public comment period for the 2014-2040 Metropolitan Transportation Plan was conducted, in accordance with the MPO's adopted Public Involvement Policy; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization Transportation Advisory Committee has reviewed the 2045 Metropolitan Transportation Plan and adopts it as the official long-range transportation plan Greenville Metropolitan Planning Organization's planning area;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby adopts the Greenville Urban Area Metropolitan Planning Organization's 2045 Metropolitan Transportation Plan.

**Today, July 10, 2019.**

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

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Amanda Braddy, Secretary

# Join with BikeWalk NC in writing the governor and state representatives to return funding for Active Transportation Projects and Programs.

March 2, 2019

Dear Governor Cooper and members of the North Carolina General Assembly,

Help make North Carolina safe for active transportation and invest in roadway designs that benefit cyclists, pedestrians, and entire communities! Active transportation promotes economic development, benefits our physical and mental health, and fosters a clean, energy efficient environment.

In 2013 when the North Carolina Department of Transportation (NCDOT) adopted its goals of implementing its "comprehensive statewide plan for improving bicycling and walking conditions across North Carolina", it focused on five main principles – mobility, safety, health, the economy and the environment. The NC General Assembly that same year, defunded that plan and has since directed NCDOT to spend billions of tax dollars on limited use roadway and turnpike projects, while defunding active transportation.

For six years, North Carolina has not funded any stand-alone bicycle or pedestrian projects. Rural and urban counties across the state have active transportation plans and projects that remain unfunded. Unfair financial burdens exist for local communities which limit their ability to: provide for active transportation, improve roadway safety, enrich their quality of life and placemaking, and enhance North Carolina's economic vitality through a modern multimodal transportation system.

The undersigned individuals, BikeWalk NC and its organizational partners stand with nine other Regional Planning Organizations and other Metropolitan Planning Organizations that represent millions of North Carolina residents.

We ask that the North Carolina General Assembly end the prohibition on state funding and allow for the design, development and construction of Stand-Alone Bicycle and Pedestrian Projects to facilitate safe active transportation facilities. We also urge the General Assembly to consider codification of North Carolina's Complete Streets Policy.

## RESOLUTION NO. 2019-05-GUAMPO

### **RESOLUTION SUPPORTING BIKEWALK NC IN THEIR EFFORTS OF REQUESTING THE NORTH CAROLINA GENERAL ASSEMBLY TO END THE PROHIBITION ON STATE FUNDING AND ALLOW FOR THE DESIGN, DEVELOPMENT AND CONSTRUCTION OF STAND-ALONE BICYCLE AND PEDESTRIAN PROJECTS AND URGING THE GENERAL ASSEMBLY TO SUPPORT NORTH CAROLINA'S COMPLETE STREETS POLICY**

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 Greenville Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, in 2013 the North Carolina Department of Transportation (NCDOT) adopted its goals of implementing its "comprehensive statewide plan for improving bicycling and walking conditions across North Carolina" and focusing on five main principles – mobility, safety, health, the economy and the environment; and

WHEREAS, In 2013 the North Carolina General Assembly approved the Transportation Investment Strategy Formula that included *"Bicycle and pedestrian limitation. - The Department shall not provide financial support for independent bicycle and pedestrian improvement projects, except for federal funds administered by the Department for that purpose. This subdivision shall not apply to funds allocated to a municipality pursuant to G.S. 136-41.1 that are committed by the municipality as matching funds for federal funds administered by the Department and used for bicycle and pedestrian improvement projects. This limitation shall not apply to funds authorized for projects in the State Transportation Improvement Program that are scheduled for construction as of October 1, 2013, in State fiscal year 2012- 2013, 2013-2014, or 2014-2015;"* and WHEREAS, the Greenville Urban Area MTP has at least a 20 year horizon and is fiscally constrained as required by 23 CFR Part 450.322; and

WHEREAS, BikeWalk NC is spearheading an effort of requesting that the North Carolina General Assembly end the prohibition on state funding and allow for the design, development and construction of stand-alone bicycle and pedestrian projects to facilitate safe active transportation facilities and urging the General Assembly to consider codification of North Carolina's Complete Streets Policy; and

WHEREAS, BikeWalk NC's efforts are consistent with the objectives and vision of the Greenville Urban Area Metropolitan Planning Organization's Active Transportation Plan and long-range transportation plan; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization Transportation Advisory Committee has reviewed the BikeWalk NC request to State Legislature and found it supportive of the Greenville Urban Area Metropolitan Planning Organization's mission of developing a safe, reliable and efficient multimodal transportation network in the Greenville Urbanized Area ;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby supports BikeWalk NC's efforts of requesting that the North Carolina General Assembly end the prohibition on state funding and allow for the design, development and construction of stand-alone bicycle and pedestrian projects to facilitate safe active transportation facilities and urging the General Assembly to support North Carolina's Complete Streets Policy.

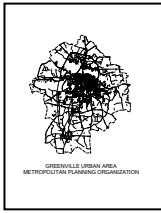
**Today, July 10, 2019.**

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

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Amanda Braddy, Secretary



## Attachment 4a Technical Coordinating Committee

### Action Required

June 26, 2019

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TO: Technical Coordinating Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: Amendment of the Fiscal Year (FY) 2019- 2020 Unified Planning Work Program (UPWP)

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**Purpose:** To amend the Greenville Urban Area Metropolitan Planning Organization's current FY 2019-2020 Unified Planning Work Program (PWP) to allocate new funds and re-allocate existing funds for identified special studies

**Discussion:** The Greenville Urban Area Metropolitan Planning Organization's (MPO) Transportation Advisory Committee (TAC) approved the Fiscal Year (FY) 2019-2020 Unified Planning Work Program (UPWP or PWP) on November 8, 2017 and amended on February 27, 2019. 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 allocate newly received Federal Public Law (PL) funds and reallocate existing funds update planned expenditures for special studies in 2019-2020 . NCDOT closed out previous Federal line items creating a new allocation of funds for FY 2020. The Greenville Urban Area MPO originally had a PL balance (after a State rescission and redistribution in 2019) of \$309,200 resulting in a PWP total of \$386,500 (\$309,200 Federal plus \$77,300 required local match). The MPO has now received an additional \$64,111 (per the State PL allocation formula) bringing the PL total to \$373,312 and resulting in total available budget of \$466,640 for FY 2020.

These funds will be included in the PWP by way of proposed Amendment #1. Additionally the MPO needed to adjust planned expenditures to accommodate projects falling out of the previous FY (Pavement Condition Analysis) into the current FY in addition to those requiring additional funds.

The following updates are proposed in Amendment #1 to the FY2020 PWP:

1. *Programming of New Federal PL Funds Received by the MPO*
2. *Revision to Funding for Pavement Condition Analysis Project*
3. *Revision to Funding for the NC 43 Corridor Study*
4. *Re-Allocation of Federal PL Funds Programmed within the Current UPWP*

Staff requests the TCC recommend approval of Amendment #1 of the FY 2020 PWP.

