

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

Tuesday, January 14, 2014, at 1:30 p.m.
Greenville City Hall, Room # 337
Actions to be taken in bold italics

- 1) Approval of Agenda; **approve**
 - a) **Chair to read aloud Ethics Awareness and Conflict of Interest reminder**
- 2) Approval of Minutes of Oct 22, 2013, Meeting (Attachment 1); **approve**
- 3) Election of Chairperson and Vice-Chairperson; **conduct election**
- 4) Public Comment Period & Additional Public comment period regarding MPO draft prioritization criteria.
- 5) New Business / Action Items:
 - a) Development of a local project prioritization criteria that meets NCDOT standards. Resolution No. 2014-1-GUAMPO **Develop recommendation** (Attachment 5a) p 10
 - b) Identification of Candidate projects to be submitted to NCDOT for prioritization consideration. NCDOT will be available to provide updates on the latest information. Resolution No. 2014-2-GUAMPO **Develop recommended candidate project list.** (Attachment 5b) p. 26
 - c) Amendment to 2012-2018 Transportation Improvement Program (TIP) to modify the following projects - EB5539, Y5500, Z5400, B5418, EB4996, and B5100, and add the projects EB5618, W5517. (Attachment 5c) – Resolution No. 2014-3-GUAMPO through 2013-8-GUAMPO; **recommend for TAC adoption** p. 33
 - d) Adoption of Travel Demand model socioeconomic projections, model network, and traffic analysis zones (Attachment 5d) – Resolution No. 2013-9-GUAMPO; **recommend for TAC adoption** p. 41
 - e) Amendment to the 2013-2014 Unified Planning Work Program for fund reallocation and additional funds for the pavement management study (task 3-D-3, Special Studies); (Attachment 5e) Resolution No. 2014-10-GUAMPO **recommend for TAC adoption** p. 46
 - f) Self-Certification of Greenville Urban Area MPO Transportation Planning Process (Attachment 5f) – Resolution No. 2014-11-GUAMPO; **recommend for Transportation Advisory Committee (TAC) adoption** p. 50
 - g) 2014-2015 Planning Work Program (Attachment 5g) – Resolution No. 2014-12-GUAMPO; **recommend for TAC adoption** p 55
- 6) Any other discussion items
- 7) 2014 MPO Meeting Schedule (all at Greenville City Hall, Room 337, at 1:30pm)
 - TCC Jan 14, Apr 8, July 15, Nov 4
 - TAC Jan 28, Apr 22, Aug 5, Nov 18
- 8) Adjourn

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

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

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

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

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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

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

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



NORTH CAROLINA STATE ETHICS COMMISSION

SAMPLE¹

ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

(to be read by the Chair or his or her designee at the beginning of each meeting)

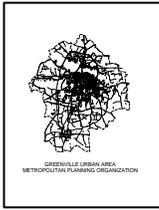
In accordance with the State Government Ethics Act, it is the duty of every [Board] member to avoid conflicts of interest.

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.

Rev 12-13-12

¹ N.C.G.S. §138A-15 (e): “At the beginning of any meeting of a board, the chair shall remind all members of their duty to avoid conflicts of interest under [Chapter 138A].” There is no set language required by the Act. Specific language can and should be tailored to fit the needs of each covered board as necessary.



Attachment 1
Technical Coordinating Committee

Action Required

January 14, 2014

TO: Technical Coordinating Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Minutes from October 22, 2014 TCC meeting

Purpose: Review and approve the minutes from the previous TCC meeting.

Discussion: The draft minutes of the October 22, 2013 TCC/TAC meeting are included as Attachment 1 in the agenda package for review and approval by the TCC.

Action Needed: Adoption of October 22, 2013 TCC meeting minutes.

Attachments: October 22, 2013, 2013 TCC meeting minutes.

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC) MINUTES
October 22, 2013**

Members of the Technical Coordinating Committee met on the above date at 10:00 a.m. at City Hall in Conference Room 337. Mr. Kevin Mulligan, TCC Chairperson, called the meeting to order. The following attended the meeting:

Mr. Rik DiCesare, City of Greenville
 Mr. Scott Godefroy, City of Greenville
 Mr. Mark Nottingham, Pitt County
 Mr. Adam Mitchell, Town of Ayden
 Mr. David Boyd, Village of Simpson
 Mr. Stephen Mancuso, City of Greenville
 Mr. Bill Bagnell, East Carolina University
 Mr. Alan Lilley, Town of Winterville
 Mr. Merrill Flood, City of Greenville
 Mr. Steve Hamilton, NCDOT
 Mr. Kevin Mulligan, City of Greenville
 Mr. John Rouse, NCDOT
 Mr. Brad Hufford, Town of Ayden
 Ms. Terri Parker, Town of Winterville
 Mr. Brendan Merithew, NCDOT TPB
 Mr. Bill Marley, FHWA
 Mr. Ben Rogers, Mid-East Commission
 Mr. Jeff Cabaniss, NCDOT
 Ms. Barbara Lipscomb, City of Greenville

OTHERS PRESENT:

Mr. Daryl Vreeland, City of Greenville
 Ms. Jo Penrose, City of Greenville
 Ms. Amanda Braddy, City of Greenville

I. AGENDA

Mr. Mulligan asked if there were any amendments to the agenda. There being none, a motion was made by Mr. Mitchell to accept the agenda as presented. The motion was seconded by Mr. DiCesare and passed unanimously.

II. APPROVAL OF MINUTES OF JUNE 27, 2013 MEETING

Mr. Mitchell made a motion to approve the June 27, 2013 meeting minutes as presented. Mayor Boyd seconded the motion. The motion passed unanimously.

III. CONSIDERATION OF MEETING FREQUENCY AND FUTURE DATES

Mr. Mulligan requested those present to consider the possibility of meeting on a quarterly basis. Mr. Mitchell suggested having a specific day set up for TCC meetings, and gave the example of the third Thursday of the month in every quarter. Mr. Vreeland stated he would have to check the availability of the conference room and will send out meeting dates for the upcoming year to all members and provide feedback to by email.

IV. PUBLIC COMMENT PERIOD

There were no public comments.

V. NEW BUSINESS / ACTION ITEMS

A. Amendment to 2012-2018 Transportation Improvement Program (TIP) to modify the following projects-- EB5539, Y5500, Z5400, B5418, and B5100, and add the projects EB5618, W5517. (Attachment 5a) – Resolution No. 2013-13-GUAMPO through 2013-18-GUAMPO

Mr. Vreeland presented items that need to be amended in the 2012-2018 TIP. These amendments are as follows:

1. W-5517 (Statewide--Various-- safety management program)
 - Project does not currently exist in the TIP. Adds this project in the TIP.
2. B-5418 (Johnson Mill Run, Replace Bridge #50)
 - Proposed amendment delays construction from FY13 to FY14 to allow for additional time for planning and design.
3. B-5100 (King George Road Bridge--#421--replace bridge over Meeting House Branch)
 - Proposed amendment delays construction and Right-of-way from FY13 to FY14 to allow for additional time for planning and design and utility issues.
4. EB-5618 (Various pedestrian intersection improvements in the City of Greenville)
 - Project does not currently exist in the TIP. Adds this project in the TIP.
5. EB-5539 (South Tar River Greenway, Phase 3)
 - Proposed amendment delays right-of-way from FY13 to FY14, and delays construction from FY14 to FY15 to allow additional time for design.
6. Y-5500 (Statewide --Various--traffic separation study and closures)
 - Proposed amendment adds ROW and Construction in FY14 and FY15
7. Z-5400 (Statewide - Various --Highway-Rail grade crossing safety improvements)
 - Proposed amendment adds ROW and Construction in FY14 and FY15
8. EB-4996 (Green Mill Run Greenway)
 - Proposed amendment delays construction from FY13 to FY14 to allow additional time for design

Mr. Mitchell asked about Amendment #4 acknowledging this as a local improvement project. Mr. Mitchell questioned from which priority list this project was identified. Mr. Vreeland responded the list was a shovel-ready list TCC had previously adopted and submitted to the state. Mr. Mitchell asked how often the priority list was reviewed. Mr. Vreeland responded the list was reviewed on a 2-3 year basis. Mr. Mitchell then asked if the list could be reviewed more frequently. Mr. Vreeland stated the list could be reviewed more frequently; however, the State would not accept any changes outside of their 2-3 year requirement.

Mr. Hamilton made a motion to present all amendments to the 2012-2018 TIP for approval to TAC. Mayor Boyd seconded the motion. The motion passed unanimously.

B. Adoption of Travel Demand model socioeconomic projections, model network, and traffic analysis zones

The North Carolina Department of Transportation (NCDOT) has worked in cooperation with MPO staff to update the travel demand model for the Greenville Urban Area. The model uses socioeconomic forecasts which were developed by respective staff from MPO-member

communities for their planning boundaries.

Federal and State officials request MPO's to adopt a resolution endorsing these socioeconomic projections in keeping with best industry practice. The resolution also endorses the model network for each analysis year, and the model's Traffic Analysis Zones (TAZ's).

Mr. Mulligan asked if the current model was used to evaluate the Southwest Bypass. Mr. Vreeland stated the old version was used; however this agenda item would approve new methodology that would be applied to the project.

Mr. Flood made a motion to recommend adoption of the Travel Demand to TAC. The motion was seconded by Mr. Bagnell and passed unanimously.

C. Projects in the 2040 (next) LRTP. Projects in the LRTP are those that can be shown to be funded with anticipated transportation revenues. Projects submitted through the priority process are those that are in (ie, a subset of) the LRTP

MPO staff has begun the process of updating the LRTP to a 2040 horizon year. The LRTP contains a list of projects that are expected to be funded over the 26-year timeframe the document covers. Transportation funding revenue is based upon anticipated revenues as indicated in the STIP.

Projects considered as a candidate project and then later awarded points through the prioritization process are all a subset of projects in the LRTP.

Funding assumptions used in the LRTP will depend upon available data. Funding data regarding the State's new prioritization process will not be available until July, 2015--the final/official STIP due date. This is well past the LRTP's due date of August 11, 2014. Therefore, MPO staff will be using similar financial assumptions that were used in the previous LRTP. This is the best data available to MPO staff at the time of plan development.

MPO staff anticipates lower available revenue that can be used for transportation projects. Therefore, the list of projects in the LRTP needs to be reviewed and updated, so that those projects that are MOST needed and anticipated to be programmed in the STIP in the next 5 years are included in the LRTP.

All projects in the LRTP must be fiscally constrained--(defined as reasonably anticipated to be funded with projected revenue streams--based upon available funding/revenue data at the time of development of the LRTP)

Mr. Vreeland identified projects recommended by MPO staff that would be could be candidates for removal from the LRTP based on their relatively high costs, relatively lower congestions, political will, and relative historical priority within the MPO. Mr. Vreeland also stated the plan could be updated every 4-5 years based on the MPO's air quality. At this time, the plan is updated every 5 years. The projects identified for removal include:

- Northeast Bypass
- Fourteenth Street/CSX RR Grade Separation
- Winterville – Main Street widening
- NC43 North widening – this project has been completed
- US264/NC33 connector

Mr. Mulligan asked if there was a fiscal goal the MPO is required to meet. Mr. Vreeland stated

there was a goal figure; however, that figure is unknown at this time and the funding for transportation projects are diminishing. With this in mind, the goal would be to remove the projects that have been completed or will be outside of the timeframe of the LRTP to allow funding consideration for lower ranked projects and additional projects to be added to the LRTP.

MPO staff has recommended the following additions to the LRTP:

- Traffic signal system upgrade
- Dickinson Ave – pavement resurfacing and drainage structures upgrade
- South Tar River Greenway Ph3 – Town Common toward Moye Blvd/Vidant Hospital
- Upgrade “to” column of Firetower Rd Ph2 to indicate project extends to “SW Bypass,” and not “Frog Level Rd” as currently shown
- Greenway-Bridge over Tar River.

Mr. Mitchell asked if projects were identified from other prioritized lists of the MPO. Mr. Vreeland stated the projects came from other lists as well as identified needs of the local MPO. Mr. Mitchell requested the NC102 from NC11 to Lee Street project in Ayden to be added to the LRTP. Mr. Mitchell also requested adding the modernization of Jolly Road for the District Park on Jolly Road from the Park to NC102 to accommodate pedestrian/bicycle traffic.

Mr. Vreeland asked if there were any other projects MPO members would like added to the LRTP. Mr. Lilley requested addition of the project on East Ange Street from Laurie Ellis Road to Cooper Street for pedestrian improvements.

D. Discussion of State Law and development of a local prioritization criteria that meets NCDOT standards

Mr. Vreeland began the discussion by reiterating the MPO must now have a NCDOT-approved process for assigning local input points based on a combination of quantitative and qualitative data in accordance with the new State Law (2012-84). NCDOT is using a workshop made up of DOT, MPO and RPO representatives to reach consensus on the proposed approach and how it will approve local methodologies. NCDOT has discussed a draft guidance that emphasizes openness, transparency, and public input. Mr. Vreeland then presented a “draft” prioritization process developed by MPO staff as a starting point for discussion.

Mr. Mitchell noted the “draft” process had not been reviewed by MPO members and requested the process be evaluated further by the members and the group reconvene prior to the TAC meeting to form a solid process for recommendation. Mr. Mulligan suggested having the process reviewed and discussed via emailed and solidified for recommendation to TAC.

E. Identification of Candidate projects to be submitted to NCDOT for prioritization consideration

The Greenville Urban Area Metropolitan Planning Organization (MPO) has begun its Transportation Improvement Priorities public involvement process. This begins what is normally a two-year process (was 3 years this cycle) to develop the State Transportation Improvement Program (STIP) and the Greenville Urban Area MPO’s Metropolitan Transportation Improvement Program (MTIP).

The Greenville Urban Area MPO public involvement process solicits input, ideas, and concerns regarding transportation from area citizens. An open house information session was held in the Sheppard Memorial Library on September 18th, 2013. Further, MPO Staff developed an online

survey to obtain public input for those who can't or otherwise wouldn't attend the public input session. The survey was distributed to Vidant Medical, PCC, ECU, all MPO-member communities, Daily Reflector (4 weeks), Uptown Greenville newsletter, and was in Greenville Utilities' billing for 1 month (September 15 - October 15, 2013). Survey results and any written comments obtained as a result of public involvement efforts were attached in the previous TCC and TAC (Oct 22 and Nov 6, respectively) agenda packages.

The submission of projects to NCDOT is a 2-step process. The first step is the identification (and submission to NCDOT) of candidate projects. NCDOT will calculate the quantitative score, and then make that available to the MPO. Finally, the MPO must assign points to the previously-submitted projects, based upon agreed-upon criteria. Results of the new prioritization process will first be seen when a new draft STIP is released Dec, 2014 (est.) with a final STIP planned for release in July, 2015.

Mr. Vreeland presented proposed changes from the 2011-2012 MPO priorities list to the "draft" 2012-2014 priorities list and asked for additions and/or deletions to the list. Mr. Mitchell recommended adding Jolly Road modernization to the Highway projects list. Mr. Lilley also requested the Ange Street project to the Pedestrian projects list.

Mr. Mitchell made a motion to recommend the "draft" prioritization list as amended to TAC for adoption. Mr. DiCesare seconded the motion. The motion passed unanimously.

VI. INFORMATIONAL ITEMS

A. Goals, Objectives, and performance measures to be included in the next LRTP

Ms. Penrose stated the MPO's LRTP is being updated to 2040 before it's submitted to TAC for adoption. The MPO is required by the federal law MAP-21 to generate goals, objective, policies and now performance measures for the plan. The performance measures must also be approved by NCDOT and the Federal Highway Administration.

MPOs are required by MAP-21 to consider eight broad policy areas in the statewide planning process which were presented in the agenda package. Mr. Mulligan asked MPO members to review the performance measures for further development into the LRTP.

B. Meeting summary of the Eastern Carolina MPO/RPO Coalition STAFF meeting of October 3, 2013

VII. ANY OTHER DISCUSSION ITEMS

VIII. DATE, TIME AND PLACE OF NEXT TAC MEETING

- November 6, 2013 – 2:00 p.m. in Conference Room #337, Greenville City Hall

IX. ADJOURN

With no other business or discussions, Mr. Mitchell made a motion to adjourn the meeting. A second was made by Ms. Parker and the meeting adjourned at 12:45 p.m.



Attachment 5a Technical Coordinating Committee

Action Required

January 14, 2014

TO: Technical Coordinating Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: MPO Prioritization process and Implementation of Strategic Prioritization Law for the MPO's Strategic Transportation Investments

Purpose: To update the MPO on Strategic Prioritization Law and its implications on the MPO, and seek guidance in the development of an acceptable prioritization process.

Discussion: When assigning points to candidate projects submitted for NCDOT's funding consideration, the MPO must now have a NCDOT-approved process for assigning local input points based on a combination of quantitative and qualitative data in accordance with the new State Law (2012-84).

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 at least one quantitative and one qualitative criteria from the above and no criteria can be less than 10% nor more than 50% of the total used to assign points."

| Eligible Criteria | Quantitative | Qualitative |
|--------------------------|---|--------------------------------|
| | 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 for each mode of transportation (roadway, bike/ped, rail, transit, and aviation)

It is NCDOT's intent that these criteria/weighting be able to be modified each prioritization cycle, should an MPO/RPO wish.

As a reminder:

For bike/ped projects: 25% MPO local input, 25% Division Rank

- 50% quantitative data: 10% Access, Constructability=5%, Safety=15%, Demand Density =10%, Benefit/Cost=10%

For Transit Facilities (Division level): 25% MPO local input, 25% Division Rank

- 50% quantitative data: 30%=age of facility/facility demand, Benefit/Cost=5%, System Operational Efficiency=5%, Facility Capacity=10%

Highway projects

Regional impact=15% MPO Rank, 15% Division Rank

- 70% quantitative data: Benefit/Cost=20%, safety=25%, multimodal/freight/military=25%

Division needs = 25% MPO Rank, 25% Division Rank

- 50% quantitative data: Congestion = 20%, Safety=20%, Multimodal/freight/military=10%

The MPO must submit an adopted local methodology prior to April 30, 2014.

