

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

Wednesday, June 30th, 2021 at 1:30 p.m.  
Electronic meeting via Zoom  
*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) Regular Agenda**

- a) Approval of the February 17, 2021 Technical Coordinating Committee meeting minutes – *approve***  
(pg.3-8)
- b) Review and approval of Greenville Urban Area MPO Local Methodology for P6.0 Prioritization Process - *approve*** (pg.9-25)
- c) Approval of minor amendments and administrative modifications to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP) - *approve*** (pg.26-31)
- d) Transit Safety Targets – *approve*** (pg.32-34)
- e) Fast-Track Transportation Improvement Program (TIP) amendment process – *discussion*** (pg.35)

**4) Other Discussion Items**

- a) Updates/Announcements**
  - i. Division 2 (Len White and Diane Hampton) (pg.36-42)
  - ii. Transportation Planning Division (Saman Jeffers and Scott Walston) (pg.43-45)
  - iii. MPO Staff Updates
  - iv. TAC Attendance

**5) Upcoming MPO Meeting Schedule (at 1:30pm)**

- Technical Coordinating Committee (TCC) – June 30, 2021; October 20, 2021; December 8, 2021
- Transportation Advisory Committee (TAC) –July 14, 2021; November 3, 2021; December 8, 2021

**6) Items for future consideration**

**7) Adjourn**

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

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

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

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



## **Attachment 3a**

### **Technical Coordinating Committee**

### **Action Required**

June 30, 2021

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**TO:** Technical Coordinating Committee  
**FROM:** Eliud De Jesus, Transportation Planner  
**SUBJECT:** Minutes from the February 17, 2021 Technical Coordinating Committee meeting

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**Purpose:** To review and approve the minutes from the previous TCC meeting.

**Discussion:** The draft minutes from the February 17, 2021 TCC meeting is attached for review and approval.

**Action Needed:** Request the Technical Coordinating Committee to adopt the February 17, 2021 meeting minutes.

**Attachments:** *Draft February 17, 2021 TCC meeting minutes*

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COORDINATING COMMITTEE MINUTES**

**February 17, 2021**

Members of the Technical Coordinating Committee of the Greenville Urban Area Metropolitan Planning Organization met on the above date at 1:30 p.m. via Zoom. Mr. Kevin Mulligan, TCC Chairperson, called the meeting to order. The following attended the meeting:

Lisa Kirby, City of Greenville	Kevin Mulligan, City of Greenville
Ryan Mayers, City of Greenville	Rik DiCesare, City of Greenville
Ann Wall, City of Greenville	Ken Graves, City of Greenville
Chantae Gooby, City of Greenville	Matt Livingston, Town of Ayden
Stephen Smith, Town of Ayden	Ben Williams, Vice-Chair, Town of Winterville
Bryan Jones, Town of Winterville	James Rhodes, Pitt County
Jonas Hill, Pitt County	Michael Taylor, Pitt County
Len White, NCDOT	Haywood Daughtry, NCDOT
Bailey Harden, NCDOT	Brian Mayhew, NCDOT
Brian Murphy, NCDOT	Diane Hampton, NCDOT
Saman Jeffers, NCDOT	Dennis Nwandu, Mid-East RPO
Kevin Richards, Mid-East Commission	Bill Marley, FHWA
William Bagnell, ECU	

**OTHERS PRESENT:**

Amanda Braddy, City of Greenville  
Eliud De Jesus, City of Greenville

**I. APPROVAL OF AGENDA**

Mr. Bagnell made a motion to approve the agenda for TCC as presented. A second was made by Mr. Williams and the motion passed unanimously.

**II. PUBLIC COMMENT PERIOD**

There were no public comments.

**III. ELECTION OF TECHNICAL COORDINATING COMMITTEE CHAIR AND VICE-CHAIR FOR 2021**

Mr. Williams nominated Kevin Mulligan as Chair for TCC. The nomination was seconded by Ms. Wall and passed unanimously.

Ms. Wall nominated Ben Williams as Vice-Chair. The nomination was seconded by Mr. Mayers and passed unanimously.

**IV. REGULAR AGENDA**

**A. Approval of the December 9, 2020 Joint Governing Committee meeting minutes for TCC**

A motion was made by Ms. Wall to approve the minutes of the December 9, 2020 TCC meeting. The motion was seconded by Mr. Williams and approved unanimously.

**B. Presentation from the NCDOT Traffic Safety Unit by Brian Mayhew, Brian Murphy, Bailey Harden, and Haywood Daughtry**

This presentation was received by TCC members.

**C. Approval of minor amendments and administrative modifications to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP)**

This item is to amend the Greenville Urban Area MPO’s Metropolitan Transportation Improvement Program (MTIP) to add a new project programmed and to modify existing projects by way of administrative modifications.

Minor Amendments include:

- TL-0009 - Great Area Transit Fleet Service Building Expansion
  - Add project to the STIP for FY2021 at the request of the Greenville Urban Area MPO.
- W-5702P - Various, 128 Secondary Roads and 1 Primary Route (NC 11) in eight counties in Division 2. Install Thermoplastic Pavement Markings.
  - STIP deletion. Project to no longer utilize Build NC Bonds. Specific project break not needed in STIP.

Administrative Modifications include:

- U-5606 - SR 1598 (Dickinson Avenue) - Improve Roadway from Memorial Drive (NC 11) to Reade Circle.
  - Cost Increase Exceeding \$2 million and 25% thresholds.
- HS-2002A - SR 1703 (14th Street), Install Crosswalk, Wheelchair Ramps, Sidewalk, and Fencing along SR 1703 (14th Street) from Haskett Way and Berkley Road. Remove two existing obsolete crosswalks.
  - Add project break at request of Transportation Mobility and Safety. Construction in FY 2021.
- R-5782 - Various, Division 2 Program to upgrade intersections to comply with the Americans with Disabilities Act (ADA) using Transportation Alternatives (TA) funds.
  - Add funding in FY 21 and FY 22 not previously programmed.

A motion was made by Ms. Wall to recommend this modification to TAC for approval. The motion was seconded by Mr. Williams and passed unanimously.

**D. Approval of the I-587 Designation and Modifications to US 264 and US 264 Alternate**

The NCDOT is planning to submit a request to the spring AASHTO meeting in May for consideration of designating US 264 between I-95 in Wilson County and NC 11 Bypass in Pitt County as I-587, which would allow the interstate shield to be installed if approved. In conjunction with this effort, we plan to relocate a portion of US 264 onto US 264 Alternate and eliminate US 264 Alternate where US 264 is relocated. (Please see the attached map for details.) As part of this process, they will need resolutions from the affected MPO/RPOs for both the US and Interstate requests. Besides signage, the construction upgrades necessary to achieve full designation of US 264 to Interstate 587 will be finalized by spring 2021. Request the TCC recommend adoption of the Resolution 2021-01-GUAMPO to TAC.

A motion was made by Ms. Wall for TAC to adopt the resolution. The motion was seconded by Mr. Williams and passed unanimously.

**E. Approval of the Greenville Urban Area MPO’s Fiscal Year 2021 Unified Planning Work Program (UPWP)**

The Greenville Urban Area Metropolitan Planning Organization’s (MPO) Transportation Advisory Committee (TAC) approved the Fiscal Year (FY) 2020-2021 Unified Planning Work Program (UPWP or PWP) on February 26, 2020 and amended on July 30, 2021.

Staff is proposing to amend the current UPWP in order to reallocate existing funds to be used for Greenville Area Transit Plan. The special study will use the funds from the Uptown Area and Mobility Plan and the remaining of the special studies task. The funds for Uptown Area and Mobility Plan were removed as the plan will start next fiscal year and funds have been allocated in the 2021-2022 UPWP and the remaining needed funds will be added in 2023. The Greenville Area Transit Plan was previously proposed for FY22.

The following language will be removed in Special Studies (II-B-3A):

- Uptown Area and Mobility Master Plan (\$75,000 Total -- \$60,000 Federal; \$15,000 Local Match)

Conduct a study and planning process necessary to develop a master plan for the City of Greenville’s Uptown Core District. This plan will look to study the relationship of land development and/or redevelopment and transportation. As the Uptown Core continues to develop traditional transportation by vehicle continues to become more difficult creating the need to develop new mobility strategies that will link support and enhance development of an urban core. In addition to land use recommendations, this effort will look at potential urban core facility, traffic, streetscaping and policy recommendations in order to increase the efficiency and leverage opportunity and funding.

The following language will be added in Special Studies (II-B-3A):

- Greenville Area Transit Plan (\$124,000 Total -- \$99,200 Federal; \$24,800 Local Match) The plan seeks to be a comprehensive integrated mobility plan for public transportation services provided by Greenville Area Transit (GREAT). The plan will intend to identify and address unmet needs of the community, while including an overview of the university, hospital, and rural general public transit systems for feasibility of coordination and/or consolidation. The plan will also provide a guide for improvements with the efficiency and effectiveness of service delivery, including route expansions/modifications. The plan should guide how to integrate the transit improvement options as part of the new Complete Streets policy and NCDOT’s project prioritization process.

A motion was made by Mr. Mayers for TAC to adopt the resolution. The motion was seconded by Ms. Kirby and passed unanimously.

**F. Self-Certification of Greenville Urban Area MPO Transportation Planning Process for Fiscal Year 2022**

Federal mandates requires MPO’s to certify their planning processes are compliant with all federal regulations for the upcoming fiscal year (2021). As a non “Transportation Management Area, or TMA, (MPO with 200,000 or more citizens)”, it is permissible for the MPO to “self-certify” its practices by completing the attached Self Certification Checklist and providing it to NCDOT for review and confirmation. Staff has reviewed and confirmed that all planning practices and processes undertaken by the MPO are compliant with all applicable Federal and State regulations. Staff and the TCC recommend adoption of the MPO’s self-certification to the Transportation Advisory Committee (TAC).

