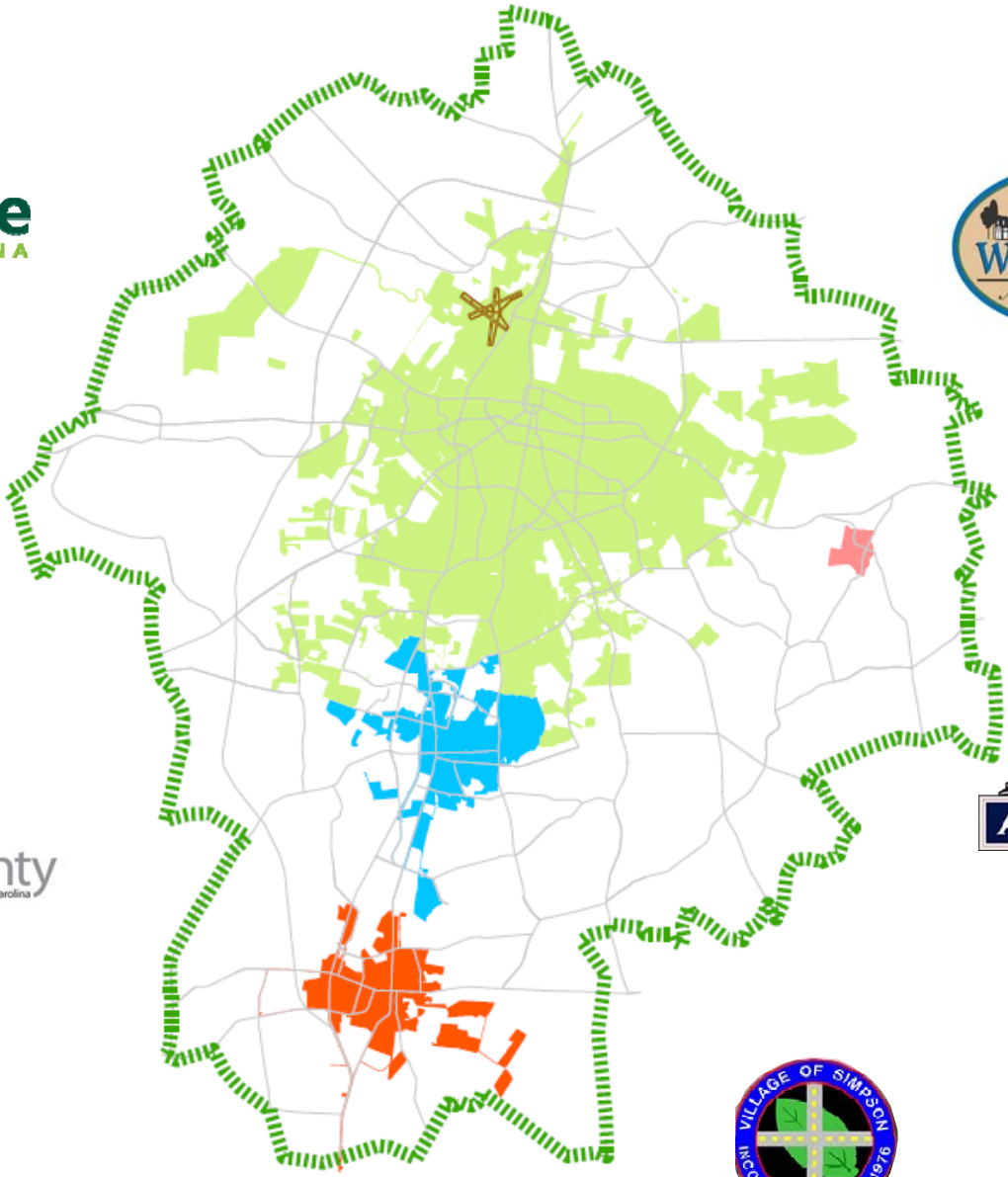
THE GREENVILLE URBAN AREA MPO
FISCAL YEAR (FY) 2020
UNIFIED PLANNING WORK PROGRAM (UPWP)



Approved Greenville Urban Area
Metropolitan Planning Organization
February 6, 2019

Greenville
NORTH CAROLINA
PUBLIC WORKS

February 26, 2019

Hanna Cockburn, Interim Director
Public Transportation Division
NC Department of Transportation
1550 Mail Service Center
Raleigh, NC 27699-1550

Dear Ms. Cockburn:

The Greenville Urban Area Unified Planning Work Program (UPWP) for FY2020 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 $42,000.

