

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

Wednesday, February 26, 2020 at 1:30 p.m.
Second Floor Conference Room, G.K. Butterfield Transportation Center
Actions to be taken in bold italics

1) Approval of Agenda:

Chair to read aloud Ethics Awareness and Conflict of Interest reminder

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

2) Public Comment Period

3) Election of Technical Coordinating Committee and Transportation Advisory Committee Chair and Vice Chair for 2020

4) Consent Agenda:

- a) Approval of the December 11, 2019 Joint TCC and TAC Meeting Minutes; ***approve*** (pg.3-7)
- b) Minor Amendments to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP); ***Discussion*** (pg.8-14)
- c) Minor amendment #2 to the Greenville Urban Area MPO's FY 2020 Unified Planning Work Program Resolution No. 2020-01-GUAMPO; ***Recommended for TAC Action*** (pg.15-20)
- d) Support of the State's Established Safety Performance Measure Targets Resolution No. 2020-02-GUAMPO; ***Recommended for TAC Action*** (pg.21-27)

5) Regular Agenda

- a) Self-Certification of Greenville Urban Area MPO Transportation Planning Process for FY21 – Resolution No. 2020-03-GUAMPO; ***Recommended for TAC Action*** (pg.28-35)
- b) Review and approval of the Fiscal Year 2021 Unified Planning Work Program (UPWP); Resolution No. 2020-04-GUAMPO; ***Recommended for TAC Action*** (pg.36-72)
- c) Preliminary meeting of the TCC and TAC for 2020 ***Discussion*** (pg.73)

6) Other Discussion Items

- a) 2020 Ethics Filings for Transportation Advisory Committee (TAC) Members
- b) Updates/Announcements (pg.74-76)
 - i. Division 2 (Len White)
 - ii. Transportation Planning Division (Michelle Howes)
 - iii. MPO Staff Updates
- c) Upcoming Events
 - i. NCAMPO Conference, April 22-24, 2020

7) Upcoming MPO Meeting Schedule (G.K Butterfield Transit Center Second Floor Conference Room at 1:30pm)

- Technical Coordinating Committee (TCC) – April 15, 2020; June 24, 2020; September 16, 2020; December 9, 2020
- Transportation Advisory Committee (TAC) – April 29, 2020; July 8, 2020; September 30, 2020; December 9, 2020

8) Items for future consideration

- Administrative Modifications to the Public Involvement Plan (PIP) & Title VI Plan

9) Adjourn

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

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

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

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

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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

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

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



Attachment 4a

Joint Governing Committee

Action Required

February 26, 2020

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Minutes from the December 11, 2019 Joint TCC and TAC Meeting

Purpose: To review and approve the minutes from the December 11, 2019 Joint TCC and TAC Meeting.

Discussion: The draft minutes from the December 11, 2019 Joint TCC and TAC meeting are attached for review and approval.

Action Needed: Request the TCC adopt the December 11, 2019 meeting minutes and TAC adopt the December 11, 2019 meeting minutes.

Attachments: *Draft December 11, 2019 TCC meeting minutes*
Draft December 11, 2019 TAC meeting minutes

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
JOINT GOVERNING COMMITTEE MINUTES
December 11, 2019**

Members of the joint governing body of the Greenville Urban Area Metropolitan Planning Organization met on the above date at 1:30 p.m. at G.K. Butterfield Transportation Center Second Floor Conference Room. Mr. Ben Williams, TCC Vice-Chairperson, called the meeting to order. The following attended the meeting:

P.J. Connelly, Mayor, City of Greenville
Doug Jackson, Mayor, Town of Winterville
Richard Zeck, Mayor, Village of Simpson
Melvin McLawhorn, Commissioner, Pitt County
Ben Williams, Vice-Chair, Town of Winterville
Rik DiCesare, City of Greenville
Lisa Kirby, City of Greenville
Richard Zeck, Village of Simpson
Jonas Hill, Pitt County
Bryan Jones, Town of Winterville
Steven Harrell, Town of Ayden
Steve Hamilton, NCDOT
Diane Hampton, NCDOT
Scott Walston, NCDOT
Eliud DeJesus, Mid-East RPO
Bill Bagnell, ECU
Michelle Howes, NCDOT
Ann Wall, City of Greenville

OTHERS PRESENT:

Rose Glover, Commissioner, City of Greenville
Amanda Braddy, City of Greenville
Ryan Purtle, Former City of Greenville

I. APPROVAL OF AGENDA

Mr. Hamilton a motion to approve the agenda as presented. A second was made by Mr. Bagnell to approve the agenda. The motion passed unanimously.

