

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

Wednesday, February 17, 2021 at 1:30 p.m.

Electronic meeting via Zoom

Actions to be taken in bold italics

1) Approval of Agenda; approve

Chair to read aloud Ethics Awareness and Conflict of Interest reminder

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

2) Public Comment Period

3) Election of Technical Coordinating Committee Chair and Vice Chair for 2021

4) Regular Agenda

- a)** Approval of the February 17, 2021 Joint Governing Committee meeting minutes – **approve** (pg.3-8)
- b)** Presentation from the NCDOT Traffic Safety Unit by Brian Mayhew, Brian Murphy, Bailey Harden, and Haywood Daughtry - **discussion**
- c)** Approval of minor amendments and administrative modifications to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP) - **approve** (pg.9-12)
- d)** Approval of the I-587 Designation and Modifications to US 264 and US 264 Alternate Resolution No. 2021-01-GUAMPO – **approve** (pg.13-15)
- e)** Approval of the Greenville Urban Area MPO’s Fiscal Year 2021 Unified Planning Work Program (UPWP) Amendment #2 Resolution No. 2021-02-GUAMPO – **approve** (pg.16-19)
- f)** Self-Certification of Greenville Urban Area MPO Transportation Planning Process for Fiscal Year 2022 Resolution No. 2021-03-GUAMPO – **approve** (pg.20-27)
- g)** Approval of the Greenville Urban Area MPO’s Fiscal Year 2022 Unified Planning Work Program (UPWP) Resolution No. 2021-04-GUAMPO – **approve** (pg.28-64)
- h)** TCC and TAC meeting schedule update for 2021 - **discussion**

5) Other Discussion Items

- a)** Updates/Announcements
 - i. Division 2 (Len White and Diane Hampton) (pg.65-66)
 - ii. Transportation Planning Division (Saman Jeffers and Scott Walston)
 - iii. MPO Staff Updates

6) Proposed Upcoming MPO Meeting Schedule (virtual at 1:30pm)

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

7) Items for future consideration

- a)** Review and approval of Greenville Urban Area MPO Local Methodology for P6.0 Prioritization Process

8) Adjourn

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

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

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

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

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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

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

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



Attachment 4a

Technical Coordinating Committee

Action Required

February 17, 2021

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Minutes from the December 9, 2020 Joint Governing Committee meeting

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

Discussion: The draft minutes from the December 9, 2020 Joint TCC and TAC meeting are attached for review and approval.

Action Needed: Request the Technical Coordinating Committee to adopt the December 9, 2020 Joint Governing Committee meeting minutes.

Attachments: *Draft December 9, 2020 Joint TCC and TAC meeting minutes*

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
JOINT GOVERNING COMMITTEE MINUTES
December 9, 2020**

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

P.J. Connelly, Mayor, City of Greenville
Ryan Mayers, City of Greenville
Thomas Barnett, City of Greenville
Ken Graves, City of Greenville
Steve Tripp, Town of Ayden
Richard Zeck, Mayor, Village of Simpson
Tony Moore, Town of Winterville
James Rhodes, Pitt County
Michael Taylor, Pitt County
Len White, NCDOT
Preston Hunter, NCDOT
Diane Hampton, NCDOT
Dennis Nwanda, Mid-East RPO
Thomas Taft, Jr. NCDOT

Kevin Mulligan, City of Greenville
Rik DiCesare, City of Greenville
Ann Wall, City of Greenville
Chantae Gooby, City of Greenville
Matt Livingston, Town of Ayden
Ben Williams, Vice-Chair, Town of Winterville
Alex Albright, Commissioner, Pitt County
Jonas Hill, Pitt County
Steve Hamilton, NCDOT
Haywood Daughtry, NCDOT
Bailey Harden, NCDOT
Saman Jeffers, NCDOT
Bill Marley, FHWA
William Bagnell, ECU

OTHERS PRESENT:

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

I. APPROVAL OF AGENDA

Mr. Rhodes made a motion to approve the agenda for TCC as presented. A second was made by Mr. Taylor. The motion passed unanimously. Mayor Zeck made a motion to approve the agenda for TAC as presented. A second was made by Mayor Tripp. The motion passed unanimously.

II. PUBLIC COMMENT PERIOD

There were no public comments.

III. REGULAR AGENDA

A. Approval of the June 10, 2020 TCC meeting minutes, the June 24, 2020 TAC meeting minutes, and the July 30, 2020 Joint TCC and TAC meeting minutes.

A motion was made by Mr. Williams for TCC to approve the June 10 2020 TCC minutes and the July 30, 2020 TCC portion of the joint meeting. The motion was seconded by Mr. Hamilton and approved unanimously.

A motion was made by Mayor Zeck for TAC to approve the June 24 2020 TAC minutes and the July 30, 2020 TAC portion of the joint meeting. The motion was seconded by Mayor Tripp and approved unanimously.

B. 2020-2029 Statewide Transportation Improvement Program (STIP) Reprogramming update

Leigh Wing, NCDOT gave a presentation regarding the reprogramming update of the STIP. No action was required for this item.

C. Major Amendment to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP) and Reprogramming Report

Due to the projected revenue losses, accompanied with significant project cost increases, NCDOT has reprogrammed a large number of projects in the 2020-2029 Statewide Transportation Improvement Program (STIP). The STIP amendment will require the Greenville Urban Area MPO to adopt a series of amendments to our 2020-2029 Transportation Improvement Program (TIP).

Compared to the original STIP, the schedule of fifteen projects in our region were impacted, most of them been delayed. Among the highway projects with committed funds, three projects were delayed 1 to 3 years and are identified as:

- Project U-2817: Widen to multi-lanes Evans Street/ Old Tar Road (SR 1700) from Worthington Road (SR 1711) to Greenville Boulevard (US264 Alt).
- Project U-5875: Widen to multi-lanes Allen Road (SR 1203) from Stantonsburg Road (SR 1467) to Dickinson Avenue Extension (US13).
- Project U-6197: Upgrade intersection at Worthington Road (SR 1711) and County Home Road (SR 1725).

An additional six projects, with committed funds, were delayed 4 or more years. They are identified as:

- Project U-5730: Upgrade intersection at Memorial Drive (US 13) and 5th Street (NC 43).
- Project U-5785: Widen to multi-lanes Firetower Road (SR 1708) from East Arlington Boulevard to Fourteenth Street (SR 1704).
- Project U-5870: Widen to multi-lanes Firetower Road (SR 1708) from Fourteenth Street (SR 1704) to East 10th Street (NC 33).
- Project U-5917: Widen to multi-lanes Fourteenth Street (SR 1704) from Red Banks Road to Firetower Road (SR 1708).
- Project U-5952: Greenville Signal System upgrade
- Project U-5991: Widen to multi-lanes NC 43 from Firetower Road (SR 1708) to Worthington Road (SR 1711).

Among the highway projects with non-committed funds, two projects were delayed 1 to 3 years. Among the bridge projects with committed funds, three projects were delayed 1 to 3 years.

MPO Staff requests the Joint Governing Committee adopt Resolution 2020-08-GUAMPO supporting the 2021 State Safety Performance Measures.

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

A motion was made by Mayor Tripp for TAC to adopt the resolution. The motion was seconded by Mayor Zeck and passed unanimously.

D. STIP modification resolution; Transit Project Addition

MPO Staff requests the approval of the amendment of the 2020-2029 Statewide Transportation Improvement Program (STIP) to add a new project, programmed by the City of Greenville, to be funded by the CARES Act Transit funds.

This project is for the expansion of the Great Area Transit Fleet Services building. The expansion of the number of storage bays will provide the ability to perform timely maintenance on City busses and provide a separate area for the Transit busses to be maintained. This separation is a necessary addition as a result of the onset of COVID-19. This project would expand the existing shop by having two bays (75-ft x 45-ft) constructed as an addition to the current western end of the facility. An expansion of the existing bays will also allow the City to incorporate Compressed Natural Gas (CNG) vehicles into our fleet. The existing fleet garage does not have adequate space to allow us to work on the CNG vehicles. Funding for this project would be provided by the Transit funds (CARES at 90%) as well as the solid waste fund and general fund. All federally funded projects must be included on the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP).

MPO Staff request the Joint Governing Committee adopt Resolution 2020-09-GUAMPO supporting the request of the STIP amendment.

A motion was made by Mr. Livingston for TCC to recommend adoption by TAC. The motion was seconded by Mr. Mayers and passed unanimously.

A motion was made by Mayor Tripp for TAC to adopt the resolution. The motion was seconded by Mayor Zeck and passed unanimously.

E. Greenville Urban Area MPO Safety Performance Measure Targets, FHWA Assessment and 2021 Targets presentation by Brian Mayhew and Brian Murphy, Transportation Mobility & Safety Division

Mr. Murphy and Mr. Mayhew gave a presentation on FHWA Assessment and 2021 Targets. Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets. The presentation was about making us aware the next steps moving forward in order to reach the targets. Additional coordination will be established between MPO's and NCDOT Traffic Safety Unit in all areas of safety, but specifically in data sharing, safety tools development, safety need identification and shared safety project implementation.

No action was required for this item.

F. Support of the State's Established Safety Performance Measure Targets

This agenda item is to support the State Safety Performance measures as established by NCDOT. Current federal transportation legislation (FAST Act) requires states and MPOs adopt performance measures and targets to monitor their progress over time toward achieving USDOT transportation goals. Safety was the first area of emphasis for FHWA and guidance reflects that the following should be considered by states and MPOs when developing performance measures/targets:

- 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

NCDOT adopted associated safety performance measures in August 2020 for the 2021 calendar year. As such, the Greenville Urban Area MPO is required to adopt safety measures by the end of February 2021. While the FAST Act allows MPOs to adopt measures and targets independently of their state, NCDOT has encouraged MPOs to follow their lead by adopting the established statewide performance measures. These updated safety targets must also be included in the Long Range Transportation Plan (LRTP) as well. Staff is recommending an administrative update to add the 2021 Safety Targets to the Plan.