A motion was made by Mr. DiCesare to recommend TAC to adopt the resolution. The motion was seconded by Mr. Williams and passed unanimously.

**G. Approval of the Greenville Urban Area MPO’s Fiscal Year 2022 Unified Planning Work Program (UPWP)**

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

The proposed UPWP, originally presented to the Governing Committees of the MPO at their joint meeting on December 9, 2020, for the PL-funded planning activities in FY 2022 was developed utilizing information provided by representatives of the MPO’s participating communities and coordinated with NCDOT’s Transportation Planning Division. The City of Greenville’s Transit Manager provided information regarding future FTA-sponsored planning activities and needs as necessary for system specific funding.

MPO projects and special studies anticipated in the 2021-2022 period include:

- Pitt County – Comprehensive Transportation Plan update assistance (Task II-B-2, Regional Planning)
- Transportation Component for the Pitt County Land Use Plan (Task II-B-3, Special Studies)
- Uptown Greenville Area and Mobility Plan (Task II-B-3, Special Studies)
- Greenville Area Transit Plan (Task II-B-3B, Special Studies Pass-Through)

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

A motion was made by Mr. Rhodes for TAC to adopt the draft FY 2022 UPWP. The motion was seconded by Mr. DiCesare and passed unanimously.

**H. TCC and TAC meeting schedule update for 2021**

Mr. De Jesus will let members know of upcoming meetings that are impacted by State/Federal involvement.

**V. OTHER DISCUSSION ITEMS**

**A. Updates/Announcements**

- i. Division 2 Len White
- ii. Transportation Planning Division
- iii. MPO Staff Updates

**V. PROPOSED UPCOMING MPO MEETING SCHEDULE**

**(Virtual at 1:30pm)**

- **TCC (2021)**
  - June 30, 2021; October 13, 2021; December 8, 2021
- **TAC (2020)**
  - March 3, 2021; July 14, 2021; October 27, 2021; November 3, 2021; December 8, 2021

**VI. ADJOURN**

With no other business or discussions, the meeting was adjourned.





## Attachment 3b

### Technical Coordinating Committee

### Action Required

June 30, 2021

TO: Technical Coordinating Committee  
 FROM: Eliud De Jesus, Transportation Planner  
 SUBJECT: Adoption of the MPO's Local Methodology for P6.0 Prioritization Process

**Purpose:** Adoption of the MPO's local input methodology for P6.0 prioritization process cycle.

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

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

For this MPO, there will be:

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

NCDOT emphasizes openness, transparency, and public input. NCDOT states that “public comments must be taken, listened, and incorporated into the final scoring”. Each MPO/RPO methodology must contain two criteria, of which one must be qualitative.

	Quantitative	Qualitative
<b>Eligible Criteria</b>	Benefit-Cost	Project in Adopted Plan
	Safety	Environmental status
	Economic Competiveness	Identified as critical need
	Freight	Regionally significant to area
	Multimodal	Local support for project
	Pavement Condition	
	Lane Width-Shoulder Width	
	Accessibility/Connectivity	
	System Operational Efficiency (public transportation)	
	Vehicle Utilization (public transportation)	

MPO staff has developed a scoring methodology to prioritize projects across all submitted modes of transportation projects.

It is NCDOT's intent that these criteria/weighting be able to be modified each prioritization cycle, should an MPO/RPO wish. The MPO must have and adopt a local methodology prior to July 30, 2021. The MPO's draft process has received conditional approval by NCDOT. Staff requests that the TCC recommend that the TAC resolve to adopt this local methodology.

There was a 30-day public comment period that started on June 14, 2021. Any public comments received will be attached to this agenda item.

Action Needed: Recommend the TAC adopt the draft local methodology for P6.0.

Attachments: *Greenville MPO Local Methodology with changes highlighted, final Greenville MPO Local Methodology, and Resolution NO. 2021-05-GUAMPO.*

# Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Local Input Methodology for the Prioritization Process

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

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

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

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

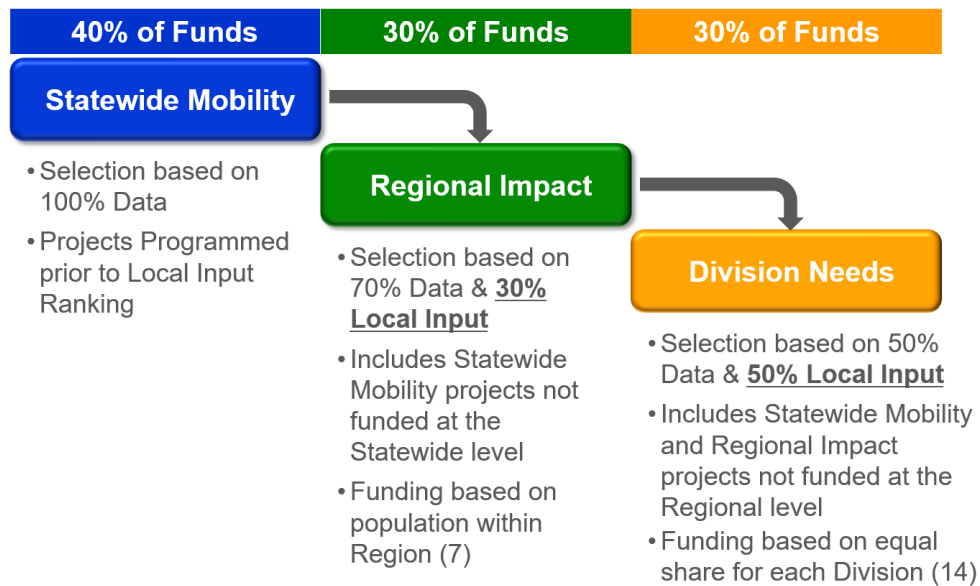
The subsequent local input methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process of determining project prioritization. For P6.0, the process must include the use of at least two (2) different criteria with, at a minimum, one (1) of those required to be qualitative. The output of this process will generate a point assignment per project.

Transportation projects are divided into highway, bicycle-pedestrian, rail, aviation, ferry and public transit projects, and sorted based on eligible Strategic Transportation Investment categories. Each mode has a series of measurable criteria and weighting in each criteria category. [Additional information on the STI Initiative can be found online at here.](#)

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

## Regional projects scored using Division Points

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



**Figure 1**

## Scoring Criteria

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

For P6.0 of STI Prioritization, the Greenville Urban Area MPO submitted Highway, Bicycle & Pedestrian and Aviation mode projects only. Highway and bicycle & pedestrian projects will utilize all five (5) of the below defined criteria. Aviation projects will be scored using only the three defined qualitative criteria (plan consistency, multi-modal support and economic development support) for scoring.

**Prioritization 6.0 Safety Score:** The Prioritization 6.0 Safety Score defined and calculated with the purpose of measuring existing crashes along/at a project and calculate future safety benefits. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

**Prioritization 6.0 Accessibility/Connectivity Score:** The Prioritization 6.0 Accessibility/Connectivity Score defined and calculated with the purpose of improving access opportunity in rural and less affluent areas and improving interconnectivity of the transportation network. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

**Plan Consistency:** a qualitative yes or no question to establish whether a proposed project is found in any currently adopted plan (Comprehensive Transportation Plan (CTP); Metropolitan Transportation Plan (MTP); or any locally adopted plan). This qualitative criteria will be applied to all modes of P6.0 submitted projects

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

**Economic Development Support:** a qualitative measure of a project's support within the transportation network of local/regional economic development goals or objectives; or a connection of two or more economically significant areas or routes in the project vicinity that will support local/regional economic development goals or objectives. This category will assign points based on no support (0 points), moderate support (2 points), or significant support (4 points) as determined by locally adopted plans and community goals. Level of support, if any, shall be determined by the TCC and TAC. This qualitative criteria will be applied to all modes of P6.0 submitted projects.

<u>Criteria</u>	<b>0 Points</b>	<b>1 Points</b>	<b>2 Points</b>	<b>3 Points</b>	<b>4 Points</b>
<b>Prioritization 6.0 Safety Score</b> <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
<b>Prioritization 6.0 Accessibility/Connectivity Score</b> <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
<b>Plan Consistency</b> <b>**Applicable for all modes</b>	No, project not contained in an adopted plan				Yes, project is contained in an adopted plan
<b>Multi-Modal Support</b> <b>**Applicable for all modes</b>	No, project does not include any multi-modal support as defined above.				Yes, project does include multi-modal support as defined above.
<b>Economic Development Support</b> <b>**Applicable for all modes</b>	None		Moderate		Significant

**Point Assignment Based on Ranking**

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

Should more than one project have the same score utilizing the local scoring matrix, those projects shall be ordered according to their total Prioritization 6.0 Safety Score.

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

**Deviation Clause:** If TAC moves to assign points in a manner not consistent with this process, those point assignment and rationale why will be publically documented and disclosed and posted on the MPO website, under "Transportation Priorities" titles "Deviations from Adopted Local Methodology," for public viewing. Any variation in point assignments from the preliminary scores must have justifications documented in the meeting minutes and posted on the GUAMPO website. Anticipated justifications include, but are not limited to: project cost, points sharing arrangements, estimated points required for funding, geographic equity, modal distribution, new information and public comment. If any additional changes are made to the point assignments between the preliminary assignment stage and the final assignment stage, the reasons will be publically documented and disclosed on the MPO's website.

**Flexing Policy:** Greenville Urban Area MPO has the option to apply the Local Input Point Flexing Policy. Up to 500 Local Input Points can be transferred from one funding category to the other. If the point flexing option is used, GUAMPO will provide written documentation to the NCDOT prior to assigning Regional Impact Local Input Points.

