

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

Wednesday, March 13, 2024 at 1:30 p.m.
Conference Room 337, Greenville City Hall
200 West Fifth Street, Greenville, NC, 27858.

Actions to be taken in bold italics

1) Introductions, TCC Roll Call, and Determination of Quorum

2) TCC Approval of the Agenda; *approve*

3) TCC Approval of November 29th, 2023 Joint Governing Meeting Minutes; *approve* (pg.3-7)

4) Ethics Awareness & Conflict of Interest Reminder

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.

5) Public Comment Period

6) TCC Chair and Vice-Chair Elections for 2024 Year

Purpose: Per the GUAMPO bylaws, the TCC shall elect a Chair and Vice Chair during the first meeting of each calendar year. Voting members of the TCC are eligible to hold an elected office for a one-year term. Nominations may be taken from the floor.

Recommended steps/actions to elect Chair and Vice-Chair

- | | |
|--------------------------------------|--------------------------------------|
| 1. Open TCC Chair nominations | 1. Open TCC Vice-Chair nominations |
| 2. Close nominations | 2. Close nominations |
| 3. Members discussion | 3. Members discussion |
| 4. Close discussion and move to vote | 4. Close discussion and move to vote |

7) Regular Agenda

- a) 2024-2033 Transportation Improvement Program (TIP) Amendment #3– *approve*** (pg.8-21)
- b) FY24 Unified Planning Work Program (UPWP) Amendment #2– *approve*** (pg.22-25)
- c) Greenville Urban Area MPO Self-Certification for Fiscal Year 2025 – *approve*** (pg.26-30)
- d) FY25 Unified Planning Work Program (UPWP) Adoption – *approve*** (pg.31-65)
- e) Pitt County Comprehensive Transportation Plan (CTP) Presentation by Liam Hogan, NCDOT Transportation Planning Division & Adoption – *approve*** (pg.66-87)
- f) Prioritization 7.0 Schedule Updates and Local Input Point Methodology Adoption – *approve*** (pg.88-96)

8) Other Discussion Items

- a) Metropolitan Transportation Plan (MTP) update, presentation by Kimley-Horn – *discussion*** (pg.97-118)
- b) Updates/Announcements**
 - i. Division 2 - Len White (pg.119-124)
 - ii. MPO Staff Updates

9) Proposed Upcoming MPO 2024 Meeting Schedule (TBD at 1:30pm)*

- Technical Coordinating Committee (TCC) – June 26; August 14; October 16; December 11
- Transportation Advisory Committee (TAC) – March 27; July 10; August 28; October 30; December 11

10) 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.

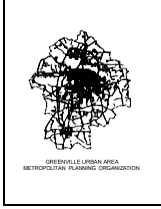
Any person who believes they have been mistreated by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the Greenville Urban Area MPO. Any such complaint must be in writing or in person to the City of Greenville, Public Works-- Engineering, MPO Title VI Coordinator, 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 3

Technical Coordinating Committee

Action Required

March 13, 2024

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Minutes from the November 29th, 2023 TCC Meeting

Purpose: To review and approve the minutes of the November 29th TCC meeting.

Discussion: The draft minutes from the November 29th TCC meeting are attached for review and approval.

Action Needed: Adopt the November 29th, 2023 meeting minutes.

Attachments: *Draft November 29th TCC meeting minutes*

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
JOINT GOVERNING COMMITTEE MINUTES
NOVEMBER 29, 2023**

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 Main Conference Room of the Public Works Department, as well as via Teams. Mayor Connelly, TAC Chairperson, called the meeting to order. The following attended the meeting:

Mayor P.J. Connelly, City of Greenville
Ken Graves, City of Greenville
Lisa Kirby, City of Greenville
Les Everett, City of Greenville
Rik DiCesare, City of Greenville
Elizabeth Stalls, City of Greenville
Anthony Bowers, Town of Winterville
Mayor Richard Zeck, Town of Simpson
Nola Roberts, Town of Ayden
Commissioner Melvin McLawhorn, Pitt County
Roham Lahiji, NCDOT

Mayor Ricky Hines, Town of Winterville
Merrie Jo Alcock, NCDOT
James Rhodes, Pitt County
Jonas Hill, Pitt County
Sam Singleton, Mid-East Commission
Michael Taylor, Pitt Area Transit
Stephen Penn, Town of Winterville
Liam Hogan-Rivera, NCDOT
Len White, NCDOT
William Bagnell, ECU

OTHERS PRESENT:

Eliud De Jesus, Greenville MPO
Jeffery Rashko, Greenville MPO
Rachel Manning, City of Greenville
Nicholas Morrison, NCDOT
Bill Marley, FHWA

I. TCC ROLL Call

The roll was called by Rachel Manning and a quorum was established.

II. APPROVAL OF TCC AGENDA

A motion was made by Anthony Bowers to approve the TCC agenda as presented. A second was made by Rik DiCesare and passed unanimously.

III. APPROVAL OF TCC MINUTES

A motion was made by James Rhodes to approve the September 13, 2023 TCC minutes as presented. A second was made by Anthony Bowers and passed unanimously.

IV. TAC ROLL CALL

The roll was called by Rachel Manning and a quorum was established.

V. APPROVAL OF TAC AGENDA

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

VI. ETHNICS AWARENESS & CONFLICT OF INTEREST REMINDER

Mayor Connelly read aloud the Ethics Awareness and Conflict of Interest reminder.

VII. APPROVAL OF TAC MINUTES

A motion was made by Mayor Hines to approve the September 9, 2023 TAC minutes as presented. A second was made by Commissioner McLawhorn and passed unanimously.

VIII. PUBLIC COMMENT PERIOD

There were no public comments.

IX. REGULAR AGENDA

A. 2024-2033 Metropolitan Transportation Improvement Program (MTIP) Amendment Resolution

Eliud De Jesus presented information on the Metropolitan Transportation Improvement Program, as well as amendments to add new projects. Within this MTIP amendment, there are 14 highway safety projects added, which deal with various statewide aspects of roadway safety. The projects address vulnerable roadway users, roadway signal retiming and operations, highway system data collection, among other things. 2 of these highway safety projects are local projects which were added through a modification by the Highway Safety Division. Additionally, there were projects added that deal with the management of various environmental aspects and infrastructural (bridge) projects on a statewide level.

There were some modifications made to STI funded projects. While some of these projects were modified to reflect cost increases, there were modifications made which delayed the construction of some projects. There also some changes of funding sources from state to federal funding.

A motion was made by Rik DiCesare, TCC member, to approve the amendments. A second was made by James Rhodes and passed unanimously.

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

B. Supporting NCDOT Statewide Safety Targets Resolution

Eliud De Jesus presented information on NCDOT Statewide Safety Targets Resolution. He stated 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.

NCDOT adopted associated safety performance measures in August 2024 for the 2025 calendar year. As such, the Greenville Urban Area MPO is required to adopt safety measures by the end of February 2025. 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.

A motion was made by William Bagnell, TCC member, to adopt Resolution 2023-12-GUAMPO supporting the 2024 State Safety Performance Measures as presented. A second was made by Rik DiCesare and passed unanimously.

A motion was made by Mayor Hines, TAC member, to adopt Resolution 2023-12-GUAMPO supporting the 2024 State Safety Performance Measures as presented. A second was made by Commissioner McLawhorn and passed unanimously.

C. STIP Modification Resolution, Transit Project Addition Resolution

Eliud De Jesus presented information on the STIP Modification Resolution. The amendment will add a new project that will be programmed by the City of Greenville.

The City of Greenville is looking to replace four Greenville Area Transit buses. The new buses will be purchased with federal and local funds. All federally funded projects must be included on the Statewide Transportation Improvement Program (STIP) or Transportation Improvement Program (TIP).

A motion was made by Michael Taylor, TCC member, to support the amendment as presented. A second was made by Rik DiCesare and passed unanimously.

A motion was made by Mayor Hines, TAC member, to support the amendment as presented. A second was made by Commissioner McLawhorn and passed unanimously.

X. OTHER DISCUSSION ITEMS

A. Updates/Announcements

- i. Division 2 - Len White
- ii. Transportation Planning Department – Liam Hogan-Rivera
- iii. MPO Staff Updates

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

- Technical Coordinating Committee (TCC) – March 13, 2024; June 26, 2024; August 14, 2024; October 16, 2024; December 11, 2024
- Technical Advisory Committee (TAC) – March 27, 2024; July 10, 2024; August 28, 2024; October 30, 2024; December 11, 2024

XII. ADJOURN MEETING

With nothing further to discuss, Lisa Kirby adjourned the meeting on behalf of TCC.

With nothing further to discuss, Mayor Connelly adjourned the meeting on behalf of TAC.

Respectfully submitted,

Rachel Manning, Secretary

Transportation Advisory Committee



Attachment 7a Technical Coordinating Committee

Action Required

March 13, 2024

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Amendments to the 2024-2033 Metropolitan Transportation Improvement Program (MTIP)

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

Discussion: There are a total of 26 amendments to the MTIP since the last meeting. There are 15 additions and 11 modifications made.

Within this MTIP, there are statewide additions for LIDAR data collection, resilience program reporting, management, and support, as well as training and development for various projects.

Additionally, there are some additions and modifications made to Division and Regional projects. The one addition was for various Division 2 programs to upgrade intersections to comply with the Americans with Disabilities Act (ADA). The modifications for project BO-2402 add additional funding from Transportation Alternatives funds to upgrade intersections to comply with ADA as well. It is worth noting that it was TALT5 funding that was added, which is for populations with less than 5k.

There were some modifications to a couple of STIP projects. Projects U-2817, U-5730, U-5785, and U-5870, have experienced delays to allow for project coordination, as well as to allow for additional time for right of way the acquisition, and utilities relocation.

The MTIP amendments break down is below. The description/type of project is highlighted in bold lettering, the STIP projects in Italics, and the modification or addition are bulleted.

Amendments

Statewide Projects:

Additions

LIDAR Data Collection

M-0563D – Statewide Category – Engineering - \$1,285,000

- Add preliminary engineering in FY 24 not previously programmed. This action adds the project to the federally approved STIP.

Resilience program reporting, management, and support.

M-0563E Addition – Statewide Category – Engineering - \$850,000

M-0563E Modification – Statewide Category – Engineering - \$2,550,000

- Add preliminary engineering in FY 24 not previously programmed.
- Modification to add preliminary engineering in FY 25 and FY 26 not previously programmed

Roadway Design - Open Roads Designer (ORD) Training and Development for Various Projects.

M-0552ADIV – Division Category – Engineering - \$600,000

M-0552AREG – Regional Category – Engineering - \$600,000

M-0552ASW – Statewide Category – Engineering - \$800,000

M-0552BDIV – Division Category – Engineering - \$600,000

M-0552BREG – Regional Category – Engineering - \$600,000

M-0552BSW – Statewide Category – Engineering - \$800,000

- Add preliminary engineering in FY 24 not previously programmed.

Training and Special Projects

M-0553BDIV – Division Category – Engineering - \$2,400,000

M-0553BREG – Regional Category – Engineering - \$2,400,000

M-0553BSW – Statewide Category – Engineering - \$3,200,000

- Add preliminary engineering in FY 24 not previously programmed.

Integrated Project Delivery

M-0553ADIV – Division Category – Engineering - \$1,200,000

M-0553AREG – Regional Category – Engineering - \$1,200,000

M-0553ASW – Statewide Category – Engineering - \$1,600,000

- Add preliminary engineering in FY 24 not previously programmed.

Modifications

Various, Vulnerable Road User Pedestrian / Bicycle Improvement program.

HS-2015DIV – Division Category – Construction - \$12,600,000

HS-2015REG – Regional Category – Construction - \$12,600,000

HS-2015SW – Statewide Category – Construction - \$16,800,000

- Add funding in FY 25 through FY 29 not previously programmed.

Statewide, Resilience Program reporting, Management and Support

M-0563E – Statewide Category – Engineering - \$2,550,000

- Add preliminary engineering in FY 25 and FY 26 not previously programmed

Regional and Division Projects:

Additions

Various, Division 2 program to upgrade intersections to comply with the Americans with Disabilities Act (ADA) using Transportation Alternatives (TA) funds.

R-5782 – Division Category – Construction - \$6,000,000

- Add funding in FY 24 not previously programmed.

Modifications

Various, Division 2 program to upgrade intersections to comply with the Americans with Disabilities Act (ADA) using transportation alternatives (TA) funds.

Modification BO-2402 – Division Project – Engineering, Right of Way, Utilities - \$6,000,000.

- Add preliminary engineering in FY 24 – FY 28 not previously programmed
- Add right-of-way and utilities in FY 24 - FY 28 not previously programmed.

Evans Street/ Old Tar Road (SR 1700), Worthington Road (SR 1711) in Winterville to US 264 Alternate (Greenville Boulevard) in Greenville. Widen to four lanes.

U-2817 – Division Project - \$104,300,000

- To allow additional time for planning and design, delay construction from FY 25 to FY 26.

Memorial Drive (US 13), 5th street (NC 43).

U-5730 – Regional Project - \$1,400,000

- To coordinate let with B-4786, delay construction from FY 25 to FY 26.

Firetower Road (SR 1708), West of East Arlington Boulevard to Fourteenth Street (SR 1704) in Greenville. Widen To Four Lanes.

U-5785 – Division Project - \$39,120,000

- To allow additional time for right-of-way acquisition and utility relocation, delay construction from FY 26 to FY 28.

Firetower Road (SR 1708), Fourteenth Street (SR 1704) to East 10th street (NC 33) in Greenville. Widen to Four Lanes.

U-5870 – Division Project - \$42,414,000

- To allow additional time for planning and design, delay construction from FY 26 to FY 28.

Action Needed: Recommend the TAC approve the amendments to the 2024-2033 Metropolitan Transportation Improvement Program (MTIP).

Attachments: *Greenville Urban Area Resolution 2024-01; MTIP amendment reference pages*

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

* M-0563D	- STATEWIDE PROJECT	LIDAR DATA COLLECTION.	ENGINEERING	FY 2024 - <u>\$1,285,000</u> (PROTCT)
STATEWIDE		<u>ADD PRELIMINARY ENGINEERING IN FY 24 NOT</u>		<u>\$1,285,000</u>
PROJ.CATEGORY		<u>PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE</u>		
STATEWIDE		<u>PROJECT TO THE FEDERALLY APPROVED STIP.</u>		
* M-0563E	- STATEWIDE PROJECT	RESILIENCE PROGRAM REPORTING, MANAGEMENT	ENGINEERING	FY 2024 - <u>\$850,000</u> (PROTCT)
STATEWIDE		AND SUPPORT		<u>\$850,000</u>
PROJ.CATEGORY		<u>ADD PRELIMINARY ENGINEERING IN FY 24 NOT</u>		
STATEWIDE		<u>PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE</u>		
		<u>PROJECT TO THE FEDERALLY APPROVED STIP.</u>		

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

* HS-2015DIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2024 - \$2,100,000 (VRU) FY 2025 - \$2,100,000 (VRU) FY 2026 - \$2,100,000 (VRU) FY 2027 - \$2,100,000 (VRU) FY 2028 - \$2,100,000 (VRU) FY 2029 - <u>\$2,100,000</u> (VRU) \$12,600,000
* HS-2015REG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2024 - \$2,100,000 (VRU) FY 2025 - \$2,100,000 (VRU) FY 2026 - \$2,100,000 (VRU) FY 2027 - \$2,100,000 (VRU) FY 2028 - \$2,100,000 (VRU) FY 2029 - <u>\$2,100,000</u> (VRU) \$12,600,000
* HS-2015SW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM. <u>ADD FUNDING IN FY 25 THROUGH FY 29 NOT PREVIOUSLY PROGRAMMED.</u>	CONSTRUCTION	FY 2024 - \$2,800,000 (VRU) FY 2025 - \$2,800,000 (VRU) FY 2026 - \$2,800,000 (VRU) FY 2027 - \$2,800,000 (VRU) FY 2028 - \$2,800,000 (VRU) FY 2029 - <u>\$2,800,000</u> (VRU) \$16,800,000

* INDICATES FEDERAL AMENDMENT

Thursday, December 7, 2023

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* R-5782	- NEW BERN METROPOLITAN PLANNING ORGANIZATION	VARIOUS, DIVISION 2 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	CONSTRUCTION	FY 2024 - \$20,000 (S)
BEAUFORT				FY 2024 - \$80,000 (TA)
CARTERET	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION			\$100,000
CRAVEN	- MID-EAST RURAL PLANNING ORGANIZATION	<u>ADD FUNDING IN FY 24 NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>		
GREENE	- EASTERN CAROLINA RURAL PLANNING ORGANIZATION			
JONES	- DOWN EAST RURAL PLANNING ORGANIZATION			
LENOIR				
PAMLICO				
PITT				
PROJ.CATEGORY				
DIVISION				

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

M-0552ADIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000
M-0552AREG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000
M-0552ASW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	ROADWAY DESIGN - OPEN ROADS DESIGNER (ORD) TRAINING AND DEVELOPMENT. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$400,000 (T) FY 2025 - <u>\$400,000</u> (T) \$800,000
M-0552BDIV STATEWIDE PROJ.CATEGORY DIVISION	- STATEWIDE PROJECT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000
M-0552BREG STATEWIDE PROJ.CATEGORY REGIONAL	- STATEWIDE PROJECT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$300,000 (T) FY 2025 - <u>\$300,000</u> (T) \$600,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