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

Sincerely,

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

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Greenville Urban Area 2019-2020 PWP Narrative

UPWP Overview
Greenville Urban Area Metropolitan Planning Organization
PLANNING WORK PROGRAM (PWP) for July 1, 2019- June 30 2020 (FY 2020)

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 Engineering Division of the City of Greenville's Department of Public Works 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 2019-2020 (from July 1, 2019 through June 30, 2020). 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 2019-2020.

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 2019-2020.

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 2014-2040 Metropolitan Transportation Plan (MTP) and the currently under development 2045 MTP which, both of 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 Jacksonville MPO website will be maintained on a regular basis to broadcast information on MPO activities and to encourage community involvement in the MPO process. The MPO will also proactively notify citizens of plans and activities on a regular basis through public notices, press releases, social media, and other commonly used media outlets and public presentations.

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

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

Public Participation and Title VI

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

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

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

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

The Metropolitan Transportation Plan (MTP) includes the following:

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

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

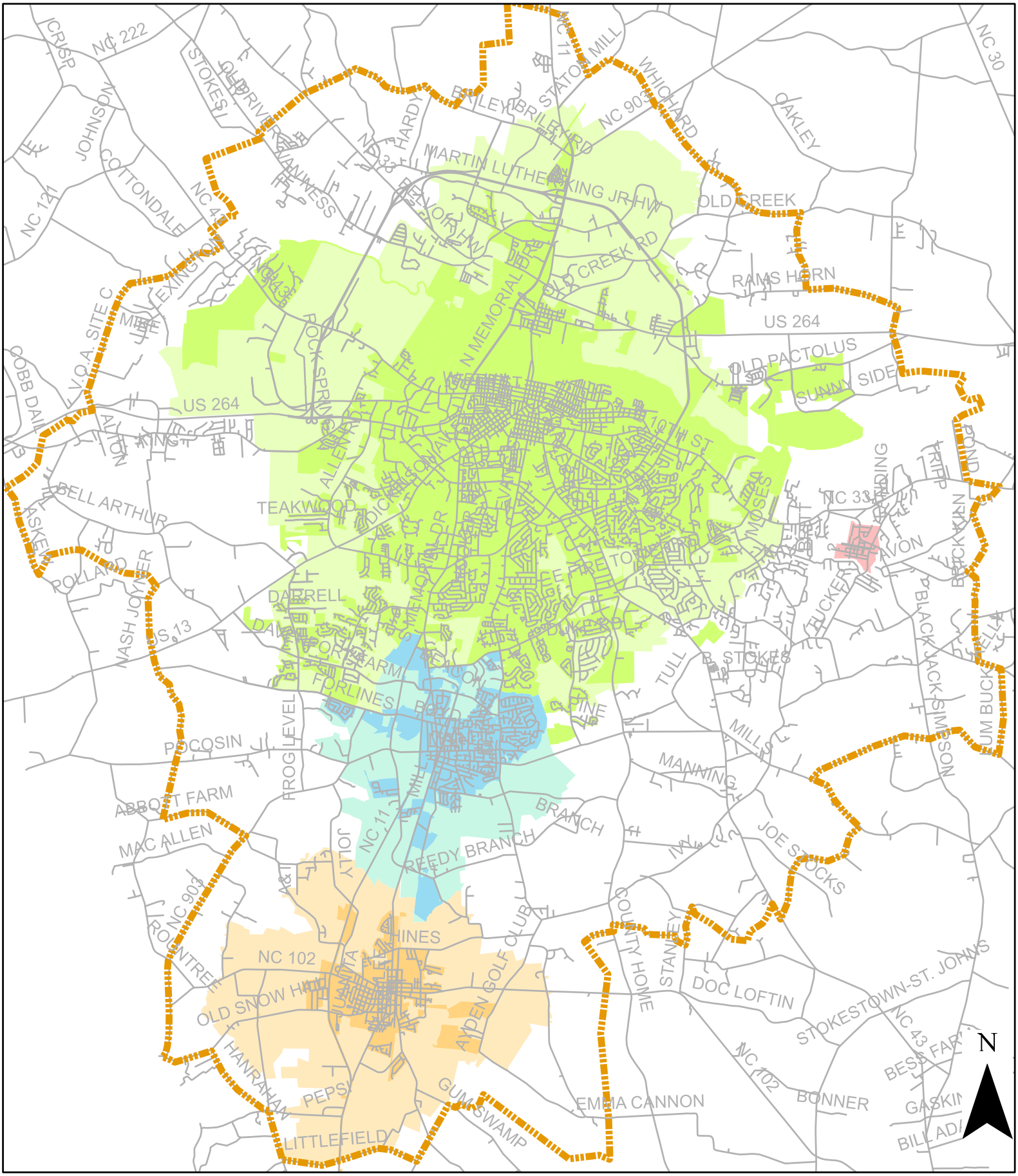
The Metropolitan Transportation Improvement Program (TIP) must include the following:

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

Air Quality Conformity Process

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

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Legend
MPO_Boundary
Ayden Town Limits
Ayden ETJ
Greenville City Limits
Greenville ETJ
Simpson Village Limits
Winterville Town Limits
Winterville ETJ
N
US 264
NC 102
NC 11
NC 903
NC 33
NC 43
NC 222
NC 121
NC 30
MARTIN LUTHER KING JR HWY
N MEMORIAL DR
10TH ST
REEDY BRANCH
OLD CREEK RD
OLD CREEK
RAMS HORN
OLD PACTOLUS
SUNNY SIDE
TEAKWOOD
DARRELL
FORLINES
PINE
TULL
MILLS
MANNING
JOE STOCKS
DOC LOFTIN
STOKESTOWN-ST. JOHNS
EMMA CANNON
BONNER
LITTLEFIELD
GUM SWAMP
HANRAHAN
OLD SNOW HILL
ROUNTREE
MAC ALLEN
ABBOTT FARM
POCOSIN
FROGLEVEL
BELL ARTHUR
POLLARD
NASH JOYNER
COBB DAIL
ALTON KING
V.O.A. SITE C
MEMORIAL
LEXINGTON
COTTONDALE
JOHNSON
STOKES
OLD RIVER
HARDY
BAILEY
BRILEY RD
STATON MILL
WHICHARD
OAKLEY
TRIPP
BLACK JACK-SIMSON
GUM BUCKHORN
BUCKHORN
NC 33
AVON
GOLF CLUB
AYDEN
PEPSI
JOLLY
MILL
BRANCH
COUNTY HOME
STANLEY
BESS FARM
GASKIN
BILL ADAMS

Greenville Urban Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEMBERS

CHAIR
P.J. Connelly, Mayor
City of Greenville
ALTERNATE: Rose Glover, Mayor Pro-Tem

Tom Coulson, Commissioner
Pitt County
ALTERNATE: Melvin C. McLawhorn

Steve Tripp, Mayor
Town of Ayden

Doug Jackson, Mayor
Town of Winterville

ALTERNATE: Tony Moore

Richard Zeck, Mayor
Village of Simpson

Thomas Taft Jr.
Board of Transportation
NCDOT

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

Membership as of January 11, 2019

TECHNICAL COORDINATING COMMITTEE MEMBERS

Kevin Mulligan
Director of Public Works
City of Greenville
Chair

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

Dominique Boyd
Greenville MPO Coordinator
Transportation Planning Branch
NCDOT

Thomas Barnett
Chief Planner
City of Greenville

Terri Parker
Town Manager
Town of Winterville

Haywood Daughtry, PE, CPM
Eastern Region Mobility & Safety
Field Operations Engineer
NCDOT

Lamont Jackson
Transit Manager
City of Greenville

Steven Harrell
Town Manager
Town of Ayden

Jeff Cabaniss, PE
Project Development Engineer
Division 2, NCDOT

Scott P.M. Godefroy, P.E.
City Engineer
City of Greenville

Stephen Smith
Community & Economic Planner
Town of Ayden

Kevin Richards
Planning Director
Mid-East Commission

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

Richard Zeck
Mayor
Village of Simpson

William Bagnell
Associate Vice Chancellor
Campus Operations
East Carolina University

Ann E. Wall
City Manager
City of Greenville

Preston Hunter, PE
Division Engineer
Division 2, NCDOT

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

James Rhodes, AICP
Planning Director
Pitt County

Steve Hamilton, PE
Division Traffic Engineer
Division 2, NCDOT

(non-voting)—Jason Wimmer
Public Transportation Division
NCDOT

Jonas Hill
Planner
Pitt County

Michael Taylor
Assistant County Manager
Pitt Area Transit

(non-voting)—Eliud De Jesus
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 21stCentury Act
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
MTIP	Metropolitan Transportation Improvement Plan
NCAMPO	North Carolina Association of Metropolitan Planning Organizations
NCDOT	North Carolina Department of Transportation
NCDOT-PTD	North Carolina Department of Transportation – Public Transportation Division
NCDOT-TPB	North Carolina Department of Transportation – Transportation Planning Branch
P5.0	Prioritization 5.0

