

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING**

Wednesday, February 14, 2018, at 1:30 p.m.

Greenville City Hall, Room # 337

*Actions to be taken in bold italics*

**1) Approval of Agenda; approve**

***Chair to read aloud Ethics Awareness and Conflict of Interest reminder***

**ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER**--Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved

**2) Election of Chair and Vice-Chair of the MPO's Transportation Advisory Committee (TAC)**

**3) Approval of Minutes of November 8, 2017 Meeting (Attachment 1); approve ( pg.3-10)**

**4) Public Comment Period**

**5) New Business / Action Items:**

- a) NCDOT State Safety Performance Measures Endorsement (Attachment 5a) – Resolution No. 2018-01-GUAMPO; ***Recommended for TAC Adoption (pg.11-17)***
- b) Update to the Greenville Urban Area MPO Public Involvement Plan (Attachment 5b) – Resolution No. 2018-02-GUAMPO; ***Recommended for TAC Adoption (pg.18-40)***
- c) Preferred Design Alternative for 2018-2027 MTIP Projects U-5785 and U-5870 (Attachment 5c) – Resolution No. 2018-03-GUAMPO; ***Recommended for TAC Adoption (pg.41-59 )***
- d) Greenville Urban Area MPO Local Methodology for P5.0 (Attachment 5d) -- Resolution No. 2018-04-GUAMPO; ***Recommended for TAC Adoption (pg.60-69)***
- e) Update to the 2013 Pitt County Bicycle Map (Attachment 5e) – Requested by the City of Greenville Bicycle and Pedestrian Commission; ***Recommended for TAC action (pg.70)***
- f) Amendment to the Greenville Urban Area MPO's 2018-2027 MTIP (Attachment 5f) – Resolution No. 2018-05-GUAMPO; ***Recommended for TAC Adoption (pg.71-74)***
- g) Intercity Passenger Rail Feasibility Study Letter of Request (Attachment 5g) – ***Recommended for TAC Adoption (pg.75-77)***
- h) Eastern North Carolina Regional Freight Mobility Plan Participation (Attachment 5h) -- ***Recommended for TAC Adoption (pg.78-95)***

**6) Other Discussion Items**

- a) Legislative update regarding “Rectangular Rapid Flashing Beacons (RRFB)” (pg.96-97)
- b) Federal Highway Administration (FHWA) Approval of 2018-2027 STIP (pg.98-105)
- c) Reminder of 2018 ethics filings (SEI) for TAC members
- d) MPO Project Report (pg.106-107)
  - a. Travel Demand Model Update
  - b. Southwest Bypass Corridor Land Use Plan
  - c. 2045 Metropolitan Transportation Plan
  - d. Prioritization 5.0
  - e. Comprehensive Transportation Plan (CTP)

**7) Upcoming MPO Meeting Schedule (Greenville City Hall, Room 337, at 1:30pm)**

- TCC Meetings – April 4, 2018; June 27, 2018; September 12, 2018; October 31, 2018
- TAC Meetings – April 18, 2018; July 11, 2018; September 26, 2018; November 14, 2018

**8) Items for future consideration**

**9) Adjourn**

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

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

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

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

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

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

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

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

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES  
November 18, 2017**

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

Mayor Kandie Smith, City of Greenville  
Mayor Steve Tripp, Town of Ayden  
Mayor Doug Jackson, Town of Winterville  
Mayor David Boyd, Village of Simpson  
Commissioner Charles Farley, Pitt County

**TECHNICAL COORDINATING COMMITTEE MEMBERS PRESENT:**

Mr. James Rhodes, Pitt County  
Scott Walston, NCDOT  
Ben Williams, Town of Winterville  
Jeff Cabaniss, NCDOT  
Ann Wall, City of Greenville

**OTHERS PRESENT:**

Ryan Purtle, City of Greenville

**I. APPROVAL OF AGENDA**

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

**II. MINUTES**

A motion was made by Mayor Tripp to approve the minutes of the August 23, 2017 TAC meeting as presented. Mayor Jackson seconded the motion and the motion passed unanimously.

**III. PUBLIC COMMENT PERIOD**

There were no public comments.

**IV. NEW BUSINESS / ACTION ITEMS**

**A. Self-Certification of Greenville Urban Area MPO Transportation Planning Process for FY19**

Mr. Purtle stated 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 TAC to adopt a resolution certifying that our planning process is in compliance with all applicable regulations.

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. The MPO’s TCC has recommended that the TAC adopt the MPO’s self-certification.

Mayor Jackson made a motion to adopt the MPO’s self-certification process. The motion was seconded by Mayor Tripp. The motion passed unanimously.

**B. FY19 Unified Planning Work Program (UPWP)**

Mr. Purtle informed members the proposed PWP for the PL-funded planning activities was developed from information provided by representatives of the MPO’s participating communities and coordinated with NCDOT’s Transportation Planning Branch. The City of

Greenville's Transit Manager provided information regarding future FTA-sponsored planning activities and needs.

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

- Travel Demand Model update (Task II-A-3, Transportation Modeling)
- Metropolitan Transportation Plan update (Task II-B-2, Regional Planning)
- Pitt County – CTP update assistance (Task II-B-2, Regional Planning)
- Greenville – Greenville Blvd. Alternatives Study (4-lane) (Task II-B-3, Special Studies)
- Eastern North Carolina Regional Freight Study (Task II-B-3, Special Studies)
- Single Transit Provider Feasibility Study (Task II-B-3, Special Studies)
- NC43/Charles Blvd Corridor Study (Task II-B-3, Special Studies)

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. The MPO's TCC has recommended the FY19 PWP for TAC adoption.

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

Mayor Tripp made a motion to Adopt the 2018-2019 Planning Work Program (PWP). The motion was seconded by Mayor Jackson and passed unanimously.

#### **C. Greenville Urban Area MPO Local Prioritization Process**

Mr. Purtle informed the TAC that this round of Prioritization, known as P5.0, ended on September 29, 2017. Mr. Purtle explained the MPO must locally adopt a methodology to assign local points to projects. Mr. Purtle went on to explain that the MPO has 1300 points at the Regional and Divisional level and that the methodology within the agenda packet was developed differently for P5.0. Mr. Purtle informed the TAC that NCDOT had a study completed on the different State methodologies and that the Greenville MPO methodology was developed based on the NCDOT study recommendations. The methodology was developed as a matrix based scoring system to allow for better public understanding. The criteria the MPO was stated to be using for are the same and are as follows: P5.0 Safety Score, P5.0 Connectivity/Accessibility Score, Economic Development Support, Multi-modal Support and Plan Consistency. Mr. Purtle stated that based on the methodology points would be assigned to the highest 11 highway and 2 non-highway projects.

Mr. Purtle explained there can be flexibility with the MPO to allow assignment of points outside of the methodology as long as there is a public comment process involved.

A motion was made by Mayor Tripp to adopt prioritization process. The motion was seconded by Mayor Jackson and passed unanimously.

#### **D. Request for Proposals (RFP) for professional services to update the Metropolitan Transportation Plan (MTP) and selection of Steering Committee**

The current Greenville Urban Area Metropolitan Planning Organization (MPO) LRTP is the 2014-2040 Metropolitan transportation Plan (MTP). The MPO is required by Federal regulations to have an adopted LRTP that is updated every 5-years. The MTP is a federally-mandated, long-term planning document detailing the transportation improvements and policies to be implemented in the MPO's planning area. Federal, State and local officials utilize the MTP to plan and develop the Greenville Urbanized Area's transportation network. The planned update will have a plan horizon of 2019-2045, titled 2045 MTP.



The last MTP update, completed in-house by former Transportation Planner Daryl Vreeland, was updated and adopted in August of 2014. Per Federal guidelines the MPO is required to adopt the next update by August 2019. After conferring with MPOs across the state, staff recommends that the MPO utilize a consultant for the update to the 2045 MTP and utilize staff to perform the 2050 update in 2024. Other state MPOs generally utilize consultants on an “every other update basis” utilizing a consultant for said update and then completing the following 5-year update in-house.

Utilizing a consultant, staff recommends a 12-14 month timeline for the consultant to complete the 2045 MTP. According to that timeline, staff recommends advertising and posting the RFP on November 10, 2017 for at least a 60-day period, with complete proposals due January 8, 2018.

Upon receipt of the minimum amount of bids the MPO designated selection committee would publically meet and unseal bids for consideration. The Committee would have up to 30-days to select a consultant, upon which time the Committee will negotiate a scope of work and contract between the consultant and lead planning agency (LPA). The MPO’s TCC has recommended the TAC to instruct staff to proceed with the RFP process.

Mayor Jackson made a motion to instruct staff to proceed with the RFP process. The motion was seconded by Mayor Tripp and passed unanimously.

**E. Greenville Urban Area MPO’s Public Involvement Plan (PIP) update**

The Greenville Urban Area Metropolitan Planning Organization (MPO) is required by Federal regulations to maintain a policy on public involvement. The MPO last adopted updates to the current Public Involvement Plan (PIP) in December 2008. Staff reviewed the current policy in place and has updated according to recent legislation with additional changes based on staff recommendations.

The purpose of the Plan is to provide guidelines for establishing and maintaining optimum public involvement in the transportation planning process. The Plan incorporates current public involvement objectives, policies, and techniques. It is critical for the MPO as part of its public involvement process to provide complete information, timely public notice, and support continuing involvement of the public in the development of plans and programs.

According to the current PIP any updates must be brought before the TCC and TAC before being considered for public comment. At this time no action is required but staff requests TCC and TAC members review the policy and provide note of any recommendations they may have for inclusion in the update. Any comments received from members shall be included in the update, with consideration given to Federal and State regulations. Staff proposes to hold a public comment period of no less than 45-days from January 1, 2018 to February 15, 2018. Any public comments received during this period shall be included in the update. Upon completion of the public comment period, staff shall finalize the plan and submit for TCC and TAC review and adoption during the meeting cycle immediately following to the conclusion of the comment period. The MPO’s TCC has reviewed and recommended that the TAC instruct staff to proceed with the public involvement procedure.

Mayor Jackson made a motion to instruct staff to proceed with the public involvement procedure. The motion was seconded by Mayor Tripp and passed unanimously.

**F. Discuss preliminary 2018 TCC and TAC meeting schedule**

Mr. Purtle stated TCC and TAC meeting are typically scheduled quarterly at 1:30pm in the 3rd floor conference room at the City of Greenville City Hall. To adhere to member schedules, MPO staff is seeking direction as to the 2018 meeting schedule. In 2018 MPO staff has tentatively scheduled the below dates for the TCC and TAC meetings:

## TCC

April 4, 2018  
June 27, 2018  
September 12, 2018  
October 31, 2018

## TAC

April 18, 2018  
July 11, 2018  
September 26, 2018  
November 14, 2018

These potential dates were chosen with consideration of possible local government holiday schedules. Future meeting dates can be altered at each respective Committee meeting. The MPO's TCC has reviewed these dates. Should additional meetings be required the respective chairman of each the TCC and TAC have the ability to call for a meeting pending committee member availability.

### **G. Amendment to the FY2018 PWP**

Mr. Purtle stated the current PWP had funds earmarked for use in the development of the Travel Demand Model Update. Due to the forthcoming contract with NCDOT to have an "on-call" consultant complete said update the expenditure originally planned for FY18 will now occur in FY19 freeing up funds in the current PWP. The City of Greenville will be singularly be subject to 20% local match for the proposed amendment and expenditure. This amendment maintains the financial standing of the MPO and all current projects will proceed as programmed. The FAST Act has introduced Hazard Mitigation requirements, and information provided in this plan will be incorporated into the 2045 MTP update. The MPO's TCC has recommended this amendment for adoption.

This amendment to reallocate funds has been summarily approved by NCDOT and FHWA. The funds being reallocated from Task 2-A-3 were earmarked for the Travel Demand Update project which, due to scheduling, will be paid for out of the 2018-2019 PWP. There is no change to the total amount programmed in the 2017-2018. The MPO has sufficient funds in its current PWP to cover the expenditure of this amendment and subsequent reallocation.

Mayor Jackson made a motion to recommend TAC adopt the resolution modifying the 2017-2018 PWP as described above. The motion was seconded by Mayor Tripp and passed unanimously.

## **V. ANY OTHER DISCUSSION ITEMS**

### **A. Election of new TAC Chairman and/or Vice-Chairman**

Mr. Purtle informed the TCC that during the first meeting in 2018 the TCC and TAC each must elect the Chair and Vice-Chair positions.

### **B. Reminder of 2018 Ethics filings (SEI) for TAC members**

Mr. Purtle reminded everyone that TAC members are required to file a Statement of Economic Interest for 2018. This is required to be filed by each TAC member every year.

### **C. NCDOT Project Update**

1. Resurfacing
2. 10<sup>th</sup> Street Connector
3. Southwest Bypass
4. Laurie Ellis Road/Boyd Street
5. Ayden Elementary turn lane

### **D. MPO Project Report**

1. Active Transportation Plan
2. Travel Demand Model Update
3. Southwest Bypass Corridor Land Use Plan
4. Prioritization 5.0
5. Review of counts from local greenway counters

**VI. UPCOMING MPO MEETING SCHEDULE (ALL AT GREENVILLE CITY HALL, ROOM 337 AT 1:30PM)**

- **TCC**
  - April 4<sup>th</sup>, June 27<sup>th</sup>, September 12<sup>th</sup>, October 31<sup>st</sup>
- **TAC**
  - April 18<sup>th</sup>, July 11<sup>th</sup>, September 26<sup>th</sup>, November 14<sup>th</sup>

**VII. ITEMS FOR FUTURE CONSIDERATION**

**VIII. CHAIRMAN'S ANNOUNCEMENTS AND APPOINTMENTS**

**IX. ADJOURN**

With no further business to discuss, Commissioner Farley called the meeting closed.

## **Greenville Urban Area MPO**

**October 2017**

**U-3315 10<sup>th</sup> Street Connector**, from 10<sup>th</sup> Street to NC 11/Memorial Dr, Awarded to S.T. Wooten Co., approximately 70% complete, completion in November 2018

**R-2250 Greenville Southwest Bypass** from NC 11 to US 264, 4 lane divided facility on new location, Design/Build project, awarded to Barnhill Contracting Co., completion date is November 2019, approximately 40% complete

**R-5702 NC 11** at SR 1110 Hanrahan Rd, construct new intersection design, awarded to S.T. Wooten Corp., work began September 1, 2017 with 60 days to construct, approximately 11% complete

**U-5921 Laura Ellis Rd Ext.** from NC 11 to Mills St, awarded to Barnhill Contracting Co., available August 1, 2017 with a completion date of November 15, 2018

**U-5919 SR 1126 Boyd's St**, grading, drainage, and pavement improvements from NC 11 to SR 1129 Railroad St., awarded to S.T. Wooten Corp., available February 1, 2018 with a completion of November 3, 2018

**W-5601CY US 264A** at SR 1135 Williams Rd, install traffic signal and right turn lane, awarded to S.T. Wooten Corp., approximately 60% complete, completion date December 15, 2017

### **Resurfacing**

**US 264A** Greenville Blvd, resurface from NC 33 (10<sup>th</sup> Street) to NC 11 (Memorial Dr), awarded to S.T. Wooten Corp., available July 24, 2017, completion date May 25, 2018

**NC 11** Memorial Dr, resurface from US 13 (Dickinson Ave) to US 264A (Greenville Blvd), awarded to S.T. Wooten Corp., available July 24, 2017, completion date May 25, 2018

**NC 33** resurface from Greenville Blvd to SR 1757 Jethro Mills Rd, available August 14, 2017, complete by May 25, 2018, awarded to Barnhill Contracting Co. (night work)

**NC 102** milling, strengthening and resurfacing from NC 11 to Swift Creek Bridge, awarded to S.T. Wooten Corp., available March 15, 2018 with a completion date of November 30, 2018.

Please contact Jeff Cabaniss at 252-439-2836 or [jcabaniss@ncdot.gov](mailto:jcabaniss@ncdot.gov) if you have any questions or comments.

# **MPO Project Report**

## **Greenville Urban Area Metropolitan Planning Organization**

### **October 2017**

#### **1. Active Transportation Master Plan (ATP)**

The ATP has been finalized by the consultant (Alta Planning + Design) and the contract has been completed. A limited number of hard copies of the plan are available for distribution. The plan was presented to each member's governing body in October according to the following dates:

Greenville: November 13, 2017 at 6:00pm

Winterville: October 9, 2017 at 6:00pm

Ayden: October 9, 2017 at 7:00pm

Simpson: October 9, 2017 6:30pm

Pitt County: October 16, 2017 at 6:00pm

When adopted, the ATP becomes the de-facto comprehensive Bicycle and Pedestrian Plan for the MPO that is used by Federal, State and local officials to plan and implement the MPO's active transportation network. An online draft of the plan has been posted to the MPO website, and can viewed at the following link: <http://www.greenvillenc.gov/home/showdocument?id=15158>.

#### **2. Travel Demand Model Update**

The MPO's current Travel Demand Model (TDM) has a horizon year of 2040. The Model, as previously presented to the TCC and TAC, is required by Federal regulations to be updated every five years at minimum. The update is currently being scoped by the NCDOT on-call consultant Stantec. Once the scope has been finalized, NCDOT will present a Municipal Agreement to the City of Greenville, as the lead planning agency, for the project. The update has a hard completion date of August 2018. Items of focus for the update include:

- Expanding the Model County wide (State Planning Research Funds to be utilized)
- Incorporation of Airsage Data (cell phone data)
- Updating Model year to 2045 (interim years 2025 and 2035)
- Incorporation of Transit Data from local providers (GREAT, PATS, Vidant, ECU)
- Update of all socioeconomic data, traffic data, and household survey data
- Enhanced path-building and trip generation capabilities
- Update to special generators such as ECU, Pitt CC and large commercial centers
- Model calibration and validation
- Model usage training and installation

As a recap, the update project is being funded by the MPO in coordination with NCDOT. The MPO will be invoicing the costs associated with the update upon completion of the project, once the MPO has invoiced and received the 80% reimbursement, NCDOT will invoice the total project cost.

#### **3. Southwest Bypass Corridor Study**

The Southwest Bypass Corridor Study is projected to kick off in November 2017. In coordination with all MPO member jurisdictions and NCDOT, Stewart has been selected as the consultant for the project. This project will be funded jointly by the MPO and Pitt County. The Corridor Land Use Plan will be factored into any Long Range Planning efforts once adopted. Completion of this plan is scheduled for July 2018.

#### **4. Prioritization (P5.0)**

Project entry for P5.0 ended on September 29, 2017. The TCC and TAC adopted project list was entered with no complications. The MPO entered a total of 13 Bike & Ped projects and 16 Highway projects. NCDOT's SPOT unit will be reviewing the projects for the next few months. On April 1, 2018 the SPOT unit will release the list of Statewide projects that have been funded and the Regional projects preliminary quantitative scores. The MPO will then assign points according to the MPO's adopted local methodology. On July 1, 2018 the SPOT unit will release the list of Regional projects that have been funded and the preliminary scoring of Division projects and the MPO will again go through the process of assigning points based on the adopted local methodology.

Once all three levels of projects have been finalized the NCDOT STIP unit will program and release the first draft of the 2020-2029 State Transportation Improvement Program (STIP). Once released the NCDOT and the MPO will coordinate public involvement opportunities.

#### **Additional Possible Projects in FY18:**

##### **a. County Bike Map Update**

The MPO, Pitt County and FROGGS jointly, utilizing grant money, developed a County wide bike map. This map was finalized and distributed to the public (Pitt County schools, shops, ECU etc...) in 2013. Since that time the bike routes and alternative transportation "friendly" routes have changed. At their October 4, 2017 meeting the Greenville Bicycle & Pedestrian Commission requested that a map update be considered utilizing MPO funds. The MPO does have a line item within the 2017-2018 PWP for mapping services, currently programmed with \$60,000 (subject to 80-20 split and MPO cost share).