**Action Needed:** Request the TCC recommend approval of resolution 2019-06 adopting Amendment #1 of the FY 2020 PWP.

**Attachments:** *PL Allocation Letter; Current UPWP Expenditure Breakdown; Proposed UPWP Expenditure Breakdown*



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

April 1, 2019

Mr. Ryan Purtle  
Transportation Planner  
City of Greenville  
P.O. Box 7207  
Greenville, North Carolina 27835-7207

Subject: Greenville Urban Area MPO, FY 2020 PL Work Program Allocation (supplemental)

Dear Mr. Purtle:

NCDOT has recently closed out the FY18 Metropolitan Planning (PL) project account for every MPO in the State. With the close-out of the FY18 account, unspent funds have become available for MPOs use. NCDOT has applied the standard per-capita PL-fund distribution formula to the aggregate remaining amount and has calculated the MPO's share of federal PL funds according to the table below.

The MPO will receive an additional \$64,111 of federal PL funds in FY20.

Greenville Urban Area MPO

FY20 initial PL allocation (Jan 7 <sup>th</sup> , 2019 letter)	\$309,200
FY20 additional PL allocation from close out of FY18	\$64,111
Total available PL funds for FY20.	\$373,312

MPO's are encouraged to use the additional allocation by amending their UPWP's accordingly.

If you have any questions, please do not hesitate to call or email me: (919) 707-0901, [jalavi@ncdot.gov](mailto:jalavi@ncdot.gov).

Sincerely,

*Jamal Alavi*

Jamal Alavi, P.E.  
Director, Transportation Planning Division

Mailing Address:  
NC DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION PLANNING DIVISION  
1554 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1554

Telephone: (919) 707-0900  
Fax: (919) 733-9794  
Customer Service: 1-877-368-4968

Location:  
1 SOUTH WILMINGTON ST  
RALEIGH, NC 27601

Website: [www.ncdot.gov](http://www.ncdot.gov)



**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 (TRP)			Transit Planning - 5303			Transit-SECTION 5307			Task Funding Summary		
			Local	Federal	TOTAL	Local	State	Federal	Fund	Local	State	Federal	Local	State	Federal	Local	State
	II-A	Data and Planning Support	\$ 3,000	\$ 12,000	\$ 15,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.24.00	II-A-1	Networks and Support Systems	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.23.01	II-A-2	Travelers and Behavior	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.23.02	II-A-3	Transportation Modeling	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.27.00	II-B	Planning Process	\$ 48,000	\$ 192,000	\$ 240,000	\$ 3,750	\$ 11,250	\$ 15,000	\$ 200	\$ 200	\$ 200	\$ 1,600	\$ 2,000	\$ 2,000	\$ 11,450	#####	\$ 317,000
44.23.02	II-B-1	Targeted Planning	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 3,000	\$ 12,000	\$ 15,000	\$ 0	\$ 0	\$ 0	\$ 200	\$ 200	\$ 1,600	\$ 2,000	\$ 2,000	\$ 3,200	\$ 200	\$ 13,600	\$ 17,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ -	\$ -	\$ -	\$ -
		Pavement Condition Analysis	\$ 20,000	\$ 80,000	\$ 100,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
		NC 43 Corridor Plan	\$ 9,000	\$ 36,000	\$ 45,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 9,000	\$ 0	\$ 36,000	\$ 45,000
		Eastern North Carolina Freight Study	\$ -	\$ -	\$ -	\$ 3,750	\$ 11,250	\$ 15,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 3,750	\$ 0	\$ 11,250	\$ 15,000
		Uptown Area and Mobility Plan	\$ 15,000	\$ 60,000	\$ 75,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.21.00	III-A	Planning Work Program	\$ 2,000	\$ 8,000	\$ 10,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.24.00	III-A-1	Planning Work Program	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.25.00	III-B	Transp. Improvement Plan	\$ 2,400	\$ 9,600	\$ 12,000	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 1,600	\$ 2,000	\$ 2,000	\$ 2,600	\$ 200	\$ 11,200	\$ 14,000
44.25.00	III-B-1	Proritized	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.25.00	III-B-2	Metropolitan TIP	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 200	\$ 200	\$ 1,600	\$ 2,000	\$ 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	\$ 0	\$ 0	\$ 0	\$ 0	\$ 400	\$ 0	\$ 1,600	\$ 2,000
44.27.00	III-C	CVl Regs. Cmp/Otr .Reg. Regs.	\$ 2,900	\$ 11,600	\$ 14,500	\$ 200	\$ 200	\$ 200	\$ 200	\$ 200	\$ 1,600	\$ 2,000	\$ 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	\$ 0	\$ 0	\$ 100	\$ 0	\$ 400	\$ 500
44.27.00	III-C-2	Minority Business Enterprise Planning	\$ -	\$ -	\$ -	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -	\$ 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
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	\$ 2,000
44.27.00	III-C-6	Public Involvement	\$ 2,000	\$ 8,000	\$ 10,000	\$ 0	\$ 0	\$ 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	\$ 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	\$ 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	\$ 0	\$ 0	\$ 0	\$ 3,600.0	\$ 3,600.0	\$ 28,800	\$ 36,000	\$ 36,000	\$ 19,600	\$ 3,600	\$ 92,800	\$ 116,000
44.27.00	TOTALS		\$ 77,300	\$ 309,200	\$ 386,500	\$ 3,750.0	\$ 11,250	\$ 15,000	\$ 75,000	\$ 75,000	\$ 60,000	\$ 60,000	\$ 75,000	\$ 309,200	\$ 386,500	\$ 503,500	