These five specific criteria must be updated on a yearly basis with the following benchmarks adopted by NCDOT for 2021:

1. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 4.20 percent each year from 1,427.2 (2015-2019 average) to 1,309.9 (2017-2021 average) by December 31, 2021.
2. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 4.35 percent each year from 1.208 (2015-2019 average) to 1.105 (2017-2021 average) by December 31, 2021.
3. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce total

serious injuries by 3.24 percent each year from 3,905.0 (2015-2019 average) to 3,656.1 (2017-2021 average) by December 31, 2021.

4. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 3.35 percent each year from 3.281 (2015-2019 average) to 3.065 (2017-2021 average) by December 31, 2021.
5. For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 3.65 percent each year from 543.4 (2015-2019 average) to 504.4 (2017-2021 average) by December 31, 2021.

MPO Staff requests the Joint Governing Committee adopt Resolution 2020-10-GUAMPO supporting the 2021 State Safety Performance Measures.

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

A motion was made by Mayor Zeck for TAC to adopt the resolution. The motion was seconded by Mayor Tripp and passed unanimously.

G. 5310 Operating Grant Letter of Support for the Pitt Council on Aging

Pitt County Council on Aging is applying for funding from the North Carolina Department of Transportation and the Enhanced Mobility of Seniors and Individuals with Disabilities Program through the 5310 Operating Grant for FY2022. A letter of support from the MPO is required for the grant application to move forward.

MPO Staff requests the Joint Governing Committee to approve Greenville Urban Area MPO's letter of support.

A motion was made by Mrs. Wall for TCC to recommend adoption by TAC. The motion was seconded by Mr. Livingston and passed unanimously.

A motion was made by Mayor Tripp for TAC to adopt the resolution. The motion was seconded by Mayor Zeck and passed unanimously.

H. Draft FY 2021-2022 Unified Planning Work Program (UPWP)

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

The proposed UPWP for the PL-funded planning activities in FY 2022 was developed utilizing information provided by representatives of the MPO's participating communities and coordinated with NCDOT's Transportation Planning Division. The City of Greenville's Transit Manager provided information regarding future FTA-sponsored planning activities and needs as necessary for system specific funding.

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

- Pitt County – CTP update assistance (Task II-B-2, Regional Planning)
- Uptown Greenville Area and Mobility Plan (Task II-B-3, Special Studies)

A 5-year work plan be submitted and updated to keep NCDOT abreast of long-range

planning issues. This requirement was initiated by NCDOT for the planning period and outlines the major initiatives the MPO plans to undertake creating efficient communication between NCDTO, FHWA and the MPO.

No action is required on this item.

I. Preliminary meeting of the TCC and TAC for 2021

Mr. De Jesus shared the potential dates for TCC and TAC meetings. Ms. Hampton and Mr. De Jesus suggested rescheduling the June and July meetings to match DOT schedules for updates.

IV. OTHER DISCUSSION ITEMS

A. Updates/Announcements

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

V. PROPOSED UPCOMING MPO MEETING SCHEDULE

(Virtual at 1:30pm)

- **TCC (2021)**
 - February 17, 2021; June 30,2021; October 13, 2021; December 8, 2021
- **TAC (2020)**
 - March 3, 2021; July 14, 2021; October 27, 2021; December 8, 2021

V. ADJOURN

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



Attachment 4c

Technical Coordinating Committee

Action Required

February 17, 2021

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

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

Minor Amendments

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

Administrative Modification

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

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

Attachments: *MTIP amendment reference pages*

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

<p>* TL-0009 PITT PROJ.CATEGORY PUBLIC TRANS</p>	<p>- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>FLEET SERVICE BUILDING EXPANSION. <u>ADD PROJECT TL-0009 TO STIP FOR FY 2021. NEW</u> <u>PROJECT DEVELOPED FOR FEDERAL FUNDING</u> <u>AWARD. PROJECT ADDED AT THE REQUEST OF</u> <u>GREENVILLE URBAN AREA MPO</u></p>	<p>CONSTRUCTION</p>	<table border="0"> <tr> <td>FY 2021 -</td> <td>\$13,000</td> <td>(L)</td> </tr> <tr> <td>FY 2021 -</td> <td>\$113,000</td> <td>(CARES)</td> </tr> <tr> <td>FY 2022 -</td> <td>\$85,000</td> <td>(L)</td> </tr> <tr> <td>FY 2022 -</td> <td><u>\$765,000</u></td> <td>(CARES)</td> </tr> <tr> <td></td> <td>\$976,000</td> <td></td> </tr> </table>	FY 2021 -	\$13,000	(L)	FY 2021 -	\$113,000	(CARES)	FY 2022 -	\$85,000	(L)	FY 2022 -	<u>\$765,000</u>	(CARES)		\$976,000	
FY 2021 -	\$13,000	(L)																	
FY 2021 -	\$113,000	(CARES)																	
FY 2022 -	\$85,000	(L)																	
FY 2022 -	<u>\$765,000</u>	(CARES)																	
	\$976,000																		

* INDICATES FEDERAL AMENDMENT

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

DIVISION 2

<p>* HS-2002A PITT PROJ.CATEGORY DIVISION</p>	<p>SR 1703 (14TH STREET), INSTALL CROSSWALK, WHEELCHAIR RAMPS, SIDEWALK, AND FENCING ALONG SR 1703 (14TH STREET) FROM HASKETT WAY AND BERKLEY ROAD. REMOVE TWO EXISTING OBSOLETE CROSSWALKS. <u>ADD PROJECT BREAK AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2021 -</p>	<p><u>\$50,000</u> \$50,000</p>	<p>(HSIP)</p>
<p>* HS-2002B CARTERET PROJ.CATEGORY REGIONAL</p>	<p>NC 24, NC 24 BETWEEN SR 1259 (TAYLOR NOTION ROAD) AND US 70. INSTALL PAVEMENT MARKINGS AND RUMBLE STRIPES ON TWO-WAY LEFT TURN LANE. <u>ADD PROJECT BREAK AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2021 -</p>	<p>\$640,000 \$640,000</p>	<p>(HSIP)</p>
<p>R-5777C CRAVEN PROJ.CATEGORY STATEWIDE</p>	<p>US 70, EAST OF THURMAN ROAD TO HAVELOCK BYPASS. UPGRADE ROADWAY TO FREEWAY AND CONSTRUCT SERVICE ROADS. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u></p>	<p>RIGHT-OF-WAY UTILITIES CONSTRUCTION</p>	<p>FY 2023 - FY 2024 - FY 2023 - FY 2023 - FY 2024 - FY 2025 - FY 2026 -</p>	<p>\$14,250,000 \$14,250,000 \$1,100,000 \$42,125,000 \$42,125,000 \$42,125,000 <u>\$42,125,000</u> \$198,100,000</p>	<p>(T) (T) (T) (T) (T) (T) (T)</p>
<p>* R-5782 LENOIR BEAUFORT CARTERET JONES CRAVEN PAMLICO GREENE PITT PROJ.CATEGORY DIVISION</p>	<p>VARIOUS, DIVISION 2 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. <u>ADD FUNDING IN FY 21 AND FY 22 NOT PREVIOUSLY PROGRAMMED.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2020 - FY 2020 - FY 2021 - FY 2021 - FY 2022 - FY 2022 -</p>	<p>\$100,000 \$400,000 \$200,000 \$800,000 \$200,000 \$800,000 \$2,500,000</p>	<p>(S) (TA) (S) (TA) (S) (TA)</p>
<p>* U-5606 PITT PROJ.CATEGORY DIVISION</p>	<p>SR 1598 (DICKINSON AVENUE), NC 11 TO READE CIRCLE. IMPROVE ROADWAY. <u>COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2022 - FY 2023 -</p>	<p>\$5,850,000 <u>\$5,850,000</u> \$11,700,000</p>	<p>(BG5200) (BG5200)</p>

* INDICATES FEDERAL AMENDMENT

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

DIVISION 14

R-5865	US 276, US 64 TO AVERY CREEK TRAIL HEAD. WIDEN	CONSTRUCTION	FY 2023 -	\$2,520,000	(FLAP)
TRANSYLVANIA	TO 3-LANES WITH BICYCLE LANES. NC FLAP DOT		FY 2023 -	\$630,000	(S(M))
PROJ.CATEGORY	276(1).			\$3,150,000	
EXEMPT	<u>TO ASSIST IN BALANCING FUNDS. DELAY CONSTRUCTION FROM FY 22 TO FY 23.</u>				

* TG-6143	APPLE COUNTRY TRANSIT, W. CAROLINA	CAPITAL	FY 2020 -	\$8,000	(L)
HENDERSON	COMMUNITY, ROUTINE CAPITAL - BUS STOP		FY 2020 -	\$31,000	(5307)
PROJ.CATEGORY	SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE		FY 2021 -	\$8,000	(L)
	PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC		FY 2021 -	\$116,000	(5307)
	<u>ADD 5307 FUND TO FY 2021</u>		FY 2022 -	\$8,000	(L)
			FY 2022 -	\$31,000	(5307)
			FY 2023 -	\$8,000	(L)
			FY 2023 -	\$31,000	(5307)
				\$241,000	