Final scores and project ranking will be posted on the Greenville MPO home page after TAC consideration and adoption. Additionally should the need arise, for any reason, to change the finalized point assignment after. The URL link to the Greenville Urban Area MPO's web page can be found [here](#).

### Public Comment and SPOT Schedule

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

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

least 10 days, as outlined below, in which to comment on the proposed point assignment. Comments can be given by phone, mail, fax and/or by dropping off written comments to the Greenville Urban Area MPO. The address and contact information to be used during the comment periods is as follows:

*The Greenville Urban Area MPO*  
*c/o Greenville Engineering Department*

1500 Beatty St. Greenville, NC 27834

Phone: 252-329-4476

Fax: (252) 329-4535

Online: <https://www.greenvillenc.gov/government/engineering/greenville-urban-area-metropolitan-planning-organization>

Email: [EDeJesus@greenvillenc.gov](mailto:EDeJesus@greenvillenc.gov)

All comments received regarding the Division and Regional preliminary point assignment phase will be recorded and taken into account by Staff, the TCC and the TAC before finalizing and formally adopting point assignments for each project. The comments will be presented and discussed before committee action is taken regarding point assignment and posted to the MPO's website until the **final FY 2024-2033** State Transportation improvement Program (STIP) is adopted. Public hearings for Divisional and Regional point assignments will be held during the respective TCC and TAC meetings in which point assignment is listed and advertised as an agenda item. Should additional public involvement opportunities be requested or advised by the TCC or TAC, the MPO will advertise said opportunity in the local newspaper and on the MPO website.

Action	Date*
Public input meeting and 30-day comment period on candidate projects	September - October, 2019
Candidate projects identified by MPO	October 2019 - August. 31, 2020
Advertise for public comments on prioritization methodology (this document)	June, 2021
TCC meeting to receive public comments, and recommend TAC adopt prioritization methodology	June, 2021
TAC meeting to receive public comments and adopt prioritization methodology	July, 2021
<b>NCDOT releases draft list of Statewide Mobility projects</b>	<b>End of August, 2021</b>



10-day Public comment period to receive input on Regional projects preliminary point assignment	September, 2021
TCC meeting to recommend final point prioritization (for Regional projects).	October, 2021
TAC meeting to adopt final point prioritization (for Regional projects).	November, 2021
<b>NCDOT releases draft list of funded Regional Impact projects</b>	<b>End of January, 2022</b>
10-day Public comment period on Division Needs projects preliminary point assignment	February - April, 2022
TCC meeting to recommend final point prioritization (for Division Needs projects)10-day Public comment period on Division Needs projects preliminary point assignment	February - April, 2022
TAC meeting to adopt final point prioritization (for Division Needs projects)TCC meeting to recommend final point prioritization (for Division Needs projects)	February - April, 2022
<b>NCDOT releases draft FY 2024 – 2033 STIP</b>	<b>Potentially: August, 2022</b>

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

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

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

<b><u>TCC</u></b>	<b><u>TAC</u></b>
June 30, 2021	July 14, 2021
October 20, 2021	November 10, 2021
December 8, 2021	December 8, 2021
February - April, 2022	March - April, 2022

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

## Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Local Input Methodology for the Prioritization Process

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

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

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

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

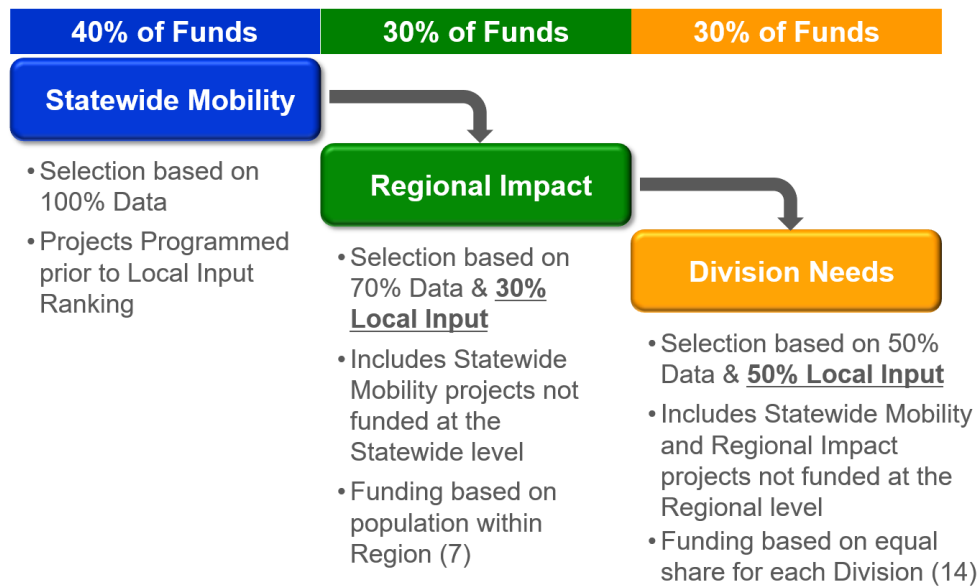
The subsequent local input methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process of determining project prioritization. For P6.0, the process must include the use of at least two (2) different criteria with, at a minimum, one (1) of those required to be qualitative. The output of this process will generate a point assignment per project.

Transportation projects are divided into highway, bicycle-pedestrian, rail, aviation, ferry and public transit projects, and sorted based on eligible Strategic Transportation Investment categories. Each mode has a series of measurable criteria and weighting in each criteria category. Additional information on the STI Initiative can be found online at [here](#).

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

## Regional projects scored using Division Points

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



**Figure 1**

## Scoring Criteria

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

For P6.0 of STI Prioritization, the Greenville Urban Area MPO submitted Highway, Bicycle & Pedestrian and Aviation mode projects only. Highway and bicycle & pedestrian projects will utilize all five (5) of the below defined criteria. Aviation projects will be scored using only the three defined qualitative criteria (plan consistency, multi-modal support and economic development support) for scoring.

**Prioritization 6.0 Safety Score:** The Prioritization 6.0 Safety Score defined and calculated with the purpose of measuring existing crashes along/at a project and calculate future safety benefits. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

**Prioritization 6.0 Accessibility/Connectivity Score:** The Prioritization 6.0 Accessibility/Connectivity Score defined and calculated with the purpose of improving access opportunity in rural and less affluent areas and improving interconnectivity of the transportation network. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

**Plan Consistency:** a qualitative yes or no question to establish whether a proposed project is found in any currently adopted plan (Comprehensive Transportation Plan (CTP); Metropolitan Transportation Plan (MTP); or any locally adopted plan). This qualitative criteria will be applied to all modes of P6.0 submitted projects

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

**Economic Development Support:** a qualitative measure of a project's support within the transportation network of local/regional economic development goals or objectives; or a connection of two or more economically significant areas or routes in the project vicinity that will support local/regional economic development goals or objectives. This category will assign points based on no support (0 points), moderate support (2 points), or significant support (4 points) as determined by locally adopted plans and community goals. Level of support, if any, shall be determined by the TCC and TAC. This qualitative criteria will be applied to all modes of P6.0 submitted projects.

<u>Criteria</u>	0 Points	1 Points	2 Points	3 Points	4 Points
<b>Prioritization 6.0 Safety Score</b> <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
<b>Prioritization 6.0 Accessibility/Connectivity Score</b> <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
<b>Plan Consistency</b> <b>**Applicable for all modes</b>	No, project not contained in an adopted plan				Yes, project is contained in an adopted plan
<b>Multi-Modal Support</b> <b>**Applicable for all modes</b>	No, project does not include any multi-modal support as defined above.				Yes, project does include multi-modal support as defined above.
<b>Economic Development Support</b> <b>**Applicable for all modes</b>	None		Moderate		Significant

**Point Assignment Based on Ranking**

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

Should more than one project have the same score utilizing the local scoring matrix, those projects shall be ordered according to their total Prioritization 6.0 Safety Score.

A project not entirely located within the MPO's planning boundary may only receive that amount of points correlating to the percent of the project that lies within the MPO. For example, a roadway project that is 20% within the MPO may only receive a maximum score of 20 points. In this case, the remaining points (80) will be distributed to other

projects according to their rank. Any points remaining after the top 11 Highway Project and top 2 Non-Highway Projects, or top 13 Highway Projects should a Non-Highway Project not be available, shall be assigned to the next highest ranked project according to the total criteria score based on the local scoring matrix.

**Deviation Clause:** If TAC moves to assign points in a manner not consistent with this process, those point assignment and rationale why will be publically documented and disclosed and posted on the MPO website, under “Transportation Priorities” titles “Deviations from Adopted Local Methodology,” for public viewing. Any variation in point assignments from the preliminary scores must have justifications documented in the meeting minutes and posted on the GUAMPO website. Anticipated justifications include, but are not limited to: project cost, points sharing arrangements, estimated points required for funding, geographic equity, modal distribution, new information and public comment. If any additional changes are made to the point assignments between the preliminary assignment stage and the final assignment stage, the reasons will be publically documented and disclosed on the MPO’s website.

**Flexing Policy:** Greenville Urban Area MPO has the option to apply the Local Input Point Flexing Policy. Up to 500 Local Input Points can be transferred from one funding category to the other. If the point flexing option is used, GUAMPO will provide written documentation to the NCDOT prior to assigning Regional Impact Local Input Points.

Final scores and project ranking will be posted on the Greenville MPO home page after TAC consideration and adoption. Additionally should the need arise, for any reason, to change the finalized point assignment after. The URL link to the Greenville Urban Area MPO’s web page can be found [here](#).