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
	<b>II-A</b>	<b>Data and Planning Support</b>	\$ 1,200	\$ 4,800	\$ 6,000					\$0	\$0	\$0	\$0					\$ 1,200	\$0	\$ 4,800	\$ 6,000
44.24.00	II-A-1	Networks and Support Systems	\$ 400	\$ 1,600	\$ 2,000					\$0	\$0	\$0	\$0					\$ 400	\$0	\$ 1,600	\$ 2,000
44.23.01	II-A-2	Travelers and Behavior	\$ 400	\$ 1,600	\$ 2,000					\$0	\$0	\$0	\$0					\$ 400	\$0	\$ 1,600	\$ 2,000
44.23.02	II-A-3	Transportation Modeling	\$ 400	\$ 1,600	\$ 2,000					\$0	\$0	\$0	\$0					\$ 400	\$0	\$ 1,600	\$ 2,000
	<b>II-B</b>	<b>Planning Process</b>	\$ 74,400	\$ 297,600	\$ 372,000	\$3,750	\$11,250	\$60,000	\$75,000	\$200	\$200	\$1,600	\$2,000					\$ 78,350	\$11,450	\$ 359,200	\$ 449,000
44.23.02	II-B-1	Targeted Planning	\$ 3,600	\$ 14,400	\$ 18,000					\$0	\$0	\$0	\$0					\$ 3,600	\$0	\$ 14,400	\$ 18,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 1,000	\$ 4,000	\$ 5,000					\$200	\$200	\$1,600	\$2,000					\$ 1,200	\$200	\$ 5,600	\$ 7,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	\$ -					\$0	\$0	\$0	\$0					\$ -	\$0	\$ -	\$ -
		<i>Pavement Condition Anlysis</i>	\$ 45,000	\$ 180,000	\$ 225,000														\$0	\$ 180,000	\$ 225,000
		<i>NC 43 Corridor Plan</i>	\$ 9,800	\$ 39,200	\$ 49,000					\$0	\$0	\$0	\$0					\$ 9,800	\$0	\$ 39,200	\$ 49,000
		<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														\$0	\$ 60,000	\$ 75,000
	<b>III-A</b>	<b>Planning Work Program</b>	\$ 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
	<b>III-B</b>	<b>Transp. Improvement Plan</b>	\$ 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
	<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>	\$ 1,600	\$ 6,400	\$ 8,000					\$200	\$200	\$1,600	\$2,000					\$ 1,800	\$200	\$ 8,000	\$ 10,000
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	\$ 1,000	\$ 4,000	\$ 5,000					\$0.0	\$0.0	\$0	\$0					\$1,000	\$0	\$4,000	\$5,000
44.27.00	III-C-7	Private Sector Participator	\$ 400	\$ 1,600	\$ 2,000					\$0.0	\$0.0	\$0	\$0					\$400	\$0	\$1,600	\$2,000
44.27.00	<b>III-D</b>	<b>Statewide &amp; Extra-Regional Planning</b>	\$ 1,000	\$ 4,000	\$ 5,000					\$0.0	\$0.0	\$0	\$0					\$ 1,000	\$0	\$ 4,000	\$ 5,000
44.27.00	<b>III-E</b>	<b>Management Ops, Program Suppt Admin</b>	\$ 10,600	\$ 42,400	\$ 53,000					\$3,600.0	\$3,600.0	\$28,800	\$36,000	\$0.0	\$0.0	\$0	\$0	\$ 14,200	\$3,600	\$ 71,200	\$ 89,000
		<b>TOTALS</b>	\$ 93,200	\$ 372,800	\$ 466,000	\$3,750.0	\$11,250	\$60,000	\$75,000	\$4,200	\$4,200	\$33,600	\$42,000	\$0	\$0	\$0	\$0	\$101,150	\$15,450	\$466,400	\$583,000



## Attachment 4b

### Technical Coordinating Committee

**No Action Required**

June 26, 2019

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TO: Technical Coordinating Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: Greenville Urban Area MPO's Active Transportation Master Plan Update

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Purpose: To review the Greenville Urban Area MPO's Active Transportation Master Plan Update #1

Discussion: The Greenville Urban Area Metropolitan Planning Organization's (MPO) Active Transportation Plan (ATP) was developed from 2016-2017 by Alta Planning and Design and MPO staff, with the MPO TAC taking action to adopt the plan in August 2017. Since that time, MPO staff has utilized the plan to guide development and implementation of the envisioned non-motorized transportation network in the region.

In 2018, the MPO began its federally mandated update of its long-range transportation plan, known as the Metropolitan Transportation Plan (MTP), which outlines programs, policies and projects that develop all modes of transportation within the MPO planning area. Kimley-Horn with Alta Planning and Design were the selected consultants for the development of the 204 MTP, which allowed for consistency between plans (the ATP and MTP) and a seamless update to the ATP per the findings of the MTP development process.

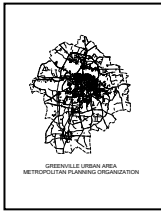
As the MPO has now taken action to adopt the 2045 MTP, it must also update an amendment to ATP for consistency. The following updates, as developed through stakeholder and public engagement, are proposed for Amendment #1 to the ATP:

- *Table of Contents and Page Numbering*
- *Map 3.1 Strategic Bikeway Network*
- *Map 3.2 Major Corridor Improvements*
- *Maps 3.3-3.10 Full Bicycle & Greenway Trail Network Maps*
- *Map 4.1 Strategic Sidewalk Network*
- *Map 4.2 Major Corridor Improvements*
- *Maps 4.3-4.10 Full Sidewalk & Greenway Trail Network Maps*
- *Map 5.1 Priority Project Key Map*
- *Project Cut-Sheets D, E, G, I, J, O, Q*
- *(2) new project cut sheets*
- *Pages 168-169, Shared Active Transportation (bike share and scooters)*
- *Page 177, Watch for Me NC Safety Campaign*
- *Pages 188-191, Sidewalk Crossings at Driveways and Intersections*
- *Page 192-195, Bike/Ped/Path Crossings at Railroads*

The above referenced updates include revisions to any applicable data and mapping. This item is for discussion with adoption of the amendment scheduled for the next round of MPO meetings (September/October 2019) after completion of the required public comment period and engagement activities.

Action Needed: N/A

Attachments: N/A (Draft Plan provided to TCC prior to meeting)



## Attachment 4c

### Technical Coordinating Committee

### Action Required

June 26, 2019

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TO: Technical Coordinating Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: NC 11/US 13/Southwest Bypass/CF Harvey Parkway Primary Route Change Request

---

**Purpose:** To Pass a Resolution of Support for the Greenville Urban Area MPO's request to change the route designation of the NC 11/US 13/Southwest Bypass/CF Harvey Parkway Corridor to a future interstate.

**Discussion:** In November 2016 US 264 became officially designated as future interstate I-587. This designation provided the Greenville Urbanized Area its first interstate network connection. As roadway improvements, continue to progress on upgrades necessary to achieve full designation on US 264, the MPO has begun to look at the next connection to the Interstate network.

Future I-587 provides an economically significant link between the urbanized area, the interstate network and Raleigh. As the MPO has an east-west connection, we have begun to explore how to connect to the Interstate Network North-South. Several routes were considered and evaluated using input from stakeholders as well as data driven evaluations such as the prioritization testing and submittal process. Prioritization 5.0 included key project that defined are intended corridor as the Mid-East RPO, East Carolina RPO and MPO partnered to begin looking at connectivity opportunities between the three (3) recently designated future interstates: US 70 (I-42), US 264 (I-587) and US 64 (I-87).

After coordinating with several eastern NC planning organizations, the NC 11/US 13/Southwest Bypass/CF Harvey Parkway corridor was established as preferred corridor for consideration. This route provided strategic connection as a north-south link while also providing efficient travel routes to significant freight hubs such as the Port of Morehead City, Port of Norfolk and the Global Transpark. The corridor is contained in the MPO's long-range plans and is identified as a part of NCDOT Strategic Transportation Corridors.

The corridor has been broken into four links of which two are currently in construction and the other two already in the Prioritization process for potential funding. As the project is already being input with upgrades necessary to achieve Interstate standards the MPO requested, via the State Primary Route Change process, NCDOT evaluate the corridor for future designation (non-legislative method). Staff is requesting that, to support this evaluation request, the TCC recommend that the TAC take action supporting the designation of the NC 11/US 13/Southwest Bypass/ CF Harvey Parkway Corridor as a future Interstate.

**Action Needed:** Request the TCC recommend that the TAC pass a resolution of support for the re-designation of the NC 11/US 13/Southwest Bypass/ CF Harvey Parkway Corridor to a future interstate.

