

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
JOINT GOVERNING COMMITTEE MEETING**

Wednesday, December 15, 2021 at 1:30 p.m.
Electronic meeting via Zoom
Actions to be taken in bold italics

1) **Roll call for TCC**

Roll call for TAC

2) **Approval of the TCC Agenda; approve**

Approval of the TAC 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

3) **Public Comment Period**

4) **Regular Agenda**

- a) Approval of the October 20 TCC meeting minutes and the November 10 TAC meeting minutes - ***approve*** (pg.3-7)
- b) Statewide Transportation Improvement Program (STIP) and Prioritization Process update – ***discussion*** (pg.8-23)
- c) Support of the State’s Established Safety Performance Measure Targets – ***approve*** (pg.24-29)
- d) Draft FY 2022-2023 Unified Planning Work Program (UPWP) – ***discussion*** (pg.30-60)
- e) Preliminary meeting of the TCC and TAC for 2022 - ***discussion*** (pg.61)

5) **Other Discussion Items**

- a) Updates/Announcements
 - i. Division 2 (Len White and Diane Hampton) (pg.62-63)
 - ii. Transportation Planning Division (Liam Hogan-Rivera)
 - iii. MPO Staff Updates

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

- Technical Coordinating Committee (TCC) – February 23, 2022; June 15, 2022; August 10, 2022; December 7, 2022
- Transportation Advisory Committee (TAC) – March 16, 2022; June 29, 2022; August 24, 2022; December 7, 2022

**Meeting dates subject to change based on agenda item 4e.*

7) **Adjourn TCC Meeting – approve**

Adjourn TAC Meeting – approve

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

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

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

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

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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

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

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



Attachment 4a

Joint Governing Committee

Action Required

December 15, 2021

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Minutes from the October 20 TCC meeting and the November 10 TAC meetings

Purpose: To review and approve the minutes from the October 20 TCC meeting and the November 10 TAC meeting.

Discussion: The draft minutes from the October 20 TCC meeting and the November 10 TAC meeting are attached for review and approval.

Action Needed: Request the Joint Governing Committee adopt the October 20 TCC meeting and the November 10 TAC meeting minutes.

Attachments: *Draft October 10 TCC meeting minutes*
Draft November 20 TAC meeting minutes

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE MINUTES
OCTOBER 20, 2021**

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

- | | |
|---|------------------------------|
| Lisa Kirby, City of Greenville | Len White, NCDOT |
| Ryan Mayers, City of Greenville | Bailey Harden, NCDOT |
| Rik DiCesare, City of Greenville | Stephen Smith, Town of Ayden |
| Kevin Mulligan, City of Greenville | Preston Hunter, NCDOT |
| Chantae Gooby, City of Greenville | Steve Hamilton, NCDOT |
| Michael Taylor, Pitt County | Diane Hampton, NCDOT |
| Ben Rogers, Pitt County | Jeff Cabiness, NCDOT |
| Ben Williams, Vice-Chair, Town of Winterville | Bill Marley, FHWA |
| Kevin Richards, Mid-East Commission | Liam Rivera, NCDOT |
| Bryan Jones, Town of Winterville | |

OTHERS PRESENT:

Rachel Manning, City of Greenville
Eliud De Jesus, City of Greenville

I. APPROVAL OF AGENDA

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

II. PUBLIC COMMENT PERIOD

There were no public comments.

III. REGULAR AGENDA

A. Approval of the June 30, 2021 Technical Coordinating Committee (TCC) meeting minutes

A motion was made by Mr. Taylor to approve the minutes of the June 30, 2021 TCC meeting. The motion was seconded by Mr. DiCesare and passed unanimously.

B. Approval of the 5310 Operating Grant Letter of Support for the Pitt County Council on Aging

A motion was made by Mr. Hamilton to approve the 5310 Operating Grant Letter of Support for the Pitt County Council on Aging. The motion was seconded by Mr. DiSecare and passed unanimously.

C. P6.0 Prioritization Process Update presentation

Ms. Hampton presented information on the P6.0 Prioritization Process and opened the meeting up for discussion. She gave background information, as well as cost estimation, STIP cost reviews and board considerations. The Department is working with the Board on how to handle inflation on future STIP programs.

D. Approval of minor amendments to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP)

A motion was made by Mrs. Kirby to approve the amendments to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP). The motion was seconded by Mr. Hamilton and passed unanimously.

E. Approval of the Greenville Urban Area MPO’s Fiscal Year 2022 Unified Planning Work Program (UPWP) Amendment #1

A motion was made by Mrs. Kirby to approve the Greenville Urban Area MPO’s Fiscal Year 2022 Unified Planning Work Program (UPWP) Amendment #1. The motion was seconded by Mrs. Gooby and passed unanimously.

OTHER DISCUSSION ITEMS

A. Updates/Announcements

1. Division 2 (Len White and Diane Hampton)
2. Transportation Planning Division (Liam Rivera and Scott Walston)
3. MPO Staff Updates

V. PROPOSED UPCOMING MPO MEETING SCHEDULE (at 1:30pm)

- Technical Coordinating Committee (TCC) –December 8, 2021
- Transportation Advisory Committee (TAC) –November 10, 2021; December 8, 2021

IV. ADJOURN

With no other business or discussions, Kevin Mulligan adjourned the meeting.

Respectfully submitted,

Rachel Manning, Secretary

Technical Coordinating Committee

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE MINUTES
NOVEMBER 10, 2021**

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

Mayor P.J. Connelly, City of Greenville
Commissioner Melvin McLawhorn, Pitt County
Mayor Steve Tripp, Town of Ayden
Bill Marley, FHWA
James Rhodes, Pitt County
Ben Williams, Town of Winterville

Len White, NCDOT
Jeff Cabaniss, NCDOT
Mayor Richard Zeck, Town of Simpson
Dianne Hampton, NCDOT
Tony Moore, Town of Winterville
Thomas Taft, NCDOT

OTHERS PRESENT:

Rachel Manning, City of Greenville
Camillia Smith, City of Greenville

Eliud De Jesus, City of Greenville
Chris Ward, City of Greenville

I. APPROVAL OF AGENDA

Commissioner McLawhorn made a motion to approve the agenda for TAC as presented. A second was made by Mayor Zeck and the motion passed unanimously.

II. PUBLIC COMMENT PERIOD

There were no public comments.

III. CONSENT AGENDA

A. Approval of the July 14, 2021 Transportation Advisory Committee (TAC) meeting minutes

Mr. Taft made a motion to approve the minutes of the July 14, 2021 TAC meeting. A second was made by Commissioner McLawhorn and the motion passed unanimously.