## **Public Comment and SPOT Schedule**

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

Public comment on the MPO prioritization process will be available according to the timeline shown below. The criteria will be presented at a scheduled TCC and TAC meeting so that residents can understand how the projects will be ranked and selected. The information will also be posted on the City of Greenville’s website and on the MPO home page, to assure wider dissemination of the points criteria. During the preliminary point assignment phase, for Regional and Division level projects, the public will have at least 10 days, as outlined below, in which to comment on the proposed point assignment. Comments can be given by phone, mail, fax and/or by dropping off written comments to the Greenville Urban Area MPO. The address and contact information to be used during the comment periods is as follows:

*The Greenville Urban Area MPO  
c/o Greenville Engineering Department  
1500 Beatty St. Greenville, NC 27834*

*Phone: 252-329-4476*

*Fax: (252) 329-4535*

*Online: <https://www.greenvillenc.gov/government/engineering/greenville-urban-area-metropolitan-planning-organization>*

*Email: [EDeJesus@greenvillenc.gov](mailto:EDeJesus@greenvillenc.gov)*

All comments received regarding the Division and Regional preliminary point assignment phase will be recorded and taken into account by Staff, the TCC and the TAC before finalizing and formally adopting point assignments for each project. The comments will be presented and discussed before committee action is taken regarding point assignment and posted to the MPO’s website until the final FY 2024-2033 State Transportation improvement Program (STIP) is adopted. Public hearings for Divisional and Regional point assignments will be held during the respective TCC and TAC meetings in which point assignment is listed and advertised as an agenda item. Should additional public involvement opportunities be requested or advised by the TCC or TAC, the MPO will advertise said opportunity in the local newspaper and on the MPO website.

<b>Action</b>	<b>Date*</b>
Public input meeting and 30-day comment period on candidate projects	September - October, 2019
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December 8, 2021	December 8, 2021
February - April, 2022	March - April, 2022

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



**RESOLUTION NO. 2021-05-GUAMPO**  
**ADOPTING THE P6.0 GREENVILLE URBAN AREA MPO LOCAL INPUT METHODOLOGY,**  
**BASED ON THE NORTH CAROLINA STRATEGIC TRANSPORTATION INVESTMENT LAW**

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

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

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

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

WHEREAS, NCDOT must conditionally approve each MPO's methodology by July 30, 2021; and

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

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

Today, July 14, 2021.

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Chairman  
Transportation Advisory Committee  
Greenville Urban Area

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Secretary



## Attachment 3c

### Technical Coordinating Committee

### Action Required

June 30, 2021

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Minor amendments and administrative modifications to the 2020-2029  
Metropolitan Transportation Improvement Program (MTIP)

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Purpose: To amend the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP) to add a new project programmed and to modify existing projects by way of administrative modifications.

#### Minor Amendments

1. B-4786 – US 13, Bridge 38 over the Tar River on US 13 in Greenville.
  - Add project to the STIP for FY 2022 at the request of Structures Management.
2. W-5802D – SR 1598, SR 1598 (10<sup>th</sup> Street) at Anderson Street. Install rectangular rapid flash beacon and pavement markings at crosswalk.
  - Accelerate construction from FY 2022 to FY 2021 at the request of Transportation Mobility and Safety.
  - Delete, work to be completed by the municipality.

#### Administrative Modification

3. U-6215 – NC 33, SR 1755 (Blackjack-Simpson Road) to SR 1760 (Mobley Bridge Road). Widen to Multi-lanes.
  - Cost Increase Exceeding \$2 million and 25% thresholds. Cost increased from \$81,229,000 to \$103,100,000.
4. B-4603 – SR 1715 (Jack Jones Road), replace bridge 730029 over Fork Swamp.
  - To allow additional time for planning and design, delay Right-Of-Way from FY 2021 to FY 2022.

Action Needed: Request the TAC approve the minor amendments and administrative modifications to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP).

Attachments: *Resolution NO. 2021-06-GUAMPO and the MTIP amendment reference pages*

**RESOLUTION NO. 2021-06-GUAMPO  
REQUESTING THE AMENDMENT OF THE STATEWIDE TRANSPORTATION  
IMPROVEMENT PROGRAM FOR FY 2020-2029**

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

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has reviewed the current FY 2020-2029 Statewide Transportation Improvement Program and found the need to request an amendment;

WHEREAS, the following amendment to the FY 2020-2029 Metropolitan Transportation Improvement Program has been approved;

(see Exhibit attached hereto)

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area adopts the amendments of the FY 2020 - 2029 Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization.

This 14th day of July 2021,

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

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Secretary

**REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM  
STIP ADDITIONS**

**DIVISION 2**

* B-4593 PAMLICO <b>PROJ.CATEGORY</b> REGIONAL	NC 55, BRIDGE 38 OVER THE TRENT CREEK ON NC 55. <u><b>ADD PROJECT TO STIP AT THE REQUEST OF STRUCTURES MANAGEMENT.</b></u>	CONSTRUCTION	FY 2022 -	\$4,200,000	(NHPB)
				\$4,200,000	

* B-4786 PITT <b>PROJ.CATEGORY</b> REGIONAL	US 13, BRIDGE 38 OVER THE TAR RIVER ON US 13 IN GREENVILLE. <u><b>ADD PROJECT TO STIP AT THE REQUEST OF STRUCTURES MANAGEMENT.</b></u>	CONSTRUCTION	FY 2022 -	\$4,100,000	(NHPB)
			FY 2023 -	\$4,100,000	(NHPB)
				\$8,200,000	

**DIVISION 4**

* HI-0008 JOHNSTON <b>PROJ.CATEGORY</b> STATEWIDE	I-95, I-95 FROM MILE MARKER 97 TO MILE MARKER 101. PAVEMENT REHABILITATION. <u><b>PROJECT ADDED TO REFLECT LATEST INTERSTATE MAINTENANCE PRIORITY.</b></u>	CONSTRUCTION	FY 2021 -	\$6,603,000	(NHPIM)
				\$6,603,000	

**DIVISION 5**

* B-4654 WAKE <b>PROJ.CATEGORY</b> REGIONAL	NC 50, REPLACE BRIDGE 910069 OVER US 70 IN GARNER. <u><b>PROJECT WILL UTILIZE FEDERAL FUNDS.</b></u>	CONSTRUCTION	FY 2022 -	\$9,000,000	(NHPB)
				\$9,000,000	

* HI-0001 GRANVILLE DURHAM <b>PROJ.CATEGORY</b> STATEWIDE	I-85 / US 15, NORTH OF SR 1637 (REDWOOD ROAD) IN DURHAM COUNTY TO SOUTH OF US 15 / SR 1100 (GATE ONE ROAD) IN GRANVILLE COUNTY. PAVEMENT REHABILITATION. <u><b>PROGRAMMED TO REFLECT LATEST INTERSTATE MAINTENANCE PRIORITY.</b></u>	CONSTRUCTION	FY 2021 -	\$2,600,000	(NHPIM)
				\$2,600,000	

**DIVISION 7**

* B-5717 GUILFORD <b>PROJ.CATEGORY</b> DIVISION	SR 4240 (GATE CITY BOULEVARD), REPLACE BRIDGE 400109 AND BRIDGE 400121 OVER SOUTH BUFFALO CREEK IN GREENSBORO. <u><b>PROJECT WILL UTILIZE FEDERAL FUNDS.</b></u>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2021 -	\$710,000	(S)
			FY 2021 -	\$165,000	(S)
			FY 2022 -	\$7,100,000	(NHPB)
				\$7,975,000	

\* INDICATES FEDERAL AMENDMENT

Thursday, May 6, 2021

**REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM  
STIP MODIFICATIONS**

**DIVISION 2**

R-5942 GREENE <b>PROJ.CATEGORY</b> DIVISION	US 13/US 258, NC 91 TO US 258 SPLIT. UPGRADE TO FREEWAY. <b><u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u></b>	RIGHT-OF-WAY  UTILITIES CONSTRUCTION	FY 2029 - POST YR- FY 2029 - POST YR-	\$5,900,000 \$5,900,000 \$2,300,000 \$62,200,000	(T) (T) (T) (T)
				\$76,300,000	
R-5945 CARTERET <b>PROJ.CATEGORY</b> DIVISION	US 70 (LIVE OAK STREET), NC 101 TO SR 1429 (OLGA ROAD). ACCESS MANAGEMENT. <b><u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u></b>	RIGHT-OF-WAY  UTILITIES CONSTRUCTION	FY 2029 - POST YR- FY 2029 - POST YR-	\$10,600,000 \$21,200,000 \$600,000 \$23,600,000	(NHP) (NHP) (NHP) (NHP)
				\$56,000,000	
R-5946 CARTERET <b>PROJ.CATEGORY</b> DIVISION	US 70 (LIVE OAK STREET), SR 1310 (LENNOXVILLE ROAD). UPGRADE INTERSECTION. <b><u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u></b>	RIGHT-OF-WAY UTILITIES CONSTRUCTION	FY 2028 - FY 2028 - POST YR-	\$4,900,000 \$700,000 \$2,200,000	(NHP) (NHP) (NHP)
				\$7,800,000	
* TA-5165 CRAVEN <b>PROJ.CATEGORY</b> PUBLIC TRANS	CRAVEN AREA RURAL TRANSPORTATION SYSTEM, RURAL VEHICLE REPLACEMENT. <b><u>MODIFY THE DESCRIPTION AT THE REQUEST OF THE MPO.</u></b>	CAPITAL	FY 2020 - FY 2020 - FY 2022 - FY 2022 - FY 2023 - FY 2023 -	\$24,000 \$136,000 \$11,250,000 \$63,750,000 \$11,250,000 \$63,750,000	(L) (5307) (L) (5307) (L) (5307)
				\$150,160,000	
U-6215 PITT <b>PROJ.CATEGORY</b> DIVISION	NC 33, SR 1755 (BLACKJACK-SIMPSON ROAD) TO SR 1760 (MOBLEYS BRIDGE ROAD). WIDEN TO MULTI-LANES. <b><u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u></b>	RIGHT-OF-WAY  UTILITIES CONSTRUCTION	FY 2029 - POST YR- FY 2029 - POST YR- POST YR-	\$7,525,000 \$22,575,000 \$1,450,000 \$1,450,000 \$70,100,000	(T) (T) (T) (T) (T)
				\$103,100,000	

