

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

Wednesday, March 8, 2023 at 1:30 p.m.

Hybrid

Main Conference Room, Public Works Department

1500 Beatty Street Greenville, NC 27834.

Actions to be taken in bold italics

1) Approval of the Agenda; approve

Chair to read aloud Ethics Awareness and Conflict of Interest reminder

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

2) Public Comment Period

3) Election of Transportation Advisory Committee Chair and Vice Chair for 2023

4) Regular Agenda

- a) Approval of the Minutes from the August 24th TAC meeting and December 7, 2022 Joint Governing Committee meeting – ***approve*** (pg.3-9)
- b) 2020-2029 Transportation Improvement Program (TIP) Amendment– ***approve*** (pg.10-12)
- c) Self-Certification of Greenville Urban Area MPO Transportation Planning Process for Fiscal Year 2024– ***approve*** (pg.13-17)
- d) Approval of the Greenville Urban Area MPO’s Fiscal Year 2024 Unified Planning Work Program (UPWP) – ***approve*** (pg.18-54)
- e) Support of the State’s Established Safety Performance Measure Targets – ***approve*** (pg.55-62)
- f) Letter of Support for Winterville’s Application Safe Routes To School (SRTS) Program- ***approve*** (pg.63-64)
- g) P6.0 Projects and Prioritization Process update – ***discussion*** (pg.65-76)
- h) TCC/TAC Joint meeting schedule for 2023 – ***discussion*** (pg.77)

5) Other Discussion Items

- a) Updates/Announcements
 - i. Division 2 - Len White (pg.78-87)
 - ii. Transportation Planning Division – Liam Hogan-Rivera and Scott Walston (pg.88-89)
 - iii. Integrated Mobility Division – Nick Morrison
 - iv. MPO Staff Updates (pg.90-91)

6) Proposed Upcoming MPO 2023 Meeting Schedule (TBD at 1:30pm)*

- Technical Coordinating Committee (TCC) – June 28; September 13; December 13
- Transportation Advisory Committee (TAC) – July 12; September 27; December 13

**Meeting dates subject to change based on agenda item 3h*

7) Adjourn Meeting –

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

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

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

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

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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

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

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



Attachment 4a

Transportation Advisory Committee

Action Required

March 8, 2023

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Minutes from the August 24, 2022 TAC meeting and December 7, 2022 Joint Governing Committee meeting

Purpose: To review and approve the minutes of the August 24th TAC meeting and December 7th Joint meeting.

Discussion: The draft minutes from the August 24th TAC and December 7th Joint TCC and TAC meetings are attached for review and approval.

Action Needed: Adopt the August 24th, 2022 TAC meeting and December 7th, 2022 meeting minutes.

Attachments: *Draft August 24, 2022, TAC meeting minutes; Draft December 7, 2022, Joint TCC and TAC meeting minutes*

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE MINUTES
AUGUST 24, 2022**

Members of the Transportation Advisory 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
Mayor Richard Zeck, Town of Simpson
Commissioner Melvin McLawhorn, Pitt Co.
Mayor Ricky Hines, Town of Winterville

OTHERS PRESENT:

| | |
|------------------------------------|---------------------------|
| Eliud De Jesus, Greenville MPO | James Rhodes, Pitt County |
| Rachel Manning, City of Greenville | Liam Hogan-Rivera, NCDOT |
| Thomas Taft, NCDOT | Nick Morrison |
| Bryan Jones, Town of Winterville | Brandon Oliver |
| Len White, NCDOT | Scott Walston |
| Diane Hampton, NCDOT | Terry Lansdell |
| Jeff Cabaniss, NCDOT | Phil Geary |
| Sam Singleton | |

I. APPROVAL OF AGENDA

A motion was made by Mr. McLawhorn to approve the agenda as presented. The motion was seconded by Mayor Zeck and passed unanimously.

II. PUBLIC COMMENT PERIOD

There were no public comments.

III. REGULAR AGENDA

A. Approval of the June 29, 2022 TAC Committee Meeting Minutes

A motion was made by Mr. McLawhorn to approve the minutes of the June 29, 2022 TAC meeting. The motion was seconded by Mayor Zeck and passed unanimously.

B. FY 2020-2029 Transportation Improvement Program (TIP) Amendment

Mr. De Jesus brought before the committee the amendment to the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program, as well as the addition of new projects and the removal of existing projects. A motion was made by Mayor Zeck to approve the amendment as presented. The motion was seconded by Mayor Hines and passed unanimously.

C. Draft Pitt County Comprehensive Transportation Plan Presentation (CTP)

Mr. Geary presented information on the Pitt County Comprehensive Transportation Plan Presentation (CTP). CTP is a long-range, multi-modal transportation plan developed among

local stakeholders to determine transportation needs. The plan brought to the table 94 highway recommendations, as well as 157 bicycle and pedestrian recommendations. Public involvement will be incorporated in the future which includes public hearings and CTP adoption within your jurisdiction

D. FY2024-2033 Preliminary Draft Statewide Transportation Improvement Program (STIP) and Prioritization Process update

Mr. De Jesus presented updates on STIP and the Prioritization Process. He explained that NCDOT has tasked MPOs/RPOs to present overview of the Draft STIP to their committees to discuss swapping candidates and possible methods for swapping projects in and out, if desired.

VI. OTHER DISCUSSION ITEMS

A. Updates/Announcements

- 1. Division 2 – Len White and Diane Hampton**
- 2. Transportation Planning Division – Liam Hogan-Rivera**
- 3. Integrated Mobility Division – Nick Morrison**
- 4. MPO Staff Updates**

VII. UPCOMING MPO MEETING SCHEDULE

- Technical Coordinating Committee (TCC) – December 7, 2022
- Transportation Advisory Committee (TAC) – December 7, 2022

VIII. ADJOURN

With no further items to discuss, Mayor Connelly adjourned the meeting.

Respectfully submitted,

Rachel Manning, Secretary
Transportation Advisory Committee

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
JOINT GOVERNING COMMITTEE MINUTES
DECEMBER 7, 2022**

Members of the Technical Coordinating Committee of the Greenville Urban Area Metropolitan Planning Organization met on the above date, at 1:30 p.m., in the Second Floor Conference Room of the G.K. Butterfield Center. Mayor Connelly, TAC Chairperson, called the meeting to order. The following attended the meeting:

Mayor P.J. Connelly, City of Greenville
Ann Wall, City of Greenville
Lisa Kirby, City of Greenville
Chantae Gooby, City of Greenville
Rik DiCesare, City of Greenville
Elizabeth Stalls, City of Greenville
Bryan Jones, Town of Winterville
Nola Roberts, Town of Ayden
Jonas Hill, Pitt County
Mayor Steve Tripp, Town of Ayden
Commissioner Melvin McLawhorn, Pitt County
Mayor Richard Zeck, Town of Simpson
Dianne Hampton, NCDOT
Scott Walston, NCDOT
Bailey Harden, NCDOT

Mayor Ricky Hines, Town of Winterville
Anthony Bower, Town of Winterville
Sam Singleton, Mid-East Commission
James Rhodes, Pitt County
Steve Hamilton, NCDOT
Mary Jo Alcock, NCDOT
Len White, NCDOT
Jeff Cabaniss, NCDOT
Jeremy Stroud, NCDOT
Brandon Oliver, FHWA
Nastasha Earle-Young, NCDOT

OTHERS PRESENT:

Rachel Manning, City of Greenville

Eliud De Jesus, Greenville Urban Area MPO

I. APPROVAL OF AGENDAS

A motion was made by Mrs. Kirby to approve the TCC agenda as presented. A second was made by Mr. Rhodes and passed unanimously.

A motion was made by Mayor Zeck to approve the TAC agenda as presented. A second was made by Mayor Hines and passed unanimously.

II. PUBLIC COMMENT PERIOD

There were no public comments.

III. CONSENT AGENDA

A. Approval of minutes

The approval of the minutes was tabled until the next meeting.

B. 2020-2029 Transportation Improvement Program (TIP) Amendment

Mr. De Jesus presented updates on the Transportation Improvement Program, as well as amendments to add new projects and remove an existing project.

A motion was made by Mr. Hamilton, TCC member, to approve the amendments. A second was made by Mrs. Kirby and passed unanimously.

A motion was made by Mayor Zeck, TAC member, to approve the amendments. A second was made by Mayor Hines and passed unanimously.

C. Greenville MPO By-Laws Update

Mr. De Jesus presented the revised MPO By-laws for approval. The updated TCC and TAC by-laws included language to explicitly allow virtual/hybrid meetings.

A motion was made by Mrs. Wall, TCC member, to approve the By-laws as presented. A second was made by Mr. Rhodes and passed unanimously.

A motion was made by Mayor Hines, TAC member, to approve the amendments. A second was made by Commissioner McLawhorn and passed unanimously.

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

Mr. De Jesus presented a letter of support for the Pitt County Council on Aging for funding from the North Carolina Department of Transportation and the Enhanced Mobility of Seniors and Individuals with Disabilities Program through the 5310 Operating Grant for FY2024. A letter of support from the MPO is required for the grant application to move forward.

A motion was made by Mr. Rhodes, TCC member, to support the letter. A second was made by Mrs. Wall and passed unanimously.

A motion was made by Mayor Tripp, TAC member, to support the letter. A second was made by Mayor Hines and passed unanimously.

E. Carbon Reduction Program (CRP) Funds Presentation by TPD

Ms. Earle-Young gave a presentation on the Carbon Reduction Program.

She explained how the state of North Carolina will strive to accomplish the following:

- Reduce statewide greenhouse gas emissions to 40% below 2005 levels.
- Increase the number of registered zero-emission vehicles to at least 80,000.
- NCDOT shall develop a NC Zero Emission Vehicle Plan.
- Reduce statewide greenhouse gas emissions to at least 50% below 2005 levels by 2030 and achieve net-zero emissions as soon as possible, no later than 2050.
- Increase the total number of registered, ZEVs to at least 1,250,000 by 2023 increase the sale of ZEVs so that 50% of in-state sales of new vehicles are zero-emission by 2030.
- These goals are in addition to those specified in Executive Order 80.
- NCDEQ shall update the NC Greenhouse Gas Inventory by January 31, 2022 and biennially thereafter. The inventory shall calculate GHG emissions statewide and by sector and project future emissions based on existing policies.

The purpose of the program is to fund projects that support transportation emissions reductions. Transportation Emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State.

F. Draft Fiscal Year 2024 Unified Planning Work Program (UPWP)

Mr. De Jesus presented a draft of the Fiscal Year 2024 Unified Planning Work Program for the committees' review. 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.

G. State's Established Safety Performance Measure Targets

Mr. De Jesus presented a memo on the State's Established Safety Performance Measure Targets. The memo regarded safety performance measure targets for 2023, and information regarding FHWA's recent assessment of target achievement for NCDOT calendar year 2020 safety targets.

H. Preliminary Meeting Schedule and Format of the TCC and TAC for 2023

Mr. De Jesus presented potential dates to the committees for discussion. 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 TCC and TAC have the ability to call for a meeting pending committee member availability. Additionally, the Committees can continue to meet virtually/hybrid unless the Committee members desire to meet in person or the agenda items warrant an in-person meeting.

The majority of the committee members were in favor of virtual or hybrid meetings, but nothing was decided.

IV. OTHER DISCUSSION ITEMS

A. Updates/Announcements

- i. Division 2 - Len White (pg. 57-61)
- ii. Transportation Planning Division - Liam Hogan-Rivera and Scott Walston (pg. 62-63)
- iii. MPO Staff Updates (pg. 66)

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

- Technical Coordinating Committee (TCC) – February 15, 2023; June 28, 2023; September 13, 2023; December 13, 2023
- Transportation Advisory Committee (TAC) – March 8, 2023; July 12, 2023; September 27, 2023; December 13, 2023

VI. ITEMS FOR FUTURE CONSIDERATION

There were no items presented.

VII. ADJOURN

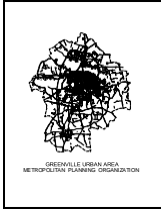
A motion was made by Mrs. Kirby, TCC member, to adjourn the meeting. The motion was seconded by Mrs. Wall and passed unanimously.

A motion was made by Mayor Zeck, TAC member, to adjourn the meeting. The motion was seconded by Mayor Hines and passed unanimously.

Respectfully submitted,

Rachel Manning, Secretary

Transportation Advisory Committee



Attachment 4b

Transportation Advisory Committee

Action Required

March 8, 2023

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Amendments to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP)

Purpose: To amend the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP) to add new projects programmed and remove an existing project.

Amendments

Additions

1. HS-2002S – Regional Safety Project: NC 43
NC 43 between NC 118 in Craven County Herman Garris Road (SR 1730) in Pitt County, NC 43 between Rock Spring Road (SR 1205) and the southern limits of Farkland, and NC 43 between the northern limits of Farkland in Pitt County and NC 42 in Edgecombe County. Install rumble with six-inch pavement markings.
 - **Add project break at the request of the Transportation Mobility and Safety Division.**
2. HS-2002T – Regional Safety Project: US 264
US 264 between the Wilson County line and Davenport Farm Road (SR 1128) / Bell Arthur Road (SR 1206) in Pitt County. Install rumble stripes.
 - **Add project break at the request of the transportation mobility and safety division.**

Action Needed: Approve the amendments to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP).

Attachments: *MTIP amendment reference pages; Greenville Urban Area Resolution 2023-01*

**RESOLUTION NO. 2023-01-GUAMPO
REQUESTING THE AMENDMENT OF THE STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM FOR FY 2020-2029**

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

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

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

(see Exhibit attached hereto)

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

Today, March 8, 2023,

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

Secretary

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

| | | | | |
|---|--|---|---------------------|--|
| <p>HS-2002S CRAVEN EDGECOMBE PITT PROJ.CATEGORY REGIONAL</p> | <p>- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION - DOWN EAST RURAL PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION</p> | <p>NC 43, NC 43 BETWEEN NC 118 IN CRAVEN COUNTY AND SR 1730 (HERMAN GARRIS ROAD) IN PITT COUNTY, NC 43 BETWEEN SR 1205 (ROCK SPRING ROAD) AND THE SOUTHERN LIMITS OF FALKLAND, AND NC 43 BETWEEN THE NORTHERN LIMITS OF FALKLAND IN PITT COUNTY AND NC 42 IN EDGECOMBE COUNTY. INSTALL RUMBLE STRIPES WITH SIX-INCH PAVEMENT MARKINGS. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p> | <p>CONSTRUCTION</p> | <p>FY 2024 - <u>\$760,000</u> (HSIP) \$760,000</p> |
| <p>HS-2002T GREENE PITT PROJ.CATEGORY REGIONAL</p> | <p>- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION</p> | <p>US 264, US 264 BETWEEN THE WILSON COUNTY LINE AND SR 1128 (DAVENPORT FARM ROAD) / SR 1206 (BELL ARTHUR ROAD) IN PITT COUNTY. INSTALL RUMBLE STRIPES. <u>ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u></p> | <p>CONSTRUCTION</p> | <p>FY 2024 - <u>\$378,000</u> (HSIP) \$378,000</p> |

* INDICATES FEDERAL AMENDMENT



Attachment 4c Transportation Advisory Committee

Action Required

March 8, 2023

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Self-Certification of the Greenville Urban Area MPO's Transportation
Planning Process for Fiscal Year 2024

Purpose: To Self-Certify the Greenville Urban Area MPO's transportation planning process for the upcoming fiscal year in coordination with the MPO's adoption of the 2023 Unified Planning Work Program.

Discussion: It is federally required that MPO's certify that their planning processes are compliant with all federal regulations for the upcoming fiscal year (2024). As a non "Transportation Management Area, or TMA, (MPO with 200,000 or more citizens)", it is permissible for the MPO to "self-certify" its practices by completing the attached Self Certification Checklist and providing it to NCDOT for review and confirmation. The staff has reviewed and confirmed that all planning practices and processes undertaken by the MPO are compliant with all applicable Federal and State regulations. Staff request that the TCC recommend the Transportation Advisory Committee's adoption of the MPO's self-certification.

Action Needed: Adopt the Resolution 2023-02-GUAMPO, self-certifying its planning practices and processes are compliant with all applicable Federal and State regulations.