B. Approval of 5310 Operating Grant Letter of Support for the Pitt County Council on Aging

A motion was made by Mr. Moore to approve the 5310 Operating Grant Letter of Support for the Pitt County Council on Aging. The motion was seconded by Commissioner McLawhorn and passed unanimously.

C. P6.0 Prioritization Process Update presentation

Ms. Hampton presented information on the P6.0 Prioritization Process and opened the meeting up for discussion. She gave background information, as well as cost estimation, STIP cost reviews and board considerations. The Department is working with the Board on how to handle inflation on future STIP programs.

D. Approval of Approval of minor amendments to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP)

A motion was made by Mayor Zeck to recommend approve the amendments to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP). The motion was seconded by Commissioner McLawhorn and passed unanimously.

E. Approval of the Greenville Urban Area MPO’s Fiscal Year 2022 Unified Planning Work Program (UPWP) Amendment #1

A motion was made by Commissioner McLawhorn to approve the Greenville Urban Area MPO’s Fiscal Year 2022 Unified Planning Work Program (UPWP) Amendment #1. The motion was seconded by Mayor Zeck and passed unanimously.

IV. OTHER DISCUSSION ITEMS

A. Updates/Announcements

- i. Division 2 (Diane Hampton) (pg. 38-44)
- ii. Transportation Planning Division (Liam Hogan-Rivera)
- iii. MPO Staff Updates

V. PROPOSED UPCOMING MPO MEETING SCHEDULE (at 1:30pm)

- Technical Coordinating Committee (TCC) –December 8, 2021
- Transportation Advisory Committee (TAC) –December 8, 2021

VI. ITEMS FOR FUTURE CONSIDERATION

There were no items presented.

VII. ADJOURN

A motion was made by Mayor Zeck to adjourn the meeting. The motion was seconded by Commissioner McLawhorn and passed unanimously.

Respectfully submitted,

Rachel Manning, Secretary

Transportation Advisory Committee



NORTH CAROLINA
Department of Transportation

P6 Workgroup Update

Diane Hampton, PE
NCDOT Div. 2 Corridor Engineer

December 2021

P6.0 Funding Availability Before IIJA – Committed Projects Only

Statewide Mobility

Available Funding	Programming Status
\$8.7B	\$4.70B Over

Regional Impact

Region	Available Funding	Programming Status
A (D1 & D4)	\$542.0M	\$325.8M Over
B (D2 & D3)	\$787.1M	\$525.9M Over
C (D5 & D6)	\$1.44B	\$627.6M Over
D (D7 & D9)	\$1.08B	\$635.9M Over
E (D8 & D10)	\$1.35B	\$1.05B Over
F (D11 & D12)	\$721.7M	\$578.5M Over
G (D13 & D14)	\$560.8M	\$1.07B Over

REG Total: \$4.81B

Division Needs

Division	Available Funding	Programming Status
1	\$466M	\$188.2M Over
2	\$466M	\$266.9M Over
3	\$466M	\$33.9M Over
4	\$466M	\$88.6M Under
5	\$466M	\$281.0M Over
6	\$466M	\$71.8M Over
7	\$466M	\$42.1M Over
8	\$466M	\$177.1M Over
9	\$466M	\$65.5M Over
10	\$466M	\$146.7M Over
11	\$466M	\$94.5M Over
12	\$466M	\$253.2M Over
13	\$466M	\$368.9M Over
14	\$466M	\$181.6M Over

DIV Total: \$2.18B

Available funding based on 2024-2033 timeframe





As of October 19, 2021. Available Funding reflects accounting for 3% inflation. Programming Status Amounts are compared to 100% of budget.













Workgroup Meeting 11/9/2021

Workgroup Discussions

- Overall Goals
 - Develop trustworthy and dependable STIP (fiscally constrained)
 - Produce 2024-2033 STIP using current STIP project list with transparent process
 - Have an opportunity to fund new projects in P7 scoring (all 22 categories)
 - Ensure process is grounded in state/federal requirements
- Updates
 - 3% Inflation rate discussion with BOT
 - Passing of Federal Infrastructure Bill (IIJA)
 - Ongoing Department project cost evaluations
- Set of Delivery Projects
 - Delivery Projects – term replaces the “held harmless” term used in previous months

Workgroup and BOT Status Key

Decision Needed	
Consensus Achieved	
In Progress	
Denied	

Status of the Three Main Decisions for Developing 2024-2033 STIP		Workgroup Consensus	BOT Consensus
    	<p>Decision Point One: Overall Method</p> <ul style="list-style-type: none"> Consensus recommendations to date: Traditional STIP Development Method <div style="border: 1px solid black; padding: 5px; margin: 10px auto; width: fit-content;"> <p style="text-align: center; font-weight: bold; font-size: small;">TRADITIONAL STIP DEVELOPMENT METHOD</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p style="text-align: center; font-weight: bold; font-size: x-small;">2019</p> <p style="text-align: center; font-size: x-small;">2020-2029</p> </div> <div style="width: 50%; font-size: x-small;"> <p>Process for 2024-2033 STIP Development</p> <p>Step 1 – Remove all Non-Committed projects from STIP</p> <ul style="list-style-type: none"> • These projects become P7 Carryovers <p>Step 2 – Determine set of “Delivery Projects”</p> <p>Step 3 – Determine which of the remaining 2020-2029 Committed projects remain funded in the STIP</p> <ul style="list-style-type: none"> • Projects will remain funded in STIP as budget allows per category • Previously committed projects that don’t remain funded in the STIP become P7 Carryover projects and lose committed status </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%;">  <p style="text-align: center; font-weight: bold; font-size: x-small;">2023</p> <p style="text-align: center; font-size: x-small;">2024-2033</p> </div> </div> </div>		
	<p>Decision Point Two: Scenario Method for Selecting Delivery Projects</p> <ul style="list-style-type: none"> Delivery Project set determined using Scenario-2 approach Anything let in FY 2026 or before, has grants awarded, or ROW underway 		
	<p>Decision Point Three: Committed Project Evaluation Method</p>		

TRADITIONAL STIP DEVELOPMENT METHOD



Process for 2024-2033 STIP Development

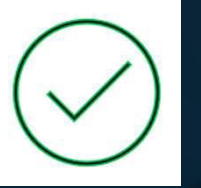
Step 1 – Remove funding from Non-Committed projects in STIP

- Projects allowed to compete in next prioritization cycle

Step 2 – Determine set of “Delivery Projects”