Action Needed: TCC recommend a draft local methodology for TAC's consideration.

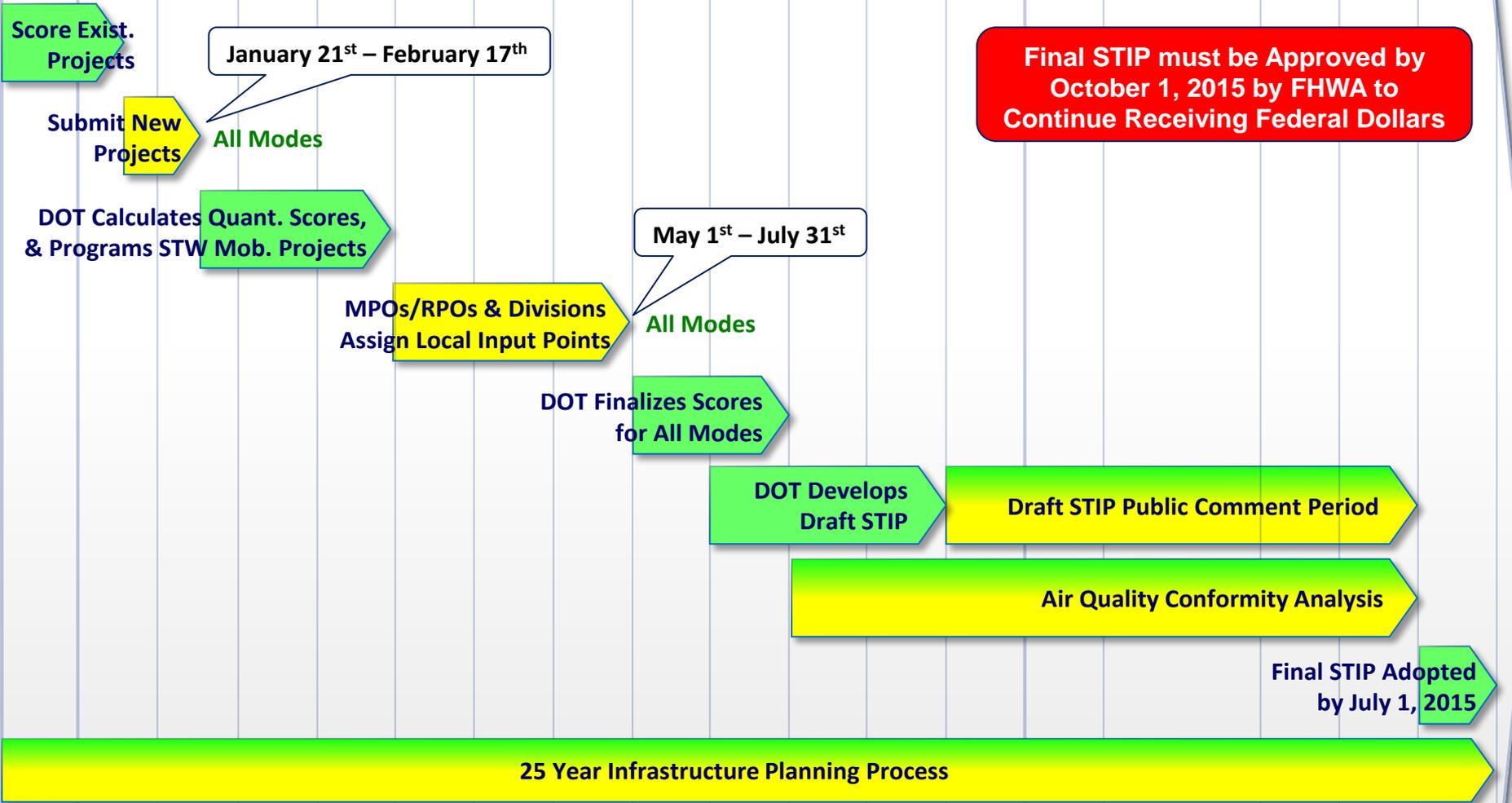
Attachments:

Draft prioritization criteria.

Prioritization 3.0 Schedule

2013 ← 2014 → 2015

Dec Jan Feb Mar Apr May June July Aug Sept Oct Nov Dec Jan Feb Mar Apr May June



RESOLUTION NO. 2014-01-GUAMPO**ADOPTING PROJECT PRIORITIZATION CRITERIA BASED ON THE NORTH CAROLINA STRATEGIC TRANSPORTATION INVESTMENT LAW**

WHEREAS, the Strategic Investment Session Law 2012-84 requires MPOs and RPOs to develop a methodology to select transportation projects; and

WHEREAS, according to the adopted law, 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; and

WHEREAS, this process must be completed by May 1, 2014 and the MPO is only allowed to use the approved criteria to assign points to projects as a ranking methodology; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed prioritization criteria that have been reviewed and approved by the Technical Coordinating Committee, and the committee recommends approval by the TAC;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the attached prioritization criteria as approved methodology for assigning points to transportation projects and recommends forwarding to the NCDOT for final approval.

Today, January 28, 2014.

Mayor Allen Thomas, Chairman
Transportation Advisory Committee
Greenville Urban Area

Amanda Braddy, Secretary

Greenville MPO Prioritization Process

The following 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 "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.

This 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 including both quantitative and qualitative elements for determining project prioritization.

Scores for the criteria in each mode will be weighted and awarded to each project. The percent weight times the points measurement will comprise the final points total.

Final scores and project ranking will be posted on the Greenville MPO home page on or before July 31, 2014. The URL link is

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

How the criteria were developed:

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

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

Data measurements were chosen based on staff knowledge of evaluation measures. Scoring percentages for each mode were established based on the percentages assigned to MPOs for local input at the regional and division level.

Qualitative measures for ranking

Qualitative measures must be defined and documented. The Greenville MPO solicited public input on the quantitative and qualitative criteria that will drive how local input points are allocated. There is at least one qualitative criteria for each project category. An example of qualitative criteria is "transportation plan consistency".

Public input to the selection criteria

Public input opportunities are available at TCC and TAC meetings when candidate projects are considered or points are awarded to projects. All public involvement opportunities are advertised in the local newspaper. All TCC and TAC meetings are advertised and open to the public. All TCC and TAC meetings have designated public comment periods. This criteria will be reviewed by TCC and TAC at their January 2014 meetings.

Public comment on the priority criteria will be available on April 8, 2014 (TCC) and April 22, 2014 (TAC). 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 has also been posted on the City of Greenville's website, on the MPO home page, to assure wider dissemination of the points criteria.

Once the information is available, the TCC and TAC committees will consider the public comments in making preliminary points assignments for each project. The comments will be presented and discussed before the TAC has a final vote to approve or not approve.

| Action | Date |
|--|-------------------|
| Draft methodology approved by NCDOT | December 20, 2013 |
| Advertise for public comments | December 30, 2013 |
| Projects submitted by local jurisdictions | January 14, 2014 |
| TCC meeting to receive public comments and review projects | January 14, 2014 |
| TAC meeting to receive public comments and review projects | January 28, 2014 |

REGIONAL PROJECT PRIORITIZATION CRITERIA

Roadway--regional

| Highway - REGIONAL PROJECT SCORING (MPO score=15% of total score) | | |
|---|--|-----------------------|
| Criteria | Measurement | Percent Weight |
| NCDOT's congestion score | 0-100 points | 15% |
| Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?) | 100 points = yes 0 points = no | 40% |
| Environmental Documentation and Design (status of NEPA documentation and roadway design) | 100 points = both completed 80 points = completed 1 60 points = both are underway 20 points = 1 is underway 0 points = not started | 15% |
| Level of Regional connectivity | 100 = connects 3 or more jurisdictions 50 = connects 2 jurisdictions 0 = within 1 jurisdiction | 15% |
| Level of roadway tier on CTP map | 100 = Freeway 80 = Expressway 60 = Boulevard 40 = Major Thoroughfare 20 = Minor Thoroughfare | 15% |

NCDOT's congestion score - 15% of MPO's regional score. This criteria will measure the level of roadway congestion as calculated by NCDOT and is based on existing traffic volume and roadway capacity.

- $((\text{Existing Vol/Capacity Ratio} \times 100) \times 60\%) + ((\text{Existing Vol}/1,000) \times 40\%)$

Transportation Plan Consistency - 40% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's LRTP will not receive any points in this category. Modernization and Access Management projects are consistent with the LRTP and will receive the full 100 points for this criteria.

Level of regional connectivity - 15% of MPO's regional score — For this criteria, points will be awarded to those projects that connect multiple jurisdictions. More points are awarded to those projects that connect more jurisdictions.

These criteria will use NCDOT's congestion score up to 100 points, with a 15% weighting. Points range:

100—connects 3 or more jurisdictions

50—connects 2 jurisdictions

0—within 1 jurisdiction.

Environmental documentation - 15% of MPO's regional score —NEPA documentation and roadway design are completed or underway.

Points range:

100 points—completed all documentation

80 points = completed 1 document, either NEPA or roadway design

60 points = both NEPA documentation and roadway design are underway

20 points = 1 is underway, either NEPA or roadway design

0 points = neither documentation has begun

Level of roadway tier on CTP - 15% of MPO's regional score —points will be based on functional classification of the new or existing roadway, with points awarded in the following manner:

Points assignment:

100 = Freeway

80 = Expressway

60 = Boulevard

40 = Major Thoroughfare

20 = Minor Thoroughfare

MPO percent weight—15%

Aviation Projects --regional

| Aviation - REGIONAL PROJECT SCORING | | |
|---|-----------------------------------|-----------------------|
| MPO ranking = 25% of total score | | |
| Criteria | Measurement | Percent Weight |
| NCDOT's total quantitative data score calculated for a project | 0-100 points | 60% |
| Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?) | 100 points = yes 0 points = no | 40% |

Criteria for aviation projects will use NCDOT's total quantitative data score calculated for a project, and transportation plan consistency. Consistency with the MPO's Long Range Transportation Plan will be 40% of the score.

MPO score will equal 25% of total score for Regional airports. Pitt Greenville Airport (PGV) is the only airport in the MPO's planning area is classified as a "regional impact" airport.

Quantitative Criteria

NCDOT's total quantitative score is based on the following:

- 60% based on the NC DOA Project Rating'
- 20% based on the FAA Airport Capital Investment Plan;
- 10% based on the Local Investment Index

- 10% based on the Volume/Demand Index

Qualitative Criteria

Transportation Plan Consistency - 40% of score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's LRTP will not receive any points in this category.

Rail--regional

| Rail - REGIONAL PROJECT SCORING | | |
|--|---------------------------------|-----------------------|
| MPO ranking = 15% of total score | | |
| Criteria | Measurement | Percent Weight |
| NCDOT's total quantitative data score calculated for a project | 0-100 points | 60% |
| Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan) | 100 points = yes 0 points=no | 40% |

The MPO does not anticipate a funding request for a rail project. However, the 60% of the regional ranking would be based on the NCDOT data score and the remaining 40% is based upon consistency with the MPO's Long Range Transportation Plan.

NCDOT's Quantitative Score

For Track and Structures (Freight):

- 20% based on Benefit/Cost
- 20% based on Capacity/Congestion
- 20% based on Safety
- 10% based on Accessibility
- 10% based on Connectivity
- 20% based on Mobility

For Track and Structures (Passenger):

- 20% based on Benefit/Cost
- 30% based on Capacity/Congestion
- 20% based on Safety

- 30% based on Mobility

For Freight Intermodal Facilities, Intercity Passenger Service, and Stations:

- 20% based on Benefit/Cost
- 30% based on Capacity/Congestion
- 20% based on Connectivity

Transportation Plan Consistency - 40% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's LRTP will not receive any points in this category.

DIVISION PROJECT PRIORITIZATION CRITERIA

Highway--division

| Highway-DIVISION PROJECT SCORING (MPO score=25% of total score) | | |
|--|---------------------------------------|-----------------------|
| Criteria | Measurement | Percent Weight |
| Transit accessibility (Will project incorporate transit features?, eg bus pull-out bays, bus shelters, bus stop, etc) | Yes= 100 points No = 0 points | 20% |
| Pavement Condition (Worst pavement condition = 100 points Best pavement condition = 0 points) | 0-100 points | 20% |
| NCDOT's congestion score | 0-100 points | 20% |
| Transportation Plan Consistency Is the proposed project included in the MPO's Long Range Transportation Plan? (Modernization/Access improvement projects are not specifically noted in LRTP, but are consistent with the LRTP, and thus would be awarded the full 100 points). | 100 points = yes 0 points = no | 40% |

Transit accessibility—This criteria will award points to a project if a project will incorporate features that enable or improve accessibility to transit use. If the project will contain transit features, then it shall be awarded the full 100 points. If no transit features are a part of the project, then no points shall be awarded for this criteria.

Pavement condition—Points will be awarded based upon NCDOT's pavement condition score, with a higher score correlating with a lower pavement condition. Pavement Condition is defined as the percent of lane miles in good condition. A good condition for pavement is defined as a Pavement Condition Rating (PCR) value of 80 or higher (on a 0 to 100 scale). The PCR score displays a composite score determined using a pavement condition survey performed annually for interstate routes and every two years for primary and secondary routes. The survey uses the complete roadway length for all asphalt surface roadways and a sampling of every mile of concrete pavement. 0-100 points, 20% weight

Congestion – This scoring category will be computed by NCDOT. It is based on existing traffic volumes and capacity of roadway. Congestion data will be obtained from existing NCDOT databases until the statewide travel demand model is sufficiently developed to allow use of its outputs.

Transportation Plan Consistency - 40% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's LRTP will not receive any points in this category. Modernization and Access Management projects are consistent with the LRTP and will receive the full 100 points for this criteria.

Transit--division

| Transit Facility - DIVISION PROJECT SCORING | | |
|---|---|-----------------------|
| Criteria | Measurement | Percent Weight |
| Degree to which the facility benefits transit patrons | 10 points for each of the following: 1. Safety 2. Heating/ Air Cond. 3. Restrooms 4. Seating 5. Protection from Elements | 30% |

| | | |
|---|---|-----|
| Project cost as a percentage of total transit facility projects submitted for prioritization. If only one project submitted, then that project shall receive full score (100 points). | 0 - 20% = 100 points >20% - 40% = 80 points >40% - 60% = 60 points >60% - 80% = 40 points >80% - 100% = 20 points | 30% |
| Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?) | 100 points = yes 0 points = no | 40% |

Degree to which the facility benefits transit patrons--30% weight. There are 5 measures for this criteria, if the project's intended design include them. 10 points each:

Safety - 10 points awarded if the facility increases safety for transit patrons via police or staff/employee presence.

Heating/Air Cond. - 10 points awarded if the facility provides a climate controlled environment for transit patrons.

Restrooms - 10 points awarded if the facility provides restrooms

Seating - 10 points awarded if the facility provides seating for transit patrons.

Protection from the elements - 10 points awarded if the facility provides protection from the elements for transit patrons.

Project cost as a percentage of total transit facility projects submitted for prioritization. If only one project submitted, then that project shall receive full score. 30% weight.

Bicycle and pedestrian--division

| Bike/Ped - DIVISION PROJECT SCORING | | |
|--|--|-----------------------|
| Criteria | Measurement | Percent Weight |
| Connectivity to existing greenway system | 100 points = connects to existing greenway, park trail, or park facility 75 points = connects to existing greenway via sidewalks 50 points = connects to sidewalks, but not existing greenway 0 points = no connection to other non-highway modes | 20% |
| NCDOT's Demand Density score for bike/ped projects (Higher score = project serves a greater population and employment) | 0-100 points | 30% |
| Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan or MPO's Bicycle and Pedestrian Master Plan) | 100 points = yes 0 points = no | 40% |
| NCDOT's Safety score for bike/ped projects (higher score for those projects NCDOT's score determines to have a higher safety need) | 0-100 points | 10% |

Connectivity to existing greenway system--scoring is divided between direct connection and indirect connection.

The Greenville Urban Area MPO proposes to use NCDOT's Demand density score to allocate points to bicycle and pedestrian projects. Demand density is defined as areas with significant residential or employment density. Projects that score well in this category are those in areas with high population and employment. 0-100 points. This score is developed by NCDOT.

The Greenville Urban Area MPO proposes to use NCDOT's safety score to allocate points to bicycle and pedestrian projects. Safety improvements are defined as projects or improvements where bicycle or pedestrian accommodations are non-existent or inadequate for safety of users. Projects that score well in this category are those along corridors with high crash rates and/or high posted speed limits. 0-100 points.

Transportation Plan Consistency - 40% of regional score - If a project is identified in the MPO's adopted Bicycle and Pedestrian Master Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's Bicycle and Pedestrian Master Plan will not receive any points in this category.

Rail--division

| Rail - DIVISION PROJECT SCORING | | |
|---|-----------------------------------|-----------------------|
| MPO ranking = 25% of total score | | |
| Criteria | Measurement | Percent Weight |
| NCDOT's total quantitative data score calculated for a project | 0-100 points | 60% |
| Transportation plan consistency (is the proposed project included in the MPO's Long Range Transportation Plan?) | 100 points = yes 0 points = no | 40% |

The Division ranking is based on the NCDOT data score and the MPO's 15% of the scoring weight at the regional level.

NCDOT Quantitative Score

For Track and Structures (Freight):

- 20% based on Benefit/Cost
- 20% based on Capacity/Congestion

- 20% based on Safety
- 10% based on Accessibility
- 10% based on Connectivity
- 20% based on Mobility

For Track and Structures (Passenger):

- 20% based on Benefit/Cost
- 30% based on Capacity/Congestion
- 20% based on Safety
- 30% based on Mobility

For Freight Intermodal Facilities, Intercity Passenger Service, and Stations:

- 20% based on Benefit/Cost
- 30% based on Capacity/Congestion
- 20% based on Connectivity
- 30% based on Mobility

Transportation Plan Consistency - 40% of regional score - If a project is identified in the MPO's adopted Long Range Transportation Plan, then a score of 100 points will be awarded in this category. A project not in the MPO's LRTP will not receive any points in this category. Modernization and Access Management projects are consistent with the LRTP and will receive the full 100 points for this criteria.