Attachments: *Greenville Urban Area MPO Self Certification Check List Documentation; Resolution 2023-02-GUAMPO*

GREENVILLE URBAN AREA
Metropolitan Planning Organization (MPO)
2023-2024 Self-Certification Process + Checklist

CFR 450.334

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

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

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

The MPO’s responses are in **bold**.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)] **Yes**
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)] **Yes. The policy board for the Greenville Urban Area is comprised of the Mayors of Greenville, Winterville, Simpson and Ayden, a County Commissioner representing the unincorporated area of Pitt County and an NCDOT Board Member**
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)] **Yes.**
4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314 **Yes**
 - a. Is there an adopted prospectus **Yes**
 - b. Are tasks and products clearly outlined **Yes**
 - c. Is the UPWP consistent with the LRTP **Yes**
 - d. Is the work identified in the UPWP completed in a timely fashion **Yes**
5. Does the area have a valid transportation planning process? **Yes**
23 U.S.C. 134; 23 CFR 450
 - a. Is the transportation planning process continuous, cooperative and comprehensive **Yes, the TCC and TAC Boards meet 4-5 times a year, are open to the public and are advertised.**
 - b. Is there a valid LRTP **Yes, adopted on July 10, 2019 for years 2019-2045.**
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption **Yes**
 - d. Does it address the 8-planning factors **Yes**
 - e. Does it cover all modes applicable to the area **Yes**
 - f. Is it financially constrained **Yes**
 - g. Does it include funding for the maintenance and operation of the system **Yes**
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable) **N/A**
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years) **Yes**
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332 **Yes, the current 2020-2029 MTIP was adopted by the local TAC on December 11, 2019. The current STIP was adopted by the Board of Transportation on September, 2019.**
 - a. Is it consistent with the LRTP **Yes**
 - b. Is it fiscally constrained **Yes**
 - c. Is it developed cooperatively with the state and local transit operators **Yes**
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor **Yes, the current 2020-2029 MTIP was adopted by the local TAC on December 11, 2019. The current STIP was adopted by the Board of Transportation on September, 2019.**
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320 **N/A**
 - a. Is it consistent with the LRTP **N/A**
 - b. Was it used for the development of the TIP **N/A**
 - c. Is it monitored and reevaluated to meet the needs of the area **N/A**
8. Does the area have a process for including environmental mitigation discussions in the planning process? **Yes**

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

**RESOLUTION NO. 2023-02-GUAMPO
CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION’S TRANSPORTATION PLANNING PROCESS FOR FY 2024**

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

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

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

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

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

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

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

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby self certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization for Fiscal Year 2024.

Today, March 8, 2023.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 4d Transportation Advisory Committee

Action Required

March 8, 2023

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Adoption of the Fiscal Year (2023-2024) Unified Planning Work Program (UPWP)

Purpose: Adopt the presented draft of the Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Fiscal Year 2023 (2023-2024) 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 2024 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 2023-2024 period include:

- Travel Demand Model update
- 2050 Metropolitan Transportation Plan update (MPO's long-range plan)

There are additional funds programmed for the Active Transportation Plan update and the P7 Prioritization Process tasks. 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.

In 2022, the Infrastructure Investment and Jobs Act has added a new Metro Planning set-aside for Increasing Safe & Accessible Transportation Options. The Act requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The 2.5% set aside is provided by a separate allocation of PL funds (federal program code Y410). The MPO's share of this amount is distributed using the same allocation formula. Further, BIL § 11206(d) provides that "[t]he Federal share of the cost of an activity carried out under this section shall be 80 percent, unless the Secretary determines that the interests of the Federal-

aid highway program would be best served by decreasing or eliminating the non-Federal share.

FHWA has recently issued the attached memorandum regarding Waiver of Non-Federal Match for the PL set-aside funds that can be used with no local match required on activities pertaining to Complete Streets planning. While we are awaiting additional federal guidance, based on this memo, NCDOT Transportation Planning Division has provided guidance in the development of UPWPs.

We have updated our UPWP by adding one additional vertical column, and title the column 100% federal, for the activities pertaining to complete streets planning.

A full list of eligible activities can be found in [§ 11206(c)]
<https://www.congress.gov/bill/117th-congress/house-bill/3684/text>.

These set-aside funds will have a separate WBS number and therefore any expenditures must be noted separately on an invoice and have a separate description of work. The funds are located below task code 2-B-II (Regional Planning) in our UPWP.

Action Needed: Adopt the Fiscal Year 2024 UPWP.

Attachments: *Waiver of Non-Federal Match, FY 2024 UPWP; Resolution 2023-03-GUAMPO*



Memorandum

Subject: **ACTION:** Waiver of Non-Federal Match
for State Planning and Research (SPR) and
Metropolitan Planning (PL) Funds in
Support of Complete Streets Planning
Activities (BIL § 11206)

Date: January 5, 2023

From: Kenneth Petty
Acting Associate Administrator for Planning,
Environment and Realty

In Reply Refer To:
HEPP-1

To: Shailen P. Bhatt
Administrator

This request is for your approval to waive the non-Federal match requirement for State Planning and Research (SPR) and Metropolitan Planning (PL) funds in support of Section 11206 (Increasing Safe and Accessible Transportation Options) of the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58), also known as the Bipartisan Infrastructure Law (BIL). This section addresses “Complete Streets planning activities” (see BIL § 11206(c)) conducted by States and Metropolitan Planning Organizations (MPOs) in their transportation planning processes.

BIL § 11206(a) defines *Complete Streets standards or policies* as “...standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” BIL § 11206(b) requires States and MPOs to use not less than 2.5 percent of SPR and PL funds, respectively, on Complete Streets planning activities. Further, BIL § 11206(d) provides that “[t]he Federal share of the cost of an activity carried out under this section shall be 80 percent, unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.”

FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction and operations. Application of a Complete Streets design model is recommended on roadways where adjacent land use suggests that trips could be served by varied modes, and to achieve complete travel networks for various types of road users. This includes urban and suburban non-freeway arterials or rural arterials that serve as main streets in smaller communities, consistent with the AASHTO *A Policy on Geometric Design of Highways and Streets* (2018) (“Green Book”) context classifications of urban core, urban, suburban and rural town.

States and MPOs use SPR and PL funds, respectively, to carry-out “3-C” (comprehensive, continuous, and cooperative) transportation planning processes pursuant to 23 U.S.C. 135 (Statewide and Non-Metropolitan Transportation Planning) and 23 U.S.C. 134 (Metropolitan Transportation Planning). Those processes are the basis for subsequent

transportation investment decisions made in partnership with and collaboration between States, MPOs, and local governments (including cities and counties).

The Office of Planning, Environment and Realty (HEP) recommends that the non-Federal match for SPR and PL funds on Complete Streets planning activities be waived. BIL § 11206 implementation is one of FHWA's initiatives supporting the Department's National Roadway Safety Strategy and Safe System Approach. Providing safe streets for all users (i.e., reducing fatal and injury accidents, including bicyclists and pedestrians) is in the national interest of the Federal-aid highway program, and this non-Federal match waiver further encourages and makes it easier for States and MPOs to advance Complete Streets activities within their transportation planning processes. Further, implementation of BIL § 11206 provisions and issuance of this waiver of the non-Federal match for SPR and PL funds for Complete Streets planning activities will foster the development of metropolitan and statewide transportation plans, metropolitan Transportation Improvement Programs (TIPs), and Statewide Transportation Improvement Programs (STIPs) that consider the unique circumstances affecting community members' safety and mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. Eliminating the non-Federal share will serve the interests of the Federal-aid highway program by providing additional resources to promote timely development of these important safety-related plans.


The non-Federal match waiver for SPR and PL funds for Complete Streets planning activities will assist the States and MPOs in including within their respective SPR Work Programs and Unified Planning Work Programs (UPWPs) an activit[ies] "to increase safe and accessible options for multiple travel modes for people of all ages and abilities," which, if permissible under State and local laws, may include (*see* BIL § 11206(c)):

- (1) Adoption of Complete Streets standards or policies;
- (2) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- (3) Development of transportation plans to...
 - (A) Create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
 - (B) Integrate active transportation facilities with public transportation service or improve access to public transportation;
 - (C) Create multiuse active transportation infrastructure facilities (including bikeways or pedestrian and bicycle trails) that make connections within or between communities;
 - (D) Increase public transportation ridership; and
 - (E) Improve the safety of bicyclists and pedestrians.
- (4) Regional and megaregional planning (i.e., multi-jurisdictional transportation planning that extends beyond MPO and/or State boundaries) that address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
- (5) Development of transportation plans and policies that support transit-oriented development.

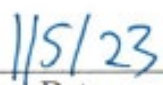
HEP recommends that waiving the non-Federal match of SPR and PL funds for Complete Streets planning activities would be effective for each fiscal year under the BIL, subject to the following

conditions: (1) it would cover the 2.5 percent minimum SPR and PL fund expenditure thresholds described in BIL § 11206(b); and (2) it would end once a State or MPO receives FHWA approval of a request to opt out of meeting the requirements described in BIL § 11206(e). Separate implementation guidance on this provision will be submitted for your review and approval.

I concur and grant the waiver consistent with HEP's recommendation:



Signature



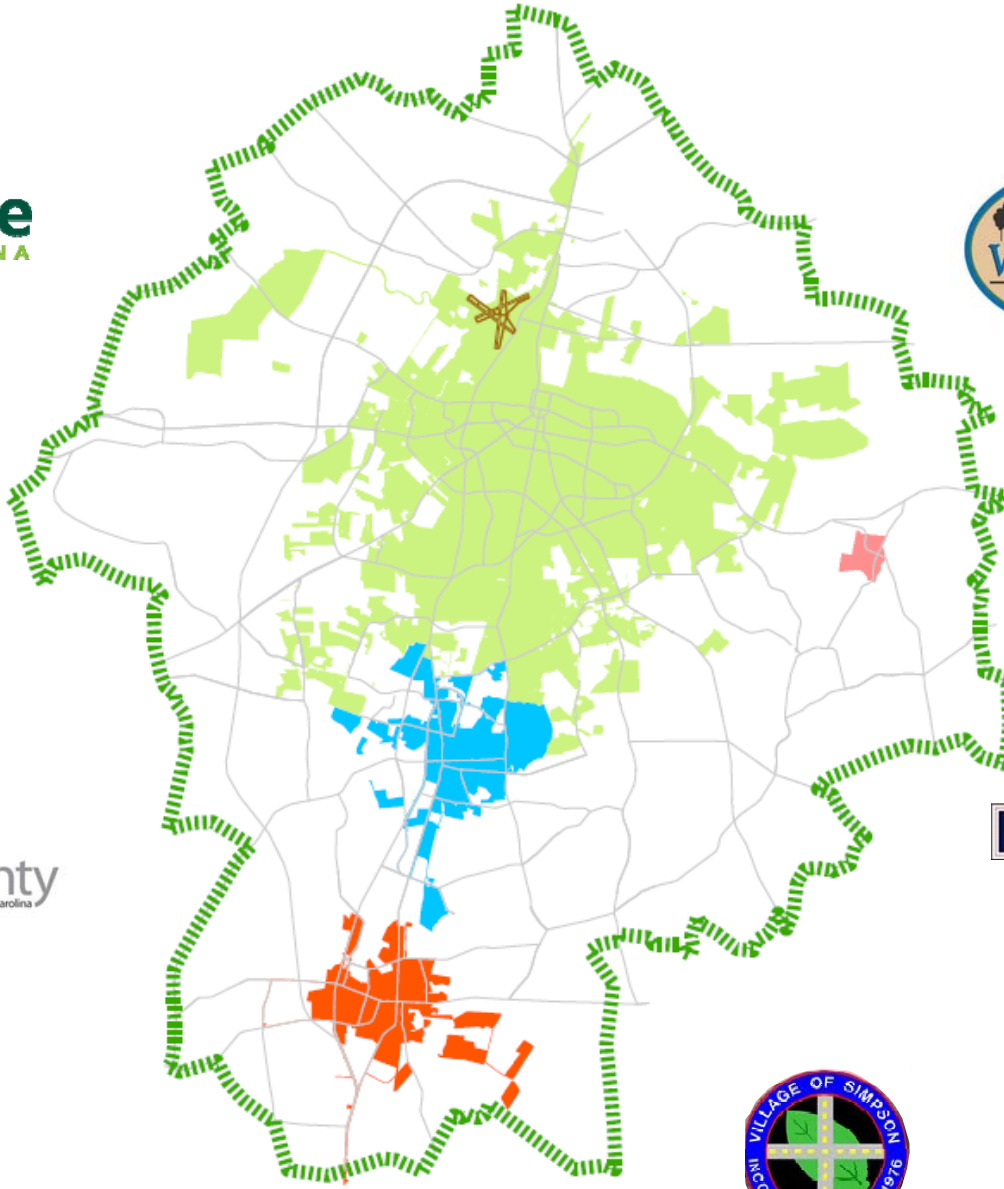
Date

I DO NOT Concur:

Signature

Date

THE GREENVILLE URBAN AREA MPO FISCAL YEAR (FY) 2024 DRAFT UNIFIED PLANNING WORK PROGRAM (UPWP)



**Greenville Urban Area
Metropolitan Planning Organization
March 8, 2023**

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Greenville Urban Area 2023-2024 PWP Narrative

UPWP Overview

Greenville Urban Area Metropolitan Planning Organization Planning Work Program (PWP) for July 1, 2023- June 30, 2024 (FY 2024)

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 2023-2024 (from July 1, 2023 through June 30, 2024). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C")

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

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

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal years 2023-2024.

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;

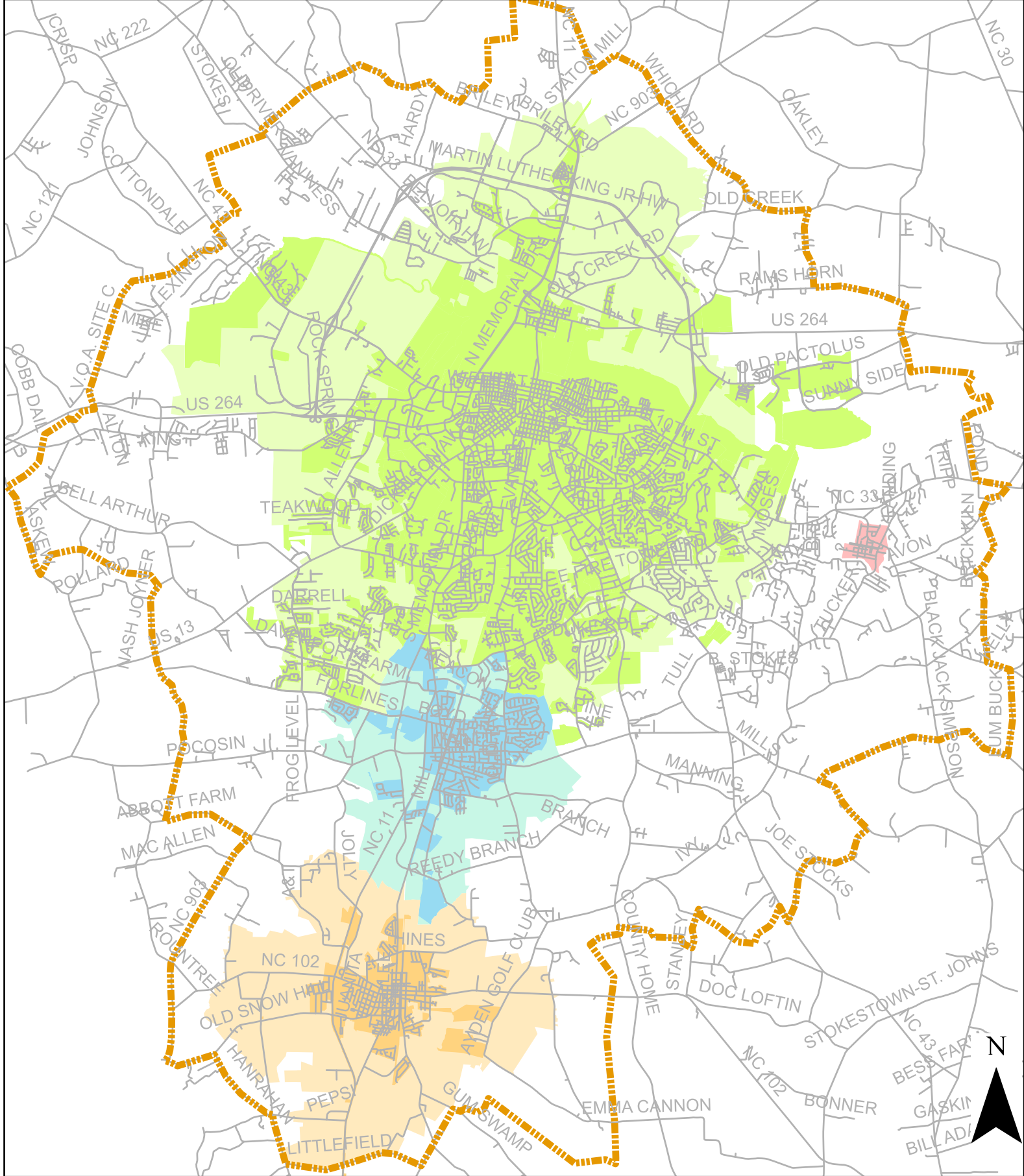
The Metropolitan Transportation Improvement Program (TIP) must include the following:

- 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*
- Merrie Jo Alcoke
 Board of Transportation
 NCDOT ALTERNATE: Hugh Overholt*
- (non-voting)
 John F. Sullivan III
 Federal Highway Administration*

TECHNICAL COORDINATING COMMITTEE MEMBERS

- CHAIR**
**Kevin Mulligan,
 Director of Public Works
 City of Greenville**
- Thomas Barnett
 Chief Planner
 City of Greenville**
- Elizabeth Stalls
 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**
- Anthony Bower
 Asst. Town
 Manager Town of
 Winterville**
- Terri Parker
 Town Manager
 Town of Winterville**
- VICE-CHAIR
 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**
- Jeff Cabaniss
 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**
- Pat Harris
 Planning Director
 Mid-East Commission**
- William Bagnell
 Associate Vice Chancellor
 Campus Operations
 East Carolina University**
- (non-voting) Brandon Oliver
 Planning Team
 Federal Highway Administration*
- (non-voting) Nick Morrison
 Integrated Mobility Division
 NCDOT*
- (non-voting) Sam Singleton
 Mid-East RPO*

Membership as of December 7, 2022

Common Acronyms

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

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

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Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

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

State Planning and Research (SPR) Funds

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

Section 5303 Funds

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

Funding Summary FY 2023-2024 (Total funds programmed in PWP, including Transit funds)

| Funding Source | Federal Funding | State Funding | Local Match | Total |
|--|------------------------|----------------------|--------------------|-------------------|
| Planning Funds (PL 104) | \$ 286,800 | | \$ 69,075 | \$ 355,875 |
| State Planning and Research Funding (SPR) (TPD) | | | | |
| Section 5303 | \$ 48,064 | \$ 6,008 | \$ 6,008 | \$ 60,080 |
| Total | \$ 334,864 | \$ 6,008 | \$ 75,083 | \$ 415,955 |

Program Summary for MPO Planning and Administration

| Task | PL Funds | Percentage of Total PL Funds |
|--|-------------------|-------------------------------------|
| II-A Data and Planning Support | \$ 86,000 | 24.90% |
| II-B Planning Process | \$ 75,000 | 21.72% |
| Safe & Acc Transp. Options set aside | \$ - | 0.00% |
| <i>(II-B Special Study)</i> | \$ 33,405 | 9.67% |
| III-A Planning Work Program | \$ 10,000 | 2.90% |
| III-B Transp. Improvement Plan | \$ 45,000 | 13.03% |
| III-C Cvl Rgts. Cmp./Otr .Reg. Reqs. | \$ 11,700 | 3.39% |
| III-D Statewide and Extra-Regional Planning | \$ 15,000 | 4.34% |
| III-E Management Ops, Program Support Admin | \$ 69,270 | 20.06% |
| TOTAL PL Funds | \$ 345,375 | 100.00% |

General Task Descriptions and Narratives

II-A Data and Planning Support

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

II-A-1 Networks and Support Systems

- **Traffic Volume Counts**
- **Vehicle Miles of Travel (VMT)**
- **Street System Changes**
- **Traffic Crashes**
- **Transit System Data**
- **Air Travel**
- **Central Area Parking Inventory**
- **Bike/Ped Facilities Inventory**
- **Collection of Network Data**
- **Capacity Deficiency Analysis**
- **Mapping**

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

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

II-A-2 Travelers and Behavior

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

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

II-A-3 Transportation Modeling

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

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

II-B Planning Process

II-B-1 Targeted Planning

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

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

II-B-2 Regional Planning

- **Community Goals and Objectives**
 - **Highway Element of the CTP/MTP**
 - **Transit Element of the CTP/MTP**
 - **Bicycle and Pedestrian Element of CTP/MTP**
 - **Airport/Air Travel Element of CTP/MTP**
 - **Collector Street Element of CTP/MTP**
 - **Rail, Waterway, or other Mode of the CTP/MTP**
 - **Assist NCDOT TPD with development of the County Wide CTP. This will require staff to work with the Mid-East RPO and to coordinate public involvement for development of a full CTP for Pitt County in 2.0 format.**
 - **Assist NCDOT TPD as needed with follow up or clarifications about travel patterns.**
 - **Establish regional goals, objectives, and policies.**
-
- Work with stakeholders, NCDOT, etc. to develop system plans, MTP/CTP updates.
 - Work with NCDOT PTD 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.

Increasing Safe & Accessible Transportation Options

The Infrastructure Investment and Jobs Act requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

GUAMPO staff will be able to do the following activities under this task to increase safe and accessible options for multiple travel modes for people of all ages and abilities, which, if permissible under applicable State and local laws, activities may include--

- 1) Adoption of Complete Streets standards or policies;
- 2) Development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
- 3) Development of transportation plans--
 - (A) to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and child care services, or other community activity centers;
 - (B) to integrate active transportation facilities with public transportation service or improve access to public transportation;
 - (C) to create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities;
 - (D) to increase public transportation ridership; and
 - (E) to improve the safety of bicyclists and pedestrians;
- 4) Regional and megaregional planning to address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
- 5) Development of transportation plans and policies that support transit-oriented development.

* Definition of Complete Streets Standards or Policies.--In this section, the term "Complete Streets standards or policies" means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

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.

III-A Unified Planning Work Program

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

III-A-1 Planning Work Program

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

III-A-2 Metrics and Performance Management

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

III-B Transportation Improvement Program

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

III-B-1 Prioritization

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

III-B-2 Metropolitan TIP

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

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

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

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

III-C-1 Title VI Compliance

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

III-C-2 Environmental Justice

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

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

III-C-3 Minority Business Enterprise Planning

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

III-C-4 Planning for the Elderly

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

III-C-5 Safety and Drug Control Planning

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

III-C-6 Public Involvement

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

III-C-7 Private Sector Participation

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

III-D Statewide and Extra-Regional Planning

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

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

III-E. Management and Operations

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

III-E Management Operations and Program Support Administration

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

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

**Greenville Urban Area Metropolitan Planning Organization
Task and Project Funding FY 2024**

| | | | MPO Planning and Admin - PL104 | | | Transp Options PL104 set aside (Program code Y410) | Transit Planning - 5303 | | | | Task Funding Summary | | | |
|----------|--------------|--|--------------------------------|-------------|------------|--|-------------------------|-------------|---------------|------------|----------------------|---------|-----------|------------|
| FTA CODE | TASK CODE | TASK DESCRIPTION | Local 20% | Federal 80% | TOTAL 100% | Federal 100% | Local (10%) | State (10%) | Federal (80%) | Fund Total | Local | State | Federal | TOTAL |
| | II-A | Data and Planning Support | \$ 17,200 | \$ 68,800 | \$ 86,000 | | \$0 | \$0 | \$0 | \$0 | \$ 17,200 | \$0 | \$ 68,800 | \$ 86,000 |
| 44.24.00 | II-A-1 | Networks and Support Systems | \$ 5,000 | \$ 20,000 | \$ 25,000 | | \$0 | \$0 | \$0 | \$0 | \$ 5,000 | \$0 | \$ 20,000 | \$ 25,000 |
| 44.23.01 | II-A-2 | Travelers and Behavior | \$ 2,200 | \$ 8,800 | \$ 11,000 | | \$0 | \$0 | \$0 | \$0 | \$ 2,200 | \$0 | \$ 8,800 | \$ 11,000 |
| 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 | \$ 21,681 | \$ 86,724 | \$ 108,405 | \$10,500 | \$1,308 | \$1,308 | \$10,464 | \$13,080 | \$ 22,989 | \$1,308 | \$ 97,188 | \$ 131,985 |
| 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 | | \$1,308 | \$1,308 | \$10,464 | \$13,080 | \$ 7,308 | \$1,308 | \$ 34,464 | \$ 43,080 |
| | | Safe & Acc Transp. Options | \$ - | \$ - | | \$ 10,500 | | | | | | | \$ 10,500 | \$ 10,500 |
| 44.27.00 | II-B-3 | Special Studies | \$ 6,681 | \$ 26,724 | \$ 33,405 | | \$0 | \$0 | \$0 | \$0 | \$ 6,681 | \$0 | \$ 26,724 | \$ 33,405 |
| | 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 | \$ 9,000 | \$ 36,000 | \$ 45,000 | | \$1,000 | \$1,000 | \$8,000 | \$10,000 | \$ 10,000 | \$1,000 | \$ 44,000 | \$ 55,000 |
| 44.25.00 | III-B-1 | Prioritization | \$ 5,000 | \$ 20,000 | \$ 25,000 | | \$0 | \$0 | \$0 | \$0 | \$ 5,000 | \$0 | \$ 20,000 | \$ 25,000 |
| 44.25.00 | III-B-2 | Metropolitan TIP | \$ 2,000 | \$ 8,000 | \$ 10,000 | | \$1,000 | \$1,000 | \$8,000 | \$10,000 | \$ 3,000 | \$1,000 | \$ 16,000 | \$ 20,000 |
| 44.25.00 | III-B-3 | Merger/Project Development | \$ 2,000 | \$ 8,000 | \$ 10,000 | | \$0 | \$0 | \$0 | \$0 | \$ 2,000 | \$0 | \$ 8,000 | \$ 10,000 |
| | III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | \$ 2,340 | \$ 9,360 | \$ 11,700 | | \$700 | \$700 | \$5,600 | \$7,000 | \$ 3,040 | \$700 | \$ 14,960 | \$ 18,700 |
| 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 | \$ 500 | \$ 2,000 | \$ 2,500 | | \$700 | \$700 | \$5,600 | \$7,000 | \$1,200 | \$700 | \$7,600 | \$9,500 |
| 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 | \$ 300 | \$ 1,200 | \$ 1,500 | | \$0.0 | \$0.0 | \$0 | \$0 | \$300 | \$0 | \$1,200 | \$1,500 |
| 44.27.00 | III-D | Statewide & Extra-Regional Planning | \$ 3,000 | \$ 12,000 | \$ 15,000 | | \$0.0 | \$0.0 | \$0 | \$0 | \$ 3,000 | \$0 | \$ 12,000 | \$ 15,000 |
| 44.27.00 | III-E | Management Ops, Program Suppt Admin | \$ 13,854 | \$ 55,416 | \$ 69,270 | | \$3,000 | \$3,000 | \$24,000 | \$30,000 | \$ 16,854 | \$3,000 | \$ 79,416 | \$ 99,270 |
| | | TOTALS | \$ 69,075 | \$276,300 | \$ 345,375 | | \$6,008 | \$6,008 | \$48,064 | \$60,080 | \$75,083 | \$6,008 | \$324,364 | \$415,955 |

Greenville Urban Area MPO
FY 2023-2024 Planning Work Program
Transit Task Narrative

| | | | | | | |
|-----|--|---|---|---|--|----------|
| 1- | MPO | | | | | |
| 2- | FTA Code | 442700 | 442301 | 442500 | 442700 | |
| 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 and Training | |
| 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 based off of the recommendations from the ongoing integrated mobility plan. These updates will be incorporated into the LRTP. | List of transit needs associated with route/services changes recommended from integrated mobility plan. | Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues. Incorporating additional training into operations to maintaining and improving safety and security in the future. | |
| 7- | Expected Completion Date of Product(s) | 6/30/2024 | 6/30/2024 | 6/30/2024 | 6/30/2024 | |
| 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 Public Works | City of Greenville Public Works | City of Greenville Public Works | City of Greenville Public Works | |
| 12- | HPR - Highway - NCDOT 20% | | | | | |
| 13- | HPR - Highway - FHWA 80% | | | | | |
| 14- | Section 104 (f) PL Local 20% | | | | | |
| 15- | Section 104 (f) PL FHWA 80% | | | | | |
| 16- | Section 5303 Local 10% | \$3,000 | \$1,308 | \$1,000 | \$700 | \$6,008 |
| 17- | Section 5303 NCDOT 10% | \$3,000 | \$1,308 | \$1,000 | \$700 | \$6,008 |
| 18- | Section 5303 FTA 80% | \$24,000 | \$10,464 | \$8,000 | \$5,600 | \$48,064 |
| | <i>Subtotal</i> | \$30,000 | \$13,080 | \$10,000 | \$7,000 | \$60,080 |
| 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 | \$30,000 | \$13,080 | \$10,000 | \$7,000 | \$60,080 |



March 8, 2023

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 FY2024 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 \$60,080.00.

The local match in the amount of \$6,008.00 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 23-24

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 |
|--------------------|--|--|--|--|---|-----------------------|--|------------------------|
| 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 |
| 2028 | Yes | Development of FY 2029 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification. | Begin development of the 2055 MTP | Begin update of the Travel Demand model to horizon year of 2055 | Required | Finish 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)*

**RESOLUTION NO. 2023-03-GUAMPO
ADOPTING THE FISCAL YEAR 2024 (2023-2024) UNIFIED PLANNING WORK
PROGRAM (UPWP) OF THE GREENVILLE URBAN AREA METROPOLITAN
PLANNING ORGANIZATION**

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

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

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

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for Fiscal Year (FY) 2024; and

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

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has self-certified that the transportation planning processes of the Greenville Urban Area MPO meet all applicable Federal and State regulations for FY 2024 (2023-2024);

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby approves, endorses, and adopts the Unified Planning Work Program for FY 2024 (2023-2024) for the Greenville Urban Area Metropolitan Planning Organization.

Today, March 8, 2023.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary

North Carolina
_____ County

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

WITNESS my hand and official seal, this the _____ day of _____ 2023.

_____, Notary Public

My commission Expires: _____



Attachment 4e Transportation Advisory Committee

Action Required

March 8, 2023

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: 2023 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 2022 for the 2023 calendar year. As such, the Greenville Urban Area MPO is required to adopt safety measures. 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 five specific criteria must be updated on a yearly basis with the following benchmarks adopted by NCDOT for 2023:

1. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 19.57 percent from 1,494.8 (2017-2021 average) to 1,202.2 (2019-2023 average) by December 31, 2023.
2. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 20.95 percent from 1.279 (2017-2021 average) to 1.011 (2019-2023 average) by December 31, 2023.
3. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 30.19 percent from 4,903.4 (2017-2021 average) to 3,423.0 (2019-2023 average) by December 31, 2023.
4. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 31.75 percent from 4.195 (2017-2021 average) to 2.863 (2019-2023 average) by December 31, 2023.
5. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total

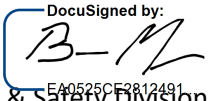
non-motorized fatalities and serious injuries by 26.52 percent from 637.2 (2017-2021 average) to 468.2 (2019-2023 average) by December 31, 2023.

Action Needed: Adopt Resolution 2023-04-GUAMPO supporting the 2023 State Safety Performance Measures.

Attachments: *Safety Performance Measures 2022 Memo; Resolution 2023-04-GUAMPO*

DATE: September 28, 2022

TO: Eliud De Jesus, AICP
Transportation Planner, Greenville Urban Area Metropolitan Planning
Organization

FROM: Brian Mayhew, PE, CPM 
State Traffic Engineer
Transportation Mobility & Safety Division

SUBJECT: Safety Performance Measures – FHWA Assessment and 2023 Targets

Background

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our [Strategic Highway Safety Plan \(SHSP\)](#) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2019) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

North Carolina Safety Performance Target Achievement Determination

Earlier this year, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2020 safety targets, based on the 5-year averages for 2016-2020 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety

performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA’s review, North Carolina has not met or made significant progress toward achieving its safety performance targets.** As a result, NCDOT must ensure that all HSIP safety funds are obligated, and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2020

| Performance Measures | 5-year Rolling Averages | | | Target Achieved? | (Actual) Better than Baseline? | Met or Made Significant Progress? |
|--|-------------------------|-------------|-------------|------------------|--------------------------------|-----------------------------------|
| | Target | Actual | Baseline | | | |
| | 2016 - 2020 | 2016 - 2020 | 2014 - 2018 | | | |
| Fatalities (5 Year Average) | 1,227.8 | 1,458.6 | 1,392.2 | No | No | No |
| Fatality Rate (5 Year Average) | 1.084 | 1.250 | 1.206 | No | No | |
| Serious Injuries (5 Year Average) | 2,812.8 | 4,410.2 | 3,362.4 | No | No | |
| Serious Injury Rate (5 Year Average) | 2.462 | 3.776 | 2.884 | No | No | |
| Non-motorized Fatalities and Serious Injuries (5 Year Average) | 426.6 | 583.0 | 491.0 | No | No | |

Table 2 below shows what this determination would look like if the state’s methodology for establishing the CY 2020 goal was applied to crash data specific to Greenville Urban Area MPO.