## **Attachment 5a**

### **Transportation Advisory Committee**

### **Action Required**

February 14, 2018

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**TO:** Transportation Advisory Committee  
**FROM:** Ryan Purtle, Transportation Planner  
**SUBJECT:** State Safety Performance Measures

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

**Discussion:** Legislation passed in recent years, namely MAP-21 and the FAST Act, have mandated that States and MPOs are required to transition to performance based transportation planning. Provisions 23 CFR 625, 23 CFR 490 and 23 CFR 450 of the Code of Federal Regulation detail regulations that State DOTs and MPOs must now include in the transportation planning process. Through these regulations, and subsequent Federal rule making procedures, four (4) categories of performance measures were established and are as follows:

1. Safety
2. Pavement and Bridge
3. CMAQ, Reliability and Freight
4. Transit Asset Management

Each category will contain several specific measures that must be addressed. The NCDOT Transportation Planning Division (TPD) will be developing the State standards for categories 1-3 with the NCDOT's Public Transportation Division developing the State measures for Transit Asset Management. The development and adoption of the categories are staggered with each category, and the specific measures associated with it, adopted by the State according to a federally mandated schedule. The first category, Safety, must have an action prior to February 27, 2018.

The Safety category was developed by the State in coordination with the NCDOT's annual Highway Safety Improvement Program (HSIP) report. The HSIP report was submitted on August 31, 2017 and included the five (5) Safety category specific measures that must be adopted or addressed by the State and MPOs. The five HSIP safety measures that must be addressed are:

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

These five specific criteria must be updated on a yearly basis with the following benchmarks adopted by NCDOT for 2018:

- For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce total fatalities by 5.10 percent each year from 1,340.6 (2012-2016 average) to 1,207.3 (2014-2018 average) by December 31, 2018.
- For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the fatality rate by 4.75 percent each year from 1.228 (2012-2016 average) to 1.114 (2014-2018 average) by December 31, 2018.
- For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce total serious injuries by 5.10 percent each year from 2,399.8 (2012-2016 average) to 2,161.2 (2014-2018 average) by December 31, 2018.
- For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the serious injury rate by 4.75 percent each year from 2.191 (2012-2016 average) to 1.988 (2014-2018 average) by December 31, 2018.
- For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 5.30 percent each year from 438.8 (2012-2016 average) to 393.5 (2014-2018 average) by December 31, 2018.

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

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

Action A indicates that the MPO will program projects, through SPOT and the MTIP, in a fashion that supports the above criteria. This effort is already undertaken through the prioritization process as each of these factors are utilized in assigning a safety score to SPOT projects. Action B indicates that the MPO plans to create their own MPO specific goals for the five specific HSIP measures. In doing so the MPO would be required to track progress of these goals and shoulder the burden of providing statistical and data support for each measure for each potential MPO project. It has been conveyed to MPO staff that MPOs across the state are likely to adopt the above mentioned State measures for 2018 and measure their success in order to ascertain if MPO specific goals will be required in 2019. The goals adopted by the MPO will be contained in the MPO's 2045 Metropolitan Transportation Plan (MTP) and will be updated yearly. With the inclusion of the performance measures in the MTP, seamless and efficient connection between the performance measures and potential projects will exist within the plan allowing all projects listed in the MTP to support the required performance measures (with yearly updates required to the measures). It is staff's recommendation that the Greenville MPO adopt the State Safety Performance Measures, as shown above, in early 2018 and assess the effectiveness and any necessary MPO specific changes in 2019.

The above Safety Measures, adopted as a part of the HSIP annual report and released to MPOs on October 19, 2017, must be have action A or B taken within 180 days of the initial adoption. The MPO thus is required to take action prior to February 27, 2018.



Staff and the TCC recommend that the TAC to adopt a resolution of support for the State established Safety Performance Measures for 2018.

Action Needed: Request the TAC adopt Resolution 2018-01-GUAMPO supporting the 2018 State Safety Performance Measures.

Attachments: *Resolution 2018-01-GUAMPO and informational handout on Safety Performance Measures released by FHWA.*

# Metropolitan Planning Organization Safety Performance Measures Fact Sheet

## Safety Performance Measures

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

## How do MPOs establish HSIP targets?

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

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

### MPOs establish HSIP targets by either:

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

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

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



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

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

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

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

## When do MPOs need to establish these targets?

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

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

## Where do MPOs report targets?

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

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

## Assessment of Significant Progress

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



**RESOLUTION NO. 2018-01-GUAMPO**  
**ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE MEASURES FOR 2018**  
**AS ESTABLISHED BY NCDOT**

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

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

WHEREAS, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2017; and

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

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina through a Safety Target Setting Coordination Training Workshop held in March, 2017; and

WHEREAS, the NCDOT has officially established and reported the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2017; and

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

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

- 1. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce total fatalities by 5.10 percent each year from 1,340.6 (2012-2016 average) to 1,207.3 (2014-2018 average) by December 31, 2018.**
- 2. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the fatality rate by 4.75 percent each year from 1.228 (2012-2016 average) to 1.114 (2014-2018 average) by December 31, 2018.**
- 3. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce total serious injuries by 5.10 percent each year from 2,399.8 (2012-2016 average) to 2,161.2 (2014-2018 average) by December 31, 2018.**

4. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the serious injury rate by 4.75 percent each year from 2.191 (2012-2016 average) to 1.988 (2014-2018 average) by December 31, 2018.
5. For the 2018 Highway Safety Improvement Program (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 5.30 percent each year from 438.8 (2012-2016 average) to 393.5 (2014-2018 average) by December 31, 2018.

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization hereby resolves to endorse the Safety Performance Targets for 2018 as Established by NCDOT.

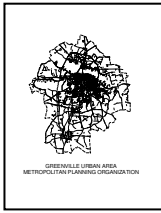
**Today, February 14, 2018**

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Chairman  
Transportation Advisory Committee,  
Greenville Urban Area MPO

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Amanda Braddy, Secretary



## **Attachment 5b**

### **Transportation Advisory Committee**

### **Action Required**

February 14, 2018

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**TO:** Transportation Advisory Committee  
**FROM:** Ryan Purtle, Transportation Planner  
**SUBJECT:** Update to the Greenville Urban Area MPO's Public Involvement Plan (PIP)

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**Purpose:** To review and take action on the proposed update to the Greenville Urban Area MPO's Public Involvement Plan (PIP)

**Discussion:** As required by FHWA and legislation, the MPO must maintain an up to date plan to solicit and gather public comments throughout all transportation planning efforts. All MPO adopted plans and actions are available to the public and go through a public comment period before official action can be taken. The goal of public involvement is integrate community goals into the transportation planning process and create a transparent and easy to follow process. Early and continuous communication between transportation officials and the public ensures that projects and plans suit community needs while providing the best engineered solution to the movement of people and goods throughout the MPO.

In an effort to stay current on all Federal and State regulations while incorporating new and innovative techniques for public engagement, MPOs must update their Public Involvement Plans (PIP) every five (5) years. The last update to the Greenville MPO took place in 2013 creating a need for an update in 2018. The PIP underwent a forty-five (45) day public comment period as required and staff hosted a public meeting to gather additional input and educate the public on involvement opportunities with regards to the MPO planning process. Comments made during the public comment period and during the public meeting are included as a part of the PIP as a record of input for consideration by the MPO's Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC).

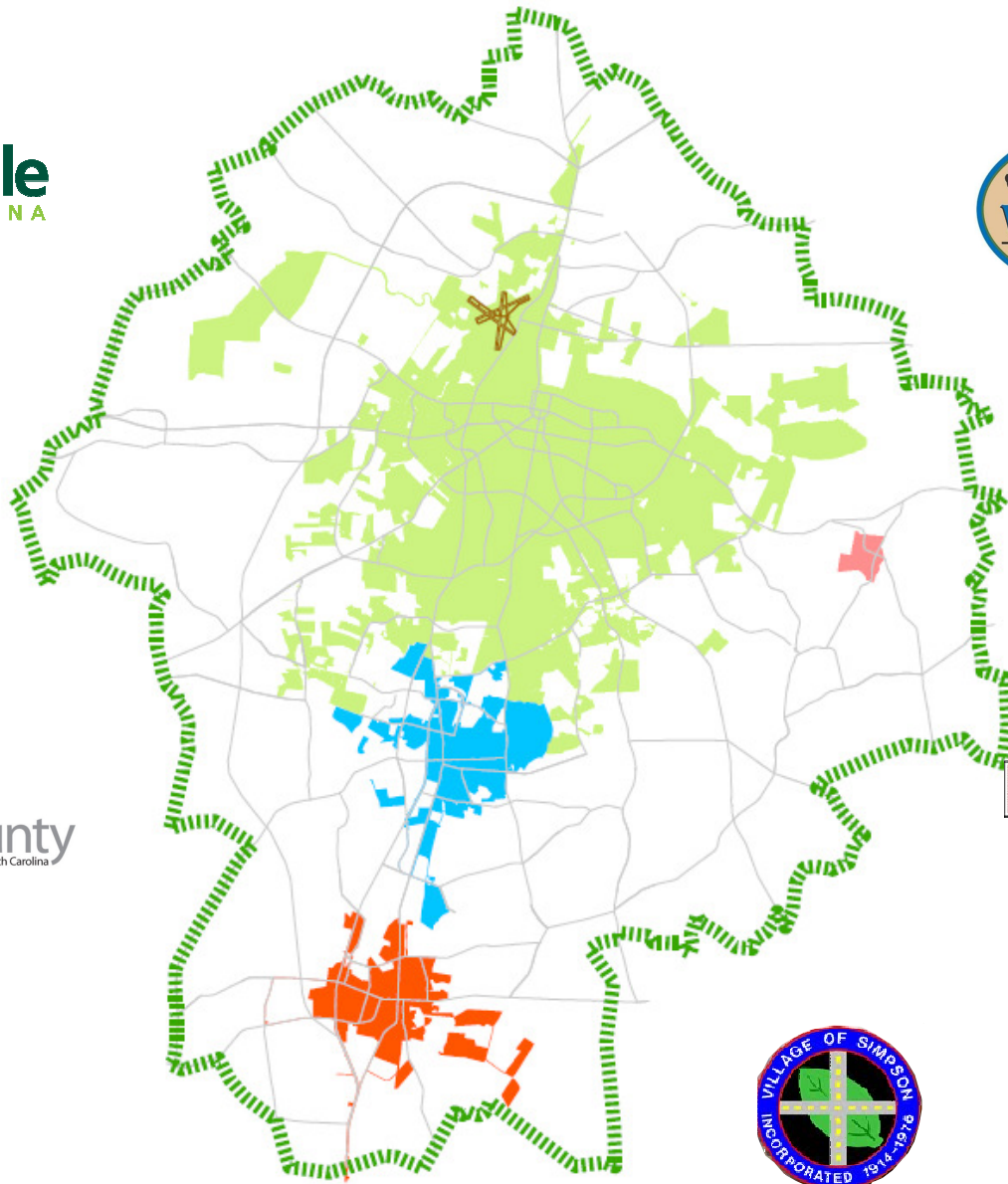
Key updates to the Greenville MPO PIP include the following:

1. Updates to the "Executive Summary" to reflect the current MPO and community goals.
2. Update "Federal Requirements for Public Participation" to include the FAST Act
3. Inclusion of requirement to utilize innovative techniques to solicit and gather public input during the transportation plans and studies
4. Inclusion of the MPO Active Transportation Plan with an update interval of 5 years within "Major Planning Documents"
5. Inclusion of the Greenville Area Transit (GREAT) Program of Projects (POP) within "Major Planning Documents"
6. Updated MPO Contact List

**Action Needed:** Request the TAC adopt Resolution 2018-02-GUAMPO updating the Greenville Urban Area MPO's Public Involvement Plan (PIP).

**Attachments:** *Resolution 2018-02-GUAMPO and draft MPO Public Involvement Plan (PIP)*

# THE GREENVILLE URBAN AREA MPO PUBLIC INVOLVEMENT PLAN (PIP)



## **Greenville Urban Area Metropolitan Planning Organization**

Adopted: TBD

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# PUBLIC INVOLVEMENT PLAN

## Executive Summary

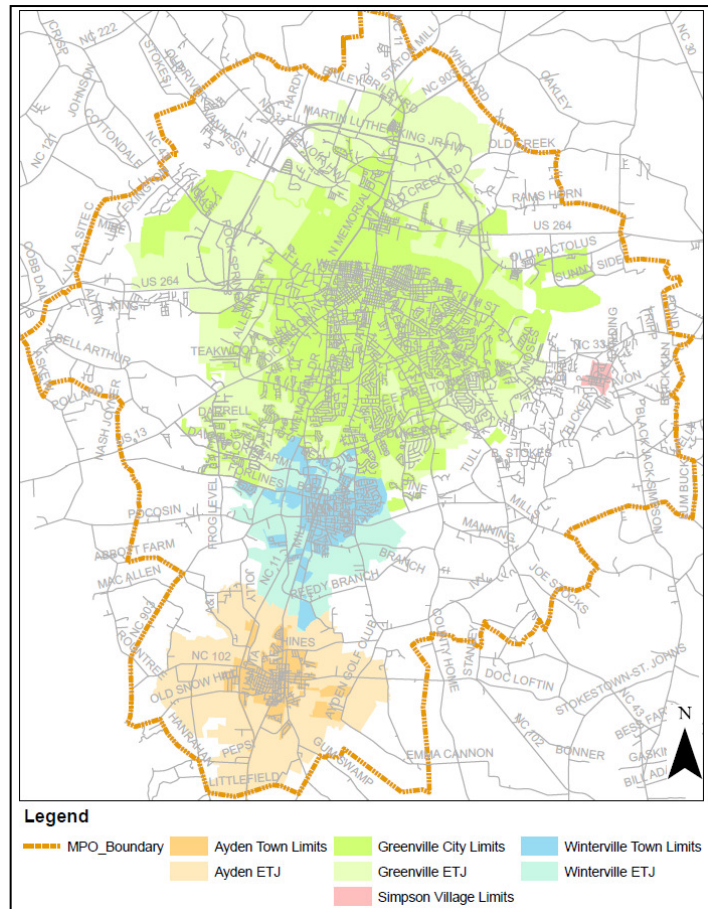
The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) is the federally designated transportation planning organization for the Greenville urbanized area. GUAMPO is located in Eastern North Carolina along the Tar River and includes the City of Greenville, the Towns of Winterville and Ayden, the Village of Simpson, and unincorporated areas of Pitt County with an approximate population of 132,000.

In partnership with the residents of its many and diverse communities, the mission of the Greenville Urban Area MPO is to influence the expenditure of funds providing a regional transportation system that ensures the safe and efficient mobility of people and goods, optimizes transit opportunities, and enhances our community's environmental and economic well-being.

As the Greenville urbanized area continues to experience growth, the MPO plays a critically important role in our community, enabling interested persons to speak with a unified voice to their state and federal legislators about transportation needs, and insuring tax dollars are applied according to the greatest needs and desires of the community. To accomplish this, the MPO places special emphasis on providing equal access to transportation planning choices through its public involvement process.

The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) created this Public Involvement Plan (PIP) to provide guidelines for establishing and maintaining optimum public involvement in the transportation planning process. Exemplary public involvement begins early in the planning process and continues throughout each of the planning stages, helping to avoid, minimize, and mitigate project impacts while providing the best engineering solutions. Contained herein are the MPO's current public involvement objectives, policies, and techniques.

This PIP is reviewed periodically, at least every two years, to ensure our planning process provides full and open access to all segments of the population serviced by the MPO, and undergoes a full update every five years to incorporate new and innovative outreach techniques. Contained herein are the MPO's current public involvement objectives, policies, and techniques.



The public's comments are always welcome! This document is available on the MPO website at [http://www.greenvillenc.gov/departments/public\\_works\\_dept/information/default.aspx?id=510](http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510) or call 252-329-4476 for a copy, or you may visit the City of Greenville's Public Works Department at 1500 Beatty Street and pick up a copy.

### **Purpose & Goals**

The awareness and involvement of interested persons in governmental processes are integral to successful transportation planning. The Public Involvement Plan (PIP) of the Greenville Urban Area MPO sets forth specific measures to heighten citizen education and responsiveness.

Public involvement helps avoid, minimize, and mitigate project impacts while providing the best engineering solutions. Therefore, to be effective, it is important that government agencies understand a given community's values and, it is equally important for the community to understand the tradeoffs and constraints associated with project planning.

This mutual understanding can only be achieved through early, frequent and continuous communication. When the public is engaged in the process, their insight helps assure projects suit community needs, simultaneously complementing the movement of people and goods. This Plan identifies the methods the Greenville Urban Area MPO currently uses and will implement in the future to optimize public participation in developing transportation projects.

The goals of this policy are to:

- **Inform** the public of transportation meetings, events, projects and objectives.
- **Educate** the public regarding the role of transportation planning and the decision-making process.
- **Involve** the public by providing as many possible involvement opportunities in the transportation planning process and decision-making.
- **Reach out** to all communities in the planning area to educate, inform and involve.
- **Improve** the public involvement process by reviewing this policy yearly for potential improvements and every years in accordance with federal law.

### **Federal Requirements for Public Participation**

There are several laws and regulations that have been established by the Federal government to ensure the transportation planning process remains open and in the public interest. The following is a list of federal legislation and regulations that guide the public participation process:

*Fixing America's Surface Transportation Act (FAST Act) (PL 114-94)* emphasizes participation by interested parties in the transportation plan:

- A In General: Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs), representatives of users of public transportation, representatives of pedestrian walkways and bicycle transportation

facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.

**B Contents of Participation Plan:**

(1) A participation plan shall:

- (a) be developed in consultation with all interested parties; and
- (b) provide that all interested parties have reasonable opportunities to comment on the contents on the transportation plan.

**C Method:**

(1) In carrying out subparagraph A, the metropolitan planning organization shall, to the maximum extent practicable:

- (a) hold any public meetings at convenient and accessible locations and times;
- (b) employ visualization techniques to describe plans; and
- (c) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph A.

*National Environmental Policy Act:* The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regulations implementing the National Environmental Policy Act (NEPA) of 1969 (as amended) outline requirements to go through an environmental review process for implementing projects from a TIP. NEPA has its own set of public participation requirements for review period and notification of interested parties on a project basis. These requirements are not a substitute for earlier participation at the planning and programming stages.

*Americans with Disabilities Act of 1990:* The Americans with Disabilities Act (ADA) of 1990 encourages the participation of people with disabilities in the development and improvement of transportation and paratransit plans and JUMPO Public Participation Plan 3 services. Also in accordance with ADA guidelines, all meetings conducted by the MPO will take place at locations which are accessible facilities so as to accommodate persons with mobility limitations.

*Title VI – Environmental Justice:* Title VI of the Civil Rights Act of 1967 sets standards which authoritatively outlawed discrimination in the conduct of all Federal activities. The term Environmental Justice (EJ) was created by people concerned that everyone within the United States deserves equal protection under the country’s laws. A 1994 Presidential Executive Order directed every Federal agency to make Environmental Justice (EJ) part of its mission by identifying and addressing the effects of all programs, policies, and activities on “minority populations and low-income population.” The U.S. Department of Transportation (DOT) issued its DOT Order to Address Environmental Justice in Minority Population and Low-income Population in 1997. The DOT Order accomplishes this goal by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities without sacrificing safety and mobility.

*FTA Circular 9030.1E Chapter 5, Section 6C:* Federal transit law and joint FHWA/FTA planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range (twenty-year) transportation plan and its (four-year) metropolitan TIP. Accordingly, FTA has determined

that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Programming of Projects (POP) that recipients of Section 5307 funds must meet.

*SAFETEA-LU*: As mandated in SAFETEA-LU and other supporting Federal regulations, Metropolitan Planning Organizations (MPO) must establish, periodically review and update public involvement processes. These processes should assure early and continued public awareness of and access to the transportation decision-making process. The planning regulations contain a number of performance standards for public involvement, including:

1. Providing reasonable public access to technical and policy information used in the development of plans and Transportation Improvement Programs (TIP)
2. Requiring adequate public notice of public involvement activities and time for public review and comment at key decision points
3. Demonstrating explicit consideration and response to public input received during the planning and program development processes
4. The use of visualization techniques
5. Ensuring that all documents are available in an electronic format.

In addition to the Federal and State regulations, this Public Involvement Plan shall:

- be developed in consultation with all interested parties including but not limited to:
  - a. State and local planned growth
  - b. Economic development
  - c. Tourism
  - d. Natural disaster risk reduction
  - e. Environmental protection
  - f. Airport operation
  - g. Freight
  - h. Federal lands management agencies
  - i. Other governmental and non-profit agencies
- provide that all interested parties have reasonable opportunities to comment on the contents of any and all MPO transportation plans.