For the division level, the criteria will use NCDOT's total quantitative data score calculated for a project, and whether the project is included in the Long Range Transportation Plan. Transportation Plan Consistency will be 40% of the score.



Attachment 5b

Technical Coordinating Committee

Action Required

January 14, 2014

TO: Technical Coordinating Committee
 FROM: Daryl Vreeland, AICP, Transportation Planner
 SUBJECT: 2014-2015 Selection of Candidate Projects used to update the
 Transportation Improvement Priorities List

Purpose: To select candidate project to update the Transportation Improvement Priorities list for 2014-2015.

Discussion: The Greenville Urban Area Metropolitan Planning Organization (MPO) has begun its Transportation Improvement Priorities public involvement process. This begins what is normally a two-year process (was 3 years this cycle) to develop the State Transportation Improvement Program (STIP) and the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP). Attached is the timetable showing the complete STIP/MTIP process.

The Greenville Urban Area MPO public involvement process solicits input, ideas, and concerns regarding transportation from area citizens. An open house information session was held in the Sheppard Memorial Library on September 18th, 2013. Further, MPO Staff developed an online survey to obtain public input for those who can't or otherwise wouldn't attend the public input session. The survey was distributed to Vidant Medical, PCC, ECU, all MPO-member communities, Daily Reflector (4 weeks), Uptown Greenville newsletter, and was in Greenville Utilities' billing for 1 month (September 15 - October 15, 2013). Survey results and any written comments obtained as a result of public involvement efforts were attached in the previous TCC and TAC (Oct 22 and Nov 6, respectively) agenda packages.

The submission of projects to NCDOT is a 2-step process. The first step is the identification (and submission to NCDOT) of candidate projects (Jan, 2013). NCDOT will calculate the quantitative score, and then make that available to the MPO. Finally, in May/June of 2013, the MPO must assign points to the previously-submitted projects, based upon agreed-upon criteria.

Results of the new prioritization process will first be seen when a new draft STIP is released Dec, 2014 (est.) with a final STIP planned for release in July, 2015.

NCDOT will give a presentation covering the details of the new State legislation regarding the prioritization of transportation projects.

As a reminder:

For Transit Facilities (Division level): 25% MPO local input, 25% Division Rank

- 50% quantitative data: 30%=age of facility/facility demand, Benefit/Cost=5%, System Operational Efficiency=5%, Facility Capacity=10%

For bike/ped projects: 25% MPO local input, 25% Division Rank

- 50% quantitative data:
 - 10% Access,
 - Constructability=5%,
 - Safety=15%,
 - Demand Density =10%,
 - Benefit/Cost=10%

Highway projects

Regional impact=15% MPO Rank, 15% Division Rank

- 70% quantitative data:
 - Benefit Cost=20%,
 - safety=25%,
 - multimodal/freight/military=25%

Division needs = 25% MPO Rank, 25% Division Rank

- 50% quantitative data:
 - Congestion = 20%,
 - Safety=20%,
 - Multimodal/freight/military=10%

Action Needed: MPO staff requests that the TCC review and recommend a draft version of the priorities list for adoption by the TAC.

Attachments:

- Draft 2014-2015 Transportation Improvement Priorities list (Resolution 2013-2-GUAMPO).
- Previous 2011-2012 Priorities list

RESOLUTION NO. 2014-2-GUAMPO

RESOLUTION IDENTIFYING CANDIDATE TRANSPORTATION IMPROVEMENT PROJECTS FOR THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S 2014-2015 PRIORITY TRANSPORTATION IMPROVEMENT PROJECTS LIST TO BE SUBMITTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT)

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization developed an online survey and held a public informational meeting on September 18, 2013 along with a greater than 30-day comment period to receive citizens' input on the MPO's unfunded transportation project priorities; and

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 6th day of November 2013, to consider candidate transportation improvement projects;

WHEREAS, The project prioritization process is a two step process: First, candidate projects are identified, and later they are prioritized.

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following candidate transportation improvement projects, listed by category, will be submitted to the North Carolina Department of Transportation for future prioritization:

2014-2015 CANDIDATE TRANSPORTATION IMPROVEMENT PROJECTS

DIVISION LEVEL - BICYCLE AND PEDESTRIAN PROJECTS

1. **SOUTH TAR RIVER, PHASE II** - Construct new bicycle path from new recreational area purchased by the City near the cemetery on NC33 to the trail head for the connector trail running south to the Green Mill Run Greenway.
2. **TAR RIVER TO HARDEE CREEK** - Construct new bicycle path from South Tar River Trail to Hwy 33 intersection with Bells Branch.
3. **ANGE ST (SR 1712)** - construct sidewalk on east side of roadway from Cooper Street (SR 1711) to Laurie Ellis Road (SR 1713)
4. **NC102 - NC11 TO Lee St (SR 1149)** - sidewalk construction + replacement; install HAWK signal connecting public schools; construct pedestrian refuge island; signage, marking, and crossing improvements throughout corridor.

DIVISION LEVEL - PUBLIC TRANSPORTATION PROJECTS

1. **INTERMODAL TRANSPORTATION CENTER** - Environmental assessment, design, land acquisition, and construction of a multimodal transfer center for intercity buses, GREAT, ECU Student Transit, PATS, taxis, and possibly passenger rail

HIGHWAY IMPROVEMENTS

(see attached spreadsheet--grouped into Division and regional categories)

Adopted the 28th day of January, 2014.

Mayor Allen Thomas, Chairman
Transportation Advisory Committee
Greenville Urban Area

ATTEST:

Amanda J. Braddy, TAC Secretary

SUBREGIONAL roadway projects (previously submitted to NCDOT)

Attachment to Resolution 2014-2-GUAMPO identifying candidate highway projects (page 1 of 3)

| Row # | Improvement Type | Route Name | From / Cross Street | To | Description | previous points | Notes |
|-------|------------------|---|---|--------------------------------|--|-----------------|-------|
| 1 | Modernize | Ayden Golf Club Road, Tucker Road, Ivy Road | NC 102 | NC 33 | Widen to meet tolerable lane width requirements, including straightening and realigning Intersections, to serve as a connector between NC-102, NC-43 South, and NC-33 East. | 0 | |
| 2 | Capacity | Firetower Road | NC 43 (Charles Boulevard) | SR 1704 (14TH Street) | Widen existing 2-lane roadway to a multi-lane urban section facility | 100 | |
| 3 | Modernize | Boyd Street | NC 11 | Railroad Street | Widen to meet tolerable lane width requirements, provide bicycle and pedestrian facilities, construct curb and gutter and associated drainage structures, and construct turn lanes to allow the facility to serve as a connector between NC 11 and Railroad Street | 0 | |
| 4 | Modernize | Frog Level Road | US 13 (Dickinson Avenue) | NC 903 | Widen to tolerable lane width and add continuous 2 way left turn lane | 100 | |
| 5 | Capacity | Evans Street/Old Tar Road | SR 1711 (Worthington Road) in Winterville | US 264A (Greenville Boulevard) | SR 1711 (Worthington Road) in Winterville to US 264A (Greenville Boulevard). Widen to Multi-Lanes. | 100 | |
| 6 | Modernize | Dickinson Avenue | NC11 | SR 1610 (Reade Circle) | Demolition and replacement of subgrade, asphalt, and curb & gutter, demolition of concrete slab beneath roadway; as necessary provide drainage repairs and upgrades, removal / replacement of existing sidewalk and construction of wheelchair ramps to meet current ADA requirements. | 100 | |
| 7 | Capacity | Allen Road | SR 1467 (Stantonsburg Road) | US 13 (Dickinson Avenue) | Widen existing 2 and 3 lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements | 100 | |
| 8 | Capacity | Firetower Road, Portertown Road | SR 1704 (Fourteenth Street) | NC 33 | Widen existing 2-lane roadways to multi-lane urban section facilities . includes Intersection improvements at Firetower Road and Portertown Road change the primary movement to East Firetower Road and the northern leg of Portertown Road | 100 | |

SUBREGIONAL roadway projects (previously submitted to NCDOT)

Attachment to Resolution 2014-2-GUAMPO identifying candidate highway projects (page 2 of 3)

| Row # | Improvement Type | Route Name | From / Cross Street | To | Description | previous points | |
|-------|---------------------|--------------------------------------|--------------------------------------|--------------------------|--|-----------------|-----------------------|
| 9 | Capacity | Fourteenth Street | Red Banks Road | SR 1708 (Firetower Road) | Widen existing 2-lane roadway to a multi-lane urban section facility with Intersection improvements from Red Banks Road to Firetower Road (SR 1708) | 100 | |
| 10 | Capacity | New Route - US 264-NC 33 Connector | US 264 | NC 33 | US264-NC33 connector: Construct new bridge over Tar River, East of Greenville | 52 | |
| 11 | Capacity | Laurie Ellis Rd Ext/Connector SR1713 | NC 11 | SR 1149 (Mill Street) | Laurie Ellis Rd Extension/Connector: Construct on new location 2-lane roadway with bicycle and pedestrian facilities. Construct intersection with NC11 turn lane improvements and traffic light installation | 0 | |
| 12 | Capacity | New Route - Firetower Road Extension | SR 1127 (Frog Level Road) | NC 11/903 | SR 1127 (Frog Level Road) to NC 11/903. Construct Multi-Lane Facility, Part on New Location. | 100 | |
| 13 | Capacity | Forlines Road | Greenville Southwest Bypass (R-2250) | NC 11 | Widen existing 2-lane roadway to multi-lane urban section facility including bicycle and pedestrian facilities | 0 | |
| 14 | Corridor Management | Arlington Boulevard | SR 1708 Firetower Rd | NC43 (W 5Th St) | Upgrade drainage facilities, construct medians / channelized turn lanes, bicycle facilities, and sidewalk. | 100 | |
| 15 | Modernize | Jolly Road (SR1120) | NC11 | NC102 | modernize roadway to meet tolerable lane width requirements, provide bike/ped facilities | n/a | Requested new project |

REGIONAL roadway projects (previously submitted to NCDOT)

Attachment to Resolution 2014-2-GUAMPO identifying candidate highway projects (page 3 of 3)

| Row # | Improvement Type | Route Name | From / Cross Street | To | Description | previous points | |
|-------|------------------|------------------------------|------------------------------|----------------------------|---|-----------------|--|
| 1 | Modernize | NC903 | NC 11 | Greene County Line | Widen existing pavement to 32 ft (4ft widening either side to accommodate Bicycle) - Utility relocation, structure improvements, widen typical roadway section, various Intersection improvements | 98 | |
| 2 | Capacity | Greenville Boulevard | NC 11 (Memorial Drive) | NC 33 (East 10th Street) | Widen to 6 travel lanes and improve Intersections from NC-11 to NC 33. | 100 | |
| 3 | Capacity | NC 33 | NC 222 at Belvoir Crossroads | US 264 Bypass | US 264 Bypass in Greenville to US 64 Southeast of Tarboro. Widen to A Multi-Lane Facility. Section C: NC 222 at Belvoir Crossroads to US 264 Bypass. | 50 | |
| 4 | Capacity | NC 43 | North of Signature Drive | SR 1711 (Worthington Road) | Widen existing 2-lane and 3-lane roadway to a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements | 100 | |
| 5 | Capacity | New Route - Northeast Bypass | US 264 | NC 33 | Construct a 4-lane, median divided, limited access facility on new location from US-264 to NC 33 East with a new bridge over the Tar River | 0 | recommend deletion for this cycle |
| 6 | Capacity | NC102 | NC 11 | Verna Avenue | Widen to a multi-lane facility with sidewalks | 0 | |
| 7 | Capacity | SW Bypass | US264 | NC11 | Construct a four-lane, median divided, limited access facility on new location from US-264 west of Greenville to NC-11 near Ayden | 0 | Project was previously designated as a "loop" project. |



Attachment 5c

Technical Coordinating Committee

Action Required

January 14, 2014

TO: Technical Coordinating Committee
 FROM: Daryl Vreeland, AICP, Transportation Planner
 SUBJECT: Amendments to the Transportation Improvement Program (TIP) for inclusion of project EB-5618, W-5517, and amend for project EB-5539, EB4996, Y-5500, Z5400, B-5418, and B-5100

TCC: changes from last TCC meeting for this item in **bold**.

Purpose: Amend the TIP for the following projects

1. W-5517 (Statewide--Various-- safety management program)
 - Project does not currently exist in the TIP. Adds this project in the TIP.
2. B-5418 (Johnson Mill Run, Replace Bridge #50)
 - proposed amendment delays construction from FY13 to FY14 to allow for additional time for planning and design.
3. B-5100 (King George Road Bridge--#421--replace bridge over Meeting House Branch)
 - proposed amendment delays construction **and Right-of-way** from FY13 to FY14 to allow for additional time for planning and design and utility issues.
4. EB-5618 (Various pedestrian intersection improvements in the City of Greenville)
 - Project does not currently exist in the TIP. Adds this project in the TIP.
5. EB-5539 (South Tar River Greenway, Phase 3)
 - Proposed amendment delays right-of-way from FY13 to FY14, and delays construction from FY14 to FY15 to allow additional time for design.
6. Y-5500 (Statewide --Various--traffic separation study and closures)
 - proposed amendment adds ROW and Construction in FY14 and FY15
7. Z-5400 (Statewide - Various --Highway-Rail grade crossing safety improvements)
 - proposed amendment adds ROW and Construction in FY14 and FY15
8. EB-4996 (Green Mill Run Greenway)
 - proposed amendment delays construction from FY13 to FY14 to allow additional time for design

Discussion:

Since the last round of TCC and TAC meetings, MPO Staff was made aware of amendments to the STIP that NCDOT staff has either submitted or is planning to submit to the Board of Transportation. The North Carolina Board of Transportation has amended or is planning to amend the 2012-2018 State Transportation Improvement Program (STIP) for the above items. The projects provide NCDOT funds under those TIP headings as described above.

For modification to projects in the Statewide portion of the TIP: NCDOT will be responsible for determining which projects will be funded. Until a project is selected (under that TIP heading), it is not known where it will be located. However, until the TIP is amended (for inclusion or modification) of these TIP projects, no potential projects can be performed within the Urbanized Area under these TIP headings. Therefore, it is in the MPO's best interest to amend the TIP

accordingly, to allow for any potential project selection within the MPO's Urbanized Area at some future time.

To follow the proper protocol for the expenditure of Federal funds, the 2012-2018 TIP must be amended to correspond with projects in the STIP. This amendment would modify the TIP as indicated above and in the adoption resolutions.

In accordance with the MPO's Public Involvement Plan, these proposed amendments to the 2012-2018 TIP were advertised in the local newspaper for a minimum of 10 days. No public comments were received.

Action Needed: TCC recommend that TAC adopt resolution 2014-3-GUAMPO through 2014-8-GUAMPO amending the TIP as indicated.

Attachments:

- Resolution 2014-3-GUAMPO through 2014-8-GUAMPO.

**RESOLUTION NO. 2014-3-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need (in the Statewide projects section) for the addition of Project ID W5517 to provide funding for a statewide project an add preliminary engineering as follows, and

Existing TIP:**Existing Amounts**

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | Phase | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 |
|---|-------------------------|----------------|-------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | W5517 | | | | | | | | | |
| Project not currently in the TIP | | | | | | | | | | | |

Amended TIP:**Amended Amounts (indicated in bold)**

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | Phase | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 |
|---------------------------|-------------------------|--|--------------------|--------------|---------|---------|-------------|-------------|-------------|-------------|-------------|
| | | W5517 | | | | | | | | | |
| | | Various, Safety Management Program, Project Identification, Analysis, and Preliminary Engineering | | | | | | | | | |
| 38,500 | | HSIP | Engineering | 11000 | | | 5500 | 5500 | 5500 | 5500 | 5500 |

WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO's 2035 Long Range Transportation Plan, and

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above.

This the 28th day of January, 2014.

Mayor Allen Thomas, Chairman
Transportation Advisory Committee,
Greenville Urban Area MPO

Amanda Braddy, Secretary

**RESOLUTION 2014-4-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document for Project ID B-5418 and B-5100 in the TIP to delay Right of way and construction from FY13 to FY14 to allow additional time for planning, design, and utility issues;

WHEREAS, the following amendment has been proposed for *Federal, State, and Local* funds:

Existing TIP:Existing Amounts

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 |
|---|-------------------------|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| B-5418 Johnson Mill Run, Replace Bridge No. 50 | | | | | | | | | | | |
| 700 | | FA | | R 100 | | | | | | | |
| | | FA | | C 600 | | | | | | | |
| B-5100 Greenville (King George Road) Replace Bridge #421 over Meeting House Branch | | | | | | | | | | | |
| 737 | | STPOFF | | R 40 | | | | | | | |
| | | L | | R 10 | | | | | | | |
| | | STPOFF | | C 550 | | | | | | | |
| | | L | | C 137 | | | | | | | |

Amended TIP:Amended Amounts (indicated in bold)

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 |
|---|-------------------------|----------------|---------|---------|--------------|---------|---------|---------|---------|---------|---------|
| B-5418 Johnson Mill Run, Replace Bridge No. 50 | | | | | | | | | | | |
| 700 | | FA | | R 100 | | | | | | | |
| | | FA | | | C 600 | | | | | | |
| B-5100 Greenville (King George Road) Replace Bridge #421 over Meeting House Branch | | | | | | | | | | | |
| 737 | | STPOFF | | | R 40 | | | | | | |
| | | L | | | R 10 | | | | | | |
| | | STPOFF | | | C 550 | | | | | | |
| | | L | | | C 137 | | | | | | |

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, originally adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on **this the 28th day of January, 2014.**

Mayor Allen Thomas, Chairman
Transportation Advisory Committee,
Greenville Urban Area MPO

Amanda Braddy, Secretary

**RESOLUTION NO. 2014-5-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to add Project ID EB5618 to provide funding for a pedestrian safety project and accelerate funding from FY2019 to FY2015 as follows, and

Existing TIP:**Existing Amounts**

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | Phase | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 |
|---------------------------|-------------------------|---|-------|---------|---------|---------|---------|---------|---------|---------|---------|
| | | EB5618 | | | | | | | | | |
| | | Project not currently in the TIP | | | | | | | | | |

Amended TIP:**Amended Amounts (indicated in bold)**

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | Phase | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 |
|---------------------------|-------------------------|--|---------------------|---------|---------|------------|---------|---------|---------|---------|---------|
| | | EB5618 | | | | | | | | | |
| | | Greenville, SR 1702 (Evans Street)/SR1323 (Arlington Blvd), SR 1703 (Charles Blvd). Provide Pedestrian Crosswalk Improvements | | | | | | | | | |
| 750 | | STPEB | Construction | | | 750 | | | | | |

WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO's 2035 Long Range Transportation Plan, and

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above.