Table 2: Greenville Urban Area MPO Safety Performance Target Achievement Determination Summary for CY 2020

| Performance Measures | 5-year Rolling Averages | | | Target Achieved? | (Actual) Better than Baseline? | Met or Made Significant Progress? |
|--|-------------------------|-------------|-------------|------------------|--------------------------------|-----------------------------------|
| | Target | Actual | Baseline | | | |
| | 2016 - 2020 | 2016 - 2020 | 2014 - 2018 | | | |
| Fatalities (5 Year Average) | 13.2 | 15.6 | 15.4 | No | No | No |
| Fatality Rate (5 Year Average) | 1.291 | 1.541 | 1.499 | No | No | |
| Serious Injuries (5 Year Average) | 38.6 | 59.8 | 49.0 | No | No | |
| Serious Injury Rate (5 Year Average) | 3.773 | 5.800 | 4.707 | No | No | |
| Non-motorized Fatalities and Serious Injuries (5 Year Average) | 8.3 | 11.0 | 10.0 | No | No | |

2023 State Safety Performance Targets

2023 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in Table 3 below. More detailed information about each target can be found at this [link](#).

Table 3: North Carolina Calendar Year 2023 Safety Performance Targets

| Performance Measure | CY 2023 |
|---|---------|
| Number of Fatalities | 1,202.2 |
| Rate of Fatalities | 1.011 |
| Number of Serious Injuries | 3,423.0 |
| Rate of Serious Injuries | 2.863 |
| Number of Non-Motorized Fatalities & Serious Injuries | 468.2 |

2023 Greenville Urban Area MPO Safety Performance Targets

Table 4 below provides crash data specific to your MPO and shows what the safety performance targets would look like if you applied the state’s methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at this [link](#).

Table 4: Greenville Urban Area MPO Specific Safety Performance Targets

| Year | Fatalities (5 Year Average) | Fatality Rate (5 Year Average) | Serious Injuries (5 Year Average) | Serious Injury Rate (5 Year Average) | Non-motorized Fatalities and Serious Injuries (5 Year Average) |
|---------------------|-----------------------------|--------------------------------|-----------------------------------|--------------------------------------|--|
| 2008 - 2012 | 13.2 | 1.336 | 19.8 | 1.997 | 6.0 |
| 2009 - 2013 | 11.4 | 1.146 | 20.6 | 2.079 | 6.0 |
| 2010 - 2014 | 11.4 | 1.141 | 21.6 | 2.170 | 6.2 |
| 2011 - 2015 | 14.4 | 1.443 | 25.6 | 2.573 | 8.6 |
| 2012 - 2016 | 14.6 | 1.459 | 28.0 | 2.798 | 9.6 |
| 2013 - 2017 | 14.6 | 1.443 | 36.8 | 3.605 | 9.6 |
| 2014 - 2018 | 15.4 | 1.499 | 49.0 | 4.707 | 10.0 |
| 2015 - 2019 | 15.8 | 1.519 | 55.8 | 5.298 | 11.2 |
| 2016 - 2020 | 15.6 | 1.541 | 59.8 | 5.800 | 11.0 |
| 2017 - 2021 | 15.6 | 1.530 | 69.0 | 6.625 | 12.8 |
| 2023 Target* | 12.7 | 1.210 | 51.7 | 4.893 | 9.2 |

Next Steps

MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. However, coordination and deliberate action will be needed to achieve the goals outlined in the NC Strategic Highway Safety Plan and as communicated through the safety performance targets. We encourage additional coordination between MPO's and NCDOT Traffic Safety Unit in all areas of safety, but specifically in data sharing, safety tools development, safety need identification and shared safety project implementation. The Traffic Safety Unit is available to meet with your MPO for additional discussion and partnership.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. The Traffic Safety Unit is available to facilitate this coordination. As a reminder, MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. Please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets to Daryl Vreeland (dvreeland@ncdot.gov) in the Transportation Planning Division just as you have in previous years. An adoption resolution template can be found at this [link](#).

Finally, a new NCDOT Traffic Safety website has been established to communicate safety information to the public. A few direct links that may be of specific interest to MPOs can be found below:

- Main NCDOT Traffic Safety Unit website: [link](#)
- Mapped safety data: [link](#)
 - Here you can find a variety of spatial datasets related to traffic safety, including: fatal and serious injury crashes, pedestrian and bicycle crashes, safety projects (completed, funded, and those competing for funding), and several interactive map-based dashboards that allows the user to select an area of interest for more specific crash statistics.
- Safe Streets for All Grant (SS4A) Program: [link](#)
 - Here you will find North Carolina specific information related to the SS4A grant program. It is expected that the content of this site will expand over time.

Please contact me directly at (919) 814-5011 or bmayhew@ncdot.gov for further questions or discussion.

BKM\bgm

cc: Jamal Alavi, PE, CPM
Daryl Vreeland, AICP
George Hoops, PE
Shawn Troy, PE
Brian Murphy, PE

**RESOLUTION NO. 2023-04-GUAMPO
SUPPORT OF 2023 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 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 19.57 percent from 1,494.8 (2017-2021 average) to 1,202.2 (2019-2023 average) by December 31, 2023.**
- 2. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 20.95 percent from 1.279 (2017-2021 average) to 1.011 (2019-2023 average) by December 31, 2023.**
- 3. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 30.19 percent from 4,903.4 (2017-2021 average) to 3,423.0 (2019-2023 average) by December 31, 2023.**

4. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 31.75 percent from 4.195 (2017-2021 average) to 2.863 (2019-2023 average) by December 31, 2023.
5. For the 2023 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total non-motorized fatalities and serious injuries by 26.52 percent from 637.2 (2017-2021 average) to 468.2 (2019-2023 average) by December 31, 2023.

Today, March 8, 2023

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

Secretary



Attachment 4f Transportation Advisory Committee

Action Required

March 8, 2023

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Town of Winterville's Application to the SRTS Program

Purpose: Submittal of a Letter of Support for the Town of Winterville's application to the Safe Routes To School Non-Infrastructure Program.

Discussion: The Town of Winterville has submitted an application to the NCDOT Safe Routes To School (SRTS) Non-Infrastructure Program.

The purpose of this program is to:

- Enable and encourage K-12 children and teens, including those with disabilities, to walk and bicycle to school
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools

The MPO has identified this as a priority within the 2019 Active Transportation Plan as the MPO looks to incorporate alternative and safer modes of transportation at the regional and local levels. According to the Active Transportation plan of 2019 for the Greenville MPO, Safe Routes To School Programs were part of the Action Steps to funding the implementation of safety programs throughout the Greenville MPO. The Active Transportation Plan also lists out the goals for the Greenville MPO, one of which states the needs to provide active transportation choices that supports healthy, safe, and walkable/ bikable neighborhoods whether rural, urban, or suburban.

This project will aim to provide a viable and safer alternative route for vulnerable users on the southern side of the Greenville MPO. Pitt County is among the top 10 counties with the highest number of pedestrians and bicyclists involved in fatalities and serious injuries in the state (Source: Strategic Highway Safety Plan, 2019). This program will also support the 2022 Community Health Needs Assessment by East Carolina University Health Medical Center Board of Trustees, in which they identified healthy lifestyles as a primary area of focus for Pitt County.

The draft letter of support is attached for review and approval.

Action Needed: Approve the Greenville Urban Area MPO Board letter of support.

Attachments: *Letter of Support for the Town of Winterville's Application to the Safe Routes To School Non-Infrastructure Program*



March 8, 2023

NC Dept. of Transportation
Integrated Mobility Division
Ed Johnson, Safe Routes To School Coordinator
1554 Mail Service Center
Raleigh, NC 27699-1554

Dear Mr. Johnson,

The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) fully supports the Town of Winterville's application to the NC DOT Non-infrastructure Safe Routes To School Grant.

The MPO has identified this as a priority within the 2019 Active Transportation Plan as the MPO looks to incorporate alternative and safer modes of transportation at the regional and local levels. According to the Active Transportation plan of 2019 for the Greenville MPO, Safe Routes To School Programs were part of the Action Steps to funding the implementation of safety programs throughout the Greenville MPO. The Active Transportation Plan also lists out the goals for the Greenville MPO, one of which states,

"Transportation systems have a direct impact on the overall quality of life; Provide active transportation choices within the transportation system that support healthy, safe, and walkable/ bikeable neighborhoods, whether rural, urban, or suburban."

This project will aim to provide a viable and safer alternative route for vulnerable users on the southern side of the Greenville MPO. Pitt County is among the top 10 counties with the highest number of pedestrians and bicyclists involved in fatalities and serious injuries in the state (Source: Strategic Highway Safety Plan, 2019). This program will also support the 2022 Community Health Needs Assessment by East Carolina University Health Medical Center Board of Trustees, in which they identified healthy lifestyles as a primary area of focus for Pitt County.

The MPO plans to work with the Town of Winterville to acquire funds for safety-related pedestrian infrastructure improvements.

Sincerely,

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



Attachment 4g Transportation Advisory Committee

No Action Required

March 8, 2023

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: P6.0 Projects and Prioritization Process update

Purpose: To review the Prioritization 6.0 project List.

Discussion: The North Carolina Department of Transportation (NCDOT), Rural Planning Organizations (RPO), and Metropolitan Planning Organizations (MPO) undergo a process known as Prioritization every two (2) to three (3) years to evaluate and program projects in the federally required State Transportation Improvement Program.

Although Prioritization 6.0 was halted in the Summer of 2021, NCDOT released the scoring results of the projects submitted. MPO staff has attached the list of projects from P6. They have been arranged by transportation mode. The Joint Governing Committee approved the list at the July 30, 2020, meeting.

The MPO will review the list of projects as potential candidates for the next Prioritization Cycle, which opens this summer. The scoring criteria are integral to our analysis procedure when creating the list. We expect to request TCC approval of the P7 projects in our September meeting.

For P7.0, the upcoming cycle, the MPO received sixteen (16) project submission slots in each mode of transportation (highway, bike & pedestrian, rail, public transportation, and aviation). Project submission totals are determined by the population and number of lane miles in the MPO.

Action Needed: No action required

Attachments: *Greenville MPO Prioritization 6.0 Project List.*

Regional Basic Info and Scores

| SPOT ID | Mode | TIP | Project Category | Route / Facility Name | From / Cross Street | To | Description | Specific Improvement Type | Cost to NCDOT | Statewide Mobility Quantitative Score (Out of 100) | Regional Impact Quantitative Score (Out of 70) | Division Needs Quantitative Score (Out of 50) | MPO(s)/RPO(s) |
|---------|---------|--------|--------------------|---|---|---|--|--|----------------|--|--|---|---|
| H192832 | Highway | | Regional Impact | US 264 Alternate (Greenville Boulevard) | US 264 Alternate - Tar River Bridge near 10th Street | US 13 (Dickinson Avenue) | Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate. | 11 - Access Management | \$ 56,900,000 | N/A | 52.90 | 39.59 | Greenville Urban Area MPO |
| H170385 | Highway | U-6125 | Regional Impact | NC 33 (10th Street) | Oxford Road | SR 1702 (Evans Street) | Construct medians curb & gutter and sidewalks on each side (where not currently located) and protected bike lanes. | 11 - Access Management | \$ 28,000,000 | N/A | 49.75 | 37.00 | Greenville Urban Area MPO |
| H193289 | Highway | | Regional Impact | NC 11 (Memorial Drive) | SR 1467 (Stantonsburg Road), SR 1598 (Farmville Boulevard / 10th Street) | US 264 Alternate (Greenville Boulevard) | Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate. | 11 - Access Management | \$ 39,300,000 | N/A | 47.12 | 35.42 | Greenville Urban Area MPO |
| H184139 | Highway | | Regional Impact | NC 11 (Memorial Drive), SR 1149 (Mill Street) | SR 1149 (Mill Street), SR 1130 (Vernon White Road), SR 1127 (Davenport Farm Road) | | Improve intersection per NCDOT Congestion Management's conceptual design through Pre-submittal process. Re-configure intersection appropriately. | 10 - Improve Intersection | \$ 3,400,000 | N/A | 46.95 | 34.34 | Greenville Urban Area MPO |
| H170414 | Highway | U-6147 | Regional Impact | NC 43 (Charles Boulevard) | US 264 Alternate (Greenville Boulevard) | SR 1726 (Bells Fork Road) | Construct medians sidewalk protected bikelanes bus pull out bays and stormwater improvements. | 11 - Access Management | \$ 29,700,000 | N/A | 43.99 | 33.49 | Greenville Urban Area MPO |
| H141716 | Highway | | Statewide Mobility | I-587, US 264 | Wilson County Line | US 264 Bypass in Greenville | Upgrade roadway to interstate standards | 17 - Upgrade Freeway to Interstate Standards | \$ 52,000,000 | 72.21 | 43.00 | 35.23 | Mid-East RPO, Eastern Carolina RPO, Greenville Urban Area MPO |
| H193290 | Highway | | Statewide Mobility | US 264 | SR 1200 (Stantonsburg Road) | US 13, NC 11 | Upgrade roadway to interstate standards. | 17 - Upgrade Freeway to Interstate Standards | \$ 28,200,000 | 69.81 | 42.82 | 31.99 | Greenville Urban Area MPO |
| H192966 | Highway | | Regional Impact | NC 43 | Worthington Road | NC 102 | Widen roadway to 4-lane divided with 46 depressed median and paved shoulders | 1 - Widen Existing Roadway | \$ 103,900,000 | N/A | 38.75 | 28.88 | Mid-East RPO, Greenville Urban Area MPO |

| SPOT ID | Mode | TIP | Project Category | Route / Facility Name | From / Cross Street | To | Description | Specific Improvement Type | Cost to NCDOT | Statewide Mobility Quantitative Score (Out of 100) | Regional Impact Quantitative Score (Out of 70) | Division Needs Quantitative Score (Out of 50) | MPO(s)/RPO(s) |
|---------|---------|--------|--------------------|---|--|---|--|--|----------------|--|--|---|---|
| H193292 | Highway | | Regional Impact | NC 11, SR 1119 (Jolly Road), SR 1149 (Mill Street), SR 1108 (Littlefield Road), SR 1120 (Dennis McLawhorn Road) | SR 1149 (Mill Street), SR 1130 (Vernon White Road) | SR 1108 (Littlefield Road) | Improve intersection by constructing Reduced-Conflict Intersections (RCI) at Jolly Rd (SR 1119), Dennis McLawhorn Rd (SR 1120) and Littlefield Rd. Improve Mill St (SR 1149)/Vernon White Rd (SR 1130) intersection per NCDOT Congestion Management's conceptual design through Pre-submittal process. | 25 - Improve Multiple Intersections along Corridor | \$ 41,700,000 | N/A | 36.63 | 26.16 | Greenville Urban Area MPO |
| H193292 | Highway | | Regional Impact | NC 11, SR 1119 (Jolly Road), SR 1149 (Mill Street), SR 1108 (Littlefield Road), SR 1120 (Dennis McLawhorn Road) | SR 1149 (Mill Street), SR 1130 (Vernon White Road) | SR 1108 (Littlefield Road) | Improve intersection by constructing Reduced-Conflict Intersections (RCI) at Jolly Rd (SR 1119), Dennis McLawhorn Rd (SR 1120) and Littlefield Rd. Improve Mill St (SR 1149)/Vernon White Rd (SR 1130) intersection per NCDOT Congestion Management's conceptual design through Pre-submittal process. | 25 - Improve Multiple Intersections along Corridor | \$ 41,700,000 | N/A | 36.63 | 26.16 | Greenville Urban Area MPO |
| H142101 | Highway | | Statewide Mobility | US 264 | US 264 Bypass | US 264 east of Leggett Road | Upgrade roadway to freeway standards.. | 2 - Upgrade Arterial to Freeway/Expressway | \$ 457,600,000 | 55.68 | 35.66 | 22.65 | Mid-East RPO, Greenville Urban Area MPO |
| H170331 | Highway | | Regional Impact | NC 43 | SR 1711 (Worthington Road) | Ivan Harris Road, south of SR 1753 (Stokestown Saint John Road) | Widen existing 2-lane road to a 4-lane divided boulevard with paved shoulders and select intersection improvements and partial access control. | 1 - Widen Existing Roadway | \$ 116,500,000 | N/A | 35.18 | 26.19 | Greenville Urban Area MPO, Mid-East RPO |
| H170366 | Highway | U-6215 | Regional Impact | NC 33 | SR 1755 (Blackjack-Simpson Road) | SR 1760 (Mobleys Bridge Road) | Widen existing section of NC 33 to 4-lane divided boulevard with paved shoulders. Improve select intersections and create partial access control at minor intersections improving safety; Replace bridge over Chicod Creek. Add a shared use path. | 1 - Widen Existing Roadway | \$ 103,100,000 | N/A | 32.48 | 26.03 | Greenville Urban Area MPO, Mid-East RPO |
| H184172 | Highway | | Regional Impact | NC 903, SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road) | SR 1125 (Pocosin Road), SR 2106 (Red Forbes Road) | | Construct a single lane roundabout at a three way intersection. | 10 - Improve Intersection | \$ 2,900,000 | N/A | 31.80 | 23.78 | Greenville Urban Area MPO |

| SPOT ID | Mode | TIP | Project Category | Route / Facility Name | From / Cross Street | To | Description | Specific Improvement Type | Cost to NCDOT | Statewide Mobility Quantitative Score (Out of 100) | Regional Impact Quantitative Score (Out of 70) | Division Needs Quantitative Score (Out of 50) | MPO(s)/RPO(s) |
|-----------|---------|---------|------------------|-----------------------|---------------------------|----------------------------------|--|-----------------------------------|----------------|--|--|---|--|
| H193291 | Highway | | Regional Impact | NC 102 (3rd Street) | Southwest Bypass | 2nd Street (Eastern Town Limits) | Construct Center Median and streetscape corridor. Project to construct bicycle and pedestrian facilities while creating a connected and aesthetically significant gateway into the Town of Ayden | 11 - Access Management | \$ 36,600,000 | N/A | 29.27 | 22.64 | Greenville Urban Area MPO |
| H150861 | Highway | | Regional Impact | US 13, NC 11 | US 264 Bypass | US 64 | Upgrade roadway to Interstate Standards. Note: Existing median type is depressed grass but there is no guardrail. There was not an option for depressed grass median with no guardrail. | 3 - Upgrade Expressway to Freeway | \$ 303,900,000 | N/A | 29.21 | 18.66 | Mid-East RPO, Greenville Urban Area MPO, Upper Coastal Plain RPO |
| H090224-C | Highway | R-3407C | Regional Impact | NC 33 | SR 1444 (Warrenwood Road) | US 264 Bypass | Widen to Multi-Lanes | 1 - Widen Existing Roadway | \$ 54,600,000 | N/A | 21.61 | 15.55 | Greenville Urban Area MPO, Mid-East RPO |