In carrying out the responsibilities and elements of the Public Involvement Plan, the Greenville Urban Area MPO, to the maximum extent possible, shall:

- hold any public meetings at convenient and accessible locations and times;
- employ visualization techniques to describe plans;
- make public information available in electronically accessible format and means, such as the World Wide Web, to afford reasonable opportunity for consideration of public information.

## **Public Involvement Opportunities**

### **The Greenville Urban Area Metropolitan Planning Organization**

GUAMPO is governed by the Transportation Advisory Committee (TAC) and the Technical Coordinating Committee (TCC), which serves as an advisory group to the TAC. Details concerning membership of these committees are available in Appendix B.

Meetings of the TAC and TCC are open to the public, and meeting agendas and minutes are public record and can be accessed. Past minutes and agendas are available upon request from the LPA, the MPO's web site or the City of Greenville's Public Works Department located at 1500 Beatty Street, Greenville, NC 27834.

Each TCC and TAC meeting shall include a public comment period in accordance with the MPO's public comment policy as outlined below:

#### **The TCC and TAC hereby establish a public comment policy as follows:**

- The TCC and TAC shall have an open formal public comment period during each meeting at the determination of the chairperson. Public comment shall occur as established in this policy.
- The Public Comment Period is a period reserved for comments by the public. A total of 30 minutes is allocated. The allowable duration of each speaker's time shall be determined by the chairpersons of the TCC and TAC, recommended not to exceed three (3) minutes per speaker.

The TCC and TAC meetings shall be advertised in the *Daily Reflector* newspaper a minimum of five (5) calendar days prior to the meeting. If an interpreter is needed for deaf or hearing impaired citizens, please call 252-329-4522 (voice) or 252-329-4060 (TDD) no later than two business days prior to the meeting. All MPO meetings are held at a location accessible to people with disabilities and special provisions can be made for anyone with disabilities who wish to participate.

### **Transportation Advisory Committee (TAC)**

The Transportation Advisory Committee serves as a forum for cooperative transportation planning decision making for the Metropolitan Planning Organization. They approve all federal aid transportation funds in the metropolitan area. The Transportation Advisory Committee has the responsibility for keeping the public informed of the status and requirements of the transportation planning process; assist in the dissemination and clarification of its decisions, inclinations, and policies; and ensures meaningful citizen participation in the transportation planning process. The TAC is comprised of elected officials from each MPO member and a member of the NCDOT Board of Transportation.

### **Technical Coordinating Committee (TCC)**

The Technical Coordinating Committee is responsible for providing technical assistance and advice to the Transportation Advisory Committee. The Technical Coordinating Committee provides the general review, guidance, and coordination of the transportation planning process for the planning area and has the responsibility for making

recommendations to the Transportation Advisory Committee regarding any actions relating to the continuing transportation planning process.

The Transportation Technical Coordinating Committee is comprised of technical experts from local and state governmental agencies directly related to and concerned with the transportation planning process for the planning area. The membership shall include, but not be limited to, representatives from all of the jurisdictions of the Transportation Advisory Committee. The committee membership is flexible.

### **Ongoing Public Involvement Opportunities**

Opportunities for public input include, but are not limited to, the following:

- **Planning Documents** - All documents, agendas, resolutions, meeting minutes, etc. adopted by the GUAMPO are kept at the City of Greenville Public Works Department (LPA) offices at 1500 Beatty Street, Greenville, NC. These documents will be made available for public review upon request and will be available on the MPO's web site.
- **Web Site** – The web site provides an ongoing opportunity for public comment via email and is an easy and convenient way for the public to be informed and involved in the transportation planning process. The website will be maintained and routinely updated by GUAMPO staff. The website contains the following information:
  - Available information on specific projects that are currently in the planning stages
  - Organization Chart of MPO members
  - Staff contacts
  - Publications
  - Information / Links to Area Highway Projects / Other Agencies
  - Links to allow the public to provide comment to any MPO-related matter.
  - MPO related documents such as: LRTP, ATP, PWP, MTIP, CTP, POP, PIP, Local Area Plans/Studies
  - Meeting minutes & agendas
- **Fax comments to 252-329-4535**
- **Drop off comments in person to** - City of Greenville, Public Works Department, 1500 Beatty Street, Greenville, North Carolina, 27834. This may be done Monday-Friday, between 8:00 am through 5:00 pm.
- **Mail** - Comments may be mailed to City of Greenville, Public Works Department, 1500 Beatty Street, Greenville, North Carolina, 27834
- **Surveys** - Surveys are used to obtain general input from the public on transportation matters. They ask the public about transportation issues and concerns and some demographic information. Surveys are also used to gather specific technical data during planning studies. For example, the 2006 Origins and Destinations study surveyed people driving within the GUAMPO area about their travel habits.

- **Comment Forms** - Comment forms are used to solicit general public comments at open-house meetings and/or other public meetings. Comments may also be submitted on the GUAMPO website to solicit input regarding any current or future project. Comment forms can be either general or very specific in nature. A comment form may request general feelings about any aspect of transportation or to help identify preferred alignment alternatives considered during a corridor study.
- **Public Workshops** - Public Workshops are used to both present information and solicit public comment on a plan or issue being considered by GUAMPO. Public comments are recorded and a summary provided to the Transportation Advisory Committee. Public workshops include visual aids such as maps, aerial photographs, and drawings to facilitate public understanding and are typically held at ADA-complaint Sheppard Memorial Library.
- **Innovative Techniques** – GUAMPO shall utilize innovative techniques recommended by the public in an effort to engage all members of the public.

### **Response to Public Input**

Public involvement may be documented in a variety of ways. Any comments received during a meeting of the GUAMPO's TCC or TAC will be included in the meeting minutes. Comments received during workshops, open houses, or presentations to civic organizations will be summarized, presented to the TCC and TAC, and kept on file. Results of surveys will be compiled, summarized, presented to the TCC and TAC, and kept on file.

Public comments may be included as appendices in formal documents or plans for which they were made.

### **Availability of MPO Planning Documents (PWP, MTP, ATP, MTIP, CTP, POP, PIP,)**

The MPO planning documents outlined in the *Major Planning Documents* section are available on the MPO website and at the following locations:

City of Greenville: Public Works Department, 1500 Beatty Street, Greenville, NC, 27834

Pitt County: County Manager's Office, 1717 W. 5<sup>th</sup> Street, Greenville, NC 27834

Town of Winterville: Town Hall, 2571 Railroad Street, Winterville, NC 28590

Town of Ayden: Town Hall, 4061 East Avenue, Ayden, NC 28513

Village of Simpson: Town Hall, 2768 Thompson Street, Simpson, NC, 27879

## **Major Planning Documents**

The Greenville Urban Area MPO continuously develops and updates several programs and plans associated with transportation alternatives and activities. In exercising its authority to guide the expenditure of federal and state transportation funds, it is critical for its public involvement process to provide complete information, timely public notice, and support continuing involvement of the public in developing plans and programs. Below is a listing of the primary planning documents developed by the Greenville Urban Area MPO with community input.

All public comment periods for major planning documents shall be advertised at least five days prior to opening in the *Daily Reflector* newspaper, and on all member jurisdiction websites.

### **Unified Planning Work Program (UPWP)**

The UPWP is the Greenville Urban Area MPO's principal operating document. It describes the planning activities to be undertaken by the MPO during the upcoming fiscal year. The UPWP is updated every year. Although the UPWP portrays a one year program, planning activities are driven by long-range operational goals focused on economic vitality, environmental protection and transportation safety, accessibility, connectivity, efficiency, and maintenance.

In addition to the ongoing involvement opportunities, the public involvement opportunities for the UPWP are as follows:

- The Draft UPWP will be available for public review for at least 15 calendar days prior to its consideration for adoption by the TAC.
- The public may present comments during the public comment period at the regular TCC and TAC meetings.
- The final approved UPWP will be available on the MPO's web site.

### **Metropolitan Transportation Plan (MTP)**

The MTP is a future "vision" of the community's transportation needs. The MTP is updated every five years to reflect the changing public interest and contains financially constrained transportation projects for upgrading the transportation infrastructure within the next twenty years. The Greenville Urban Area MPO uses the MTP to 1) estimate future needs and services for the highway network, 2) guide the expenditure of transportation funds, 3) ensure new transportation improvements meet community values, and 4) promote safe and efficient transportation services. Local and state planning officials use the MTP to select projects for inclusion in their work programs. Developers and planning firms use it to help develop land use proposals.

In addition to the ongoing involvement opportunities, the public involvement opportunities for the MTP are as follows:

- Public Outreach
  - Creation of an MTP Steering Committee
  - Public workshop
  - Public presentations
  - Dissemination of summaries and notifications via social media and public news agencies
- The draft MTP is presented for review and comments by TCC and public
- The draft MTP is presented for review and comments by TAC and public



- The draft MTP is updated as necessary, and made available for public comment for at least 30-calendar days.
- At the conclusion of the public comment period, the document(s) are again presented to the TCC along with a summary of public comments.
- The document(s) are presented to the TAC for their consideration and adoption.
- The Greenville Urban Area MPO shall provide for an additional public comment period of at least 10 calendar days if the final MTP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.\*
- The final adopted version of the MTP shall be made available to the public and on the MPO's web site.

### **Active Transportation Master Plan (ATP)**

Like the MTP, the ATP is a future "vision" of the community's transportation needs with a specific focus on bicycle and pedestrian facilities. The ATP is updated as needed to reflect the changing public interest. The ATP includes bicycle and pedestrian transportation projects, with cost estimates included, for upgrading bicycle and pedestrian transportation infrastructure. The Greenville Urban Area MPO uses the ATP to 1) estimate future needs and services for the bicycle and pedestrian network, 2) guide the expenditure of transportation funds, 3) ensure new transportation improvements meet community values, and 4) promote safe and efficient bicycle and pedestrian transportation services. Local and state planning officials use the ATP to select bicycle and pedestrian projects for inclusion in their work programs. Developers and planning firms use it to help develop land use proposals.

In addition to the ongoing involvement opportunities, the public involvement opportunities for the ATP are as follows:

- Public Outreach
  - Creation of an ATP Steering Committee
  - Public workshop
  - Public presentations
  - Dissemination of summaries and notifications via social media and public news agencies
- The Draft ATP is presented for review and comments by TCC and public
- The Draft ATP is presented for review and comments by TAC and public
- The Draft ATP is updated, as necessary and made available for public comment for at least 30-calendar days.
- At the conclusion of the public comment period, the Draft ATP is again presented to the TCC along with a summary of public comments.
- The Draft ATP is presented to the TAC for their consideration and adoption.
- The Greenville Urban Area MPO shall provide for an additional public comment period of at least 10 calendar days if the final MTP differs significantly from the version that was made available for public comment by

the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.

- The final adopted version of the MTP shall be made available to the public and on the MPO's web site.

### **Transportation Improvement Program (TIP)**

The TIP contains all transportation projects programmed for the upcoming seven-year period, including all regionally significant transportation projects regardless of funding source (such as transit, highway, rail, walkways, bicycle, enhancement projects, and etc.) within the Metropolitan Planning Organization boundary. It is revised bi-annually to incorporate those projects in the MTP and/or ATP having an ability to be funded within the ten-year period. Projects are grouped by roadway functional classification and indicate the year, fund source, and funding levels for each project phase within the ten year time frame covered by the TIP.

Updating the TIP is a 2-year process presenting many opportunities for public participation and input. The major steps involved are as follows:

#### Year 1:

- The MPO will conduct a public workshop and provide a 30-calendar day public comment period for submission comments and suggestions of transportation-related projects that the public would like to have included in the MPO's priority list.
- The MPO drafts a priority listing of projects for TCC and TAC review.
- The MPO TAC adopts the draft priority list; list is posted to MPO website
  - NCDOT may hold public meetings throughout the state for the State Transportation Improvement Program (STIP).

#### Year 2:

- NCDOT announces the availability of the draft State TIP.
- The MPO develops the draft MTIP (the local portion of the STIP) based on the draft STIP.
- The Draft MTIP will be available for public review for at least 10-calendar days prior to its consideration by the TCC.
- NCDOT conducts draft STIP Public Comment Meetings
- After the State adopts the STIP, the MPO adopts the local portion, also known as the MTIP.
  - If there are any major, substantial differences between the final MTIP and the draft MTIP that was advertised and reviewed by the public, the public will have an additional public comment period of 10 calendar days to submit comments relating to the final MTIP.
    - Comments received will be attached to the final adopted MTIP.

## **Comprehensive Transportation Plan (CTP)**

The Comprehensive Transportation Plan (CTP) replaces the thoroughfare plan as the official document mutually adopted by local agencies (municipalities, MPO, RPO or county) and the Department of Transportation.

The CTP is a long-term “wish-list” of recommended transportation improvements. It doesn’t have a specific timeline, cost, or funding source.

Previously, thoroughfare plans identified the existing and proposed highway network needed to handle existing and future traffic. The CTP is a multi-modal plan that identifies the entire existing and future transportation system, including highways, public transportation, rail, bicycle, and pedestrian facilities needed to serve the anticipated travel demand. The CTP is more environmentally and community friendly. It strengthens the connections between an area’s transportation plan, adopted local land development plan, and community vision.

North Carolina General Statute 136-66.2 requires each MPO, with the cooperation of the NCDOT, to develop a Comprehensive Transportation Plan (CTP) serving present and anticipated travel demand in and around the MPO. The plan shall be based on the best information available including, but not limited to, population growth, economic conditions and prospects, and patterns of land development in and around the municipality, and shall provide for the safe and effective use of the transportation system.

The CTP is a series of 5 maps. Each map will be on the same base map with the same scale. The base map will contain the basic infrastructure for the area and will include the existing roadway system, rail lines, water features, and features significant to the area including but not limited to: county boundary, planning boundary, and surrounding city/town locations. The CTP map will include: Adoption Sheet, Highway Map, Public Transportation and Rail Map, Bicycle Map, and Pedestrian Map. Independently, the highway map, public transportation and rail map, and bicycle map offer insight into the future modal elements for an area. Together, the maps form an all-inclusive look at the transportation system.

The MPO may include projects in its CTP that are not included in a financially constrained plan (MTP or ATP) or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. § 134.

The update process for CTP document(s) or individual maps therein is as follows:

- The Draft CTP is made available for public comment for at least 30-calendar days.
  - Public hearing(s), which may be held during each of the local jurisdictions regularly scheduled Council meeting. Should jurisdiction choose to hold a public hearing, this meeting shall

be advertised in local print media, as well as in the MPO's web site.

- At the conclusion of the public comment period, the Draft CTP is presented to the TCC along with a summary of public comments.
- The document(s) are presented to the TAC for their consideration and adoption.
- The Greenville Urban Area MPO shall provide for an additional public comment period of at least 10-calendar days if the final CTP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.
- The document(s) are presented to NCDOT's Board of Transportation for adoption.

### **Greenville Area Transit (GREAT) Program of Projects (POP)**

On an annual basis, the MPO, on behalf of the GREAT system, shall publish a POP to ensure that the public is aware of any federal expenditures (with associated public transportation activities planned for each fiscal year). The POP will be published on the MPO website and available in print at the City of Greenville Public Works Department, 1500 Beatty Street, Greenville NC. The MPO shall advertise the proposed POP in a local newspaper at least 10 days prior to consideration for adoption by the City of Greenville City Council to allow for public review and comment. All comments received shall be provided to the City Council for consideration. A public hearing may be held during a regularly scheduled City of Greenville City Council Meeting in concurrence with any public hearing regarding the 5307 Federal Grant.

### **Public Involvement Plan (PIP)**

To ensure all interested persons have the opportunity to comment, before adopting or amending the PIP, the MPO provides a public comment period of 45-days. The draft PIP is also posted on the MPO's website. Those interested persons requesting a printed copy of the draft PIP may call 252-329-4476. Once the MPO approves the PIP it is placed on the MPO web site.

- Before it was adopted, this plan was available for public review and comment from December 18, 2018 through February 14, 2018. (at least 45 days). Appendix A summarizes comments received during the specified public comment period.

The GUAMPO welcomes comments and public participation in the development of this plan. Comments will be kept on file and used to evaluate and revise public participation procedures in the future.

Please submit comments to:

The Greenville Urban Area MPO  
c/o Greenville Public Works Department

1500 Beatty St.  
Greenville, NC 27834  
Fax: (252) 329-4535  
Online:

[http://www.greenvillenc.gov/departments/public\\_works\\_dept/information/default.aspx?id=510](http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510)

The following summarizes the update process for the Public Involvement Plan:

- The Draft PIP is updated, as necessary and made available for public comment for at least 45-calendar days.
- At the conclusion of the public comment period, the Draft PIP is presented to the TCC along with a summary of public comments.
- The PIP is presented to the TAC for their consideration and adoption.
- The Greenville Urban Area MPO shall provide for an additional public comment period of at least 10-calendar days if the final PIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.

## **Modifications to Planning Documents**

Occasionally, the need may arise which requires minor modifications to the MTIP, MTP, ATP, PWP, PIP, CTP, PWP, or other planning documents. Changes can be categorized in three ways: Administrative Modification, Minor Amendments, or Major Amendments.

- Administrative Modification, shall be for the purpose of correcting an administrative error or informational change; minor modifications to project descriptions, project cost, and/or funding source; adjustment of a project start and completion date.
  - These do not require a formal public involvement process.
  - An administrative amendment may be accomplished at a MPO staff-level. Neither a formal amendment nor transmittal is required to accomplish this type of amendment.
  - Administrative changes will be reported to the MPO as an informational item during regularly scheduled meetings.
- Minor Amendment, shall be considered to be minor in nature. Examples include small projects with few impacts, and technical/preliminary/exploratory studies.
  - These do not require a formal public involvement process outside the regular meeting structure of the MPO. Members of the TAC will represent residents in making decisions.
  - Residents may also attend and speak at each TAC meeting upon recognition by the TAC Chair, who may impose a reasonable time limit for speakers.
  - A minor amendment may be transmitted via a letter by the TAC chair. If the TAC chair is not available or otherwise cannot transmit the

amendment by the required deadline, the TAC vice-chair may transmit the amendment.

- Major Amendment, shall be considered to be significant enough so as to require public review and comment. Examples include the addition or deletion of a regionally significant project or a substantial change in the design concept or design scope of a project included in the plan.
  - These types of amendments require a 10-calendar day formal public comment period. The comment period shall be advertised in the local newspaper and on the MPO's web site.

## **Disadvantaged Business Enterprise (DBE) Policy Statement**

The Greenville Urban Area MPO shall not discriminate in any manner on the basis of race, color, sex or national origin, and shall take all reasonable steps to ensure that certified Disadvantaged Business Enterprises (DBE's) have the maximum opportunity to participate in the performance of contracts financed, in whole or in part, with financial assistance from the United States Department of Transportation (DOT), acting through such agencies as the North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA). The Greenville Urban Area MPO shall implement this DBE Policy in accordance with Part 26 of Title 49 of the Code of Federal Regulations entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Programs."

The policy of the Greenville Urban Area MPO is:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
- To ensure that the DBE program is narrowly tailored in accordance with applicable federal, state and local laws;
- To ensure that only firms fully meeting the eligibility requirements of the DBE program are permitted to participate;
- To help create a level playing field on which DBEs can fairly compete for DOT-assisted contracts;
- To help remove barriers to the participation of DBEs in DOT-assisted contracts;
- To help and assist in the development of firms that can compete successfully in the marketplace outside of the DBE program; and
- To provide appropriate flexibility to establish and provide DBEs opportunities to participate in DOT-assisted contracts in accordance with applicable federal, state and local laws.

The Department will disseminate the policy to all MPO members. We will use the following methods to disseminate the policy:

- Inclusion in the Agenda package for regular TCC and TAC meetings for the policy's review and adoption.
- Publish it in the Public Involvement Plan
- Publish it on the MPO's web site as a part of the Public Involvement Plan.
- Hard copies are available to the public at the City of Greenville, Public Works Department, 1500 Beatty Street, Greenville, North Carolina, 27834

### Contact

All questions and/or comments about the Greenville Urban Area MPO's DBE policy statement should be referred to the TCC Chairperson, City of Greenville, Public Works Department, 1500 Beatty Street, Greenville, North Carolina, 27834. Persons or firms interested in becoming certified as a DBE should contact the NCDOT Office of Contractual Services at 919-733-7174.