\* INDICATES FEDERAL AMENDMENT

Thursday, May 6, 2021

## REVISIONS TO THE 2020-2029 STIP

TRANSPORTATION PROGRAM  
STIP MODIFICATIONS

## DIVISION 2

W-5802B CARTERET <b>PROJ.CATEGORY</b> REGIONAL	NC 58, NC 58 (E. FORT MACON ROAD) AT BROOKS STREET. INSTALL RECTANGULAR RAPID FLASH BEACON AT CROSSWALK. <b><u>ACCELERATE CONSTRUCTION FROM FY 22 TO FY 21 AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY.</u></b>	CONSTRUCTION	FY 2021 -	\$30,000 \$30,000	(HSIP)
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W-5802C CARTERET <b>PROJ.CATEGORY</b> REGIONAL	NC 58, NC 58 (E. FORT MACON ROAD) AT E. BOGUE SOUND DRIVE. INSTALL RECTANGULAR RAPID FLASH BEACON AT CROSSWALK. <b><u>ACCELERATE CONSTRUCTION FROM FY 22 TO FY 21 AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY.</u></b>	CONSTRUCTION	FY 2021 -	\$30,000 \$30,000	(HSIP)
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W-5802D PITT <b>PROJ.CATEGORY</b> DIVISION	SR 1598, SR 1598 (10TH STREET) AT ANDERSON STREET. INSTALL RECTANGULAR RAPID FLASH BEACON AND PAVEMENT MARKINGS AT CROSSWALK. <b><u>ACCELERATE CONSTRUCTION FROM FY 22 TO FY 21 AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY.</u></b>	CONSTRUCTION	FY 2021 -	\$32,000 \$32,000	(HSIP)
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W-5802E CARTERET CRAVEN PAMLICO <b>PROJ.CATEGORY</b> STATEWIDE	US 70, NC 55, US 70 BETWEEN NUNN STREET AND SR 1605 (FRIENDLY ROAD) IN MOREHEAD CITY, AND NC 55 BETWEEN US 17 IN BRIDGETON AND SR 1210 (1ST STREET) IN BAYBORO. INSTALL 6 INCH LONG LIFE PAVEMENT MARKINGS. <b><u>ACCELERATE CONSTRUCTION FROM FY 22 TO FY 21 AT THE REQUEST OF TRANSPORTATION MOBILITY AND SAFETY.</u></b>	CONSTRUCTION	FY 2021 -	\$865,000 \$865,000	(HSIP)
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## DIVISION 3

EB-6034 BRUNSWICK <b>PROJ.CATEGORY</b> DIVISION	SR 1144 (FIRST STREET), CONSTRUCTION OF BIKE LANES ON BOTH SIDES OF FIRST STREET FROM EAST OF WEST FIRST STREET EXTENSION TO EAST OF GREENSBORO STREET IN OCEAN ISLE BEACH. <b><u>DESCRIPTION UPDATED AT THE REQUEST OF THE MPO TO ACCURATELY REFLECT SCOPE.</u></b>	CONSTRUCTION	FY 2021 -	\$473,000 \$315,000 \$788,000	(BGDA) (L)
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\* INDICATES FEDERAL AMENDMENT

Thursday, April 8, 2021

30 of 42 8

REVISIONS TO THE 2020-2029 STIP  
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

<p><b>B-4603</b> PITT <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>SR 1715 (JACK JONES ROAD), REPLACE BRIDGE 730029 OVER FORK SWAMP. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN. DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.</u></p>	<p>RIGHT-OF-WAY CONSTRUCTION</p>	<p>FY 2022 - \$90,000 (BGOFF) FY 2023 - <u>\$900,000</u> (BGOFF) \$990,000</p>
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STIP DELETIONS

<p>* <b>W-5802D</b> PITT <b>PROJ.CATEGORY</b> DIVISION</p>	<p>- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>SR 1598, SR 1598 (10TH STREET) AT ANDERSON STREET. INSTALL RECTANGULAR RAPID FLASH BEACON AND PAVEMENT MARKINGS AT CROSSWALK. <u>DELETE. WORK TO BE COMPLETED BY THE MUNICIPALITY.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2021 - <u>\$32,000</u> (HSIP) \$32,000</p>
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\* INDICATES FEDERAL AMENDMENT



## Attachment 3d Technical Coordinating Committee

### Action Required

June 30, 2021

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Transit Safety Targets

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**Purpose:** To approve the Public Transportation Agency Safety Plan (PTASP) Targets required by the Federal Transit Administration (FTA).

**Discussion:** The FTA has implemented planning requirements related to safety goals that MPOs must adhere to for their 5307 Transit Agencies. The Greenville MPO must support a new Transportation Performance Measures (TPM), called Public Transportation Agency Safety Plan (PTASP). The TPM requires transit systems that receive urbanized area formula grants to develop and implement transit safety management systems. MPOs are required to reference the safety performance targets and Agency Safety Plans in their TIP (Transportation Improvement Program) and MTP (Metropolitan Transportation Plan), updated or amended after July 20, 2021.

According to FTA's Public Transportation Agency Safety Plans (PTASP) rules, the MPOs must adopt transit safety targets by July 20, 2021. Failure to meet the requirements may result in delays in future STIP amendment approvals, as well as other potential repercussions.

The attached resolution states that the Greenville MPO agrees to plan and program projects that contribute toward the accomplishment of the targets, and amends the TIP to include the measures and targets.

The following language will be added to our TIP:

“Public transit projects included in the STIP align with the transit safety planning and target setting process undertaken by the transit agencies and MPOs. While the North Carolina DOT aided with the development of a template for the initial Public Transportation Agency Safety Plans (PTASPs), each large urban transit provider is responsible for implementing its PTASP, which includes transit safety targets. Investments are made in alignment with PTASPs with the intent of keeping the state’s public transit operations, vehicles, and facilities safe and meeting transit safety targets. State and federal funding sources that can be used by transit agencies for operations, vehicles, and facility improvements are outlined in the Public Transportation Project Funding section of the Greenville Urban Area MPO 2020-2029 Current TIP. Individual transit agencies determine the use of these sources for capital and operating expenses based on their local needs.”

The inclusion of this language as an administrative modification allows the Greenville Urban Area MPO’s MTIP to remain federally compliant with all requirements associated with performance measures.

**Action Needed:** Request the TAC to approve Transit Safety Targets.

**Attachments:** *Resolution NO. 2021-07-GUAMPO*



**RESOLUTION NO. 2021-07-GUAMPO  
ADOPTING THE SUPPORTING TARGETS FOR PUBLIC TRANSPORTATION AGENCY  
SAFETY PLAN PERFORMANCE MEASURES**

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

WHEREAS, under 49 CFR Part 673, the Federal Transit Administration (FTA) issued Public Transportation Agency Safety Plan (PTASP) Final Rule that requires the development of safety plans that include the processes and procedures to implement a safety management system; and

WHEREAS, PTASP requires public transportation providers that receive federal funds to set their initial safety targets by December 31, 2020 (as adjusted under the Covid-19 public health emergency proclamation); and

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

WHEREAS, the Greenville Area Transit System operating in the MPO's planning area have developed information and targets toward compliance with the law and regulation and have communicated their current targets for transit safety to the MPO.

NOW THEREFORE, BE IT RESOLVED, that the Transportation Advisory Committee supports the Greenville Area Transit (GREAT) targets and agrees to plan and program projects that contribute toward the accomplishment of the transit agency's targets. as noted in the attached table called "Greenville Urban Area MPO Transit Safety Performance Targets."

This 14th day of July 2021,

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

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Secretary

**Greenville Urban Area MPO Transit Safety Performance Targets**

<b>Mode of Transit Service</b>	<b>Fatalities (Total)</b>	<b>Fatalities (Per 100k VRM)</b>	<b>Serious Injuries (Total)</b>	<b>Serious Injuries (Per 100k VRM)</b>	<b>Safety Events (Total)</b>	<b>Safety Events (Per 100k VRM)</b>	<b>System Reliability</b>
<b><i>Greenville Area Transit (GREAT)</i></b>							
<b>Fixed Route Bus</b>	0	0	4	1.3	5	1.7	8,500
<b>Paratransit</b>							



## Attachment 3e

### Technical Coordinating Committee

**No Action Required**

June 30, 2021

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TO: Technical Coordinating Committee  
FROM: Eliud De Jesus, Transportation Planner  
SUBJECT: Fast-Track Transportation Improvement Program (TIP) amendment process

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Purpose: To discuss the fast-track process required for time-sensitive TIP amendments.

Discussion: Due to recent changes in the STIP amendment process, the Federal Highway Administration (FHWA) will no longer approve STIP amendments until our MTIP has been officially amended to match. This will normally not provide any issues for incorporating changes into the STIP. However, occasionally there are amendments which are time sensitive and will require quick incorporation into our MTIP. We have been requested by the STIP unit to have a measure in place to allow for faster approval of any time sensitive amendments. Due to the TCC/TAC only meeting quarterly, in the case that federal amendments arise in the monthly STIP release, the need for a special meeting with the TAC will occur in order to approve the time-sensitive amendments and expedite the federal approval process.