Division Basic Info and Scores

| SPOT ID | Mode | TIP | Project Category | Route / Facility Name | From / Cross Street | To | Description | Specific Improvement Type | Cost to NCDOT | Division Needs Quantitative Score (Out of 50) |
|---------|---------|--------|------------------|-----------------------------|-----------------------------|----------------------------|--|---------------------------|---------------|---|
| H193278 | Highway | | Division Needs | East Arlington Boulevard | NC 11 (Memorial Drive) | SR 1708 (Fire Tower Road) | Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate. | 11 - Access Management | \$ 66,600,000 | 38.35 |
| H193256 | Highway | | Division Needs | SR 1708 (Fire Tower Road) | Arlington Boulevard | NC 11/903 (Memorial Drive) | Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. | 11 - Access Management | \$ 24,200,000 | 38.28 |
| H170442 | Highway | U-6195 | Division Needs | SR 1200 (Stantonsburg Road) | SR 1204 (Bs Barbeque Road) | NC 11 (Memorial Drive) | Construct medians with specified turn lanes sidewalks on each side and protected bike lanes. | 11 - Access Management | \$ 21,800,000 | 37.98 |
| H193268 | Highway | | Division Needs | West Arlington Boulevard | SR 1200 (Stantonsburg Road) | NC 11 (Memorial Drive) | Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection Improvements at select locations to improve capacity and mobility. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate. | 11 - Access Management | \$ 87,400,000 | 33.39 |
| H170383 | Highway | U-6196 | Division Needs | SR 1702 (Evans Street) | SR 1155 (Red Banks Road) | West 5th Street | Construct medians sidewalks protected bike lanes intersection capacity improvements/turn lane additions. Project to include medians constructed on the Evans Street local portion running from 10th Street to 5th Street. | 11 - Access Management | \$ 21,700,000 | 32.20 |

| SPOT ID | Mode | TIP | Project Category | Route / Facility Name | From / Cross Street | To | Description | Specific Improvement Type | Cost to NCDOT | Division Needs Quantitative Score (Out of 50) |
|---------|---------|--------|------------------|--|--------------------------------------|---|---|---|---------------|---|
| H193217 | Highway | | Division Needs | SR 1703 (14th Street) | SR 1707 (Charles Boulevard) | US 264 Alternate (Greenville Boulevard) | Modernize roadway from 2 -lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate. | 11 - Access Management | \$ 36,900,000 | 27.99 |
| H193293 | Highway | | Division Needs | SR 1127 (Frog Level Road) | US 13 (Dickinson Avenue) | SR 1126 (Forlines Road) | Modernize roadway from 2 -lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included. | 11 - Access Management | \$ 25,400,000 | 27.75 |
| H192967 | Highway | | Division Needs | SR 1755 (Blackjack Simpson Road) | SR 1759 (Tucker Road / Simpson Road) | SR 1760 (Mobleys Bridge Road) | Improve two intersections by constructing roundabouts per NCDOT's conceptual plan. Construct bicycle and pedestrian accommodations where appropriate. | 25 - Improve Multiple Intersections along Corridor | \$ 8,500,000 | 17.49 |
| H090510 | Highway | U-5006 | Division Needs | New Route - SR 1708 (Firetower Road Extension), SR 1131 (Reedy Branch Road), SR 1128 (Davenport Farm Road) | Greenville Southwest Bypass | NC 11/903 (Memorial Drive) | Construct 4-lane divided new roadway connecting Firetower Rd to Reedy Branch Rd; Widen Reedy Branch Rd and Davenport Farm Road sections from 2 to 4-lanes divided; Improve intersection of Forlines Road and Reedy Branch Road. Bus stop improvements including shelters and benches along corridor shall be considered where appropriate. | 6 - Widen Existing Roadway and Construct Part on New Location | \$ 43,800,000 | 16.89 |
| H170376 | Highway | | Division Needs | SR 1134 (Thomas Langston Drive) | NC 11 (Memorial Drive) | SR 1128 (Davenport Farm Road) | Modernize roadway from 2 -lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included. | 1 - Widen Existing Roadway | \$ 33,200,000 | 15.45 |

| Bike/Pedestrian Basic Information and Scores | | | | | | | | | | |
|--|----------------------|---------|------------------|---|--|-------------------------------|--|--|---------------|---|
| SPOT ID | Mode | TIP | Project Category | Route / Facility Name | From / Cross Street | To | Description | Specific Improvement Type | Cost to NCDOT | Division Needs Quantitative Score (Out of 50) |
| B192970 | Bicycle & Pedestrian | | Division Needs | 14th Street | Charles Blvd (SR 1707) | 5th Street | Construct Side-Path on one side and Sidewalk on the other along the roadway (utilizing any existing sidewalks). Bundle Project. | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | \$ 1,114,968 | 42.83 |
| B170652 | Bicycle & Pedestrian | EB-5980 | Division Needs | US 264-A (Greenville Boulevard) | US 264-A | US 13 (Dickinson Avenue) | Construct continuous curb & gutter, side path in one side and sidewalk on the other along the roadway (utilizing any existing sidewalks) from the bridge over the Tar River (Sunchase Apartments) to US 13. | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | \$ 4,131,874 | 40.88 |
| B172401 | Bicycle & Pedestrian | EB-5981 | Division Needs | NC 11 (Memorial Drive) | NC 43 (W. 5th Street) | SR 1128 (Davenport Farm Road) | Construct continuous sidewalk routes on both sides of roadway (utilizing any existing sidewalks). | 7 - Protected Linear Pedestrian Facility (Pedestrian) | \$ 2,913,411 | 38.07 |
| B192510 | Bicycle & Pedestrian | | Division Needs | Fire Tower Rd | Arlington Boulevard | Memorial Dr | Construct Side-Path on one side and Sidewalk on the other along the roadway (utilizing any existing sidewalks). Bundle Project. | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | \$ 1,812,396 | 37.44 |
| B193294 | Bicycle & Pedestrian | | Division Needs | SR 1149 (Mill St) Complete | SR 1133 (Main St) | Lismore Drive | Construct sidewalk on west side of roadway. Construct associated signing and marking handrail curb and gutter and other street improvements where needed in order to facilitate sidewalk construction. | 7 - Protected Linear Pedestrian Facility (Pedestrian) | \$ 191,383 | 32.09 |
| B150577 | Bicycle & Pedestrian | EB-5847 | Division Needs | SR 1149 (Mill St) | SR 1133 (Main St) | SR 1126 (Boyd St) | Construct sidewalk on west side of roadway. Construct associated signing and marking handrail curb and gutter and other street improvements where needed in order to facilitate sidewalk construction. | 7 - Protected Linear Pedestrian Facility (Pedestrian) | \$ 122,024 | 32.07 |
| B150863 | Bicycle & Pedestrian | EB-5846 | Division Needs | Town Common to River Park North connector trail | Town Common at Greene Street (SR 1531) | River Park North | Construct Multi-Use Path utilizing existing Greene Street Bridge. Improvement will include combination of bicycle and sidewalk facilities, boardwalk, paved multi-use path, retaining wall, HAWK signal, and related improvements as needed. | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | \$ 1,774,768 | 27.34 |
| B192472 | Bicycle & Pedestrian | | Division Needs | Cooper Street | Railroad Street (SR 1262) | Old Tar Road (SR 1700) | Construct continuous sidewalk along both sides of the corridor. | 7 - Protected Linear Pedestrian Facility (Pedestrian) | \$ 534,862 | 25.92 |
| B192965 | Bicycle & Pedestrian | | Division Needs | North South Greenway Phase A | Fire Tower Rd | Evans St | Greenway Connection through Paramorw Farms and adjoining neighborhoods. Connecting Greenville and Winterville's proposed Greenway | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | \$ 2,509,188 | 24.68 |

| | | | | | | | | | | |
|---------|----------------------|--|----------------|---------------------------------|--|---------------------------------------|--|--|--------------|-------|
| B192543 | Bicycle & Pedestrian | | Division Needs | Mill St | SR 1126 (Boyd St) | Lismore | Construct sidewalk on west side of roadway. Construct associated signing and marking, handrail, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction. | 7 - Protected Linear Pedestrian Facility (Pedestrian) | \$ 69,695 | 22.90 |
| B140682 | Bicycle & Pedestrian | | Division Needs | S. Tar River Greenway Ph2 B | Green Mill -South Tar Connector Greenway | Near Cemetery on NC33 (Eastside Park) | Design and Construct the S. Tar River Greenway Phase 2 from existing Green Mill/South Tar Connector Greenway to City property (Eastside Park) near cemetery on NC33 including Tar River to Hardee Creek and both multi- and single-family housing units. Multi-family housing units include: The Davis, East 33, Harbor Pointe Apartments, Campus Pointe Apartments,Sunchase Apartments. | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | \$ 5,147,284 | 22.66 |
| B192726 | Bicycle & Pedestrian | | Division Needs | Fork Swamp Canal Greenway Ph A | Old Tar Rd | Ray Crawford Dr | Design and construct greenway along Fork Swamp Canal connecting to the proposed Worthington Rd sidewalk and Vernon White Rd. | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | \$ 3,125,000 | 21.64 |
| B192964 | Bicycle & Pedestrian | | Division Needs | North South Greenway Phase B | Bayswater Dr | Fork Swamp Greenway | Greenway Connection bordering Lyndale and adjoining neighborhoods. Connecting Greenville and Winterville's proposed Greenways | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | \$ 3,041,410 | 21.03 |
| B172404 | Bicycle & Pedestrian | | Division Needs | SR 1711 (Worthington Rd) | SR 1700 (Old Tar Rd) | Christ Covenant School | Construct side path down roughly 1600 ft (to Christ Covenant School); curb & gutter section. Install RRFB crossing apparatus to provide safety crossing to users. | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | \$ 179,819 | 20.77 |
| B192982 | Bicycle & Pedestrian | | Division Needs | South Tar River Greenway Ph 2 A | Green Mill -South Tar Connector Greenway | Near Cemetery on NC33 (Eastside Park) | Design and Construct the S. Tar River Greenway, Phase 2, from existing Green Mill/South Tar Connector Greenway to City property (Eastside Park) near cemetery on NC33, including Tar River to Hardee Creek and other neighborhood connectors | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | \$ 3,230,133 | 20.77 |
| B140603 | Bicycle & Pedestrian | | Division Needs | SR 1712 Ange St | Primrose Lane | Windmill Drive | Construct sidewalk. Construct associated signing and marking curb and gutter and other street improvements where needed in order to facilitate sidewalk construction. | 7 - Protected Linear Pedestrian Facility (Pedestrian) | \$ 89,526 | 20.11 |
| B170387 | Bicycle & Pedestrian | | Division Needs | Fork Swamp Canal Greenway Ph B | Ray Crawford Dr | SR 1711 (Worthington Rd) | Design and construct greenway along Fork Swamp Canal connecting to the proposed Worthington Rd sidewalk and Vernon White Rd. | 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | \$ 1,906,000 | 17.02 |
| B192984 | Bicycle & Pedestrian | | Division Needs | Juanita Ave | Sunset Dr | SR 1149 (Lee St) | Construct continuous curb & gutter with sidewalk on the southside, from existing portion along Juanita Avenue to Lee St. | 7 - Protected Linear Pedestrian Facility (Pedestrian) | \$ 163,760 | 14.01 |

| Transit Basic Information and Scores | | | | | | | | |
|--------------------------------------|----------------|------------------|---|---|--|---|---------------|---|
| SPOT ID | Mode | Project Category | Route / Facility Name (Project Name) | From / Cross Street (Location) | Description | Specific Improvement Type | Cost to NCDOT | Division Needs Quantitative Score (Out of 50) |
| T192723 | Public Transit | Division Needs | Route 3 - Bus Shelters | Bus stops along GREAT Transit fixed-route number 3. | Install bus shelters, benches and other amenities at bus stops along GREAT Transit fixed-route number 3. | 6 - Facility - Stop/Shelter | \$ 64,800 | 39.50 |
| T192704 | Public Transit | Division Needs | GREAT Fleet Facility Expansion | Greenville Department of Public Works, South Greene Street | Add 2 bus bays at the Public Works Department. | 9 - Facility - Maintenance | \$ 752,500 | 38.36 |
| T192728 | Public Transit | Division Needs | Route 5 - Bus Shelters | Bus stops along GREAT Transit fixed-route number 5. | Install bus shelters, benches and other amenities at bus stops along GREAT Transit fixed-route number 5. | 6 - Facility - Stop/Shelter | \$ 64,800 | 36.93 |
| T192730 | Public Transit | Division Needs | GREAT Bus Stops Improvements | Bus stops along Greenville Area Transit fixed routes. | Improve 39 bus stops, install bus shelters, benches and other amenities at bus stops along GREAT Transit fixed routes. | 6 - Facility - Stop/Shelter | \$ 424,800 | 36.64 |
| T192729 | Public Transit | Division Needs | Route 6 - Bus Shelters | Bus stops along GREAT Transit fixed-route number 6. | Install bus shelters, benches and other amenities at bus stops along GREAT Transit fixed-route number 6. | 6 - Facility - Stop/Shelter | \$ 122,400 | 32.29 |
| T192706 | Public Transit | Division Needs | Route 1 - Bus Shelters | Bus stops along GREAT Transit fixed-route number 1. | Install bus shelters, benches and other amenities at bus stops along GREAT Transit fixed-route number 1. | 6 - Facility - Stop/Shelter | \$ 64,800 | 32.14 |
| T192724 | Public Transit | Division Needs | Route 4 - Bus Shelters | Bus stops along GREAT Transit fixed-route number 4. | Install bus shelters, benches and other amenities at bus stops along GREAT Transit fixed-route number 4. | 6 - Facility - Stop/Shelter | \$ 43,200 | 31.93 |
| T192722 | Public Transit | Division Needs | Route 2 - Bus Shelters | Bus stops along GREAT Transit fixed-route number 2. | Install bus shelters, benches and other amenities at bus stops along GREAT Transit fixed-route number 2. | 6 - Facility - Stop/Shelter | \$ 64,800 | 31.71 |
| T193249 | Public Transit | Division Needs | Electric Bus | All the routes serviced by GREAT Transit. It will depend on the limitations of the equipment. | Purchase electric bus and necessary infrastructure. | 2 - Mobility (route-specific) - Headway Reduction | \$ 1,008,000 | 17.86 |

| Aviation Basic Information and Scores | | | | | | | | | |
|---------------------------------------|----------|------------------|---|--|---|--|---------------|--|---|
| SPOT ID | Mode | Project Category | Route / Facility Name (Project Name) | From / Cross Street (Location) | Description | Specific Improvement Type | Cost to NCDOT | Regional Impact Quantitative Score (Out of 70) | Division Needs Quantitative Score (Out of 50) |
| A192876 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Design & Construct Rehabilitate Taxiways | Taxiways A (North), A5, A6, A7 and Improve Runway 2-20 Subgrade between A6 & A7 | Design & Construct Rehabilitate Taxiways A (North), A5, A6, A7 and Improve Runway 2-20 Subgrade between A6 & A7 | 1125 - Taxiway: Construction | \$ 360,000 | 60.24 | 42.50 |
| A192881 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Design, Construct-Rehabilitate South Taxiways | Taxiways A (South) A1, A3, A4 | Design, Construct-Rehabilitate Taxiways A (South) A1, A3, A4 (4328) | 1125 - Taxiway: Construction | \$ 330,000 | 58.35 | 41.24 |
| A192894 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Taxiways B & C Rehabilitation | Taxiways B & C | Rehabilitate Taxiways B & C (4332) | 1125 - Taxiway: Construction | \$ 360,000 | 58.35 | 41.24 |
| A192879 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Drainage Improvements-City of Greenville Swale | City of Greenville Swale | Drainage Improvements-City of Greenville Swale (4327) | 0210 - Runway Safety Area: Construction | \$ 100,000 | 55.74 | 40.59 |
| A192882 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Runway 8-26 Rehabilitation | Runway 8-26 & 3rd Runway | Runway 8-26 Rehabilitation & Removal of 3rd Runway & Associated Taxiways (4329) | 0605 - Pavement Strength: Runway | \$ 600,000 | 52.09 | 37.54 |
| A192892 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Security Fence Replacement & Perimeter Road Improvements | Perimeter of the airfield | Security Fence Replacement & Perimeter Road Improvements (2557) | 2105 - Perimeter Fencing: Construction | \$ 600,000 | 42.63 | 27.56 |
| A192895 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Rental Car Facility | Pitt-Greenville Airport | Construct a Consolidated Rental Car Facility. (3275) | 1305 - GA Terminal Bldg: New Construction | \$ 300,000 | 40.48 | 27.85 |
| A192823 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Corporate Hangars | Hangars | Corporate Hangar Construction (4333) | 1905 - Hangars: Construction | \$ 600,000 | 34.70 | 23.09 |