The NC Department of Transportation (NCDOT) serves as the certifying agency for all DBEs seeking work on GUAMPO-related contracts.

The NCDOT's Unified Certification Program, (UCP) is a "one-stop shopping" certification procedure that will eliminate the need for Disadvantaged Business Enterprise (DBE) firms to obtain certification from multiple agencies within the state. The firm can now apply one time with the NCDOT, and if approved, that certification is shared by all other federal recipients in the state, including the Greenville Urban Area MPO.

Firms must apply for certification as a DBE to NCDOT by completing the UCP application located on the NCDOT's Web site. Detailed instructions on how to become certified as a DBE under the UCP are listed on the site.

The NCDOT maintains a unified [DBE directory](#) that will contain all firms certified by the UCP, the information required by 49 CFR Part 26.31, and make it available to the public electronically, on the internet as well as in print.

## **Annual Obligations Listing Available To Public**

NOTICE IS HEREBY GIVEN that the Greenville Urban Area Metropolitan Planning Organization's (MPO) Annual Obligation Listing is available to the public in compliance with federal mandates which require a listing of all projects that receive federal funds and are in the implementation phase of construction. The list was prepared by the North Carolina Department of Transportation (NCDOT) for the Greenville Urban Area Metropolitan Planning Organization and includes project names, locations, NCDOT item numbers, type of work to be performed, and funding levels.

Copies may be downloaded on the MPO's web site, or by writing to Ryan Purtle, Greenville Urban Area Metropolitan Planning Organization, 1500 Beatty Street, Greenville, North Carolina, 27834, or call (252)-329-4476.



## **List of Acronyms**

ADA - Americans with Disabilities Act

ATP – Active Transportation Master Plan

CTP - Comprehensive Transportation Plan

DBE – Disadvantaged Business Enterprise

DOT – Department of Transportation

EJ – Environmental Justice

EPA - Environmental Protection Agency

FHWA – Federal Highway Administration

GIS - Geographical Information System

GUAMPO - Greenville Urban Area Metropolitan Planning Organization

LPA – Lead Planning Agency (The City of Greenville is the LPA for the MPO)

LRTP - Long Range Transportation Plan

MPA - Metropolitan Planning Area

MPO - Metropolitan Planning Organization

MTIP - Metropolitan Transportation Improvement Program

NCDOT - North Carolina Department of Transportation

PIP - Public Involvement Plan

PWP - Planning Work Program

TIP - Transportation Improvement Program

TAC - Transportation Advisory Committee

TCC - Technical Coordinating Committee

UCP - Unified Certification Program

## **Appendix A – Public Comments Received**

There were no public comments received during the 45 day public comment period.

## Appendix B – MPO Contact List

TCC Member Contact Info								
Name	Governmental Agency	Title	Phone #	Email	Address	City	State	Zip
Kevin Mulligan, Chair	City of Greenville	Public Works Director	(252)-329-4520	<a href="mailto:kmulligan@greenvillenc.gov">kmulligan@greenvillenc.gov</a>	PO Box 7207	Greenville	NC	27835
Thomas Weitnauer	City of Greenville	Director of Planning	(252)-329-4511	<a href="mailto:weitnauer@greenvillenc.gov">weitnauer@greenvillenc.gov</a>	PO Box 7207	Greenville	NC	27835
Rik DiCesare	City of Greenville	Traffic Engineer	(252)-329-4066	<a href="mailto:rdicesare@greenvillenc.gov">rdicesare@greenvillenc.gov</a>	PO Box 7207	Greenville	NC	27835
Lamont Jackson	City of Greenville	Transit Manager	(252)-329-4047	<a href="mailto:lmjackson@greenvillenc.gov">lmjackson@greenvillenc.gov</a>	PO Box 7207	Greenville	NC	27835
Scott Godefroy	City of Greenville	City Engineer	(252)-329-4525	<a href="mailto:sgodefroy@greenvillenc.gov">sgodefroy@greenvillenc.gov</a>	PO Box 7207	Greenville	NC	27835
Ann E. Wall	City of Greenville	City Manager	(252)-329-4432	<a href="mailto:awall@greenvillenc.gov">awall@greenvillenc.gov</a>	PO Box 7207	Greenville	NC	27835
James Rhodes	Pitt County	Planning Director	(252)-902-3250	<a href="mailto:jrhodes@pittcountync.gov">jrhodes@pittcountync.gov</a>	1717 West Fifth Street	Greenville	NC	27834
Jonas Hill	Pitt County	Planner	(252)-902-3279	<a href="mailto:jnhill@pittcountync.gov">jnhill@pittcountync.gov</a>	1717 West Fifth Street	Greenville	NC	27834
Michael Taylor	Pitt Area Transit	Assistant County Manager	(252)-902-3805	<a href="mailto:michael.taylor@pittcountync.gov">michael.taylor@pittcountync.gov</a>	1717 West Fifth Street	Greenville	NC	27834
Ben Williams, Vice-Chair	Town of Winterville	Assistant Town Manager	(252)-215-2420	<a href="mailto:ben.williams@wintervillenc.com">ben.williams@wintervillenc.com</a>	PO Box 1459	Winterville	NC	28590
Terri Parker	Town of Winterville	Town Manager	(252)-215-2341	<a href="mailto:terri.parker@wintervillenc.com">terri.parker@wintervillenc.com</a>	PO Box 1459	Winterville	NC	28590
Steven Harrell	Town of Ayden	Town Manager	(252)-481-5819	<a href="mailto:sharrell@ayden.com">sharrell@ayden.com</a>	P O Box 219	Ayden	NC	28513
Stephen Smith	Town of Ayden	Community and Economic Planner	(252)-481-5827	<a href="mailto:ssmith@ayden.com">ssmith@ayden.com</a>	P O Box 219	Ayden	NC	28513
Richard Zeck	Village of Simpson	Mayor	(252)-757-1430	<a href="mailto:mayor.vos@suddenlinkmail.com">mayor.vos@suddenlinkmail.com</a>	P O Box 10	Simpson	NC	27879
John Rouse	NCDOT	Division Engineer	(252)-439-2823	<a href="mailto:jwrouse@ncdot.gov">jwrouse@ncdot.gov</a>	P O Box 1587	Greenville	NC	27835
Steve Hamilton	NCDOT	Division Traffic Engineer	(252)-439-2816	<a href="mailto:shamilton@ncdot.gov">shamilton@ncdot.gov</a>	P O Box 1587	Greenville	NC	27835
Dominique Boyd	NCDOT	Transportation Engineer	(919)-707-0932	<a href="mailto:dboyd1@ncdot.gov">dboyd1@ncdot.gov</a>	Mail Service Center 1554	Raleigh	NC	27699
Jeff Cabaniss	NCDOT	Division Planning Engineer	(252)-439-2836	<a href="mailto:jcabaniss@ncdot.gov">jcabaniss@ncdot.gov</a>	P O Box 1587	Greenville	NC	27835
Haywood Daughtry	NCDOT	E. Region Mobility & Safety Field Ops Eng	(252)-296-3541	<a href="mailto:hdaughtry@ncdot.gov">hdaughtry@ncdot.gov</a>	P O Box 3165	Wilson	NC	27895
Kevin Richards	Mid-East Commission	Planning Director	(252)-974-1823	<a href="mailto:krichards@mideastcom.org">krichards@mideastcom.org</a>	P O Drawer 1787	Washington	NC	27889
William Bagnell	ECU	Associate Vice Chancellor Campus Ops.	(252)-328-6858	<a href="mailto:bagnellw@ecu.edu">bagnellw@ecu.edu</a>	1001 E 4th St	Greenville	NC	27858
NON VOTING TCC MEMBERS								
David Bender	NCDOT	Public Transportation Representative	(919)-707-4678	<a href="mailto:dpbender@ncdot.gov">dpbender@ncdot.gov</a>	Mail Service Center 1550	Raleigh	NC	27699
Bill Marley	Fed Hwy Admin	Community Planner	(919)-747-7028	<a href="mailto:bill.marley@fhwa.dot.gov">bill.marley@fhwa.dot.gov</a>	310 New Bern Ave, Suite 410	Raleigh	NC	27601
Jamie Heath	Mid-East Commission	Planner	(252)-974-1843	<a href="mailto:jheath@mideastcom.org">jheath@mideastcom.org</a>	P O Drawer 1787	Washington	NC	27889
TAC Member Contact Info								
P.J. Connelly	City of Greenville	Mayor	(252)-329-4422	<a href="mailto:pjconnelly@greenvillenc.gov">pjconnelly@greenvillenc.gov</a>	P.O. Box 7207	Greenville	NC	27834
Doug Jackson	Town of Winterville	Mayor	(252)-756-2221	<a href="mailto:doug.jackson@wintervillenc.com">doug.jackson@wintervillenc.com</a>	PO Box 1459	Winterville	NC	28590
Charles Farley, Chair	Pitt County	Commissioner	(252)-717-4873	<a href="mailto:charles.farley@pittcountync.gov">charles.farley@pittcountync.gov</a>	1717 West Fifth Street	Greenville	NC	27834
Steve Tripp, Vice-Chair	Town of Ayden	Mayor	(252)-481-5826	<a href="mailto:mayor@ayden.com">mayor@ayden.com</a>	P O Box 219	Ayden	NC	28513
Richard Zeck	Village of Simpson	Mayor	(252)-757-1430	<a href="mailto:mayor.vos@suddenlinkmail.com">mayor.vos@suddenlinkmail.com</a>	P O Box 10	Simpson	NC	27879
Hugh Overholt	NCDOT	Boardmember	(252)-672-5462	<a href="mailto:hovernholt@ncdot.gov">hovernholt@ncdot.gov</a>	1001 College Court	New Bern	NC	28562
TAC Alternates -Member Contact Info								
Tony Moore	Town of Winterville	Councilman	(252)-321-6700	<a href="mailto:tony.moore@wintervillenc.gov">tony.moore@wintervillenc.gov</a>	2590 Church St	Winterville	NC	28590
Rose Glover	City of Greenville	Councilwomen	(252)-752-1113	<a href="mailto:rglover@greenvillenc.gov">rglover@greenvillenc.gov</a>	P.O. Box 7207	Greenville	NC	27834
NON VOTING TAC MEMBERS								
John F. Sullivan, III	FHWA	Divison Admin. (non-voting)	(919)-747-7000	<a href="mailto:John.Sullivan@fhwa.dot.gov">John.Sullivan@fhwa.dot.gov</a>	310 New Bern Avenue, Suite 410	Raleigh	NC	27601-1418

**RESOLUTION NO. 2018-02-GUAMPO**  
**ADOPTING AN UPDATE TO THE PUBLIC INVOLVEMENT PLAN FOR THE GREENVILLE**  
**URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

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

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

WHEREAS, the MPO has developed a Public Involvement Plan which provides for a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans; and

WHEREAS, the MPO, as required by Federal mandate every five (5) years, proposes to update the Public Involvement Plan to include any new transportation legislation, new and innovative public involvement techniques and any provisions required to remain compliant with Federal and State regulations regarding public review and comment; and

WHEREAS, the MPO provided a 45-day public comment period regarding the proposed updates to the Public Involvement Plan to allow for general public review and comment; and

WHEREAS, the MPO held a public meeting on January 12, 2018 to gather additional public input on the proposed updates to the Public Involvement Plan; and

WHEREAS, the Metropolitan Planning Organization Transportation Advisory Committee did review and comment on the Public Involvement Plan NOW,

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization hereby resolves to adopt the 2018 update to the Greenville Urbanized Area's Public Involvement Plan (PIP).

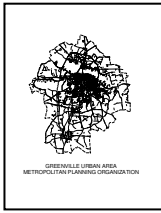
**Today, February 14, 2018**

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Chairman  
Transportation Advisory Committee,  
Greenville Urban Area MPO

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Amanda Braddy, Secretary



## **Attachment 5c**

### **Transportation Advisory Committee**

### **Action Required**

February 14, 2018

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**TO:** Transportation Advisory Committee  
**FROM:** Ryan Purtle, Transportation Planner  
**SUBJECT:** Alternative Design for MTIP projects U-5785 and U-5870

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**Purpose:** To provide action on the proposed alternative design for MTIP projects U-5785 and U-5870, also known as the Firetower Road/Portertown Road Widening project.

**Discussion:** Metropolitan Transportation Improvement Program (MTIP) projects U-5785 and U-5870, collectively known as the Firetower Road/Portertown Road Widening project is scheduled for right-of-way acquisition completion in fiscal year (FY) 2018 with construction scheduled to start in FY 2019. The project was originally planned and programmed as widening project for Firetower Road and Portertown Road, between Charles Boulevard and 10<sup>th</sup> Street, from two-lanes to four-lanes divided. A widening of the existing modern roundabout at the intersection of Portertown Road and Firetower Road from one to two lanes as well was included as a part of the original scope with an additional roundabout planned for the intersection of Portertown Road and Eastern Pines Road. The purpose of this project was to:

- Relieve congestion
- Improve traffic operations
- Reduce crashes
- Enhance Connectivity

NCDOT began studying and the preliminary engineering for this project in spring of 2016. During the initial design and study of the project, it was found that the project, as originally planned and programmed, would not address the issues entirely. The review showed that as the design year of 2040 was approached, an increase of failure at the Firetower Road intersections with Arlington Boulevard and Charles Boulevard would occur. In order to achieve the purpose of the project and upgrade the intersections to reduce failure, alternatives were created to expand the scope of the project to include the intersections of Firetower Road and Arlington Boulevard; and Firetower Road and Charles Boulevard. The alternatives would address the failing functionality of those two specific intersections and increase safety by reducing crashes. The original project was presented to the City of Greenville City Council in February 2017, with City Council approving the study of alternatives to address the issues existing at the Firetower Road intersections of Arlington Boulevard and Charles Boulevard.

Due to the original scope not addressing the intersection issues at Charles Boulevard and Arlington Boulevard, NCDOT and a consultant began to study and expand the scope to address those intersections. The proposed expanded scope included the initial project design with the addition of what is referred to as “quadrant loops,” as shown below in figure 1. These quad loops would serve to increase mobility and safety by restricting left turn movements across several lanes of traffic at failing intersections. A to facilitate this design, new roads would be constructed extending Turnbury Road to Firetower Road; and from Bells Fork Road to Firetower Road (parallel to the existing Kittrell Road). Figure 2 below shows the most recent design of the quad

loops. The new expanded scope was found to address the congestion and intersection failure concerns. This new expanded project was presented to the public during meetings with property owners and developers (May/June 2017), area businesses (June/October 2017) and during a public meeting that took place on July 31, 2017. NCDOT presented the expanded project to the City of Greenville City Council on August 10, 2017 with the City Council voting to support the expanded project. With the project originating as a submitted prioritization project, NCDOT has requested that the MPO take similar action in approving the expanded project. Staff and the TCC recommend that the TAC take action to support the expanded project scope for STIP projects U-5785 and U-5870, also known as the Firetower Road/Portertown Road Widening Project.



Figure 1



Figure 2

Action Needed: Request the TAC adopt Resolution 2018-03-GUAMPO supporting the expansion of the project scope for STIP projects U-5785 and U-5870.

Attachments: *Resolution 2018-03-GUAMPO and NCDOT presentation provided to the City of Greenville.*





## **NORTH CAROLINA** Department of Transportation



# U-5870 / U5785 Firetower Rd and Portertown Rd from NC33 (10<sup>th</sup> Street) to NC43 (Charles Blvd)

William Kincannon, PE,  
Project Development Engineer

Maria Rogerson, PE  
Project Engineer

November 9, 2017

## Project Information

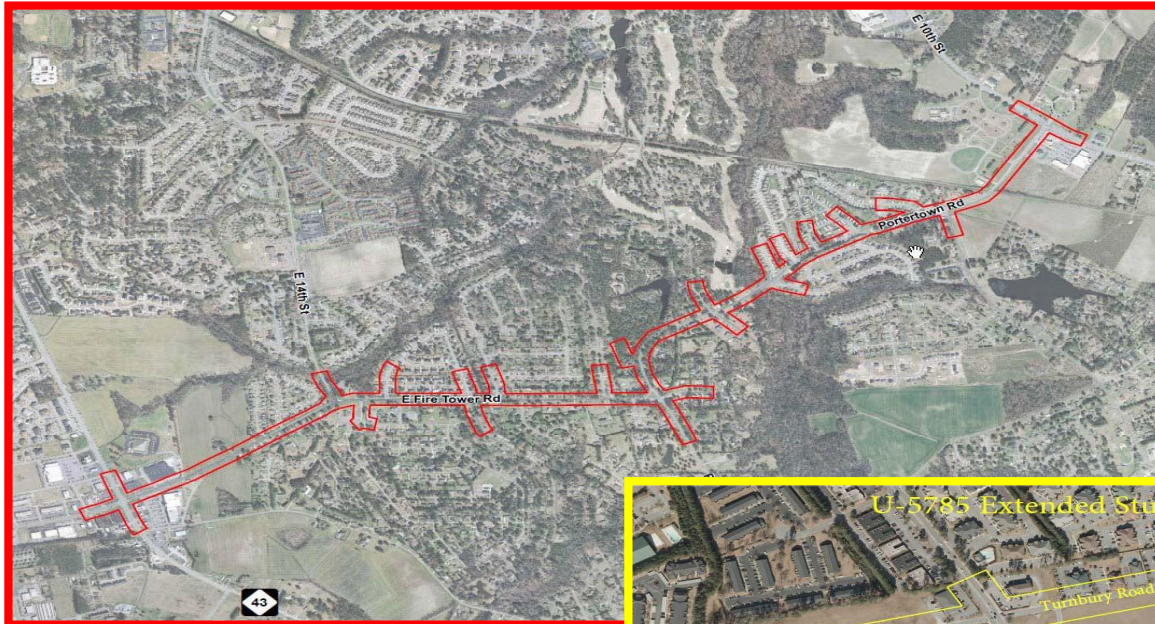
### Project need:

Relieve congestion on Firetower Rd and Portertown Rd

- Improve traffic operations
- Reduce crashes
- Enhance connectivity
- Greenville Urban Area MPO Comprehensive Transportation Plan Major Thoroughfare

• Begin Right of Way Acquisition	June 2018	\$7,029,000
• Begin Utility Relocation	Late 2018	\$843,000
• Begin Construction	Late 2019	\$22,116,000
• Total Estimated Cost		\$29,988,000





INITIAL PROJECT  
STUDY AREA

EXTENDED PROJECT  
STUDY AREA



## Typical Section

- Four travel lanes and a 16' median needed to accommodate anticipated traffic
- Five-foot bicycle lanes are recommended to safely accommodate bicycle traffic
- The curb and gutter facility minimizes impacts to homes, businesses, and property



## Crashes within Project

Crash Type	# Crashes – Fire Tower Rd	# Crashes – Portertown Rd	Combined Total	Percent of Combined Total
Angle crashes	16	4	20	5%
Fixed object crashes	7	7	14	4%
Head on crashes	3	2	5	1%
Left turn crashes	56	32	88	23%
Run off road crashes	9	26	35	9%
Pedestrian crashes	2	1	3	1%
Rear end crashes	151	22	173	46%
Right turn crashes	12	2	14	4%
Sideswipe crashes	8	6	14	4%
Other	9	5	14	4%
<b>TOTAL</b>	<b>273</b>	<b>107</b>	<b>380</b>	<b>100%</b>
<i>Crash rate (total crashes per 100M vehicle miles)</i>	<b>589.57</b>	<b>370.38</b>		

2012-2014 statewide crash rate for two-lane undivided urban primary routes = 230.18 crashes per 100M vehicle miles



## Problems Outside Current Project

- Firetower Road intersections with NC43 and Arlington frequently do not function acceptably, with near total gridlock at peak hours.
- Firetower just east of Charles currently has about 22,000 average daily traffic, and is expected to have about 33,000 in 2040 design year.
- Crashes at Arlington/Fire Tower and Crashes at Charles/Fire Tower are predominately left turns
- *End result of no corrective action may be an area so congested it is avoided by all but commuters travelling straight through – with difficult access to area restaurants, shopping, and other businesses*