M-0552BSW STATEWIDE PROJ.CATEGORY STATEWIDE	- STATEWIDE PROJECT	ROADWAY DESIGN - TRAINING AND DEVELOPMENT FOR MISCELLANEOUS PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$400,000 (T) FY 2025 - <u>\$400,000</u> (T) \$800,000
M-0553ADIV STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	INTEGRATED PROJECT DELIVERY. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$600,000 (T) FY 2025 - <u>\$600,000</u> (T) \$1,200,000
M-0553AREG STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	INTEGRATED PROJECT DELIVERY. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$600,000 (T) FY 2025 - <u>\$600,000</u> (T) \$1,200,000
M-0553ASW STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	INTEGRATED PROJECT DELIVERY. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$800,000 (T) FY 2025 - <u>\$800,000</u> (T) \$1,600,000
M-0553BDIV STATEWIDE PROJ.CATEGORY EXEMPT	- STATEWIDE PROJECT	TRAINING AND SPECIAL PROJECTS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED. THIS ACTION ADDS THE PROJECT TO THE FEDERALLY APPROVED STIP.</u>	ENGINEERING	FY 2024 - \$1,200,000 (T) FY 2025 - <u>\$1,200,000</u> (T) \$2,400,000

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP ADDITIONS

M-0553BREG	- STATEWIDE PROJECT	TRAINING AND SPECIAL PROJECTS.	ENGINEERING	FY 2024 -	\$1,200,000	(T)
STATEWIDE		<u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY</u>		FY 2025 -	<u>\$1,200,000</u>	(T)
PROJ.CATEGORY		<u>PROGRAMMED. THIS ACTION ADDS THE PROJECT TO</u>				
EXEMPT		<u>THE FEDERALLY APPROVED STIP.</u>			\$2,400,000	
M-0553BSW	- STATEWIDE PROJECT	TRAINING AND SPECIAL PROJECTS.	ENGINEERING	FY 2024 -	\$1,600,000	(T)
STATEWIDE		<u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY</u>		FY 2025 -	<u>\$1,600,000</u>	(T)
PROJ.CATEGORY		<u>PROGRAMMED. THIS ACTION ADDS THE PROJECT TO</u>				
EXEMPT		<u>THE FEDERALLY APPROVED STIP.</u>			\$3,200,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

<p>* BO-2402 BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT PROJ.CATEGORY DIVISION</p>	<p>- NEW BERN METROPOLITAN PLANNING ORGANIZATION - GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - DOWN EAST RURAL PLANNING ORGANIZATION</p>	<p>VARIOUS, DIVISION 2 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS. <u>ADD PRELIMINARY ENGINEERING NOT PREVIOUSLY PROGRAMMED.</u></p>	<p>ENGINEERING</p>	<p>FY 2024 - \$80,000 (TA) FY 2024 - \$20,000 (HF(M)) FY 2025 - \$80,000 (TA) FY 2025 - \$20,000 (HF(M)) FY 2026 - \$80,000 (TA) FY 2026 - \$20,000 (HF(M)) FY 2027 - \$80,000 (TA) FY 2027 - \$20,000 (HF(M)) FY 2028 - \$80,000 (TA) FY 2028 - \$20,000 (HF(M))</p>	<p>CONSTRUCTION</p>	<p>FY 2024 - \$800,000 (TA) FY 2024 - \$200,000 (HF(M)) FY 2025 - \$800,000 (TA) FY 2025 - \$200,000 (HF(M)) FY 2026 - \$800,000 (TA) FY 2026 - \$200,000 (HF(M)) FY 2027 - \$800,000 (TA) FY 2027 - \$200,000 (HF(M)) FY 2028 - \$800,000 (TA) FY 2028 - \$200,000 (HF(M)) <u>\$5,500,000</u></p>
<p>U-2817 PITT PROJ.CATEGORY DIVISION</p>	<p>- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION</p>	<p>SR 1700 (EVANS STREET/ OLD TAR ROAD), SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264 ALTERNATE (GREENVILLE BOULEVARD) IN GREENVILLE. WIDEN TO FOUR LANES. <u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 25 TO FY 26.</u></p>	<p>CONSTRUCTION</p>	<p>FY 2026 - \$5,149,000 (BG50200) FY 2027 - \$32,005,000 (BG50200) FY 2028 - \$27,990,000 (BG50200) FY 2029 - \$22,498,000 (BG50200) FY 2030 - \$16,658,000 (BG50200) <u>\$104,300,000</u></p>		

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-5730	- GREENVILLE URBAN AREA	US 13 (MEMORIAL DRIVE), NC 43 (5TH STREET).	CONSTRUCTION	FY 2026 -	\$462,000	(T)
PITT	METROPOLITAN PLANNING ORGANIZATION	UPGRADE INTERSECTION.		FY 2027 -	\$938,000	(T)
PROJ.CATEGORY		<u>TO COORDINATE LET WITH B-4786, DELAY</u>				
REGIONAL		<u>CONSTRUCTION FROM FY 25 TO FY 26.</u>			\$1,400,000	
U-5785	- GREENVILLE URBAN AREA	SR 1708 (FIRETOWER ROAD), WEST OF EAST	RIGHT-OF-WAY	FY 2024 -	\$176,000	(T)
PITT	METROPOLITAN PLANNING ORGANIZATION	NARLINGTON BOULEVARD TO SR 1704 (FOURTEENTH		FY 2025 -	\$5,865,000	(T)
PROJ.CATEGORY		STREET) IN GREENVILLE. WIDEN TO FOUR LANES.		FY 2026 -	\$8,055,000	(T)
DIVISION		<u>TO ALLOW ADDITIONAL TIME FOR RIGHT-OF-WAY</u>		FY 2027 -	\$1,762,000	(T)
		<u>ACQUISITION AND UTILITY RELOCATION, DELAY</u>		FY 2028 -	\$1,762,000	(T)
		<u>CONSTRUCTION FROM FY 26 TO FY 28.</u>	UTILITIES	FY 2024 -	\$500,000	(T)
				FY 2025 -	\$500,000	(T)
			CONSTRUCTION	FY 2028 -	\$205,000	(T)
				FY 2029 -	\$8,450,000	(T)
				FY 2030 -	\$7,652,000	(T)
				FY 2031 -	\$4,193,000	(T)
					\$39,120,000	
U-5870	- GREENVILLE URBAN AREA	SR 1708 (FIRETOWER ROAD), SR 1704 (FOURTEENTH	RIGHT-OF-WAY	FY 2024 -	\$126,000	(T)
PITT	METROPOLITAN PLANNING ORGANIZATION	STREET) TO NC 33 (EAST 10TH STREET) IN		FY 2025 -	\$4,199,000	(T)
PROJ.CATEGORY		GREENVILLE. WIDEN TO FOUR LANES.		FY 2026 -	\$5,767,000	(T)
DIVISION		<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u>		FY 2027 -	\$1,262,000	(T)
		<u>DESIGN, DELAY CONSTRUCTION FROM FY 26 TO FY</u>		FY 2028 -	\$1,262,000	(T)
		<u>28.</u>	UTILITIES	FY 2024 -	\$800,000	(T)
				FY 2025 -	\$800,000	(T)
			CONSTRUCTION	FY 2028 -	\$282,000	(T)
				FY 2029 -	\$10,445,000	(T)
				FY 2030 -	\$9,880,000	(T)
				FY 2031 -	\$6,480,000	(T)
				FY 2032 -	\$1,111,000	(T)
					\$42,414,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

STATEWIDE PROJECT

STIP MODIFICATIONS

* M-0563E	- STATEWIDE PROJECT	STATEWIDE, RESILIENCE PROGRAM REPORTING,	ENGINEERING	FY 2024 -	\$850,000	(PROTCT)
STATEWIDE		MANAGEMENT AND SUPPORT		FY 2025 -	\$850,000	(PROTCT)
PROJ.CATEGORY		<u>ADD PRELIMINARY ENGINEERING IN FY 25 AND FY 26</u>		FY 2026 -	\$850,000	(PROTCT)
STATEWIDE		<u>NOT PREVIOUSLY PROGRAMMED.</u>			\$2,550,000	

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2024-2033 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

* BO-2402	- NEW BERN METROPOLITAN PLANNING ORGANIZATION	VARIOUS, DIVISION 2 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	ENGINEERING	FY 2024 -	\$100,000	(TALT5)
BEAUFORT				FY 2025 -	\$100,000	(TA)
CARTERET	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION			FY 2026 -	\$100,000	(TA)
CRAVEN				FY 2027 -	\$100,000	(TA)
GREENE	- MID-EAST RURAL PLANNING ORGANIZATION	<u>ADD RIGHT-OF-WAY AND UTILITIES IN FY 24 - FY 28</u>		FY 2028 -	\$100,000	(TA)
JONES		<u>NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY	FY 2024 -	\$50,000	(TALT5)
LENOIR	- EASTERN CAROLINA RURAL PLANNING ORGANIZATION			FY 2025 -	\$50,000	(TA)
PAMLICO				FY 2026 -	\$50,000	(TA)
PITT	- DOWN EAST RURAL PLANNING ORGANIZATION			FY 2027 -	\$50,000	(TA)
PROJ.CATEGORY				FY 2028 -	\$50,000	(TA)
DIVISION			UTILITIES	FY 2024 -	\$50,000	(TALT5)
				FY 2025 -	\$50,000	(TA)
				FY 2026 -	\$50,000	(TA)
				FY 2027 -	\$50,000	(TA)
				FY 2028 -	\$50,000	(TA)
			CONSTRUCTION	FY 2024 -	\$1,000,000	(TALT5)
				FY 2025 -	\$1,000,000	(TA)
				FY 2026 -	\$1,000,000	(TA)
				FY 2027 -	\$1,000,000	(TA)
				FY 2028 -	\$1,000,000	(TA)
					\$6,000,000	

* INDICATES FEDERAL AMENDMENT

**RESOLUTION NO. 2024-1-GUAMPO
REQUESTING THE AMENDMENT OF THE STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM FOR FY 2024-2033**

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 2024-2033 Statewide Transportation Improvement Program and found the need to request an amendment;

WHEREAS, the following amendment to the FY 2024-2033 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 2024 - 2033 Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization.

Today, March 27, 2024,

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 7b Technical Coordinating Committee

Action Required

March 13, 2024

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Amendment #2 of the Greenville Urban Area MPO's Fiscal Year 2024
Unified Planning Work Program (UPWP)

Purpose: To recommend TAC amend the Greenville Urban Area Metropolitan Planning Organization's FY 2023-2024 Unified Planning Work Program (UPWP) to re-allocate existing funds to re-allocate existing programmed funds to on-going tasks.

Discussion: The Greenville Urban Area MPO Transportation Advisory Committee (TAC) approved the Fiscal Year (FY) 2024 UPWP on March 8, 2023. The UPWP represents the MPO's planned activities and associated expenditures for the specified fiscal year. The UPWP is developed yearly by staff to outline federal expenditures and to maintain the MPO's compliance with state and federal regulations.

Staff is proposing to amend the current UPWP in order to reallocate existing funds to Regional Planning to continue work with stakeholders, NCDOT, etc. to develop system plans, MTP/CTP updates, among other similar tasks. Staff is also proposing to reallocate funding to Management Operations and Program Support Administration to continue 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, local officials, and stakeholders, in addition to meeting reporting requirements, staying up to date with state and federal transportation issues, as well as innovate public involvement ahead of the MTP public meetings.

Action Needed: Recommend TAC to adopt the Resolution 2024-02-GUAMPO adopting Amendment #2 of the FY 2024 PWP.

Attachments: *Proposed UPWP Expenditure Breakdown of the PL104 Funds; Resolution 2024-02*

**Greenville Urban Area MPO
Task and Project Funding FY 2024 Amendment 2**

Changes: Reduced
Increased

			Current MPO Planning and Admin - PL104			Amendment #2			
FTA CODE	TASK CODE	TASK DESCRIPTION	Local 20%	Federal 80%	TOTAL 100%	Local 20%	Federal 80%	TOTAL 100%	Change
	II-A	Data and Planning Support	\$ 3,600	\$ 14,400	\$ 18,000	\$1,740	\$6,960	\$8,700	\$ (9,300)
	II-B	Planning Process	\$ 44,300	\$ 177,200	\$ 221,500	\$42,710	\$170,840	\$213,550	\$ (7,950)
	III-A	Planning Work Program	\$ 1,535	\$ 6,140	\$ 7,675	\$1,445	\$5,780	\$ 7,225	\$ (450)
	III-B	Transp. Improvement Plan	\$ 6,000	\$ 24,000	\$ 30,000	\$5,340	\$21,360	\$ 26,700	\$ (3,300)
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 1,640	\$ 6,560	\$ 8,200	\$1,640	\$6,560	\$ 8,200	\$ -
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 3,000	\$ 12,000	\$ 15,000	\$3,000	\$12,000	\$ 15,000	\$ -
44.27.00	III-E	Management Ops, Program Suppt Admin	\$ 9,000	\$ 36,000	\$ 45,000	\$13,200	\$52,800	\$ 66,000	\$ 21,000
		TOTALS	\$ 69,075	\$ 276,300	\$ 345,375	\$ 69,075	\$ 276,300	\$ 345,375	\$ -

**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	\$ 1,740	\$ 6,960	\$ 8,700		\$0	\$0	\$0	\$0	\$ 1,740	\$0	\$ 6,960	\$ 8,700
44.24.00	II-A-1	Networks and Support Systems	\$ 720	\$ 2,880	\$ 3,600		\$0	\$0	\$0	\$0	\$ 720	\$0	\$ 2,880	\$ 3,600
44.23.01	II-A-2	Travelers and Behavior	\$ 280	\$ 1,120	\$ 1,400		\$0	\$0	\$0	\$0	\$ 280	\$0	\$ 1,120	\$ 1,400
44.23.02	II-A-3	Transportation Modeling	\$ 740	\$ 2,960	\$ 3,700		\$0	\$0	\$0	\$0	\$ 740	\$0	\$ 2,960	\$ 3,700
	II-B	Planning Process	\$ 42,710	\$ 170,840	\$ 213,550	\$8,400	\$1,308	\$1,308	\$10,464	\$13,080	\$ 44,018	\$1,308	\$ 189,704	\$ 235,030
44.23.02	II-B-1	Targeted Planning	\$ 2,160	\$ 8,640	\$ 10,800		\$0	\$0	\$0	\$0	\$ 2,160	\$0	\$ 8,640	\$ 10,800
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 39,270	\$ 157,080	\$ 196,350		\$1,308	\$1,308	\$10,464	\$13,080	\$ 40,578	\$1,308	\$ 167,544	\$ 209,430
		Safe & Acc Transp. Options	\$ -	\$ -		\$ 8,400							\$ 8,400	\$ 8,400
44.27.00	II-B-3	Special Studies	\$ 1,280	\$ 5,120	\$ 6,400		\$0	\$0	\$0	\$0	\$ 1,280	\$0	\$ 5,120	\$ 6,400
	III-A	Planning Work Program	\$ 1,445	\$ 5,780	\$ 7,225		\$0	\$0	\$0	\$0	\$ 1,445	\$0	\$ 5,780	\$ 7,225
44.21.00	III-A-1	Planning Work Program	\$ 510	\$ 2,040	\$ 2,550		\$0	\$0	\$0	\$0	\$ 510	\$0	\$ 2,040	\$ 2,550
44.24.00	III-A-2	Metrics and Performance Measures	\$ 935	\$ 3,740	\$ 4,675		\$0	\$0	\$0	\$0	\$ 935	\$0	\$ 3,740	\$ 4,675
	III-B	Transp. Improvement Plan	\$ 5,340	\$ 21,360	\$ 26,700		\$1,000	\$1,000	\$8,000	\$10,000	\$ 6,340	\$1,000	\$ 29,360	\$ 36,700
44.25.00	III-B-1	Prioritization	\$ 4,000	\$ 16,000	\$ 20,000		\$0	\$0	\$0	\$0	\$ 4,000	\$0	\$ 16,000	\$ 20,000
44.25.00	III-B-2	Metropolitan TIP	\$ 560	\$ 2,240	\$ 2,800		\$1,000	\$1,000	\$8,000	\$10,000	\$ 1,560	\$1,000	\$ 10,240	\$ 12,800
44.25.00	III-B-3	Merger/Project Development	\$ 780	\$ 3,120	\$ 3,900		\$0	\$0	\$0	\$0	\$ 780	\$0	\$ 3,120	\$ 3,900
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 1,640	\$ 6,560	\$ 8,200		\$700	\$700	\$5,600	\$7,000	\$ 2,340	\$700	\$ 12,160	\$ 15,200
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	\$ 1,000	\$ 4,000	\$ 5,000		\$0.0	\$0.0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000
44.27.00	III-C-7	Private Sector Participation	\$ -	\$ -	\$ -		\$0.0	\$0.0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$ 13,200	\$ 52,800	\$ 66,000		\$3,000	\$3,000	\$24,000	\$30,000	\$ 16,200	\$3,000	\$ 76,800	\$ 96,000
		TOTALS	\$ 69,075	\$276,300	\$ 345,375	\$ 8,400	\$6,008	\$6,008	\$48,064	\$60,080	\$75,083	\$6,008	\$332,764	\$413,855

**RESOLUTION NO. 2024-02-GUAMPO
APPROVING AMENDMENT #2 TO THE GREENVILLE URBAN AREA MPO'S
FISCAL YEAR (FY) 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)**

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

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

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

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

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

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

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for FY 2024 (2023-2024); and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area previously adopted the FY 2024 UPWP March 8th, 2023; and

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

1. *Re-Allocation of Federal PL Funds Programmed within the Current UPWP.*

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area MPO hereby approves and endorses the Amendment #1 to the Unified Planning Work Program (UPWP) for FY 2024 (2023-2024).