This, the 28th day of January, 2014.

Mayor Allen Thomas, Chairman
Transportation Advisory Committee,
Greenville Urban Area MPO

Amanda Braddy, Secretary

RESOLUTION NO. 2014-6-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document on page 5 of 20 for Project ID EB-5539 in the TIP;

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

Existing TIP:Existing Amounts

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 |
|--|-------------------------|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| EB -5539 South Tar River Greenway, Phase 3 from west end of existing South Tar River Greenway at Pitt Street towards Moye Boulevard in the Vicinity of Pitt County Memorial Hospital. Construct Greenway using existing sidewalks and roads and new site along the river. | | | | | | | | | | | |
| 1,135 | 235 | DP | | RW 60 | | | | | | | |
| | | C | | RW 15 | | | | | | | |
| | | DP | | | C 660 | | | | | | |
| | | C | | | C 165 | | | | | | |

Amended TIP:Amended Amounts (indicated in bold)

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 |
|--|-------------------------|----------------|---------|---------|--------------|--------------|---------|---------|---------|---------|---------|
| EB -5539 South Tar River Greenway, Phase 3 from west end of existing South Tar River Greenway at Pitt Street towards Moye Boulevard in the Vicinity of Pitt County Memorial Hospital. Construct Greenway using existing sidewalks and roads and new site along the river. | | | | | | | | | | | |
| 2,038 | 235 | DP | | | RW 60 | | | | | | |
| | | C | | | RW 15 | | | | | | |
| | | DP | | | | C 660 | | | | | |
| | | C | | | | C 165 | | | | | |
| | | STPEB | | | | C 903 | | | | | |

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, originally adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the **28th day of January, 2014**.

 Mayor Allen Thomas, Chairman
 Transportation Advisory Committee,
 Greenville Urban Area MPO

 Amanda Braddy, Secretary

**RESOLUTION NO. 2014-7-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document (in the Statewide projects section) for Project ID Y-5500 and Z-5400, and

Existing TIP:**Existing Amounts**

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 |
|---|-------------------------|----------------|----|---------|---------|---------|---------|---------|---------|---------|
| Y-5500 Traffic separation study implementation and closure | | | | | | | | | | |
| 3400 | | RR | RW | 150 | 500 | | | | | |
| | | | C | 250 | 2500 | | | | | |
| Z-5400 Highway-Rail Grade Crossing Safety Improvements | | | | | | | | | | |
| 15809 | | RR | C | 12309 | 3000 | | | | | |
| | | RR | R | | 500 | | | | | |

Amended TIP:**Amended Amounts (indicated in bold)**

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 |
|---|-------------------------|----------------|-----|---------|---------|-------------|-------------|---------|---------|---------|
| Y-5500 Traffic separation study implementation and closure | | | | | | | | | | |
| 9400 | | RR | ROW | 150 | 500 | 500 | 500 | | | |
| | | | C | 250 | 2500 | 2500 | 2500 | | | |
| Z-5400 Highway-Rail Grade Crossing Safety Improvements | | | | | | | | | | |
| 22809 | | RR | C | 12309 | 3000 | 3000 | 3000 | | | |
| | | RR | ROW | | 500 | 500 | 500 | | | |

WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO's 2035 Long Range Transportation Plan, and

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above.

This the 28th day of January, 2014.

Mayor Allen Thomas, Chairman
Transportation Advisory Committee,
Greenville Urban Area MPO

Amanda Braddy, Secretary

RESOLUTION NO. 2014-8-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document on Page 6 of 20 for Project ID EB-4996 to update project costs, delay construction from FY13 to FY14 to allow additional time for design.

Existing TIP:Existing Amounts

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 |
|---|-------------------------|----------------|---|---------|---------|---------|---------|---------|---------|---------|
| EB-4996 Green Mill Run Greenway, Charles Boulevard to Evans Park in Greenville. Construct Greenway | | | | | | | | | | |
| 1482 | | HP | R | 40 | | | | | | |
| | | L | R | 10 | | | | | | |
| | | HP | C | | 1146 | | | | | |
| | | L | C | | 286 | | | | | |

Amended TIP:Amended Amounts (indicated in bold)

| Total Project Cost (Thou) | Prior Years Cost (Thou) | Funding Source | | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 |
|---|-------------------------|----------------|---|---------|---------|-------------|---------|---------|---------|---------|
| EB-4996 Green Mill Run Greenway, Charles Boulevard to Evans Park in Greenville. Construct Greenway | | | | | | | | | | |
| 1482 | | HP | R | 40 | | | | | | |
| | | L | R | 10 | | | | | | |
| | | HP | C | | | 1146 | | | | |
| | | L | C | | | 286 | | | | |

WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO's 2035 Long Range Transportation Plan, and

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above.

On this the 28th day of January, 2014.

 Mayor Allen Thomas, Chairman
 Transportation Advisory Committee,
 Greenville Urban Area MPO

 Amanda Braddy, Secretary



Attachment 5d

Technical Coordinating Committee

Action Required

January 14, 2014

TO: Technical Coordinating Committee
 FROM: Daryl Vreeland, AICP, Transportation Planner
 SUBJECT: Adoption of Travel Demand model socioeconomic projections, model network, and traffic analysis zones.

Purpose: The North Carolina Department of Transportation (NCDOT) has worked in cooperation with MPO staff to update the travel demand model for the Greenville Urban Area. The model uses socioeconomic forecasts which were developed by respective staff from MPO-member communities for their planning boundaries.

Federal and State officials request MPO's to adopt a resolution endorsing these socioeconomic projections in keeping with best industry practice. The resolution also endorses the model network for each analysis year, and the model's Traffic Analysis Zones (TAZ's).

Discussion:

The travel demand model is a tool for forecasting impacts of urban developments on travel patterns as well as testing various transportation alternative solutions to traffic patterns for the urbanized area.

The MPO's previous travel demand model was developed by NCDOT in 2008/2009 in the TransCAD software platform. The previous model had a base year of 2006 and a forecast year of 2035.

To meet federal requirements for future planning efforts, the model was updated using the year 2010 decennial Census data with a base year of 2010 and a design year of 2040. The updated travel demand model now has interim years of 2020 and 2030.

TAZ's have been adjusted, when necessary, in accordance with Census Bureau's published geographies. The model network has been updated to include those roadway projects constructed since the last model update.

Population and Employment forecasts were developed with input from MPO-member jurisdictions.

Summary of **employment** forecasts for each TAZ (within 5 over control totals):

| | Growth | |
|----|---------|----------|
| | Percent | Constant |
| VL | 10.2% | 0 |
| L | 42.00% | 250 |
| M | 50.00% | 400 |
| H | n/a | n/a |

The percentage growth is shown, along with the constant number of employment that will be assigned (added to, in this case) each TAZ.

Summary of households forecasts for each TAZ:

Population (Households)

| | Target HH's | Actual HH's | Difference (from control) |
|------|-------------|-------------|---------------------------|
| 2020 | 66654 | 66663 | 9 |
| 2030 | 75490 | 75485 | -5 |
| 2040 | 84557 | 84551 | -6 |

Population (Households)

| | Growth | |
|---|---------|----------|
| | Percent | Constant |
| L | 58.00% | 50 |
| M | 150.00% | 150 |
| H | 300.00% | 300 |

Action Needed: TCC recommend TAC adopt resolution 2014-9-GUAMPO endorsing the updated model network, Traffic Analysis Zones (TAZ), and socioeconomic data (the model's input parameters) that will be used in the travel demand model.

Attachments:

- Resolution 2014-9-GUAMPO

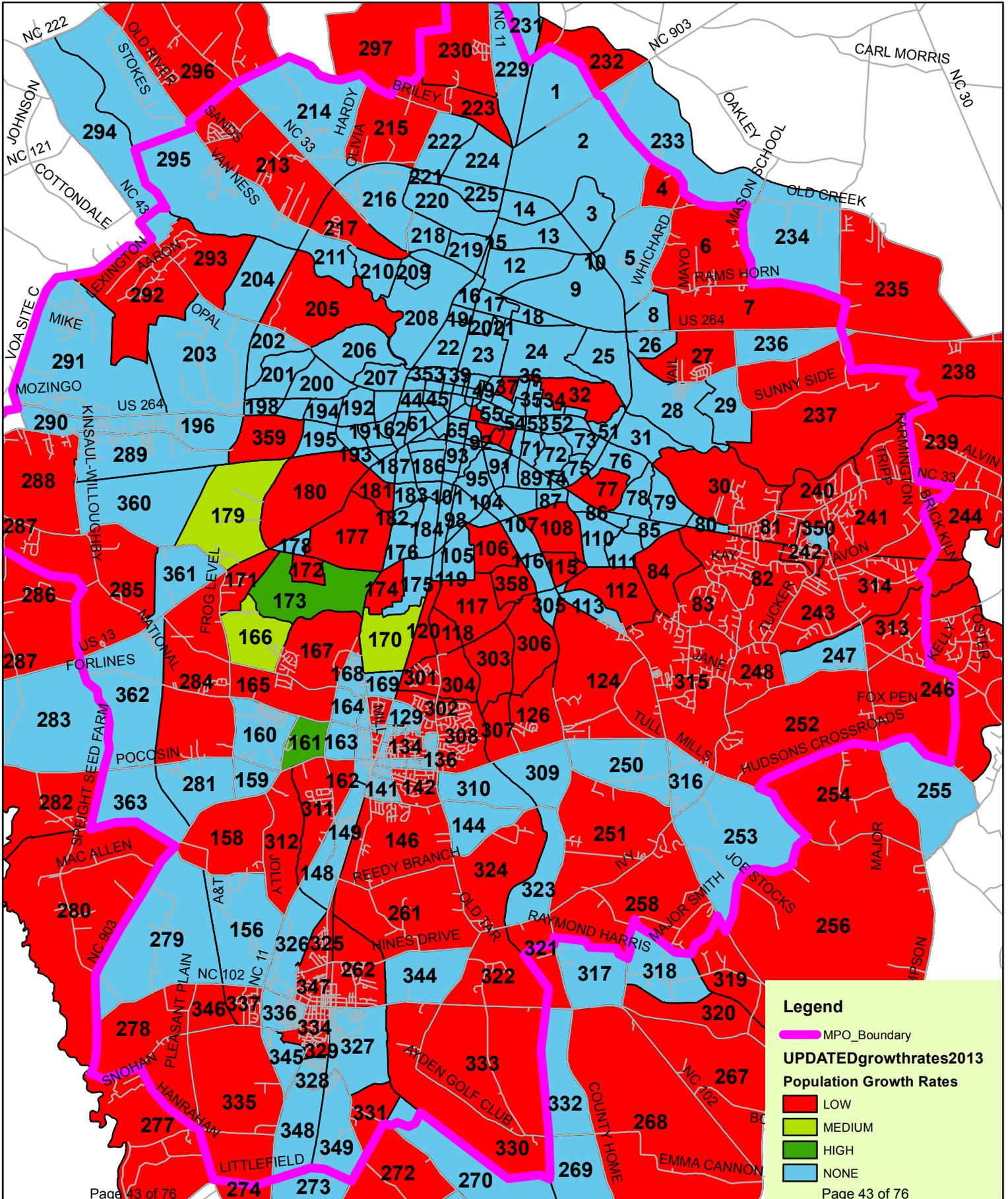
Population and Employment growth projection maps

Action Needed: TCC recommend that TAC adopt resolution 2014-9-GUAMPO endorsing the updated model network, Traffic Analysis Zones (TAZ), and socioeconomic data (the model's input parameters) that will be used in the travel demand model.

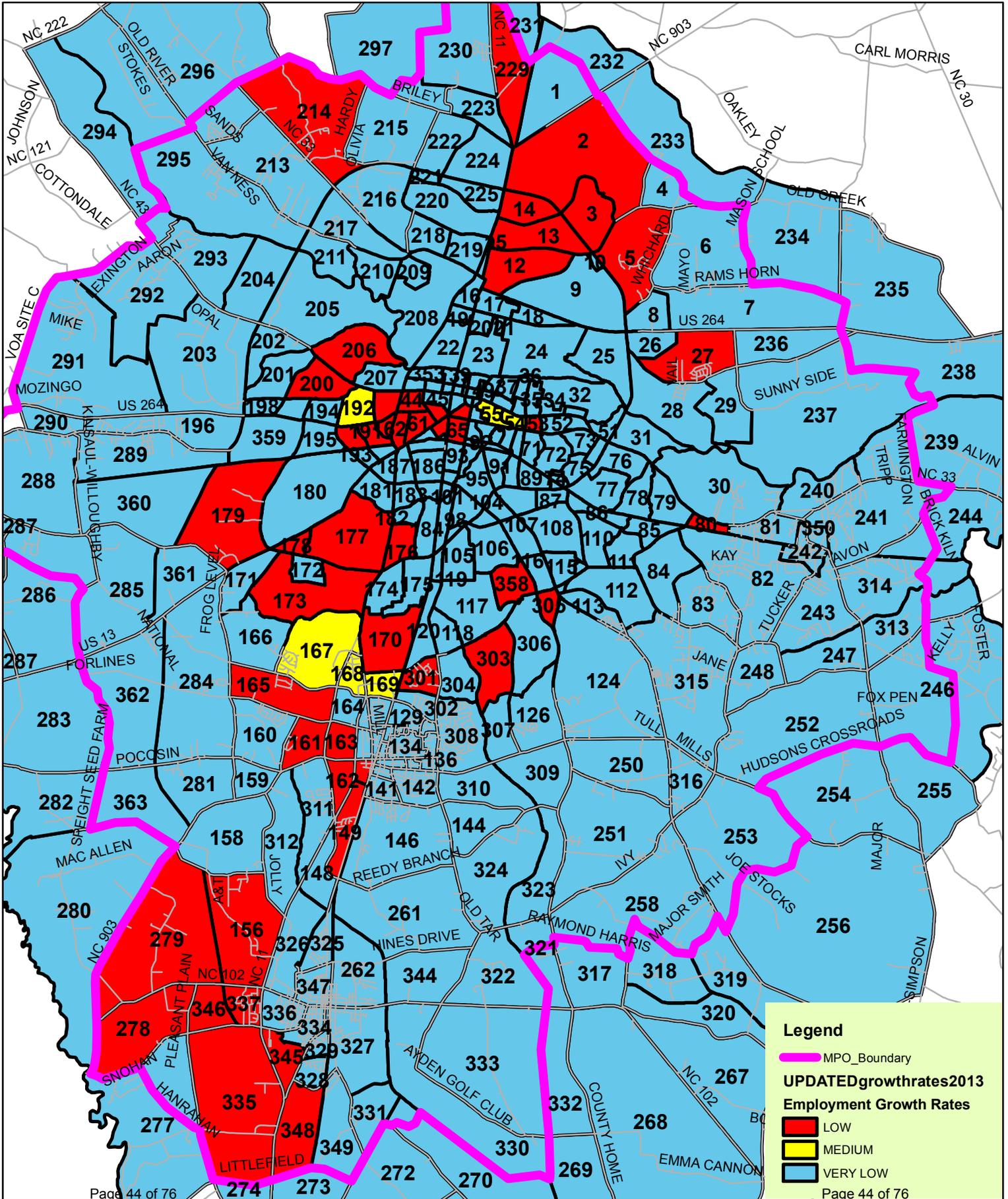
Attachments:

- Resolution 2014-9-GUAMPO
- Population and Employment growth projection maps

Population Growth Rate Projections 2010-2040



Employment Growth Rate Projections 2010-2040



**RESOLUTION NO. 2014-9-GUAMPO
ADOPTING TRAFFIC ANALYSIS ZONES, NETWORK CHANGES, AND
SOCIOECONOMIC DATA FOR THE GREENVILLE URBAN AREA METROPOLITAN
PLANNING ORGANIZATION'S TRAVEL DEMAND MODEL**

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

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

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization (GUAMPO), adopted the Urban Area Boundary and Metropolitan Area Boundary by resolution on July 24, 2012, which has been reviewed and coordinated by the North Carolina Department of Transportation (NCDOT); and

WHEREAS, the MPO in consultation with NCDOT has approved select changes to Traffic Analysis Zones, socioeconomic data, and model network that best represents conditions within the MPO study area; and

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed 2010, 2020, 2030, and 2040 socioeconomic data relating to population and employment for the Greenville Urban Area to be used in the travel demand forecasting model.

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the above referenced socioeconomic data, Traffic Analysis Zones, and model network for the 2010 base year model, 2020 and 2030 interim years, and 2040 design year of the travel demand model for the Greenville Urbanized Area.

This 28th day of January, 2014.

Mayor Allen Thomas, Chairman
Transportation Advisory Committee
Greenville Urban Area

Amanda Braddy, Secretary



Attachment 5e

Transportation Advisory Committee

Action Required

January 14, 2014

TO: Transportation Advisory Committee
 FROM: Daryl Vreeland, AICP, Transportation Planner
 SUBJECT: Amendment to 2013-2014 PWP

Purpose: Amend the 2013-2014 Planning Work Program (PWP) to allow for the programming of additional funds for the Pavement Management/Asset inventory special study (task 3-D-3), and to reallocate funds from one task category to another.