# Signal Delays Current & Future

Existing Conditions		
Intersection	2016	
	AM	PM
Fire Tower Road at Arlington Boulevard	E (65.7)	F (80.7)
Fire Tower Road at Charles Boulevard	E (72.0)	F (99.3)

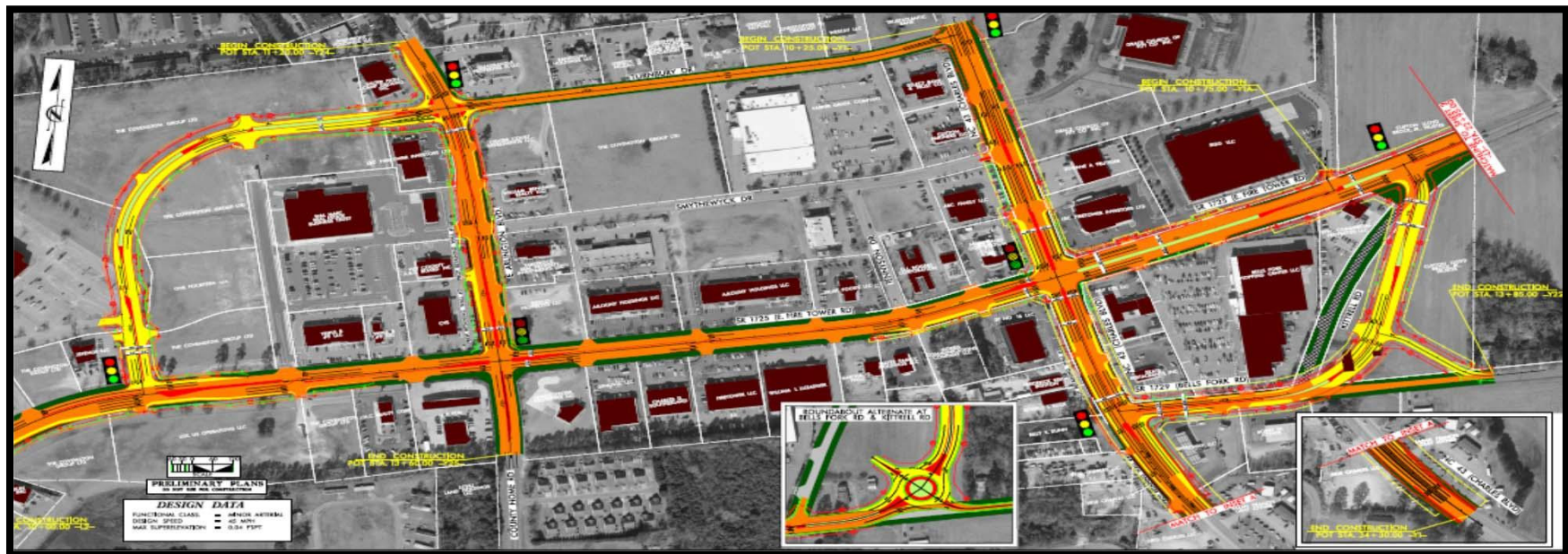
Intersection	Alt 1 (Traditional Intersections with More Turn Lanes)							
	2022		2029		2035		2040	
	AM	PM	AM	PM	AM	PM	AM	PM
Fire Tower Road at Arlington Boulevard	D (47.4)	D (43.4)	D (53.9)	F (109.8)	E (71.0)	F (200.4)	F (116.5)	F (285.9)
Fire Tower Road at Charles Boulevard	D (50.3)	D (50.0)	E (76.0)	E (74.7)	F (125.1)	F (105.7)	F (147.8)	F (122.1)

Intersection	Alt 2 (Two Quadrants)							
	2022		2029		2035		2040	
	AM	PM	AM	PM	AM	PM	AM	PM
Fire Tower Road at Arlington Boulevard	C (27.4)	C (23.2)	C (29.0)	C (27.9)	C (31.5)	D (36.4)	D (47.8)	E (56.3)
Fire Tower Road at Charles Boulevard	C (23.6)	C (28.9)	C (24.6)	C (31.4)	C (26.2)	D (44.0)	C (34.3)	E (69.2)
Fire Tower Road at NW Quadrant	B (14.9)	B (19.7)	B (14.4)	C (22.0)	B (14.0)	D (49.8)	B (14.1)	F (87.5)
Fire Tower Road at Kittrell Quadrant	B (14.4)	C (28.1)	B (15.2)	C (33.4)	B (17.2)	D (43.8)	C (27.2)	F (89.2)
Charles Boulevard at Kittrell Quadrant	C (25.4)	B (15.8)	C (26.7)	B (18.5)	C (27.8)	C (22.3)	C (32.7)	C (29.9)
Arlington Boulevard at NW Quadrant	C (21.7)	C (26.1)	C (23.5)	C (29.1)	C (25.8)	C (31.3)	C (29.8)	E (64.2)

## Timeline of Alternative Development

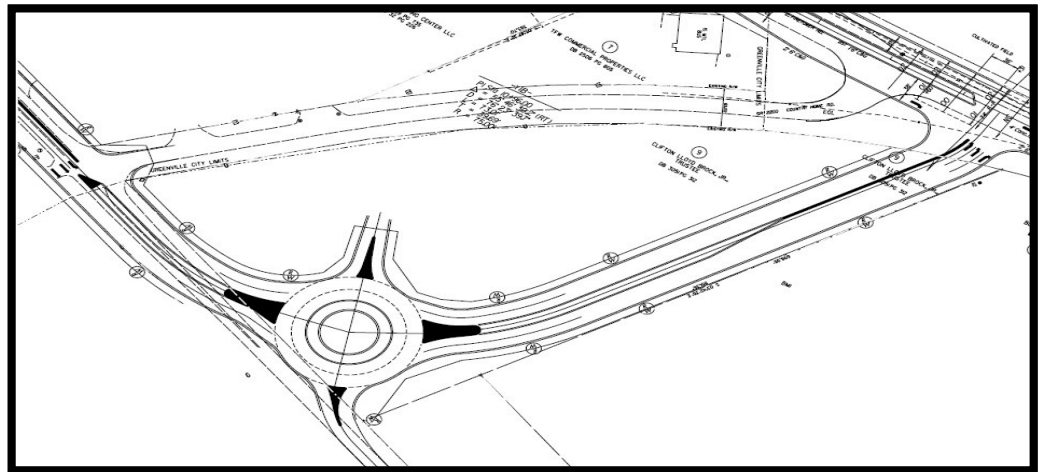
- Initial study – April & May 2016
  - Review of proposed project design showed significant increase in failure for Firetower and intersections at Arlington and Charles
  - Third Party Consultant brought in for initial congestion mgt study
  - Project Design Firm assigned to develop alternatives
- City of Greenville presentation February 2017
- City Council approved of study for alternative methods
- Alternative presentations
  - Proposed Alternatives Meetings with Property Owners/Developers May/June 2017
  - Area Business Community Presentation held June 22, 2017, 2<sup>nd</sup> one on October 11, 2017
  - Second Public Meeting on July 31, 2017
  - Greenville City Council Meeting August 10, 2017

# Alternative Development Area



## Updates Since Public Meeting

- Reduce RW impacts on Arlington by reducing median width and utilizing retaining walls
- Installing a round-a-bout on Kittrell to facilitate mobility for Cherry Oaks
- Continuing to work with area business owners concerning access and RW Impacts





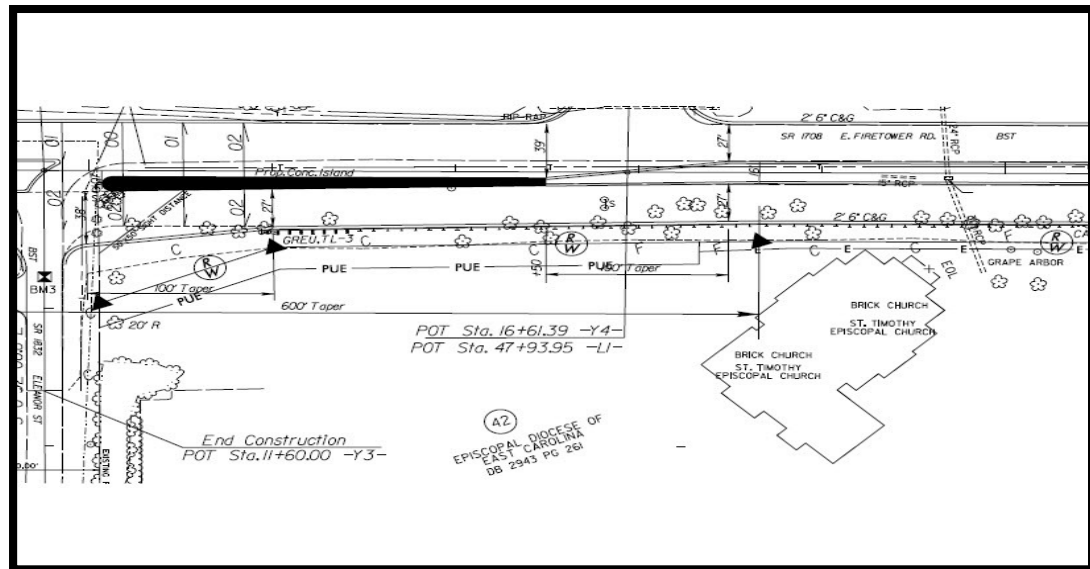
## Updates Since Public Meeting

- Reduce RW impacts on Charles Blvd by reducing median width and lane width
- Providing a thru movement from west to east in the Turnbury Quadrant not previously provided



## Updates Since Public Meeting

- Provide safety features and proximity adjustments to St. Timothy Church
- Continuing discussions concerning noise impacts

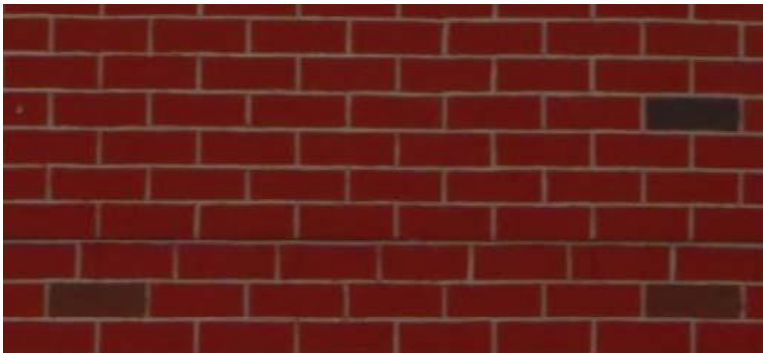


## Noise Wall Discussion

Noise abatement measures were determined to be preliminarily feasible and reasonable in six locations:

- North side of Firetower Rd, behind Cleere Court residences.  
6' high & 690' long
- North side of Firetower, near Mary Beth. 12' high & 973' long
- South side of Portertown near Sassafras Ct. 6' high & 1110' long
- North side of Portertown Rd Near Elkin Ridge and Ashley Way  
6' high & 480' long
- North side of Portertown Road, behind the townhomes on the west side of Elkin Ridge Drive. 8' high & 220' long
- North side of Portertown Road east of Rocket Rd to Rhema St.  
8' high & 570' long

## Noise Wall Discussion





The screenshot shows the NCDOT website with the following content:

**Navigation Bar:** Home | About | eNewsletter | Careers | Contact | Search for: [ ]

**Project Page Header:** Home » Projects » High Profile Projects & Studies » Fire Tower Road and Portertown Road Widening

**Project Title:** Fire Tower Road and Portertown Road Widening

**Status:** LOW-RANGE STUDIES | **IN DEVELOPMENT** | UNDER CONSTRUCTION | COMPLETE

**Project Map:** [Map showing the project location in Pitt County, North Carolina]

**Study Area Map:** [Link to Study Area Map]

**Project Fast Facts:**

- County: Pitt
- Type of Project: Widening
- STIP Number: U-5870, U-5785
- Estimated Cost: \$23.8 million (U-5870); \$6.2 million (U-5785)
- Property Acquisition Start: 2017
- Start Date: 2019

**Project Overview and Purpose:**

The N.C. Department of Transportation proposes widening Fire Tower Road – from Charles Boulevard (N.C. 43) to Portertown Road – and Portertown Road – from Fire Tower Road to 10th Street (N.C. 33) – in Greenville to improve traffic flow and reduce congestion as well as to reduce crashes and enhance connectivity.

For funding purposes, the overall project is made up of two projects:

- Project U-5785, which involves widening a 0.6-mile stretch of Fire Tower Road from Charles Boulevard to 14th Street
- Project U-5870, which involves widening Fire Tower Road to Portertown Road and then widening Portertown Road to 10th Street, a distance of 2.2 miles.

**Project Highlights:**

Proposed work involves widening Fire Tower Road – from Charles Boulevard to Portertown Road – and Portertown Road – from Fire Tower Road to 10th Street from two to four lanes and installing a raised median.

Other work includes:

- Bicycle and pedestrian improvements
- Widening the existing roundabout at Fire Tower and Portertown roads from one circulating lane to two circulating lanes
- Building a roundabout with two circulating lanes at the intersection of Portertown and Eastern Pines roads
- Upgrading the Carolina Coastal Railroad crossing on Portertown Road with new gates and signals
- Reconfiguring the existing bridge over Hardee Creek for eastbound traffic and adding a second bridge for westbound traffic

**Project History:**

January 2017: Response to Written Public Comments

**On this page:**

- Project Overview and Purpose
- Project Highlights
- Project History
- Public Involvement
- Project Timeline
- Project Documents
- Contact Information
- Resources for Local Property Owners

**RESOLUTION NO. 2018-03-GUAMPO**  
**RESOLUTION OF SUPPORT FOR THE PREFERRED ALTERNATIVE DESIGN OF THE**  
**METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PROJECTS U-**  
**5785/U-5870 FIRETOWER ROAD/PORTERTOWN ROAD WIDENING**

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

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

WHEREAS, this project was submitted for State Prioritization funding by the Greenville Urban Area MPO by action of the Transportation Advisory Committee; and

WHEREAS, the limits of this project fall within the City of Greenville and unincorporated Pitt County where each has an interest in the safe and efficient movement of people and goods; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) is currently performing preliminary planning for project U-5785 | U-5870- Fire Tower Road/Portertown Road widening, from Charles Boulevard (NC43) to 10th Street (NC33) to include an extension of project limits through the Arlington Boulevard intersection to allow for improvements to those intersections; and

WHEREAS, NCDOT is asking that the Greenville Urban Area MPO state their preference among various intersection concepts before the start the detailed construction designs; and

WHEREAS, NCDOT presented the alternative design to the City of Greenville City Council on November 9, 2017 where upon the City Council resolved to support the presented alternative design extending the project limits through Arlington Boulevard to allow for intersection improvements; and

WHEREAS, the Metropolitan Planning Organization Transportation Advisory Committee did review and comment on the alternative design for the specified projects;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization hereby resolves to support and endorse the latest design concept to include Portertown Road bridge widening, roundabout construction at the intersections of Portertown Road with Fire Tower Road and at Eastern Pines Road, bicycle lanes from Charles Boulevard to 10th Street, and sidewalks as practical within City limits. This endorsement is based on acceptance of the City of Greenville and NCDOT Complete Streets Guidance and previous adoption of the Greenville Urban Area Metropolitan Planning Organization's 2017 Active Transportation Master Plan which includes bicycle and pedestrian facilities throughout the limits of this project. NCDOT and the City's preferred alternative for the Fire Tower Road intersections of

Boulevard and Arlington Boulevard includes the implementation of the left turn quadrant designs for both intersections.

**Today, February 14, 2018**

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Chairman  
Transportation Advisory Committee,  
Greenville Urban Area MPO

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Amanda Braddy, Secretary



## Attachment 5d

### Transportation Advisory Committee

### Action Required

February 14, 2018

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**TO:** Transportation Advisory Committee  
**FROM:** Ryan Purtle, Transportation Planner  
**SUBJECT:** Adoption of the MPO's prioritization process for the 2017-2018 transportation projects submittal cycle.

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**Purpose:** Adopt the MPO's prioritization process for 2017-2018 project submission cycle.

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

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

For this MPO, there will be:

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

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

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 to prioritize projects across all submitted modes of transportation projects.



It is NCDOT's intent that these criteria/weighting be able to be modified each prioritization cycle, should an MPO/RPO wish. The MPO must have and adopt a local methodology prior to April 1, 2018. The prioritization process has been developed in accordance with the NCDOT study on local methodologies, distributed July 2017, and the local methodology standards adopted by NCDOT and sent to MPOs and RPOs on November 8, 2017. The MPO's draft process has received conditional approval by NCDOT. Staff requests that the TCC recommend that the TAC resolve to adopt this local methodology.

There was a 30-day public comment period that started on January 15, 2018. Any public comments received will be attached to this agenda item. Staff and the TCC recommend that the TAC adopt the proposed local methodology for P5.0.

Action Needed: Request the TAC adopt the draft local methodology for P5.0.

Attachments: *Resolution 2018-04-GUAMPO and the Greenville MPO Local Methodology for P5.0*

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

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

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

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

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

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

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

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

## Regional projects scored using Division Points

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

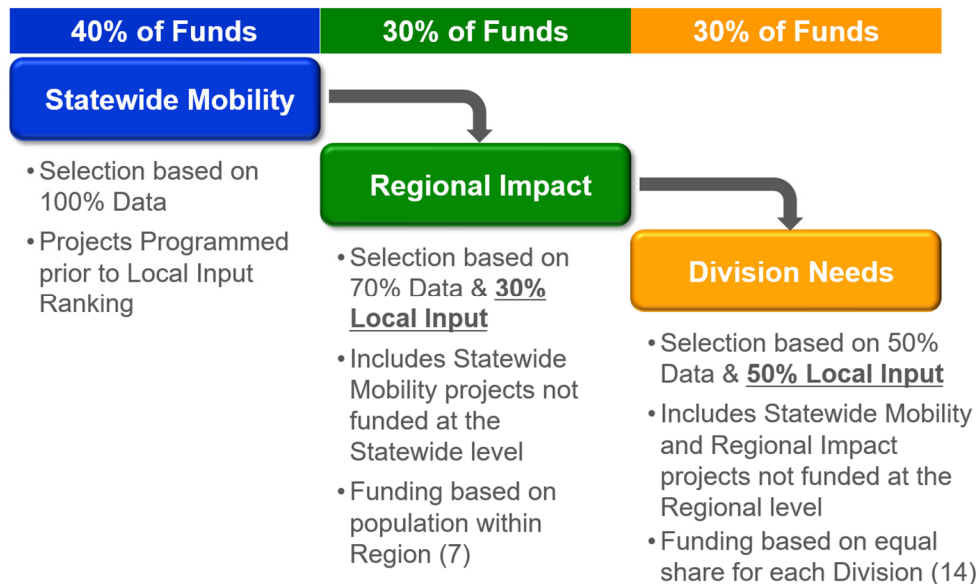


Figure 1

## Public Comment and SPOT Schedule

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

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

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

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

*[http://www.greenvillenc.gov/departments/public\\_works\\_dept/information/default.aspx?id=510](http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510)*

*Email: [Rpurtle@GreenvilleNC.gov](mailto:Rpurtle@GreenvilleNC.gov)*

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

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

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

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

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

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

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

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

### **Scoring Criteria**

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

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

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

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

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

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

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

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

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

### Project Scoring Based on Ranking

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

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

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

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

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



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

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

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

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

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

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

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

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

**Today, February 14, 2018.**

---

Chairman  
Transportation Advisory Committee  
Greenville Urban Area

---

Amanda Braddy, Secretary



## Attachment 5e

### Transportation Advisory Committee

### Action Required

February 14, 2018

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TO: Transportation Advisory Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: Update to the 2013 Greenville & Pitt County Bike Map

---

**Purpose:** To provide action on the requested update to the 2013 Greenville & Pitt County Bike Map.

**Discussion:** At the MPO's last round of TCC and TAC meetings, staff mentioned that a question had been posed to staff by various stakeholders whether MPO funds could be utilized to update the existing 2013 Greenville & Pitt County Bike Map. After conferring with NCDOT's Transportation Planning Division MPO funds can be used for mapping and/or updating the current map under the Planning Work Program (PWP) Task Item II-A-1 Networks and Support Systems.