Today, March 27th, 2024.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 7c Technical Coordinating Committee

Action Required

March 13, 2024

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Self-Certification of the Greenville Urban Area MPO's Transportation Planning Process for Fiscal Year 2025

Purpose: To recommend TAC 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 2025 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 (2025). 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: Recommend the TAC adopt Resolution 2024-03-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 2024-03-GUAMPO*

GREENVILLE URBAN AREA
Metropolitan Planning Organization (MPO)
2024-2025 Self-Certification Process + Checklist

CFR 450.336

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

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

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

The MPO’s responses are in **bold**.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)] **Yes**
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (i)] **Yes. The policy board for the Greenville Urban Area is comprised of the Mayors of Greenville, Winterville, and Simpson, a Commissioner from 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 10 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 2024-2033 MTIP was adopted by the local TAC on September 13, 2023. The current STIP was adopted by the Board of Transportation on June, 2023.**
 - 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 2024-2023 MTIP was adopted by the local TAC on September 13, 2023. The current STIP was adopted by the Board of Transportation on June, 2023.**
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? (23 CFR 450.324(h))
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. 2024-03-GUAMPO
CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION’S TRANSPORTATION PLANNING PROCESS FOR FY 2025**

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), Public Law 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 (Public Law 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 2025 is being carried out in accordance with applicable requirements including those in the checklist in attachment 1 to this resolution.

Today, March 27, 2024.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 7d

Technical Coordinating Committee

Action Required

March 13, 2024

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Adoption of the Fiscal Year (2024-2025) Unified Planning Work Program (UPWP)

Purpose: To recommend TAC adopt the presented draft of the Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Fiscal Year 2025 (2024-2025) 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 originally presented to the Governing Committees of the MPO at their joint meeting on November 29, 2023, is for the PL-funded planning activities in FY 2025 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:

- Pavement Condition Study

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 NCDOT, 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.

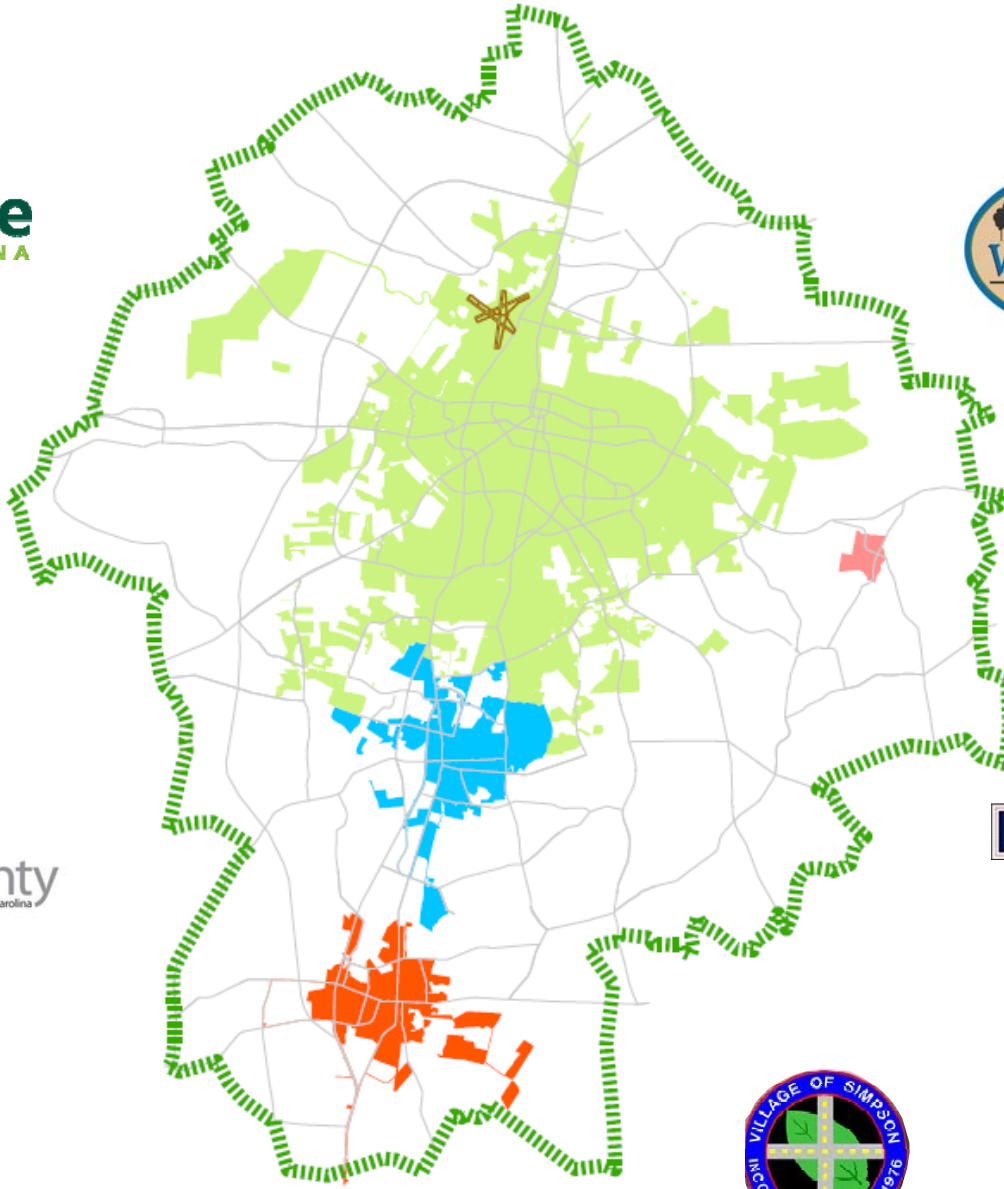
Further, under BIL § 11206(d), the Secretary determined that the interests of the Federal aid highway program would be best served by eliminating the non-Federal share for the activity carried out under this section.

These set-aside funds will have a separate WBS number and therefore any expenditure 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: Recommend the TAC to adopt the Fiscal Year 2025 UPWP.

Attachments: *FY 2025 UPWP and Resolution 2024-04-GUAMPO*

THE GREENVILLE URBAN AREA MPO FISCAL YEAR (FY) 2025 DRAFT UNIFIED PLANNING WORK PROGRAM (UPWP)



Greenville Urban Area Metropolitan Planning Organization

Adopted:

Table of Contents

Section	Page
Table of Contents	1
Introduction	2-3
Federal Requirements	3-6
Map of MPO Planning Area	7
Committee Membership	8
Common Acronyms	9-10
Explanation of Funding Sources in the UPWP	11
UPWP Fiscal Programming Summary	12
General Task Description and Narratives	13-24
GUAMPO Task and Project Funding	25
Transit Task Narrative	26
Anticipated DBE Contracting Opportunities	28
GUAMPO 5-Year Planning Activity Plan	29
GUAMPO Resolution 2024-03-GUAMPO	32
GUAMPO Resolution 2024-04-GUAMPO	33

Greenville Urban Area 2024-2025 PWP Narrative

UPWP Overview

Greenville Urban Area Metropolitan Planning Organization Planning Work Program (PWP) for July 1, 2024- June 30, 2025 (FY 2025)

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 2024-2025 (from July 1, 2024 through June 30, 2025). 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 2024-2025.

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 2024-2025.

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 2023-2050 Metropolitan Transportation Plan (MTP) which currently and in the future, serves as the MPO’s federally mandated multi-modal long range transportation plan.

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

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

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

Public Participation and Title VI

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

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

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

Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program

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

The Metropolitan Transportation Plan (MTP) includes the following:

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

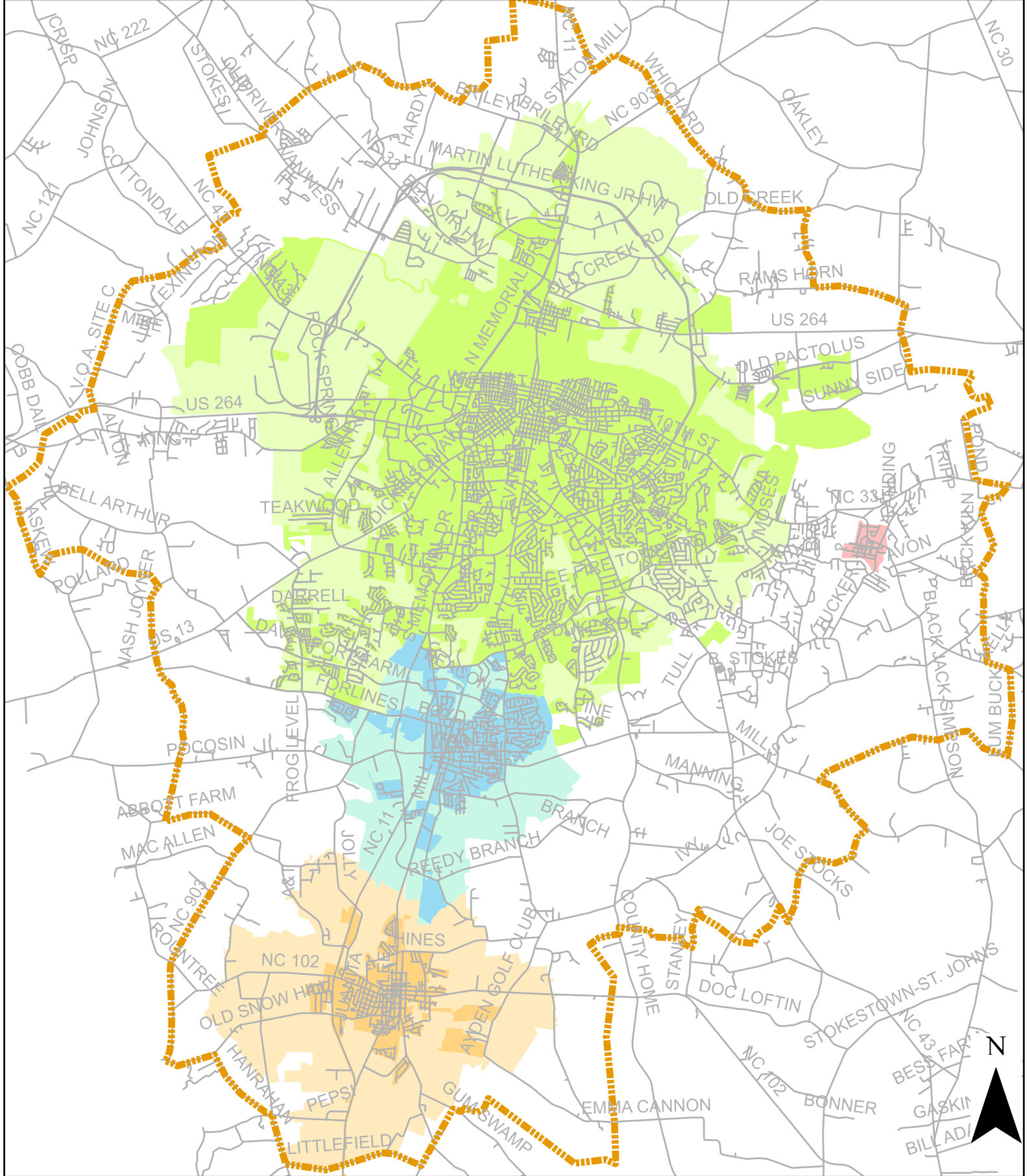
- A financial plan that demonstrates how the adopted transportation plan can be implemented;
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
- Capital investment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

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

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

Air Quality Conformity Process

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



Legend

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

Greenville Urban Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEMBERS

CHAIR
P.J. Connelly, Mayor
City of Greenville

Benji Holloman
Commissioner Pitt County
ALTERNATE: Mark Smith

Cindy Goff
Commissioner
Town of Ayden

Ricky Hines Mayor
Town of Winterville
ALTERNATE: Johnny Moye

VICE CHAIR
Richard Zeck,
Mayor Village of Simpson

Merrie Jo Alcock
Board of Transportation
NCDOT ALTERNATE: Hugh
Overholt

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

TECHNICAL COORDINATING COMMITTEE MEMBERS

CHAIR
Lisa Kirby
City Engineer
City of Greenville

Les Everett
Chief Planner City
of Greenville

Elizabeth Stalls
Transit Manager
City of Greenville

Kevin Mulligan
Director of Public Works
City of Greenville

Richard DiCesare
City Traffic Engineer
City of Greenville

Michael Cowin
City Manager
City of Greenville

Jonas Hill
Planning Director
Pitt County

Ben Rogers
Planner
Pitt County

VICE CHAIR
Anthony Bower
Asst. Town Manager
Town of Winterville

Terri Parker
Town Manager
Town of Winterville

Planning Director
Town of Winterville

Scott Howard
Town Manager
Town of Ayden

Stephen Smith
Community & Economic Planner
Town of Ayden

Richard Zeck
Mayor
Village of Simpson

Jeremy Stroud
Division Engineer
Division 2, NCDOT

Michael Taylor
Assistant County Manager
Pitt County

Liam Hogan-Rivera
Greenville MPO Coordinator
Transportation Planning Branch
NCDOT

Jim Evans
Division Traffic Engineer
Division 2, NCDOT

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

Planning Team
Federal Highway
Administration

(non-voting) Integrated Mobility
Division NCDOT

(non-voting) Sam Singleton
Mid-East RPO

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
P7.0	Prioritization 7.0

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

Page Left Intentionally Blank

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 2024-2025 (Total funds programmed in PWP, including Transit funds)				
Funding Source	Federal Funding	State Funding	*Local Match	Total
Planning Funds (PL 104)	\$ 237,400		\$ 58,400	\$ 295,800
State Planning and Research Funding (SPR) (TPD)				
Section 5303	\$ 53,433	\$ 6,680	\$ 6,680	\$ 66,793
Total	\$ 290,833	\$ 6,680	\$ 65,080	\$ 362,593

* Local match requirement removed from the Y410 set aside.

Program Summary for MPO Planning and Administration (PL Funds)		
Task	PL Funds	Percentage of Total PL Funds
II-A Data and Planning Support	\$ 15,000	5%
II-B Planning Process	\$ 142,000	48%
Safe & Acc Transp. Options set aside	\$ 3,800	1%
III-A Planning Work Program	\$ 10,000	3%
III-B Transp. Improvement Plan	\$ 23,000	8%
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 12,000	4%
III-D Statewide and Extra-Regional Planning	\$ 20,000	7%
III-E Management Ops, Program Support Admin	\$ 70,000	24%
TOTAL PL Funds	\$ 295,800	100%

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.**
-
- Safe Streets for All (SS4A) grant management and study.
 - 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.

- **Pavement Condition Analysis (\$110,000 Total -- \$22,000 Local; \$88,000 Federal)**
Conduct a study on pavement conditions and asset data collection within the municipalities of the MPO. The condition assessment is intended to provide in-depth data on the corridor and link pavement condition necessary for local municipalities to properly plan resurfacing and capital projects and update our last condition assessment performed in 2020. The MPO will undergo a competitive RFP/RFQ process necessary to update our data but also produce any new and innovative data sets available regarding pavement conditions. The MPO will provide the data produced to NCDOT in direct support of a federally mandated performance measure (PM2 – Pavement and Bridge Condition). Companies will utilize the most up to date processes and technology to study, analyze and compile pavement ratings, based on State, local and contractor jointly developed criteria, for all municipal maintained streets. This will amplify the NCDOT pavement analysis that is completed bi-annually and create a full-scale data set for the area within the MPO’s boundaries. This data is critical to local infrastructure planning and how local municipalities will allocate State and Federal funding.

III-B-3B Special Studies Pass-Through

Special Studies pass-through for FY2025 is expected to only include the on-going studies are expected to continue from the 2024 PWP, including the Pavement Condition Analysis.

III-A Unified Planning Work Program

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

III-A-1 Planning Work Program

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

III-A-2 Metrics and Performance Management

- Update the UPWP, MTP, etc. to address MAP-21 Performance Measure tracking and reporting.

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

III-B Transportation Improvement Program

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

III-B-1 Prioritization

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

III-B-2 Metropolitan TIP

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

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

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

III-C-1 Title VI Compliance

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

III-C-2 Environmental Justice

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

III-C-3 Minority Business Enterprise Planning

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

III-C-4 Planning for the Elderly

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

III-C-5 Safety and Drug Control Planning

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

III-C-6 Public Involvement

- Develop outreach efforts for effectively communicating with the community about transportation planning and projects including all MTP/CTP/TIP-related outreach.