Step 3 – Determine which of the remaining 2020-2029 Committed projects remain funded in the STIP

- Projects will remain funded in STIP as budget allows per category
- Previously committed projects that don't remain funded in the STIP are allowed to compete in next prioritization cycle



Decision Point Two: Scenario Method for Selecting Delivery Projects

Workgroup Discussions – Delivery Project Set

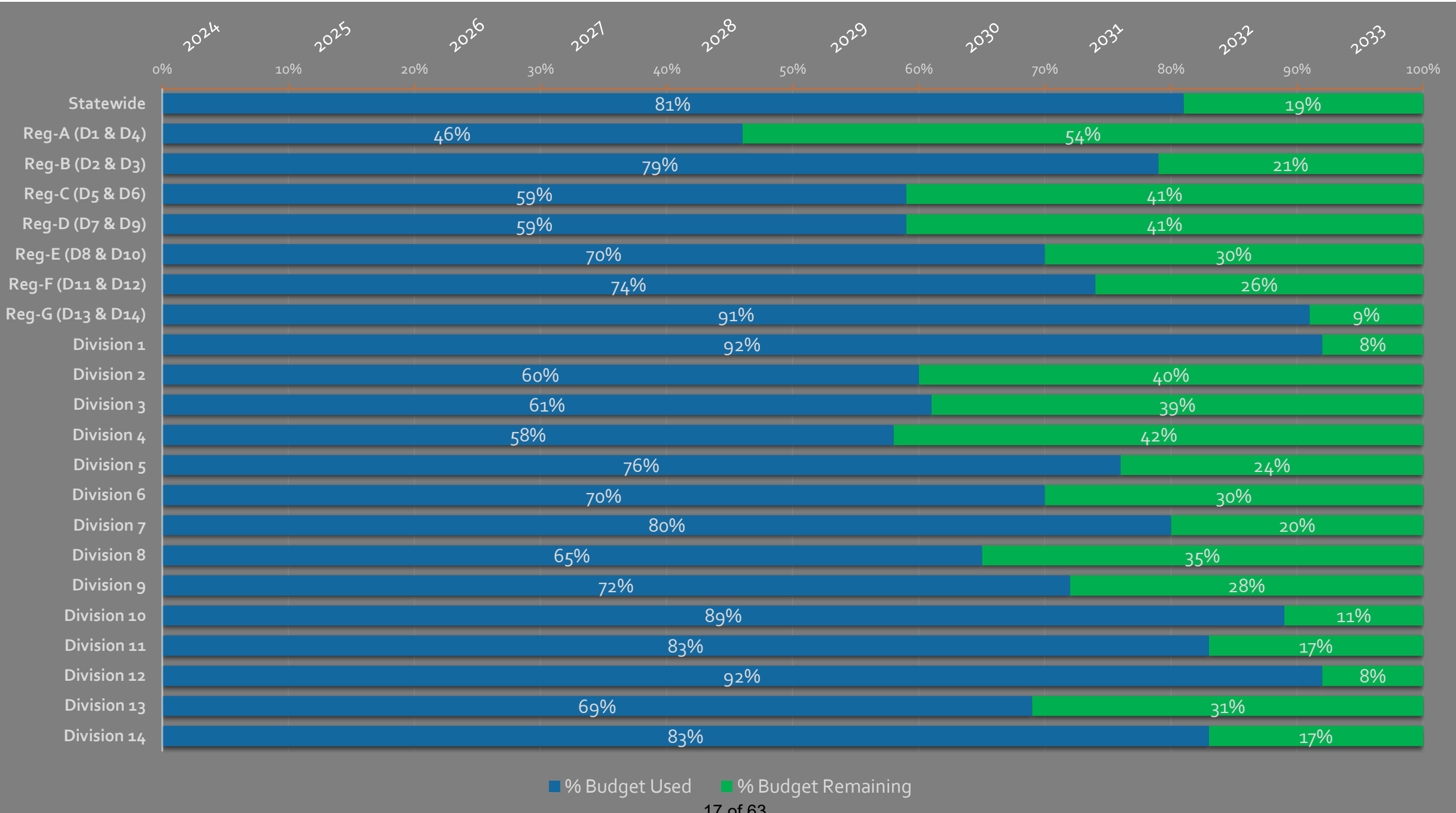


	LET FY26 or Before	Grants Awarded	ROW Underway	ROW Schedule FY24	ROW Schedule FY25	ROW Schedule FY26
Scenario-1	[Green Bar]					
Scenario-2	[Green Bar]		[Green Bar]			
Scenario-3	[Green Bar]		[Green Bar]	[Green Bar]		
Scenario-4	[Green Bar]		[Green Bar]	[Green Bar]	[Green Bar]	
Scenario-5	[Green Bar]		[Green Bar]	[Green Bar]	[Green Bar]	[Green Bar]

- Initial project set used to develop 2024-2033 STIP
- Proper pipeline of construction ready projects
- Lesson learned from start of STI: 2 years of Transition Projects was not long enough and led to significant cash balance
- Creating Industry consistency and meeting public expectations

Delivery Project Scenario 2

(as of 10/19/2021, project totals include those Let in FY21-23)



Delivery Project Scenario 2

(as of 10/19/2021, project totals include those Let in FY21-23)

	# Projects Included in 24-33 STIP	% Budget Remaining	Budget Remaining for 24-33 STIP	# Projects Subject to Step-3 Evaluation	Step-3 Evaluation Projects Cost
Statewide	67	19%	\$1.56B	67	\$7.4B
Reg-A (D1 & D4)	12	54%	\$272M	15	\$720M
Reg-B (D2 & D3)	21	21%	\$154M	19	\$996M
Reg-C (D5 & D6)	32	41%	\$668M	23	\$1.5B
Reg-D (D7 & D9)	23	41%	\$442M	20	\$1.2B
Reg-E (D8 & D10)	38	30%	\$507M	21	\$1.8B
Reg-F (D11 & D12)	27	26%	\$218M	11	\$875M
Reg-G (D13 & D14)	8	9%	\$48M	23	\$986M
Division 1	21	8%	\$47M	6	\$234M
Division 2	8	40%	\$215M	16	\$491M
Division 3	17	39%	\$227M	5	\$258M
Division 4	16	42%	\$173M	6	\$84M
Division 5	21	24%	\$102M	14	\$392M
Division 6	16	30%	\$149M	7	\$231M
Division 7	51	20%	\$102M	10	\$127M
Division 8	50	35%	\$207M	10	\$399M
Division 9	31	28%	\$153M	9	\$258M
Division 10	24	11%	\$53M	10	\$214M
Division 11	23	17%	\$98M	6	\$235M
Division 12	29	8%	\$44M	9	\$417M
Division 13	20	31%	\$164M	9	\$538M
Division 14	17	17%	\$88M	12	\$282M
TOTALS	572			328	