This map was developed by a consultant in order to have an online and hard copy map outlining the safe bike routes throughout the County based on suitability for the average rider. The map also notates significant destinations throughout the City. Safety tips and best practices are included on the map providing additional benefits to the readers. Currently the Map and information included on the hardcopy can be found on City of Greenville hosted site (in addition to the hard copy versions). The City currently houses the data for the map so an update would include any bicycle facilities identified since 2013.

The MPO currently has \$60,000 programmed for the Task Item II-A-1 in the current Fiscal Year 2018 PWP. Staff estimates the cost to update the current map and printing services would be approximately \$15,000 total. This would include a \$3,000, or 20%, local contribution broken down for each MPO member as shown below. The City of Greenville Bicycle and Pedestrian Commission has requested the MPO consider completing this item in 2018.

<b><i>Member</i></b>	<b><i>Cost Share (%)</i></b>	<b><i>Cost Share (\$)</i></b>
Greenville	12.708%	\$1,906.20
Pitt County	5.094%	\$764.10
Winterville	1.394%	\$209.10
Ayden	0.742%	\$111.30
Simpson	0.062%	\$9.30
<b>Total</b>	<b>20%</b>	<b>\$3,000</b>

**Action Needed:** Request the TAC direct staff on action regarding the update of the 2013 Pitt & Greenville Bike Map.

**Attachments:** 2013 Greenville & Pitt County Bike Map



## **Attachment 5f**

### **Transportation Advisory Committee**

### **Action Required**

February 14, 2018

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

---

**Purpose:** Amend the Greenville Urban Area MTIP to modify a two (2) transportation projects, as shown below.

#### **PROJECT MODIFICATIONS**

1. R-5782 (Division 2 Program to Upgrade Intersections to ADA Standards)
  - Modify to add construction in FY 2018 not previously programmed

#### **PROJECT DELETION**

2. U-5953 (NC 102, Ayden Elementary School Right Turn Lane)
  - Delete, project to be completed through other funding

#### **Discussion:**

NCDOT proposes to modify the referenced project(s) in the State Transportation Improvement Program (STIP). The Board of Transportation will consider the above modifications at their January 2018 meeting. R-5782, as shown above will have money programmed in FY 2018 to accommodate the project. U-5953 is being deleted from the STIP as funds from the State Highway Fund will be utilized to complete this work.

To follow the proper protocol for the expenditure of Federal funds, the 2018-2027 Metropolitan Transportation Improvement Program (MTIP, or the local portion of the STIP) must be amended to correspond with projects in the STIP. This amendment would modify the MTIP as indicated above and in the adoption resolution.

In accordance with the MPO's Public Involvement Plan, these proposed amendments to the 2018-2027 TIP were advertised in the local newspaper for a minimum of 10 days. No public comments were received.

**Action Needed:** Request the TAC adopt Resolution 2018-05-GUAMPO amending the Greenville Urban Area 2018-2027 MTIP.

**Attachments:** *Resolution 2018-05-GUAMPO and MTIP reference page with indicated projects.*

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION**  
**HIGHWAY PROGRAM**

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS																											
ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH (Miles)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION PROGRAM						DEVELOPMENTAL PROGRAM					UNFUNDED									
							FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FUTURE YEARS										
RURAL PROJECTS																											
NC 11	R-5815	PROPOSED GREENVILLE SOUTHWEST BYPASS TO PROPOSED HARVEY PARKWAY EXTENSION. UPGRADE TO INTERSTATE STANDARDS.	10.5	194400		T										R	7350	R	7350								
						T											U	900	U	900							
						T																					
LENOIR	DIV																										
PITT																											
UNDER CONSTRUCTION																											
NC 11/NC 903 (GREENVILLE SOUTHWEST BYPASS)	R-2250	NC 11 TO US 264 (GREENVILLE BYPASS). CONSTRUCT FOUR LANE DIVIDED FACILITY ON NEW LOCATION WITH BYPASS OF WINTERVILLE.	12.4	239805	196180	T		C	43625																		
PITT	TRN																										
UNDER CONSTRUCTION																											
VARIOUS	R-5782	DIVISION 2 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.		416	416																						
BEAUFORT	DIV																										
CARTERET																											
CRAVEN																											
GREENE																											
JONES																											
LENOIR																											
PAMLICO																											
PITT																											
UNDER CONSTRUCTION																											
URBAN PROJECTS																											
US 13 (MEMORIAL DRIVE)	U-5730	NC 43 (5TH STREET). UPGRADE INTERSECTION.		2350	150	T		R	200																		
PITT	REG					T		C	2000																		
PLANNING/DESIGN IN PROGRESS																											
NC 43	U-5991	SR 1708 (FIRETOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES.	3.2	30200		T										R	5000										
						T										U	600										
						T																					
PITT	DIV																										
PLANNING/DESIGN IN PROGRESS																											
NC 102	U-5953	AYDEN ELEMENTARY SCHOOL. CONSTRUCT RIGHT TURN LANE.	1	500		T																					
						T																					
						T																					
PITT	REG																										

DIV - Division Category	EX - Exempt Category
HF - State Dollars (Non STI)	REG - Regional Category
SW - Statewide Category	TRN - Transition Project

**RESOLUTION NO. 2018-05-GUAMPO**  
**AMENDING THE GREENVILLE URBAN AREA MPO**  
**METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2018-2027**

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

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2018-2027 Metropolitan Transportation Improvement Program (MTIP) and found the need to amend said document for projects identified below; and

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

PROJECT MODIFICATIONS: FOLLOWING PROJECTS CURRENTLY IN TIP.												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
ORIGINAL												
R-5782 Various, Division 2 Program to Upgrade Intersections to Comply with the Americans with Disabilities Act (ADA) using Transportation Alternative (TA) Funds.												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
416	416	Under Construction										
MODIFICATION												
R-5782 Various, Division 2 Program to Upgrade Intersections to Comply with the Americans with Disabilities Act (ADA) using Transportation Alternative (TA) Funds.												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
1416	416	Under Construction										

<b>PROJECT DELETIONS: FOLLOWING PROJECTS TO BE DELETED FROM TIP.</b>												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 20 21	FY 20 22	F Y 20 23	F Y 20 24	F Y 20 25	F Y 20 26	FY 2027
<b>U-5953 NC 102, Ayden Elementary School Construct Right Turn Lane</b>												
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	FY 2018	FY 2019	FY 2020	FY 20 21	FY 20 22	F Y 20 23	F Y 20 24	F Y 20 25	F Y 20 26	FY 2027
500		T		(R/U) 200	(Const.) 300							

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization resolves to adopt the above referenced modifications to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP) in conformance with the North Carolina State Transportation Improvement Program (STIP).

**Today, February 14, 2018.**

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Chairman  
Transportation Advisory Committee,  
Greenville Urban Area MPO

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Amanda Braddy, Secretary



## **Attachment 5g**

### **Transportation Advisory Committee**

### **Action Required**

February 14, 2018

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**TO:** Transportation Advisory Committee  
**FROM:** Ryan Purtle, Transportation Planner  
**SUBJECT:** Letter of Request to NCDOT's Rail Division

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**Purpose:** Submittal of a Letter of Request to partner on a Feasibility Study on a potential intercity passenger rail connection between Greenville and Raleigh.

**Discussion:** As a part of the Fiscal Year 2019 Unified Planning Work Program (UPWP), the MPO has programmed funds to solicit professional services to perform a feasibility study on a possible intercity passenger rail connection between Greenville and Raleigh.

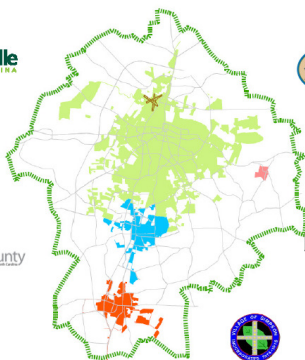
The MPO's Metropolitan Transportation Plan includes this passenger rail connection as a priority. In addition to the MPO's long range plan, NCDOT's 2015 Long Range Rail Plan includes the passenger rail connection between Raleigh and Greenville within the list of connections identified for study. In an effort to continue to develop alternative methods of transportation, the MPO has reached out to NCDOT about the possibility of performing a feasibility study to determine if such a connection is possible, possible locations for track and a terminal and a preliminary cost estimate of such an undertaking if it is indeed feasible to move forward.

After discussions with NCDOT's Rail and Transportation Planning Divisions (TPD), it was recommended that the MPO submit a letter requesting this project be completed as a partnership between the Rail Division and the MPO. Rail Division has indicated interest in the project and may have funds available to assist in paying for said study. In addition to Rail Division, TPD has also indicated interest in the project. Each year TPD solicits projects for State Planning Research funding which MPO staff plans to request for this study. In an effort to streamline this project MPO staff has also had preliminary conversations with TPD and Rail about the possibility of utilizing an in-house NCDOT consultant on this project. This would allow the MPO to move forward immediately with the project as early as spring 2018. If an in-house consultant is utilized for this project and the work begins in the current fiscal year with the expenditure for the MPO occurring once the study has been completed, similar to the current model update.

Staff and the TCC recommend that the TAC instruct staff to submit a letter requesting NCDOT Rail Divisions participation on the proposed Intercity Passenger Rail Feasibility Study.

**Action Needed:** Request the TAC instruct staff to submit the attached letter of request to NCDOT's Rail Division to partner on the Intercity Passenger Rail Feasibility Study.

**Attachments:** *Formal Letter of Request to the Interim Director of NCDOT's Rail Division.*



## Greenville Urban Area Metropolitan Planning Organization

1500 Beatty Street  
Greenville, NC 27834  
Fax: (252) 329-4535  
Phone: (252) 329-4476

February 14, 2018

Charles Edwards, Interim Director  
Rail Division  
NC Department of Transportation  
1550 Mail Service Center  
Raleigh, NC 27699-1550

Dear Mr. Edwards:

The Greenville Urban Area Metropolitan Planning Organization (MPO) formally requests that the Rail Division of the North Carolina Department of Transportation partner to perform a Feasibility Study on a potential Intercity Passenger Rail Connection from the City of Raleigh to the City of Greenville.

The MPO has maintained a strong interest in a potential passenger rail connection within the urbanized area in order to open a passenger rail corridor to the City of Raleigh within the State of North Carolina Piedmont service route. This potential connection would also connect to the “Palmetto” north-south Amtrak line that traverses multiple states via the City of Wilson terminal. The State Rail Plan, adopted in 2015, places the potential intercity passenger rail corridor within the Stewardship Program Level. The Stewardship Program Level is defined as:

*“The Stewardship Program level is indicative of those corridors where existing and future traffic has the potential to grow and may be advanced by joint railroad and state strategies. These strategies should capitalize on public-private partnerships to ensure that infrastructure health is maintained and corridors are ready to capitalize on economic opportunities. These are also the corridors that show promise for connecting metropolitan areas, either through commuter rail or new intrastate services (motor coach and rail).”*

The current US 264/64 route between Raleigh and Greenville is projected for increased growth as the corridor continues to develop to interstate standards (designated future I-587/I-87). This corridor reflects the upward trend that the City of Greenville is experiencing in terms of economic growth and the potential connection between Raleigh and Greenville would allow for further regional transportation development as each metropolitan area continues to develop alternative modes of transportation and regional connectivity. The current MPO Long Range Transportation Plan, titled the 2014-2040 Metropolitan Transportation Plan (MTP), has also



identified this potential intercity passenger rail connection as a priority as the MPO looks to incorporate alternative modes of transportation at the regional and local level.

The Greenville Intercity Passenger Rail Connection Feasibility Study is proposed as a partnership project between the Greenville Urban Area MPO and the NCDOT Rail Division. The Greenville Urban Area MPO estimates and proposes a budget of \$45,000 for this proposed Study. The Greenville Urban Area MPO respectfully requests that this project be considered, planned and completed as a coordinated effort between the Greenville Urban Area MPO and NCDOT's Rail Division with the following considerations regarding responsibilities:

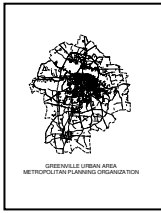
- NCDOT's Rail Division would furnish a list of potential professional service firms capable of completing the proposed Feasibility Study.
- The Greenville Urban Area MPO would compose and release a request for letters of interest pursuant to NCDOT's guidelines for procurement of professional services.
- The Greenville Urban Area MPO and NCDOT Rail Division would cost share the proposed Feasibility Study as follows, based on the above proposed project budget:
  - Greenville Urban Area MPO: \$25,000
  - NCDOT Rail Division: \$20,000
- The Greenville Urban Area MPO Staff would serve as project lead for the proposed Feasibility Study, with NCDOT Rail Division personnel serving an advisory role throughout the planning process.
- The Greenville Urban Area MPO proposes the start of the Feasibility Study in FY 2018 with completion in FY 2019.

If there are any additional questions, please contact Ryan Purtle at 252-329-4476.

Sincerely,

Chairman  
Transportation Advisory Committee  
Greenville Urban Area MPO

CC: Ann E. Wall, City of Greenville  
Kevin Mulligan, PE, City of Greenville  
Ryan Purtle, City of Greenville & Greenville Urban Area MPO  
Jamal Alavi, PE, NCDOT



## Attachment 5h

### Transportation Advisory Committee

### Action Required

February 14, 2018

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TO: Transportation Advisory Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: Eastern North Carolina Regional Freight Mobility Plan Participation

---

**Purpose:** Support in favor of the Greenville Urban Area MPO's participation in the Eastern North Carolina Regional Freight Mobility Plan.

**Discussion:** In November 2017 MPO staff began to reach out to Rural Planning Organizations (RPO) and Metropolitan Planning Organizations (MPO) located in eastern North Carolina to gauge interest in partnership to complete what is referred to as a Freight Mobility Plan at the eastern North Carolina level. Patrick Flanagan with ECC RPO and DERPO has assisted in coordinating this effort within the region and with NCDOT.

After the initial discussion with NCDOT staff, a study area of everything east of I-95 in North Carolina was thought to be too large and possibly to generalized to gain valuable insight in our region towards the intended goals. The State recently adopted the Statewide Freight Mobility Plan and the level of detail to be gained of the initial "I-95 East" area would have replicated the information in the Statewide plan. In an effort to ensure that the plan would focus on highly detailed strategies for our regional needs, the study area was reduced to include NCDOT Divisions 1, 2 and 4 with special consideration being given to the Norfolk metro area for inclusion. In this specified area, four MPOs and six RPOs would collaborate with a consultant to develop a multi-modal freight plan to increase regional economic competitiveness focus the efforts to develop the National Highway System in our area. In addition to the planning organizations the Highway 70 and 17/64 Corridor Commissions would also partner on this effort.

On January 17, 2018 Greenville Urban Area MPO staff met with, in person and via phone, members from each of the MPOs and RPOs within the planned study area. Greenville MPO staff gave the presentation included with this item to again reinforce the importance of this potential effort.

Included in MAP-21 and the FAST Act, Freight Planning has been increasingly emphasized. States are required to develop Statewide Freight Plans to support these policies but regional collaborations around the State of North Carolina have developed or begun to develop Freight Plans. Objectives to this planning effort would include:

1. *Development of strategies to continuously address freight movement, congestion, and mobility issues while identifying potential multimodal connectivity strategies across freight modes;*
2. *Identification of economically significant links to/from communities and State and regional transportation hubs to leverage regional and local economic competitiveness;*
3. *Creation of a regional multimodal freight vision identifying State, regional, and division level projects for regional prioritization to create efficiencies to leverage Federal and State funding;*
4. *Development of strategies to support adoption and implementation of new and innovative freight technologies that promote efficiency, safety, and continued environmental sustainability; and*
5. *Establishment of a collaborative regional partnership to support freight and other regional planning opportunities.*

In an effort to continue to move toward kicking off this project, the members of each participant organization is requested to pass a resolution of support for this project and to program funds consistent with the potential cost share discussed. The exact cost share for each participant is still to be determined as possible State level funding is being explored. Staff and the TCC recommend that the TAC support the MPO's participation in the Eastern North Carolina Regional Freight Mobility Plan.

Action Needed: Request the TAC adopt Resolution 2018-06-GUAMPO supporting the Greenville Urban Area MPO's participation in the Eastern North Carolina Regional Freight Mobility Plan.

Attachments: *Resolution 2018-06-GUAMPO and the Presentation on potential Regional Freight Mobility Plan*

# Eastern North Carolina Regional Freight Mobility Plan



# What is it?

- The proposed Regional Freight Mobility Plan is a coordinated regional planning effort to identify, develop, and support the multimodal freight network within the identified eastern North Carolina planning area aimed at accomplishing the following:
  - Development of strategies to continuously address freight movement, congestion, and mobility issues while identifying potential multimodal connectivity strategies across freight modes;
  - Identification of economically significant links to/from communities and State and regional transportation hubs to leverage regional and local economic competitiveness;
  - Creation of a regional multimodal freight vision identifying State, regional, and division level projects for regional prioritization to create efficiencies to leverage Federal and State funding;
  - Development of strategies to support adoption and implementation of new and innovative freight technologies that promote efficiency, safety, and continued environmental sustainability; and
  - Establishment of a collaborative regional partnership to support freight and other regional planning opportunities.

# Why is it Needed?

- Legislation has begun to emphasize freight planning at the National, State, and MPO levels.
  - MAP-21 (Passed in 2012):
    - National freight policy
    - State and national freight strategic plans
    - State and national freight advisory committees
    - National freight network and prioritization of freight projects
    - Freight performance management
    - Motor/carrier/trucking initiatives
  - The FAST Act (Passed in 2015) reinforces and advances the initiatives started by MAP-21 with increased emphasis on the National Freight Network and creation of the National Multimodal Freight Network.
- MPOs and RPOs have begun to coordinate across the State to develop similar regional plans.
  - In addition to the State Freight Plan, the following areas have started or completed a Regional Freight Planning effort:
    - Piedmont Triad (Greensboro, Winston Salem, High Point, and Burlington-Graham Urban Areas)
    - 14 Counties within the Greater Charlotte Urban Area including Counties in South Carolina
    - Raleigh and Durham Urban Areas

**FAST**  
**ACT**

# Why is it Needed?

## ■ Economic Development

- A tool to be used by economic development and planning professionals to illustrate the current and planned freight network to promote growth, development, and regional economic competitiveness.
- Freight movement is often a key factor when large scale businesses and manufacturing plants are selecting possible locations.

## ■ Leveraging Federal and State Funding

- Prioritization, INFRA, TIGER, etc.

## ■ National Highway System (NHS) Development

- Continued support of currently designated future interstates.
- Creation of a coordinated regional strategy to streamline NHS development in the region.