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

III-C-7 Private Sector Participation

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

III-D Statewide and Extra-Regional Planning

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

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

III-E. Management and Operations

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

III-E Management Operations and Program Support Administration

- Provide direct support to the MPO Governing Board and Technical Coordinating Committee (TCC), including agenda preparation and circulation, preparation of minutes, and scheduling, notification, venue setup and breakdown, and facilitation of meetings.
- Procure supplies related to transportation planning activities.
- Support staff training and development.
- Cover direct costs associated with MPO administration.
- Maintain adequate files and records for the MPO.
- Tracking the status of transportation projects, status reports to the TCC, TAC, and interested persons.
- Staying up to date with transportation issues (RPOs, air quality, census, environmental justice, ‘smart growth’, etc.). Finding, researching, and disseminating relevant transportation information for local officials, public, and MPO members.
- Staying up to date on transportation-related bills and regulations.
- Presentations at local association meetings, regular briefings of legislators and local officials.
- Consistent public/media information. Examples include press releases, web page updates etc.
- Innovative and successful public involvement (two-way communication).
- Activities, responsibilities and objectives related to Grant writing for potential planning and construction based transportation Grants (i.e. BUILD, INFRA, etc...).
- Preparing press releases, web page updates, etc.
- Presentations at local association meetings, regular briefings of legislators and local officials.
- This task provides for the Lead Planning Agency to perform necessary activities in order to continue a cooperative, comprehensive, and continuing transportation planning

process for the urbanized area. Funds will allow for performance of required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

Page Left Intentionally Blank

**Greenville Urban Area Metropolitan Planning Organization
Task and Project Funding FY 2025**

			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	\$ 3,000	\$ 12,000	\$ 15,000		\$0	\$0	\$0	\$0	\$ 3,000	\$0	\$ 12,000	\$ 15,000
44.24.00	II-A-1	Networks and Support Systems	\$ 800	\$ 3,200	\$ 4,000		\$0	\$0	\$0	\$0	\$ 800	\$0	\$ 3,200	\$ 4,000
44.23.01	II-A-2	Travelers and Behavior	\$ 800	\$ 3,200	\$ 4,000		\$0	\$0	\$0	\$0	\$ 800	\$0	\$ 3,200	\$ 4,000
44.23.02	II-A-3	Transportation Modeling	\$ 1,400	\$ 5,600	\$ 7,000		\$0	\$0	\$0	\$0	\$ 1,400	\$0	\$ 5,600	\$ 7,000
	II-B	Planning Process	\$ 28,400	\$ 113,600	\$ 142,000	\$ 3,800	\$2,338	\$2,338	\$18,702	\$23,378	\$ 30,738	\$2,338	\$ 136,102	\$ 169,178
44.23.02	II-B-1	Targeted Planning	\$ 4,400	\$ 17,600	\$22,000		\$0	\$0	\$0	\$0	\$ 4,400	\$0	\$ 17,600	\$ 22,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 1,600	\$ 6,400	\$8,000		\$0	\$0	\$0	\$0	\$ 1,600	\$0	\$ 6,400	\$ 8,000
		Safe & Acc Transp. Options	\$ -	\$ -		\$3,800				\$0			\$3,800	\$ 3,800
44.27.00	II-B-3	Special Studies	\$ 22,400	\$ 89,600	\$112,000		\$2,338	\$2,338	\$18,702	\$23,378	\$ 24,738	\$2,338	\$ 108,302	\$ 135,378
	II-B-3.1	Pavement Condition Study	\$ 22,000	\$ 88,000	\$110,000						\$ 22,000	\$0	\$ 88,000	\$ 110,000
	II-B-3.2	Special Studies Pass Through	\$ 400	\$ 1,600	\$2,000									
	III-A	Planning Work Program	\$ 2,000	\$ 8,000	\$ 10,000		\$0	\$0	\$0	\$0	\$ 2,000	\$0	\$ 8,000	\$ 10,000
44.21.00	III-A-1	Planning Work Program	\$ 1,000	\$ 4,000	\$ 5,000		\$0	\$0	\$0	\$0	\$ 1,000	\$0	\$ 4,000	\$ 5,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,000	\$ 4,000	\$ 5,000		\$0	\$0	\$0	\$0	\$ 1,000	\$0	\$ 4,000	\$ 5,000
	III-B	Transp. Improvement Plan	\$ 4,600	\$ 18,400	\$ 23,000		\$668	\$668	\$5,343	\$6,679	\$ 5,268	\$668	\$ 23,743	\$ 29,679
44.25.00	III-B-1	Prioritization	\$ 2,600	\$ 10,400	\$ 13,000		\$0	\$0	\$0		\$ 2,600	\$0	\$ 10,400	\$ 13,000
44.25.00	III-B-2	Metropolitan TIP	\$ 1,000	\$ 4,000	\$ 5,000		\$668	\$668	\$5,343	\$6,679	\$ 1,668	\$668	\$ 9,343	\$ 11,679
44.25.00	III-B-3	Merger/Project Development	\$ 1,000	\$ 4,000	\$ 5,000		\$0	\$0	\$0	\$0	\$ 1,000	\$0	\$ 4,000	\$ 5,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 2,400	\$ 9,600	\$ 12,000		\$668	\$668	\$5,343	\$6,679	\$ 3,068	\$668	\$ 14,943	\$ 18,679
44.27.00	III-C-1	Title VI Compliance	\$ 200	\$ 800	\$ 1,000		\$0.0	\$0.0	\$0	\$0	\$ 200	\$0	\$ 800	\$ 1,000
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	\$ 600	\$ 2,400	\$ 3,000		\$668	\$668	\$5,343	\$6,679	\$1,268	\$668	\$7,743	\$9,679
44.27.00	III-C-6	Public Involvement	\$ 1,200	\$ 4,800	\$ 6,000		\$0.0	\$0.0	\$0	\$0	\$1,200	\$0	\$4,800	\$6,000
44.27.00	III-C-7	Private Sector Participation	\$ 400	\$ 1,600	\$ 2,000		\$0.0	\$0.0	\$0	\$0	\$400	\$0	\$1,600	\$2,000
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 4,000	\$ 16,000	\$ 20,000		\$0.0	\$0.0	\$0	\$0	\$ 4,000	\$0	\$ 16,000	\$ 20,000
44.21.00	III-E	Management Ops, Program Suppt Admin	\$ 14,000	\$ 56,000	\$ 70,000		\$3,006	\$3,006	\$24,045	\$30,057	\$ 17,006	\$3,006	\$ 80,045	\$ 100,057
		TOTALS	\$ 58,400	\$ 233,600	\$ 292,000	\$ 3,800	\$6,680	\$6,680	\$53,433	\$66,793	\$65,080	\$6,680	\$290,833	\$362,593
		Special Studies Funded with PL in the FY 24 PWP												
		2050 Metropolitan Transportation Plan	\$ 34,274	\$ 137,098	\$ 171,372									
		TOTALS	\$ 34,274	\$ 137,098	\$ 171,372									

Greenville Urban Area MPO
FY 2024-2025 Planning Work Program
Transit Task Narrative

1-	MPO	Greenville Urban Area MPO				
2-	FTA Code	442100	442400	442500	442700	
3-	Task Code	III-E	II-B-3	III-B-2	III-C-5	Total
4-	Title of Planning Task	Program Support/Admin	Short Range Transportation Planning	Transportation Improvement Program	Other Activities - 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 public knowledge and transit system accessibility in a new hybrid transit system.	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.	Bus stop improvement and marketing plans for the hybrid transit (on-demand and fixed route) system for the the launch of a microtransit pilot.	Define a list of transit needs associated with route/service 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)	6/30/2025	6/30/2025	6/30/2025	6/30/2025	
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	Implementation of transit system recommendations and improvements from the GREAT Integrated Mobility and Enhancement Plan.	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	\$24,000	\$0	\$8,000	\$5,600	
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%	\$3,006	\$2,338	\$668	\$668	\$6,679
17-	Section 5303 NCDOT 10%	\$3,006	\$2,338	\$668	\$668	\$6,679
18-	Section 5303 FTA 80%	\$24,045	\$18,702	\$5,343	\$5,343	\$53,434
	<i>Subtotal</i>	\$30,057	\$23,378	\$6,679	\$6,679	\$66,793
19-	Section 5307 Transit - Local 10%					
20-	Section 5307 Transit - NCDOT 10%					
21-	Section 5307 Transit - FTA 80%					
	<i>Subtotal</i>					
22-	Additional Funds - Local 100%					
	Grand total	\$30,057	\$23,378	\$6,679	\$6,679	\$66,793



March 27, 2024

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

Dear Mr. Fuqua:

The Greenville Urban Area Unified Planning Work Program (UPWP) for FY2025 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 \$66,793.00.

The local match in the amount of \$6,680.00 will be provided by the City of Greenville. The City of Greenville is the designated grant recipient for Section 5303 grant funds.

Sincerely,

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

#1190240

Anticipated DBE Contracting Opportunities for FY 24-25

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
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
2029	Yes	Development of FY 2030 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 2055. Continue to work with TPD, members, FHWA and general public to produce document.	Monitor and update as required	Required	Begin P9.0*	Adopt 2027-2036 MTIP	As Needed

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

**RESOLUTION NO. 2024-04-GUAMPO
ADOPTING THE FISCAL YEAR 2025 (2024-2025) 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) 2025; 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 2025 (2024-2025);

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 FY2025 (2024-2025) for the Greenville Urban Area Metropolitan Planning Organization.

Today, March 27, 2024.

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 March 2024.

_____, Notary Public

My commission Expires: _____



Attachment 7e

Technical Coordinating Committee

Action Required

March 13, 2024

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Presentation of Pitt County Comprehensive Transportation Plan 2.0 (CTP 2.0) and Adoption of the Visual Core within MPO Jurisdiction

Purpose: To inform TCC of Comprehensive Transport Plan 2.0 and to recommend to the TAC to adopt the visual core section of the Comprehensive Transportation Plan.

Discussion: In 2020, Pitt County, its municipalities, the Mid-East Rural Planning Organization, the Transportation Planning Division of the NCDOT, and the Greenville Urban Area Metropolitan Planning Organization began the development of the Comprehensive Transportation Plan (CTP). The CTP includes identifies transportation system needs, as well as possible solutions, to support anticipated growth and development through 2045. On August 10th, 2022 is when NCDOT last presented the CTP update for the TCC.

The CTP 2.0 adopted the vision statement of:

“Pitt County seeks to provide a safe, accessible, resilient, efficient, multi-modal transportation system that promotes economic vitality, and protects the environment.”

While the previous CTP’s only contained maps for future projects, the new CTP 2.0 employs both a visual core and a technical core. The visual core contains maps, project names, descriptions, while the technical core acts as an appendix which contains project cut sheets that contain information like streetscape cross sections, volume data for projects. The technical core also contains public involvement comments, inventory tables, and auxiliary information such as definitions, acronyms, and References. [Click here](#) to view the visual core.

Currently, NCDOT is in the process of developing the technical core. The CTP’s steering committee had reviewed and approved of the contents of the visual core, and have agreed that the visual core section of the plan be released for local adoptions, with the adoption of the technical core to come later in the year. Each entity is only required to adopt the recommendations within their jurisdiction.

Action Needed: Recommend the TAC to adopt the visual core elements of Comprehensive Transportation Plan within the MPO’s jurisdiction.

Attachments: *Pitt County Comprehensive Transportation Plan 2.0 Visual Core Presentation; Resolution 2024-05-GUAMPO*



NORTH CAROLINA
Department of Transportation

2045 Pitt County Comprehensive Transportation Plan (CTP)

Liamcy Hogan-Rivera, PE
Transportation Planning Division
March 2024

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

Goal: Adopt the CTP
(No pressure to adopt today)

What's a CTP?

Long-range needs-based plan



➤ **Consensus on a future transportation system**

➤ **Multimodal**

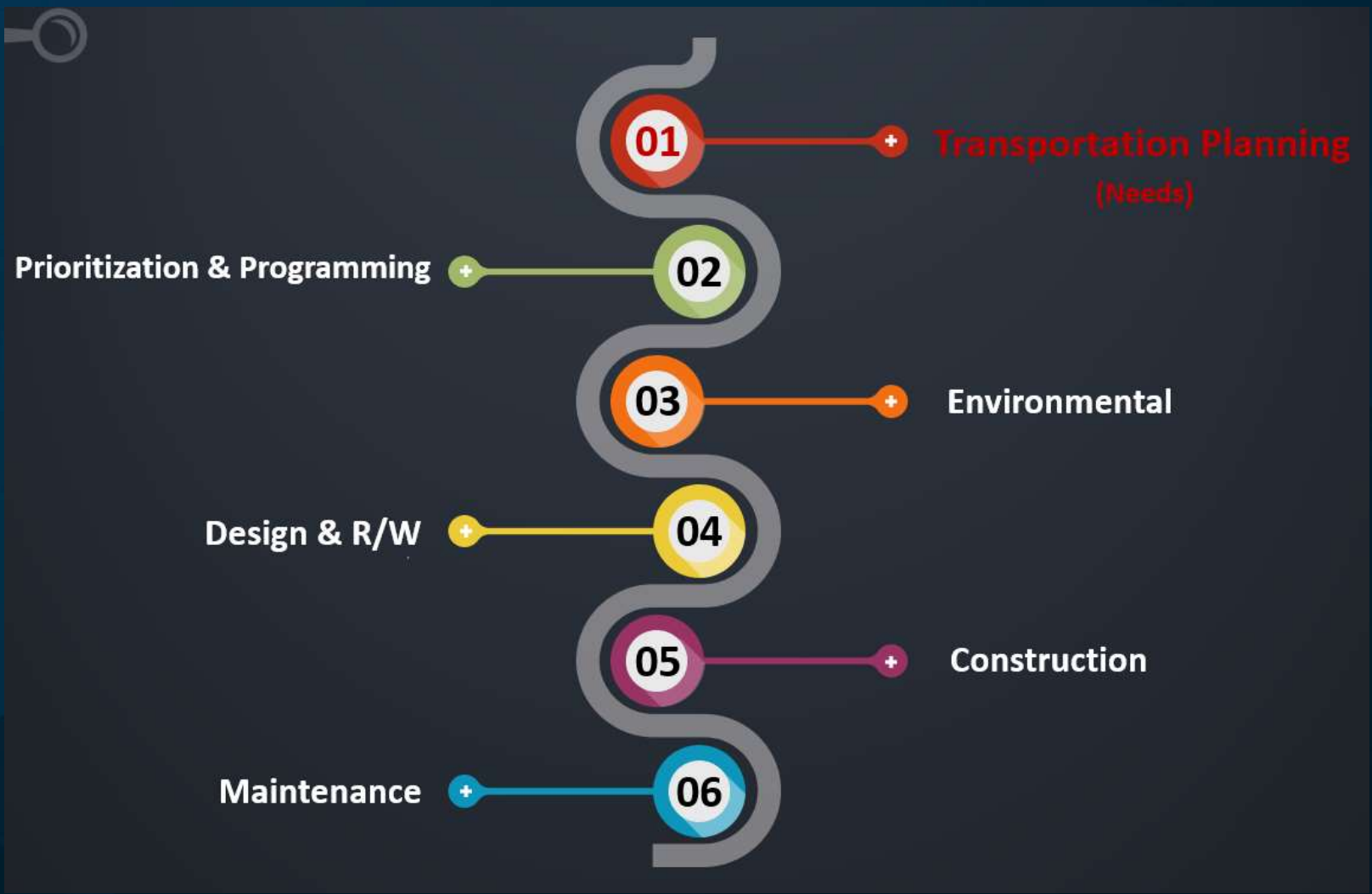
➤ **Highway** 

➤ **Bicycle / Pedestrian**  

➤ **Public Transportation / Rail**  

First step in project development





Why?

✓ CTPs required by NC General Statute § 136-66.2

Each **municipality**, not located within a metropolitan planning organization (MPO)...with the cooperation of the Department of Transportation, **shall** develop a **comprehensive transportation plan that will serve present and anticipated travel demand** in and around the municipality.

...

Each **MPO**, with cooperation of the Department of Transportation, **shall** develop a comprehensive transportation plan in accordance with 23 U.S.C. § 134. In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. § 134.

...

Each **county**, with the cooperation of the Department of Transportation, **may** develop a comprehensive transportation plan utilizing the procedures specified for municipalities... This plan may be adopted by both the governing body of the county and the Department of Transportation. For portions of a county located within an MPO, the development of a comprehensive transportation plan shall take place through the metropolitan planning organization.

Benefits

- Identifies **solutions to transportation deficiencies**
- Supports community-adopted vision and goals by **integrating land use with transportation**
- Allows communities to consider **all modes** of travel
- Facilitates accountability to the public through the formal **public involvement** process
- **Considers environmental** resources of potential project proposals
- **Provides information** for projects if they are funded/developed
- Helps **guide MPOs and RPOs** in project prioritization

Cost

- Free (sort of)



Terry Arellano, PE, CPM, NCDOT Corridor Development Unit Manager

Tom Barnett, AICP, former Greenville Director of Planning and Development Services

Gloristine Brown, NC House Representative-District 8 (former Bethel mayor)

Jeff Cabaniss, PE, NCDOT Division 2 Engineer

Chad Carwein, Greenville Bike & Ped Commission/Sierra Club, East Carolina University (ECU) Sustainability Manager

Misty Chase, Pitt Area Transit (PATS) Director

Cam Coburn, former PATS Director

Eliud De Jesus, GUAMPO Transportation Planner

Tina Dixon, Grimesland Public Works Director

Susan Ellsworth, Simpson Finance Officer/Clerk

Aaron Errickson, Pitt County Schools Executive Director of Facilities and Operations

Les Everett, Greenville Director of Planning and Development Services

Phil Geary, PE, NCDOT TPD Engineer

Randy Gentry, Pitt County Emergency Management Director

Chantae Gooby, Greenville Chief Planner

Diane Hampton, former NCDOT Division 2 Corridor Development Engineer (CDE)

Steven Hardy-Braz, LCI, At-large Bike & Ped, Accessible and Safer Cycling Advocate (Note: voted against CTP)

Pat Harris, MERPO Planning, Economic Development & Community Service Director

Jonas Hill, Pitt County Assistant Planning Director

David Hodgkins, Farmville Town Manager

Liam Hogan, NCDOT TPD Engineer

Bill Hopper, A.A.E., Pitt-Greenville Airport Authority Executive Director

Saman Jeffers, EI, former NCDOT TPD Engineer

John Johnson, Greenville Area Transit (GREAT)

Bryan Jones, former Winterville Planning Director

Amanda Killian, EI, NCDOT TPD Engineer

Lisa Kirby, PE, Greenville Engineering Director

Roham Lahiji, NCDOT Division 2 CDE

Lee Latham, former Grimesland Public Works Director

Steering Committee



Ginger Little, Falkland Mayor

Ryan Mayers, former GREAT Manager

Ronald Norville, Falkland Commissioner

Dennis Nwandu, MPA, former MERPO Director

Justin Oakes, MPA, CZO, Farmville Planning Director

Stephen Penn, AICP, Winterville Planning & Economic Development Director

Jeffery Rashko, GUAMPO Planner I

James Rhodes, AICP, Pitt County Planning Director

Kevin Richards, former MERPO Planning, Economic Development, and Community Service Director

Nola Roberts, Ayden Town Planner

Ben Rogers, CZO, Pitt County Planner II

Sam Singleton, MERPO Director

Stephen Smith, CFM, Ayden Assistant Manager

Liz Stalls, GREAT Transit Manager

Scott Walston, PE, CPM, NCDOT Transportation Planning Division Eastern Piedmont Group Supervisor

Mark Warren, former Grifton Town Manager

Ellen Watson, Eastern Carolina Injury Prevention Program at ECU Health Medical Center, Injury Prevention Coordinator

Len White, NCDOT Division 2 Planning Engineer

Gerald Whitley, former Grimesland Alderman

Ben Williams, former Winterville Assistant Town Manager

Steven Williams, Fountain Commissioner



WHAT WE HEARD



Highways

"We need to consider traffic when approving new residential developments. Farmland is continuously being turned into residential, but no improvements are made on the surrounding roads."