**Attachments:** NC 11/US 13/Southwest Bypass/CF Harvey Parkway Corridor Map

# Interstate and Primary Route Designation Policy for the STI Prioritization Process

November 16, 2018

## Overview:

In accordance with the Strategic Transportation Investments (STI) law, projects classified as an interstate or primary route are eligible for Statewide Mobility and/or Regional Impact funding as specified in G.S. §136-189.10 (1) and (2). While the law specifies how projects on interstates and primary routes (US or NC) are classified, additional guidance is needed for designating proposed or future primary routes for evaluation in the STI Prioritization process. If a project is proposed on an approved future interstate or primary route, it would be eligible for evaluation and funding in the Statewide Mobility and/or Regional Impact category. The process for designating future primary routes for evaluation in the STI Prioritization process is defined below.

Any designation as a future interstate or primary route must be approved by the State Traffic Engineer in accordance with the North Carolina Administration Code (NCAC) 19A:02B.0104 (b). The State Traffic Engineer must ensure any future designation is warranted and meets all applicable policies and codes. There is an expectation that the facility will be designed and constructed to meet applicable standards. If the project is approved as a future interstate or primary route and the project is funded in the Statewide Mobility or Regional Impact categories but is not designed to meet applicable standards, the project is subject to being reprioritized in a subsequent prioritization cycle.

For a route to be considered as future primary route, the following process must be completed prior to the project submittal window closing. Consideration of a future primary route does not guarantee it will be approved.

Please note that future interstate designations typically require approval from FHWA and AASHTO, unless specifically approved by Congress. AASHTO reviews future interstate designations at their spring and fall meetings; therefore, for consideration as a future interstate route for P6.0, AASHTO must approve the designation no later than their meeting in Fall 2019.

## Requests:

**All requests for future interstates shall be submitted by July 3, 2019, and the planning organization or Division requesting the designation shall initiate this process, and have their first planning meeting, with the State Traffic Engineer's office prior to that date.** Emails and voice mails are not sufficient. Future interstate route requests submitted after July 3, 2019 will not be considered for P6.0 scoring.

Requests for future primary routes (US and NC) may be submitted by September 27, 2019. Future primary route requests submitted after September 27, 2019 will not be considered for P6.0 scoring.

To submit a facility for consideration as a future interstate or primary route, the submitter (MPO, RPO, or Division) must submit a **Route Change Request Form** with the associated information and mapping to the State Signing Engineer (copying SPOT staff). All requests will be reviewed by the Route Numbering Committee and the State Traffic Engineer.

Supplemental documentation is encouraged to accompany the **Route Change Request Form**. This additional information could include (but is not limited to) the following items:

- Map indicating proposed route to be renumbered and/or new alignment
- Comprehensive Transportation Plan (CTP) that indicate primary route designation
- Metropolitan Transportation Plan that indicate primary route designation
- Prior Prioritization (P3.0 to P5.0) data that indicate primary route scoring consistency
- Feasibility Studies that indicate project intent or route continuity
- Previous STIP documentation that indicate primary route designation
- Route to be a part of Strategic Freight Corridor (or other statewide significance plan)

Please submit your completed **Route Change Request Form** and any additional reference information (as one PDF file) to the following email addresses:

**TITLE:** P6.0 Primary Route Request – (Proposed Route/Name/County/Project)  
**TO:** Renee Roach ([rroach@ncdot.gov](mailto:rroach@ncdot.gov))  
**CC:** Jason Schronce ([jschronce@ncdot.gov](mailto:jschronce@ncdot.gov))

**Reference:**

Session Law 2013-183 (House Bill 817)

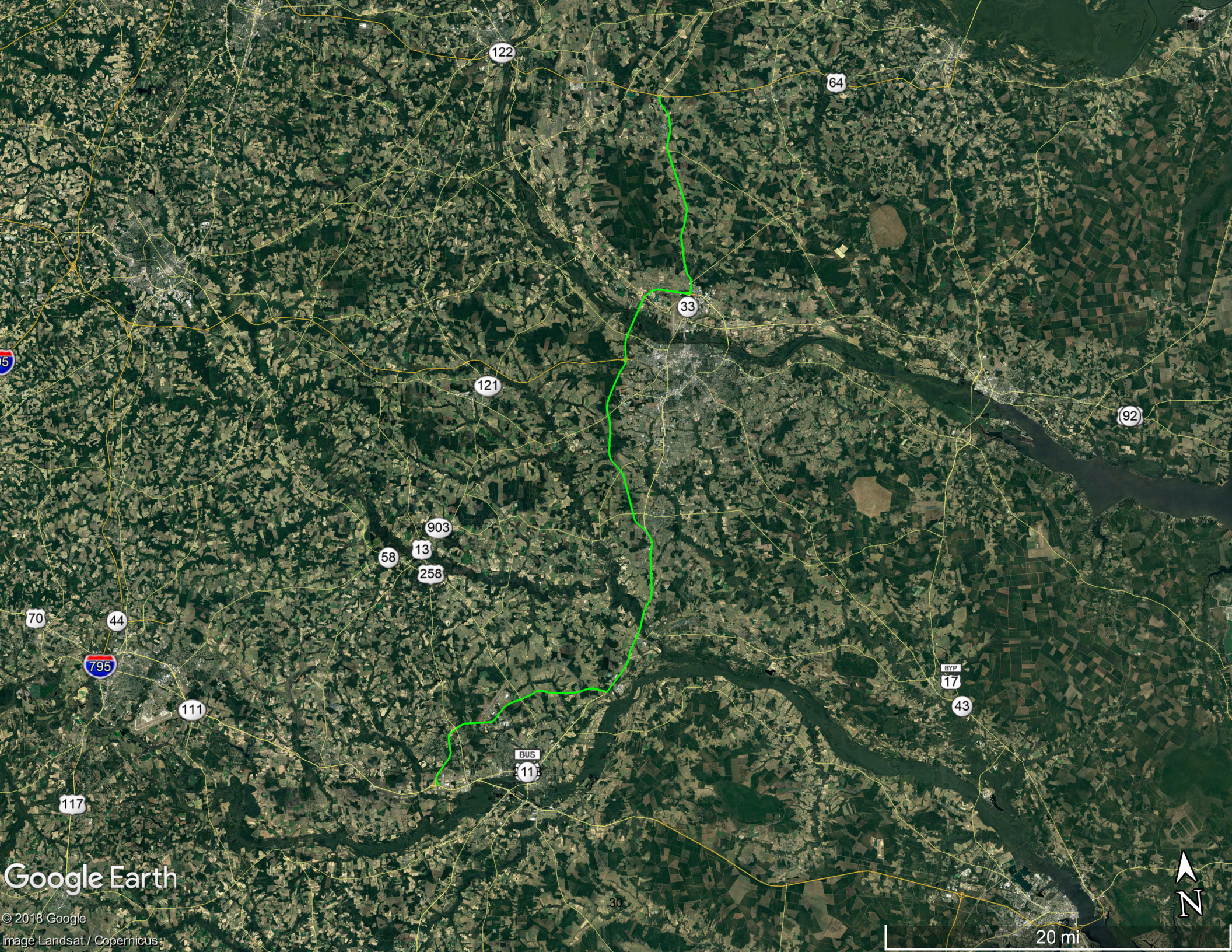
<https://www.ncleg.net/Sessions/2013/Bills/House/PDF/H817v10.pdf>