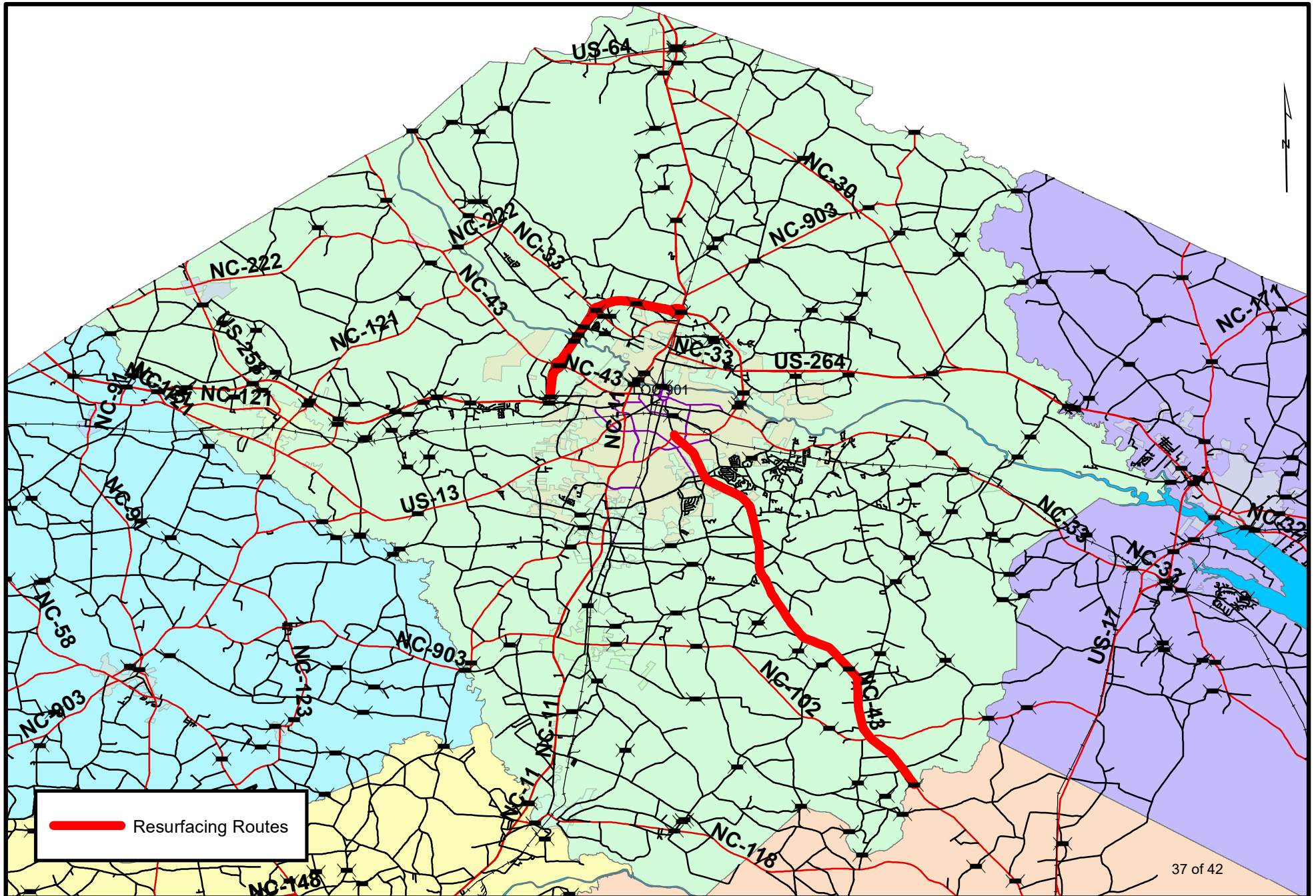
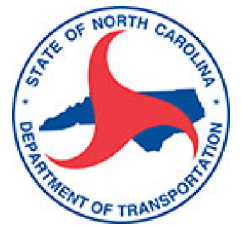
Action Needed: N/A

## PITT COUNTY FY2021 RESURFACING

ROUTE TYPE	ROUTE	NAME	FROM	TO	MILEAGE
PRIMARY					
	NC 43	Charles Boulevard	US 264 A (Greenville Blvd)	Signature Drive	2.20
	NC 43		Signature Drive	Craven County Line	14.20
	US 264		SW Bypass Project Limits	Bridges #464/465	6.60
SECONDARY					
	SR 1134	Thomas Langston Rd	NC 11	SR 1128	2.04
	SR 1135	Williams Road	US 264 A	US 13	0.47
	SR 1203	Allen Road	US 264 A	SR 1467 (Stantonsburg Rd)	2.29
	SR 1411	Conetoe Road	SR 1409	Edgecombe County Line	1.81
	SR 1510	Thigpen Road	US 13	NC 30	1.75
	SR 1533	Port Terminal Rd	NC 33E/10th Street	DEAD END	0.69
	SR 1535	Sunnyside Road	US 264	SR 1534	3.61
	SR 1620	Dickinson Avenue	SR 1598 (10th Street)	Reade Circle	0.24
	SR 1700/1702	Evans Street	SR 1708 (Fire Tower Rd)	US 264 A	1.81
	SR 1700	Old Tar Road	SR 1711 (Worthington Rd)	SR 1708 (Fire Tower Rd)	1.87
	SR 1707	Charles Boulevard	US 264 A (Greenville Blvd)	SR 1598 (10th St)	1.16
	SR 1713	Laurie Ellis Rd	SR 1700	SR 1149	1.24
	SR 1749	Grover Hardee Rd	SR 1796	SR 1750	2.23
	SR 1759	Tucker Road	NC 33	SR 2241	2.70
(FDR)	SR 1114	Rountree Road	SR 1125	NC 903	3.72
(FDR)	SR 1117	Abbott Farm Road	SR 1114	NC 903	1.72
(FDR)	SR 1124	Speight Seed Farm	US 264 A/ US 13	SR 1117	2.85
(FDR)	SR 1127	Frog Level Road	SR 1206	US 264 A/ US 13	2.22
(FDR)	SR 1208	Kinsual-Willoughby	SR 1200	SR 1206	1.66

# FY 2021 Pitt County Primary Resurfacing

NCDOT  
DIVISION 2



**Users Guide**
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<p><b>Contract Number:</b> C203925  <b>Division:</b> 2  <b>TIP Number:</b> B-5938, B-5939  <b>Length:</b> 1.61 miles  <b>NCDOT Contact:</b> Brad T. McMannen, PE  <b>Location Description:</b> BRIDGE #68 OVER BOGUE SOUND ON SR-1182 (ATLANTIC BEACH CAUSEWAY) AND BRIDGE #6 OVER BOGUE SOUND ON NC-58.  <b>Contractor Name:</b> FREYSSINET, INC  <b>Contract Amount:</b> \$15,271,713.33  <b>Work Began:</b> 02/05/2018  <b>Original Completion Date:</b> 11/30/2020  <b>Latest Payment Thru:</b> 05/31/2021  <b>Latest Payment Date:</b> 06/03/2021</p>	<p><b>Route:</b> NC-58  <b>County:</b> Carteret  <b>Federal Aid Number:</b>  <b>NCDOT Contact No:</b> (252)649-6520  <b>Letting Date:</b> 04/18/2017  <b>Revised Completion Date:</b>  <b>Construction Progress:</b> 91.86%</p>
<p><b>Contract Number:</b> C204177  <b>Division:</b> 2  <b>TIP Number:</b> R-1015  <b>Length:</b> 10.353 miles  <b>NCDOT Contact:</b> Brad T. McMannen, PE  <b>Location Description:</b> US-70 (HAVELOCK BYPASS) FROM NORTH OF PINE GROVE TO NORTH OF CARTERET COUNTY LINE.  <b>Contractor Name:</b> BALFOUR BEATTY INFRASTRUCTURE INC  <b>Contract Amount:</b> \$167,243,715.65  <b>Work Began:</b> 09/30/2019  <b>Original Completion Date:</b> 05/13/2024  <b>Latest Payment Thru:</b> 05/22/2021  <b>Latest Payment Date:</b> 06/02/2021</p>	<p><b>Route:</b> US-70  <b>County:</b> Carteret, Craven  <b>Federal Aid Number:</b> NHF-0070(049)  <b>NCDOT Contact No:</b> (252)649-6520  <b>Letting Date:</b> 07/16/2019  <b>Revised Completion Date:</b>  <b>Construction Progress:</b> 27.83%</p>
<p><b>Contract Number:</b> C204178  <b>Division:</b> 2  <b>TIP Number:</b> B-4414  <b>Length:</b> 0.189 miles  <b>NCDOT Contact:</b> Sarah F. Lentine  <b>Location Description:</b> BRIDGE #43 OVER PUNGO CREEK ON US-264.  <b>Contractor Name:</b> S T WOOTEN CORPORATION  <b>Contract Amount:</b> \$0.00  <b>Work Began:</b> 06/14/2021  <b>Original Completion Date:</b> 10/12/2022  <b>Latest Payment Thru:</b>  <b>Latest Payment Date:</b></p>	<p><b>Route:</b> US-264  <b>County:</b> Beaufort  <b>Federal Aid Number:</b> STATE FUNDED  <b>NCDOT Contact No:</b> (252)830-3495  <b>Letting Date:</b> 04/20/2021  <b>Revised Completion Date:</b>  <b>Construction Progress:</b> 0%</p>
<p><b>Contract Number:</b> C204225  <b>Division:</b> 2  <b>TIP Number:</b> R-5777A, R-5777B, U-5713  <b>Length:</b> 5.1 miles  <b>NCDOT Contact:</b> Wendi O. Johnson, PE  <b>Location Description:</b> US-70 FROM THE NEUSE RIVER BRIDGE TO EAST OF THURMAN RD IN JAMES CITY.  <b>Contractor Name:</b> BALFOUR BEATTY INFRASTRUCTURE INC  <b>Contract Amount:</b> \$203,300,000.00  <b>Work Began:</b> 10/22/2019  <b>Original Completion Date:</b> 09/07/2023  <b>Latest Payment Thru:</b> 05/22/2021  <b>Latest Payment Date:</b> 06/07/2021</p>	<p><b>Route:</b> US-70  <b>County:</b> Craven  <b>Federal Aid Number:</b> STATE FUNDED  <b>NCDOT Contact No:</b> (252)439-2800  <b>Letting Date:</b> 09/10/2019  <b>Revised Completion Date:</b> 12/02/2023  <b>Construction Progress:</b> 17.01%</p>