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

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Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

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

State Planning and Research (SPR) Funds

Known as SPR funds, these funds are administered by the North Carolina Department of Transportation, Transportation Planning Branch. 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 2019-2020 (Total funds programmed in PWP, including Transit funds)				
Funding Source	**Federal Funding**	**State Funding**	**Local Match**	**Total**
Planning Funds (PL 104)	$ 309,200		$ 77,300	**$ 386,500**
State Planning and Research Funding (SPR)	$ 60,000	$ 11,250	$ 3,750	**$ 75,000**
Section 5303	$ 33,600	$ 4,200	$ 4,200	**$ 42,000**
Total	**$ 402,800**	**$ 15,450**	**$ 85,250**	**$ 503,500**

Program Summary for MPO Planning and Administration (PL Funds)		
Task	**PL Funds**	**Percentage of Total PL Funds**
II-A Data and Planning Support	$ 12,000	3.88%
II-B Planning Process	$ 16,000	5.17%
(II-B Special Study)	*$ 176,000*	56.92%
III-A Planning Work Program	$ 8,000	2.59%
III-B Transp. Improvement Plan	$ 9,600	3.10%
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.	$ 11,600	3.75%
III-D Statewide and Extra-Regional Planning	$ 12,000	3.88%
III-E Management Ops, Program Support Admin	$ 64,000	20.70%
TOTAL PL Funds	**$ 309,200**	**100.00%**

Program Summary for State Planning and Research Funds Awarded to MPO				
Task	**Federal Funds**	**State Funds**	**Local Match**	**Task Percentage of Available**
II-B-3 Special Studies				
ENC Freight Mobility Plan	*$ 60,000*	*$ 11,250*	*$ 3,750*	100.00%

General Task Descriptions and Narratives

II-A Data and Planning Support

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

II-A-1 Networks and Support Systems

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

- Create and maintain spatial data, metadata, and data catalog created from Python script (inclusive of member governments municipal boundaries, zoning, facilities, physical and environmental features, orthophotography, etc.) for the MPO planning area and immediately adjacent areas.

- Coordinate and assist in AADT mapping and analysis in support of planning needs. Update the GIS Street Database as needed.

- Perform both tube and turning movement counts using in-house and contracted resources throughout the urban area for ongoing transportation planning purposes. Purchase of transportation data-collection equipment, including those devices using radar, magnetic detection, motion sensor technology, and/or greenway/pedestrian/bicycle counters.

- Conduct parking inventory, establish count areas, Prepare field procedures / personnel as necessary. On and off street parking data collection may include parking policies, ownership and rates.

- Review VMT data provided by NCDOT as needed. Receive countywide estimates and review as needed.

- Update local street centerline GIS data. MPO geographical area will be updated as needed, with metadata verified or created.

- Update GIS data for fixed routes, deviated fixed routes, service areas, and ridership for transit providers in the region.

- Maintain the project inventory geospatial and tabular data related to transit, bike, pedestrian, and other travel modes' changes in CTP projects, Priority Needs List projects, LRTP, and STIP/MTIP projects.

- Maintain a GIS inventory of existing data from local, state, and federal partners related to bicycle and pedestrian transportation facilities. Obtain updated sidewalk, bike facility, and greenways data from local partners. Continue collection of missing attributes or data for those data sets in need of updating or creation.

II-A-2 Travelers and Behavior

- **Dwelling Unit, Population and Employment Changes**
- **Collection of Base Year Data**
- **Travel Surveys**
- **Vehicle Occupancy Rates (Counts)**
- **Travel Time Studies**

- Updates of baseline data or census information that may be used in various transportation plans or planning activities. Identify and evaluate changes in population and development throughout the MPO. Obtain, identify, and analysis of Census data, local parcel, zoning, and tax data records.

- Collection of the following variables, by traffic zone: 1) population, 2) housing units, and 3) employment. Update GIS database used to maintain housing and land use information.

- Updates to the 2010 Census baseline population and dwelling unit data with pertinent American Community Survey variables as they become available. Including those related to Title VI issues and include data formerly in the Census Summary File 3 taken from the long form sample in 2000.

- Assist NCDOT TPB 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 TPB 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 Branch 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 TPB 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 2014-2040 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.

- MPO staff will coordinate all activities prior to releasing a request for proposals for the development of Eastern North Carolina Regional Freight Mobility Plan special study. In coordination with regional planning partners participating in this project, MPO staff will schedule and lead coordination meetings, release an RFP to solicit and select a professional services firm and negotiate contract terms necessary to develop the Regional Freight Mobility Plan.