Discussion: The MPO's lead planning agency is initiating the Pavement Management/Asset inventory special study. The project has reached the stage where official contracts have been drawn up and actual costs have been determined. The original estimate for this line item was \$270k. The actual contract amount is for \$316,162.32. To provide for MPO staff time spent on this project, staff recommends a new task code total of \$336k (a net addition of \$66k to the FY13-14 PWP). This proposed amendment uses funds from the MPO's unobligated balance to make up for the shortfall.

Summary for task 3-D-3 and amounts to be modified:

Changes proposed to provide funding for Pavement Management Special Study.

| Task Code | Task Description | Current amount(\$) (TOTAL PL funds) | Proposed ADDITIONAL funds(\$) (TOTAL PL funds) | Proposed TOTAL funding amount (\$) (TOTAL PL funds) | Proposed funding amount (\$) (FHWA 80%) |
|-----------|--|--|---|--|--|
| 3-D-3 | Special Studies-- Pavement Management | 270,000 | 66,000 | 336,000 | 268,800 |

A net increase of \$66,000 as a result of this proposed modification.

Furthermore, due to the large amount of time spent as a result of the new prioritization process as well as updating the long range transportation plan, staff also recommends reallocation of funds as follows:

- reduce task code 2-A-12 by \$10k
- reduce task code 2-B-11 by \$30k
- increase task code 2-B-9 by \$20k
- increase task code 3-B by \$20k

There are still sufficient funds in the reduced task codes to allow staff to perform necessary functions in these work categories.

(Continued next page)

Changes proposed to reallocate funds with no net increase or decrease.

| Task Code | Task Description | Current amount(\$) (TOTAL PL funds) | Proposed ADDITIONAL funds(\$) (TOTAL PL funds) | Proposed TOTAL funding amount (\$) (TOTAL PL funds) | Proposed funding amount (\$) (FHWA 80%) |
|-----------|---------------------------------|--|---|--|--|
| 2-A-12 | Bike & Ped Facilities Inventory | 25,000 | -10,000 | 15,000 | 12,000 |
| 3-B | TIP/Priorities | 25,000 | +20,000 | 45,000 | 36,000 |
| 2-B-11 | Bike & Ped Element of the LRTP | 56,000 | - 30,000 | 26,000 | 20,800 |
| 2-B-9 | Highway Element of the LRTP | 10,000 | +20,000 | 30,000 | 24,000 |

no net fiscal change for these items

Action Needed: Recommend TAC adopt Resolution 2014-10-GUAMPO modifying the 2013-2014 PWP as described above, resulting in a net change (increase) of \$66,000.

Attachments: Comparison table detailing modifications in funding amounts, existing vs proposed
Resolution 2014-10-GUAMPO

| TASK CODE | TASK DESCRIPTION | SEC. 104 (f) PL Highway / Transit | | | SEC. 104 (f) PL Highway / Transit | | |
|---------------|--|-----------------------------------|----------------|----------------|-----------------------------------|----------------|------------------|
| | | Local 20% | FHWA 80% | TOTAL | Local 20% | FHWA 80% | TOTAL |
| II-A | Surveillance of Change | | | | | | |
| II-A-1 | Traffic Volume Counts | 4,000 | 16,000 | 20,000 * | 4,000 | 16,000 | 20,000 * |
| II-A-2 | Vehicle Miles of Travel | 100 | 400 | 500 | 100 | 400 | 500 |
| II-A-3 | Street System Changes | 960 | 3,840 | 4,800 | 960 | 3,840 | 4,800 |
| II-A-4 | Traffic Accidents | 0 | 0 | 0 | 0 | 0 | 0 |
| II-A-5 | Transit System Data | 0 | 0 | 0 | 0 | 0 | 0 |
| II-A-6 | Dwelling Unit, Pop. & Emp. Change | 6,000 | 24,000 | 30,000 | 6,000 | 24,000 | 30,000 |
| II-A-7 | Air Travel | 0 | 0 | 0 | 0 | 0 | 0 |
| II-A-8 | Vehicle Occupancy Rates | 0 | 0 | 0 | 0 | 0 | 0 |
| II-A-9 | Travel Time Studies | 0 | 0 | 0 | 0 | 0 | 0 |
| II-A-10 | Mapping | 5,000 | 20,000 | 25,000 | 5,000 | 20,000 | 25,000 |
| II-A-11 | Central Area Parking Inventory | 0 | 0 | 0 | 0 | 0 | 0 |
| II-A-12 | Bike & Ped. Facilities Inventory | 5,000 | 20,000 | 25,000 | 3,000 | 12,000 | 15,000 |
| II-B | Long Range Transp. Plan | | | | | | 0 |
| II-B-1 | Collection of Base Year Data | 3,150 | 12,600 | 15,750 | 3,150 | 12,600 | 15,750 |
| II-B-2 | Collection of Network Data | 2,000 | 8,000 | 10,000 | 2,000 | 8,000 | 10,000 |
| II-B-3 | Travel Model Updates | 11,000 | 44,000 | 55,000 | 11,000 | 44,000 | 55,000 |
| II-B-4 | Travel Surveys | 100 | 400 | 500 | 100 | 400 | 500 |
| II-B-5 | Forecast of Data to Horizon Year | 3,750 | 15,000 | 18,750 | 3,750 | 15,000 | 18,750 |
| II-B-6 | Community Goals & Objectives | 800 | 3,200 | 4,000 | 800 | 3,200 | 4,000 |
| II-B-7 | Forecast of Future Travel Patterns | 1,200 | 4,800 | 6,000 | 1,200 | 4,800 | 6,000 |
| II-B-8 | Capacity Deficiency Analysis | 800 | 3,200 | 4,000 | 800 | 3,200 | 4,000 |
| II-B-9 | Highway Element of the LRTP | 2,000 | 8,000 | 10,000 | 6,000 | 24,000 | 30,000 |
| II-B-10 | Transit Element of the LRTP | 2,800 | 11,200 | 14,000 | 2,800 | 11,200 | 14,000 |
| II-B-11 | Bicycle & Ped. Element of the LRTP | 11,200 | 44,800 | 56,000 | 5,200 | 20,800 | 26,000 |
| II-B-12 | Airport/Air Travel Element of LRTP | 600 | 2,400 | 3,000 | 600 | 2,400 | 3,000 |
| II-B-13 | Collector Street Element of LRTP | 0 | 0 | 0 | 0 | 0 | 0 |
| II-B-14 | Rail, Water or Other Mode of LRTP | 600 | 2,400 | 3,000 | 600 | 2,400 | 3,000 |
| II-B-15 | Freight Movement/Mobility Planning | 100 | 400 | 500 | 100 | 400 | 500 |
| II-B-16 | Financial Planning | 1,000 | 4,000 | 5,000 | 1,000 | 4,000 | 5,000 |
| II-B-17 | Congestion Management Strategies | 0 | 0 | 0 | 0 | 0 | 0 |
| II-B-18 | Air Qual. Planning/Conformity Anal. | 2,000 | 8,000 | 10,000 | 2,000 | 8,000 | 10,000 |
| III-A | Planning Work Program | 4,000 | 16,000 | 20,000 | 4,000 | 16,000 | 20,000 |
| III-B | Transp. Improvement Plan/Priorities | 5,000 | 20,000 | 25,000 | 9,000 | 36,000 | 45,000 |
| III-C | Cvl Rgts. Cmp./Otr .Reg. Regs. | | | | | | |
| III-C-1 | Title VI | 2,000 | 8,000 | 10,000 | 2,000 | 8,000 | 10,000 |
| III-C-2 | Environmental Justice | 2,000 | 8,000 | 10,000 | 2,000 | 8,000 | 10,000 |
| III-C-3 | Disadvantaged Business Enterprise | | | | | | |
| III-C-4 | Planning for the Elderly & Disabled | 0 | 0 | 0 | 0 | 0 | 0 |
| III-C-5 | Safety/Drug Control Planning | | | | | | |
| III-C-6 | Public Involvement | 3,000 | 12,000 | 15,000 | 3,000 | 12,000 | 15,000 |
| III-C-7 | Private Sector Participation | | | | | | |
| III-D | Incidental Plng./Project Dev. | | | | | | |
| III-D-1 | Transportation Enhancement Plng. | 0 | 0 | 0 | 0 | 0 | 0 |
| III-D-2 | Enviro. Analysis & Pre-TIP Plng. | 1,600 | 6,400 | 8,000 | 1,600 | 6,400 | 8,000 |
| III-D-3 | Special Studies | | | | | | |
| | Greenville--Transit Short Range Plan | | | | | | |
| | Greenville--Road asset+ Pavement software | 54,000 | 216,000 | 270,000 * | 67,200 | 268,800 | 336,000 * |
| | Pitt County-Public Streets Invt+Strategies | 1,500 | 6,000 | 7,500 * | 1,500 | 6,000 | 7,500 * |
| | Pitt County-PATS Transportation Plan | 5,000 | 20,000 | 25,000 * | 5,000 | 20,000 | 25,000 * |
| | | | | | | | * |
| III-D-4 | Regional or Statewide Planning | 4,000 | 16,000 | 20,000 | 4,000 | 16,000 | 20,000 |
| III-E | Management & Operations | 22,874 | 91,494 | 114,368 | 22,874 | 91,494 | 114,368 |
| TOTALS | | 169,134 | 676,534 | 845,668 | 182,334 | 729,334 | 911,668 |

* Includes regional efforts/study

RESOLUTION NO. 2014-10-GUAMPO**APPROVING THE FY 2014 (2013-2014) AMENDED PLANNING WORK PROGRAM OF
THE
GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

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

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program (PWP) will effectively advance transportation planning for SFY 2014; and

WHEREAS, the Transportation Plan has a planning horizon of 2035 and meets all the requirements for an adequate Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for SFY 2014 (2013-2014);

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area previously adopted the SFY 2014 PWP on April 15, 2013.

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves and endorses the amended Planning Work Program for SFY 2014 (2013-2014) for the Greenville Urban Area Metropolitan Planning Organization.

This the 28th day of January, 2014.

Mayor Allen Thomas, Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary



Attachment 5f

Technical Coordinating Committee

Action Required

January 14, 2014

TO: Technical Coordinating Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Self-Certification of the Greenville Urban Area MPO's Transportation Planning Process

Purpose: To Self-Certify the MPO's Transportation Planning process.

Discussion: Since the Greenville Urban Area is under 200,000 in population, it is permissible for the MPO to "self-certify" by completing the attached Self Certification Checklist and providing it to NCDOT. In addition, it is necessary for the TAC to adopt a resolution certifying that our planning process is in compliance with all applicable regulations.

Attached is *Resolution 2014-11-GUAMPO* for TCC consideration and the TAC's approval.

The Self Certification Checklist has been reviewed by representatives of the Transportation Planning Branch of NCDOT and it has been determined that all information has been adequately addressed. Therefore, GUAMPO may "self-certify" the MPO planning process via this resolution

Action Needed: TCC recommend that TAC adopt Resolution 2014-11-GUAMPO.

Attachments: *Resolution 2014-11-GUAMPO*, and the Self-Certification Checklist

RESOLUTION NO. 2014-11-GUAMPO**CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2014-2015**

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

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

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

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

WHEREAS, the Transportation Plan has a planning horizon of 2035 and meets all the requirements for an adequate Transportation Plan;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization **on this the 28th day of January, 2014.**

Mayor Allen Thomas, Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary

GREENVILLE URBAN AREA
Metropolitan Planning Organization (MPO)
2014-2015 Self-Certification Process + Checklist

CFR 450.334

The State (North Carolina Department of Transportation (NCDOT)) and the MPO shall annual certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- Section 134 of title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and;
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects...; and
- The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the Greenville Urban Area MPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including : CFR – Code of Federal Regulations; U.S.C. – United States Code; LRTP – Long Range Transportation Plan; TIP – Transportation Improvement Program; and EO – Executive Order.

The MPO’s responses are in **bold**.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)] **Yes**
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (i)] **Yes** **The policy board for the Greenville Urban Area is comprised of the Mayors of Greenville, Winterville, Simpson and Ayden, a County Commissioner representing the unincorporated area of Pitt County and the NCDOT Board Member for Division 2**
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)] **Yes**.
4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314 **Yes**
 - a. Is there an adopted prospectus **Yes, adopted in 2001**
 - b. Are tasks and products clearly outlined **Yes**
 - c. Is the UPWP consistent with the LRTP **Yes**
 - d. Is the work identified in the UPWP completed in a timely fashion **Yes**
5. Does the area have a valid transportation planning process? **Yes**
23 U.S.C. 134; 23 CFR 450
 - a. Is the transportation planning process continuous, cooperative and comprehensive **Yes, the TCC and TAC Boards meet quarterly in 2014 and are open to the public and are advertised**
 - b. Is there a valid LRTP **Yes, adopted in August 2009 for years 2009-2035**
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption **Yes**
 - d. Does it address the 8-planning factors **Yes**
 - e. Does it cover all modes applicable to the area **Yes**
 - f. Is it financially constrained **Yes**
 - g. Does it include funding for the maintenance and operation of the system **Yes**
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable) **N/A**
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years) **Yes, next plan slated for adoption in August, 2014**
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332 **Yes, 2012-2018 TIP, adopted by the MPO on August 9, 2011**
 - a. Is it consistent with the LRTP **Yes**
 - b. Is it fiscally constrained **Yes**
 - c. Is it developed cooperatively with the state and local transit operators **Yes**
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor **Yes, the current 2012-2018 TIP was adopted by the local TAC on August 9, 2011. The current STIP was adopted by the Board of Transportation on July 7, 2011**
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320 **N/A**
 - a. Is it consistent with the LRTP **N/A**
 - b. Was it used for the development of the TIP **N/A**
 - c. Is it monitored and reevaluated to meet the needs of the area **N/A**
8. Does the area have a process for including environmental mitigation discussions in the planning process? **Yes**
 - a. How **Environmental mitigation is discussed in the 2009-2035 LRTP**

- b. Why not N/A
9. Does the planning process meet the following requirements: **Yes**
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; **N/A**
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; **Yes**
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; **Yes**
 - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; **Yes**
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Yes**
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; **Yes**
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; **Yes**
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and **Yes**
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. **Yes**
 - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898) **Yes**
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1) **Yes**
- a. Did the public participate in the development of the PIP? **Yes**
 - b. Was the PIP made available for public review for at least 45-days prior to adoption? **Yes**
 - c. Is adequate notice provided for public meetings? **Yes**
 - d. Are meetings held at convenient times and at accessible locations? **Yes, meetings are held during workdays and are held in publicly accessible locations.**
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Yes, the public may speak at a TCC or TAC meeting regarding transportation matters and provide written comments thru email or written correspondence. Each TCC/TAC meeting has a Public Comment Period.**
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? **Yes**
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website? **Yes, various items are available such as the Public Involvement Plan, TCC and TAC meeting agendas and minutes, MTIP, LRTP, PWP, bicycle master plan, and priority list.**
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? SAFETEA-LU **Yes**
- a. How - **Resource agency coordination is documented in Appendix A of the 2009-2035 LRTP.**
 - b. Why not N/A



Attachment 5g

Technical Coordinating Committee

Action Required

January 14, 2014

TO: Technical Coordinating Committee
 FROM: Daryl Vreeland, AICP, Transportation Planner
 SUBJECT: 2014-2015 Greenville Urban Area MPO Planning Work Program (PWP)

Purpose: Adopt the 2014-2015 Planning Work Program (PWP).

Discussion: The proposed PWP for the PL-funded planning activities was developed from information provided by representatives of the MPO's participating communities and NCDOT's Transportation Planning Branch regarding their State Planning and Research (SPR) activities and budget. The City of Greenville's Transit Manager provided information regarding future FTA-sponsored planning activities and needs.

Major studies anticipated to be initiated in the 2013-2014 PWP period and expected to be completed in the 2014-2015 PWP period include:

- Greenville, Winterville, and Ayden Roadway Asset inventory and pavement management
- Community Transportation Plan for the Pitt Area Transit System (PATS)
- Pitt County Regional Hazard Mitigation Plan (Transportation Element only)

Major studies planned to be initiated in the 2014-2015 PWP period include:

- MPO wide Greenway master plan

Furthermore, NCDOT has requested that a 5-year work plan be submitted and updated to keep NCDOT abreast of long-range planning issues. This requirement was initiated by NCDOT for the 2009-2010 planning period. Similar to last year's effort, this is based on information provided by representatives of the MPO's participating communities and will be submitted along with the PWP.

As good prudence, MPO-member jurisdictions should not over commit to planning projects in the first half of the fiscal year due until funding has been committed by NCDOT.

Action Needed: Recommend that TAC adopt Resolution 2014-12-GUAMPO.

Attachments: Draft 2014-2015 PWP, a 5-year work plan, and *Resolution 2014-12-GUAMPO*.

RESOLUTION NO. 2014-12-GUAMPO

APPROVING THE FY 2015 (2014-2015) UNIFIED PLANNING WORK PROGRAM OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for SFY 2015; and

WHEREAS, the Transportation Plan has a planning horizon of 2035 and meets all the requirements for an adequate Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for SFY 2015 (2014-2015);

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves, endorses, and adopts the Unified Planning Work Program for SFY 2015 (2014-2015) for the Greenville Urban Area Metropolitan Planning Organization on this **the 14th day of January, 2014.**

Mayor Allen Thomas, Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary

North Carolina
Pitt County

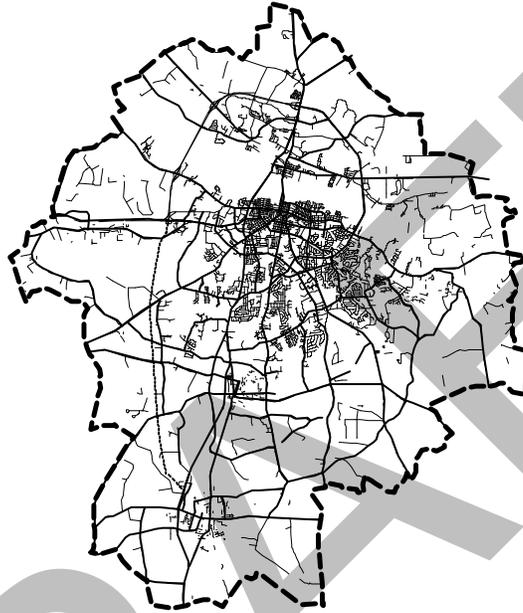
I, Amanda J. Braddy, Notary Public for said County and State certify that Allen Thomas personally came before me this day and acknowledged the due execution of the foregoing instrument.