STIP DELETIONS

DIVISION 2

* W-5702P	VARIOUS, 128 SECONDARY ROADS AND 1 PRIMARY	CONSTRUCTION	FY 2021 -	\$2,995,000	(T)
JONES	ROUTE (NC 11) IN			\$2,995,000	
GREENE	EIGHT COUNTIES IN DIVISION 2. INSTALL				
PAMLICO	THERMOPLASTIC				
BEAUFORT	PAVEMENT MARKINGS.				
LENOIR	<u>PROJECT TO NO LONGER UTILIZE BUILD NC BONDS.</u>				
PITT	<u>SPECIFIC PROJECT BREAK NOT NEEDED IN STIP.</u>				
CRAVEN					
CARTERET					

DIVISION 5

* U-6095	US 64 BUSINESS (NEW BERN AVENUE), FREEDOM	RIGHT-OF-WAY	FY 2021 -	\$90,000	(BGDA)
WAKE	DRIVE TO PATRIOT DRIVE IN RALEIGH. ADD LANE IN		FY 2021 -	\$22,000	(L)
PROJ.CATEGORY	EASTBOUND DIRECTION.	CONSTRUCTION	FY 2022 -	\$320,000	(BGDA)
REGIONAL	<u>PROJECT DELETED AT THE REQUEST OF MPO.</u>		FY 2022 -	\$80,000	(L)
	<u>PROJECT DECLINED BY CITY.</u>			\$512,000	

* INDICATES FEDERAL AMENDMENT

Thursday, December 3, 2020



Attachment 4d

Technical Coordinating Committee

Action Required

February 17, 2021

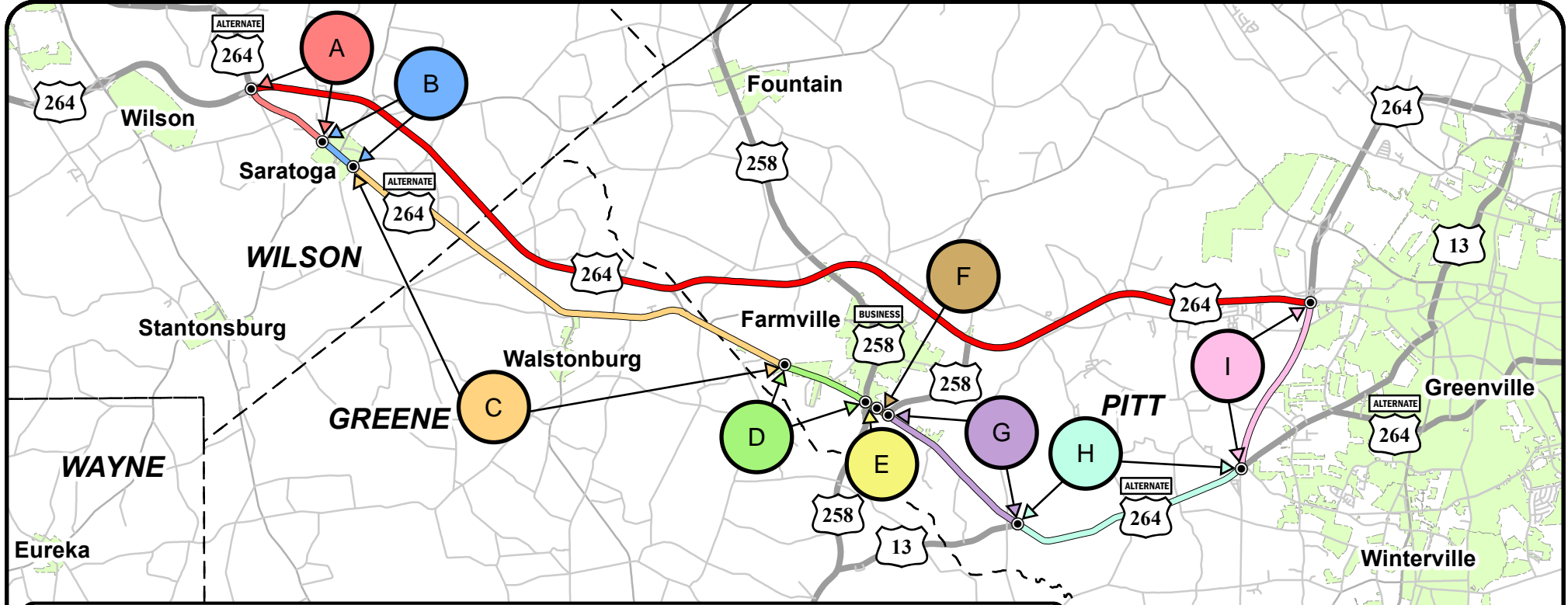
TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: I-587 Designation and Modifications to US 264 and US 264 Alternate Resolution

Purpose: To Pass a resolution in support of the I-587 route designation, relocating a portion of US 264 onto US 264 Alternate and eliminate US 264 Alternate where US 264 is relocated, as shown in the map attached.

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

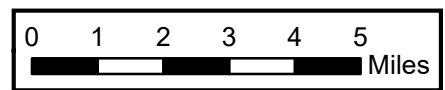
Action Needed: Request the TCC recommend adoption of the Resolution 2021-01-GUAMPO to TAC.

Attachments: *Map of the US 264 Relocation/US 264 Alt Elimination for Wilson/Greene/Pitt Counties, Greenville Urban Area Resolution 2021-01.*



US 264 Relocation/US 264 Alt Elimination (Approx. Distance = 26.43 miles)

- Segment A (from US 264 to Saratoga Municipal Boundary, length = 1.75 miles)
- Segment B (from Saratoga Municipal Boundary to Saratoga Municipal Boundary, length = 0.78 miles)
- Segment C (from Saratoga Municipal Boundary to Farmville Municipal Boundary, length = 9.71 miles)
- Segment D (from Farmville Municipal Boundary to US 258/US 258 Business, length = 1.70 miles)
- Segment E (from US 258/US 258 Business to Farmville Municipal Boundary, length = 0.20 miles)
- Segment F (from Farmville Municipal Boundary to US 258/US 258 Business, length = 0.27 miles)
- Segment G (from US 258/US 258 Business to US 13, length = 3.66 miles)
- Segment H (from US 13 to NC 11 Bypass, length = 4.84 miles)
- Segment I (from NC 11 Bypass to US 264, length = 3.52 miles)
- Existing US 264 (Proposed I-587, length = 22.92 miles)
- Municipal Boundary
- County Boundary



LENOIR

RESOLUTION NO. 2021-01-GUAMPO

RESOLUTION TO APPROVE THE ROUTING OF I-587, THE REROUTING OF US 264, AND REMOVAL OF US 264 ALTERNATE WITHIN THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

WHEREAS, US 264 is a United States highway that is a primary transportation route in the Greenville Urban Area MPO; and

WHEREAS, US 264 is currently routed on Future I-587; and

WHEREAS, the NCDOT is requesting AASHTO to allow I-587 to be signed along the current routing of US 264 between the I-95 interchange in Wilson County and the NC 11 Bypass interchange in Pitt County; and

WHEREAS, the NCDOT recommends relocating the routing of US 264 onto the current routing of US 264 Alternate between the eastern US 264 Alternate interchange in Wilson County the NC 11 Bypass interchange in Pitt County along; and

WHEREAS, the NCDOT recommends relocating the routing of US 264 onto the current routing of NC 11 Bypass between the US 264 Alternate interchange and the US 264 interchange in Pitt County; and

WHEREAS, the NCDOT recommends the elimination of US 264 Alternate between the eastern US 264 interchange in Wilson County and the NC 11 Bypass interchange in Pitt County.

BE IT THEREFORE RESOLVED that the Transportation Advisory Committee of the Greenville Urban Area MPO approves the designation of I-587, rerouting of US 264, and removal of the US 264 Alternate designation within its boundaries.

Today, March 3rd, 2021

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

Amanda Braddy, Secretary



Attachment 4e Technical Coordinating Committee

Action Required

February 17, 2021

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Amendment #2 of the Greenville Urban Area MPO's Fiscal Year 2021 Unified Planning Work Program (UPWP)

Purpose: To amend the Greenville Urban Area Metropolitan Planning Organization's current FY 2020-2021 Unified Planning Work Program (PWP) to re-allocate existing funds to a special study.

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

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

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

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

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

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

➤ **Greenville Area Transit Plan (\$124,000 Total -- \$99,200 Federal; \$24,800 Local Match)**

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

Action Needed: Request the TCC recommend adoption of the Resolution 2021-02-GUAMPO adopting Amendment #2 of the FY 2021 PWP to TAC.