19A NCAC 04A.0104

<http://reports.oah.state.nc.us/ncac/title%2019a%20-%20transportation/chapter%2004%20-%20secretary%20of%20transportation/subchapter%20a/19a%20ncac%2004a%20.0104.pdf>

Route Changes

<https://connect.ncdot.gov/resources/safety/Pages/Route-Changes.aspx>



Google Earth

© 2018 Google  
Image Landsat / Copernicus



**RESOLUTION NO. 2019-07-GUAMPO**

**SUPPORT OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATIONS REQUEST TO CHANGE THE ROUTE DESIGNATION OF THE NC11/US13/SOUTHWEST BYPASS/ CF HARVEY PARKWAY CORRIDOR TO A FUTURE INTERSTATE**

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 Greenville Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the NC 11/US 13/Southwest Bypass/CF Harvey Parkway Corridor ("Corridor") has been identified by the Greenville Urban Area MPO, Mid-East RPO and East Carolina RPO as an economically significant corridor; and

WHEREAS, the MPO is committed to leveraging transportation infrastructure investment into regional and local economic opportunity; and

WHEREAS, the "Corridor" is a part of the identified North Carolina Strategic Transportation Corridor X, establishing its statewide, regional and local transportation importance; and

WHEREAS, the "Corridor" is a part of the Statewide and Regional Strategic Freight Network; and

WHEREAS, the "Corridor" strategically connect future Interstates I-42, I-587 and I-87, providing a north-south Interstate connection between eastern North Carolina's most used freight and passenger highways; and

WHEREAS, portions of the "Corridor" are currently being constructed to Interstate standards with the remaining portions being studied, planned and developed as roadway upgrades Interstate standards projects;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby supports the primary route change of the NC 11/US 13/Southwest Bypass/CF Harvey Parkway Corridor to a future Interstate designation.

**Today, July 10, 2019.**

---

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

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Amanda Braddy, Secretary




STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

May 1, 2019

MEMO TO: MPOs, RPOs

FROM: Van Argabright  
Director, Division of Planning & Programming 

SUBJECT: Release of the 2020-2029 State Transportation Improvement Program (STIP)

After consulting with executive management at NCDOT, the Division of Planning and Programming has decided to ask that the Board of Transportation approve the 2020-2029 STIP at their September meeting instead of their June meeting as previously planned. Since approval of an updated STIP is only required every 4 years by FHWA and NCDOT is on a 2 year update cycle, this should pose no problems. The current 2018-2027 STIP will be maintained (and amended as necessary) until adoption of the 2020-2029 STIP by the Board is complete and the STIP approved by FHWA.

We are currently in the process of completing the sale of GARVEE bonds and Build NC bonds. Also, the NC General Assembly is completing their budget that includes key provisions that will affect the STIP. A delay in the approval will allow work on the bond sale and budget to be completed and any needed changes incorporated into our project scheduling prior to adoption of the STIP.

If you have any questions or concerns about this delay in the approval of the STIP, please contact David Wasserman, Leigh Wing, or Mike Stanley to discuss. Thank you.

cc: James H. Trogdon, III, Secretary  
Bobby Lewis, Chief Operating Officer  
David Howard, Chief Deputy Secretary  
Julie White, Deputy Secretary for Multi-Modal Transportatoin  
Tim Little, Chief Engineer  
Ron Hancock, Deputy Chief Engineer  
Louis Mitchell, Deputy Chief Engineer  
John Rouse, Deputy Chief Engineer  
Division Engineers  
Chris Peoples, Director of Field Support  
Bill Kincannon, Acting Director of Technical Services  
Jamal Alavi, Director of Transportation Planning  
Edward Parker, Assistant Division Administrator, FHWA – NC Division  
George Hoops, Planning & Program Development Leader, FHWA – NC Division

Mailing Address:  
NC DEPARTMENT OF TRANSPORTATION  
DIVISION OF PLANNING AND  
PROGRAMMING  
1534 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1534

Telephone: (919) 707-4610  
Fax: (919) 733-3585  
Customer Service: 1-877-368-4968

Location:  
1 SOUTH WILMINGTON STREET  
RALEIGH, NC 27601

Website: [www.ncdot.gov](http://www.ncdot.gov)



1 A BILL TO BE ENTITLED  
2 AN ACT TO DEFINE AND AUTHORIZE THE USE OF ELECTRIC STANDUP SCOOTERS.  
3 The General Assembly of North Carolina enacts:

4 SECTION 1. G.S. 20-4.01 reads as rewritten:  
5 "§ 20-4.01. Definitions.

6 Unless the context requires otherwise, the following definitions apply throughout this  
7 Chapter to the defined words and phrases and their cognates:

8 ...

9 (7c) Electric Standup Scooter. – A device with no more than three 12-inch or  
10 smaller diameter wheels that has handlebars, is designed to be stood upon by  
11 the user while riding, and is powered by an electric motor that is capable of  
12 propelling the device with or without human propulsion at a speed no greater  
13 than 20 miles per hour on a paved level surface.

14 (7e)(7d) Employer. – Any person who owns or leases a commercial motor vehicle  
15 or assigns a person to drive a commercial motor vehicle and would be subject  
16 to the alcohol and controlled substance testing provisions of 49 C.F.R. § 382  
17 and also includes any consortium or third-party administrator administering  
18 the alcohol and controlled substance testing program on behalf of  
19 owner-operators subject to the provisions of 49 C.F.R. § 382.

20 ...

21 (23) Motor Vehicle. – Every vehicle which is self-propelled and every vehicle  
22 designed to run upon the highways which is pulled by a self-propelled vehicle.  
23 Except as specifically provided otherwise, this term shall not include ~~mopeds~~  
24 ~~or mopeds,~~ electric assisted bicycles, bicycles, or electric standup scooters.

25 ...

26 (27) Passenger Vehicles. –

27 ...

28 j. Moped. – A vehicle, other than a motor-driven ~~bicyele or bicycle,~~  
29 electric assisted bicycle, or electric standup scooter, that has two or  
30 three wheels, no external shifting device, a motor that does not exceed  
31 50 cubic centimeters piston displacement and cannot propel the  
32 vehicle at a speed greater than 30 miles per hour on a level surface.  
33 The motor may be powered by electricity, alternative fuel, motor fuel,  
34 or a combination of each.

35 ...

1 (49) Vehicle. – Every device in, upon, or by which any person or property is or  
2 may be transported or drawn upon a highway, excepting devices moved by  
3 human power or used exclusively upon fixed rails or tracks; provided, that for  
4 the purposes of this Chapter ~~bicycles and bicycles,~~ electric assisted bicycles  
5 bicycles, and electric standup scooters shall be deemed vehicles and every  
6 rider of a ~~bicycle or bicycle,~~ an electric assisted bicycle-bicycle, or electric  
7 standup scooter upon a highway shall be subject to the provisions of this  
8 Chapter applicable to the driver of a vehicle except those which by their nature  
9 can have no application. This term shall not include a device which is designed  
10 for and intended to be used as a means of transportation for a person with a  
11 mobility impairment, or who uses the device for mobility enhancement, is  
12 suitable for use both inside and outside a building, including on sidewalks,  
13 and is limited by design to 15 miles per hour when the device is being operated  
14 by a person with a mobility impairment, or who uses the device for mobility  
15 enhancement. This term shall not include an electric personal assistive  
16 mobility device as defined in subdivision (7b) of this section. Unless the  
17 context requires otherwise, and except as provided under G.S. 20-109.2,  
18 47-20.6, or 47-20.7, a manufactured home shall be deemed a vehicle.