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 TPB as needed with follow up or clarifications about travel patterns.**
- **Establish regional goals, objectives, and policies.**

- Work with stakeholders, NCDOT, etc. to develop system plans, MTP/CTP updates.

- Work with NCDOT PTD to update 5-year capital plans (as needed) for MPO transit providers (GREAT and PATS) in the region and assist providers with any changes in federal or state funding programs.

- Funds in this task are also to reimburse Pitt County Staff for their work in development of the MPO and County's joint CTP.

- Coordinate adoption and 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.

- Coordinate with the Pitt-Greenville Airport and Federal Aviation Administration on future airport needs and travel patterns; incorporate connections for passenger and freight needs coming to/leaving the airport into the MTP update.

- Mapping in support of TIP, Merger, Long Range Planning, Prioritization, and Complete Streets Subcommittee including project packet maps detailing existing and future land use, zoning, EJ demographics, planning context, and natural environment.

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

II-B-3 Special Studies

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

- **Pavement Condition Analysis ($100,000 Total -- $80,000 Federal; $20,000 Local Match**
  Conduct a study on pavement conditions within the municipalities of the MPO and select areas of Pitt County. The condition assessment is intended to provide in depth data on the corridor and link pavement condition necessary for local municipalities to properly plan resurfacing and capital projects and update our last condition assessment performed in 2013. The MPO will undergo a competitive RFP/RFQ process necessary to update our data but also produce any new and innovative data sets available regarding pavement condition. 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 and select subdivision streets within the County that are proposed for NCDOT acceptance. 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.

- **Eastern North Carolina Freight Mobility Plan ($75,000 Total -- $60,000 SPR Funds; $11,250 State; $3,750 Local Match)**
  Conduct a study and create a plan to support and streamline development of the eastern North Carolina multi-modal freight network centered on NCDOT Divisions 1, 2 and 3 and the planning organizations contained within. This plan will be a cooperative project between

the State, local governments, planning organizations, corridor advocacy groups, businesses and local citizens. The overall goal of this plan would to create a unified regional vision for the development of the interstate system and national Highway system so as to create unified goals for prioritization and leverage economic development to compete with the large metro areas such as Raleigh and Charlotte. This plan would also assist in developing required freight provisions for the organizations involved as federally mandated and would further focus the Statewide Freight Mobility Plan for a concentrated eastern North Carolina vision.

- **NC 43 Corridor Study ($45,000 Total -- $36,000 Federal; $9,000 Local Match)**
  Conduct a study of the NC 43 corridor and its impact on the surrounding area including reconfigured transportation facilities and continued land-use development. Develop a small area/corridor plan with specific goals and objectives for maintaining optimum traffic circulation and to ensure appropriate development occurs along the corridor. The study area will encompass an approximate one-mile buffer on each side of the highway corridor with particular emphasis on intersections as well as any planned, new or realigned roadways and the planned coordination between transportation and land use development along the corridor.

- **Uptown Area and Mobility Master Plan ($75,000 Total -- $60,000 Federal; $15,000 Local Match)**
  Conduct a study and planning process necessary to develop a master plan for the City of Greenville's Uptown Core District. This plan will look to study the relationship of land development and/or redevelopment and transportation. As the Uptown Core continues to develop traditional transportation by vehicle continues to become more difficult creating the need to develop new mobility strategies that will link support and enhance development of an urban core. In addition to land use recommendations this effort will look at potential urban core facility, traffic, streetscaping and policy recommendations in order to increase the efficiency and leverage opportunity and funding.

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 Branch.

- 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 purposed and needs statements, as appropriate/needed.

- Work to update and improve local prioritization process for SPOT projects.

- Data, Maps and Resolutions for STIP Project Recommendations as needed.

- Attendance of any STIP- or SPOT-related meetings.

- Gathering and entry of data required for SPOT ranking of projects.

- Evaluate transportation projects. Review scoring methodology and score transportation projects, as requested by NCDOT.

- Attend SPOT-related workgroup/policy-development/planning workgroups or related meetings at a local, regional, or statewide level.

- Meet/work with local government entities to assist with prioritization or project development/refinement.

III-B-2 Metropolitan TIP

- Work cooperatively with NCDOT and other partner agencies to review and comment on Draft STIP and Work cooperatively with NCDOT and other partner agencies to review final STIP and review and adopt the corresponding metropolitan area TIP.

- Review and refine schedules and descriptions for TIP projects in the Draft TIP.

- Coordinate meaningful public involvement in the TIP process and in review of the TIP.