WITNESS my hand and official seal, this the _____ day of _____ 2014.

Amanda J. Braddy, Notary Public

My commission Expires:_____

2014-2015 Planning Work Program



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Prepared by:
Greenville Public Works Department
City of Greenville

In cooperation with:

Greenville Urban Area MPO Technical Coordinating Committee
Greenville Urban Area MPO Transportation Advisory Committee

Adopted:

INTRODUCTION

The City of Greenville, Pitt County, Town of Winterville, Town of Ayden, Village of Simpson, and the North Carolina Department of Transportation in cooperation with the various administrations within the U.S. Department of Transportation participate in a continuing transportation planning process in the Greenville Planning (Metropolitan) Area as required by Section 134 (a), Title 23, United States Code. A Memorandum of Understanding approved by the municipalities, the county, and the North Carolina Department of Transportation establishes the general operating procedures and responsibilities by which short-range and long-range transportation plans are developed and continuously evaluated.

The Planning Work Program (PWP) identifies the planning work tasks that are to be accomplished in the upcoming fiscal year and serves as a funding document for the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the United States Department of Transportation. Activities are generally categorized in "*Prospectus for Continuous Transportation Planning for the Greenville Urban Area* (2001)," prepared by the NCDOT Statewide Planning Branch, Systems Planning Unit in cooperation with Greenville Urban Area Metropolitan Planning Organization (MPO) member agencies.

The Greenville Urban Area MPO is responsible for carrying out the transportation planning process in the Greenville Planning (Metropolitan) Area. The MPO is an organization consisting of a Transportation Advisory Committee and a Technical Coordinating Committee made up of members from various agencies and units of local and State government participating in transportation planning for the area (see Figure 1).

The respective governing boards make policy decisions for local agencies of government. The Board of Transportation makes policy decisions for the North Carolina Department of Transportation. The municipal governing boards and the N.C. Department of Transportation have implementation authority for construction, improvement, and maintenance of the transportation infrastructure.

The City of Greenville Public Works Department is designated as the Lead Planning Agency (LPA) and is primarily responsible for annual preparation of the Planning Work Program and Metropolitan Transportation Improvement Program. The City of Greenville is the primary local recipient of planning funds received from USDOT for the Greenville Planning (Metropolitan) Area. The Mid-East Commission serves as the E.O.12372 intergovernmental review agency.

Transportation planning work is divided into two Sections in the PWP (more detailed descriptions are contained in the *Prospectus*) according to type of activity:

- II. Continuing Transportation Planning
- III. Administration (including special studies)

The major work tasks are those relating to continuing transportation planning listed in Section II.

Administrative (Section III) work tasks include preparation of the annual Planning Work Program, Metropolitan Transportation Improvement Program, and Priorities List; special studies; periodic preparation of a surveillance report to analyze growth trends; documentation required for FTA Title VI compliance; and routine administrative management.

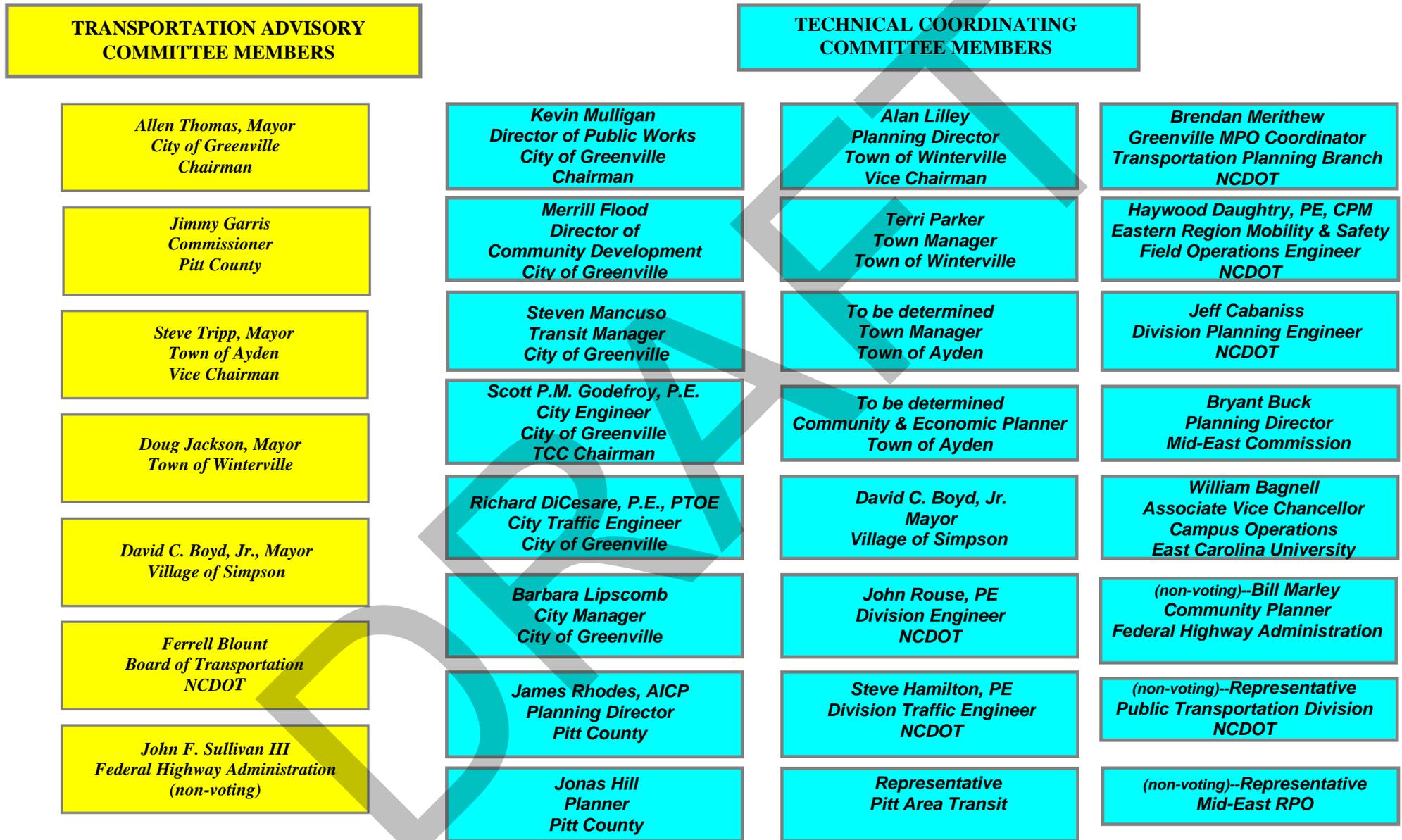
Citizen participation is an important element of the transportation planning process and is achieved by making study documents and information available to the public and by actively seeking citizen participation during plan reevaluation. Involvement is sought through techniques such as goals and objectives surveys, neighborhood forums, open houses, workshop seminars, and public hearings. Funding for PWP activities generally come from the following sources:

1. SPR - this fund source is utilized by NCDOT for MPO highway planning activities. NCDOT pays 20% of the cost and FHWA pays 80%.
2. Section 104 (f) (PL) - this fund source is utilized by the LPA (a small portion is used by Winterville, Pitt County, Ayden, Simpson, and the Mid-East Commission) for MPO highway planning activities. The LPA and local agencies pay 20% and FHWA pays 80%.
3. Section 5303 - this fund source is generally utilized by GREAT for transit planning activities. The LPA pays 10%, NCDOT pays 10%, and FTA pays 80%.
4. Section 5307 – these funds are used for transit planning, capital, and operational needs in the urban area. For transit planning, FTA provides 80%, NCDOT provides 10%, and the LPA provides 10%.

For the sake of this PWP, the fund sources will be known as SPR, PL, Sec. 5303, and Sec. 5307; agencies will be known as NCDOT and City which includes the local public transportation fixed route system, known as Greenville Area Transit (GREAT).

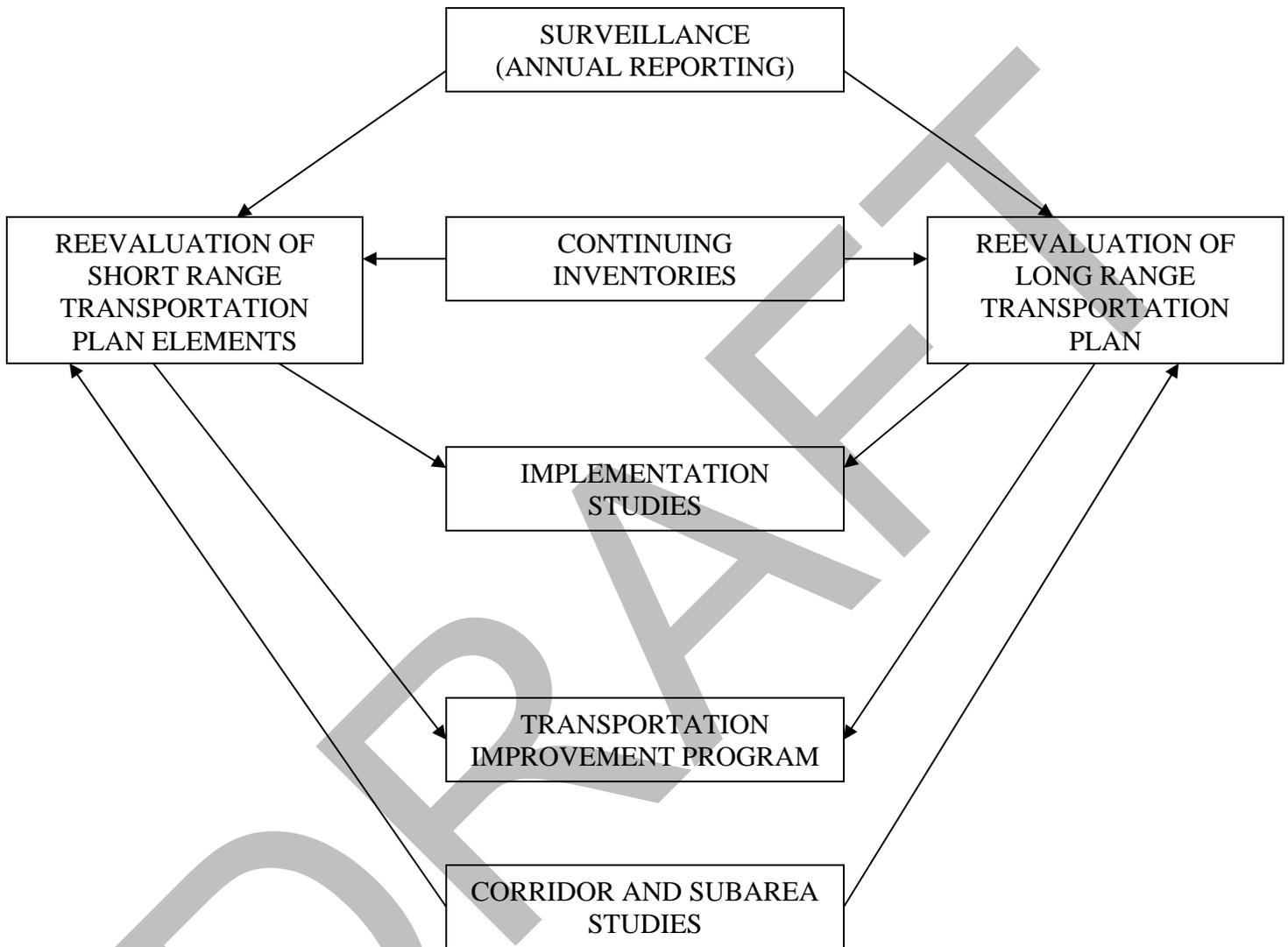
A chart showing the continuing transportation planning workflow for the Greenville Urban Area MPO is shown in Figure 2.

Figure 1: Greenville Urban Area Metropolitan Planning Organization



Membership as of January 28, 2014

FIGURE 2: CONTINUING TRANSPORATION PLANNING WORK FLOW



GREENVILLE URBAN AREA MPO
SUMMARY OF THE 2014-2015 PLANNING WORK PROGRAM

IIA Surveillance of Change

II-A-1 Traffic Volume Counts

Perform both tube and turning movement counts using in-house and contracted resources throughout the urban area for ongoing transportation planning purposes. Purchase of transportation data-collection equipment.

II-A-2 Vehicle Miles of Travel

Use vehicle miles of travel to measure the effectiveness of the local transportation system.

II-A-3 Street System Changes

Update the GIS Street Database as needed. Due to Pitt County administering the zoning ordinance for Village of Simpson, a portion of expenses will be needed to cover transportation related issues (\$2,000 for 2014-2015 PWP).

II-A-4 Traffic Accidents

Collection of traffic accident data (system-wide or for particular intersections or corridors) and/or preparation of a summary and analysis of high accident locations.

II-A-5 Transit System Data

Transit planning efforts will be conducted by the MPO's transit provider, the Greenville Area Transit (GREAT). Task work may include evaluation of transit service performance, development of cross-town route(s), universities/college route(s) and urban service routes that extend beyond the boundaries of the general urban core. Data may be used to identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA reporting requirements. Data collected may be used for determining transit patronage, route changes, service miles, route ridership etc.

II-A-6 Dwelling Unit, Population, Employment Changes-

Determine which Transportation Analysis Zones (TAZ) would need updating based on development trends. Identify and evaluate changes in population and development throughout the MPO. Obtain, identify, and analysis of Census data, local parcel, zoning, and tax data records.

II-A-7 Air Travel

Collection of air travel-related data for use in various reports/studies/plans.

II-A-8 Vehicle Occupancy Rates

Performance of Vehicle Occupancy Rate counts.

II-A-9 Travel Time Studies

Collection of data and/or conduct of study to provide transportation travel time information.

II-A-10 Mapping

Keep Geographic Information System transportation files current and produce maps on an as-needed basis to support transportation related plans, programs, or projects. Support street system survey of MPO planning area to evaluate changes in land use and transportation and network impacts.

II-A-11 Central Area Parking Inventory – Conduct facility inventory and/or establish count areas. Prepare field procedures / personnel as necessary to perform a comprehensive parking inventory. Data collection may include parking policies, ownership and rates. Includes both on and off street parking.

II-A-12 Bicycle and Pedestrian Facilities Inventory

Update and maintain an inventory of bicycle and pedestrian facilities. Analysis of bicycle and pedestrian system components.

II-B Maintenance of Inventories**II-B-1 Collection of Base Year Data**

Monitor significant changes in land use for the Greenville Urban Area MPO for the purpose of updating TAZ files as needed. Collection of the following variables, by traffic zone: 1) population, 2) housing units, and 3) employment. Update GIS database used to maintain housing and land use information.

II-B-2 Collection of Network Data

Review intersection improvements and road corridors not included in the travel demand model for future inclusion.

II-B-3 Travel Model Updates

Review of the travel model using the Transcad software. Update socioeconomic, roadway, and travel data. LPA staff will attend training and technical support relating to the model. LPA staff will also review the model for any network and coding inconsistencies. Database update or other travel demand modeling work associated with keeping the model up-to-date. Some of this work to be performed by NCDOT's Transportation Planning Branch along with use of consultant effort.

II-B-4 Travel Surveys

Conduct surveys to attain information such as origins and destinations, travel behavior, transit ridership, workplace commuting, etc.

II-B-5 Forecast of Data to Horizon Year

Review major land use changes and modify the travel demand model's TAZ files accordingly.

II-B-6 Community Goals and Objectives

Promote and support public input as it relates to the long range transportation planning process.

II-B-7 Forecast of Future Year Travel Patterns

Test alternative roadway network improvements for system benefit.

II-B-8 Capacity Deficiency Analysis

Identify areas, using the travel demand model, that show a deficiency in the current roadway network that can be recommended for future improvement projects.

II-B-9 Highway Element of Long Range Transportation Plan (LRTP)

Provide identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of the process to be used in updating the LRTP.

II-B-10 Transit Element of Long Range Transportation Plan (LRTP)

Provide identification of transit deficiencies, priorities, and proposed transit improvement solutions and strategies. Provide documentation of the process to be used in updating the LRTP. Evaluate transit alternatives, types and areas of service.

II-B-11 Bicycle and Pedestrian Element of the LRTP

Greenways – LPA staff will conduct planning-level analysis of selected greenway projects.

Bicycle and Pedestrian elements – LPA staff will provide coordination for projects and provide updates to the existing facilities inventory. LPA staff will also provide coordination with “Safe Route to Schools” programs. Coordinate with Greenville Bicycle and Pedestrian Commission, sub-committees and other community organizations interested in non-motorized travel, develop agendas and presentations, respond to commission and community requests, research best practices for related policies, and perform related work. Coordinate implementation of the bicycle and pedestrian master plan.

II-B-12 Airport/Air Travel Element of the LRTP - Tasks associated with identification of airport, air service deficiencies, priorities, proposed airport and air service improvement solutions and strategies, and related data required to update this element of the LRTP.

II-B-13 Collector Street Element of LRTP - Identification of collector street deficiencies, priorities, and proposed collector street improvement solutions and strategies.

II-B-14 Rail, Waterway and Other Elements of Long Range Transportation Plan

Review and identify rail deficiencies, priorities, and proposed rail improvement solutions and strategies. Provide documentation of the process to be used in updating the LRTP.

II-B-15 Freight Movement/Mobility Planning

Provide identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of the process to be used in updating the LRTP. Provide support and coordination for the Greenville rail congestion mitigation project. Identify freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Identification of distribution centers relative to freight planning.

II-B-16 Financial Planning

Develop project cost estimates and identify funding sources available throughout the forecast years for the LRTP. Identify new and alternative funding sources.

II-B-17 Congestion Management Strategies

Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions and transportation system management strategies. Provide documentation of the process to be used in updating the LRTP. Tasks also include planning strategies associated with Transportation Demand Management, Access Control and Management, Traffic Operations Improvements, Incident Management and Growth Management.