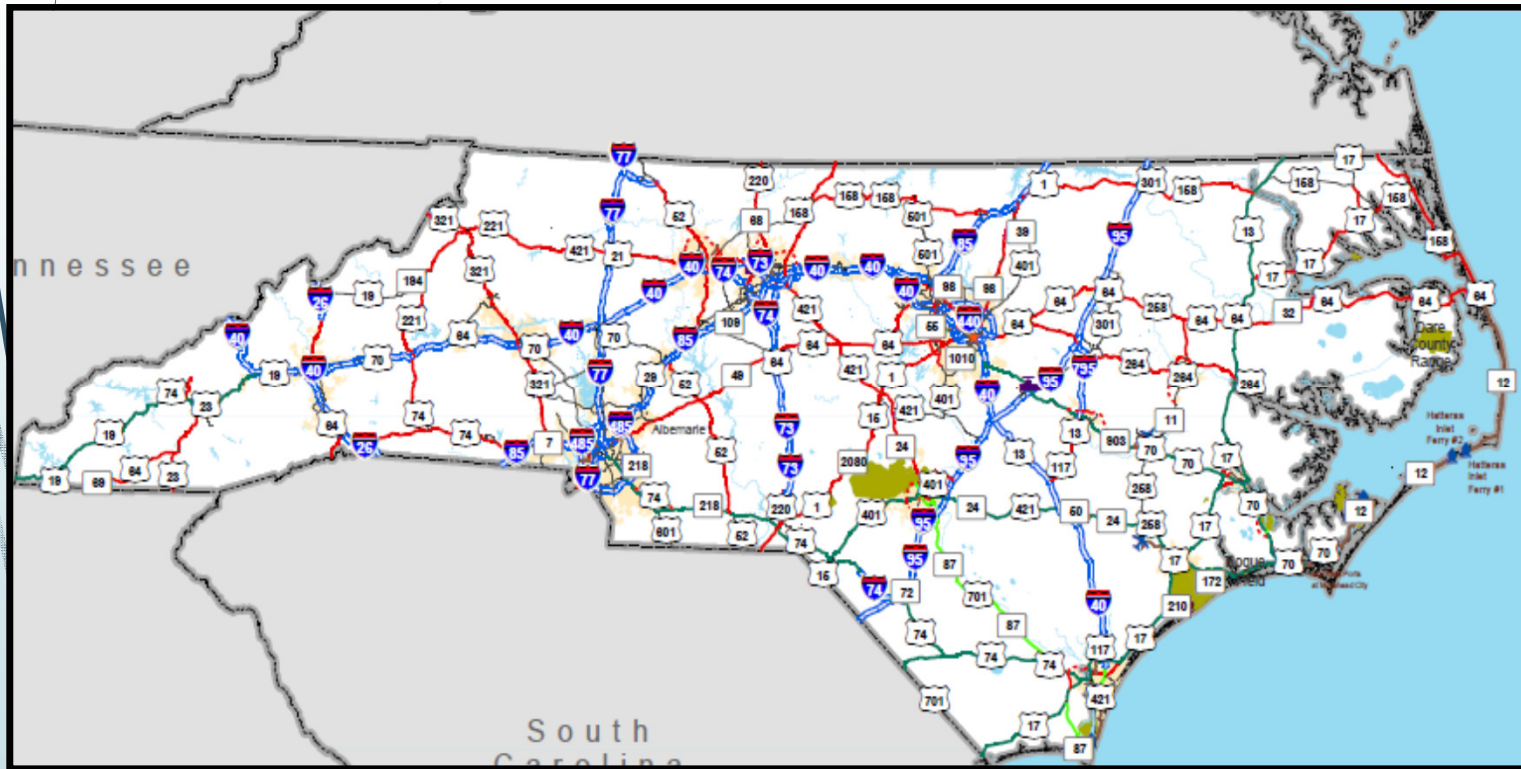
## ■ Links and Planned Connection to Freight Hubs

- Planning for community and industry connections to traditional and multimodal freight hubs to promote efficient movement of goods.

## ■ Land-Use and Transportation Planning

- Promotes informed land-use and rezoning decisions.
- Develops a database of prioritized freight-based projects to increase network development and efficiency across the region and planning organizations.
- Provides data on freight congestion, bottlenecking, freight clusters, truck trip, and special generator, etc. to support State, Regional, and/or planning organization based performance measures and travel demand modeling.

# NHS Classified Routes



## Crucial Routes:

I-95  
I-795  
US 70 (Future I-42)  
US 64 (Future I-87)  
US 264 (Future I-587)  
US 17  
US 158  
US 13  
US 301  
US 117  
US 258  
NC 11  
NC 12  
NC 33  
NC 43  
NC 58  
NC 42  
NC 903

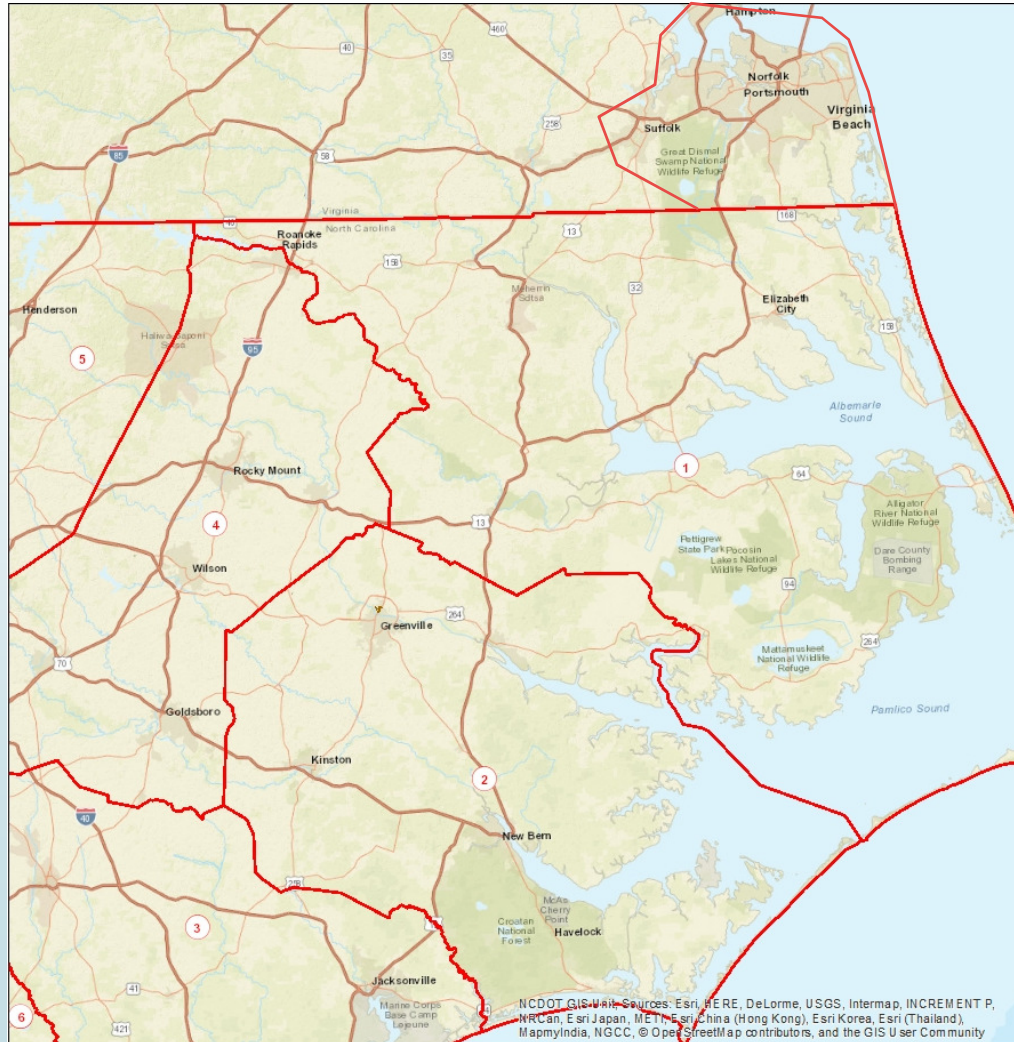


# What is the Planning Area?

## Division 1

Bertie, Camden,  
Chowan, Currituck,  
Dare, Gates,  
Hertford, Hyde,  
Martin,  
Northampton,  
Pasquotank,  
Perquimans, Tyrell,  
Washington

\*Plan may stretch across  
State boundaries to include  
Norfolk International  
Terminals (Port)



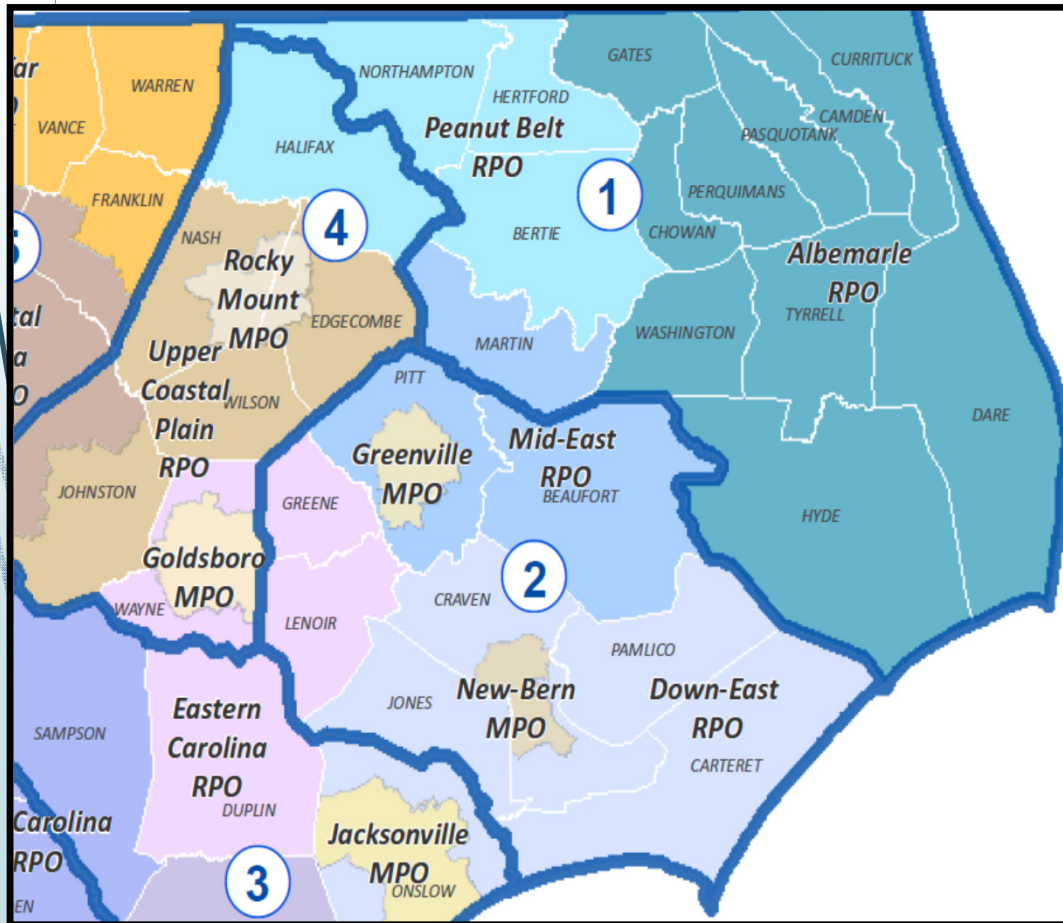
## Division 2

Beaufort, Carteret,  
Craven, Greene,  
Jones, Lenoir,  
Pamlico, Pitt

## Division 4

Edgecombe,  
Halifax,  
Johnston,  
Nash,  
Wayne,  
Wilson

# Planning Partners



## Metropolitan Planning Organizations

- Greenville Urban Area MPO
- Rocky Mount Urban Area MPO
- Goldsboro Urban Area MPO
- New Bern Urban Area MPO

## Rural Planning Organizations

- Eastern Carolina RPO
- Down East RPO
- Mid-East RPO
- Upper Coastal RPO
- Peanut Belt RPO
- Albemarle RPO

## NCDOT

- Highway 70 Corridor Commission
- Highway 17/64 Corridor Commission
- NCEast Alliance

# Key Considerations

- This effort will require coordination from MPOs, RPOs, NCDOT, economic development professionals, commercial rail providers, airports, ports, and possibly out of state transportation professionals.
- Large commercial and industrial stakeholders will be instrumental in developing a plan that promotes development of the existing freight network but also plans for future industry needs in the region.
- Existing infrastructure and freight hubs will be crucial as we try to connect communities and industries to viable freight routes and identify possible improvements and alternative modes of freight movement.
- This plan will hopefully lead to other regionally oriented planning projects and increased coordination amongst the many key players and stakeholders.
- The data compiled throughout this planning process will be catalogued and made available for utilization in locally focused long range transportation efforts and other regional planning efforts.

# Key Transportation Infrastructure

- Pitt-Greenville (PGV), Rocky Mount-Wilson (RWI) and Coastal Carolina (EWN) Regional Airports
- Port of Morehead City
- Proposed CCX Intermodal Terminal



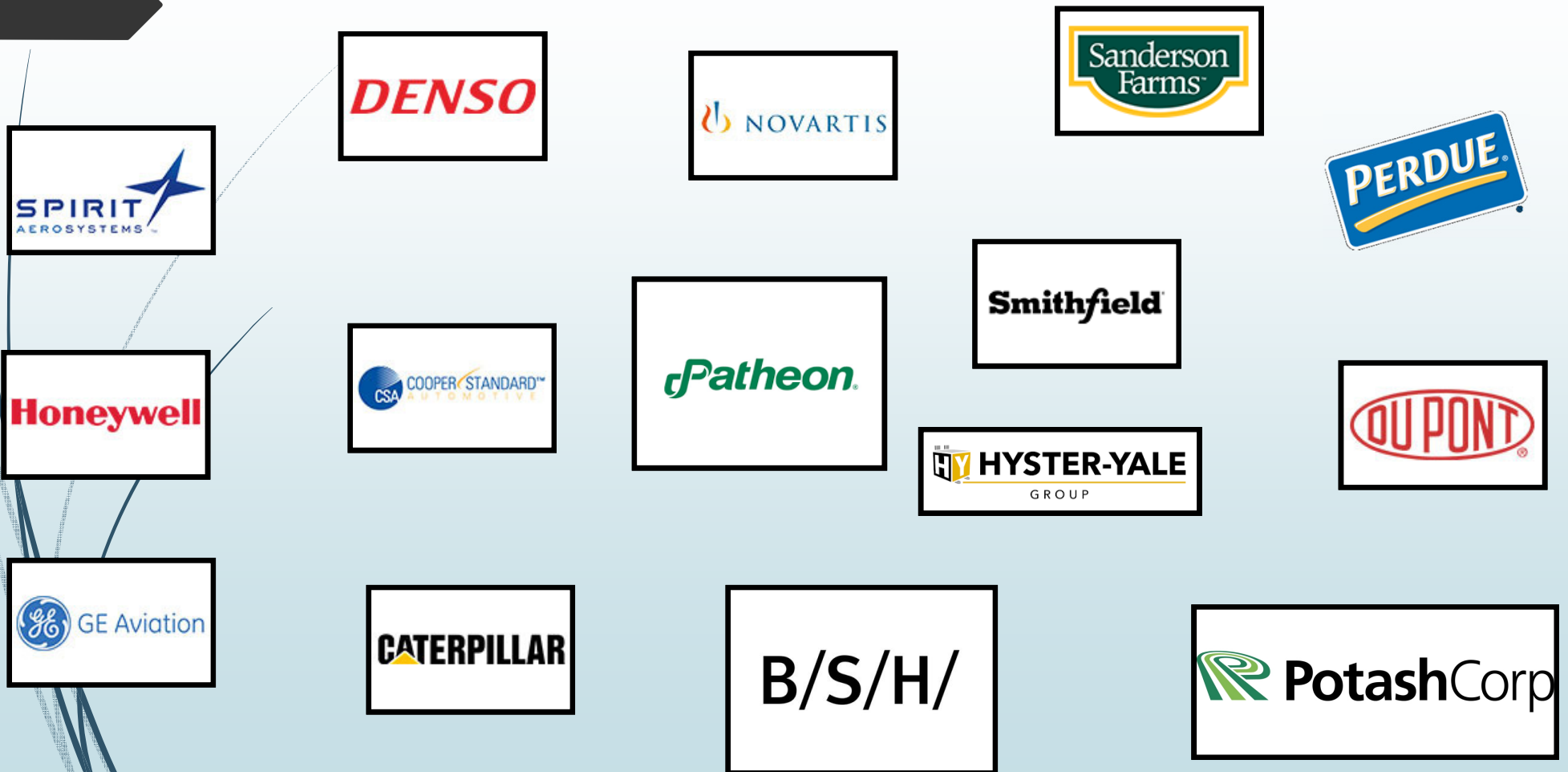
- Various Short-line Rail Lines

- Kinston Global TransPark

- CSX and Norfolk Southern Freight Lines
- The second largest State-owned highway system
- Elizabeth City, Goldsboro and Havelock Military Bases



## Large Industries within the Region



# Proposed Schedule

- Initial Project Coordination: November/December 2017
- Planning Partner Coordination Meeting: January 2018 (additional meetings as required)
- Selection of Consultant: February/March 2018
- Consultant Planning Process: Late Spring 2018 through Spring 2019
  - Stakeholder Interviews
  - Monthly Coordinating Calls
  - Quarterly/Key Milestone Meetings
  - Data Collection and Cataloging
  - Public Outreach
  - Creation of Regional Freight Network with Implementation Strategies
  - Regional Prioritizations of Recommended Projects
- Draft Plan Distribution for Public Review and Comment: Spring 2019
- Final Plan Adoption by Participating Organizations: May/June 2019

# Conclusion

- A regionally coordinated Freight Plan that is intended to:
  - Increase economic competitiveness
  - Provide a data resource
  - Provide regional vision for the freight network and strategies for implementation
  - Serve as catalyst to increased regional planning efforts
- The planning process is estimated to take approximately twelve (12) months after selection of a consultant.
- A member of NCDOT's Transportation Planning Division will handle the day-to-day project management with assistance from the various planning organizations
- This project will be submitted to NCDOT for possible State Planning Research (SPR) funding.
- The cost for this projects will be shared amongst the MPOs, RPOs and additional planning partners involved.



# Questions?





**THANK YOU!**

**RESOLUTION NO. 2018-06-GUAMPO**  
**SUPPORT OF THE EASTERN NORTH CAROLINA REGIONAL FREIGHT MOBILITY PLAN**

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

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

WHEREAS, the MPO has coordinated with various agencies and planning organizations to partner on a potential planning effort focused on Freight Mobility and the development of the national highway system in eastern North Carolina; and

WHEREAS, the study area of this plan will be centered on Divisions 1, 2 and 4 with special consideration given to the Norfolk and Wilmington metropolitan areas; and

WHEREAS, the Eastern North Carolina Regional Freight Plan will be a coordinated effort with the following, but not limited to, goals:

- Development of strategies to continuously address freight movement, congestion, and mobility issues while identifying potential multimodal connectivity strategies across freight modes;
- Identification of economically significant links to/from communities and State and regional transportation hubs to leverage regional and local economic competitiveness;
- Creation of a regional multimodal freight vision identifying State, regional, and division level projects for regional prioritization to create efficiencies to leverage Federal and State funding;
- Development of strategies to support adoption and implementation of new and innovative freight technologies that promote efficiency, safety, and continued environmental sustainability; and
- Establishment of a collaborative regional partnership to support freight and other regional planning opportunities.

WHEREAS, the proposed coordinated planning effort has been presented to the various potential partners for possible comments and suggestions; and

WHEREAS, to participate in this regional project, a resolution of support must be passed by the organization and funds must be programmed in Fiscal Year 2019 according to the cost share to be agreed upon in the future; and

WHEREAS, the proposed Eastern North Carolina Regional Freight Plan will be cost shared amongst all of the participating organizations and commissions; and

WHEREAS, the Metropolitan Planning Organization Transportation Advisory Committee did review and comment on the proposed effort to develop the Eastern North Carolina Regional Freight Mobility Plan;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization hereby resolves to participate and support the Eastern North Carolina Regional Freight Mobility Plan.

**Today, February 14, 2018**

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Chairman  
Transportation Advisory Committee,  
Greenville Urban Area MPO

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Amanda Braddy, Secretary



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Memorandum

Subject: **INFORMATION:** MUTCD – Interim  
Approval for Optional Use of Rectangular  
Rapid Flashing Beacons  
(IA-11) —TERMINATION

Date: DEC 21 2017

From: Martin C. Knopp   
Associate Administrator for Operations

In Reply Refer To:  
HOP-1

To: Federal Lands Highway Division Directors  
Division Administrators

**Purpose:** Through this memorandum, the Federal Highway Administration (FHWA) officially rescinds the subject Interim Approval (IA) issued on July 16, 2008.

**Background:** Federal regulation, through the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD),<sup>1</sup> prohibits the use of patented devices under an IA,<sup>2</sup> or official experimentation<sup>3</sup> with patented devices. The MUTCD is incorporated by reference at 23 CFR, Part 655, Subpart F, and is recognized as the national standard for all traffic control devices in accordance with 23 U.S.C. 109(d) and 402(a).<sup>4</sup>

**Action:** The MUTCD prohibits patented devices from experimentation, IA, or inclusion in the MUTCD.<sup>5</sup> The FHWA has learned of the existence of four issued U.S. patents, and at least one pending patent application, covering aspects of the Rectangular Rapid Flashing Beacons (RRFB) device originally approved under IA-11 of July 16, 2008.

For the aforementioned reasons, FHWA hereby rescinds IA-11 for all new installations of RRFB devices. Installed RRFBs may remain in service until the end of useful life of those devices and need not be removed.

Nothing in this memorandum should be interpreted as expressing an opinion as to the applicability, scope, or validity of any patent or pending patent application with regard to

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<sup>1</sup> MUTCD 2009 Ed., Intro. ¶ 4 at I-1

<sup>2</sup> *Id.*; § 1A.10.