<b>Contract Number:</b> C204434	<b>Route:</b> -
<b>Division:</b> 2	<b>County:</b> Craven
<b>TIP Number:</b> B-4484	
<b>Length:</b> 0.701 miles	<b>Federal Aid Number:</b> STATE FUNDED
<b>NCDOT Contact:</b> Jon Aaron Bullard, PE	<b>NCDOT Contact No:</b> (252)527-0053
<b>Location Description:</b> BRIDGE 138 AND BRIDGE 139 OVER THE NEUSE RIVER ON SR-1470.	
<b>Contractor Name:</b> SANFORD CONTRACTORS INC	
<b>Contract Amount:</b> \$0.00	
<b>Work Began:</b>	<b>Letting Date:</b> 02/16/2021
<b>Original Completion Date:</b> 12/12/2024	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b>	
<b>Latest Payment Date:</b>	<b>Construction Progress:</b> 0%

<b>Contract Number:</b> C204521	<b>Route:</b> SR-1514
<b>Division:</b> 2	<b>County:</b> Pitt
<b>TIP Number:</b> BR-0119	
<b>Length:</b> 0.119 miles	<b>Federal Aid Number:</b> 2020001
<b>NCDOT Contact:</b> Sarah F. Lentine	<b>NCDOT Contact No:</b> (252)830-3495
<b>Location Description:</b> BRIDGE #109 OVER GRINDLE CREEK ON SR-1514 (STATON MILL RD).	
<b>Contractor Name:</b> SANFORD CONTRACTORS INC	
<b>Contract Amount:</b> \$935,250.00	
<b>Work Began:</b> 05/03/2021	<b>Letting Date:</b> 03/16/2021
<b>Original Completion Date:</b> 05/16/2022	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b> 05/31/2021	
<b>Latest Payment Date:</b> 06/03/2021	<b>Construction Progress:</b> 11.23%

<b>Contract Number:</b> DB00426	<b>Route:</b> SR-1127
<b>Division:</b> 2	<b>County:</b> Beaufort
<b>TIP Number:</b> BR-0110	
<b>Length:</b> 0.096 miles	<b>Federal Aid Number:</b> 202001
<b>NCDOT Contact:</b> Sarah F. Lentine	<b>NCDOT Contact No:</b> (252)830-3495
<b>Location Description:</b> BRIDGE #72 OVER CHOCOWINITY CREEK ON SR 1127	
<b>Contractor Name:</b> SANFORD CONTRACTORS INC	
<b>Contract Amount:</b> \$835,500.00	
<b>Work Began:</b> 03/22/2021	<b>Letting Date:</b> 01/27/2021
<b>Original Completion Date:</b> 11/18/2021	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b> 05/31/2021	
<b>Latest Payment Date:</b> 06/07/2021	<b>Construction Progress:</b> 69.41%

<b>Contract Number:</b> DB00430	<b>Route:</b> US-13, US-258
<b>Division:</b> 2	<b>County:</b> Greene
<b>TIP Number:</b>	
<b>Length:</b> 10.24 miles	<b>Federal Aid Number:</b> STATE FUNDED
<b>NCDOT Contact:</b> Jon Aaron Bullard, PE	<b>NCDOT Contact No:</b> (252)527-0053
<b>Location Description:</b> GREENE COUNTY	
<b>Contractor Name:</b> S T WOOTEN CORPORATION	
<b>Contract Amount:</b> \$2,914,380.76	
<b>Work Began:</b> 04/06/2021	<b>Letting Date:</b> 11/18/2020
<b>Original Completion Date:</b> 03/02/2022	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b> 05/15/2021	
<b>Latest Payment Date:</b> 05/24/2021	<b>Construction Progress:</b> 57.26%

<b>Contract Number:</b> DB00434	<b>Route:</b> SR-1971
<b>Division:</b> 2	<b>County:</b> Beaufort
<b>TIP Number:</b> B-4709	
<b>Length:</b> 0.118 miles	<b>Federal Aid Number:</b> STATE FUNDED
<b>NCDOT Contact:</b> Sarah F. Lentine	<b>NCDOT Contact No:</b> (252)830-3495
<b>Location Description:</b> BRIDGE #14 OVER A BRANCH OF DURHAM CREEK ON SR 1971	
<b>Contractor Name:</b> SANFORD CONTRACTORS INC	
<b>Contract Amount:</b> \$0.00	
<b>Work Began:</b> 06/07/2021	<b>Letting Date:</b> 04/28/2021
<b>Original Completion Date:</b> 02/05/2022	<b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b>	
<b>Latest Payment Date:</b>	<b>Construction Progress:</b> 0%

<b>Contract Number:</b> DB00468	<b>Route:</b> NC-43
<b>Division:</b> 2	<b>County:</b> Pitt
<b>TIP Number:</b>	

**Length:** 9.56 miles **Federal Aid Number:** STATE FUNDED  
**NCDOT Contact:** Sarah F. Lentine **NCDOT Contact No:** (252)830-3495  
**Location Description:** PITT COUNTY  
**Contractor Name:** FSC II LLC DBA ROSE BROTHERS PAVING COMPANY  
**Contract Amount:** \$0.00  
**Work Began:** **Letting Date:** 12/09/2020  
**Original Completion Date:** 02/10/2022 **Revised Completion Date:**  
**Latest Payment Thru:**  
**Latest Payment Date:** **Construction Progress:** 0%

**Contract Number:** DB00488 **Route:** -  
**Division:** 2 **County:** Carteret  
**TIP Number:**  
**Length:** 14.82 miles **Federal Aid Number:** STATE FUNDED  
**NCDOT Contact:** Brad T. McMannen, PE **NCDOT Contact No:** (252)649-6520  
**Location Description:** CARTERET COUNTY  
**Contractor Name:** ONSLOW GRADING & PAVING INC  
**Contract Amount:** \$0.00  
**Work Began:** **Letting Date:** 12/09/2020  
**Original Completion Date:** 02/10/2022 **Revised Completion Date:**  
**Latest Payment Thru:**  
**Latest Payment Date:** **Construction Progress:** 0%

**Contract Number:** DB00490 **Route:** NC-58  
**Division:** 2 **County:** Lenoir  
**TIP Number:**  
**Length:** 2.15 miles **Federal Aid Number:** STATE FUNDED  
**NCDOT Contact:** Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053  
**Location Description:** NC 58 (QUEEN STREET) LENOIR COUNTY  
**Contractor Name:** S T WOOTEN CORPORATION  
**Contract Amount:** \$0.00  
**Work Began:** **Letting Date:** 11/18/2020  
**Original Completion Date:** 12/02/2021 **Revised Completion Date:**  
**Latest Payment Thru:**  
**Latest Payment Date:** **Construction Progress:** 0%

**Contract Number:** DB00491 **Route:** NC-43  
**Division:** 2 **County:** Craven, Pitt  
**TIP Number:**  
**Length:** 20.94 miles **Federal Aid Number:** STATE FUNDED  
**NCDOT Contact:** Sarah F. Lentine **NCDOT Contact No:** (252)830-3495  
**Location Description:** CRAVEN AND PITT COUNTY  
**Contractor Name:** BARNHILL CONTRACTING CO  
**Contract Amount:** \$0.00  
**Work Began:** **Letting Date:** 12/09/2020  
**Original Completion Date:** 11/12/2021 **Revised Completion Date:**  
**Latest Payment Thru:**  
**Latest Payment Date:** **Construction Progress:** 0%

**Contract Number:** DB00492 **Route:** US-17B  
**Division:** 2 **County:** Beaufort  
**TIP Number:**  
**Length:** 1.38 miles **Federal Aid Number:** STATE FUNDED  
**NCDOT Contact:** Sarah F. Lentine **NCDOT Contact No:** (252)830-3495  
**Location Description:** BEAUFORT COUNTY  
**Contractor Name:** S T WOOTEN CORPORATION  
**Contract Amount:** \$886,363.41  
**Work Began:** 05/10/2021 **Letting Date:** 12/16/2020  
**Original Completion Date:** 11/12/2021 **Revised Completion Date:**  
**Latest Payment Thru:** 05/31/2021  
**Latest Payment Date:** 06/04/2021 **Construction Progress:** 8.99%

**Contract Number:** DB00494 **Route:** US-17  
**Division:** 2 **County:** Beaufort, Craven  
**TIP Number:**  
**Length:** 13.05 miles **Federal Aid Number:** STATE FUNDED  
**NCDOT Contact:** Sarah F. Lentine **NCDOT Contact No:** (252)830-3495  
**Location Description:** BEAUFORT AND CRAVEN COUNTY



**Contractor Name:** BARNHILL CONTRACTING CO  
**Contract Amount:** \$0.00  
**Work Began:** 06/01/2021  
**Original Completion Date:** 11/12/2021  
**Latest Payment Thru:**  
**Latest Payment Date:**

**Letting Date:** 01/27/2021  
**Revised Completion Date:**  
**Construction Progress:** 0%

**Contract Number:** DB00495  
**Division:** 2  
**TIP Number:**  
**Length:** 4.54 miles  
**NCDOT Contact:** Brad T. McMannen, PE  
**Location Description:** US 17/ CRAVEN COUNTY  
**Contractor Name:** BARNHILL CONTRACTING CO  
**Contract Amount:** \$0.00  
**Work Began:**  
**Original Completion Date:** 11/12/2021  
**Latest Payment Thru:**  
**Latest Payment Date:**