Attachments: *Proposed UPWP Expenditure Breakdown of the PL104 Funds; Proposed removal and addition to the task narrative*

**Greenville Urban Area Metropolitan Planning Organization
Task and Project Funding FY 2021**

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104		
			Local 20%	Federal 80%	TOTAL
	II-A	Data and Planning Support	\$ 1,200	\$ 4,800	\$ 6,000
44.24.00	II-A-1	Networks and Support Systems	\$ 400	\$ 1,600	\$ 2,000
44.23.01	II-A-2	Travelers and Behavior	\$ 400	\$ 1,600	\$ 2,000
44.23.02	II-A-3	Transportation Modeling	\$ 400	\$ 1,600	\$ 2,000
	II-B	Planning Process	\$ 6,600	\$ 26,400	\$ 33,000
44.23.02	II-B-1	Targeted Planning	\$ 3,600	\$ 14,400	\$ 18,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 3,000	\$ 12,000	\$ 15,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	
		<i>Uptown Area and Mobility Plan</i>	\$ -	\$ -	
		Greenville Area Transit Plan	\$ 24,800	\$ 99,200	\$ 124,000
	III-A	Planning Work Program	\$ 2,000	\$ 8,000	\$ 10,000
44.21.00	III-A-1	Planning Work Program	\$ 1,000	\$ 4,000	\$ 5,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,000	\$ 4,000	\$ 5,000
	III-B	Transp. Improvement Plan	\$ 4,200	\$ 16,800	\$ 21,000
44.25.00	III-B-1	Prioritization	\$ 2,000	\$ 8,000	\$ 10,000
44.25.00	III-B-2	Metropolitan TIP	\$ 1,000	\$ 4,000	\$ 5,000
44.25.00	III-B-3	Merger/Project Development	\$ 1,200	\$ 4,800	\$ 6,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 2,280	\$ 9,120	\$ 11,400
44.27.00	III-C-1	Title VI Compliance	\$ 100	\$ 400	\$ 500
44.27.00	III-C-2	Environmental Justice	\$ 100	\$ 400	\$ 500
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ 280	\$ 1,120	\$ 1,400
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 400	\$ 1,600	\$ 2,000
44.27.00	III-C-6	Public Involvement	\$ 1,000	\$ 4,000	\$ 5,000
44.27.00	III-C-7	Private Sector Participation	\$ 400	\$ 1,600	\$ 2,000
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 1,248	\$ 4,993	\$ 6,241
44.27.00	III-E	Management Ops, Program Suppt Admin	\$ 10,600	\$ 42,400	\$ 53,000
		TOTALS	\$ 28,128	\$ 112,513	\$ 140,641
		Special Studies Funded with PL in the FY 20 PWP			
		Pavement Condition Analysis	\$ 35,800	\$ 143,200	\$ 179,000
		NC 43 Corridor Plan	\$ 9,800	\$ 39,200	\$ 49,000
		TOTALS	\$ 45,600	\$ 182,400	\$ 228,000

- Coordinate with private rail companies and ports in the region and potential projects where NCDOT/GUAMPO can facilitate cooperation.

II-B-3A Special Studies

GUAMPO staff will assist sub grantee members with managing local transportation projects reporting requirements while maintaining the budgets for projects funded through this UPWP category. Projects may be developed and/or amended as the year progresses. GUAMPO staff will provide support and assistance with reporting requirements and maintain the budgets for projects funded through the II-B-3B Special Studies Pass-Through UPWP category.

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

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

- **Greenville Area Transit Plan (\$124,000 Total -- \$99,200 Federal; \$24,800 Local Match)**

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

II-B-3B Special Studies Pass-Through

Special Studies pass-through for FY 2021 is expected to only include the on-going studies are expected to continue from the 2020 PWP, including the Pavement Condition Analysis and NC 43 Corridor Studies.

- **Pavement Condition Analysis (\$225,000 Total -- \$180,000 Federal; \$45,000 Local Match)**
Conduct a study on pavement conditions within the municipalities of the MPO and select areas of Pitt County. The condition assessment is intended to provide in depth data on the corridor and link pavement condition necessary for local municipalities to properly plan resurfacing and capital projects and update our last condition assessment performed in 2013. The MPO will undergo a competitive RFP/RFQ process necessary to update our data but also produce any new and innovative data sets available regarding pavement condition.

**RESOLUTION NO. 2021-02-GUAMPO
APPROVING AMENDMENT #2 TO THE GREENVILLE URBAN AREA MPO'S
FISCAL YEAR (FY) 2021 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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

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

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

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for FY 2021; and

WHEREAS, the MPO's Long Range Transportation Plan, the Metropolitan Transportation Plan (MTP), has a planning horizon of 2045 and meets all the requirements for an adequate Long-Range Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for FY 2021 (2020-2021); and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area previously adopted the FY 2021 UPWP February 26, 2020; and

WHEREAS, this amendment reallocates programmed funds from UPWP Tasks per the below description:

1. *Removal of the Uptown Area and Mobility Plan in Special Studies (II-B-3A)*
2. *Addition of the Greenville Area Transit Plan in Special Studies (II-B-3A)*
3. *Re-Allocation of Federal PL Funds Programmed within the Current UPWP.*

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area MPO hereby approves and endorses the Amendment #1 to the Unified Planning Work Program (UPWP) for FY 2021 (2020-2021).

Today, March 3rd, 2021.

Amanda Braddy, Secretary

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



Attachment 4f

Technical Coordinating Committee

Action Required

February 17, 2021

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Self-Certification of the Greenville Urban Area MPO's Transportation Planning Process for Fiscal Year 2022

Purpose: To Self-Certify the Greenville Urban Area MPO's transportation planning process for the upcoming fiscal year in coordination with the MPO's adoption of the 2022 Unified Planning Work Program.

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

Action Needed: Request the TCC recommend adoption of the Resolution 2021-03-GUAMPO to TAC, self-certifying its planning practices and processes are compliant with all applicable Federal and State regulations.

Attachments: *Greenville Urban Area MPO Self Certification Check List Documentation; Resolution 2021-03-GUAMPO*

Metropolitan Self Certification

23 CFR 450.334

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 four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - (1) Encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
 - (2) Encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

40 CFR part 93 - The purpose of this subpart is to implement section 176(c) of the Clean Air Act (CAA), as amended (42 U.S.C. 7401 *et seq.*), and the related requirements of 23 U.S.C. 109(j), with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (DOT), and by metropolitan planning organizations (MPOs) or other recipients of funds under title 23 U.S.C. or the Federal Transit Laws (49 U.S.C. Chapter 53).

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;

"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

The Environmental Justice (EJ) Orders further amplify Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

4. 49 U.S.C. 5332; prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age.

5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

Section 1101(b) - Except to the extent that the Secretary determines otherwise, not less than 10 percent of the amounts made available for any program under titles I, III, and V of this Act and section 403 of title 23, United States Code, shall be expended through small business concerns owned and controlled by socially and economically disadvantaged individuals.

49 CFR 26 – (a) To ensure nondiscrimination in the award and administration of DOT-assisted contracts in the Department's highway, transit, and airport financial assistance programs; (b) To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts; (c) To ensure that the Department's DBE program is narrowly tailored in accordance with applicable law; (d) To ensure that only firms that fully meet this part's eligibility standards are permitted to participate as DBEs; (e) To help remove barriers to the participation of DBEs in DOT-assisted contracts; (f) To assist the development of firms that can compete successfully in the marketplace outside the DBE program; and (g) To provide appropriate flexibility to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.

6. 23 CFR part 230; regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

23 CFR part 230 - This subpart is to prescribe the policies, procedures, and guides relative to the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts, except for those contracts awarded under 23 U.S.C. 117, and to the preparation and submission of reports pursuant thereto.

(a) Direct Federal and Federal-aid highway construction projects. It is the policy of the FHWA to require that all direct Federal and Federal-aid highway construction contracts include the same specific equal employment opportunity requirements. It is also the policy to require that all direct Federal and Federal-aid highway construction subcontracts of \$10,000 or more (not including contracts for supplying materials) include these same requirements. (b) Federal-aid highway construction projects. It is the policy of the FHWA to require full utilization of all available training and skill-improvement opportunities to assure the increased participation of minority groups and disadvantaged persons and women in all phases of the highway construction industry. Moreover, it is the policy of the Federal Highway Administration to encourage the provision of supportive services which will increase the effectiveness of approved on-the-job training programs conducted in connection with Federal-aid highway construction projects

7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;

42 U.S.C. 12101 - the eliminate discrimination against individuals with disabilities.

49 CFR part 27 - the intent of section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended, to the end that no otherwise qualified individual with a disability in the United States

shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. part 37 this part is to implement the transportation and related provisions of titles II and III of the Americans with Disabilities Act of 1990. No entity shall discriminate against an individual with a disability in connection with the provision of transportation service.... part 38 This part provides minimum guidelines and requirements for accessibility standards in part 37 of this title for transportation vehicles required to be accessible by the Americans With Disabilities Act (ADA) of 1990 (42 U.S.C. 1201 *et seq.*).

8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

No person in the United States shall, on the basis of age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under, any program or activity receiving Federal financial assistance.

9. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and

No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title.

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

29 U.S.C. 794 - No otherwise qualified individual with a disability in the United States, as defined in section 705(20) of this title, shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service.

49 CFR part 27 - the intent of section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended, to the end that no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

GREENVILLE URBAN AREA
Metropolitan Planning Organization (MPO)
2021-2022 Self-Certification Process + Checklist

CFR 450.334

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

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

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

The MPO’s responses are in **bold**.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)] **Yes**
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (i)] **Yes. The policy board for the Greenville Urban Area is comprised of the Mayors of Greenville, Winterville, Simpson and Ayden, a County Commissioner representing the unincorporated area of Pitt County and an NCDOT Board Member**
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)] **Yes.**
4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314 **Yes**
 - a. Is there an adopted prospectus **Yes**
 - b. Are tasks and products clearly outlined **Yes**
 - c. Is the UPWP consistent with the LRTP **Yes**
 - d. Is the work identified in the UPWP completed in a timely fashion **Yes**
5. Does the area have a valid transportation planning process? **Yes**
23 U.S.C. 134; 23 CFR 450
 - a. Is the transportation planning process continuous, cooperative and comprehensive **Yes, the TCC and TAC Boards meet 4-5 times a year, are open to the public and are advertised.**
 - b. Is there a valid LRTP **Yes, adopted on July 10, 2019 for years 2019-2045.**
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption **Yes**
 - d. Does it address the 8-planning factors **Yes**
 - e. Does it cover all modes applicable to the area **Yes**
 - f. Is it financially constrained **Yes**
 - g. Does it include funding for the maintenance and operation of the system **Yes**
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable) **N/A**
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years) **Yes**
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332 **Yes, 2020-2029 MTIP, adopted by the MPO on December 11, 2019.**
 - a. Is it consistent with the LRTP **Yes**
 - b. Is it fiscally constrained **Yes**
 - c. Is it developed cooperatively with the state and local transit operators **Yes**
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor **Yes, the current 2020-2029 MTIP was adopted by the local TAC on December 11, 2019. The current STIP was adopted by the Board of Transportation on September, 2019.**
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320 **N/A**
 - a. Is it consistent with the LRTP **N/A**
 - b. Was it used for the development of the TIP **N/A**
 - c. Is it monitored and reevaluated to meet the needs of the area **N/A**
8. Does the area have a process for including environmental mitigation discussions in the planning process? **Yes**
 - a. How **Environmental mitigation is discussed in the 2019-2045 MTP**
 - b. Why not **N/A**