- Review design issues for TIP Projects and provide comments to appropriate agencies.

- Participate in the environmental study process for TIP projects and provide an MPO representative on NEPA/404 Merger Teams.

- Monitor the public involvement process for TIP projects and ensure adequate community input; assist PDEA as requested.

- Continue participation in project-specific workgroup meetings, as needed.

- Continue to facilitate dialog between NCDOT and MPO-member communities.

- Continue to participate on scoping meetings, public input, and merger meetings.

- Work associated with development or amendments to the TIP.

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

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

III-C-1 Title VI Compliance

- Conduct ongoing analysis of all MPO planning activities for compliance with Title VI of the Civil Rights Act of 1964; 49 CFR part 21.

- Development and updates to Title VI and Limited English Proficiency Plans (LEP), and related tasks needed for compliance with associated Federal regulations.

- Continue to monitor Title VI and LEP for any required amendments or updates to comply with Federal and State law.

- Review and present required Title VI Assurances to the MPO TCC and TAC yearly to certify MPO is in compliance.

III-C-2 Environmental Justice

- On a continuing basis, update maps used for transit planning with ACS data from the US Census, as available, to Include Low-Mod Income, English as second language, elderly, young, and no-car populations.

- Program and/or specific project-related work regarding compliance with environmental justice goals and regulations.

- Development and updates to Title VI and Limited English Proficiency Plans, and related tasks needed for compliance with associated Federal regulations.

- Monitor the MPO transportation network for potential environmental impact mitigation studies.

- Provide NCDOT comments on potential and underway projects with regards to potential environmental impacts and potential mitigation techniques

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

III-C-3 Minority Business Enterprise Planning

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

III-C-4 Planning for the Elderly

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

III-C-5 Safety and Drug Control Planning

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

III-C-6 Public Involvement

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

III-C-7 Private Sector Participation

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

III-D Statewide and Extra-Regional Planning

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

- Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation.
- Coordinate with neighboring RPO's, transit-providers, and other agencies.
- Participate in the North Carolina Association of MPOs and attend ongoing statewide meetings to discuss transportation planning issues.

- Participate in working groups, subcommittees, or task forces associated with NCDOT or other government agencies or statewide or regional professional associations such as the Working Group for Roads and Transportation (WGRT) of the North Carolina Geographic Information Coordinating Council (NCGICC), NCSITE, NCURISA, NCAPA, Eastern Carolina MPO/RPO Coalition, AMPO, NCAMPO etc...

- Attend regional, statewide, national, and/or other planning initiatives, meetings, or conferences.

III-E. Management and Operations

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

III-E Management Operations and Program Support Administration

- Provide direct support to the MPO Governing Board and Technical Coordinating Committee (TCC), including agenda preparation and circulation, preparation of minutes, and scheduling, notification, venue setup and breakdown, and facilitation of meetings.

- Procure supplies related to transportation planning activities.

- Support staff training and development.

- Cover direct costs associated with MPO administration.

- Maintain adequate files and records for the MPO.

- Tracking the status of transportation projects, status reports to the TCC, TAC, and interested persons.

- Staying up to date with transportation issues (RPOs, air quality, census, environmental justice, 'smart growth", etc.). Finding, researching, and disseminating relevant transportation information for local officials, public, and MPO members.

- Staying up to date on transportation-related bills and regulations.

- Presentations at local association meetings, regular briefings of legislators and local officials.

- Consistent public/media information. Examples include press releases, web page updates etc.

- Innovative and successful public involvement (two-way communication).

- Activities, responsibilities and objectives related to Grant writing for potential planning and construction based transportation Grants (i.e. BUILD, INFRA, etc...).

- Preparing press releases, web page updates, etc.

- Presentations at local association meetings, regular briefings of legislators and local officials.
- This task provides for the Lead Planning Agency to perform necessary activities in order to continue a cooperative, comprehensive, and continuing transportation planning process for the urbanized area. Funds will allow for performance of required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

Greenville Urban Area Metropolitan Planning Organzation
Task and Project Funding FY 2020