II-B-18 Air Quality Planning / Conformity Analysis

Tasks may be performed a result of potential nonattainment designation include: assisting with conformity determination analysis, interagency consultation process, coordination with State and Federal agencies in developing and maintaining mobile source emission inventories.

III-A Planning Work Program

Develop and adopt the 2015-2016 PWP, coordinating with the MPO members regarding any special transportation studies envisioned for the upcoming fiscal year as well as helping determine an estimated cost. LPA Staff will also submit a draft PWP to NCDOT's Transportation Planning Branch for comments. Transportation Coordinating Committee (TCC) and Transportation Advisory Committee meetings will be scheduled as required for adoption.

III-B Transportation Improvement Program

Development of priority list for submittal to NCDOT. Tasks include: public involvement, intergovernmental coordination, preparation of priority list project descriptions, research and collection of data for entry into NCDOT's (SPOT) system, and preparation of associated TCC/TAC agenda material. Other tasks include work associated with refinement of NCDOT's prioritization process, amendments, research, or data collection or distribution relating to the TIP. Includes work associated with development of or amendments to the MTIP. Attend meeting required for proper coordination of TIP projects.

III-C Civil Rights Compliance/Other Required Regulations

III-C-1 Title VI Compliance

Work to insure compliance with the requirements of Title VI in urban area policies and practices. Work includes development and updates to Title VI, Limited English Proficiency Plans, and related tasks needed for compliance with Federal regulations.

III-C-2 Environmental Justice - Provide analysis to insure that transportation projects comply with Environmental Justice policies. Work includes development and updates to Title VI, Limited English Proficiency Plans, and related tasks needed for compliance with Federal regulations.

III-C-3 Disadvantaged Business Enterprise - Activities to encourage participation of minority-owned business enterprises in contractual and supply opportunities.

III-C-4 Planning for the Elderly and Disabled - Provide efforts focusing on complying with the key provisions of the ADA. Plan transportation facilities and services that can be utilized by persons with limited mobility.

III-C-5 Safety/Drug Control Planning - Work to be accomplished includes performing safety audits, developing safety/security improvements, and developing policies and planning for safety, security, and emergency preparedness issues.

III-C-6 Public Involvement - Efforts will be made to gather public comment on future State Transportation Improvement Priorities within the MPO as well as feedback regarding the future Intermodal Transportation Center and other projects as they are developed.

III-C-7 Private Sector Participation - Activities to encourage private sector participation in planning and project activities.

III-D Incidental Planning/Project Development

III-D-1 Transportation Enhancement Planning – Develop the request and application documentation necessary to complete the call for projects and manage the administrative elements required to move forward enhancement projects.

III-D-2 Environmental and Pre-TIP Planning

Continue to review projects for the development of the Transportation Improvement Plan. Work includes scoping, public input, and merger meetings.

III-D-3 Special Studies

Greenville -- Pavement Management Software and Roadway Asset Inventory

The City will manage this project to procure a street system/asset data management software and inventory. Work began in FY2014 with a total contract amount of about \$316k. Remaining costs for this effort are estimated to be \$180,000 for the 2014-2015 PWP. Costs also include time MPO staff has spent on project/contract management. Project area includes Town of Ayden

and Winterville, along with City of Greenville.

- Oversee a consultant's development and/or implementation of a software system that aids the City to better allocate resources for: preventing problems through judicious maintenance, diagnose and repair problems that exist in a cost-effective manner, preparing budget cost for annual street resurfacing contracts. Initial data collection to be a part of this effort. Data collected will benefit system inventory for planning purposes (system deficiencies, inventory, etc) Work also includes initial inventory.

Roadway assets that may be inventoried include: drop inlets, curb inlets, manholes, culverts, ditches, traffic signs, pavement markings/striping, bridges, traffic signals and poles, sidewalks, curbs, trees, light poles, guiderails, ADA ramps, shoulders.

Deliverables include GIS layers with street assets geospatially referenced and pavement management software + inventory. (\$180,000 for the 2014-2015 PWP)

Greenville--Greenway Master Plan - Currently, the City of Greenville's Greenway Master Plan is 10 years old and needs to be updated. There currently is no MPO-wide greenway master plan.

MPO staff plans on a multi-jurisdictional effort to develop this plan, which is anticipated to cover the entire MPO planning area. MPO staff is anticipated to manage the development of this project which will be performed by a consultant. (\$160,000 for the 2014-2015 PWP)

Pitt County - Community Transportation Plan for the Pitt Area Transit System (PATS) -

The plan will identify, evaluate, develop, recommend and implement strategies that provide planning elements for meaningful mobility options for the general public and targeted populations. Pitt County will develop this plan and is anticipated to be performed by a consultant. (\$25,000 for the 2014-2015 PWP)

Pitt County - Regional Hazard Mitigation Plan (Transportation System Element only) - As a part of this plan update, the transportation system will be examined to assess its vulnerability to various natural and manmade events. Pitt County will develop this plan which will encompass Ayden, Simpson, Greenville, and Winterville. (\$15,000 for the 2014-2015 PWP)

III-D-4 Statewide and Regional Planning

Coordinate statewide and regional initiatives with the Greenville Urban Area activities. Participate in Statewide MPO association subcommittees and attend meeting and events. Other regional, statewide, or Federal planning efforts, meetings, and/or conferences.

III-E Management and Operations

This task includes providing effective public information and outreach to citizens within the MPO planning jurisdiction; travel; printing; training, and related administrative work. This task includes:

- Tracking the status of transportation projects, status reports to the TCC, TAC, and interested persons.

- Staying up to date with transportation issues (RPOs, air quality, census, environmental justice, ‘smart growth’, etc.). Finding, researching, and disseminating relevant transportation information for local officials, public, and MPO members.
- Staying up to date on transportation-related bills and regulations.
- Presentations at local association meetings, regular briefings of legislators and local officials.
- Consistent public/media information. Examples include press releases, web page updates etc.
- Innovative and successful public involvement (two-way communication).
- Grant writing.

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

GREENVILLE URBAN AREA MPO’S TITLE VI NOTICE TO PUBLIC

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

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

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

GREENVILLE URBAN AREA MPO’S TÍTULO VI COMUNICACIÓN PÚBLICA

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

La Organización Metropolitana de Planificación de Greenville (Greenville Urban Area MPO) notifica públicamente que es política del MPO asegurar el pleno cumplimiento del Título VI del Acta de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, la Orden Ejecutiva 12898 Dirección Federal de Acciones para la Justicia Ambiental en Poblaciones minoritarias y poblaciones de bajos ingresos, la Orden Ejecutiva 13166 Mejorar el acceso a los Servicios para Personas con Inglés Limitado, y de los estatutos y reglamentos relacionados con la no discriminación en todos los programas y servicios. El MPO está comprometido a ofrecer oportunidades de participación significativa en sus programas, servicios y actividades a las minorías, poblaciones de bajos recursos y personas que no dominan bien el

idioma Inglés. Además, reconocemos la necesidad de evaluar el potencial de impactos a estos grupos a través del proceso de toma de decisiones, así como la obligación de evitar, minimizar y mitigar impactos adversos en los que son desproporcionadamente altos. Es política del MPO que ninguna persona en los Estados Unidos, por motivos de raza, color, sexo, edad, nivel de ingresos, origen nacional o discapacidad sea excluido de la participación en, sea negado los beneficios de, o sea de otra manera sujeto a discriminación bajo cualquier programa, actividades o servicios para los que el MPO recibe asistencia financiera federal.

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

DRAFT

| TASK CODE | TASK DESCRIPTION | SPR Highway | | | SEC. 104 (f) PL Highway / Transit | | | SECTION 5303 Transit | | | | SECTION 5307 Transit | | | | TASK FUNDING SUMMARY | | | | | |
|---------------|--|-------------|----------|-------|-----------------------------------|----------|-----------|----------------------|-----------|---------|--------|----------------------|-----------|---------|--------|----------------------|---------|---------|--------|---------|---------|
| | | NCDOT 20% | FHWA 80% | TOTAL | Local 20% | FHWA 80% | TOTAL | Local 10% | NCDOT 10% | FTA 80% | TOTAL | Local 10% | NCDOT 10% | FTA 80% | TOTAL | LOCAL | STATE | FEDERAL | TOTAL | | |
| II-A | Surveillance of Change | | | | | | | | | | | | | | | | | | | | |
| II-A-1 | Traffic Volume Counts | | | | 4,000 | 16,000 | 20,000 * | | | | | | | | | 4,000 | 0 | 16,000 | 20,000 | | |
| II-A-2 | Vehicle Miles of Travel | | | | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | | |
| II-A-3 | Street System Changes | | | | 1,000 | 4,000 | 5,000 | | | | | | | | 1,000 | 0 | 4,000 | 5,000 | | | |
| II-A-4 | Traffic Accidents | | | | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | 0 | | |
| II-A-5 | Transit System Data | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| II-A-6 | Dwelling Unit, Pop. & Emp. Change | | | | 2,000 | 8,000 | 10,000 | | | | | | | | 2,000 | 0 | 8,000 | 10,000 | | | |
| II-A-7 | Air Travel | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| II-A-8 | Vehicle Occupancy Rates | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| II-A-9 | Travel Time Studies | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| II-A-10 | Mapping | | | | 5,000 | 20,000 | 25,000 | | | | | | | | 5,000 | 0 | 20,000 | 25,000 | | | |
| II-A-11 | Central Area Parking Inventory | | | | 0 | 0 | 0 | | | | | | | | | | | | | | |
| II-A-12 | Bike & Ped. Facilities Inventory | | | | 4,000 | 16,000 | 20,000 | | | | | | | | 4,000 | 0 | 16,000 | 20,000 | | | |
| II-B | Long Range Transp. Plan | | | | | | | | | | | | | | | | | | | | |
| II-B-1 | Collection of Base Year Data | | | | 3,000 | 12,000 | 15,000 | | | | | | | | 3,000 | 0 | 12,000 | 15,000 | | | |
| II-B-2 | Collection of Network Data | | | | 2,000 | 8,000 | 10,000 | | | | | | | | 2,000 | 0 | 8,000 | 10,000 | | | |
| II-B-3 | Travel Model Updates | | | | 6,000 | 24,000 | 30,000 | | | | | | | | 6,000 | 0 | 24,000 | 30,000 | | | |
| II-B-4 | Travel Surveys | | | | 200 | 800 | 1,000 | | | | | | | | 200 | 0 | 800 | 1,000 | | | |
| II-B-5 | Forecast of Data to Horizon Year | | | | 3,000 | 12,000 | 15,000 | | | | | | | | 3,000 | 0 | 12,000 | 15,000 | | | |
| II-B-6 | Community Goals & Objectives | | | | 800 | 3,200 | 4,000 | | | | | | | | 800 | 0 | 3,200 | 4,000 | | | |
| II-B-7 | Forecast of Future Travel Patterns | | | | 1,200 | 4,800 | 6,000 | | | | | | | | 1,200 | 0 | 4,800 | 6,000 | | | |
| II-B-8 | Capacity Deficiency Analysis | | | | 800 | 3,200 | 4,000 | | | | | | | | 800 | 0 | 3,200 | 4,000 | | | |
| II-B-9 | Highway Element of the L RTP | | | | 2,000 | 8,000 | 10,000 | | | | | | | | 2,000 | 0 | 8,000 | 10,000 | | | |
| II-B-10 | Transit Element of the L RTP | | | | 2,800 | 11,200 | 14,000 | 100 | 100 | 800 | 1,000 | | | | 2,900 | 100 | 12,000 | 15,000 | | | |
| II-B-11 | Bicycle & Ped. Element of the L RTP | | | | 9,200 | 36,800 | 46,000 | | | | | | | | 9,200 | 0 | 36,800 | 46,000 | | | |
| II-B-12 | Airport/Air Travel Element of L RTP | | | | 600 | 2,400 | 3,000 | | | | | | | | 600 | 0 | 2,400 | 3,000 | | | |
| II-B-13 | Collector Street Element of L RTP | | | | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | | | |
| II-B-14 | Rail, Water or Other Mode of L RTP | | | | 600 | 2,400 | 3,000 | | | | | | | | 600 | 0 | 2,400 | 3,000 | | | |
| II-B-15 | Freight Movement/Mobility Planning | | | | 600 | 2,400 | 3,000 | | | | | | | | 600 | 0 | 2,400 | 3,000 | | | |
| II-B-16 | Financial Planning | | | | 1,000 | 4,000 | 5,000 | | | | | | | | 1,000 | 0 | 4,000 | 5,000 | | | |
| II-B-17 | Congestion Management Strategies | | | | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | | | |
| II-B-18 | Air Qual. Planning/Conformity Anal. | | | | 2,000 | 8,000 | 10,000 | | | | | | | | 2,000 | 0 | 8,000 | 10,000 | | | |
| III-A | Planning Work Program | | | | 5,000 | 20,000 | 25,000 | | | | | | | | 5,000 | 0 | 20,000 | 25,000 | | | |
| III-B | Transp. Improvement Plan/Priorities | | | | 9,000 | 36,000 | 45,000 | 100 | 100 | 800 | 1,000 | | | | 9,100 | 100 | 36,800 | 46,000 | | | |
| III-C | Cvl Rgts. Cmp./Otr. Req. Reqs. | | | | | | | | | | | | | | | | | | | | |
| III-C-1 | Title VI | | | | 2,000 | 8,000 | 10,000 | | | | | | | | 2,000 | 0 | 8,000 | 10,000 | | | |
| III-C-2 | Environmental Justice | | | | 2,000 | 8,000 | 10,000 | | | | | | | | 2,000 | 0 | 8,000 | 10,000 | | | |
| III-C-3 | Disadvantaged Business Enterprise | | | | | | | | | | | | | | | | | | | | |
| III-C-4 | Planning for the Elderly & Disabled | | | | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | | | |
| III-C-5 | Safety/Drug Control Planning | | | | | | | 100 | 100 | 800 | 1,000 | | | | 100 | 100 | 800 | 1,000 | | | |
| III-C-6 | Public Involvement | | | | 3,000 | 12,000 | 15,000 | | | | | | | | 3,000 | 0 | 12,000 | 15,000 | | | |
| III-C-7 | Private Sector Participation | | | | | | | | | | | | | | | | | | | | |
| III-D | Incidental Plng./Project Dev. | | | | | | | | | | | | | | | | | | | | |
| III-D-1 | Transportation Enhancement Plng. | | | | 0 | 0 | 0 | | | | | | | | 0 | 0 | 0 | 0 | | | |
| III-D-2 | Enviro. Analysis & Pre-TIP Plng. | | | | 4,600 | 18,400 | 23,000 | | | | | | | | 4,600 | 0 | 18,400 | 23,000 | | | |
| III-D-3 | Special Studies | | | | | | | | | | | | | | | | | | | | |
| | Greenville--Road asset+ Pavement swtware | | | | 36,000 | 144,000 | 180,000 * | | | | | | | | 36,000 | 0 | 144,000 | 180,000 | | | |
| | Greenway Master Plan | | | | 32,000 | 128,000 | 160,000 * | | | | | | | | 32,000 | 0 | 128,000 | 160,000 | | | |
| | Pitt County - Hazard Mitigation Transp. Elm. | | | | 3,000 | 12,000 | 15,000 | | | | | | | | 3,000 | 0 | 12,000 | 15,000 | | | |
| | Pitt County-PATS Transportation Plan | | | | 5,000 | 20,000 | 25,000 * | | | | | | | | 5,000 | 0 | 20,000 | 25,000 | | | |
| III-D-4 | Regional or Statewide Planning | | | | 5,000 | 20,000 | 25,000 | | | | | | | | 5,000 | 0 | 20,000 | 25,000 | | | |
| III-E | Management & Operations | | | | 26,000 | 104,000 | 130,000 | 3,267 | 3,267 | 26,136 | 32,670 | | | | 29,267 | 3,267 | 130,136 | 162,670 | | | |
| TOTALS | | | | | - | - | - | 184,400 | 737,600 | 922,000 | 3,567 | 3,567 | 28,536 | 35,670 | - | - | - | 187,967 | 3,567 | 766,136 | 957,670 |