9. Does the planning process meet the following requirements: **Yes**
- 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; **N/A**
 - Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; **Yes**
 - 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; **Yes**
 - Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; **Yes**
 - 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Yes**
 - The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; **Yes**
 - The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; **Yes**
 - Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and **Yes**
 - Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. **Yes**
 - All other applicable provisions of Federal law. (i.e. Executive Order 12898) **Yes**
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1) **Yes**
- Did the public participate in the development of the PIP? **Yes**
 - Was the PIP made available for public review for at least 45-days prior to adoption? **Yes**
 - Is adequate notice provided for public meetings? **Yes**
 - Are meetings held at convenient times and at accessible locations? **Yes, meetings are held during workdays and are held in publicly accessible locations, with sidewalk and public transit directly accessible.**
 - Is the public given an opportunity to provide oral and/or written comments on the planning process? **Yes, the public may speak at a TCC or TAC meeting regarding transportation matters and provide written comments thru email or written correspondence. Each TCC/TAC meeting has a Public Comment Period.**
 - Is the PIP periodically reviewed and updated to ensure its effectiveness? **Yes**
 - Are plans/program documents available in an electronic accessible format, i.e. MPO website? **Yes, various items are available such as the Public Involvement Plan, TCC and TAC meeting agendas and minutes, MTIP, MTP, PWP, bicycle master plan, prioritization process, and priority list.**
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? SAFETEA-LU **Yes**
- How - **Resource agency coordination is documented in Appendix A of the 2019-2045 MTP.**
 - Why not **N/A**

**RESOLUTION NO. 2021-03-GUAMPO
CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2022**

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

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

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

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

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

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

WHEREAS, the Transportation Plan has a planning horizon of at least 20 years and meets all the requirements for an adequate Transportation Plan;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby self certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization for Fiscal Year 2022.

Today, March 3, 2021.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary



Attachment 4g Technical Coordinating Committee

Action Required

February 17, 2021

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Adoption of the Fiscal Year 2022 (2021-2022) Unified Planning Work Program (UPWP)

Purpose: Adopt the presented draft of the Greenville Urban Area Metropolitan Planning Organization's (MPO) FY 2022 (2021-2022) Unified Planning Work Program.

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

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

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

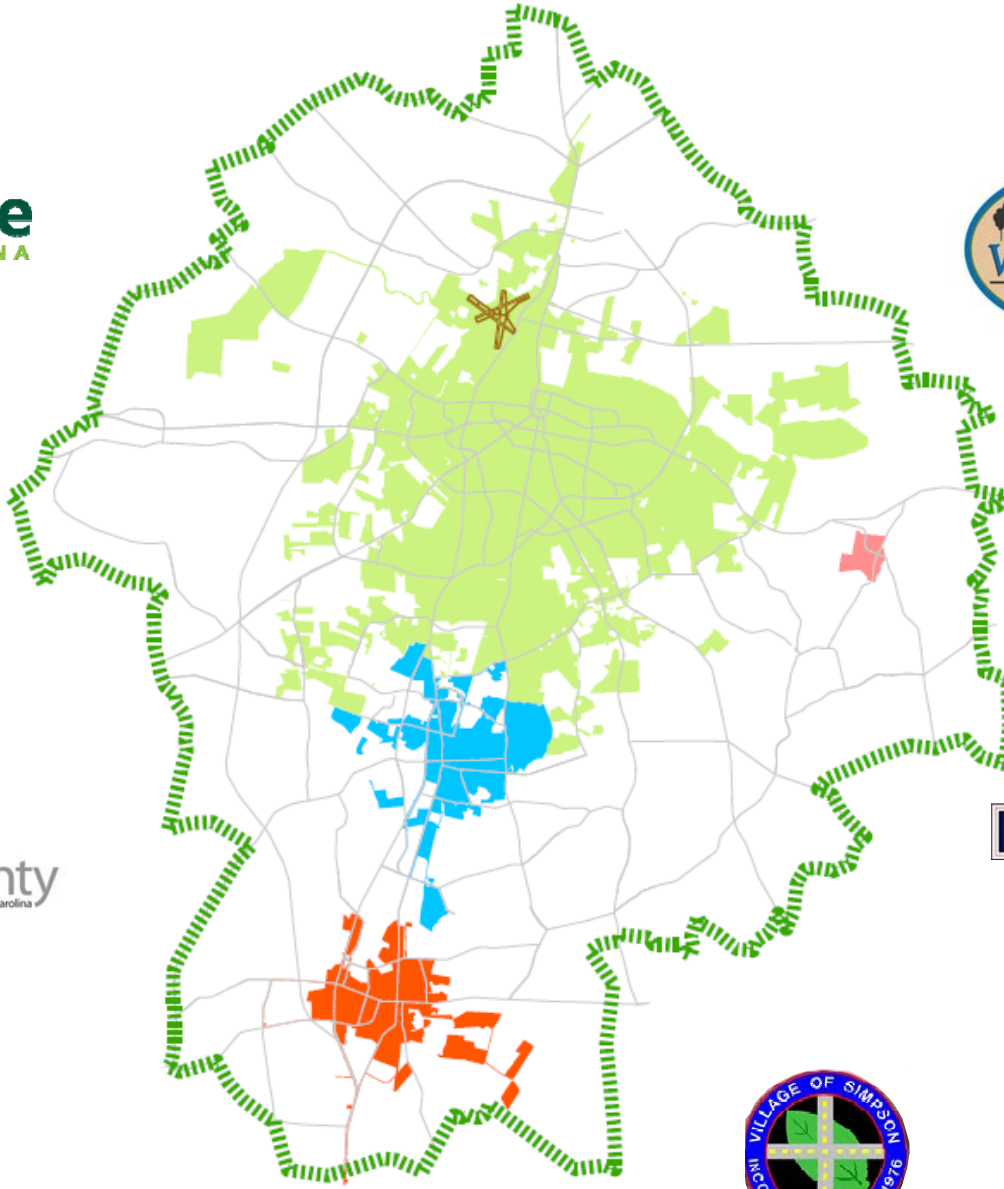
- Pitt County – Comprehensive Transportation Plan update assistance (Task II-B-2, Regional Planning)
- Transportation Component for the Pitt County Land Use Plan (Task II-B-3, Special Studies)
- Uptown Greenville Area and Mobility Plan (Task II-B-3, Special Studies)
- Greenville Area Transit Plan (Task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

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

Action Needed: Request the TCC recommend adoption of the draft FY 2022 UPWP to the TAC.

Attachments: *Draft FY 2022 UPWP*

THE GREENVILLE URBAN AREA MPO FISCAL YEAR (FY) 2022 UNIFIED PLANNING WORK PROGRAM (UPWP)



**Greenville Urban Area
Metropolitan Planning Organization
March 3rd, 2021**

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Greenville Urban Area 2021-2022 PWP Narrative

UPWP Overview

Greenville Urban Area Metropolitan Planning Organization PLANNING WORK PROGRAM (PWP) for July 1, 2021- June 30, 2022 (FY 2022)

Introduction

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

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

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

This Unified Planning Work Program (UPWP) for the Greenville Urban Area Metropolitan Planning Organization documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2021-2022 (from July 1, 2021 through June 30, 2022). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C")

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

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

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal years 2021-2022.

Federal Requirements

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

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

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

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

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

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

These factors are addressed through various work program tasks selected for fiscal year 2021-2022.

Fixing America's Surface Transportation Act (FAST Act)

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

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

The Greenville Urban Area MPO, utilizing the 3-C planning method, has developed the following program to support and adhere to the above outlines strategies. Additionally, planning activities will strive to support the Greenville Urban Area MPO's 2019-2045 Metropolitan Transportation Plan (MTP) which currently and in the future, serves as the MPO's federally mandated multi-modal long range transportation plan.