<sup>3</sup> *Id.*

<sup>4</sup> *See id.* at ¶ 02 at I-1.

<sup>5</sup> *Id.* at ¶ 04.

the installation or use of RRFBs, generally, or for those currently in use. The FHWA, the U.S. Department of Transportation, and the U.S. express no opinion on the merits, and take no position on the outcome, of any litigation relating to the RRFB.

cc:

Associate Administrators

Chief Counsel

Chief Financial Officer

Directors of Field Services

Director of Technical Services



**Federal Highway Administration**  
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**Federal Transit Administration**  
Region 4 Office  
230 Peachtree St, NW, Suite 1400  
Atlanta, Georgia 30303  
(404) 865-5600

January 19, 2018

Mr. James H. Trogon, III  
Secretary  
North Carolina Department of Transportation  
1501 Mail Service Center  
Raleigh, NC 27699-1501


**Subject:** Joint FHWA and FTA Approval of the North Carolina Department of Transportation  
2018-2027 Statewide Transportation Improvement Program

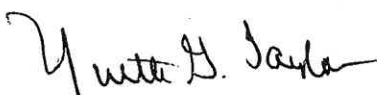
Dear Secretary Trogon:

As requested by your January 3, 2018, letter and in accordance with 23 CFR 450 subpart B the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) hereby find that the 2018-2021 portion of the Statewide Transportation Improvement Program (STIP) 2018-2027 is based on a transportation planning process that substantially meets the requirements of 23 CFR Part 450 Subpart A, B, and C; 49 U.S.C. Sections 5303 and 5304; and 23 U.S.C. Sections 134 and 135. This finding is based on the self-certification of the statewide transportation and metropolitan transportation planning processes and FHWA's and FTA's participation in those transportation planning processes including planning certification reviews conducted in transportation management areas. Attached is the Federal Planning Finding that provides a more detailed documentation of this determination. Therefore, the North Carolina 2018-2027 Statewide Transportation Improvement Program (STIP) for fiscal years 2018, 2019, 2020 and 2021 is approved.

If you have any comments or questions, please contact Mr. George Hoops, FHWA, at 919-747-7022 or Ms. Tajsha LaShore, FTA, at 404-865-5606.

Sincerely,

  
for John F. Sullivan, III  
Division Administrator  
Federal Highway Administration

  
Yvette G. Taylor, PhD  
Regional Administrator  
Federal Transit Administration

Attachment

cc: Bobby Lewis, PE, Chief of Staff  
David Howard, Deputy Secretary for Transit  
Tim Little, PE, Chief Engineer  
David Tyeryar, Chief Financial Officer  
Van Argabright, PE, STIP Western Unit  
George Hoops, PE, FHWA P&PD Manager  
Tajsha LaShore, MPA, FTA, Community Planner

NCDOT FY2018-2027 STIP  
Federal Planning Finding

STIP approval requirements:

1. 23 CFR § 450.218 (a)(c)(d)(e)

The STIP shall be developed for all areas of the state and cover at least 4-years. The STIP shall be developed in consultation with non-metropolitan local officials (RPOs) and tribal governments. The STIP shall include without change the Federal Lands Highway program.

The NCDOT has met 23 CFR § 450.218(a)(c)(d)(e) by:

*The STIP has been developed and covers all 100 counties. It includes the Tribal and Federal Lands Highways programs. The NCDOT developed a 5-year STIP which meets the requirements established in Title 23 U.S.C. and 49 U.S.C. 53. The STIP is divided by the 14 State Divisions that include anywhere from 5 to 14 counties per division. The NCDOT worked with the non-metropolitan local officials (Rural Planning Organizations (RPO)) to develop the STIP. The DOT began the process in the spring of 2016. The RPO staffs, elected officials, and the Eastern Band Cherokee Tribal Government worked with NCDOT to develop a list of potential projects to be included in the STIP, as well as on the development of a public involvement process that the RPOs would use to solicit public comment throughout the process.*

*The NCDOT adequately consulted with the tribal government and non-metropolitan local officials in developing and adopting the STIP.*

2. 23 CFR § 450.218(b)

The STIP shall be developed in cooperation with the MPOs and their TIPs must be included in the STIP without change directly or by reference and have met transportation conformity requirements, if applicable.

The NCDOT has adequately met 23 CFR § 450.218(b) by:

*The current STIP (FY 2016-2025 STIP) was adopted by the NCDOT Board of Transportation on October 1, 2015. In 2016, the NCDOT began the process of developing the FY 2018-2027 STIP. The State followed the legislatively mandated Strategic Prioritization Process. Strategic prioritization uses transportation data and the input of local government partners and the public to generate scores and rankings of projects across the state. For the STIP update they used the Prioritization 4.0 process, which resulted in each transportation mode using different quantitative criteria, measures, and weights to provide technical scores for all projects. Also, per the intent of Strategic Transportation Investment (STI) legislation, all transportation modes must compete for funding. There are three funding category tiers: Statewide, Regional, and Division Needs. A normalization process was recommended to create minimum percentages of funding for highway and non-highway projects in the*



*combined Regional Impact and Division Needs categories. The minimum percentage for highways was 95% and minimum percentage for non-highways was 4%. These percentages guided the programming process, which ultimately yielded a 95% to 5% highway vs non-highway programmed amount in the combined Regional Impact and Division Needs categories.*

*The National Ambient Air Quality Standard (NAAQS) for ozone applies to Cabarrus Rowan MPO, Charlotte Regional Transportation Planning Organization (CRTPO), and Gaston Cleveland Lincoln MPO. These areas, as well as any donut areas that are designated outside of the MPO areas, are subject to transportation conformity. As the TIPs were being reviewed in the maintenance area, a review and comparison to their MTPs was conducted to ensure consistency. Any differences between the TIP and MTP were reviewed and, if necessary, changes were made to the MTPs and modelled for transportation conformity. Public involvement was conducted on the MTPs, TIPs, and transportation conformity reports between July and August of 2017. The MPOs for the maintenance area within their boundary and the NCDOT for any donut areas have met the transportation conformity requirement as per the NC State Implementation Plan (SIP), and the process was completed prior to the Federal approval of the STIP.*

*All MPO TIPs have been approved by the MPOs and the Governor's designee, the Secretary of Transportation, and are included in the STIP without change.*

*The NCDOT worked cooperatively with the MPOs to develop the STIP project ranking process, public involvement processes, and the development of the STIP. Additionally, the NCDOT is an active participant in the interagency conformity process to meet the TIP and MTP conformity requirements.*

3. 23 CFR § 450.218(f)

The Governor shall provide all interested parties with a reasonable opportunity to comment on the proposed STIP as required by § 450.210(a).

The NCDOT has adequately or more than adequately met 23 CFR § 450.218(f) by:

*The NCDOT began development and outreach of the STIP in the spring of 2016. The NCDOT requested the MPOs solicit public feedback and review of the local projects to be recommended for consideration in the STIP development ranking process. The NCDOT held 9 public information sessions during the months of March and May 2017 on the Draft STIP. All of the public information sessions were regional face-to-face sessions. The purpose of these sessions was to inform citizens about projects in the Draft STIP, and to gather input on the process which produced the Draft STIP. Nearly 80 individuals participated in these sessions and citizens could also provide feedback online. Sessions were held in transit accessible locations and the Department provided auxiliary aids for participants under the Americans with Disabilities Act as well as special services for limited English speaking participants. Consultation was conducted with stakeholder groups (traditional and non-traditional) throughout North Carolina via emails and direct mailing to encourage participation via multiple feedback options.*

*The NCDOT went beyond their adopted public involvement policy in seeking input from the public in developing and adopting the STIP.*

4. 23 CFR § 450.218(g)(h)(i)(j)

The STIP shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the State proposed for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53. The STIP shall contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded with 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 funds. The STIP shall include for each project or phase a sufficient description, estimated total project cost, amount of Federal funds proposed to be obligated during each program year, and identification of the agencies responsible for carrying out the project or phase.

The NCDOT has met 23 CFR § 450.218(g)(h)(i)(j) by:

*The STIP includes all capital and non-capital highway funded projects, as well as all regionally significant projects regardless of funding source. The STIP includes projects with sufficient description to identify the project, cost, proposed funds, funding sources and the agency responsible for implementing the project. This information is also reflected in the MPO TIPs. The STIP also includes the grouping of some bicycle and pedestrian, bridge, and interstate maintenance projects. The state does not use cost bands in their STIP.*

*The STIP meets these Federal requirements.*

5. 23 CFR § 450.218(k)

Each project or project phase included in the STIP shall be consistent with the long-range statewide transportation plan developed under § 450.216 and, in metropolitan planning areas, consistent with an approved metropolitan transportation plan developed under § 450.324.

The NCDOT has met 23 CFR § 450.218 (k) by:

*North Carolina approved an update to the 2004 Statewide Long Range Transportation Plan in August 2012, the 2040 Statewide Transportation Plan. While not project specific, the 2040 Plan stipulates that the N.C. Department of Transportation's highest priorities are ensuring safety, preserving existing transportation systems, and focusing on services and facilities with statewide significance. The plan further calls for the state to invest in initiatives that promote economic opportunities and allow increased flexibility at the local level. This comprehensive two-year effort included identifying statewide transportation systems' resources and needs and working with local governments to identify local transportation needs, all to ensure that North Carolina's transportation systems remain safe and are less congested and freight keeps moving to enhance the state's economy. The Plan estimates funding availability over the next 30 years, as well as potential funding sources to help meet the state's needs. The FHWA and FTA staff participated in the development of the 2040 Plan. The FHWA and FTA believe the current Plan adequately meets the Federal*

*transportation planning requirements and that the projects in the STIP are consistent with the 2040 Statewide Transportation Plan.*

*Additionally, the metropolitan Transportation Improvement Programs for the 19 NC MPOs have been reviewed and found consistent with the MTPs. The FHWA has reviewed TIP changes and made comparisons to the MTPs and in situations where there are differences MTPs are being amended to reflect the new TIP project descriptions and scope. All metropolitan TIPs and MTPs, if applicable, went out for public review and comment.*

6. 23 CFR § 450.218 (I)

The STIP may include a financial plan that demonstrates how the approved STIP can be implemented, indicates resources from public and private sources that are reasonably expected to be available to carry out the STIP, and recommends any additional financing strategies for needed projects and programs. In addition, for illustrative purposes, the financial plan may include additional projects that would be included in the adopted STIP if reasonable additional resources beyond those identified in the financial plan were to become available. The State is not required to select any project from the illustrative list for implementation, and projects on the illustrative list cannot be advanced to implementation without an action by the FHWA and the FTA on the STIP. Revenue and cost estimates for the STIP must use an inflation rate to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the State, MPOs, and public transportation operators.

*The NCDOT has met 23 CFR § 450.218 (I) by:*

*Pages T-5 through T-13 of the STIP contain a discussion of the Highway Program funding and anticipated revenues from all sources (Federal-aid, GARVEE Bonds, and State Highway Trust fund) and an account of advance construction and inflation. The total proposed program funding compares favorably with anticipated revenues at least until a new highway bill is approved.*

*The NCDOT has developed the STIP estimating future federal funding levels for North Carolina for all programs as outlined in Table 1. As Federal-aid funding becomes more certain, it is anticipated that the NCDOT will review its cash flow and make appropriate amendments to spend down the remaining federal funds. The NCDOT's program relies heavily on financing techniques such as advance construction (AC) to cash flow large projects and the use of GARVEE bonds backed by the receipt of future federal funds. These techniques are available for use by the NCDOT in accordance with 23 CFR 630 Subpart G. Since the use of financing techniques is very dependent on project advancement during any given fiscal year or from one year to the next, it is very difficult to precisely determine the levels of use of these techniques ahead of time. However, the NCDOT's advance construction program is currently in excess of 3.3 billion dollars. The FHWA and FTA support the State's use of the AC technique, but caution the State to maintain their AC levels to no more than 3-years of apportionment.*

Table 1: Funding Table showing estimated available funding for the STIP:

State Fiscal Year	FFY 18	Est. FFY 19	Est. FFY 20	Est. FFY 21
Total State Trust Fund Revenues	\$1,547.7	\$1,586.3	\$1,619.9	\$1,654.6
Available Trust Fund Revenues	\$1,408.5	\$1,448.3	\$1,471.3	\$1,564.9
Available Federal Aid	\$1049.4	\$1,076.7	\$1,114.6	\$1,114.5
Total Available Funds	\$2457.9	\$2,525.0	\$2,585.9	\$2,679.4
Preliminary Engineering	(\$200.0)	(\$200.0)	(\$200.0)	(\$200.00)
Construction Cost Overruns	(\$58.0)	(\$60.0)	(\$61.8)	(\$64.6)
Funds Available for Programming	\$2,120.0	\$2,192.3	\$2,243.5	\$2,282.0

Based on the *FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT* the following funds are programmed for FFY 18 in the STIP by program area.

Table 2: Federal Aid Construction Program for FFY 2018

Category	Federal Funds (\$ in Millions)	Required State Matching Funds (\$ in Millions)	Total (\$ in Millions)
National Highway Performance Program	606	152	758
Rail Highway Crossing Program	7	2	9
Statewide Planning	17	4	21
TAP	23	6	29
Research Development	5	1	6
Metropolitan Planning	6	2	8
Congestion Mitigation	50	12	62
Surface Transportation Block Grant Program	400	100	500
Highway Safety Improvement Program	61	7	68
National Freight Program	29	7	36
Total Apportionment	1204	293	1497
Obligation Limitation	1160	290	1450

Page T-10 of the STIP contains a discussion of the Anticipated Inflation. It describes that inflation is factored into the programming of projects in the STIP by reducing the available funds by an amount of inflation. The following inflation factors for future construction and right of way cost increases were used: 2018 - 1.005, 2019 - 1.0151, 2020 - 1.0252, 2021 - 1.0355, 2022 through 2027 - 1.0458. This allowed project costs used in the Program to be shown in current year dollars.

7. 23 CFR § 450.220; 23 CFR § 450.336

At least every 4 years, the State shall submit an updated STIP concurrently to the FHWA and the FTA for joint approval. The State must also submit STIP amendments to the FHWA and the FTA for joint approval. At the time the entire proposed STIP or STIP amendments are submitted to the FHWA and the FTA for joint approval, the State shall certify that the transportation planning process is being carried out in accordance with all applicable requirements as outlined in 23 CFR § 450.220.

For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements as outlined in 23 CFR § 450.336.

The NCDOT has met 23 CFR § 450.220; 23 CFR § 450.336 by:

- *Self-certifying that the 10 Federal regulations listed in 23 CFR § 450.220 and certifying that they adequately meet all Federal requirements.*
- *Submitting the MPO approved TIPs and self-certifications as per 23 CFR § 450.336.*

Conclusion

*The North Carolina Department of Transportation (NCDOT) has met the STIP requirements in 23 USC 134 and 135 and 49 U.S.C. 5303 and 5304 and the implementing regulations. FHWA and FTA find that the projects in the STIP are based on a planning process that meets those requirements. As such, we recommend approval of the FY 2018-2021 Statewide Transportation Improvement Program effective January 19, 2018.*

# **MPO Project Report**

## **Greenville Urban Area Metropolitan Planning Organization**

### **January 2017**

#### **1. Travel Demand Model Update (TDM)**

The MPO's current Travel Demand Model (TDM) has a horizon year of 2040. The Model, as previously presented to the TCC and TAC, is required by Federal regulations to be updated every five years at minimum. The project is underway and on schedule for completion by the deadline of August 2018. A kickoff meeting was held by the consultant on December 21, 2017. The MPO has provided a significant amount of data as mined and provided by Transit providers, ECU, the County, NCDOT and MPO Staff. NCDOT and the MPO are currently coordinating the required verification and review of data processes for the model as it is being constructed and expanded County wide. The base year for the model has been set at 2016 with a forecast horizon year of 2045. The model update and expansion will be completed in coordination with the early stages of the 2045 Metropolitan Transportation Plan development.

As a recap, the model update and expansion project is being funded by the MPO in coordination with NCDOT. The MPO will be invoicing the costs associated with the update upon completion of the project, once the MPO has invoiced and received the 80% reimbursement, NCDOT will invoice the total project cost.

#### **2. Southwest Bypass Corridor Study**

The Southwest Bypass Corridor Study kicked off and is on schedule for completion in summer 2018. Stewart the selected consultant has been coordinating data needs with County staff as the planning process progresses. On November 21, 2017 Stewart held a series of Stakeholder interviews with citizens, local government staff, developers, economic development professionals and environmental groups. Bi-weekly coordination meetings will be held between the consultant and technical committee. The first Steering Committee took place in Winterville on January 23, 2018. The project is currently in Phase 2 of 5 of the project as they are currently completing an existing condition analysis and inventory.

#### **3. 2045 Metropolitan Transportation Plan Development (MTP)**

MPO staff, as approved by the Transportation Advisory Committee (TAC), requested and was granted permission by FHWA and NCDOT to use professional services to develop the 2045 Metropolitan Transportation Plan. MPO staff submitted a Request for Proposals on November 28, 2017 with an addendum, based on consultant questions, issued on December 11, 2017. A public opening of bids was held by the Bid Selection Committee, comprised of members from the Technical Coordinating Committee (TCC). As Lead Planning Agency, the City of Greenville will enter into contract with the selected consultant. The terms of the contract are currently being negotiated with the contract potentially going before the City of Greenville city Council in March 2018 for award of the contract. The project is preliminary scheduled to kick off as early as April 2018 with hard completion date of June 30, 2018 allowing for the plan to go through the required approval and adoption process well in advance of the August 5, 2019 deadline. To include the public and steer the development process the development of the 2045 MTP will include a Technical Committee, consisting of local government and State agency



professionals, and Steering Committee, comprised of member of the public. Recommendations and selections for each committee shall be a joint process between the MPO and selected consultant.

#### **4. Prioritization**

Project entry for P5.0 ended on September 29, 2017. The TCC and TAC adopted project list was entered with no complications. The MPO entered a total of 13 Bike & Ped projects and 16 Highway projects. NCDOT's SPOT unit will be reviewing the projects for the next few months. On April 1, 2018 the SPOT unit will release the list of Statewide projects that have been funded and the Regional projects preliminary quantitative scores. The MPO will then assign points according to the MPO's adopted local methodology. On July 1, 2018 the SPOT unit will release the list of Regional projects that have been funded and the preliminary scoring of Division projects and the MPO will again go through the process of assigning points based on the adopted local methodology.

Once all three levels of projects have been finalized the NCDOT STIP unit will program and release the first draft of the 2020-2029 State Transportation Improvement Program (STIP). Once released the NCDOT and the MPO will coordinate public involvement opportunities.

#### **5. Comprehensive Transportation Plan (CTP)**

The Highway Map of the Greenville Urbanized Area's Comprehensive Transportation Map was recently updated and adopted by the MPO and NCDOT Board of Transportation. Currently the Highway Map is the only map developed for the MPO. Current available data and the completion of the Active Transportation Master Plan have now made it possible to begin development of the maps not currently completed, including: Bicycle and Pedestrian, Rail and Public Transportation. In an effort to conduct transportation planning in a regionally connected process, a single CTP will be developed for Pitt County and the MPO. Currently the MPO and Pitt County are separated, but due to the Travel Demand Model being expanded County wide a single unified CTP is possible and preferred. The CTP format is currently being upgraded by NCDOT and the planned Pitt County CTP (with the MPO included) will be developed in the new format (CTP 2.0). The Mid-East RPO and MPO will coordinate to develop this unified CTP.

The first map scheduled for development is the Bicycle and Pedestrian Map. The data and information within the MPO's Active Transportation Plan will be utilized to develop this map for the MPO area while the area outside of the MPO will be developed by the RPO. The Rail and Public Transportation Maps will follow and be developed in coordination between the MPO and RPO. The last map to be developed will be the Highway Map as that map will developed utilizing the County wide Travel Demand Model currently under development. The MPO currently has a Highway Map developed and will update to the new CTP 2.0 format in coordination with the County. While this project will be a coordination effort between the RPO and MPO, each organization's funds will only be used to develop the CTP for their planning area. By taking the action to create a unified complete CTP, the MPO and RPO can effectively coordinate planning efforts on project that may stretch behind each other's planning boundary.