3 **Decision Point Three:
Committed Project Evaluation Method**



Workgroup Discussions – Committed Project Evaluation Method

Current Direction

- Continued discussion on using “Programming P3-P4-P5” Approach
 - Uses highest scores from each cycle until budget is filled
 - First in, last out concept
 - Flexibility/Cascading opportunities for funded projects

Remaining Topics

- Finalize flexibility process for the P3-P4-P5 Approach
- Determine Committed / Non-Committed line for the 2024-2033 STIP
- Set detailed schedule with MPO/RPO touch points

Questions

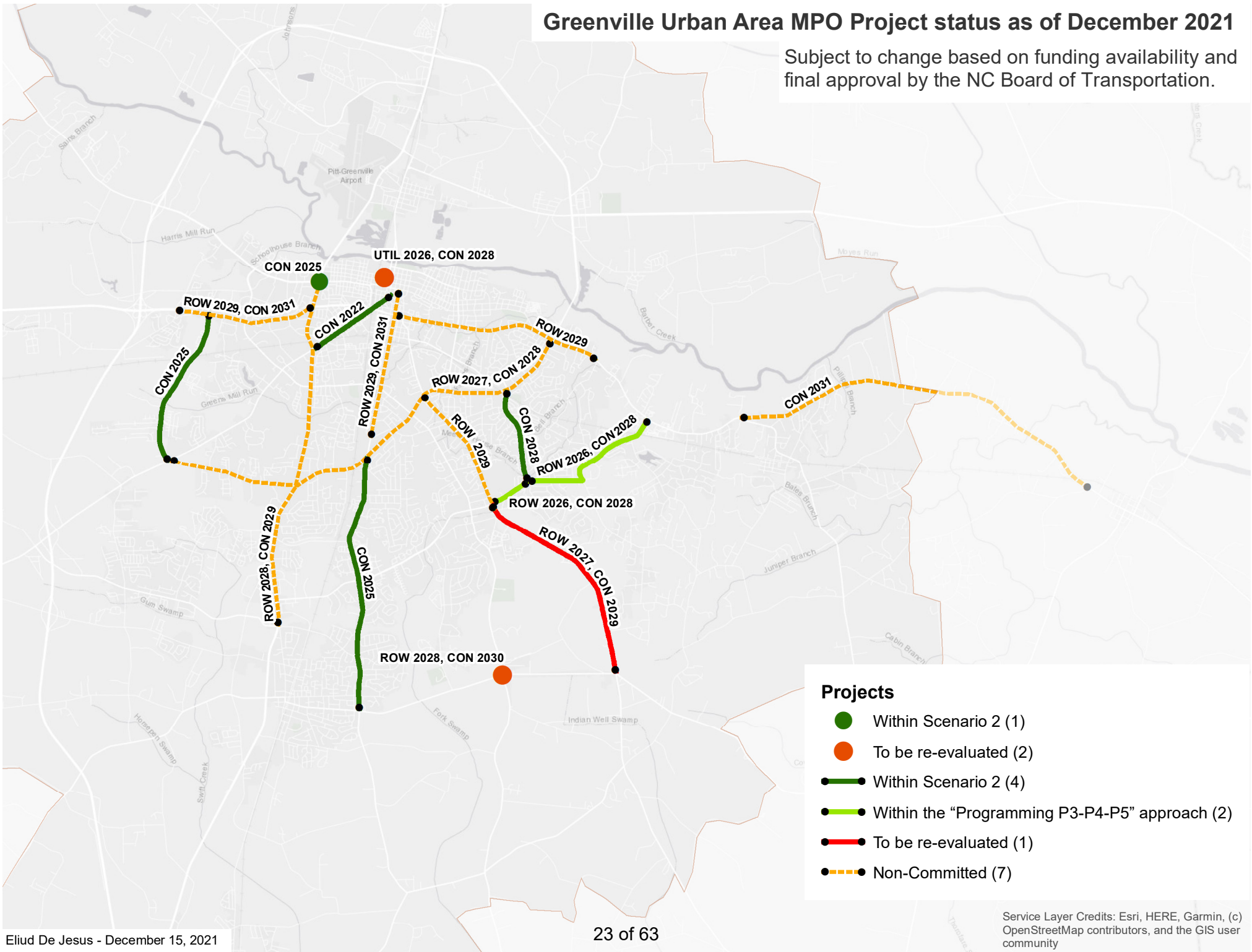
Greenville Urban Area MPO Projects as of December 2021

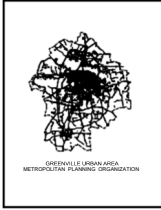
Subject to change based on the funding availability and final approval of the NCBOT.

TIP#	SPOTID	Route	Description	Category Funded	Project Score in it's funding cycle	Estimated Cost (Millions)	Committed Status	First Year ROW	First Year CON	First Year Other	Scenario 2 Scenario 1 + Anything with ROW underway
U-5730	H141079	US 13 (MEMORIAL DRIVE)	NC 43 (5TH STREET). UPGRADE INTERSECTION.	Region B		0.875	P3.0 COMMITTED		2025		Held Harmless
U-5606	H111007	SR 1598 (DICKINSON AVENUE) TO BE LET IN MARCH 2022	NC 11 TO READE CIRCLE. IMPROVE ROADWAY.	Division 2			P3.0 COMMITTED		2022		Held Harmless
U-2817	H090369	SR 1700 (EVANS STREET/ OLD TAR ROAD)	SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264 ALTERNATE (GREENVILLE BOULEVARD) IN GREENVILLE. WIDEN TO MULTI-LANES.	Division 2		124.8	P3.0 COMMITTED	2019	2025		Held Harmless
U-5875	H090638	SR 1203 (ALLEN ROAD)	SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO MULTI-LANES.	Division 2		26	P3.0 COMMITTED		2025		Held Harmless
U-5917	H090626	SR 1704 (FOURTEENTH STREET)	RED BANKS ROAD TO SR 1708 (FIRETOWER ROAD). WIDEN TO MULTI-LANES.	Division 2		22	P3.0 COMMITTED	2019	2028	2020	Held Harmless
U-5952	H150343	GREENVILLE	GREENVILLE SIGNAL SYSTEM.	Region B	74.51	12.8	P4.0 COMMITTED		2028		Re-evaluate
U-5870	H090628	SR 1708 (FIRETOWER ROAD)	SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES. ESTIMATED COST \$ 40 MIL	Division 2	81.18	40.8	P3.0 COMMITTED	2026	2028		Re-evaluate
U-5785	H090625	SR 1708 (FIRETOWER ROAD)	WEST OF EAST ARLINGTON BOULEVARD TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES. ESTIMATED COST \$ 38.5 MIL	Division 2	77.15	38.5	P3.0 COMMITTED	2026	2028		Re-evaluate
U-5991	H090636	NC 43	SR 1708 (FIRETOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES.	Division 2	81.15	61.7	P4.0 COMMITTED	2027	2029		Re-evaluate
U-6197	H170334	SR 1711 (WORTHINGTON ROAD)	SR 1725 (COUNTY HOME ROAD). UPGRADE INTERSECTION.	Division 2	81.97	2.8	P5.0 COMMITTED	2028	2030		Re-evaluate