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			State Planning and Research Funding (TPD)				Transit Planning - 5303				Transit-SECTION 5307				Task Funding Summary			
			Local 20%	Federal 80%	TOTAL	Local 5%	State 15%	Federal 80%	Fund Total	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	FTA 80%	5307 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	$ 1,000	$ 4,000	$ 5,000					$0	$0	$0	$0					$ 1,000	$0	$ 4,000	$ 5,000
44.23.01	II-A-2	Travelers and Behavior	$ 1,000	$ 4,000	$ 5,000					$0	$0	$0	$0					$ 1,000	$0	$ 4,000	$ 5,000
44.23.02	II-A-3	Transportation Modeling	$ 1,000	$ 4,000	$ 5,000					$0	$0	$0	$0					$ 1,000	$0	$ 4,000	$ 5,000
	II-B	**Planning Process**	**$ 48,000**	**$ 192,000**	**$ 240,000**	**$3,750**	**$11,250**	**$60,000**	**$75,000**	**$200**	**$200**	**$1,600**	**$2,000**					$ 51,950	$11,450	#######	$ 317,000
44.23.02	II-B-1	Targeted Planning	$ 1,000	$ 4,000	$ 5,000					$0	$0	$0	$0					$ 1,000	$0	$ 4,000	$ 5,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	$ 3,000	$ 12,000	$ 15,000					$200	$200	$1,600	$2,000					$ 3,200	$200	$ 13,600	$ 17,000
44.27.00	II-B-3	Special Studies	$ -	$ -						$0	$0	$0	$0					$ -	$0	$ -	$ -
		Pavement Condition Anlaysis	$ 20,000	$ 80,000	$ 100,000																
		NC 43 Corridor Plan	$ 9,000	$ 36,000	$ 45,000					$0	$0	$0	$0					$ 9,000	$0	$ 36,000	$ 45,000
		Eastern North Carolina Freight Study	$ -	$ -		$3,750	$11,250	$60,000	$75,000	$0	$0	$0	$0					$ 3,750	$11,250	$ 60,000	$ 75,000
		Uptown Area and Mobility Plan	$ 15,000	$ 60,000	$ 75,000																
	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**	**$ 2,400**	**$ 9,600**	**$ 12,000**					**$200**	**$200**	**$1,600**	**$2,000**					$ 2,600	$200	$ 11,200	$ 14,000
44.25.00	III-B-1	Prioritization	$ 1,000	$ 4,000	$ 5,000					$0	$0	$0	$0					$ 1,000	$0	$ 4,000	$ 5,000
44.25.00	III-B-2	Metropolitan TIP	$ 1,000	$ 4,000	$ 5,000					$200	$200	$1,600	$2,000					$ 1,200	$200	$ 5,600	$ 7,000
44.25.00	III-B-3	Merger/Project Development	$ 400	$ 1,600	$ 2,000					$0	$0	$0	$0					$ 400	$0	$ 1,600	$ 2,000
	III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**	**$ 2,900**	**$ 11,600**	**$ 14,500**					**$200**	**$200**	**$1,600**	**$2,000**					$ 3,100	$200	$ 13,200	$ 16,500
44.27.00	III-C-1	Title VI Compliance	$ 100	$ 400	$ 500					$0.0	$0.0	$0	$0					$ 100	$0	$ 400	$ 500
44.27.00	III-C-2	Environmental Justice	$ 100	$ 400	$ 500					$0.0	$0.0	$0	$0					$ 100	$0	$ 400	$ 500
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	$ -	$ -	$ -					$200.0	$200.0	$1,600	$2,000					$200	$200	$1,600	$2,000
44.27.00	III-C-6	Public Involvement	$ 2,000	$ 8,000	$ 10,000					$0.0	$0.0	$0	$0					$2,000	$0	$8,000	$10,000
44.27.00	III-C-7	Private Sector Participation	$ 700	$ 2,800	$ 3,500					$0.0	$0.0	$0	$0					$700	$0	$2,800	$3,500
44.27.00	**III-D**	**Statewide & Extra-Regional Planning**	**$ 3,000**	**$ 12,000**	**$ 15,000**					$0.0	$0.0	$0	$0					$ 3,000	$0	$ 12,000	$ 15,000
44.27.00	**III-E**	**Management Ops, Program Suppt Admin**	**$ 16,000**	**$ 64,000**	**$ 80,000**					$3,600.0	$3,600.0	$28,800	$36,000	$0.0	$0.0	$0	$0	$ 19,600	$3,600	$ 92,800	$ 116,000
	TOTALS		**$ 77,300**	**$ 309,200**	**$ 386,500**	$3,750.0	$11,250	$60,000	$75,000	$4,200	$4,200	$33,600	$42,000	$0	$0	$0	$0	$85,250	$15,450	$402,800	$503,500

Greenville Urban Area MPO
FY 2019-2020 Planning Work Program
Transit Task Narrative