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

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

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

Public Participation and Title VI

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

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

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

Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program

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

The Metropolitan Transportation Plan (MTP) includes the following:

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

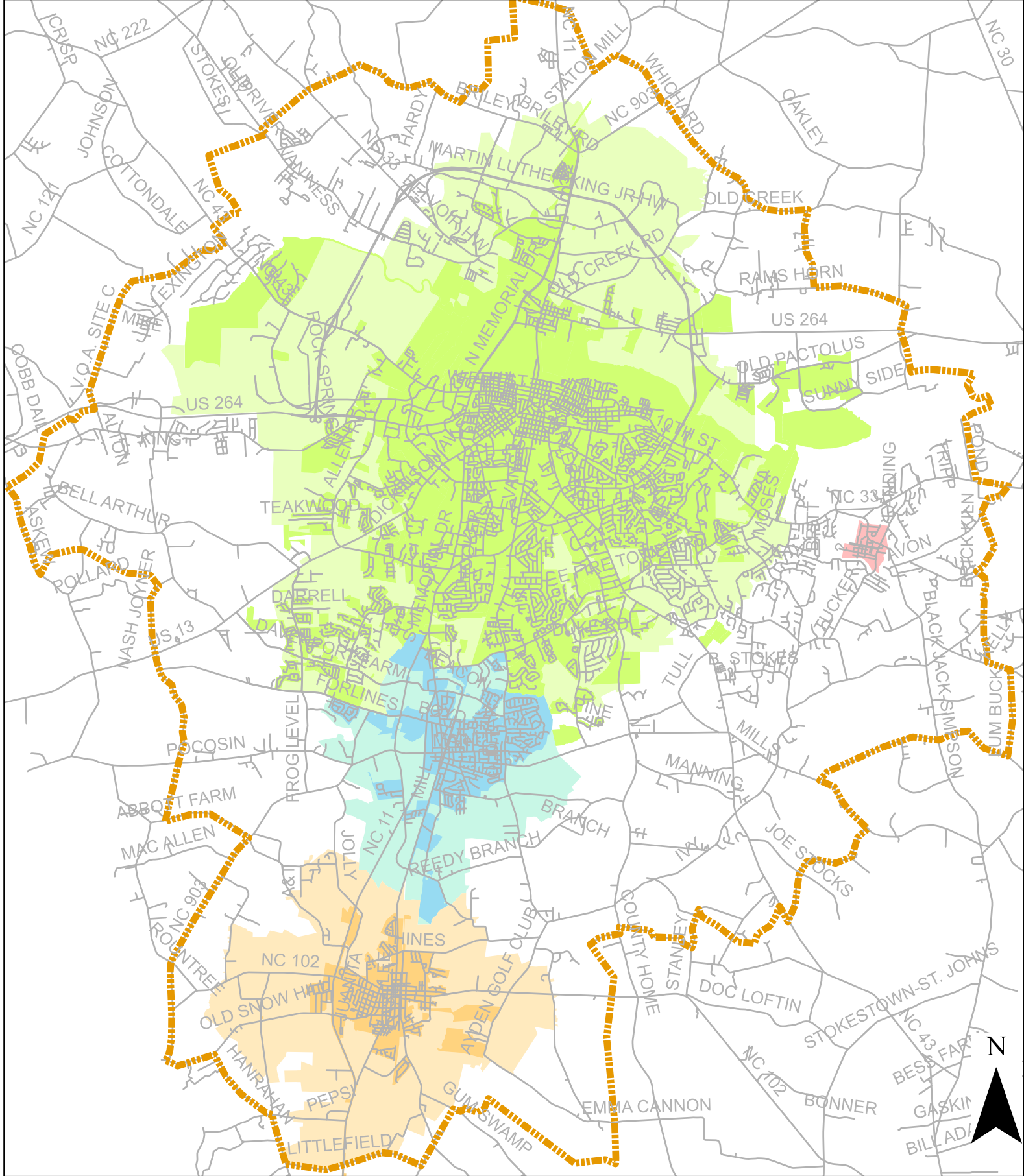
- A financial plan that demonstrates how the adopted transportation plan can be implemented;
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
- Capital investment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

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

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

Air Quality Conformity Process

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



Legend

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

Greenville Urban Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEMBERS

CHAIR

*P.J. Connelly, Mayor
City of Greenville*

ALTERNATE: Rose Glover, Mayor Pro-Tem

*Melvin C. McLawhorn
Commissioner Pitt County
ALTERNATE: Alex Albright*

*Steve Tripp, Mayor
Town of Ayden*

*Doug Jackson, Mayor
Town of Winterville*

ALTERNATE: Tony Moore

*Richard Zeck, Mayor
Village of Simpson*

*Thomas Taft Jr.
Board of Transportation
NCDOT*

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

TECHNICAL COORDINATING COMMITTEE MEMBERS

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

*Thomas Barnett
Chief Planner
City of Greenville*

*Ryan Mayers
Transit Manager
City of Greenville*

*Lisa Kirby
City Engineer
City of Greenville*

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

*Ann E. Wall
City Manager
City of Greenville*

*James Rhodes, AICP
Planning Director
Pitt County*

*Jonas Hill
Planner
Pitt County*

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

*Terri Parker
Town Manager
Town of Winterville*

*Bryan Jones
Planning Director
Town of Winterville*

*Steven Harrell
Town Manager
Town of Ayden*

*Stephen Smith
Community & Economic Planner
Town of Ayden*

*Richard Zeck
Mayor
Village of Simpson*

*Preston Hunter, PE
Division Engineer
Division 2, NCDOT*

*Michael Taylor
Assistant County Manager
Pitt County*

*Saman Jeffers
Greenville MPO Coordinator
Transportation Planning Branch
NCDOT*

*Steve Hamilton, PE
Division Traffic Engineer
Division 2, NCDOT*

*Bailey Harden
Eastern Region Mobility &
Safety Field Operations
Engineer NCDOT*

*Jeff Cabaniss, PE
Project Development Engineer
Division 2, NCDOT*

*Kevin Richards
Planning Director
Mid-East Commission*

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

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

*(non-voting)—Anthony Sumter
Public Transportation Division
NCDOT*

*(non-voting)—Bryant Buck
Mid-East RPO*

Membership as of June 24, 2020

Common Acronyms

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

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

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Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

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

State Planning and Research (SPR) Funds

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

Section 5303 Funds

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

Funding Summary FY 2020-2021 (Total funds programmed in PWP, including Transit funds)				
Funding Source	Federal Funding	State Funding	Local Match	Total
Planning Funds (PL 104)	\$ 259,176		\$ 64,794	\$ 323,970
State Planning and Research Funding (SPR) (TPD)				
Section 5303	\$ 43,184	\$ 5,398	\$ 5,398	\$ 53,980
Total	\$ 302,360	\$ 5,398	\$ 70,192	\$ 377,950

Program Summary for MPO Planning and Administration (PL Funds)		
Task	PL Funds	Percentage of Total PL Funds
II-A Data and Planning Support	\$ 17,000	5.25%
II-B Planning Process	\$ 75,000	23.15%
<i>(II-B Special Study)</i>	\$ 110,000	33.95%
III-A Planning Work Program	\$ 10,000	3.09%
III-B Transp. Improvement Plan	\$ 21,000	6.48%
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 11,700	3.61%
III-D Statewide and Extra-Regional Planning	\$ 10,000	3.09%
III-E Management Ops, Program Support Admin	\$ 69,270	21.38%
TOTAL PL Funds	\$ 323,970	100.00%

General Task Descriptions and Narratives

II-A Data and Planning Support

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

II-A-1 Networks and Support Systems

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

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

II-A-2 Travelers and Behavior

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

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

II-A-3 Transportation Modeling

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

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

II-B Planning Process

II-B-1 Targeted Planning

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

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

II-B-2 Regional Planning

- **Community Goals and Objectives**
 - **Highway Element of the CTP/MTP**
 - **Transit Element of the CTP/MTP**
 - **Bicycle and Pedestrian Element of CTP/MTP**
 - **Airport/Air Travel Element of CTP/MTP**
 - **Collector Street Element of CTP/MTP**
 - **Rail, Waterway, or other Mode of the CTP/MTP**
 - **Assist NCDOT TPD with development of the County Wide CTP. This will require staff to work with the Mid-East RPO and to coordinate public involvement for development of a full CTP for Pitt County in 2.0 format.**
 - **Assist NCDOT TPD as needed with follow up or clarifications about travel patterns.**
 - **Establish regional goals, objectives, and policies.**
-
- Work with stakeholders, NCDOT, etc. to develop system plans, MTP/CTP updates.
 - Work with NCDOT TPD to update 5-year capital plans (as needed) for MPO transit providers (GREAT and PATS) in the region and assist providers with any changes in federal or state funding programs.
 - Funds in this task are also to reimburse Pitt County Staff for their work in development of the MPO and County's joint CTP.
 - Coordinate implementation of the MPO's 2045 MTP. Efforts will include data gathering/verification, meeting coordination, Public involvement and evaluation of MTP strategy and policy recommendation to ensure Plan continues to meet community goals and objectives. Staff will also routinely assess the need for MTP updates.
 - Coordinate Bike/Ped projects. LPA staff will also provide coordination with "Safe Route to Schools" programs. Coordinate with Greenville Bicycle and Pedestrian Commission, sub-committees and other community organizations interested in non-motorized travel, develop agendas and presentations, respond to commission and community requests, research best practices for related policies, and perform related work. Coordinate updates and/or implementation of the bicycle/pedestrian/greenway master plan.
 - Coordinate with the Pitt-Greenville Airport and Federal Aviation Administration on future airport needs and travel patterns; incorporate connections for passenger and freight needs coming to/leaving the airport into the MTP update.
 - Mapping in support of TIP, Merger, Long Range Planning, Prioritization, and Complete Streets Subcommittee including project packet maps detailing existing and future land use, zoning, EJ demographics, planning context, and natural environment.

- Coordinate with private rail companies and ports in the region and potential projects where NCDOT/GUAMPO can facilitate cooperation.

II-B-3 Special Studies

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

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

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

- **Transportation Component for the Pitt County Land Use Plan (\$35,000 Total -- \$28,000 Federal; \$7,000 Local Match)**

As part of Pitt County's Comprehensive Land Use Plan Update, conduct a study of the transportation network within the MPO boundary. Specifically, identify deficiencies for existing facilities and services including highways, trails, and transit. In addition, coordinate with NCDOT to assess access management issues and recommend appropriate changes to County development regulations (e.g., Subdivision Ordinance, Zoning Ordinance, etc.).

II-B-3B Special Studies Pass-Through

Special Study pass-through for FY 2022 is expected to only include the on-going study expected to continue from the 2021 PWP.