II. PUBLIC COMMENT PERIOD

There were no public comments.

III. CONSENT AGENDA

A. Approval of the June 26, 2019 TCC Minutes and of the July 10, 2019 TAC minutes

A motion was made by Mr. Hill to approve the June 26, 2019 meeting minutes for TCC. The motion was seconded by Mr. Hamilton and passed unanimously.

A motion was made by Mayor Zeck to approve the July 10, 2019 meeting minutes for TAC. The motion was seconded by Mayor Jackson and passed unanimously.

B. Greenville Urban Area MPO's Active Transportation Master Plan Amendment #1

The Greenville Urban Area Metropolitan Planning Organization's (MPO) Active Transportation Plan (ATP) was developed from 2016-2017 by Alta Planning and Design and MPO staff, with the MPO TAC taking action to adopt the plan in August 2017. Since that time, MPO staff has utilized the plan to guide development and implementation of the envisioned non- motorized transportation network in the region.

In 2018, the MPO began its federally mandated update of its long-range transportation plan, known as the Metropolitan Transportation Plan (MTP), which outlines programs, policies and projects that develop all modes of transportation within the MPO planning area. Kimley-Horn

with Alta Planning and Design were the selected consultants for the development of the 2045 MTP, which allowed for consistency between plans (the ATP and MTP) and a seamless update to the ATP per the findings of the MTP development process.

As the MPO has now taken action to adopt the 2045 MTP, it must also update an amendment to ATP for consistency. The following updates, as developed through stakeholder and public engagement, are proposed for Amendment #1 to the ATP:

- *Table of Contents and Page Numbering*
- *Map 3.1 Strategic Bikeway Network*
- *Map 3.2 Major Corridor Improvements*
- *Maps 3.3-3.10 Full Bicycle & Greenway Trail Network Maps*
- *Map 4.1 Strategic Sidewalk Network*
- *Map 4.2 Major Corridor Improvements*
- *Maps 4.3-4.10 Full Sidewalk & Greenway Trail Network Maps*
- *Map 5.1 Priority Project Key Map*
- *Project Cut-Sheets D, E, G, I, J, O, Q*
- *(2) new project cut sheets*
- *Pages 168-169, Shared Active Transportation (bike share and scooters)*
- *Page 177, Watch for Me NC Safety Campaign*
- *Pages 188-191, Sidepath Crossings at Driveways and Intersections*
- *Page 192-195, Bike/Ped/Path Crossings at Railroads*

The above referenced updates include revisions to any applicable data and mapping. This item is for discussion with adoption of the amendment scheduled for the next round of MPO meetings (September/October 2019) after completion of the required public comment period and engagement activities. Staff requests that the TCC recommend approval of Amendment #1 to the TAC.

C. NCDOT Complete Streets Policy Update

In response to legislation and national trends, NCDOT passed the 2009 Complete Streets policy, which established NCDOT's commitment and protocol for providing a functional multi-modal transportation network in the State. Complete streets are defined as streets designed and constructed "to be safe and comfortable for all users, including pedestrians, bicyclists, transit riders, motorists, and individuals of all ages and capabilities." These well-designed streets typically incorporate sidewalks, bicycle lanes, transit stops, appropriate street widths and speeds, and are supportive of surrounding community land uses and regulations. Complete streets are essential to creating efficient transportation for all users and modes that emphasize safety, mobility and accessibility. Complete street also support economic development and land use development as developers see the incentives and benefits to building and locating on transportation corridors where more users can achieve access and ease of mobility.

In mid-2018 NCDOT senior staff began to review and develop revisions to the complete street policy to increase deployment of multi-modal facilities. It was determined that complete streets should be incorporated at the earliest stages of project planning in order to ensure they are included and developed during a holistic project development process once a project is funded. NCDOT also found that their current policy, coupled with a cost sharing policy for bicycle and pedestrian betterments, limited small and rural communities ability to implement full complete streets. Communities are typically required to provide 20% or more for bicycle and pedestrian facility betterments if included on highway projects (i.e. including sidewalks along a roadway improvement).

The Complete Streets policy was updated August 8, 2019 and now stresses the importance of planning and developing complete streets in long-range plans. The updated policy now requires that all project proposed for funding (State or through Prioritization) must be evaluated for multi-modal facilities to increase deployment of complete streets. Additionally, projects with multimodal facilities included in long-range plans shall now be developed with said multi-modal facilities included as opposed to being considered a betterment creating greater opportunities of deployment in small and rural communities. An implementation guide is being developed.