Greenville Urban Area MPO Project status as of December 2021

Subject to change based on funding availability and final approval by the NC Board of Transportation.





Attachment 4c Joint Governing Committee

Action Required

December 15, 2021

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: 2022 State Safety Performance Measures

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

Discussion: 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 2021 for the 2022 calendar year. As such, the Greenville Urban Area MPO is required to adopt safety measures by the end of February 2022. 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.

These five specific criteria must be updated on a yearly basis with the following benchmarks adopted by NCDOT for 2022:

1. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 12.17 percent from 1,428.8 (2016-2020 average) to 1,254.9 (2018-2022 average) by December 31, 2022.
2. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 13.78 percent from 1.226 (2016-2020 average) to 1.057 (2018-2022 average) by December 31, 2022.
3. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 19.79 percent from 4,410.2 (2016-2020 average) to 3,537.6 (2018-2022 average) by December 31, 2022.
4. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 21.68 percent from 3.782 (2016-2020 average) to 2.962 (2018-2022 average) by December 31, 2022.

5. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 17.93 percent from 592.2 (2016-2020 average) to 486.0 (2018-2022 average) by December 31, 2022.

Action Needed: Request the Joint Governing Committee adopt Resolution 2021-10-GUAMPO supporting the 2022 State Safety Performance Measures.

Attachments: *Resolution 2021-10-GUAMPO and informational handout on Safety Performance Measures released by FHWA.*

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

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

How do MPOs establish HSIP targets?

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

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

MPOs establish HSIP targets by either:

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

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

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



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

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

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

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

When do MPOs need to establish these targets?

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

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

Where do MPOs report targets?

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

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

Assessment of Significant Progress

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



RESOLUTION NO. 2021-10-GUAMPO
SUPPORT OF 2022 STATE ESTABLISHED TARGETS FOR SAFETY PERFORMANCE
MEASURES

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

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

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

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

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group and;

WHEREAS, the NCDOT has officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year; and

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

NOW THEREFORE, BE IT RESOLVED, that the Greenville Urban Area MPO agrees to plan and program projects that contribute toward the accomplishment of the State's targets as noted below for each of the aforementioned performance measures:

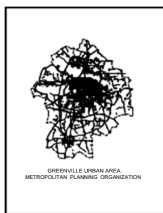
- 1. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 12.17 percent from 1,428.8 (2016-2020 average) to 1,254.9 (2018-2022 average) by December 31, 2022.**
- 2. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 13.78 percent from 1.226 (2016-2020 average) to 1.057 (2018-2022 average) by December 31, 2022.**
- 3. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 19.79 percent from 4,410.2 (2016-2020 average) to 3,537.6 (2018-2022 average) by December 31, 2022.**

4. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 21.68 percent from 3.782 (2016-2020 average) to 2.962 (2018-2022 average) by December 31, 2022.
5. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 17.93 percent from 592.2 (2016-2020 average) to 486.0 (2018-2022 average) by December 31, 2022.

Today, December 15, 2021

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

Secretary



Attachment 4d Joint Governing Committee

Action Required

December 15, 2021

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Proposed Draft FY 2022-2023 Unified Planning Work Program (UPWP)

Purpose: Discuss the Proposed Greenville Urban Area Metropolitan Planning Organization's (MPO) FY 2022-2023 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 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 2023 was developed utilizing information provided by representatives of the MPO's participating communities and coordinated with NCDOT's Transportation Planning Division. In addition, 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 2022-2023 period include:

- Pitt County – CTP update assistance (Task II-B-2, Regional Planning)
- Transportation Component for the Pitt County Land Use Plan (Task II-B-3B, Special Studies)