19 ...."

20 **SECTION 2.** G.S. 20-51 is amended by adding a new subdivision to read:

21 "(18) Electric standup scooters, as defined in G.S. 20-4.01(7c)."

22 **SECTION 3.** G.S. 58-37-1(6) reads as rewritten:

23 "(6) "Motor vehicle" means every self-propelled vehicle that is designed for use  
24 upon a highway, including trailers and semitrailers designed for use with such  
25 vehicles (except traction engines, road rollers, farm tractors, tractor cranes,  
26 power shovels, and well drillers). "Motor vehicle" also means a motorcycle,  
27 as defined in G.S. 20-4.01(27)h., and a moped, as defined in  
28 G.S. 20-4.01(27)j. "Motor vehicle" does not mean an electric assisted bicycle,  
29 as defined in ~~G.S. 20-4.01(7a)~~; G.S. 20-4.01(7a), or an electric standup  
30 scooter, as defined in G.S. 20-4.01(7c)."

31 **SECTION 4.** Article 3 of Chapter 20 of the General Statutes is amended by adding  
32 a new Part to read:

33 "Part 11D. Electric Standup Scooters.

34 "**§ 20-175.7. Definitions.**

35 The following definitions apply in this Part:

36 (1) Electric standup scooter. – As defined in G.S. 20-4.01(7c).

37 (2) Scooter-share operator. – A person offering shared scooters for hire. All  
38 scooter-share operators must carry insurance coverage dedicated exclusively  
39 for operation of shared scooters that meets all of the following requirements:

40 a. Commercial general liability insurance coverage with a limit of no less  
41 than one million dollars (\$1,000,000) each occurrence and five million  
42 dollars (\$5,000,000) aggregate.

43 b. Automobile insurance coverage with a limit of no less than one million  
44 dollars (\$1,000,000) each occurrence and one million dollars  
45 (\$1,000,000) aggregate.

46 c. Umbrella or excess liability coverage with a limit of no less than five  
47 million dollars (\$5,000,000) each occurrence and five million dollars  
48 (\$5,000,000) aggregate.

49 d. If the scooter-share operator employs persons, workers' compensation  
50 coverage of no less than what is required by applicable law.

51 (3) Scooter-share program. – The offering of shared scooters for hire.

- 1           (4) Shared scooter. – An electric standup scooter offered for hire. All shared  
2 scooters must meet all of the following requirements to be offered for hire:  
3           a. Bear a single, unique alphanumeric identification, visible from a  
4 distance of five feet, which shall not be obfuscated by branding or  
5 other markings, and which shall be used throughout the State,  
6 including by local authorities, to identify the shared scooter.  
7           b. Have a locking mechanism to enable the user to lock the shared scooter  
8 to a stationary physical object such as a bike rack.  
9           (5) Trip data. – Any data elements related to trips taken by users of a shared  
10 scooter of a scooter-share operator, including, but not limited to, Global  
11 Positioning System, timestamp, or route data.

12 **"§ 20-175.7. Operation of electric standup scooters.**

- 13           (a) Rights and Duties. – An electric standup scooter is subject to all provisions of this  
14 Chapter applicable to bicycles, except as otherwise provided in this section. An operator of an  
15 electric standup scooter is subject to all the rights and duties of a rider of a bicycle.  
16           (b) Parking. – An electric standup scooter may be parked on a sidewalk, provided it does  
17 not impede normal and reasonable pedestrian traffic.  
18           (c) Equipment. – An electric standup scooter must be equipped with a brake and with  
19 lamps, as required by G.S. 20-129(e).  
20           (d) Speed. – An electric standup scooter may not be operated at a speed greater than 15  
21 miles per hour.  
22           (e) Age Restriction. – An electric standup scooter may not be operated by a person less  
23 than 16 years of age.

24 **"§ 20-157.8. Local regulation.**

- 25           (a) A local authority may regulate the operation of electric standup scooters in the  
26 following ways:  
27           (1) Restrict the maximum speed a person may operate an electric standup scooter  
28 in pedestrian zones, such as plazas and promenades.  
29           (2) Assess penalties against operators of electric standup scooters for moving or  
30 parking violations, which shall not exceed penalties assessed against riders of  
31 bicycles for equivalent violations.  
32           (b) A local authority may regulate scooter-share programs in the following ways:  
33           (1) Require scooter-share operators to pay fees, provided the total amount of fees  
34 collected does not exceed the reasonable cost to the local authority of  
35 administering scooter-share programs.  
36           (2) Require scooter-share operators to indemnify the local authority for claims,  
37 demands, costs, including reasonable attorneys' fees, and losses or damages  
38 arising out of any negligent act, error, omission, or willful misconduct by the  
39 scooter-share operator or its officers or employees, except to the extent the  
40 claims, demands, costs, losses, or damages arise out of the local authority's  
41 negligence or willful misconduct.  
42           (3) In the interests of safety and right-of-way management, designate locations  
43 where scooter-share operators are prohibited from staging shared scooters,  
44 provided at least one location is permitted on each side of each city block in  
45 commercial zones and business districts.

46 **"§ 20-175.9. Additional requirements authorized; scooter-share program to provide data.**

47           As a condition for operating a scooter-share program, a local authority may require a  
48 scooter-share operator to provide to the authority trip data for all trips starting or ending within  
49 the jurisdiction of the local authority on any shared scooter of the scooter-share operator,  
50 provided, to ensure individual privacy, any trip data provided to the authority shall comply with  
51 all of the following:

- 1           (1)    The trip data is provided via an application programming interface, subject to  
2           the scooter-share operator's license agreement for the interface, that is subject  
3           to a publicly published privacy policy of the local authority or its designee, as  
4           applicable, disclosing what data is collected and how the data is used and  
5           shared with any third parties.
- 6           (2)    The trip data provided is safely and securely stored by the local authority,  
7           which shall implement administrative, physical, and technical safeguards to  
8           protect, secure, and, if appropriate, encrypt or limit access to the trip data.
- 9           (3)    The trip data provided shall be treated as personal information and trade secret  
10          and proprietary business information, shall be exempt from public disclosure  
11          pursuant to any public records request, and shall not be treated as owned by  
12          the local authority. The trip data shall not be shared with law enforcement,  
13          except pursuant to valid legal process, and shall not be shared to third parties  
14          without the scooter-share operator's consent, provided, upon a showing of  
15          legitimate and necessary need, a local authority may designate a third party to  
16          receive trip data under subdivision (1) of this section if the third party is in  
17          privity with the local authority and maintains compliance with this  
18          subdivision.

19    **"§ 20-175.10. Limitations on local regulation.**

20          In regulating shared scooters, a local authority may not impose any unduly restrictive  
21          requirement on a scooter-share program, including requiring scooter-share operators to operate  
22          below cost or subjecting riders of shared scooters to requirements more restrictive than those  
23          applicable to riders of privately-owned electric standup scooters or bicycles."