- **Greenville Area Transit Plan (\$124,000 Total -- \$99,200 Federal; \$24,800 Local Match)**

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

III-A Unified Planning Work Program

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

III-A-1 Planning Work Program

- The Greenville Urban Area MPO will develop a Planning Work Program (PWP) with the guidance of the Technical Coordinating Committee (TCC) and MPO Board; Present the PWP for approval to the Transportation Advisory Committee and submit to the NCDOT Transportation Planning Division.
- Actively manage the progress of consultants engaged in completing UPWP tasks.
- Develop the FY 5-year Planning Work Program Calendar.

III-A-2 Metrics and Performance Management

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

III-B Transportation Improvement Program

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

III-B-1 Prioritization

- Maintenance of a prioritized needs list (the SPOT list) of potential STIP projects across modes. Develop purposes and needs statements, as appropriate/needed.
- Work to update and improve local prioritization process for SPOT projects.
- Data, Maps and Resolutions for STIP Project Recommendations as needed.
- Attendance of any STIP- or SPOT-related meetings.
- Gathering and entry of data required for SPOT ranking of projects.
- Evaluate transportation projects. Review scoring methodology and score transportation projects, as requested by NCDOT.
- Attend SPOT-related workgroup/policy-development/planning workgroups or related meetings at a local, regional, or statewide level.
- Meet/work with local government entities to assist with prioritization or project development/refinement.

III-B-2 Metropolitan TIP

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

- Continue to participate on scoping meetings, public input, and merger meetings.
- Work associated with development or amendments to the TIP.

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

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

III-C-1 Title VI Compliance

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

III-C-2 Environmental Justice

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

- Continue to research sustainable transportation practices that can be used by MPO members to mitigate the transportation networks environmental impacts now and in the future.

III-C-3 Minority Business Enterprise Planning

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

III-C-4 Planning for the Elderly

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

III-C-5 Safety and Drug Control Planning

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

III-C-6 Public Involvement

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

III-C-7 Private Sector Participation

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

III-D Statewide and Extra-Regional Planning

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

- Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation.
- Coordinate with neighboring RPO's, transit-providers, and other agencies.
- Participate in the North Carolina Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues.
- Participate in working groups, subcommittees, or task forces associated with NCDOT or other government agencies or statewide or regional professional associations such as the Working Group for Roads and Transportation (WGRT) of the North Carolina Geographic Information Coordinating Council (NCGICC), NCSITE, NCURISA, NCAPA, Eastern Carolina MPO/RPO Coalition, AMPO, NCAMPO etc...
- Attend regional, statewide, national, and/or other planning initiatives, meetings, or conferences.

III-E. Management and Operations

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

III-E Management Operations and Program Support Administration

- Provide direct support to the MPO Governing Board and Technical Coordinating Committee (TCC), including agenda preparation and circulation, preparation of minutes, and scheduling, notification, venue setup and breakdown, and facilitation of meetings.
- Procure supplies related to transportation planning activities.
- Support staff training and development.
- Cover direct costs associated with MPO administration.
- Maintain adequate files and records for the MPO.

- Tracking the status of transportation projects, status reports to the TCC, TAC, and interested persons.
- Staying up to date with transportation issues (RPOs, air quality, census, environmental justice, ‘smart growth’, etc.). Finding, researching, and disseminating relevant transportation information for local officials, public, and MPO members.
- Staying up to date on transportation-related bills and regulations.
- Presentations at local association meetings, regular briefings of legislators and local officials.
- Consistent public/media information. Examples include press releases, web page updates etc.
- Innovative and successful public involvement (two-way communication).
- Activities, responsibilities and objectives related to Grant writing for potential planning and construction based transportation Grants (i.e. BUILD, INFRA, etc...).
- Preparing press releases, web page updates, etc.
- Presentations at local association meetings, regular briefings of legislators and local officials.
- This task provides for the Lead Planning Agency to perform necessary activities in order to continue a cooperative, comprehensive, and continuing transportation planning process for the urbanized area. Funds will allow for performance of required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

**Greenville Urban Area MPO
FY 2021-2022 Planning Work Program
Transit Task Narrative**

1- MPO

2-	FTA Code	442100	442301	442500	442616	
3-	Task Code	III-E	II-B-2	III-B-2	III-C-5	Total
4-	Title of Planning Task	Program Support/Admin	Regional Planning (Transit Element of the MTP)	Transportation Improvement Program	Safety	
5-	Task Objective	Monitor and analyze the statistical and financial performance of the GREAT system so as to recommend improvements that will increase both the efficiency and effectiveness of the service provided.	Improve mobility	Develop transit needs	Maintain and improve system safety and security.	
6-	Tangible Product Expected	Prepare, publish and submit all monthly statistical and financial reports required by the local, state and federal governments. Prepare, publish and submit all recommendations for improving system performance to the appropriate governing body for review and approval.	The development of routes and schedules that can be incorporated into the LRTP.	List of transit needs	Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
7-	Expected Completion Date of Product(s)	6/30/2022	6/30/2022	6/30/2022	6/30/2022	
8-	Previous Work	Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for review and approval.	Evaluation of Short Range Transit Plan recommendations completed and preparations for service improvements were made.	2022-2029 STIP and TIP	Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
9-	Prior FTA Funds	\$40,810	\$2,000		\$2,000	\$44,810
10-	Relationship To Other Activities					
11-	Agency Responsible for Task Completion	City of Greenville	City of Greenville	City of Greenville	City of Greenville	
12-	HPR - Highway - NCDOT 20%					
13-	HPR - Highway - FHWA 80%					
14-	Section 104 (f) PL Local 20%					
15-	Section 104 (f) PL FHWA 80%					
16-	Section 5303 Local 10%	\$4,627	\$257	\$257	\$257	\$5,398
17-	Section 5303 NCDOT 10%	\$4,627	\$257	\$257	\$257	\$5,398
18-	Section 5303 FTA 80%	\$37,016	\$2,056	\$2,056	\$2,056	\$43,184
	<i>Subtotal</i>	\$46,270	\$2,570	\$2,570	\$2,570	\$53,980
19-	Section 5307 Transit - Local 10%		\$0.00			\$0
20-	Section 5307 Transit - NCDOT 10%		\$0.00			\$0
21-	Section 5307 Transit - FTA 80%		\$0.00			\$0
	<i>Subtotal</i>		\$0.00			\$0
22-	Additional Funds - Local 100%					
	Grand total	\$46,270	\$2,570	\$2,570	\$2,570	\$53,980

March 3, 2021

Ryan Brumfield, Interim Director
Integrated Mobility Division
NC Department of Transportation
1550 Mail Service Center
Raleigh, NC 27699-1550

Dear Mr. Brumfield:

The Greenville Urban Area Unified Planning Work Program (UPWP) for FY2022 has been submitted into the PMPO Grants SharePoint teamsite. The UPWP also serves as the urban area's Metropolitan Planning Program grant application requesting Federal Transit Administration Section 5303 planning funds. A complete description and budget of planning activities is included in the UPWP/PWP.

The Federal Transit Administration (FTA) grant amount requested is our full allocation of \$53,980.

The local match will be provided by the City of Greenville. The City of Greenville is the designated grant recipient for Section 5303 grant funds.

Sincerely,

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

Anticipated DBE Contracting Opportunities for FY 21-22

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

Person Completing Form: Eliud De Jesus

Telephone Number: 252-329-4476

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

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

Greenville Urban Area MPO 5-year Plan

Fiscal Year	Certification of Planning Process	UPWP	Metropolitan Transportation Plan (5-year cycle)	Travel Demand Model Update	Annual Certification of Planning Processes	Prioritization	Metropolitan Transportation Improvement Program	Special Studies
2022	Yes	Development of FY 2023 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Finish P6.0	Draft MTIP Review, Amend current as required	As Needed
2023	Yes	Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Begin development of the 2050 MTP	Begin update of the Travel Demand model to horizon year of 2050	Required	Begin 7.0*	Adopt 2023-2032 MTIP	As Needed
2024	Yes	Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Complete adoption process for 2050 MTP (prior to August 2024) and post plan to website and disperse hard copies to each MPO member.	Complete update of the Travel Demand model to horizon year of 2050	Required	Finish P7.0*	Draft MTIP Review, Amend current as required	As Needed
2025	Yes	Development of FY 2026 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Begin P8.0*	Adopt 2025-2034 MTIP	As Needed
2026	Yes	Development of FY 2027 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Continue P8.0*	Draft MTIP Review, Amend current as required	As Needed

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

Metropolitan Self Certification

23 CFR 450.334

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 four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - (1) Encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
 - (2) Encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

40 CFR part 93 - The purpose of this subpart is to implement section 176(c) of the Clean Air Act (CAA), as amended (42 U.S.C. 7401 *et seq.*), and the related requirements of 23 U.S.C. 109(j), with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (DOT), and by metropolitan planning organizations (MPOs) or other recipients of funds under title 23 U.S.C. or the Federal Transit Laws (49 U.S.C. Chapter 53).

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;

"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

The Environmental Justice (EJ) Orders further amplify Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

4. 49 U.S.C. 5332; prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

A person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, creed, national origin, sex, or age.

5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

Section 1101(b) - Except to the extent that the Secretary determines otherwise, not less than 10 percent of the amounts made available for any program under titles I, III, and V of this Act and section 403 of title 23, United States Code, shall be expended through small business concerns owned and controlled by socially and economically disadvantaged individuals.

49 CFR 26 – (a) To ensure nondiscrimination in the award and administration of DOT-assisted contracts in the Department's highway, transit, and airport financial assistance programs; (b) To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts; (c) To ensure that the Department's DBE program is narrowly tailored in accordance with applicable law; (d) To ensure that only firms that fully meet this part's eligibility standards are permitted to participate as DBEs; (e) To help remove barriers to the participation of DBEs in DOT-assisted contracts; (f) To assist the development of firms that can compete successfully in the marketplace outside the DBE program; and (g) To provide appropriate flexibility to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.