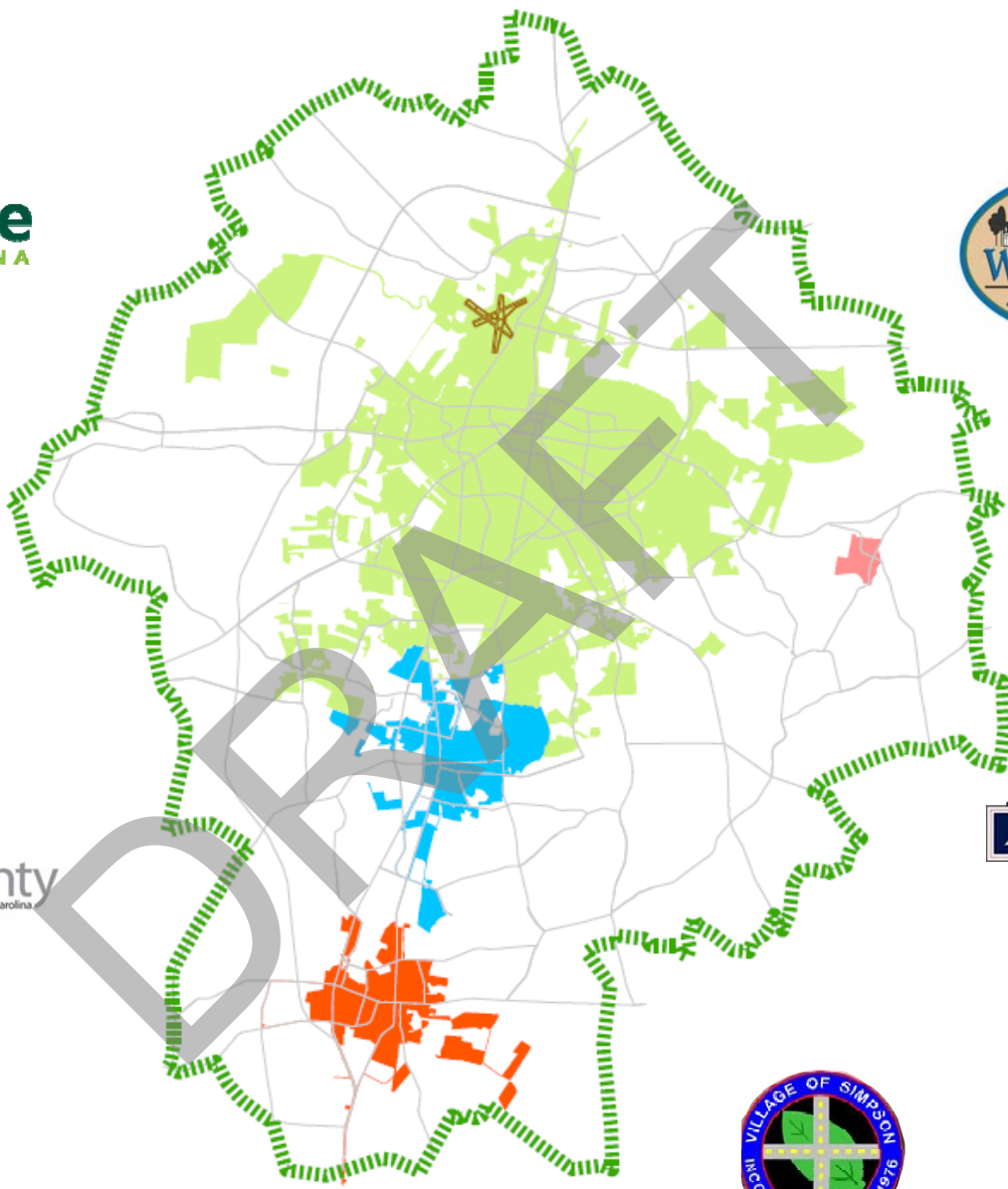
There are additional funds programmed for the travel demand model update tasks. The MPO's Travel Demand Model is required to be updated every 5 years and be complete in advance of updating the MPO's long-range plan (MTP).

Furthermore, 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.

Action Needed: N/A

Attachments: *Draft FY 2023 UPWP*

THE GREENVILLE URBAN AREA MPO FISCAL YEAR (FY) 2023 DRAFT UNIFIED PLANNING WORK PROGRAM (UPWP)



**Greenville Urban Area
Metropolitan Planning Organization
TBD**

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Greenville Urban Area 2022-2023 PWP Narrative

UPWP Overview

Greenville Urban Area Metropolitan Planning Organization Planning Work Program (PWP) for July 1, 2022- June 30, 2023 (FY 2023)

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 2022-2023 (from July 1, 2022 through June 30, 2023). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C")

Funding Summary FY 2022-2023 (Total funds programmed in PWP, including Transit funds)				
Funding Source	Federal Funding	State Funding	Local Match	Total
Planning Funds (PL 104)	\$ 253,100		\$ 63,275	\$ 316,375
State Planning and Research Funding (SPR) (TPD)				
Section 5303	\$ 70,588	\$ 8,823	\$ 8,823	\$ 88,234
Total	\$ 323,688	\$ 8,823	\$ 72,098	\$ 404,609

Program Summary for MPO Planning and Administration (PL Funds)		
Task	PL Funds	Percentage of Total PL Funds
II-A Data and Planning Support	\$ 60,000	18.96%
II-B Planning Process	\$ 75,000	23.71%
<i>(II-B Special Study)</i>	\$ 59,405	18.78%
III-A Planning Work Program	\$ 10,000	3.16%
III-B Transp. Improvement Plan	\$ 21,000	6.64%
III-C Cvi Rgts. Cmp./Otr .Reg. Reqs.	\$ 11,700	3.70%
III-D Statewide and Extra-Regional Planning	\$ 10,000	3.16%
III-E Management Ops, Program Support Admin	\$ 69,270	21.89%
TOTAL PL Funds	\$ 316,375	100.00%

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 2022-2023.

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 2022-2023.

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;

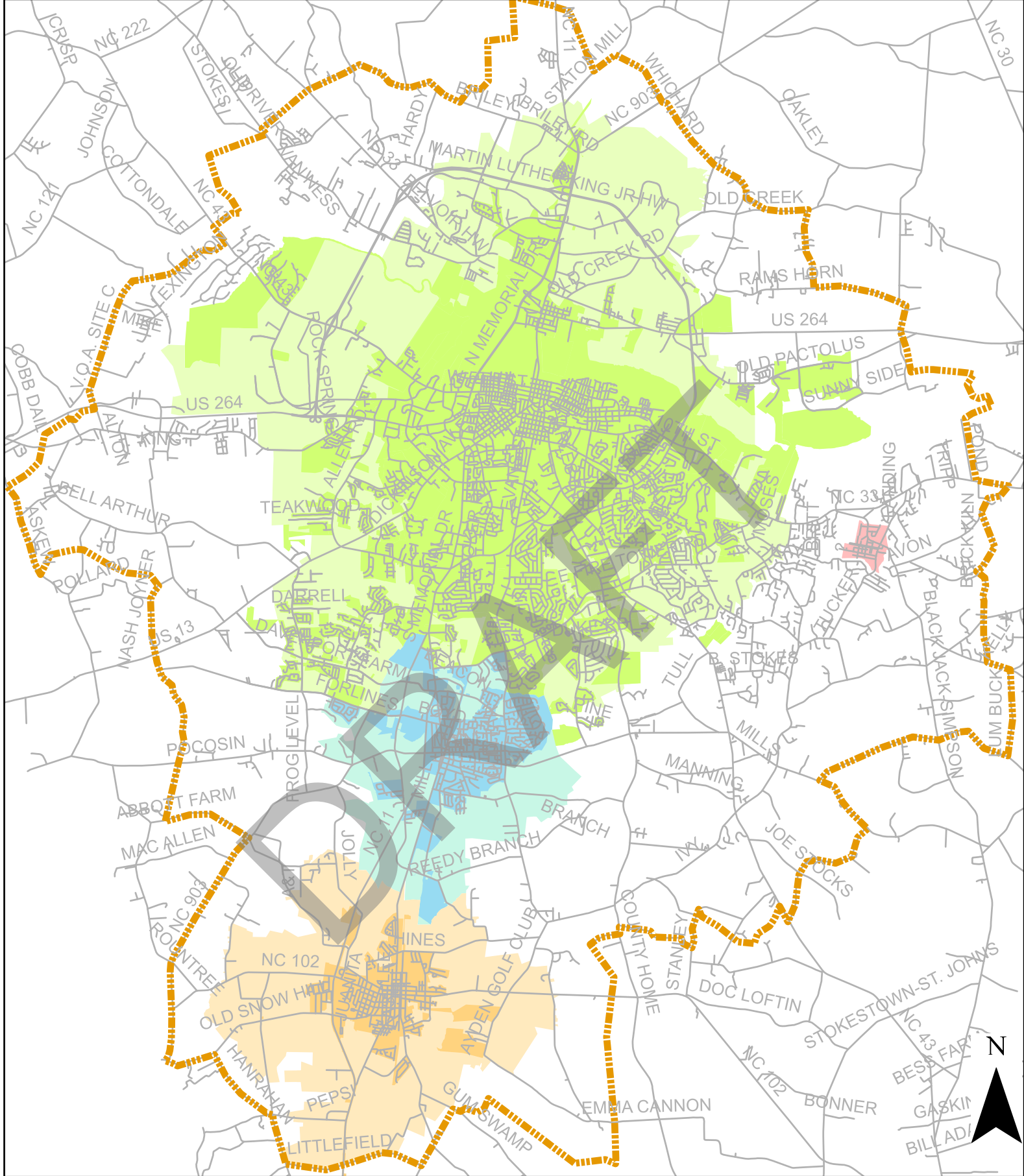
The Metropolitan Transportation Improvement Program (TIP) must include the following:

- 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.

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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*
- Ricky Hines Mayor
 Town of Winterville
 ALTERNATE: Tony Moore*
- Richard Zeck, Mayor
 Village of Simpson*
- Thomas Taft Jr.
 Board of Transportation
 NCDOT*
- (non-voting)
 Bill Marley
 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*
- Matt Livingston
 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*
- Liam Hogan-Rivera
 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*
- Len White, PE
 Planning 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)—Kevin Richards
 Mid-East RPO*

Membership as of December 15, 2021

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%.

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.

II-B-3B Special Studies Pass-Through

Special Study pass-through for FY 2023 is expected to only include the on-going study expected to continue from the 2022 PWP.

- **10th Street Pedestrian Bridge Feasibility Study (\$75,000 Total -- \$60,000 Federal; \$15,000 Local Match)**

The study seeks to develop conceptual designs and feasibility analysis for a pedestrian bridge over 10th Street at the Tobacco Warehouse District and the Millennial Connector in Greenville. The study will include the evaluation of additional crossing alternatives, funding strategies, policy recommendations, and the associated public input. In addition, the study will provide planning level cost estimates needed for NCDOT's prioritization process and other funding sources to be identified as part of the study.

- **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.).

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 purpose 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.

DRAFT

**Greenville Urban Area Metropolitan Planning Organization
Task and Project Funding FY 2023**

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				Task Funding Summary			
			Local 20%	Federal 80%	TOTAL	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	Federal	TOTAL
	II-A	Data and Planning Support	\$ 12,000	\$ 48,000	\$ 60,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 12,000	\$ 0	\$ 48,000	\$ 60,000
44.24.00	II-A-1	Networks and Support Systems	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000	\$ 0	\$ 4,000	\$ 5,000
44.23.01	II-A-2	Travelers and Behavior	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000	\$ 0	\$ 4,000	\$ 5,000
44.23.02	II-A-3	Transportation Modeling	\$ 10,000	\$ 40,000	\$ 50,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 10,000	\$ 0	\$ 40,000	\$ 50,000
	II-B	Planning Process	\$ 26,881	\$ 107,524	\$ 134,405	\$ 413	\$ 413	\$ 3,302	\$ 4,127	\$ 27,294	\$ 413	\$ 110,826	\$ 138,532
44.23.02	II-B-1	Targeted Planning	\$ 9,000	\$ 36,000	\$ 45,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 9,000	\$ 0	\$ 36,000	\$ 45,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 6,000	\$ 24,000	\$ 30,000	\$ 413	\$ 413	\$ 3,302	\$ 4,127	\$ 6,413	\$ 413	\$ 27,302	\$ 34,127
44.27.00	II-B-3	Special Studies	\$ 11,881	\$ 47,524	\$ 59,405	\$ 0	\$ 0	\$ 0	\$ 0	\$ 11,881	\$ 0	\$ 47,524	\$ 59,405
	III-A	Planning Work Program	\$ 2,000	\$ 8,000	\$ 10,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000	\$ 0	\$ 8,000	\$ 10,000
44.21.00	III-A-1	Planning Work Program	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000	\$ 0	\$ 4,000	\$ 5,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000	\$ 0	\$ 4,000	\$ 5,000
	III-B	Transp. Improvement Plan	\$ 4,200	\$ 16,800	\$ 21,000	\$ 413	\$ 413	\$ 3,302	\$ 4,127	\$ 4,613	\$ 413	\$ 20,102	\$ 25,127
44.25.00	III-B-1	Prioritization	\$ 2,000	\$ 8,000	\$ 10,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,000	\$ 0	\$ 8,000	\$ 10,000
44.25.00	III-B-2	Metropolitan TIP	\$ 1,000	\$ 4,000	\$ 5,000	\$ 413	\$ 413	\$ 3,302	\$ 4,127	\$ 1,413	\$ 413	\$ 7,302	\$ 9,127
44.25.00	III-B-3	Merger/Project Development	\$ 1,200	\$ 4,800	\$ 6,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,200	\$ 0	\$ 4,800	\$ 6,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 2,340	\$ 9,360	\$ 11,700	\$ 413	\$ 413	\$ 3,302	\$ 4,127	\$ 2,753	\$ 413	\$ 12,662	\$ 15,827
44.27.00	III-C-1	Title VI Compliance	\$ 140	\$ 560	\$ 700	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 140	\$ 0	\$ 560	\$ 700
44.27.00	III-C-2	Environmental Justice	\$ -	\$ -	\$ -	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ -	\$ 0	\$ -	\$ -
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.27.00	III-C-4	Planning for the Elderly	\$ -	\$ -	\$ -	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 400	\$ 1,600	\$ 2,000	\$ 412.7	\$ 412.7	\$ 3,302	\$ 4,127	\$ 813	\$ 413	\$ 4,902	\$ 6,127
44.27.00	III-C-6	Public Involvement	\$ 1,400	\$ 5,600	\$ 7,000	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 1,400	\$ 0	\$ 5,600	\$ 7,000
44.27.00	III-C-7	Private Sector Participation	\$ 400	\$ 1,600	\$ 2,000	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 400	\$ 0	\$ 1,600	\$ 2,000
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 2,000	\$ 8,000	\$ 10,000	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 2,000	\$ 0	\$ 8,000	\$ 10,000
44.27.00	III-E	Management Ops, Program Suppt Admin	\$ 13,854	\$ 55,416	\$ 69,270	\$ 7,585	\$ 7,585	\$ 60,682	\$ 75,853	\$ 21,439	\$ 7,585	\$ 116,098	\$ 145,123
		TOTALS	\$ 63,275	\$ 253,100	\$ 316,375	\$ 8,823	\$ 8,823	\$ 70,587	\$ 88,234	\$ 72,098	\$ 8,823	\$ 323,687	\$ 404,609
		Special Studies Funded with PL in the FY 22 PWP											
		<i>Transportation Component for the Pitt County Land Use Plan</i>	\$ 7,000	\$ 28,000	\$ 35,000								
		<i>10th Street Pedestrian Bridge Feasibility Study</i>	\$ 15,000	\$ 60,000	\$ 75,000								
		TOTALS	\$ 7,000	\$ 28,000	\$ 35,000								