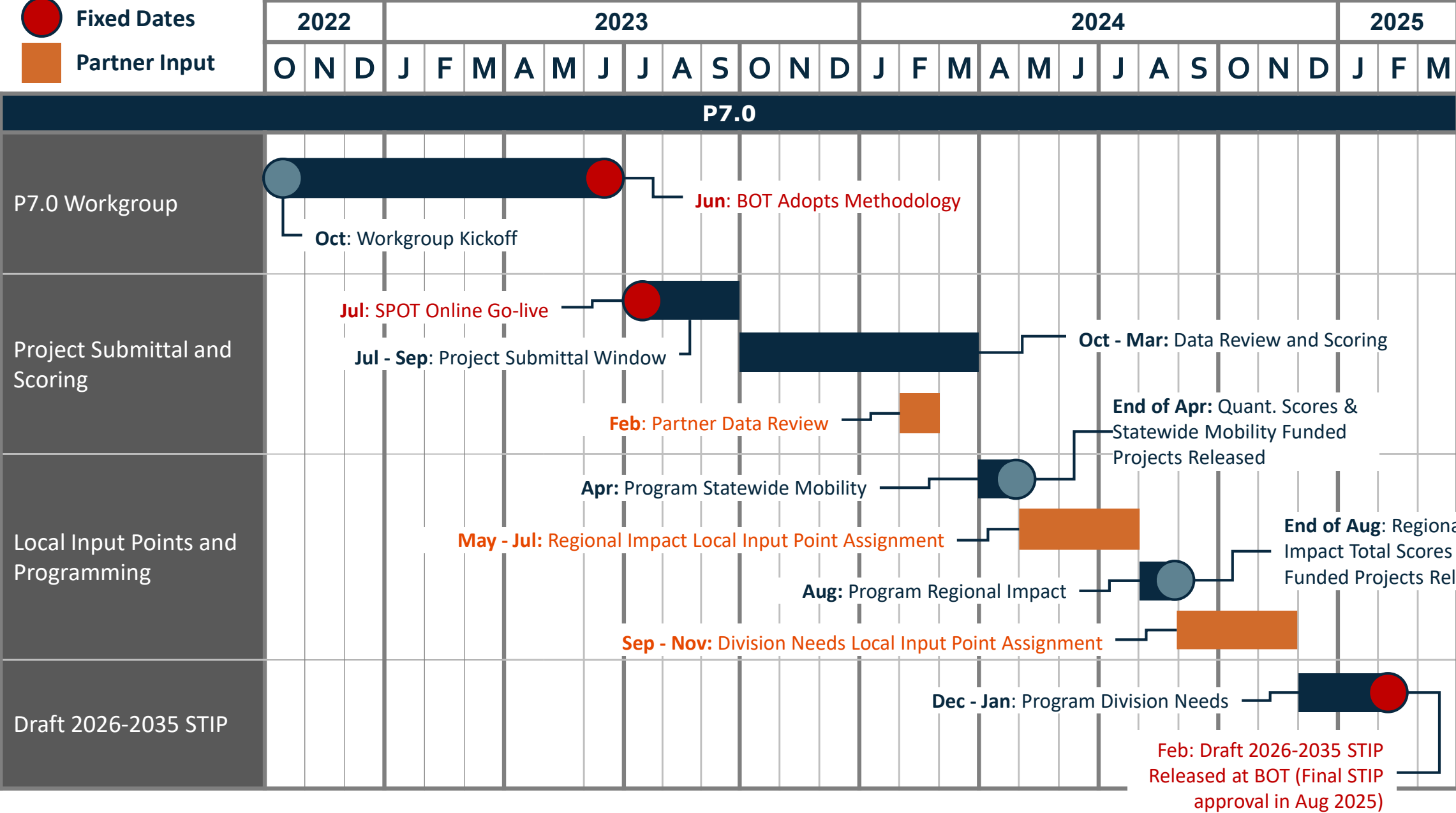
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|---------|----------|-----------------|--|-------------------------|---|---|------------|-------|-------|
| A192880 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Access Road Improvements | Access Road | Access Road Improvements (2549) | 1920 - Hangars: Access Road | \$ 300,000 | 28.28 | 18.02 |
| A192889 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Taxiway A North Jet Blast Deflector | Taxiway A North | Install Jet Blast Deflector at Taxiway A North (4331) | 3005 - Other: Not Defined In System Plan Objectives | \$ 300,000 | 22.22 | 13.30 |
| A192891 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Airfield Drainage Improvements | Airfield | Airfield Drainage Improvements (2558) | 3005 - Other: Not Defined In System Plan Objectives | \$ 300,000 | 20.91 | 12.43 |
| A192875 | Aviation | Regional Impact | PGV - Pitt-Greenville Airport: Replace AWOS | Pitt-Greenville Airport | Replace AWOS | 3005 - Other: Not Defined In System Plan Objectives | \$ 200,000 | 20.72 | 12.30 |

| Rail Basic Information and Scores | | | | | | | | | |
|-----------------------------------|------|------------------|------------------------------|---|--|---|----------------|---|--|
| SPOT ID | Mode | Project Category | Route / Facility Name | From / Cross Street (Location) | Description | Specific Improvement Type | Cost to NCDOT | Regional Impact Quantitative Score (Out of 70) | Division Needs Quantitative Score (Out of 50) |
| R192953 | Rail | Regional Impact | CSX AA Line Arlington Blvd | Arlington Blvd (near University Suites Dr) | Improve existing at-grade rail crossing on Arlington Blvd (Crossing # 642 719W) with adequate Concrete Panels/Tubs for high vehicle and truck traffic in Greenville, NC. | 3 - Highway-rail crossing improvement (point) | \$ 151,000 | 55.22 | 38.83 |
| R192945 | Rail | Regional Impact | CSX AA Line | Firetower Rd (SR 1708) in Greenville, NC | Construct grade separation at SR 1708 (Firetower Rd) and closure of existing at-grade crossing (Crossing # 641 620H) in Greenville (Pitt County) | 3 - Highway-rail crossing improvement (point) | \$ 43,800,000 | 51.22 | 36.48 |
| R192744 | Rail | Regional Impact | CSX AA Line | Near the intersection of 14th and Beatty Street, Greenville | Construct grade separation of Fourteenth Street and closure of existing at-grade crossing (Crossing # 641 614E) near Beatty Street in Greenville. | 3 - Highway-rail crossing improvement (point) | \$ 30,264,998 | 35.91 | 29.52 |
| R192922 | Rail | Regional Impact | CSX AA Line 14th Street | Intersection of 14th St and Beatty St | Improve existing train track foundation by installing concrete tubs/panels at the intersection of 14th St and Beatty St (Crossing # 641 614E). | 3 - Highway-rail crossing improvement (point) | \$ 519,000 | 32.76 | 27.27 |
| R192958 | Rail | Regional Impact | CSX AA Line | 5th St (near Elizabeth St) | Improve existing at-grade rail crossing on 5th St (Crossing # 641 609H) with adequate Concrete Panels/Tubs for high vehicle and pedestrian traffic in Greenville, NC. | 3 - Highway-rail crossing improvement (point) | \$ 92,000 | 21.80 | 24.53 |
| R192921 | Rail | Regional Impact | CSX AA, ABC, AB, A, NCR/NS H | Imperial Tobacco Site to Raleigh Union Station | Construct and upgrade rail facilities necessary to support passenger rail services to and from Raleigh. Connection should be made via Rocky Mount Station. Implement a proposed (3) roundtrips a day AM, mid-day and PM. | 5 - Passenger rail service (line) | \$ 400,000,000 | 5.89 | 6.75 |

P7 Schedule

Updated October 11, 2022

- Fixed Dates
- Partner Input





Attachment 4h

Transportation Advisory Committee

No Action Required

March 8, 2023

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: TCC/TAC Joint meeting schedule for 2023

Purpose: To discuss the proposed date for the Joint Meeting of 2023.

Discussion: In our December 7th, 2022 meeting, MPO staff provided preliminary meeting dates for 2023. The MPO staff was requested to provide other options for our joint TCC/TAC in December. Staff proposes moving the last Joint Meeting of 2023 to November 29th, replacing December 13th. TCC and TAC meetings are typically scheduled quarterly at 1:30 pm. To adhere to member schedules, MPO staff is seeking direction as to the proposed 2023 meeting change.

The potential date was chosen considering possible local government holiday schedules and meeting conflicts with the Board of Transportation. Future meeting dates can be altered at each respective Committee meeting. Should additional meetings be required, the respective chairman of each TCC and TAC have the ability to call for a meeting pending committee member availability. Additionally, the Committees can continue to meet virtually/hybrid unless the Committee members desire to meet in person or the agenda items warrant an in-person meeting.

Action Needed: No action required

Attachments: *No Attachments.*

Users Guide

[New Search](#)

| | |
|---|--|
| <p>Contract Number: C204070 Division: 2 TIP Number: U-5606 Length: 1.344 miles NCDOT Contact: Sarah F. Lentine Location Description: SR-1598 (DICKINSON AVE) FROM NC-11 TO SR-1610 (READE CR). Contractor Name: JSMITH CIVIL LLC Contract Amount: \$15,747,596.21 Work Began: 06/02/2022 Original Completion Date: 02/28/2025 Latest Payment Thru: 01/31/2023 Latest Payment Date: 02/06/2023</p> | <p>Route: SR-1598 County: Pitt Federal Aid Number: STP-1598(3) NCDOT Contact No: (252)830-3495 Letting Date: 03/15/2022 Revised Completion Date: 07/06/2025 Construction Progress: 18.14%</p> |
| <p>Contract Number: C204376 Division: 2 TIP Number: B-4786 Length: 0.237 miles NCDOT Contact: Sarah F. Lentine Location Description: BRIDGE #38 OVER THE TAR RIVER ON US-13 IN GREENVILLE. Contractor Name: W C ENGLISH INCORPORATED Contract Amount: \$0.00 Work Began: Original Completion Date: Latest Payment Thru: Latest Payment Date:</p> | <p>Route: US-13 County: Pitt Federal Aid Number: 0013069 NCDOT Contact No: (252)830-3495 Letting Date: 08/16/2022 Revised Completion Date: Construction Progress: 0%</p> |
| <p>Contract Number: C204414 Division: 2 TIP Number: B-5301 Length: 0.606 miles Sarah F. Lentine Location Description: BRIDGE #730472 OVER US-264 ON SR-1210 AND BRIDGE #87 OVER NO R FOLK SOUTHERN RAILROAD ON NC-33. Contractor Name: CONTI CIVIL LLC Contract Amount: \$9,574,442.00 Work Began: 10/17/2022 Original Completion Date: 04/13/2025 Latest Payment Thru: 01/31/2023 Latest Payment Date: 02/06/2023</p> | <p>Route: NC-33 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 06/21/2022 Revised Completion Date: Construction Progress: 10.41%</p> |
| <p>Contract Number: C204459 Division: 2 TIP Number: Length: 1.248 miles NCDOT Contact: Sarah F. Lentine Location Description: STRUCTURES #60016, #60027, #60028, AND #60077 IN BEAUFORT COUNTY AND STRUCTURE #730127 IN PITT COUNTY. Contractor Name: AMERICAN CONTRACTING & SERVICES INC Contract Amount: \$3,873,721.47 Work Began: 10/17/2022 Original Completion Date: 06/30/2023 Latest Payment Thru: 01/16/2023 Latest Payment Date: 01/23/2023</p> | <p>Route: NC-306 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 05/17/2022 Revised Completion Date: 07/01/2023 Construction Progress: 35.96%</p> |
| <p>Contract Number: DB00519 Division: 2 TIP Number: Length: 14.41 miles NCDOT Contact: Sarah F. Lentine Location Description: PITT COUNTY Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$0.00 Work Began: 03/13/2023 Original Completion Date: 02/15/2025 Latest Payment Thru: Latest Payment Date:</p> | <p>Route: -, SR-1156, SR-1157, SR-1158, SR-1166, SR-1173, SR-1528, SR-1880, SR-1891, SR-1892, SR-2250 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 11/09/2022 Revised Completion Date: Construction Progress: 0%</p> |

Contract Number: DB00520 **Route:** -
Division: 2 **County:** Pitt
TIP Number:
Length: 11.8 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: PITT COUNTY
Contractor Name: FSC II LLC DBA ROSE BROTHERS PAVING COMPANY
Contract Amount: \$0.00
Work Began: **Letting Date:** 03/09/2022
Original Completion Date: 11/10/2023 **Revised Completion Date:**
Latest Payment Thru:
Latest Payment Date: **Construction Progress:** 0%

Contract Number: DB00526 **Route:** US-264A
Division: 2 **County:** Pitt
TIP Number: R-2250
Length: 0.151 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: US 264A AT SR 1127 (FROG LEVEL ROAD)/ PITT COUNTY
Contractor Name: JYMCO CONSTRUCTION COMPANY INC
Contract Amount: \$944,401.50
Work Began: 05/02/2022 **Letting Date:** 12/08/2021
Original Completion Date: 02/15/2023 **Revised Completion Date:** 03/22/2023
Latest Payment Thru: 12/31/2022
Latest Payment Date: 01/12/2023 **Construction Progress:** 63.81%

Contract Number: DB00530 **Route:** SR-1129, SR-1133, SR-1149
 SR-1711, SR-1714, SR-1842
 SR-1843, SR-1854, SR-1855
 SR-1856, SR-1857, SR-1870
 SR-1887
Division: 2 **County:** Pitt
TIP Number:
Length: 9.84 miles **Federal Aid Number:** STATE FUNDED
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: PITT COUNTY
Contractor Name: S T WOOTEN CORPORATION
Contract Amount: \$2,459,632.92
Work Began: 10/24/2022 **Letting Date:** 03/09/2022
Original Completion Date: 02/08/2024 **Revised Completion Date:**
Latest Payment Thru: 01/31/2023
Latest Payment Date: 02/07/2023 **Construction Progress:** 87.11%

Contract Number: DB00543 **Route:** SR-0000
Division: 2 **County:** Pitt
TIP Number: R-5782MC
Length: 0 miles **Federal Aid Number:** 0220102
NCDOT Contact: Sarah F. Lentine **NCDOT Contact No:** (252)830-3495
Location Description: GREENVILLE VARIOUS LOCATIONS
Contractor Name: FULFORD AND JONES ASPHALT INC
Contract Amount: \$230,720.00
Work Began: 12/19/2022 **Letting Date:** 09/14/2022
Original Completion Date: 06/10/2023 **Revised Completion Date:**
Latest Payment Thru: 12/31/2022
Latest Payment Date: 01/12/2023 **Construction Progress:** 19.69%



February, 2023 Pitt Update

Resurfacing:

Currently active is contract DB00530 (Winterville). This project should be close to wrapping up in early April.