6. 23 CFR part 230; regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

23 CFR part 230 - This subpart is to prescribe the policies, procedures, and guides relative to the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts, except for those contracts awarded under 23 U.S.C. 117, and to the preparation and submission of reports pursuant thereto.

(a) Direct Federal and Federal-aid highway construction projects. It is the policy of the FHWA to require that all direct Federal and Federal-aid highway construction contracts include the same specific equal employment opportunity requirements. It is also the policy to require that all direct Federal and Federal-aid highway construction subcontracts of \$10,000 or more (not including contracts for supplying materials) include these same requirements. (b) Federal-aid highway construction projects. It is the policy of the FHWA to require full utilization of all available training and skill-improvement opportunities to assure the increased participation of minority groups and disadvantaged persons and women in all phases of the highway construction industry. Moreover, it is the policy of the Federal Highway Administration to encourage the provision of supportive services which will increase the effectiveness of approved on-the-job training programs conducted in connection with Federal-aid highway construction projects

7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;

42 U.S.C. 12101 - the eliminate discrimination against individuals with disabilities.

49 CFR part 27 - the intent of section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended, to the end that no otherwise qualified individual with a disability in the United States

shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. part 37 this part is to implement the transportation and related provisions of titles II and III of the Americans with Disabilities Act of 1990. No entity shall discriminate against an individual with a disability in connection with the provision of transportation service.... part 38 This part provides minimum guidelines and requirements for accessibility standards in part 37 of this title for transportation vehicles required to be accessible by the Americans With Disabilities Act (ADA) of 1990 (42 U.S.C. 1201 *et seq.*).

8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

No person in the United States shall, on the basis of age, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under, any program or activity receiving Federal financial assistance.

9. Section 324 of title 23 U.S.C., regarding the prohibition of discrimination based on gender; and

No person shall on the ground of sex be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance under this title or carried on under this title.

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

29 U.S.C. 794 - No otherwise qualified individual with a disability in the United States, as defined in section 705(20) of this title, shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service.

49 CFR part 27 - the intent of section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) as amended, to the end that no otherwise qualified individual with a disability in the United States shall, solely by reason of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.

**RESOLUTION NO. 2021-03-GUAMPO
CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2022**

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

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

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

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

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

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

WHEREAS, the Transportation Plan has a planning horizon of at least 20 years and meets all the requirements for an adequate Transportation Plan;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby self certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization for Fiscal Year 2022.

Today, March 3, 2021.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary

**RESOLUTION NO. 2021-04-GUAMPO
ADOPTING THE FISCAL YEAR 2022 (2021-2022) UNIFIED PLANNING WORK
PROGRAM (UPWP) OF 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 Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting a continuing, cooperative, and comprehensive transportation planning program in order to ensure that funds for transportation projects are effectively allocated to the Greenville Urban Area; and

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for Fiscal Year (FY) 2022; and

WHEREAS, the MPO's adopted Long Range Transportation Plan, the Metropolitan Transportation Plan (MTP), has a more than 20-year planning horizon and meets all applicable requirements for an adequate Long Range Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has self-certified that the transportation planning processes of the Greenville Urban Area MPO meet all applicable Federal and State regulations for FY 2022 (2021-2022);

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby approves, endorses, and adopts the Unified Planning Work Program for FY 2022 (2021-2022) for the Greenville Urban Area Metropolitan Planning Organization.

Today, March 3, 2021.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary

North Carolina
_____ County

I, _____, Notary Public for said County and State certify that Mayor P.J. Connelly personally came before me this day and acknowledged the due execution of the foregoing instrument.

WITNESS my hand and official seal, this the _____ day of _____ 2021.

_____, Notary Public

My commission Expires: _____

Users Guide

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Contract Number: C203925	Route: NC-58
Division: 2	County: Carteret
TIP Number: B-5938, B-5939	
Length: 1.61 miles	Federal Aid Number:
NCDOT Contact: Brad T. McMannen, PE	NCDOT Contact No: (252)649-6520
Location Description: BRIDGE #68 OVER BOGUE SOUND ON SR-1182 (ATLANTIC BEACH CAUSEWAY) AND BRIDGE #6 OVER BOGUE SOUND ON NC-58.	
Contractor Name: FREYSSINET, INC	
Contract Amount: \$15,271,713.33	
Work Began: 02/05/2018	Letting Date: 04/18/2017
Original Completion Date: 11/30/2020	Revised Completion Date:
Latest Payment Thru: 12/31/2020	
Latest Payment Date: 01/12/2021	Construction Progress: 89.54%

Contract Number: C204177	Route: US-70
Division: 2	County: Carteret, Craven
TIP Number: R-1015	
Length: 10.353 miles	Federal Aid Number: NHF-0070(049)
NCDOT Contact: Brad T. McMannen, PE	NCDOT Contact No: (252)649-6520
Location Description: US-70 (HAVELOCK BYPASS) FROM NORTH OF PINE GROVE TO NORTH OF CARTERET COUNTY LINE.	
Contractor Name: BALFOUR BEATTY INFRASTRUCTURE INC	
Contract Amount: \$167,243,715.65	
Work Began: 09/30/2019	Letting Date: 07/16/2019
Original Completion Date: 05/13/2024	Revised Completion Date:
Latest Payment Thru: 01/22/2021	
Latest Payment Date: 02/02/2021	Construction Progress: 22.11%

Contract Number: C204225	Route: US-70
Division: 2	County: Craven
TIP Number: R-5777A, R-5777B, U-5713	
Length: 5.1 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Wendi O. Johnson, PE	NCDOT Contact No: (252)439-2800
Location Description: US-70 FROM THE NEUSE RIVER BRIDGE TO EAST OF THURMAN RD IN JAMES CITY.	
Contractor Name: BALFOUR BEATTY INFRASTRUCTURE INC	
Contract Amount: \$203,300,000.00	
Work Began: 10/22/2019	Letting Date: 09/10/2019
Original Completion Date: 09/07/2023	Revised Completion Date: 12/02/2023
Latest Payment Thru: 12/22/2020	
Latest Payment Date: 01/13/2021	Construction Progress: 13.68%

Contract Number: C204332	Route: US-264
Division: 2	County: Greene, Pitt
TIP Number: I-6032, I-6035	
Length: 18.11 miles	Federal Aid Number: NHPIM-0264(068)
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: US-264 (FUTURE I-587) FROM WILSON COUNTY LINE TO SR-1467 (STANTONBURG RD) INTERCHANGE (GREENVILLE SW BYPASS).	
Contractor Name: S T WOOTEN CORPORATION	
Contract Amount: \$22,457,573.08	
Work Began: 09/19/2019	Letting Date: 05/21/2019
Original Completion Date: 03/14/2022	Revised Completion Date:
Latest Payment Thru: 12/31/2020	
Latest Payment Date: 01/14/2021	Construction Progress: 94.15%

Contract Number: C204358	Route: US-13
Division: 2	County: Greene
TIP Number: R-5812	
Length: 1.138 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Jon Aaron Bullard, PE	NCDOT Contact No: (252)527-0053
Location Description: US-13 BYPASS FROM NC-58 (KINGOLD BLVD) TO NC-91.	
Contractor Name: PLT RBP JV CONSTRUCTION	
Contract Amount: \$6,308,481.00	
Work Began: 11/19/2019	Letting Date: 09/17/2019
Original Completion Date: 03/14/2021	Revised Completion Date: 07/25/2021
Latest Payment Thru: 01/22/2021	
Latest Payment Date: 01/29/2021	Construction Progress: 84.54%

Contract Number: C204522 **Route:** -
Division: 2 **County:** Pitt
TIP Number: BR-0120
Length: 0.087 miles **Federal Aid Number:** 2020001
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BRIDGE #123 OVER MEADOW BRANCH ON SR-1552.
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$0.00
Work Began: 01/18/2021 **Letting Date:** 11/17/2020
Original Completion Date: 03/30/2022 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00430 **Route:** -, US-13
Division: 2 **County:** Greene
TIP Number:
Length: 10.24 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: GREENE COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$0.00
Work Began: **Letting Date:** 11/18/2020
Original Completion Date: 03/02/2022 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00472 **Route:** SR-1932
Division: 2 **County:** Beaufort
TIP Number: B-4433
Length: 0.118 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: BRIDGE #40 OVER HORSEPEN SWAMP ON SR 1932
Contractor Name: DELLINGER INC
Contract Amount: \$764,000.00
Work Began: 08/17/2020 **Letting Date:** 02/12/2020
Original Completion Date: 03/18/2021 **Revised Completion Date:** 03/25/2021
Latest Payment Thru: 01/31/2021
Latest Payment Date: 02/04/2021 **Construction Progress:** 69.11%

Contract Number: DB00487 **Route:** SR-1121
Division: 2 **County:** Lenoir
TIP Number:
Length: 0.08 miles **Federal Aid Number:** DF15402.2054808
NCDOT Contact: Jon Aaron Bullard, PE **NCDOT Contact No:** (252)527-0053
Location Description: SR 1121 (DAVIS MILL ROAD)
Contractor Name: SANFORD CONTRACTORS INC
Contract Amount: \$454,500.00
Work Began: 11/16/2020 **Letting Date:** 10/14/2020
Original Completion Date: 08/04/2021 **Revised Completion Date:**
Latest Payment Thru: 01/31/2021
Latest Payment Date: **Construction Progress:** 48.24%

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