**Greenville Urban Area MPO
 FY 2022-2023 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)	6/30/2023	6/30/2023	6/30/2023	6/30/2023	
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.	2024-2033 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	\$40,184	\$1,500		\$1,500	\$43,184
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%	\$7,585	\$413	\$413	\$413	\$8,823
17-	Section 5303 NCDOT 10%	\$7,585	\$413	\$413	\$413	\$8,823
18-	Section 5303 FTA 80%	\$60,682	\$3,302	\$3,302	\$3,302	\$70,587
	<i>Subtotal</i>	\$75,853	\$4,127	\$4,127	\$4,127	\$88,234
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	\$75,853	\$4,127	\$4,127	\$4,127	\$88,234



December 15, 2021

Ryan Brumfield, 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 FY2023 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 \$ 88,234.49.

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 22-23

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

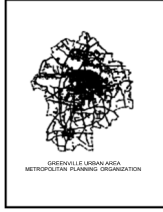
Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal funds to be Contracted Out	Total Funds to be Contracted Out
<u>No Contracting Opportunities</u>					

**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
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 2025 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Continue to work on all elements of the MTP update to plan year 2050. Continue to work with TPD, members, FHWA and general public to produce document.	Complete 2050 Travel Demand Model update.	Required	Continue 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.	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
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	Begin P8.0*	Adopt 2025-2034 MTIP	As Needed
2027	Yes	Development of FY 2028 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)*



Attachment 4e
Joint Governing Committee

No Action Required

December 15, 2021

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Discussion of preliminary meeting of the TCC and TAC for 2022

Purpose: Discuss potential dates for the 2022 TCC and TAC meeting cycle.

Discussion: TCC and TAC meeting are typically scheduled quarterly at 1:30pm. To adhere to member schedules, MPO staff is seeking direction as to the 2022 meeting schedule. In preparation, MPO staff has proposed the below dates for the TCC and TAC meetings:

<u>TCC</u>	<u>TAC</u>
February 23, 2022	March 16, 2022
June 15, 2022	June 29, 2022
August 10, 2022	August 24, 2022
December 7, 2022 Joint Meeting	

These potential dates were chosen with consideration of possible local government holiday schedules. Future meeting dates can be altered at each respective Committee meeting. Should additional meetings be required the respective chairman of each the TCC and TAC have the ability to call for a meeting pending committee member availability. Additionally, staff is recommending that the meeting be held virtually until further notice.

Action Needed: N/A



November 4, 2021

Mr. J. Eric Boyette
Secretary
North Carolina Department of Transportation
1 South Wilmington Street
Raleigh, NC 27601

Dear Mr. Boyette:

Thank you for your letter requesting the 37.07-mile designation of U.S. 264 from Interstate 95 (I-95) in Wilson County and ending at US-264 interchange in Pitt County as I-587. This route is part of a corridor designated as a future part of the Interstate Highway System per the 2016 Future Interstate Agreement between the North Carolina Department of Transportation and the Federal Highway Administration.

Our North Carolina Division Office has confirmed that this 37.07-mile segment includes design exceptions for the minimum lane width on two bridges according to Interstate design standards issued by the American Association of State Highway and Transportation Officials (AASHTO). We have reviewed and accepted the design exceptions and North Carolina Department of Transportation will monitor the locations from a safety and operations perspective and make future improvements if necessary.

The request meets the requirements for addition to the Interstate System in 23 United States Code 103(c)(4)(A) and connects I-95 to the regionally important Greenville urbanized area. Based on our reviews and AASHTO's approval of the numbering, I hereby approve the addition of this segment to the Interstate System.

Sincerely,

Stephanie Pollack
Acting Administrator

cc:
Jim McDonnell, P.E.
(AASHTO)

Users Guide

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<p>Contract Number: C204515 Division: 2 TIP Number: Length: 0.113 miles NCDOT Contact: Sarah F. Lentine Location Description: BRIDGE #171 OVER JOHNSON MILL RUN ON SR-1418 (STATON HOUSE RD). Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$0.00 Work Began: Original Completion Date: 02/02/2023 Latest Payment Thru: Latest Payment Date:</p>	<p>Route: - County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 10/19/2021 Revised Completion Date: Construction Progress: 0%</p>
<p>Contract Number: DB00521 Division: 2 TIP Number: Length: 6.54 miles NCDOT Contact: Sarah F. Lentine Location Description: PITT COUNTY Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$0.00 Work Began: Original Completion Date: 02/09/2023 Latest Payment Thru: Latest Payment Date:</p>	<p>Route: - County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 09/08/2021 Revised Completion Date: Construction Progress: 0%</p>
<p>Contract Number: DB00524 Division: 2 TIP Number: R-5782MA, R-5782MB Length: 0 miles NCDOT Contact: Sarah F. Lentine Location Description: WINTERVILLE AND FARMVILLE Contractor Name: CAROLINA EARTH MOVERS INC Contract Amount: \$234,335.00 Work Began: 11/03/2021 Original Completion Date: 09/17/2022 Latest Payment Thru: 11/30/2021 Latest Payment Date: 12/03/2021</p>	<p>Route: SR-variou County: Pitt Federal Aid Number: 220100 NCDOT Contact No: (252)830-3495 Letting Date: 09/22/2021 Revised Completion Date: Construction Progress: 17.5%</p>