Contract DB00519 (Various secondary routes) is scheduled to start beginning of paving season in March.

Contract DB00520 (Memorial from US-264 to NC-102) is set to start sometime later this summer.

I-587:

Approximately 50% complete on New Sign Installations.

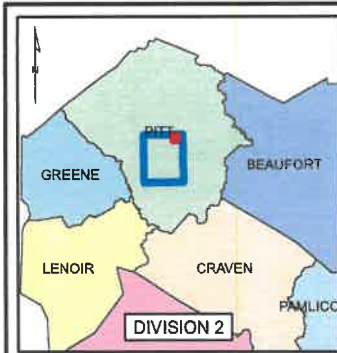
Dickinson Ave:

Approximately 18% Complete.

Current Schedule is to move to Sections 3 and 7 during the Spring / Summer of '23

B – 4786: Tar River Bridge (NB Lane Replacement)

Anticipating Contractor to mobilize Fall '23



PITT COUNTY
DB00530

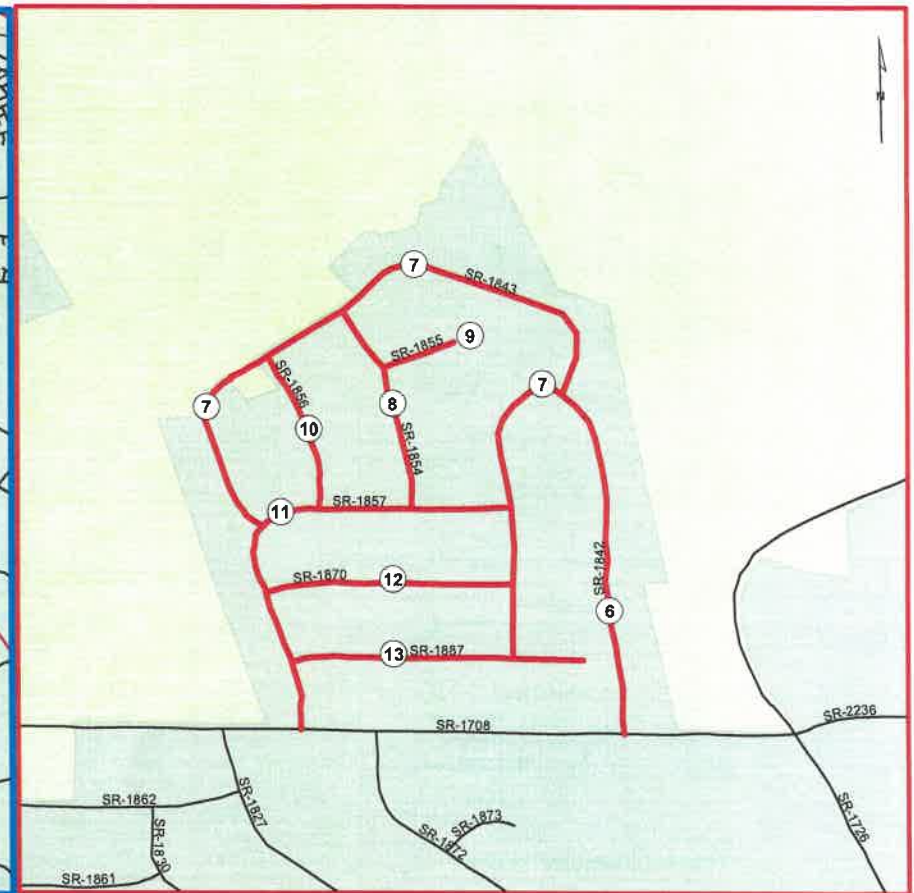
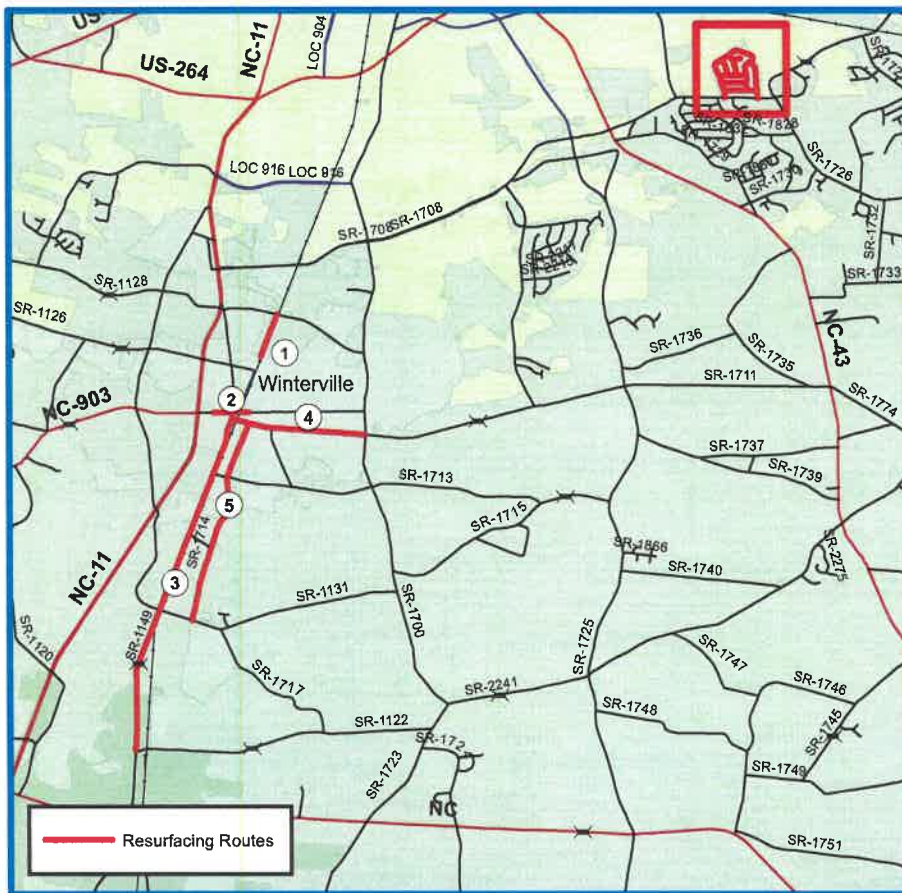
WBS# 2022CPT.02.21.20741

TYPE OF WORK: MILLING, RESURFACING, WIDENING, SHOULDER RECONSTRUCTION

| | |
|-----------------------|-----------|
| PROJECT REFERENCE NO. | SHEET NO. |
| DB00530 | 1 |



NCDOT
DIVISION 2



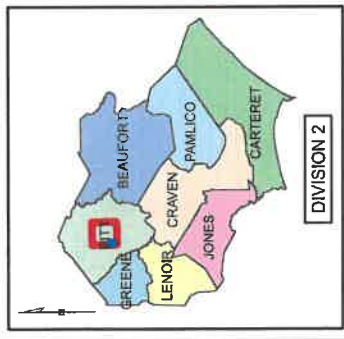
| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | |
|--|--------|--------|---------------------------|--|---|
| 2022CPT.02.21.20743 | Pike | 1 | SR 1129 - RAILROAD ST EXT | FROM WORTHINGTON ST TO SR 1130 | |
| TOTAL FOR MAP NO. 1 | | | | | |
| 2022CPT.02.21.20743 | Pike | 2 | SR 1133 - MAIN ST | FROM MC 11 TO FORRES AVE | |
| TOTAL FOR MAP NO. 2 | | | | | |
| 2022CPT.02.21.20743 | Pike | 3 | SR 1140 - OLD MC 11 | FROM MAIN ST - WHITEVILLE TO FAIRMONT VILLAGE DR | 3 |
| TOTAL FOR MAP NO. 3 | | | | | |
| 2022CPT.02.21.20743 | Pike | 4 | SR 1711 - COOPER ST | FROM SR 1140 TO SR 1710 | 5 |
| TOTAL FOR MAP NO. 4 | | | | | |
| 2022CPT.02.21.20743 | Pike | 5 | SR 1714 - CHURCH ST | FROM SR 1131 TO SR 1711 | 7 |
| TOTAL FOR MAP NO. 5 | | | | | |
| 2022CPT.02.21.20743 | Pike | 6 | SR 1841 - AVALON LK | FROM SR 1708 TO SR 1843 | |
| TOTAL FOR MAP NO. 6 | | | | | |
| 2022CPT.02.21.20743 | Pike | 7 | SR 1843 - LANCELOT DR | FROM SR 1857 TO SR 1857 | |
| TOTAL FOR MAP NO. 7 | | | | | |
| 2022CPT.02.21.20743 | Pike | 8 | SR 1854 - GUINEVERE LN | FROM SR 1857 TO SR 1843 | |
| TOTAL FOR MAP NO. 8 | | | | | |
| 2022CPT.02.21.20743 | Pike | 9 | SR 1855 - NIGHTS CT | FROM SR 1834 TO CAL-DE-SA | |
| TOTAL FOR MAP NO. 9 | | | | | |
| 2022CPT.02.21.20743 | Pike | 10 | SR 1856 - GAWWYN RD | FROM SR 1857 TO SR 1843 | |
| TOTAL FOR MAP NO. 10 | | | | | |
| 2022CPT.02.21.20743 | Pike | 11 | SR 1857 - KING ARTHUR RD | FROM SR 1708 TO SR 1843 | |
| TOTAL FOR MAP NO. 11 | | | | | |
| 2022CPT.02.21.20743 | Pike | 12 | SR 1870 - GALAHAD RD | FROM SR 1857 TO SR 1843 | |
| TOTAL FOR MAP NO. 12 | | | | | |
| 2022CPT.02.21.20743 | Pike | 13 | SR 1887 - ESCALBIE DR | FROM SR 1857 TO DEAD END | |
| TOTAL FOR MAP NO. 13 | | | | | |
| TOTAL FOR PROJ NO. 2022CPT.02.21.20743 | | | | | |

| | |
|-----------------------|---------|
| PROJECT REFERENCE NO. | DB00519 |
| SHEET NO. | 1 |

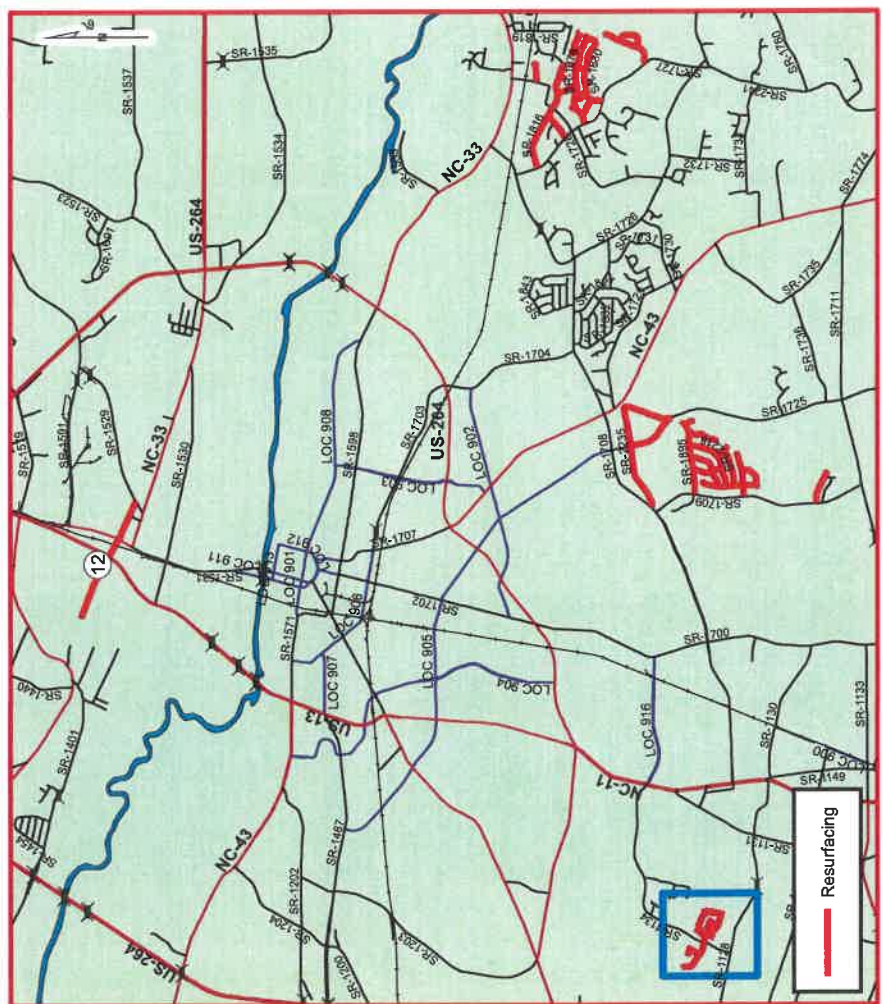
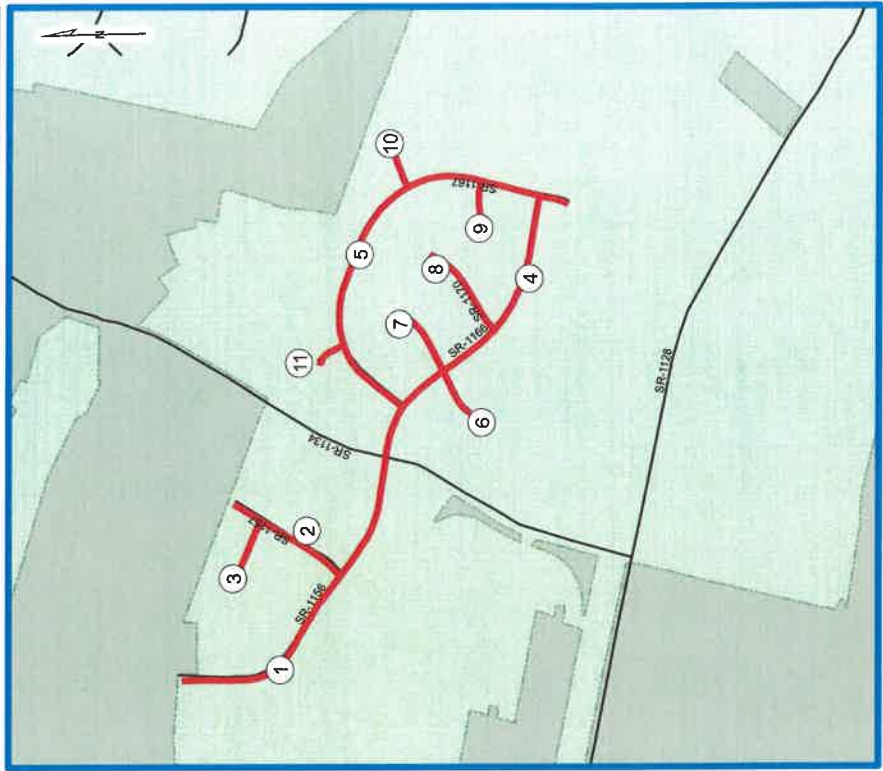
PITT COUNTY
DB00519