Rail

"We need an Amtrak station. Amtrak would connect us to Charlotte, Raleigh, and all of the major cities north and south of North Carolina."



Pedestrian

"Sidewalks should be added along both sides of Fire Tower Road."



Bicycle

"In heavily populated areas, there should be a place for bicycling. The faster moving traffic is a serious threat for slow moving vehicles."



Public Transit

"Wilson's on-demand transit system seems to be working out really well. It seems like a good model for Greenville."

215 Total Recommendations. Just a few...

N.C. 2 Bike Route (Mountains to Sea) improvements

East Coast Greenway improvements



Greenville East Bypass

Construct four-lane bypass east of Greenville.



Upgrade to freeway standards north of Greenville.



Upgrade to freeway standards south of Greenville.

CTP Products

Deliverables

PITT COUNTY

COMPREHENSIVE TRANSPORTATION PLAN



MARCH 2024

VISION

The CTP vision, goals, and objectives are developed based on input of the public involvement process and help identify how residents in an area would like to develop the transportation system.

"Pitt County seeks to provide a safe, accessible, resilient, efficient, multi-modal transportation system that promotes economic vitality, and protects the environment."
- Vision statement from the Pitt CTP Steering Committee

The Vision Statement guided the development of the CTP by establishing priorities, when identifying needs and evaluating CTP recommendations.

Pitt County Jurisdiction Area from the City of Greenville

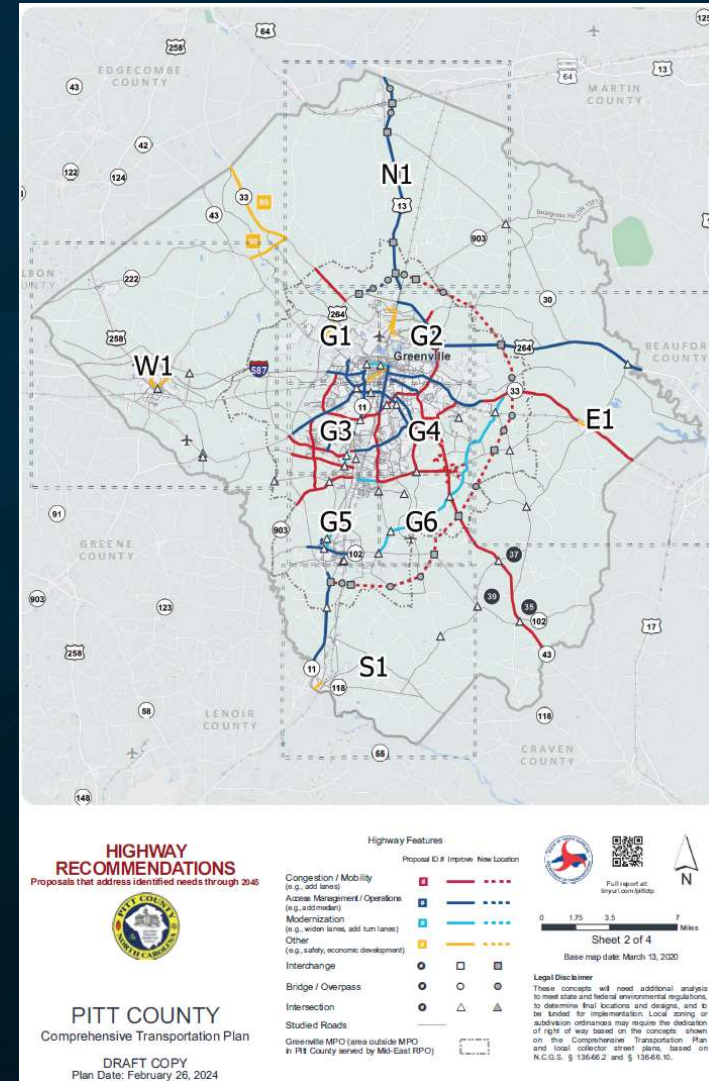
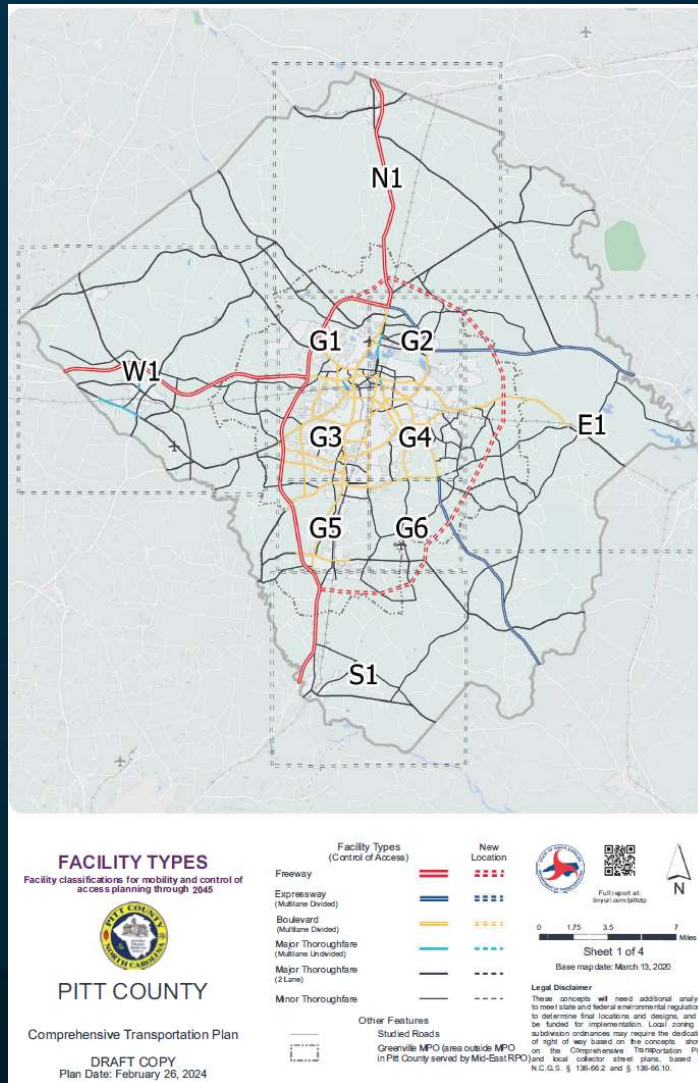
MARCH 2024

➔ TABLE OF CONTENTS 7

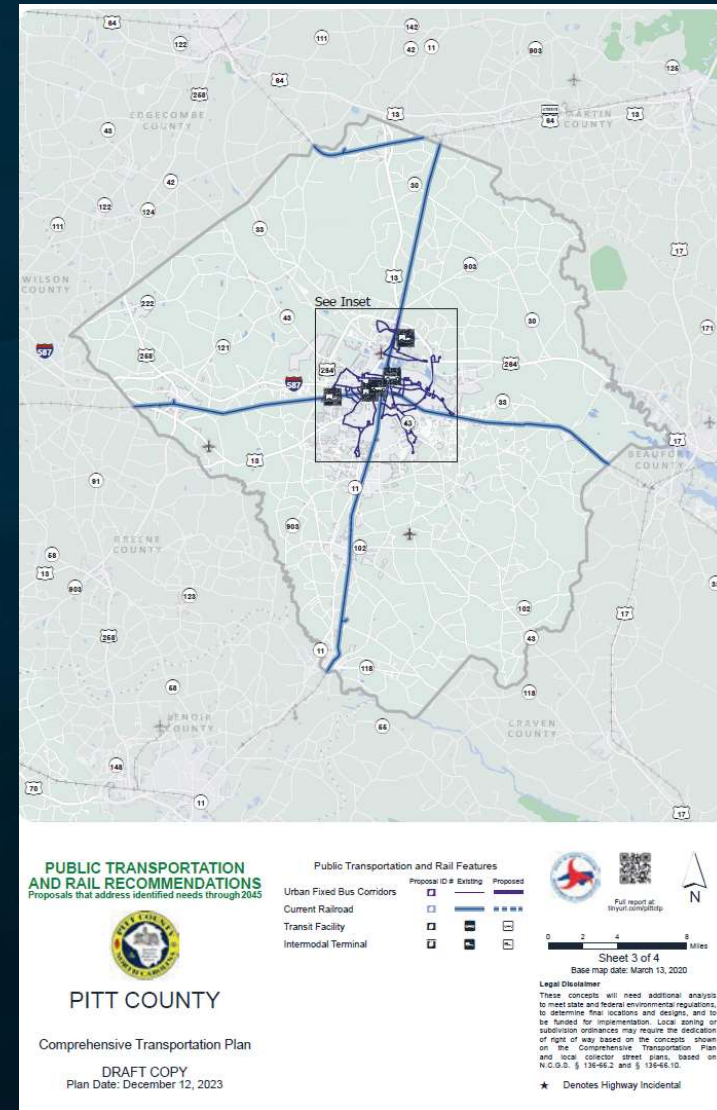
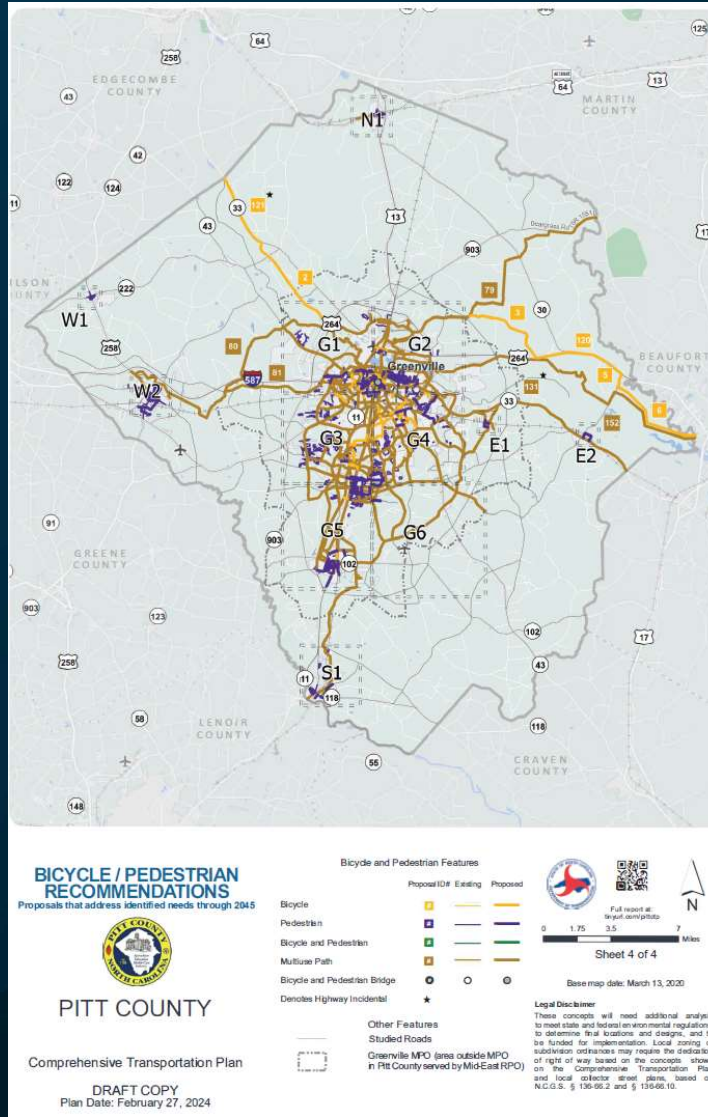


Visual Core at: tinyurl.com/PittCTP





Recommendations Maps



Recommendations Maps










Pitt County Highway Recommendations

- 1** **US 13:**
From Edgecombe County to US 264 | 14.14 miles
 Upgrade to a 4-lane freeway, per NCDOT Express Design H150861.
- 2** **US 13/NC 11:** 
From Stantonsburg Road (SR 1200) to US 264 ALT | 2.59 miles
 Add medians and protected left turn lanes at Farmville Boulevard, Moye Boulevard, Dickinson Avenue, Arlington Boulevard, and US 264 ALT, per GUAMPO's 2045 MTP. Add sidepaths for bicycle and pedestrian use.
- 3** **US 13:** 
From NC 11 to Davenport Farm Road (SR 1128) | 4.63 miles
 Widen to a consistent 4-lane divided facility with access management improvements, per GUAMPO's 2045 MTP. Add sidepaths for pedestrian and bicycle use.
- 4** **US 258 BUS:** 
From US 264 to NC 121 | 1.89 miles
 Improve the intersections along the corridor. Add multi-use paths for pedestrian and bicycle use. Construct sidewalk as necessary to close gaps in Farmville.
- 5** **US 264:**
From NC 43 to Old River Road (SR 1401) | 1.71 miles
 Upgrade facility. Options could include elevating the roadway.
- 6** **US 264:** 
From US 13 to Beaufort County Line | 14.34 miles
 Upgrade to limited control-of-access expressway with service roads. Upgrade facility for resiliency to flooding where necessary. Options could include elevating the roadway. Add sidepaths for bicycle and pedestrian use as part of NC Bike Route 2.

Highway Class: ■ Congestion ■ Access Management ■ Modernization ■ Other (Safety, etc.) ● Bridge/Intersection



Pitt County Bicycle and Pedestrian Recommendations

- 1** **Lee Street (SR 1149) [Ayden Inset]:** 
From Jackson Street to Hines Drive Extension (SR 1122) | 0.94 miles
 Add separated bicycle lanes.
- 2** **Old River Road (SR 1401):** 
From NC 33 to US 264 | 5.83 miles
 Add separated bicycle lanes.
- 3** **Old Creek Road (SR 1529):** 
From Mason School Road (SR 1541) to US 264 | 4.69 miles
 Add separated bicycle lanes.
- 4** **Airport Road (SR 1530):** 
From North Greene Street (SR 1531) to US 13 | 0.41 miles
 Add separated bicycle lanes.
- 5** **North Grimesland Bridge Road (SR 1565):** 
From Clarks Neck Rd (SR 1567) to US 264 | 0.73 miles
 Add separated bicycle lanes.
- 6** **Clarks Neck Road (SR 1567):** 
From County Boundary to Marva Drive (SR 2256) | 5.15 miles
 Add separated bicycle lanes.
- 7** **West 5th Street (SR 1571) [Greenville Inset]:** 
From US 13 to Cadillac Street | 0.19 miles
 Add separated bicycle lanes.