24          **SECTION 5.** This act is effective when it becomes law and applies to offenses  
25          committed on or after that date.

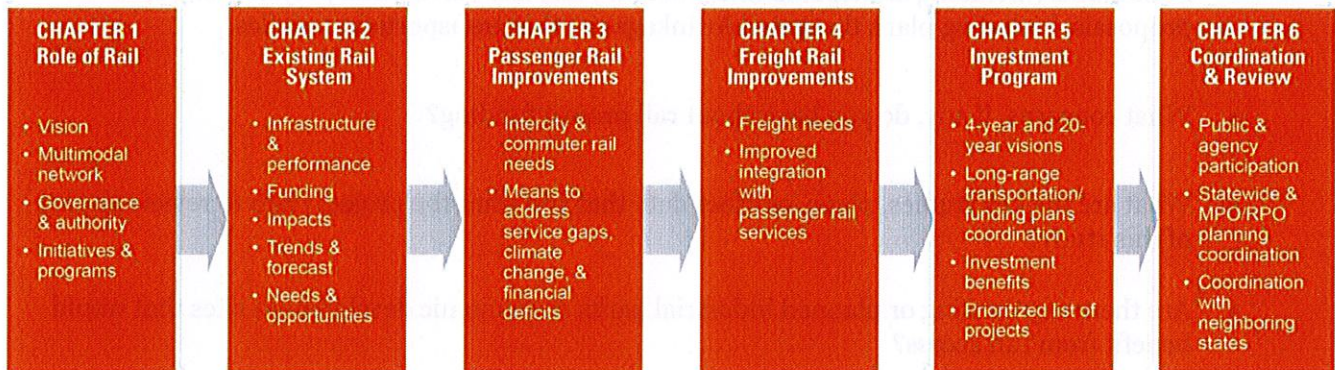
# NCDOT 2019 State Rail Plan Update

## Background and Objectives

In accordance with U.S. Department of Transportation (USDOT) requirements, the North Carolina Department of Transportation (NCDOT) must update the state’s Comprehensive Rail Plan every four years. Last issued in 2015, the updated plan is to be submitted to the Federal Railroad Administration (FRA) by the end of 2019. The 2019 update is intended to support the mission and goals of the NCDOT Rail Division and to identify a program of strategic freight, passenger, and rail safety investments that would support safe and reliable rail transportation and spur economic development.

## Project Scope

Development of the State Rail Plan Update will be in accordance with the requirements of the Passenger Rail Investment and Improvement Act (PRIIA) and the Fixing America’s Surface Transportation (FAST) Act. It includes a combination of long-range visioning, an inventory of the current rail system, and the development of a recommended near- and long-term capital investment program.



The final plan is intended as an actionable document for the Rail Division that encapsulates the future vision of the state’s rail network, identifies corridor priorities, and designates future projects in alignment with the state’s Strategic Transportation Investments (STI) law and future federal funding opportunities.

## Stakeholder Coordination

Stakeholder outreach is a key component of the State Rail Plan; in 2019, the project team will engage Class I and regional (short line) railroad operators; federal, state, regional, and local transportation agencies; economic development entities; and industry partners to identify statewide rail needs and opportunities for infrastructure improvements. In addition, the project will be guided by a Technical Advisory Committee that includes the following members:

Federal Railroad Administration	North Carolina Railroad	Norfolk Southern	CSXT	Amtrak
Railway Association of NC	NC Ports	NC Association of MPOs	NC Association of RPOs	GoTriangle
Charlotte Area Transit System	NC Dept. of Commerce	NC Dept. of Agriculture & Consumer Services	NC Dept. of Transportation	

# Appropriations Committee Releases Fiscal Year 2020 Transportation-Housing and Urban Development Funding Bill

May 22, 2019 Press Release

***Legislation increases funding by \$6 billion from the 2019 level, investing in America's infrastructure, improving transportation safety, protecting vulnerable populations, building resilience to climate change, and expanding access to safe, affordable, and fair housing***

WASHINGTON — The House Appropriations Committee today released the draft fiscal year 2020 Transportation, Housing and Urban Development, and Related Agencies funding bill, which will be considered in subcommittee on Thursday, May 23. The legislation funds the Department of Transportation, the Department of Housing and Urban Development, and other related agencies, including the United States Interagency Council on Homelessness.

In total, the legislation provides \$137.1 billion in budgetary resources, an increase of \$6 billion above the 2019 enacted level and \$17.3 billion above the President's budget request. The bill includes \$75.8 billion in discretionary funding, an increase of \$4.7 billion over the 2019 enacted level and \$17.3 billion over the President's 2020 budget request.

**“This year’s transportation and housing funding bill makes significant new investments in infrastructure, prioritizes safety, and protects vulnerable populations – a stark contrast to the Trump administration’s draconian budget proposal,”** said House Appropriations Subcommittee on Transportation, Housing and Urban Development, and Related Agencies Chairman David Price. **“The legislation not only provides much needed funding for roads, bridges, transit, rail, ports, and aviation, it robustly funds affordable housing programs and lays the groundwork to incorporate resiliency principles into community development planning, so we can build smarter and stronger. It allocates new resources for aviation safety, highway accident prevention, and research into emerging technologies that are transforming our transportation system. It prioritizes assistance for vulnerable populations, including the elderly, disabled, domestic violence victims, and homeless populations while preventing the administration from moving forward with its heartless plan to force 55,000 children with legal immigration status out of federally-assisted housing. Additional funding is provided to remove lead, install carbon monoxide detectors, and address other housing health hazards. This year’s T-HUD bill balances forward-looking investments with necessary funding for basic infrastructure, safety, and housing needs. It will benefit all American communities – urban and rural – and represents a positive, inclusive vision for our future. I look forward to working with my colleagues to enact it into law.”**

**“This bill represents a forward-looking vision to making transportation and housing safer, improving and modernizing our infrastructure, expanding access to affordable housing and strengthening communities, protecting the most vulnerable, and enhancing America’s resilience to climate change,”** said House Appropriations Committee Chairwoman Nita Lowey. **“With this bill, we are laying the foundations for sustained economic growth and expanded opportunity, so that every person has a better chance at a better life.”**

A summary of the draft fiscal year 2020 Transportation-Housing and Urban Development bill is below. The text of the bill is [here](#). The subcommittee markup will be webcast live and linked from <https://appropriations.house.gov/events/markups>.