WBS# 2023CPT.02.04.20741

NCDOT
DIVISION 2



TYPE OF WORK: MILLING AND RESURFACING



PITT COUNTY
DB00519

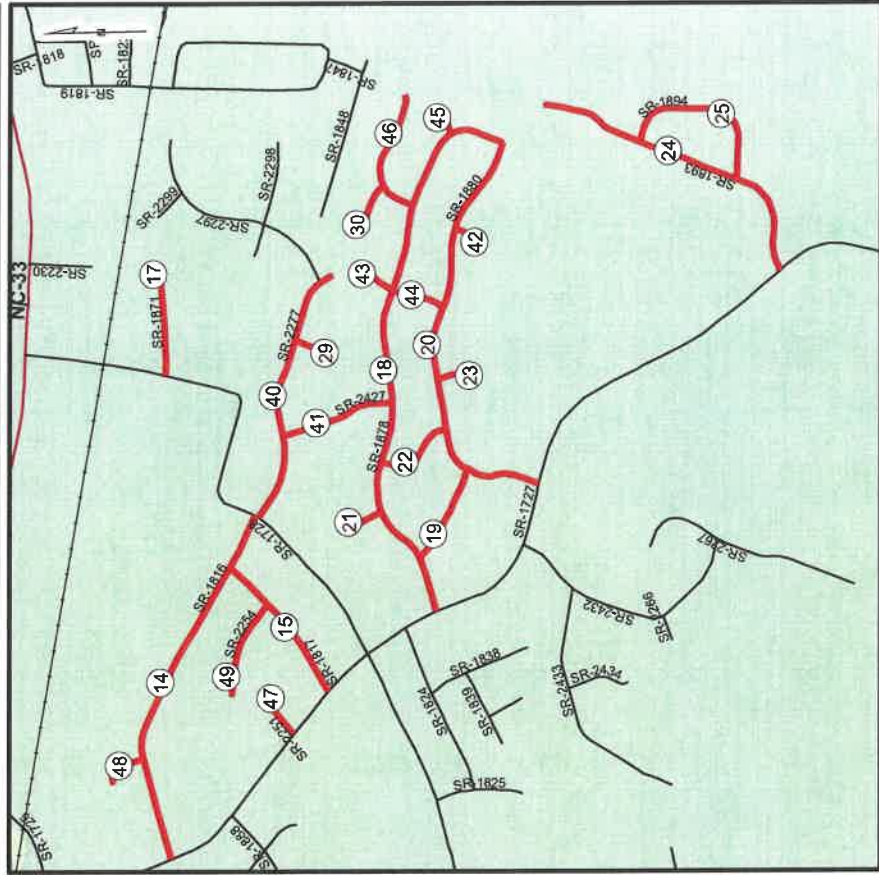
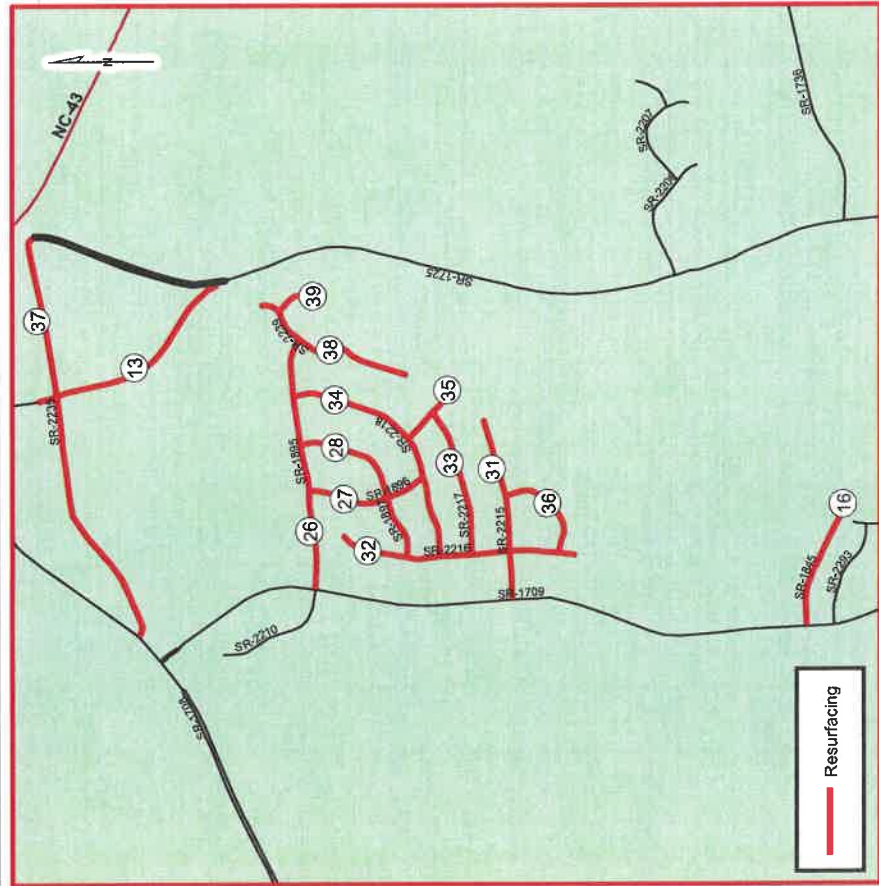
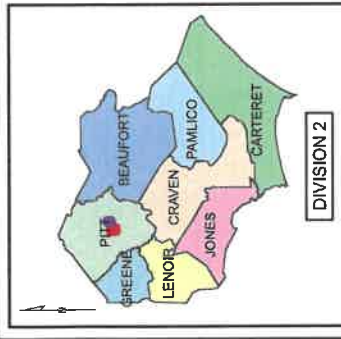
| | |
|-----------------------|---------|
| PROJECT REFERENCE NO. | DB00519 |
| SHEET NO. | 2 |



NCDOT
DIVISION 2

WBS# 2023CPT.02.04.20741

TYPE OF WORK: MILLING AND RESURFACING



| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | T |
|----------------------|--------|--------|----------------------------|--|---|
| 2023CPT.02.04.20741 | Pitt | 1 | SR 1156 FOX CHASE LANE | FROM SR 1134 TO END MAINTENANCE | |
| TOTAL FOR MAP NO. 1 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 2 | SR 1157 BUGLE DRIVE | FROM SR 1156 TO END MAINTENANCE | |
| TOTAL FOR MAP NO. 2 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 3 | SR 1158 HOUNDS TOOTH | FROM SR 1157 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 3 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 4 | SR 1166 SHADOW RIDGE DRIVE | FROM SR 1134 TO SR 1167 | |
| TOTAL FOR MAP NO. 4 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 5 | SR 1167 HUFF DRIVE | FROM SR 116 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 5 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 6 | SR 1168 SCOTSDALE COURT | FROM CUL-DE-SAC TO SR 1166 | |
| TOTAL FOR MAP NO. 6 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 7 | SR 1169 EATON COURT | FROM 1116 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 7 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 8 | SR 1170 CAMERON COURT | FROM SR 1166 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 8 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 9 | SR 1171 KEVIN COURT | FROM CUL-DE-SAC TO SR 1167 | |
| TOTAL FOR MAP NO. 9 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 10 | SR 1172 CAREY COURT | FROM CUL-DE-SAC TO SR 1167 | |
| TOTAL FOR MAP NO. 10 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 11 | SR 1173 WELSH COURT | FROM SR 1167 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 11 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 12 | SR 1528 BELVON ROAD | FROM DEADEND TO SR 1529 | |
| TOTAL FOR MAP NO. 12 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 13 | SR 1725 COUNTY HOME ROAD | FROM THE BEGIN OF TWO LANES TO 246 FT NORTH OF SR 2235 | |
| TOTAL FOR MAP NO. 13 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 14 | SR 1816 LEON DRIVE | FROM SR 1728 TO SR 1727 | |
| TOTAL FOR MAP NO. 14 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 15 | SR 1817 PINERIDGE DRIVE | FROM SR 1727 TO SR 1816 | |
| TOTAL FOR MAP NO. 15 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 16 | SR 1845 PINE DRIVE | FROM SR 1709 TO END OF MAINTENANCE | |
| TOTAL FOR MAP NO. 16 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 17 | SR 1871 LEE DR. | FROM SR 1728 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 17 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 18 | SR 1878 KAY ROAD | FROM SR 1727 TO SR 1880 | |
| TOTAL FOR MAP NO. 18 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 19 | SR 1879 JENNIFER PALCE | FROM 1880 TO SR 1878 | |
| TOTAL FOR MAP NO. 19 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 20 | SR 1880 KATHLEEN DRIVE | FROM SR 1727 TO END OF MAINTENANCE | |
| TOTAL FOR MAP NO. 20 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 21 | SR 1890 JEANETTE COURT | FROM SR 1878 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 21 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 22 | SR 1891 CHRISTOPHER DRIVE | FROM SR 1880 TO SR 1878 | |
| TOTAL FOR MAP NO. 22 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 23 | SR 1892 DELANO COURT | FROM SR 1880 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 23 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 24 | SR 1893 MAPLE RIDGE ROAD | FROM SR 1727 TO END OF MAINTENANCE | |
| TOTAL FOR MAP NO. 24 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 25 | SR 1894 DRIFT WOOD DRIVE | FROM SR 1893 TO SR 1893 | |
| TOTAL FOR MAP NO. 25 | | | | | |

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TV |
|--|--------|--------|-----------------------------|--|----|
| 2023CPT.02.04.20741 | Pitt | 26 | SR 1895 DUKE ROAD | FROM SR 1709 TO SR 2239 | |
| TOTAL FOR MAP NO. 26 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 27 | SR 1896 DUCHESS DRIVE | FROM SR 2218 TO SR 1895 | |
| TOTAL FOR MAP NO. 27 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 28 | SR 1897 BISHOP DRIVE | FROM SR 2216 TO SR 1895 | |
| TOTAL FOR MAP NO. 28 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 29 | SR 1898 KARA COURT | FROM CUL-DE-SAC TO SR 2277 | |
| TOTAL FOR MAP NO. 29 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 30 | SR 1899 SIR MORRIS COURT | FROM SR 2500 TO DEAD END | |
| TOTAL FOR MAP NO. 30 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 31 | SR 2215 ESSEX DRIVE | FROM CUL-DE-SAC TO SR 1709 | |
| TOTAL FOR MAP NO. 31 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 32 | SR 2216 BIRMINGHAM DRIVE | FROM CUL-DE-SAC TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 32 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 33 | SR 2217 KNIGHT DRIVE | FROM SR 2216 TO SR 2219 | |
| TOTAL FOR MAP NO. 33 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 34 | SR 2218 SQUIRE DRIVE | FROM SR 2216 TO SR 1895 | |
| TOTAL FOR MAP NO. 34 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 35 | SR 2219 CASTLE WAY | FROM SR 2218 TO CAL-DE-SAC | |
| TOTAL FOR MAP NO. 35 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 36 | SR 2231 LADY DI DRIVE | FROM SR 2215 ESSEX TO SR 2216 | |
| TOTAL FOR MAP NO. 36 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 37 | SR 2235 OLD FIRE TOWER ROAD | FROM SR 1708 TO BELLS CHAPEL ROAD | |
| TOTAL FOR MAP NO. 37 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 38 | SR 2239 ROYAL DRIVE | FROM BEGIN MAINTENANCE TO THE END OF MAINTENANCE | |
| TOTAL FOR MAP NO. 38 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 39 | SR 2240 BERKSHIRE DRIVE | FROM SR 2239 TO END OF MAINTENANCE | |
| TOTAL FOR MAP NO. 39 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 40 | SR 2277 LEON DRIVE | FROM SR 1728 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 40 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 41 | SR 2427 BRITTANY ROAD | FROM SR 1878 TO SR 2277 | |
| TOTAL FOR MAP NO. 41 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 42 | SR 2428 DEBRA COURT | FROM SR 1880 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 42 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 43 | SR 2429 DOREEN COURT | FROM SR 1878 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 43 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 44 | SR 2430 SIR HUNTER DRIVE | FROM SR 1878 TO SR 1880 | |
| TOTAL FOR MAP NO. 44 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 45 | SR 2431 DONNA COURT | FROM SR 1878 TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 45 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 46 | SR 2500 SIR EUGENE COURT | FROM SR 1878 TO DEAD END | |
| TOTAL FOR MAP NO. 46 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 47 | SR 2251 BRYANT CIRCLE | FROM SR 1727 EASTERN PINES TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 47 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 48 | SR 2250 SALEM CIRCLE | FROM SR 1816 LEON DRIVE TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 48 | | | | | |
| 2023CPT.02.04.20741 | Pitt | 49 | SR 2254 LAKEVIEW DRIVE | FROM SR 1817 PINERIDGE DR. TO CUL-DE-SAC | |
| TOTAL FOR MAP NO. 49 | | | | | |
| TOTAL FOR PROJ NO. 2023CPT.02.04.20741 | | | | | |
| GRAND TOTAL | | | | | |

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION |
|---|--------|--------|-------------|--|
| 2022CPT.02.20.10741 | Pitt | 1 | NC 11 - NBL | FROM NC 102 - AYDEN TO US 264 ALT/GREENVILLE BLVD |
| TOTAL FOR MAP NO. 1 | | | | |
| 2022CPT.02.20.10741 | Pitt | 2 | NC 11 - SBL | FROM NC 102 - AYDEN TO US 264 ALT/GREENVILLE BLVD |
| TOTAL FOR MAP NO. 2 | | | | |
| TOTAL FOR PROJ NO. 2022CPT.02.20.10741 | | | | |
| GRAND TOTAL | | | | |

NCDOT TPD NEWS



NCDOT TPD Greenville MPO Newsletter

February 2023

Pitt County CTP Updates

The CTP is a long range, multi-model planning document that identifies transportation needs and develop long-term solutions for the next 25 to 30 years.

The committee recently reviewed the comments and the planning group is taking in to consideration all comments and feedback and working on the CTP report and maps.

You can stay up to date with the CTP by visiting <https://www.pittcountync.gov/> as well as the NCDOT website for presentations.

NCDOT Research and Innovation Summit: March 29-30, 2023 in Raleigh, NC -

Join NCDOT staff and other transportation industry professionals in March 2023 to explore the latest in research and innovative practices.

The Institute for Transportation Research and Education (ITRE) at NC State is proud to organize the fourth annual NCDOT Research and Innovation Summit.



Registration will open on January 23, 2023
<https://itre.ncsu.edu/ncdot-summit/>

2023 NC Transportation Summit -



<https://www.nctransportationsummit.com>

2023 NCAMPO Conference April 26-27, 2023
Greenville, NC.

Call for Projects for the NCAMPO Conference: https://docs.google.com/forms/d/e/1FAIpQLScO572A81ZXbwPMWEAZEQJ4-lkYmZr5msX7_Pj6ni4dzQf-Hw/formResponse

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

- NCDOT Mission Statement

Contact Us

Liamcy Hogan

NCDOT TPD
1 S. Wilmington Street
Raleigh, NC
(919) 707-0929
lhogan-rivera@ncdot.gov

Visit us on the web
www.ncdot.gov

| Upcoming | Date |
|--|-------------------|
| 2nd Quarter 5303 Claim (Oct 1, 2022 to Dec.31, 2022) due | January 30, 2023 |
| TPD provides MPO/RPO planning fund allocations for FY 24 | January 30, 2023 |
| Draft FY24 UPWP due | January 31, 2023 |
| 2nd Quarter invoice and work summary due | February 10, 2023 |

NCDOT Statewide Plans:

To learn more, click on the following links:

- [NC Moves 2050 Plan](#) (or go to ncdot.gov/ncmoves)
- [NCDOT Strategic Transportation Corridors](#) (or go to ncdot.gov and search: Strategic Transportation Corridors)
- [NCDOT Comprehensive State Rail Plan \(25-Year Vision\)](#) (or go to ncdot.gov and search: rail plan)
- [NC Statewide Multimodal Freight Plan \(2015-2040\)](#) (or go to ncdot.gov and search: public transportation plan)
- [Great Trails State Plan](#) (or go to ncdot.gov and search: Great Trails)
- [Connecting North Carolinians to Opportunities \(Public Transportation strategic Plan—2018\)](#) (or go to ncdot.gov and search: public transportation plan)
- [NCDOT Resilience Strategy Report \(2021\)](#) (or go to ncdot.gov and search: resilience strategy report)
- [Statewide Pedestrian & Bicycle Plan \(2013\)](#) (or go to ncdot.gov/biceped/walkbikenc)

Other Plans:

- [N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality](#) (or search: 2020-Climate-Risk-Assessment-and-Resilience-Plan.pdf)
- [NC FIRST Commission](#) (or go to ncdot.gov and search: First Commission)

Helpful Links:

Click on links below to learn more:

- NCDOT home page—ncdot.gov
- Real-Time Traffic—[DriveNC.gov | North Carolina Traffic & Travel Information](#)
- Report a pothole—[NCDOT Contact Us Form](#)
- NCDOT: State Transportation Improvement Program - ncdot.gov/sti
- Interactive Bicycle Routes Map—<https://www.ncdot.gov/bikeped/ncbikeways/default.aspx>—
- Links to all traffic count data information - [Traffic Survey Group \(ncdot.gov\)](#)
- Traffic Safety Data & Engineering—[NCDOT: Traffic Safety Data & Engineering](#)

REGISTRATION IS OPEN



Growing the Industry

The **2023 North Carolina MPO Conference** will be an excellent continuing and engineering professionals. The Conference features a comprehensive array of high-quality technical sessions, special speakers, and timely agency updates.

High-level Participation

More than 350 participants from MPOs, RPOs, NCDOT, the consultant community, transit agencies, and other organizations are expected to attend the conference. While transportation planners, engineers, and consultants make up the core participants, the conference also offers an opportunity for transit administrators, elected officials, land-use planners, public health professionals, students, and others to learn more about a variety of transportation related topics.

Networking with Professionals

The caliber of transportation professionals that attend this conference provide a prime opportunity for a company to market directly to decision makers, build relationships and showcase products/services.

Register Early

Space is limited and is available on a first come, first served basis.

[Click here to REGISTER](#)

CURRENT CONFERENCE FEES

Government / Association Employees

\$325.00

Changes to **\$375.00** after Tuesday, Feb. 28, 2023

[Refund policy](#)

Private Sector

\$425.00

Changes to **\$475.00** after Tuesday, Feb. 28, 2023

[Refund policy](#)

Student

\$100.00

Changes to **\$150.00** after Friday, Mar. 31, 2023

[Refund policy](#)