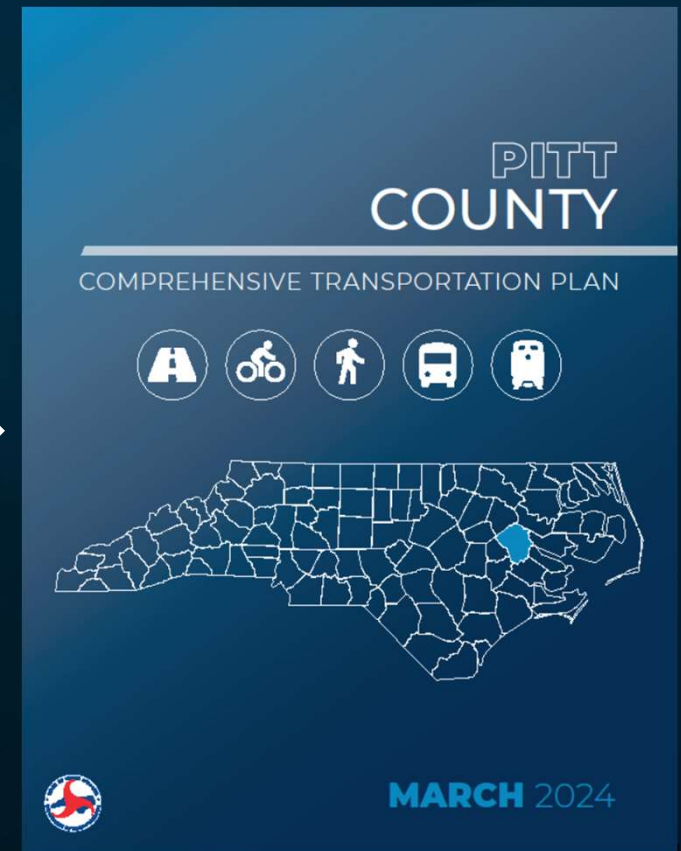
Bike/Ped Class: ■ Bicycle ■ Pedestrian ■ Bike and Ped ■ Multiuse Path ● Bike/Ped Bridge
 ★ Denotes Highway Incidental



Recommendations Lists

**For reference:
See separate handout**

Or double-click here →





ADOPT:

- BETHEL ➤ 4/2
- FALKLAND ➤ 4/2
- FARMVILLE ➤ 4/1
- FOUNTAIN ➤ 4/9
- GRIFTON ➤ 4/9
- GRIMESLAND ➤ 4/9
- GUAMPO ➤ 3/27
- PITT COUNTY ➤ 3/18
- NCDOT ➤ Last

ENDORSE:

- MID-EAST RPO ➤ 3/14

Resolution Example



[Insert Adopting/Endorsing Body]

*Resolution
Adopting a Comprehensive Transportation Plan
For Pitt County, North Carolina*

WHEREAS, Pitt County and its municipalities, the Mid-East Rural Planning Organization, the Greenville Urban Area Metropolitan Planning Organization, and the North Carolina Department of Transportation have actively worked since September 2020 to develop a comprehensive transportation plan for Pitt County; and

WHEREAS, Pitt County and its municipalities, the Greenville Urban Area Metropolitan Planning Organization, and the Department of Transportation are directed by North Carolina General Statute 136-66.2 to reach agreement on a transportation system that will serve present and anticipated travel demand; and

WHEREAS, it is recognized that the proper movement of traffic within and through Pitt County is a highly desirable element of the comprehensive plan for the orderly growth and development of the area; and

WHEREAS, after full study of the plan, the [Insert adopting/endorsing body] agrees it to be in the best interest of [Insert adopting/endorsing body] to adopt the portion of the Pitt County Comprehensive Transportation Plan that is within their planning jurisdiction; and endorse the balance of the plan, pursuant to General Statute [136-66.2](#);

NOW THEREFORE, BE IT RESOLVED: that the Pitt County Comprehensive Transportation Plan dated March 2024, be approved and adopted as a guide in the development of the transportation system in [Insert adopting/endorsing body] and the same is hereby recommended to the North Carolina Department of Transportation for its subsequent adoption.

ADOPTED, this the ____ day of _____, 2024.

I, _____, [Clerk] of [Insert adopting/endorsing body], North Carolina, hereby certify that the foregoing is a true and correct copy of a resolution adopted in an adjourned meeting of [Insert adopting/endorsing body]. WITNESS my hand and the official seal of [Insert body] this the ____ day of _____, _____.

[Name], [Mayor/Chair]

(Seal)

[Name], [Clerk]

**Potential Action:
Adopting the 2045 Pitt County CTP**

Thank you!

Phil Geary, PE
pageary@ncdot.gov
919-707-0930

Liamcy Hogan-Rivera, PE
lhogan-rivera@ncdot.gov
(919) 707-0929



**RESOLUTION NO. 2024-05-GUAMPO
ADOPTING THE PITT COUNTY COMPREHENSIVE TRANSPORTATION PLAN**

WHEREAS, Pitt County and its municipalities, the Mid-East Rural Planning Organization, the Greenville Urban Area Metropolitan Planning Organization, and the North Carolina Department of Transportation have actively worked since September 2020 to develop a comprehensive transportation plan for Pitt County; and

WHEREAS, Pitt County and its municipalities, the Greenville Urban Area Metropolitan Planning Organization, and the Department of Transportation are directed by North Carolina General Statute 136-66.2 to reach agreement on a transportation system that will serve present and anticipated travel demand; and

WHEREAS, it is recognized that the proper movement of traffic within and through Pitt County is a highly desirable element of the comprehensive plan for the orderly growth and development of the area; and

WHEREAS, after full study of the plan, the Greenville Urban Area MPO agrees it to be in the best interest of the Metropolitan Planning Organization to adopt the portion of the Pitt County Comprehensive Transportation Plan that is within their planning jurisdiction; and endorse the balance of the plan, pursuant to General Statute 136-66.2;

NOW THEREFORE, BE IT RESOLVED: that the Pitt County Comprehensive Transportation Plan dated March 2024, be approved and adopted as a guide in the development of the transportation system in the Greenville Urban Area MPO, and the same is hereby recommended to the North Carolina Department of Transportation for its subsequent adoption.

This 27th day of March 2024.

Secretary

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO



Attachment 7f

Technical Coordinating Committee

Action Required

March 13, 2024

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: GUAMPO Prioritization 7.0 Schedule Updates and Local Input Point (LIP) Methodology Adoption

Purpose: To inform the TCC of the Prioritization 7.0 schedule as well as to recommend to the TAC Adoption of the MPO's local input methodology for P7.0 prioritization process cycle.

Discussion: As we progress through the Prioritization 7.0 cycle, there have been some updates to the scheduling. Initially, staff were informed that P7.0 was slightly delayed due to technology issues related to the submission of projects. As the issue had been resolved, the SPOT office had developed a plan to get the STIP approval process back closer to the original schedule.

SPOT provided 3 options for schedules. The office accepted comments up to March 8th, before making a final decision on which schedule they will adhere to moving forward. While this schedule change will affect point assignment windows, the MPO is still required to adopt a local input point methodology for the upcoming prioritization 7.0 point assignment window. When assigning points to candidate projects submitted for NCDOT's funding consideration, the MPO uses a NCDOT-approved process for assigning local input points based on a combination of quantitative and qualitative data in accordance with the Strategic Transportation Investment State Law (Session Law 2013-183/House Bill 817).

MPO Staff has decided to go with the similar Local Input Point methodology that was used during the Prioritization 6.0 Cycle, with some minor modifications. These modifications provide clarification and update titles and dates. The modifications are highlighted in yellow.

For Prioritization 7.0, we were awarded:

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

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

Action Needed: To recommend the TAC Adopt of the MPO's local input methodology for P7.0

Attachments: *Greenville MPO Local Methodology for P7.0; Resolution 2024-06-GUAMPO*

Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Local Input Methodology for the Prioritization Process

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

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

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

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

The subsequent local input methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process of determining project prioritization. For P7.0, the process must include the use of at least two (2) different criteria with, at a minimum, one (1) of those required to be qualitative. The output of this process will generate a point assignment per project.

Transportation projects are divided into highway, bicycle-pedestrian, rail, aviation, ferry and public transit projects, and sorted based on eligible Strategic Transportation Investment categories. Each mode has a series of measurable criteria and weighting in each criteria category. Additional information on the STI Initiative can be found online at [here](#).

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

Regional projects scored using Division Points

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

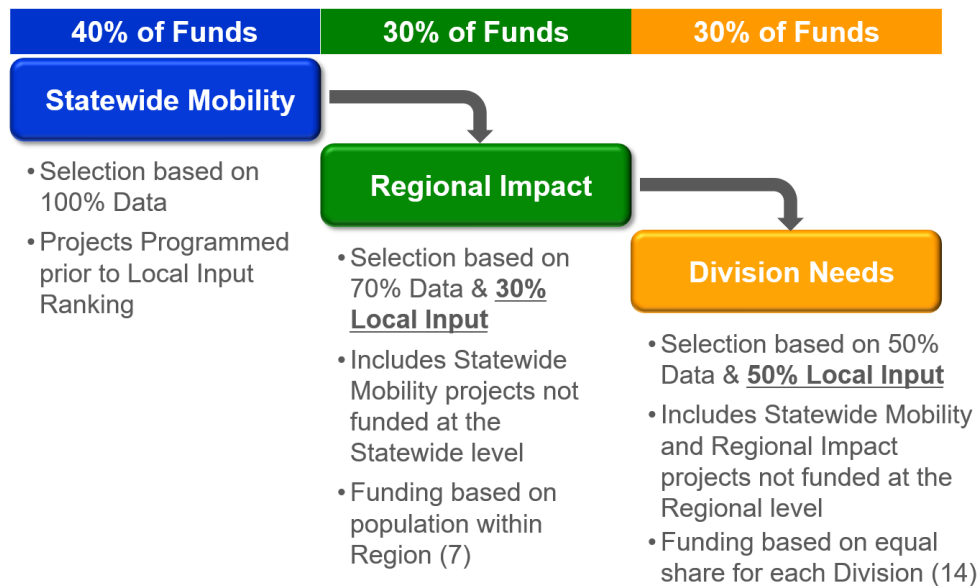


Figure 1

Scoring Criteria

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

For P7.0 of STI Prioritization, the Greenville Urban Area MPO submitted projects for **five modes of transportation, outline by SPOT within our region (highway, bicycle-pedestrian, rail, aviation, and public transit)**. Highway, Transit, and Bicycle & Pedestrian projects will utilize all five (5) of the below defined criteria. Aviation, Rail projects will be scored using only the three defined qualitative criteria (plan consistency, multi-modal support and economic development support) for scoring.

Prioritization 7.0 Safety Score: The Prioritization 7.0 Safety Score defined and calculated with the purpose of measuring existing crashes along/at a project and calculate future safety benefits. This criteria only applies to highway and bicycle & pedestrian mode projects.

Prioritization 7.0 Accessibility/Connectivity Score: The Prioritization 7.0 Accessibility/Connectivity Score defined and calculated with the purpose of improving access opportunity in rural and less affluent areas and improving interconnectivity of the transportation network. This criteria only applies to highway and bicycle & pedestrian mode projects.

Plan Consistency: a qualitative yes or no question to establish whether a proposed project is found in any currently adopted plan (Comprehensive Transportation Plan (CTP); Metropolitan Transportation Plan (MTP); or any locally adopted plan). This qualitative criteria will be applied to all modes of P7.0 submitted projects

Multi-Modal Support: a qualitative measure of a project's support of multi-modal transportation, to establish whether a project incorporates and/or connects bicycle, pedestrian, or transit accommodations based on the project description. This category will assign points based on no support (0 points), moderate support (2 points), or significant support (4 points) as determined by locally adopted plans and community goals. It will also be based on whether a project is within one (1) mile of a commercial service airport (passenger and/or freight), public bus system stop and/or hub, sidewalks and/or bike lanes, or intermodal freight terminal. This qualitative criteria will be applied to all modes of submitted projects.

Economic Development Support: a qualitative measure of a project's support within the transportation network of local/regional economic development goals or objectives; or a connection of two or more economically significant areas or routes in the project vicinity that will support local/regional economic development goals or objectives. This category will assign points based on no support (0 points), moderate support (2 points), or significant support (4 points) as determined by locally adopted plans and community goals. Level of support, if any, shall be determined by the TCC and TAC. This qualitative criteria will be applied to all modes of P7.0 submitted projects.

<u>Criteria</u>	0 Points	1 Points	2 Points	3 Points	4 Points
Prioritization 7.0 Safety Score <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above

Prioritization 7.0 Accessibility/Connectivity Score <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
Plan Consistency **Applicable for all modes	No, project not contained in an adopted plan				Yes, project is contained in an adopted plan
Multi-Modal Support **Applicable for all modes	None, project does not include any multi-modal support as defined above.		Moderate		Yes, project does include Significant multi-modal support as defined above.
Economic Development Support **Applicable for all modes	None		Moderate		Significant

Point Assignment Based on Ranking

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

Should more than one project have the same score utilizing the local scoring matrix, those projects shall be ordered according to their total Prioritization 7.0 Safety Score.

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

Deviation Clause: If TAC moves to assign points in a manner not consistent with this process, those point assignment and rationale why will be publicly documented and disclosed and posted on the MPO website, under “Transportation Priorities” titles “Deviations from Adopted Local Methodology,” for public viewing. Any variation in point assignments from the preliminary scores must have justifications documented in the meeting minutes and posted on the GUAMPO website. Anticipated justifications include, but are not limited to: project cost, points sharing arrangements, estimated points required for funding, geographic equity, modal distribution, new information and public comment. If any additional changes are made to the point assignments between the preliminary assignment stage and the final assignment stage, the reasons will be publicly documented and disclosed on the MPO's website.

Flexing Policy: Greenville Urban Area MPO has the option to apply the Local Input Point Flexing Policy. Up to 500 Local Input Points can be transferred from one funding category to the other. If the point flexing option is used, GUAMPO will provide written documentation to the NCDOT prior to assigning Regional Impact Local Input Points.

Donation Policy: Greenville Urban Area MPO has the option to donate Local Input Points to other Metropolitan Planning Organizations, Regional Planning Organizations, or NCDOT Divisions for projects.

Final scores and project ranking will be posted on the Greenville MPO home page after TAC consideration and adoption. Additionally should the need arise, for any reason, to change the finalized point assignment after. The URL link to the Greenville Urban Area MPO's web page can be found [here](#).

Public Comment and SPOT Schedule

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

Public comment on the MPO prioritization process will be available according to the timeline shown below. The criteria will be presented at a scheduled TCC and TAC meeting so that residents can understand how the projects will be ranked and selected. The information will also be posted on the City of Greenville's website and on the MPO home page, to assure wider dissemination of the points criteria. During the preliminary point assignment phase, for Regional and Division level projects, the public will have at least 10 days, as outlined below, in which to comment on the proposed point assignment. Comments can be given by phone, mail, fax and/or by dropping off written comments to the Greenville Urban Area MPO. The address and contact information to be used during the comment periods is as follows:

The Greenville Urban Area MPO

c/o Greenville Engineering Department

1500 Beatty St. Greenville, NC 27834

Phone: (252) 329-4881

Fax: (252) 329-4535

Online: <https://www.greenvillenc.gov/government/engineering/greenville-urban-area-metropolitan-planning-organization>

Email: JRashko@greenvillenc.gov

All comments received regarding the Division and Regional preliminary point assignment phase will be recorded and taken into account by Staff, the TCC and the TAC before finalizing and formally adopting point assignments for each project. The comments will be presented and discussed before committee action is taken regarding point assignment and posted to the MPO's website until the final FY 2026-2035 State Transportation improvement Program (STIP) is adopted. Public hearings for Division and Regional point assignments will be held during the respective TCC and TAC meetings in which point assignment is listed and advertised as an agenda item. Should additional public involvement opportunities be requested or advised by the TCC or TAC, the MPO will advertise said opportunity in the local newspaper and on the MPO website.

Action	Date*
Public input meeting and 30-day comment period on candidate projects	July - October 2023
Candidate projects identified by MPO	July 10 - October 27, 2023
Advertise for public comments on prioritization methodology (this document)	March 2024
TCC meeting to recommend TAC adopt prioritization methodology	March 13, 2024
TAC meeting to receive public comments and adopt prioritization methodology	March 27, 2024
NCDOT releases draft list of Statewide Mobility projects	May 2024
10-day Public comment period to receive input on Regional projects preliminary point assignment	May-August 2024
TCC meeting to recommend final point prioritization (for Regional projects).	June 27, 2024

TAC meeting to adopt final point prioritization (for Regional projects).	July 10, 2024
NCDOT releases draft list of funded Regional Impact projects	End of September 2024
10-day Public comment period on Division Needs projects preliminary point assignment	September 2024
TCC meeting to recommend final point prioritization (for Division Needs projects)10-day Public comment period on Division Needs projects preliminary point assignment	October 16 2024
TAC meeting to adopt final point prioritization (for Division Needs projects)TCC meeting to recommend final point prioritization (for Division Needs projects)	October 30 2024
NCDOT releases draft FY 2026 – 2035 STIP	Potentially: January 2025

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

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

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

<u>TCC</u>	<u>TAC</u>
June 27, 2024	July 10, 2024
August 14, 2024	August 28, 2024
October 16, 2024	October 30, 2024
December 11, 2024	December 11, 2024
February-April 2025	February-April, 2025

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

RESOLUTION NO. 2024-06-GUAMPO
ADOPTING THE P7.0 GREENVILLE URBAN AREA MPO LOCAL INPUT METHODOLOGY,
BASED ON THE NORTH CAROLINA STRATEGIC TRANSPORTATION INVESTMENT LAW

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

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

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

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

WHEREAS, NCDOT must conditionally approve each MPO's methodology by May 1, 2024; and

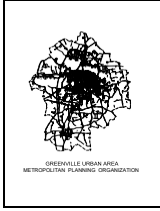
WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed a local input methodology that has been conditionally approved by NCDOT, and has been reviewed by the Technical Coordinating Committee, and the committee recommends approval by the Transportation Advisory Committee {TAC};

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

Today, March 27, 2024.

Chairperson
Transportation Advisory Committee
Greenville Urban Area

Secretary



Attachment 8a
Technical Coordinating Committee

No Action Required

March 13, 2024

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Metropolitan Transportation Plan (MTP) Update & Presentation

Purpose: To inform the TCC of the 2050 Metropolitan Transportation Plan update

Discussion: The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) is required to update its long-range transportation plan titled the 'Metropolitan Transportation Plan' (MTP) every five (5) years in compliance with Federal and State regulations. The MTP has a planning horizon of twenty-five (25) years and is created and maintained by the Metropolitan Planning Organization (MPO) as part of its ongoing transportation planning processes. As per federal regulation 23 CFR 450, the update is done to align with the "3 C's" of planning as defined in federal law; continuous, cooperative, and comprehensive. GUAMPO has contracted Kimley Horn to assist in the development of the latest update to the plan.