**Route:** US-17  
**County:** Craven  
**Federal Aid Number:** STATE FUNDED  
**NCDOT Contact No:** (252)649-6520  
**Letting Date:** 01/13/2021  
**Revised Completion Date:**  
**Construction Progress:** 0%

**Contract Number:** DB00496  
**Division:** 2  
**TIP Number:**  
**Length:** 11.58 miles  
**NCDOT Contact:** Jon Aaron Bullard, PE  
**Location Description:** NC 58/ GREENE COUNTY  
**Contractor Name:** S T WOOTEN CORPORATION  
**Contract Amount:** \$0.00  
**Work Began:** 05/21/2021  
**Original Completion Date:** 11/12/2021  
**Latest Payment Thru:**  
**Latest Payment Date:**

**Route:** NC-58  
**County:** Greene  
**Federal Aid Number:** STATE FUNDED  
**NCDOT Contact No:** (252)527-0053  
**Letting Date:** 01/13/2021  
**Revised Completion Date:**  
**Construction Progress:** 0%

**Contract Number:** DB00497  
**Division:** 2  
**TIP Number:**  
**Length:** 10.96 miles  
**NCDOT Contact:** Sarah F. Lentine  
**Location Description:** BEAUFORT COUNTY  
**Contractor Name:** BARNHILL CONTRACTING CO  
**Contract Amount:** \$0.00  
**Work Began:**  
**Original Completion Date:** 02/10/2022  
**Latest Payment Thru:**  
**Latest Payment Date:**

**Route:** -, NC-45, US-264  
**County:** Beaufort  
**Federal Aid Number:** STATE FUNDED  
**NCDOT Contact No:** (252)830-3495  
**Letting Date:** 01/27/2021  
**Revised Completion Date:**  
**Construction Progress:** 0%

**Contract Number:** DB00499  
**Division:** 2  
**TIP Number:** B-4605  
**Length:** 0.104 miles  
**NCDOT Contact:** Sarah F. Lentine  
**Location Description:** BRIDGE 5 OVER CHICOD CREEK ON SR 1777  
**Contractor Name:** FSC II LLC DBA FRED SMITH COMPANY  
**Contract Amount:** \$761,000.00  
**Work Began:** 04/05/2021  
**Original Completion Date:** 03/30/2022  
**Latest Payment Thru:** 05/15/2021  
**Latest Payment Date:** 05/19/2021

**Route:** SR-1777  
**County:** Pitt  
**Federal Aid Number:** STATE FUNDED  
**NCDOT Contact No:** (252)830-3495  
**Letting Date:** 01/27/2021  
**Revised Completion Date:**  
**Construction Progress:** 17.59%

**Contract Number:** DB00500  
**Division:** 2  
**TIP Number:**  
**Length:** 7.69 miles  
**NCDOT Contact:** Sarah F. Lentine  
**Location Description:** BEAUFORT COUNTY  
**Contractor Name:** BARNHILL CONTRACTING CO  
**Contract Amount:** \$0.00  
**Work Began:**

**Route:** -, SR-1303, SR-1524  
**County:** Beaufort  
**Federal Aid Number:** STATE FUNDED  
**NCDOT Contact No:** (252)830-3495  
**Letting Date:** 03/24/2021

<b>Original Completion Date:</b> 02/09/2023 <b>Latest Payment Thru:</b> <b>Latest Payment Date:</b>	<b>Revised Completion Date:</b>  <b>Construction Progress:</b> 0%
<b>Contract Number:</b> DB00502  <b>Division:</b> 2 <b>TIP Number:</b> <b>Length:</b> 16.73 miles <b>NCDOT Contact:</b> Jon Aaron Bullard, PE <b>Location Description:</b> GREENE AND LENOIR COUNTY <b>Contractor Name:</b> BARNHILL CONTRACTING CO <b>Contract Amount:</b> \$0.00 <b>Work Began:</b>	<b>Route:</b> -, SR-1103, SR-1113 SR-1114, SR-1130, SR-1168 SR-1326, SR-1351, SR-1645 SR-1845, SR-2004 <b>County:</b> Greene, Lenoir  <b>Federal Aid Number:</b> STATE FUNDED <b>NCDOT Contact No:</b> (252)527-0053  <b>Letting Date:</b> 03/10/2021 <b>Original Completion Date:</b> 02/09/2023 <b>Revised Completion Date:</b> <b>Latest Payment Thru:</b> <b>Latest Payment Date:</b>
<b>Original Completion Date:</b> 02/09/2023 <b>Latest Payment Thru:</b> <b>Latest Payment Date:</b>	<b>Construction Progress:</b> 0%
<b>Contract Number:</b> DB00503 <b>Division:</b> 2 <b>TIP Number:</b> <b>Length:</b> 6.09 miles <b>NCDOT Contact:</b> Brad T. McMannen, PE <b>Location Description:</b> PAMLICO COUNTY <b>Contractor Name:</b> S T WOOTEN CORPORATION <b>Contract Amount:</b> \$0.00 <b>Work Began:</b>	<b>Route:</b> - <b>County:</b> Pamlico  <b>Federal Aid Number:</b> STATE FUNDED <b>NCDOT Contact No:</b> (252)649-6520  <b>Letting Date:</b> 03/24/2021 <b>Original Completion Date:</b> 02/09/2023 <b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b> <b>Latest Payment Date:</b>	<b>Construction Progress:</b> 0%
<b>Contract Number:</b> DB00504 <b>Division:</b> 2 <b>TIP Number:</b> <b>Length:</b> 16.07 miles <b>NCDOT Contact:</b> Sarah F. Lentine <b>Location Description:</b> PITT COUNTY <b>Contractor Name:</b> S T WOOTEN CORPORATION <b>Contract Amount:</b> \$0.00 <b>Work Began:</b>	<b>Route:</b> - <b>County:</b> Pitt  <b>Federal Aid Number:</b> STATE FUNDED <b>NCDOT Contact No:</b> (252)830-3495  <b>Letting Date:</b> 03/24/2021 <b>Original Completion Date:</b> 02/09/2023 <b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b> <b>Latest Payment Date:</b>	<b>Construction Progress:</b> 0%
<b>Contract Number:</b> DB00505  <b>Division:</b> 2 <b>TIP Number:</b> <b>Length:</b> 11.27 miles <b>NCDOT Contact:</b> Jon Aaron Bullard, PE <b>Location Description:</b> LENOIR COUNTY <b>Contractor Name:</b> BARNHILL CONTRACTING CO <b>Contract Amount:</b> \$1,911,068.75 <b>Work Began:</b> 05/13/2021	<b>Route:</b> SR-1300, SR-1309, SR-1311 SR-1389 <b>County:</b> Lenoir  <b>Federal Aid Number:</b> STATE FUNDED <b>NCDOT Contact No:</b> (252)527-0053  <b>Letting Date:</b> 03/10/2021 <b>Original Completion Date:</b> 10/30/2021 <b>Revised Completion Date:</b>
<b>Latest Payment Thru:</b> 05/31/2021 <b>Latest Payment Date:</b> 06/03/2021	<b>Construction Progress:</b> 9.27%



## TPD Initiatives & NCDOT Updates

Below is a current initiative being undertaken by the NCDOT including the Transportation Planning Division, and highlights from NCDOT News.

### *Resiliency Initiative*

As NCDOT pursues its mission of connecting people, products and places safely and efficiently we are committed to resiliency and adaptation in the context of changing condition. For transportation systems, this means much more than maintaining open roads. It means clear rail lines, multi-modal transportation options, and functioning airports as well as ship and ferry ports.

As we plan for the future of our transportation system, NCDOT is incorporating resiliency work into policy development, planning, and academic research to make our transportation system more resilient. Resilient solutions include the design and construction of infrastructure assets that withstand historically catastrophic events, emergency traffic operations and procedures that aid emergency response and inspection and maintenance protocols that ensure optimal reliability.

### *NCDOT News (6/25/2021)*

The following is a highlight from This Week at NCDOT. The story below is also featured in NCDOT Now, the department's weekly newscast:

#### \* **Passenger Ferry Season Begins:**

The 2021 season for the Ocracoke Express Passenger Ferry has begun.

The Ocracoke Express shuttles passengers between the Hatteras Terminal and Ocracoke Village in about an hour. Residents and visitors wishing to catch a ride can now make reservations online at [ncferry.org](http://ncferry.org) or by calling 1-800-BY-FERRY.

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*“Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina...”*

*- NCDOT Mission Statement*

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### *FHWA, Human Environment Digest (5/13/2021)*

The digest shares the latest information from a range of sources, addressing transportation and its relationship to the human environment.

FHWA hopes to foster dialogue at all levels and continue to further the state of the practice on these important topics.

[www.fhwa.dot.gov/livability/he\\_digest/](http://www.fhwa.dot.gov/livability/he_digest/)

## FHWA Publishes New TPM Performance Data

On May 27, 2021, the Federal Highway Administration (FHWA) posted updated performance and target data to the State [Performance Dashboards and Reports](#) on its website. State Departments of Transportation (DOTs) regularly report performance data and targets for 17 national performance measures to FHWA as required by the Transportation Performance Management (TPM) program. The updates also include the second annual Safety Performance Target Assessment for each State and the first biennial Significant Progress Determination for six performance measures for each State.

The State Performance Dashboards and Reports displays performance and target data per state for:

- \* 5 Safety measures
- \* 6 Infrastructure Condition measures
- \* 3 Highway Reliability and Truck Travel Time Reliability measures
- \* 1 Emissions Reduction measure (if applicable)
- \* 2 Congestion measures for urbanized areas in the State (if applicable)

For more information, please visit FHWA's [TPM website](#).

## CTP Status Updates

- Pitt County**
- Highway, Bike and Pedestrian maps are being refined with Greenville MPO and Mid-East RPO input.
  - There were 1750 surveys completed. The full survey report is located on the Pitt county website. A summarized version will be added by next month.

## Contact Us

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