D. Update to the Prioritization 6.0 Schedule

Key dates and overall timeline of the Prioritization 6.0 timeline were presented.

A motion was made by Mr. Hill and seconded by Mr. Hamilton for TCC to recommend actions requested to present to TAC for approval. A motion was made by Mayor Zeck and seconded by Mayor Jackson for TAC approval of the complete consent agenda as presented. The motions passed unanimously.

IV. REGULAR AGENDA

A. Draft 2020-2029 Metropolitan Transportation Improvement Program (MTIP)

In September 2017 staff of the Greenville Urban Area MPO submitted projects into Prioritization 5.0 for potential federal funding. The list of projects included sixteen total highway mode projects, eleven bicycle & pedestrian mode projects and one aviation mode projects. Each project submitted for the MPO is contained within either the 2014-2040 Metropolitan Transportation Plan (MTP) or the Comprehensive Transportation Plan (CTP) as is required by project eligibility.

From September 2017 to April 2018 the NCDOT SPOT Unit analyzed projects and compiled quantitative scores. On August 30th, 2018 the SPOT Unit of NCDOT released the preliminary list of funded Regional Impact projects in October 2018 released the funded Division Needs projects. This release culminated in the Draft 2020-2029 State Transportation Improvement Program (STIP) being released. MPO staff presented this original draft in February 2019 to the governing committees of the MPO. Since that time, NCDOT has revised the draft STIP and released an updated version in August 2019.

NCDOT anticipates Board adoption of the STIP in September with the MPO to consider the local portion of the STIP (Metropolitan Transportation Improvement Program, or MTIP) at the next scheduled MPO Meeting.

A motion was made by Commissioner McLawhorn to approve the draft 2020-2029 Metropolitan Transportation Improvement Program. The motion was seconded by Mayor Zeck and approved unanimously.

V. OTHER DISCUSSION ITEMS

- A. Legislative updates and Strategic Initiatives (contained in agenda package)**
- B. Updates/Announcements (contained in agenda package)**
- C. Upcoming Events (contained in agenda package)**

VI. UPCOMING MPO MEETING SCHEDULE

(G.K. Butterfield Transit Center Main Conference Room at 1:30pm)

- TCC
 - To be determined
- TAC
 - To be determined

VII. ITEMS FOR FUTURE CONSIDERATION

No items were presented for future discussion.

VIII. ADJOURN

With no other business or discussions, Mayor Jackson made a motion to adjourn the meeting. A second was made by Commissioner McLawhorn and the meeting was adjourned.



Attachment 4b

Joint Governing Committee

No Action Required

February 26, 2020

TO: Technical Coordinating Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Minor Amendments to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

Purpose: To amend the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP) to add new projects programmed by the City of Greenville funded by the BUILD Grant.

Minor Amendments

1. U-6240 (West 5th Street, from Cadillac Street to Reade Circle, Rehabilitation and Realignment Project)
 - Programmed for Preliminary Engineering and Construction
2. EB-6042 (South Tar River Greenway, from the Town Common to the Veterans Administration Clinic along Moye Boulevard, Construct Multi-Use Trail)
 - Programmed for Construction
3. EB-6043 (Town Common Connector, from Town Common to East 5th Street, Construct a Multi-Use Path)
 - Programmed for Preliminary Engineering and Construction
4. EB-6044 (Millennial Connector Path, from Dickinson Avenue to 10th Street and from Dickinson Avenue to Ficklen Street, Construct Multi-Use Path)
 - Programmed for Preliminary Engineering and Construction
5. EB-6045 (Moye Boulevard, along Moye Boulevard, Construct a Multi-Use Path to replace existing sidewalk)
 - Programmed for Preliminary Engineering and Construction

Discussion: In November 2019, the City of Greenville was awarded a United States Department of Transportation Better Utilizing Investments to Leverage Development (BUILD) grant. Greenville will receive federal funds to support its Transportation Access, Safety and Connectivity (TASC) Investment Project, a multimodal improvement project to enhance the city's vehicle, pedestrian, and bicycle infrastructure. The projects will include roadway realignment and resurfacing, as well as the extension of greenway space, construction

of a multi-use path, and conversion of an abandoned rail. Each project submitted is contained within either the 2019-2045 Metropolitan Transportation Plan (MTP) or the Comprehensive Transportation Plan (CTP) as is required by project eligibility. The projects will be administered by the City of Greenville. All federally funded projects must be included on the Statewide Transportation Improvement Program (STIP) or (Transportation Improvement Program) TIP.