Kimley Horn will present the update on the MTP.

Action Needed: No action required

Attachments: *2050 Metropolitan Transportation Plan Presentation*



Greenville Urban Area 2050 MTP

Technical Coordinating Committee

March 13, 2024



Agenda

1. Project Background *Welcome + Introduction*
2. Public Involvement Plan ... *How We'll Engage*
3. Area Snapshot *Where We are Today*
4. Recommendations *How We Create Our Multimodal
Development Recommendations*
5. Next Steps *Wrap Up*

Project Background



What is an MTP?

A Metropolitan Transportation Plan (MTP) is a **long-range** transportation plan required to be **fiscally constrained** and **updated every 5 years**.

An MTP considers **all modes** of transportation relevant to an area, including walking, biking, transit, and freight.



Each metropolitan area is required to have an updated MTP to access federal funds for transportation projects.

What is an MTP? Why is it important?

This Metropolitan Transportation Plan will:

- Help establish a **vision** for transportation in the Greenville MPO
- Identify **needs and deficiencies**
- Recommend specific **projects and strategies**
- Create an **action plan** for implementation
- Provide information to **secure project funding, coordinate with future development, and shape policy and program decisions.**



Federal Deadline: July 10, 2024

2045 MTP Guiding Principles



Congestion & Travel Time Reliability

Consistently manage the transportation system to mitigate traffic congestion and ensure reliable travel times across the network.



operations.



Economic Vitality

Support the economic vitality of the entire Metropolitan Area by enabling competitiveness, productivity, and efficiency.



Safety & Security

Promote a safe and secure transportation system for all users, motorized and non-motorized.



Mobility & Connectivity

Create a balanced transportation system across all modes that encourages enhanced accessibility and connectivity for all people and freight.



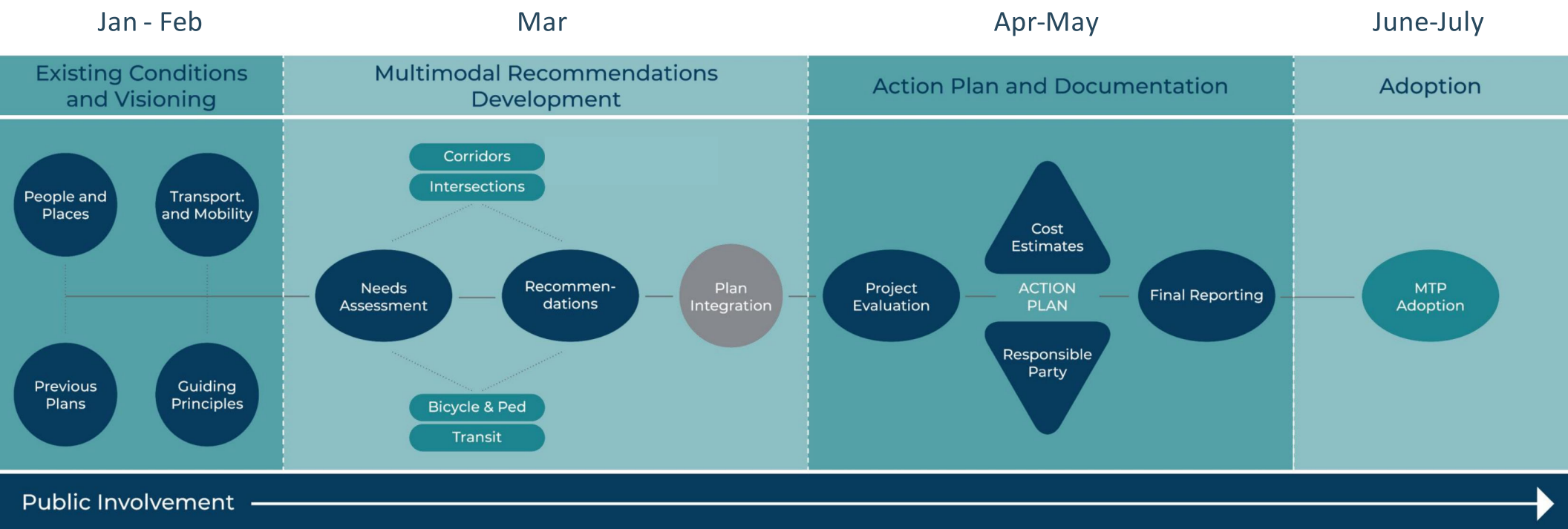
Quality of Life

Protect and enhance the environment and improve the quality of life for all citizens, while promoting consistency between transportation improvements and both local and State planned growth.

Network Preservation

Sustain and enhance the transportation system by promoting efficient management and

Planning Process



Public Involvement Plan

Targeted Outreach

Steering Committee

- Serves advisory role. Reviews technical info, provide guidance, & contribute to plan recommendations developed

Technical Coordinating Committee (TCC)

- Staff from local planning orgs, NCDOT, & FHWA
- Reports to Transportation Advisory Committee, will ultimately recommend final plan for TAC adoption

Transportation Advisory Committee (TAC)

- Elected body representing each MPO local government with decision-making authority
- Adopts the MTP

Stakeholders & General Public

- Major employers, community groups, neighborhood orgs, and/or agencies

Outreach Events



Engagement Phases

01

- Project Visioning & Needs
(Feb-Apr)

02

- Prioritizing Transportation Recommendations
(May-July)

Engagement Phases

01

• Project Visioning & Needs *(Feb-Apr)*

Purpose

- Raising awareness and identifying needs
- Focuses on outreach that
 - informs the development of **visioning** and **guiding principles**
 - reviews **existing conditions** for the MPO
 - begins **identifying needs** for each transportation mode

Engagement Phases

01

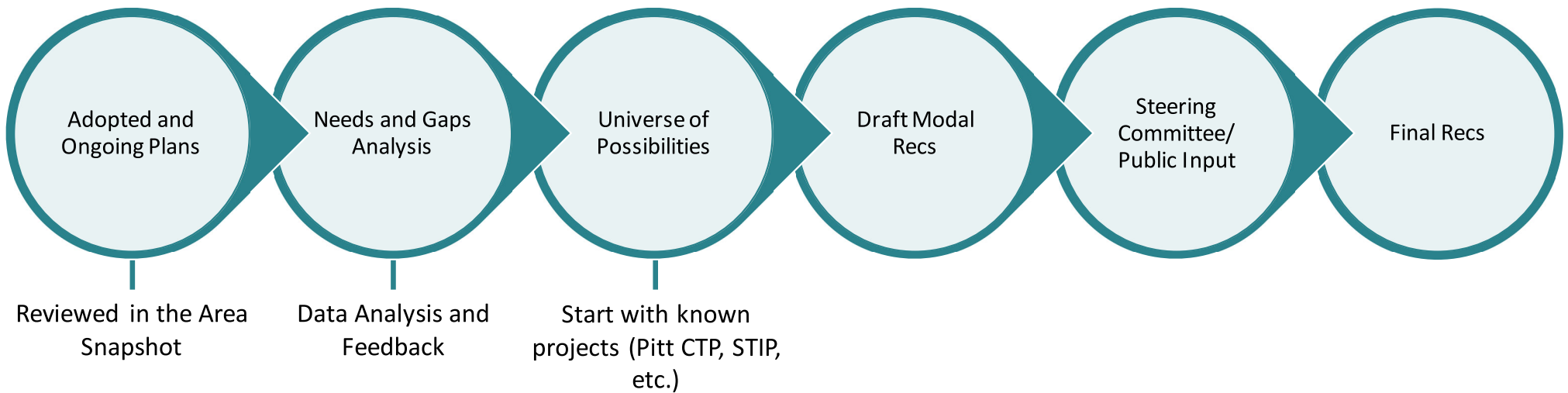
• Project Visioning & Needs *(Feb-Apr)*

Events

- Steering Committee Kickoff.....**February 28**
- Plan Update Presentation #1 & #2 (TCC/TAC)...**March 13 & 27**
- Pop-Up Event.....**March 16**
- Online Survey #1.....**March 16-30**
- Stakeholder Interviews.....**March 25-29**
- Steering Committee #2.....**April 4**

Recommendations Development

Recommendations Development



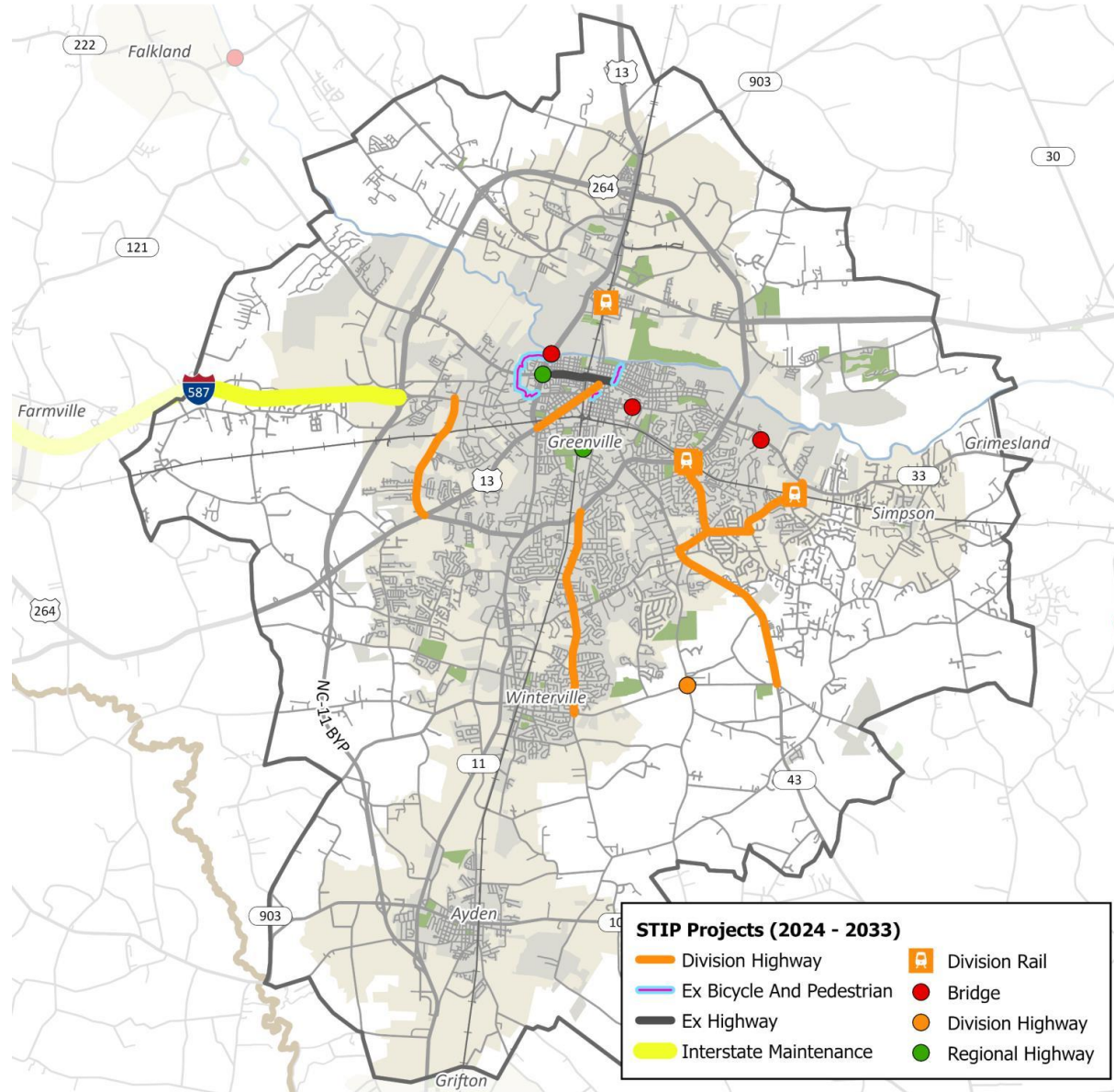
STIP (2024 - 2033)

Spotlight Projects:

- **U-2817:** Widen to 4 lanes along Evans St/Old Tar Rd
- **U-5991:** Widen to multi-lanes along NC 43
- **U-5606:** Improve roadway along Dickinson Ave
- **U-5917:** Widen to add median and left turn lane along Fourteenth St

Build Grant:

- **EB-6042:** Construct multi-use paths at various locations

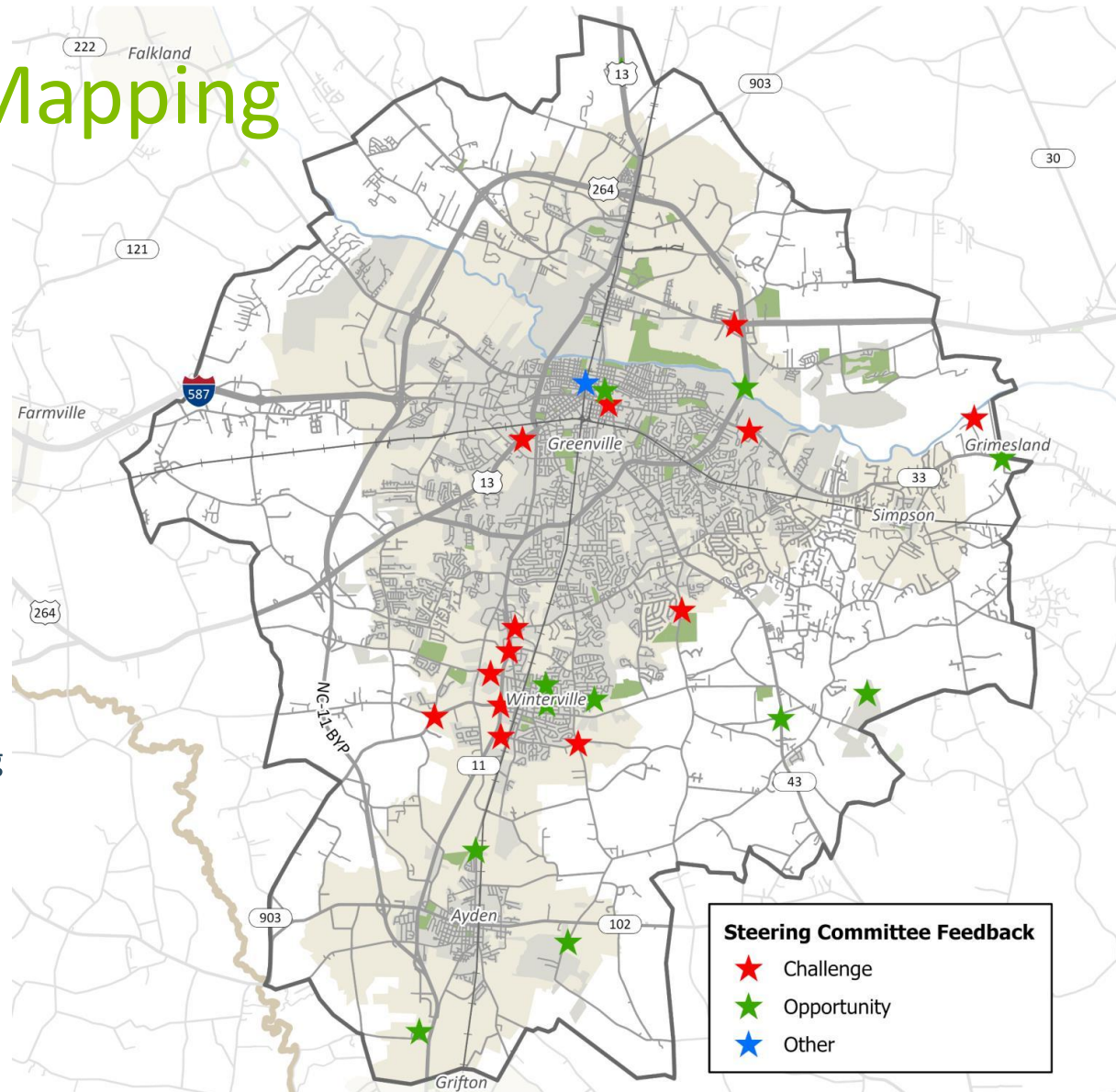


Steering Committee Mapping Activity

12 areas of opportunity identified

Common themes:

- Expand pedestrian facilities and improve pedestrian safety
- Increase bicycle and greenway facilities
- Widen roads and expand lanes near incoming developments