## **Bill Summary:**

**Department of Transportation (DOT)**— The bill provides a total of \$86.6 billion in total budgetary

resources for DOT - \$167 million above the 2019 enacted level and \$3.7 billion above the President's budget request. Of this amount, the bill includes:

- \$1 billion for **National Infrastructure Investments (TIGER/BUILD)**, \$100 million above the 2019 enacted level and equal to the President's budget request.
- \$10 million to start a new **Highly Automated Systems Safety Center of Excellence**. This program was not in the 2019 enacted bill or the President's budget request.
- \$17.7 billion for the **Federal Aviation Administration (FAA)**, \$267 million above the 2019 enacted level and \$614 above the President's budget request.
  - \$1.6 billion for **Aviation Safety**, \$267 million above the 2019 enacted level and \$276 million above the President's budget request.
  - \$500 million for discretionary **Airport Improvement Grants**, equal to the 2019 enacted level and \$500 million above the President's budget request.
- \$48.9 billion for the **Federal Highway Administration**, \$404 million below the 2019 enacted level and \$1.7 billion above the President's budget request.
  - \$1.75 billion for discretionary **Highway Infrastructure Programs**, \$1.5 billion below the 2019 enacted level and \$1.45 billion above the President's budget request.
- \$677 million for the **Federal Motor Carrier Safety Administration**, \$10 million above the 2019 enacted level and \$1 million above the President's budget request.
- \$1 billion for the **National Highway Traffic Safety Administration**, \$44 million above the 2019 enacted level and \$81 million above the President's budget request.
- \$3 billion for the **Federal Railroad Administration**, \$96 million above the 2019 enacted level and \$877 million above the President's budget request.
  - \$350 million for **Consolidated Rail Infrastructure and Safety Improvements**, \$95 million above the 2019 enacted level and \$20 million above the President's budget request.
  - \$350 million for **Federal-State Partnership for State of Good Repair**, \$50 million below the 2019 enacted level. The President's budget request proposed eliminating this program.
  - \$2 billion for **Amtrak**, \$50 million above the 2019 enacted level and \$1.1 billion above the President's budget request.
    - \$700 million for **Northeast Corridor Grants**, \$50 million above the 2019 enacted level and \$375 million above the President's budget request.
    - \$1.3 billion for **National Network Grants**, equal to the 2019 enacted level and \$681 million above the President's budget request.
- \$13.5 billion for the **Federal Transit Administration**, \$60 million above the 2019 enacted level and \$1.1 billion above the President's budget request.
  - \$2.3 billion for **Capital Investment Grants**, equal to the authorized level, \$251 million below the 2019 enacted level, and \$797 million above the President's budget request.

- \$750 million for **Transit Infrastructure Grants**, \$50 million above the 2019 enacted level and \$250 million above the President's budget request.
- \$40 million for the **Saint Lawrence Seaway Development Corporation**, \$4 million above the 2019 enacted level and \$12 million above the President's budget request.
- \$1.1 billion for the **Maritime Administration**, \$63 million below the 2019 enacted level and \$395 million above the President's budget request.
  - \$300 million for the **Maritime Security Program**, equal to the 2019 enacted level and the President's budget request.
  - \$225 million for the **Port Infrastructure Development Program**, \$68 million below the 2019 enacted level. The President's budget request did not include funding for this program.
  - \$300 million for **schoolship construction**, equal to the 2019 enacted level and \$95 million above the President's budget request.

**Department of Housing and Urban Development (HUD)**— The bill provides a total of \$50.1 billion for HUD - \$5.9 billion above the 2019 enacted level and \$13.4 billion above the President's budget request. FHA and GNMA receipts are -\$7.4 billion, \$2.1 billion less in receipts than the 2019 enacted bill. Of the \$50.1 billion, the bill includes:

- \$32.7 billion for the **Office of Public and Indian Housing**, \$1.7 billion above the 2019 enacted level and \$6.9 billion above the President's budget request.
  - \$23.8 billion for **Tenant-based Rental Assistance**, \$1.2 billion above the 2019 enacted level and \$1.6 billion above the President's budget request.
    - \$40 million for **HUD/VA Supportive Housing for Homeless Veterans**, equal to the 2019 enacted level. The President's budget request proposed eliminating this program.
    - \$5 million for **HUD/VA Supportive Housing for Homeless Native American Veterans**, \$1 million above the 2019 enacted level. The President's budget request proposed eliminating this program.
  - \$2.9 billion for the **Public Housing Capital Fund**, \$80 million above the 2019 enacted level. The President's budget request proposed eliminating this program.
  - \$4.8 billion for the **Public Housing Operating Fund**, \$100 million above the 2019 enacted level and \$1.9 billion above the President's budget request.
  - \$300 million for the **Choice Neighborhoods Initiative**, \$150 million above the 2019 enacted level. The President's budget request proposed eliminating this program.
  - \$855 million for **Native American Programs**, \$35 million above the 2019 enacted level and \$255 million above the President's budget request.
  - \$150 million for **Self-Sufficiency Programs**, \$20 million above the 2019 enacted level and \$75 million above the President's budget request.
- \$8.6 billion for the **Office of Community Planning and Development**, \$917 million above the 2019 enacted level and \$5.7 billion above the President's budget request.



- \$410 million for **Housing Opportunities for People with AIDS**, \$17 million above the 2019 enacted level and \$80 million above the President's budget request.
- \$3.6 billion for **Community Development Block Grants**, \$300 million above the 2019 enacted level. The President's budget request proposed eliminating this program.
- \$1.75 billion for the **HOME Investment Partnership Program**, \$500 million above the 2019 enacted level. The President's budget request proposed eliminating this program.
- \$40 million for **Section 4 Capacity Building**, \$5 million above the 2019 enacted level. The President's budget request proposed eliminating this program.
- \$2.8 billion for **Homeless Assistance Grants**, \$164 million above the 2019 enacted level and \$201 million above the President's budget request.
- \$13.7 billion for the **Office of Housing**, \$1.1 billion above the 2019 enacted level and \$846 million above the President's budget request.
  - \$12.6 billion for **Project-Based Rental Assistance**, \$843 million above the 2019 enacted level and \$570 million above the President's budget request.
  - \$803 million for **Housing for the Elderly**, \$125 million above the 2019 enacted level and \$159 million above the President's budget request.
  - \$259 million for **Housing for Persons with Disabilities**, \$74 million above the 2019 enacted level and \$102 million above the President's budget request.
  - \$60 million for **Housing Counseling**, \$10 million above the 2019 level and \$15 million above the President's budget request.
- \$98 million for **Policy Development and Research**, \$2 million above the 2019 enacted level and \$11 million above the President's budget request.
- \$75.3 million for **Fair Housing and Equal Opportunity**, \$10 million above the 2019 enacted level and \$13 million above the President's budget request.
- \$290 million for the **Office of Lead Hazard Control and Healthy Homes**, \$11 million above the 2019 enacted level and equal to the President's budget request.

**Related Agencies**— The bill provides \$380 million for the related agencies in the bill, \$19 million above the 2019 enacted level and \$146 million above the President's budget request.

- \$170 million for **NeighborWorks**, \$18 million above the 2019 enacted level. The President's budget request proposed eliminating this program.
- \$4.1 million for the **U.S. Interagency Council on Homelessness**, \$500,000 above the 2019 enacted level. The President's budget request proposed eliminating this program.

### Policy Provisions –

- Blocks the administration's public housing rule change on undocumented immigrants in affordable housing, which would threaten the housing tenure of 55,000 children who are citizens or legal residents.
- Prohibits NHTSA from finalizing a rule that would roll back fuel-economy standards and lead to increased greenhouse gas emissions from vehicles.
- Prohibits future attacks on state meal and rest break laws.

- Requires all HUD grantees to develop a resiliency plan as part of the consolidated planning process.