Action Needed: No action is required

Attachments: *MTIP amendment reference pages; Greenville Urban Area 2018- 2027 MTIP.*

PROJECT: U-6240	ROUTE: SR 1571 (WEST 5TH STREET)	DESCRIPTION: REHABILITATION AND REALIGNMENT OF SR 1571 (WEST 5TH STREET) FROM CADILLAC STREET TO READE CIRCLE IN GREENVILLE.	LENGTH: 1.4 MILES	COUNTY: PITT	% 100	MPO / RPO GREENVILLE	% 100
SPOT ID <div></div>							

PROJECT BREAKS												COUNTY(S)		MPO/RPO(S)		NON COMMITTED / COMMITTED		FUNDING CATEGORY ELIGIBLE / FUNDED		HWY NON 6%	
BRK	SPOT ID	DESCRIPTION																			
FUNDING		FY23		FY24		FY25		FY26		FY27		FY28		FY29		FY30		FY31		FY32	POST YEARS
O																					
L																					
O	C	2452		C	628	C	628														
L	C	1471		C	377	C	377														
COMMENTS:		'O' FUNDS REPRESENT BUILD GRANT FUNDS.																			

FY20		FY21		FY22	
O	PE	427		PE	427
L	PE	256		PE	256
O				C	2516
L				C	1509
				C	2392
				C	1435

☐ INTRASTATE SYSTEM
☐ LOOP PROJECT
☐ NHS (NATIONAL HIGHWAY SYSTEM)
☐ ECONOMIC DEVELOPMENT PROJECT
☐ FEASIBILITY STUDY PROJECT

U

PROGRAM

DIV

ELIGIBLE

DIV

FUNDED

HWY

HWY_NON

☐ 6_PERCENT
☐ COMMITTED
☐ NON_COMMITTED

PRIOR YEARS:	
PROGRAMMED:	15,151
POST YEARS:	
TOTAL COST:	15,151

PROJECT:

EB-6042

ROUTE:

GREENVILLE

SPOT ID

DESCRIPTION:

SOUTH TAR RIVER GREENWAY.
CONSTRUCT MULTI-USE TRAIL FROM
THE TOWN COMMON TO THE VETERANS
ADMINISTRATION CLINIC ALONG MOYE
BOULEVARD IN GREENVILLE.

LENGTH:

1.0 MILES

COUNTY:

PITT

%

100

MPO / RPO

GREENVILLE

%

100

PROJECT BREAKS																				NON COMMITTED /		FUNDING CATEGORY		HWY NON 6%																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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FY20		FY21		FY22	
O		C	1172	C	1172
L		C	703	C	703

☐ INTRASTATE SYSTEM
☐ LOOP PROJECT
☐ NHS (NATIONAL HIGHWAY SYSTEM)
☐ ECONOMIC DEVELOPMENT PROJECT
☐ FEASIBILITY STUDY PROJECT

BP PROGRAM

DIV

DIV

HWY

ELIGIBLE

FUNDED

HWY_NON

☐ 6_PERCENT
☐ COMMITTED
☐ NON_COMMITTED

PRIOR YEARS:	
PROGRAMMED:	3,750
POST YEARS:	
TOTAL COST:	3,750

EB-6043

ROUTE:

GREENVILLE

DESCRIPTION:

**TOWN COMMON CONNECTOR.
CONSTRUCT A MULTI-USE PATH FROM
TOWN COMMON TO EAST 5TH STREET.**

LENGTH:

0.3 MILES

COUNTY:

PITT

%

100

MPO / RPO

GREENVILLE

%

100

SPOT ID

PROJECT BREAKS

BRK	SPOT ID
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DESCRIPTION

COUNTY(S)

MPO/RPO(S

NON COMMITTED /	FUNDING CATEGORY	HWY	
COMMITTED	ELIGIBLE / FUNDED	NON	6%

FUNDING	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	POST YEARS
O											
L											
O	C	854	C	854							
L	C	512	C	512							

COMMENTS:	'O' FUNDS REPRESENT BUILD GRANT FUNDS.
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FY20

FY21

FY22

O	PE	177		PE	177				
L	PE	107		PE	107				
O									
L									

- ☐ INTRASTATE SYSTEM
- ☐ LOOP PROJECT
- ☐ NHS (NATIONAL HIGHWAY SYSTEM)
- ☐ ECONOMIC DEVELOPMENT PROJECT
- ☐ FEASIBILITY STUDY PROJECT