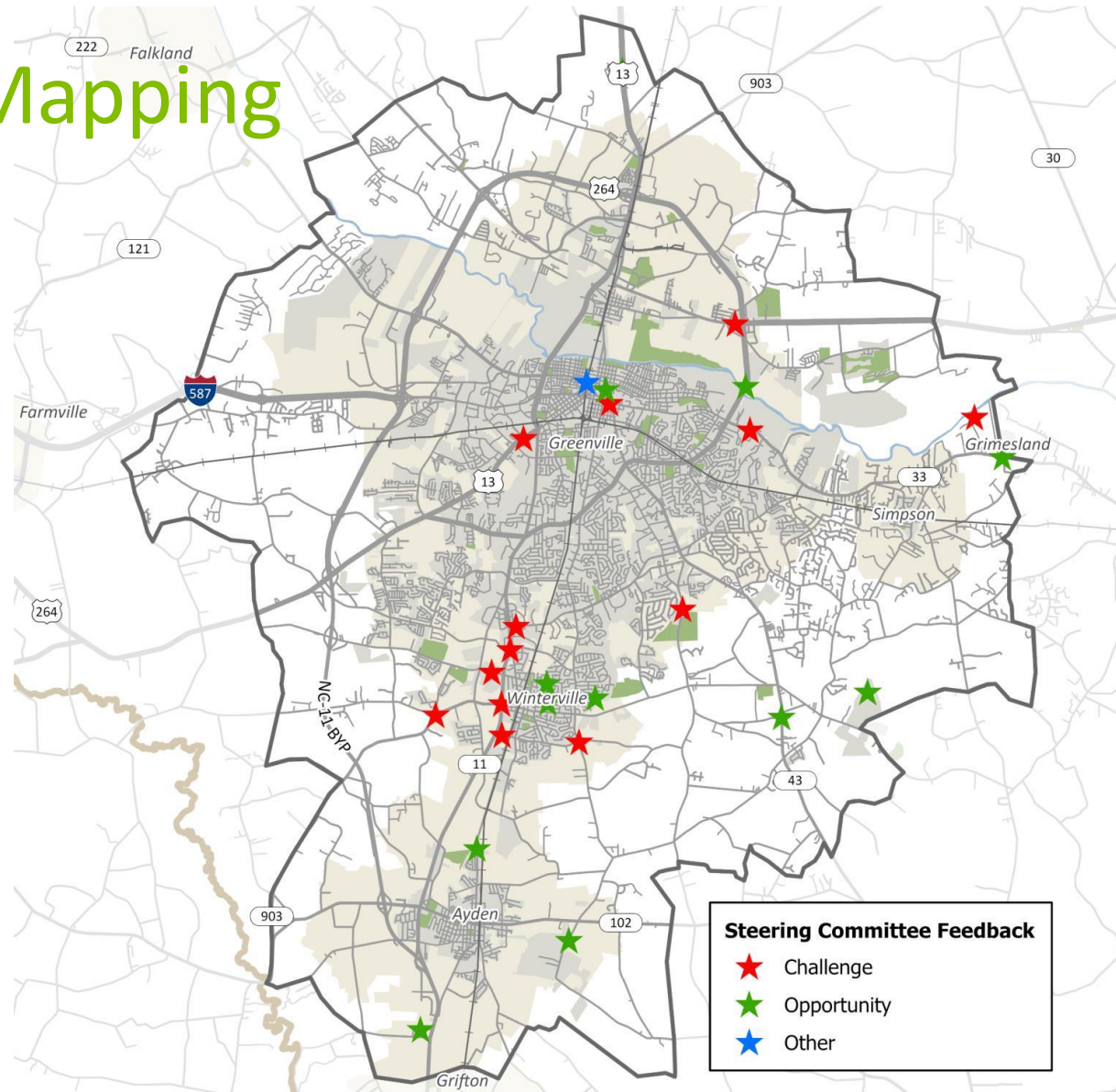


Steering Committee Mapping Activity

13 challenge areas identified

Common themes:

- Dangerous intersection designs for pedestrians
- Congestion worsened by intersection designs
- Roadways are not designed to accommodate for incoming developments



Wrap Up and Next Steps



Next Steps

Outreach

- Pop-Up Event (March 16)
- Online Survey (March 16-30)
- TAC Update Presentation (March 27)
- Stakeholder Interviews (March 25-29)
- Steering Committee #2 (April 4)

Process

- Needs Assessment
- Recommendations Development
- Revenue Projections
- Cost Estimates

Questions?

Thank you!

Technical Coordinating Committee

March 13, 2024



Attachment 8b
Technical Coordinating Committee

No Action Required

March 13, 2024

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Updates / Announcements

Purpose: To inform the Joint Governing Committee on the Current Project Status, and Announcements throughout the MPO and NCDOT

Discussion: The Following People submitted information as an update:

Len White – *Division 2*

Attachments:

Eliud De Jesus – *Greenville Urban Area MPO*

Attachments:

Action Needed: No action required



[HOME](#) [CONTACT](#)



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: 08/07/2023 Latest Payment Date: 08/09/2023</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: 25.89%</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: \$11,095,482.80 Work Began: 07/10/2023 Original Completion Date: 04/09/2026 Latest Payment Thru: 01/31/2024 Latest Payment Date: 02/05/2024</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: 20.28%</p>
<p>Contract Number: C204414 Division: 2 TIP Number: B-5301 Length: 0.606 miles NCDOT Contact: 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: 01/31/2024 Latest Payment Date: 02/07/2024</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: 05/23/2025 Construction Progress: 47.06%</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</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</p>

Latest Payment Thru: 09/08/2023	Construction Progress: 46.27%
Latest Payment Date: 09/12/2023	

Contract Number: DB00555	Route: SR-1715
Division: 2	County: Pitt
TIP Number: B-4603	
Length: 0.142 miles	Federal Aid Number: BRZ-1715(3)
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: SANFORD CONTRACTORS INC	
Contract Amount: \$1,029,400.00	
Work Began: 10/03/2023	Letting Date: 06/14/2023
Original Completion Date: 05/29/2024	Revised Completion Date: 08/16/2024
Latest Payment Thru: 01/31/2024	
Latest Payment Date: 02/06/2024	Construction Progress: 18.01%

Contract Number: DB00560	Route: SR-0000
Division: 2	County: Pitt
TIP Number: R-5782MD	
Length: 0 miles	Federal Aid Number: 220105
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: BETHEL, FOUNTAIN, HOOKERTON, AND WALSTONBURG	
Contractor Name: E & S CONTRACTING AND REALTY LLC DBA E & S CONTRACTING	
Contract Amount: \$119,754.50	
Work Began: 04/24/2023	Letting Date: 03/08/2023
Original Completion Date: 03/02/2024	Revised Completion Date: 03/03/2024
Latest Payment Thru: 09/30/2023	
Latest Payment Date: 10/06/2023	Construction Progress: 85.78%

Contract Number: DB00564	Route: SR-1708
Division: 2	County: Pitt
TIP Number: R-5782BA	
Length: 0 miles	Federal Aid Number: 220111
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: AYDEN, GRIFTON, WINTERVILLE, GREENVILLE	
Contractor Name: EASTERN EARTHSCAPES & CONSTRUCTION LLC	
Contract Amount: \$247,540.00	
Work Began: 09/18/2023	Letting Date: 06/28/2023
Original Completion Date: 05/15/2024	Revised Completion Date:
Latest Payment Thru: 11/30/2023	
Latest Payment Date: 12/07/2023	Construction Progress: 92.85%

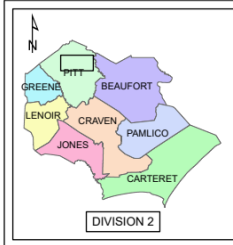
Contract Number: DB00569	Route: -
Division: 2	County: Pitt
TIP Number:	
Length: 17.34 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: BARNHILL CONTRACTING CO	
Contract Amount: \$0.00	
Work Began:	Letting Date: 11/08/2023
Original Completion Date: 12/15/2025	Revised Completion Date:
Latest Payment Thru:	
Latest Payment Date:	Construction Progress: 0%

Contract Number: DB00570	Route: -
Division: 2	County: Pitt
TIP Number:	
Length: 11.23 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact:	NCDOT Contact No:
Location Description: PITT COUNTY	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$0.00	
Work Began:	Letting Date: 12/13/2023
Original Completion Date: 12/15/2025	Revised Completion Date:

Latest Payment Thru:		Construction Progress: 0%	
Latest Payment Date:			
Contract Number: DB00573	Division: 2	Route: -	County: Pitt
TIP Number:	Length: 11.47 miles	Federal Aid Number: STATE FUNDED	
NCDOT Contact:		NCDOT Contact No:	
Location Description: PITT COUNTY			
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY			
Contract Amount: \$0.00			
Work Began:		Letting Date: 12/13/2023	
Original Completion Date: 12/15/2025		Revised Completion Date:	
Latest Payment Thru:		Construction Progress: 0%	
Latest Payment Date:			
Contract Number: DB00585	Division: 2	Route: NC-11	County: Pitt
TIP Number: HS-2002L, SM-6102B	Length: 0.404 miles	Federal Aid Number: STATE FUNDED	
NCDOT Contact: Jon Aaron Bullard, PE		NCDOT Contact No: (252)527-0053	
Location Description: NC 11/NC 903 AT US 264A AND NC 11/NC 903 AT MALL DRIVE IN GR EENVILLE			
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY			
Contract Amount: \$0.00			
Work Began:		Letting Date: 11/22/2023	
Original Completion Date: 10/11/2024		Revised Completion Date:	
Latest Payment Thru:		Construction Progress: 0%	
Latest Payment Date:			



The North Carolina
[Department of
 Transportation](#)



PITT COUNTY

DB00573

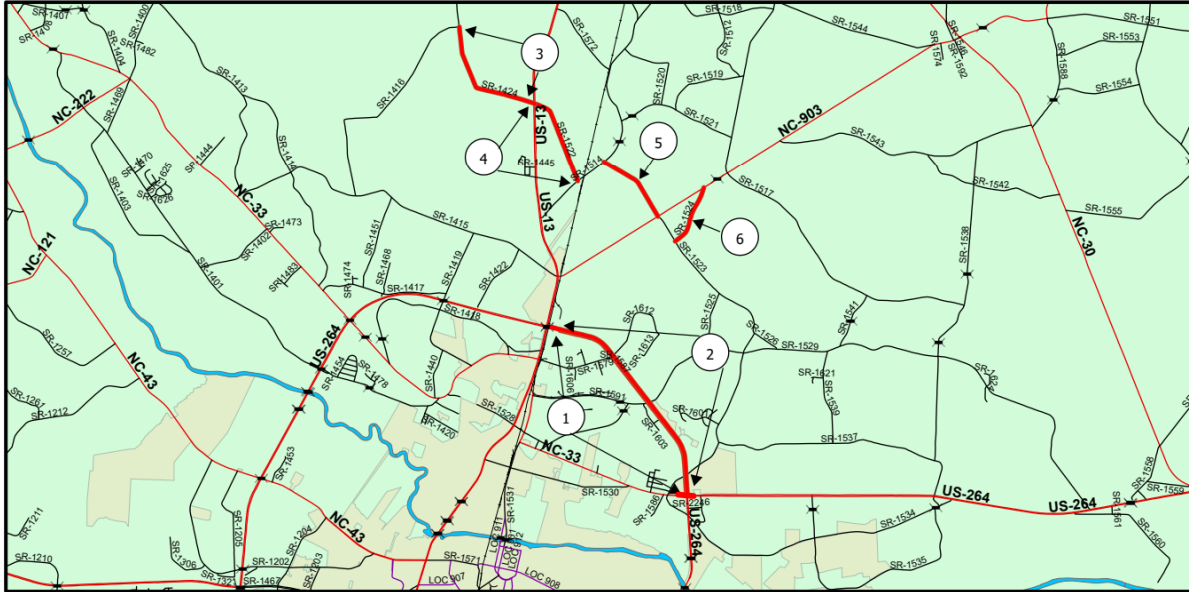
**WBS# 2024CPT.02.03.10741
2024CPT.02.26.20741**

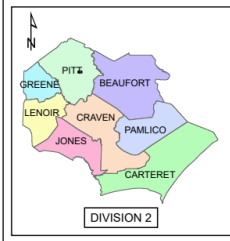
PROJECT REFERENCE NO.	SHEET NO.
DB00573	1



**NCDOT
DIVISION 2**

TYPE OF WORK : MILLING, STRENGTHENING, RESURFACING, AND SHOULDER RECONSTRUCTION





PITT COUNTY

DB00570

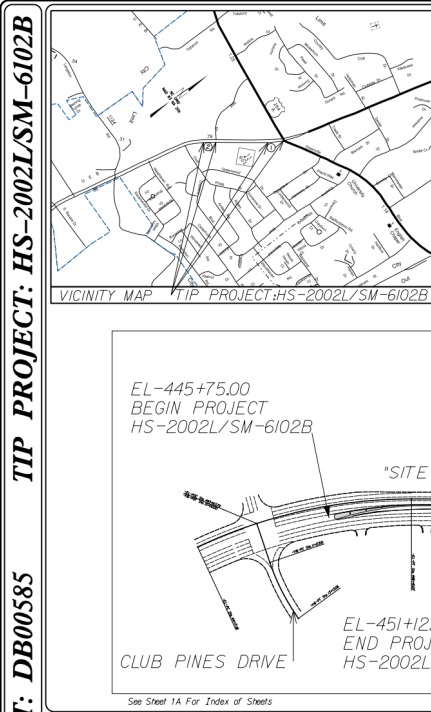
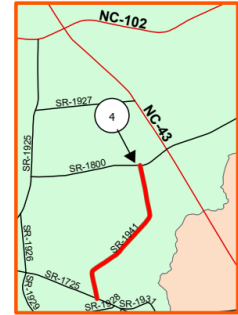
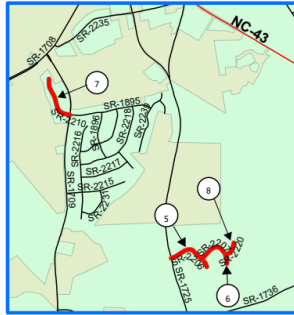
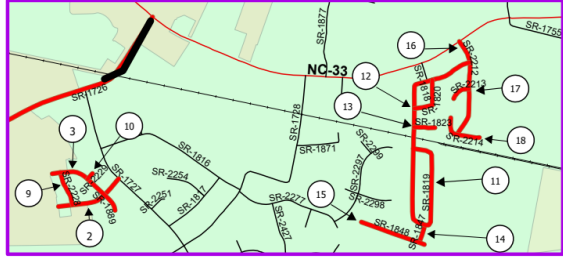
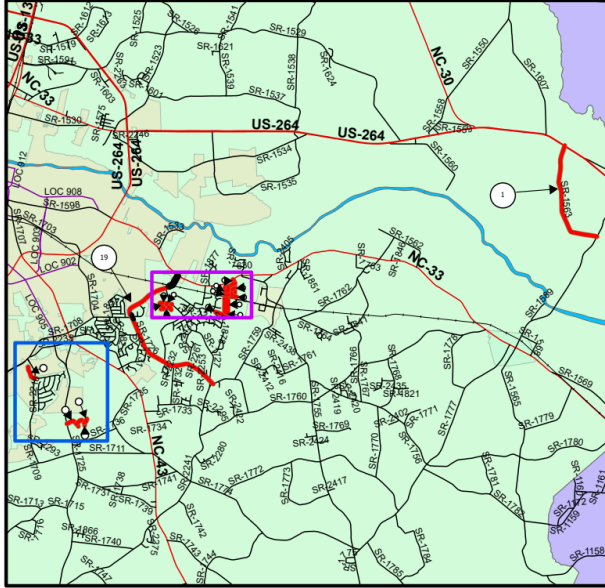
WBS# 2024CPT.02.04.20741

TYPE OF WORK : MILL PATCHING, STRENGTHENING, RESURFACING , AND SHOULDER RECONSTRUCTION

PROJECT REFERENCE NO.	SHEET NO.
DB00570	1



NCDOT
DIVISION 2



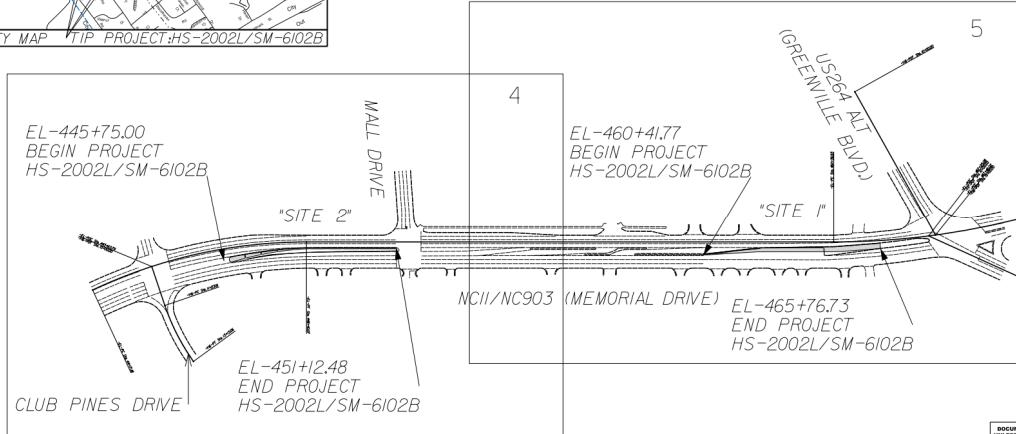
STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PITT COUNTY

LOCATION: NC11/NC903 (MEMORIAL DRIVE)
GREENVILLE

TYPE OF WORK: (1) NC11/NC903 (MEMORIAL DRIVE) AT US264 ALT (GREENVILLE BLVD).
EXTEND THE NORTHBOUND LEFT TURN LANE ON NC11/NC903
(2) NC11/NC903 (MEMORIAL DRIVE) AT MALL DRIVE
CONSTRUCT A SECOND NORTHBOUND LEFT TURN LANE ON NC11/NC903

STATE	FEDERAL PROJECT APPROXIMATE NO.	FISCAL YEAR	PROJECT NO.
N.C.	HS-2002L/SM-6102B	1	19
DATE PERIOD	F.A.MILEAGE	REMARKS	
4/3/2019-3/1/15		HS-2002L CONST.	
5/0/97		SM-6102B RE	
5/0/97		SM-6102B CONST.	



See Sheet 1A For Index of Sheets

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

TIP PROJECT: HS-2002L/SM-6102B
DB00585