1- MPO

2-	FTA Code	442700	442301	442500	442700	
3-	Task Code	III-E	II-B-2	III-B-2	III-C-5	Total
4-	Title of Planning Task	Program Support/Admin	Regional Planning (Transit Element of the MTP)	Transportation Improvement Program	Safety	
5-	Task Objective	Monitor and analyze the statistical and financial performance of the GREAT system so as to recommend improvements that will increase both the efficiency and effectiveness of the service provided.	Improve mobility	Develop transit needs	Maintain and improve system safety and security.	
6-	Tangible Product Expected	Prepare, publish and submit all monthly statistical and financial reports required by the local, state and federal governments. Prepare, publish and submit all recommendations for improving system performance to the appropriate governing body for review and approval.	The development of routes and schedules that can be incorporated into the LRTP.	List of transit needs	Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
7-	Expected Completion Date of Product(s)	6/30/2020	6/30/2020	6/30/2020	6/30/2020	
8-	Previous Work	Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for review and approval.	Evaluation of Short Range Transit Plan recommendations completed and preparations for service improvements were made.	2018-2027 STIP and TIP	Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
9-	Prior FTA Funds	$40,810	$2,000		$2,000	$44,810
10-	Relationship To Other Activities					
11-	Agency Responsible for Task Completion	City of Greenville	City of Greenville	City of Greenville	City of Greenville	
12-	HPR - Highway - NCDOT 20%					
13-	HPR - Highway - FHWA 80%					
14-	Section 104 (f) PL Local 20%					
15-	Section 104 (f) PL FHWA 80%					
16-	Section 5303 Local 10%	$3,600	$200	$200	$200	$4,200
17-	Section 5303 NCDOT 10%	$3,600	$200	$200	$200	$4,200
18-	Section 5303 FTA 80%	$28,800	$1,600	$1,600	$1,600	$33,600
	Subtotal	$36,000	$2,000	$2,000	$2,000	$42,000
19-	Section 5307 Transit - Local 10%		$0.00			$0
20-	Section 5307 Transit - NCDOT 10%		$0.00			$0
21-	Section 5307 Transit - FTA 80%		$0.00			$0
	Subtotal		$0.00			$0
22-	Additional Funds - Local 100%					
	Grand total	$36,000	$2,000	$2,000	$2,000	$42,000

Anticipated DBE Contracting Opportunities for FY 19-20

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

Person Completing Form: Ryan Purtle 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
No Contracting Opportunities					

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
2020	Yes	Development of FY 2021 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Complete adoption process for 2045 MTP (prior to August 2019) and post plan to website and disperse hard copies to each MPO member.	Monitor and update as required	Required	Begin P6.0	Adopt 2020-2029 MTIP	As Needed
2021	Yes	Development of FY 2022 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Finish P6.0	Draft MTIP Review, Amend current as required	As Needed
2022	Yes	Development of FY 2023 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Begin 7.0*	Adopt 2022-2031 MTIP	As Needed
2023	Yes	Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Begin development of the 2050 MTP	Begin update of the Travel Demand model to horizon year of 2050	Required	Finish P7.0*	Draft MTIP Review, Amend current as required	As Needed
2024	Yes	Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Complete adoption process for 2050 MTP (prior to August 2024) and post plan to website and disperse hard copies to each MPO member.	Complete update of the Travel Demand model to horizon year of 2050	Required	Begin P8.0*	Adopt 2024-2033 MTIP	As Needed

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

Metropolitan Self Certification
23 CFR 450.334

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLUTION NO. 2019-01-GUAMPO
CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2020

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

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

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

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

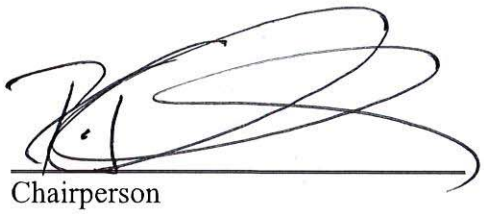
WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

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

WHEREAS, the Transportation Plan has a planning horizon of at least 20 years and meets all 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 2020.

Today, February 27, 2019.



Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy

Amanda Braddy, Secretary

RESOLUTION NO. 2019-02-GUAMPO
ADOPTING THE FISCAL YEAR 2020 (2019-2020) 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) 2020; 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 2020 (2019-2020);

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby approves, endorses, and adopts the Unified Planning Work Program for FY 2020 (2019-2020) for the Greenville Urban Area Metropolitan Planning Organization.

Today, February 27, 2019.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary

North Carolina
Pitt County

I, Amanda J. Braddy, 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 27th day of February 2019.

Amanda J. Braddy
Amanda J. Braddy, Notary Public

My commission Expires: 9/7/2021