* Includes component of study

| Charge Code | DESCRIPTION | TOTAL COST | FEDERAL | NCDOT | LOCAL STAFF |
|--|---|------------|---------|-------|-------------|
| II. Continuing Transportation Planning Work Program Methodology, Responsibilities and Schedules | | | | | |
| II-A | <u>Surveillance of Change</u> | | | | |
| II-A-1 | Traffic Volume Counts | 20,000 | 16,000 | 0 | 4,000 |
| II-A-2 | Vehicle Miles of Travel | 0 | 0 | 0 | 0 |
| II-A-3 | Street System Changes | 5,000 | 4,000 | 0 | 1,000 |
| II-A-4 | Traffic Accidents | 0 | 0 | 0 | 0 |
| II-A-5 | Transit System Data | | | | |
| II-A-6 | Dwelling Unit, Pop. & Emp. Change | 10,000 | 8,000 | 0 | 2,000 |
| II-A-7 | Air Travel | 0 | 0 | 0 | 0 |
| II-A-8 | Vehicle Occupancy Rates | 0 | 0 | 0 | 0 |
| II-A-9 | Travel Time Studies | 0 | 0 | 0 | 0 |
| II-A-10 | Mapping | 25,000 | 20,000 | 0 | 5,000 |
| II-A-11 | Central Area Parking Inventory | 0 | 0 | 0 | 0 |
| II-A-12 | Bike & Ped. Facilities Inventory | 20,000 | 16,000 | 0 | 4,000 |
| II-B | <u>Long Range Transp. Plan</u> | | | | |
| II-B-1 | Collection of Base Year Data | 15,000 | 12,000 | 0 | 3,000 |
| II-B-2 | Collection of Network Data | 10,000 | 8,000 | 0 | 2,000 |
| II-B-3 | Travel Model Updates | 30,000 | 24,000 | 0 | 6,000 |
| II-B-4 | Travel Surveys | 1,000 | 800 | 0 | 200 |
| II-B-5 | Forecast of Data to Horizon year | 15,000 | 12,000 | 0 | 3,000 |
| II-B-6 | Community Goals & Objectives | 4,000 | 3,200 | 0 | 800 |
| II-B-7 | Forecast of Futurel Travel Patterns | 6,000 | 4,800 | 0 | 1,200 |
| II-B-8 | Capacity Deficiency Analysis | 4,000 | 3,200 | 0 | 800 |
| II-B-9 | Highway Element of th LRTP | 10,000 | 8,000 | 0 | 2,000 |
| II-B-10 | Transit Element of the LRTP | 15,000 | 12,000 | 100 | 2,900 |
| II-B-11 | Bicycle & Ped. Element of the LRTP | 46,000 | 36,800 | 0 | 9,200 |
| II-B-12 | Airport/Air Travel Element of LRTP | 3,000 | 2,400 | 0 | 600 |
| II-B-13 | Collector Street Element of LRTP | 0 | 0 | 0 | 0 |
| II-B-14 | Rail, Water or other mode of LRTP | 3,000 | 2,400 | 0 | 600 |
| II-B-15 | Freight Movement/Mobility Planning | 3,000 | 2,400 | 0 | 600 |
| II-B-16 | Financial Planning | 5,000 | 4,000 | 0 | 1,000 |
| II-B-17 | Congestion Management Strategies | 0 | 0 | 0 | 0 |
| II-B-18 | Air Qual. Planning/Conformity Anal. | 10,000 | 8,000 | 0 | 2,000 |
| III-A | <u>Planning Work Program</u> | 25,000 | 20,000 | 0 | 5,000 |
| III-B | <u>Transp. Improvement Plan/Priorities</u> | 46,000 | 36,800 | 100 | 9,100 |
| III-C | <u>Cvl Rqts. Cmp./Otr .Req. Regs.</u> | | | | |
| III-C-1 | Title VI | 10,000 | 8,000 | 0 | 2,000 |
| III-C-2 | Environmental Justice | 10,000 | 8,000 | 0 | 2,000 |
| III-C-3 | Disadvantaged Business Enterprise | 0 | 0 | 0 | 0 |
| III-C-4 | Planning for the Elderly & Disabled | 0 | 0 | 0 | 0 |
| III-C-5 | Safety/Drug Control Planning | 1,000 | 800 | 100 | 100 |
| III-C-6 | Public Involvement | 15,000 | 12,000 | 0 | 3,000 |
| III-C-7 | Private Sector Participation | 0 | 0 | 0 | 0 |
| III-D | <u>Incidental Plng./Project Dev.</u> | | | | |
| III-D-1 | Transportation Enhancement Plng. | 0 | 0 | 0 | 0 |
| III-D-2 | Enviro. Analysis & Pre-TIP Plng. | 23,000 | 18,400 | 0 | 4,600 |
| III-D-3 | Special Studies | 365,000 | 304,000 | 0 | 76,000 |
| III-D-4 | Regional or Statewide Planning | 25,000 | 20,000 | 0 | 5,000 |
| III-E | <u>Management & Operations</u> | 162,670 | 130,136 | 3,267 | 29,267 |
| | TOTALS | 942,670 | 766,136 | 3,567 | 187,967 |

Note: Local Staff consists primarily of City of Greenville staff (Lead Planning Agency) and includes Town of Winterville, Town of Ayden, Village of Simpson, Pitt County and Mid-East Commission staff MPO activities
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1- MPO

| | | | | | | |
|-----|--|---|---|------------------------------------|--|----------|
| 2- | FTA Code | 442100 | 442301 | 442500 | 442616 | |
| 3- | Task Code | III-E | II-B-10 | III-B | III-C-5 | Total |
| 4- | Title of Planning Task | Program Support/Admin | Transit Element of the LRTP | Transportation Improvement Program | Safety | |
| 5- | Task Objective | Monitor and analyze the statistical and financial performance of the GREAT system so as to recommend improvements that will increase both the efficiency and effectiveness of the service provided. | Improve mobility | Develop transit needs | Maintain and improve system safety and security. | |
| 6- | Tangible Product Expected | Prepare, publish and submit all monthly statistical and financial reports required by the local, state and federal governments. Prepare, publish and submit all recommendations for improving system performance to the appropriate governing body for review and approval. | The development of routes and schedules that can be incorporated into the LRTP. | List of transit needs | Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future. | |
| 7- | Expected Completion Date of Product(s) | 6/30/2015 | 6/30/2015 | 6/30/2015 | 6/30/2015 | |
| 8- | Previous Work | Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for review and approval. | Evaluation of Short Range Transit Plan recommendations completed and preparations for service improvements were made. | 2012-2018 STIP and TIP | Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future. | |
| 9- | Prior FTA Funds | \$17,280 | \$13,390 | \$4,000 | \$1,000 | \$35,670 |
| 10- | Relationship To Other Activities | | | | | |
| 11- | Agency Responsible for Task Completion | City of Greenville | City of Greenville | City of Greenville | City of Greenville | |
| 12- | HPR - Highway - NCDOT 20% | | | | | |
| 13- | HPR - Highway - FHWA 80% | | | | | |
| 14- | Section 104 (f) PL Local 20% | | | | | |
| 15- | Section 104 (f) PL FHWA 80% | | | | | |
| 16- | Section 5303 Local 10% | \$3,267 | \$100 | \$100 | \$100 | \$3,567 |
| 17- | Section 5303 NCDOT 10% | \$3,267 | \$100 | \$100 | \$100 | \$3,567 |
| 18- | Section 5303 FTA 80% | \$26,136 | \$800 | \$800 | \$800 | \$28,536 |
| | <i>Subtotal</i> | \$32,670 | \$1,000 | \$4,000 | \$1,000 | \$38,670 |
| 19- | Section 5307 Transit - Local 10% | | \$0.00 | | | \$0 |
| 20- | Section 5307 Transit - NCDOT 10% | | \$0.00 | | | \$0 |
| 21- | Section 5307 Transit - FTA 80% | | \$0.00 | | | \$0 |
| | <i>Subtotal</i> | | \$0.00 | | | \$0 |
| 22- | Additional Funds - Local 100% | | | | | |
| | Grand total | \$32,670 | \$1,000 | \$4,000 | \$1,000 | \$38,670 |

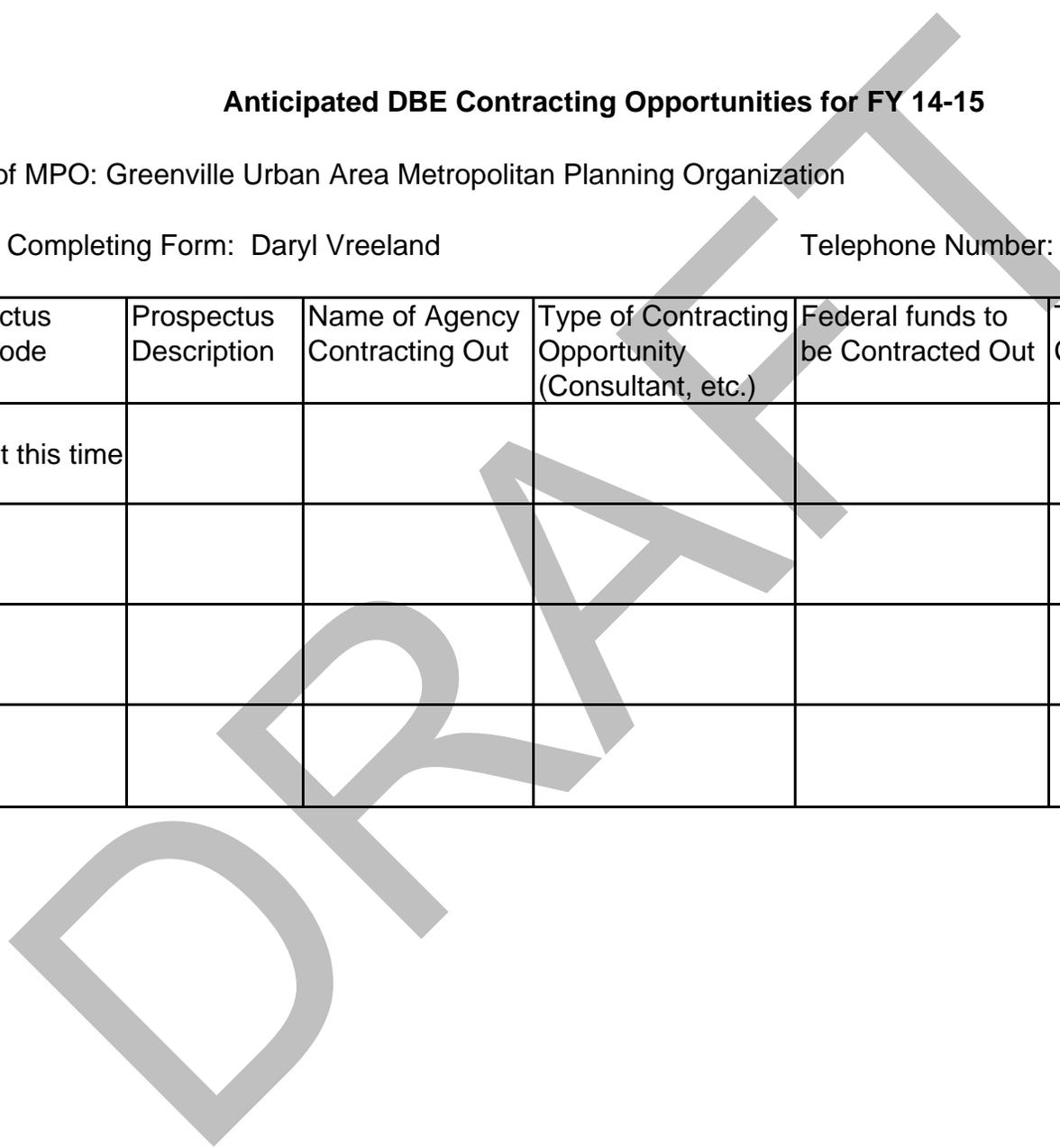
Anticipated DBE Contracting Opportunities for FY 14-15

Name of MPO: Greenville Urban Area Metropolitan Planning Organization

Person Completing Form: Daryl Vreeland

Telephone Number: 252-329-4476

| Prospectus Task Code | Prospectus Description | Name of Agency Contracting Out | Type of Contracting Opportunity (Consultant, etc.) | Federal funds to be Contracted Out | Total Funds to be Contracted Out |
|----------------------|------------------------|--------------------------------|--|------------------------------------|----------------------------------|
| None at this time | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |



Greenville Urban Area MPO 5-year Planning Calendar
Detail of Task III-D-3 (Special Studies)

FY 14-15

Greenville--Greenway Master Plan - Currently, the City of Greenville's Greenway Master Plan is 10 years old and needs to be updated. There currently is no MPO-wide greenway master plan. MPO staff plans on a multi-jurisdictional effort to develop this plan, which is anticipated to cover the entire MPO planning area. MPO staff is anticipated to manage the development of this project which will be performed by a consultant. (\$160,000 for the 2014-2015 PWP)

Greenville -- Pavement Management Software and Roadway Asset Inventory

The City will manage this project to procure a street system/asset data management software and inventory. Work began in FY2014 with a total contract amount of about \$316k. Remaining costs for this effort are estimated to be \$180,000 for the 2014-2015 PWP. Costs also include time MPO staff has spent on project/contract management. Project area includes Town of Ayden and Winterville, along with City of Greenville.

- Oversee a consultant's development and/or implementation of a software system that aids the City to better allocate resources for: preventing problems through judicious maintenance, diagnose and repair problems that exist in a cost-effective manner, preparing budget cost for annual street resurfacing contracts. Initial data collection to be a part of this effort. Data collected will benefit system inventory for planning purposes (system deficiencies, inventory, etc) Work also includes initial inventory.

Roadway assets that may be inventoried include: drop inlets, curb inlets, manholes, culverts, ditches, traffic signs, pavement markings/stripping, bridges, traffic signals and poles, sidewalks, curbs, trees, light poles, guiderails, ADA ramps, shoulders. Deliverables include GIS layers with street assets geospatially referenced and pavement management software + inventory. (\$180,000 for the 2014-2015 PWP)

Pitt County - Community Transportation Plan for the Pitt Area Transit System (PATS) -

The plan will identify, evaluate, develop, recommend and implement strategies that provide planning elements for meaningful mobility options for the general public and targeted populations. Pitt County will develop this plan and is anticipated to be performed by a consultant. (\$25,000 for the 2013-2014 PWP)

Pitt County - Regional Hazard Mitigation Plan (Transportation System Element only) - As

a part of this plan update, the transportation system will be examined to assess its vulnerability to various natural and manmade events. Pitt County will develop this plan which will encompass Ayden, Simpson, Greenville, and Winterville. (\$15,000 for the 2014-2015 PWP)

FY 15-16

No special studies planned at this time.

FY 16-17

No special studies planned at this time.

FY 17-18

No special studies planned at this time

FY 18-19

No special studies planned at this time

5-year plan

| Charge Code | DESCRIPTION | 14-15 proposed | 15-16 proposed | 16-17 proposed | 17-18 proposed | 18-19 proposed |
|--|--|----------------|----------------|----------------|----------------|----------------|
| II. Continuing Transportation Planning Work Program Methodology, Responsibilities and Schedules | | | | | | |
| II-A | Surveillance of Change | | | | | |
| II-A-1 | Traffic Volume Counts | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| II-A-2 | Vehicle Miles of Travel | 0 | 1,100 | 1,100 | 1,100 | 1,100 |
| II-A-3 | Street System Changes | 5,000 | 4,000 | 4,000 | 4,000 | 4,000 |
| II-A-4 | Traffic Accidents | 0 | | | | |
| II-A-5 | Transit System Data | | | | | |
| II-A-6 | Dwelling Unit, Pop. & Emp. Change | 10,000 | 32,450 | 32,450 | 32,450 | 32,450 |
| II-A-7 | Air Travel | 0 | | | | |
| II-A-8 | Vehicle Occupancy Rates | 0 | | | | |
| II-A-9 | Travel Time Studies | 0 | | | | |
| II-A-10 | Mapping | 25,000 | 29,200 | 29,200 | 29,200 | 29,200 |
| II-A-11 | Central Area Parking Inventory | 0 | | | | |
| II-A-12 | Bike & Ped. Facilities Inventory | 20,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| | | | | | | |
| II-B | Long Range Transp. Plan | | | | | |
| II-B-1 | Collection of Base Year Data | 15,000 | 23,750 | 23,750 | 23,750 | 23,750 |
| II-B-2 | Collection of Network Data | 10,000 | 5,000 | 5,000 | 8,000 | 13,000 |
| II-B-3 | Travel Model Updates | 30,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| II-B-4 | Travel Surveys | 1,000 | 500 | 500 | 500 | 500 |
| II-B-5 | Forecast of Data to Horizon year | 15,000 | 15,000 | 21,750 | 21,750 | 21,750 |
| II-B-6 | Community Goals & Objectives | 4,000 | 3,000 | 3,000 | 3,000 | 3,000 |
| II-B-7 | Forecast of Future Travel Patterns | 6,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| II-B-8 | Capacity Deficiency Analysis | 4,000 | 3,000 | 3,000 | 3,000 | 3,000 |
| II-B-9 | Highway Element of the LRTP | 10,000 | 20,000 | 12,000 | 10,000 | 3,000 |
| II-B-10 | Transit Element of the LRTP | 15,000 | 30,000 | 20,750 | 23,750 | 25,750 |
| II-B-11 | Bicycle & Ped. Element of the LRTP | 46,000 | 55,000 | 60,000 | 60,000 | 60,000 |
| II-B-12 | Airport/Air Travel Element of LRTP | 3,000 | 5,000 | | | 0 |
| II-B-13 | Collector Street Element of LRTP | 0 | | | | 500 |
| II-B-14 | Rail, Water or other mode of LRTP | 3,000 | 4,000 | 5,000 | 2,500 | 500 |
| II-B-15 | Freight Movement/Mobility Planning | 3,000 | 500 | 500 | 500 | 500 |
| II-B-16 | Financial Planning | 5,000 | 8,000 | 6,000 | 500 | 500 |
| II-B-17 | Congestion Management Strategies | 0 | 0 | 500 | 500 | 500 |
| II-B-18 | Air Qual. Planning/Conformity Anal. | 10,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| | | | | | | |
| III-A | Planning Work Program | 25,000 | 15,000 | 15,000 | 15,000 | 15,000 |
| | | | | | | |
| III-B | Transp. Improvement Plan/Priorities | 46,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| | | | | | | |
| III-C | Cvl Rqts. Cmp/Otr .Req. Rqs. | | | | | |
| III-C-1 | Title VI | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| III-C-2 | Environmental Justice | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| III-C-3 | Disadvantaged Business Enterprise | 0 | | 0 | 0 | 0 |
| III-C-4 | Planning for the Elderly & Disabled | 0 | 1,000 | 0 | 0 | 0 |
| III-C-5 | Safety/Drug Control Planning | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| III-C-6 | Public Involvement | 15,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| III-C-7 | Private Sector Participation | 0 | | | | |
| | | | | | | |
| III-D | Incidental Plng./Project Dev. | | | | | |
| III-D-1 | Transportation Enhancement Plng. | 0 | | | | |
| III-D-2 | Enviro. Analysis & Pre-TIP Plng. | 23,000 | 5,000 | 5,000 | 5,000 | 5,000 |
| III-D-3 | Special Studies | 380,000 | | 0 | 0 | 0 |
| III-D-4 | Regional or Statewide Planning | 25,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| | | | | | | |
| III-E | Management & Operations | 162,670 | 136,730 | 136,730 | 120,730 | 125,730 |
| | | | | | | |
| | TOTALS | 957,670 | 573,230 | 561,230 | 541,230 | 544,730 |

Note: Local Staff consists primarily of City of Greenville staff (Lead Planning Agency) and includes Town of Winterville, Town of Ayden, Pitt County and Mid-East Commission staff MPO activities
11/22/13