BP	PROGRAM
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DIV
DIV
HWY

	ELIGIBLE
	FUNDED
	HWY_NON

- ☐ 6_PERCENT
- ☐ COMMITTED
- ☐ NON_COMMITTED

PRIOR YEARS:	
PROGRAMMED:	3,300
POST YEARS:	
TOTAL COST:	3,300

PROJECT: EB-6044	ROUTE: GREENVILLE	DESCRIPTION: <i>MILLENNIAL CONNECTOR PATH. CONSTRUCT A 0.3 MILE MULTI-USE PATH FROM DICKINSON AVENUE TO 10TH STREET AND A 0.1 MILE MULTI-USE PATH FROM DICKINSON AVENUE TO FICKLEN STREET.</i>	LENGTH: 0.4 MILES	COUNTY: PITT	% 100	MPO / RPO GREENVILLE	% 100
SPOT ID	<div style="border: 1px solid black; width: 90px; height: 25px;"></div>						

PROJECT BREAKS

BRK	SPOT ID	DESCRIPTION	COUNTY(S)	MPO/RPO(S)	COMMITTED	ELIGIBLE / FUNDED	HWY NON	6%			
FUNDING	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	POST YEARS
O											
L											
O											
L											

COMMENTS: 'O' FUNDS REPRESENT BUILD GRANT FUNDS.

		FY20	FY21	FY22
O	PE	70		
L	PE	42		
O			C 293	C 293
L			C 176	C 176

- ☐ INTRASTATE SYSTEM
☐ LOOP PROJECT
☐ NHS (NATIONAL HIGHWAY SYSTEM)
☐ ECONOMIC DEVELOPMENT PROJECT
☐ FEASIBILITY STUDY PROJECT
- BP** PROGRAM

DIV	ELIGIBLE
DIV	FUNDED
HWY	HWY_NON

☐ 6_PERCENT
☐ COMMITTED
☐ NON_COMMITTED

PRIOR YEARS:	
PROGRAMMED:	1,050
POST YEARS:	
TOTAL COST:	1,050

PROJECT:

EB-6045

ROUTE:

GREENVILLE

DESCRIPTION:

MOYE BOULEVARD SIDEWALK
EXTENSION. CONSTRUCT A MULTI-USE
PATH TO REPLACE THE EXISTING
SIDEWALK ALONG MOYE BOULEVARD IN
GREENVILLE.

LENGTH:

0.8 MILES

COUNTY:

PITT

%

100

MPO / RPO

GREENVILLE

%

100

SPOT ID

PROJECT BREAKS		DESCRIPTION	COUNTY(S)	MPO/RPO(S)	NON COMMITTED /		FUNDING CATEGORY		HWY NON 6%	
BRK	SPOT ID				COMMITTED	ELIGIBLE	ELIGIBLE	FUNDED	NON	6%

FUNDING	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	POST YEARS
O											
L											
O											
L											

COMMENTS:

'O' FUNDS REPRESENT BUILD GRANT FUNDS.

FY20		FY21		FY22	
O	PE	33			
L	PE	20			
O	C	218	C	218	
L	C	131	C	131	

- ☐ INTRASTATE SYSTEM
- ☐ LOOP PROJECT
- ☐ NHS (NATIONAL HIGHWAY SYSTEM)
- ☐ ECONOMIC DEVELOPMENT PROJECT
- ☐ FEASIBILITY STUDY PROJECT
- BP

 PROGRAM

DIV

ELIGIBLE

DIV

FUNDED

HWY

HWY_NON

☐ 6_PERCENT

☐ COMMITTED

☐ NON_COMMITTED

PRIOR YEARS:	
PROGRAMMED:	751
POST YEARS:	
TOTAL COST:	751



Attachment 4c

Joint Governing Committee

Action Required

February 26, 2020

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Amendment of the Fiscal Year (FY) 2019- 2020 Unified Planning Work Program (UPWP)

Purpose: To amend the Greenville Urban Area Metropolitan Planning Organization's current FY 2019-2020 Unified Planning Work Program (PWP) to re-allocate existing funds to on-going tasks.

Discussion: The Greenville Urban Area Metropolitan Planning Organization's (MPO) Transportation Advisory Committee (TAC) approved the Fiscal Year (FY) 2019-2020 Unified Planning Work Program (UPWP or PWP) on February 6, 2019 and amended on July 10, 2019. The UPWP represents the MPO's planned activities and expenditures for the designated fiscal year and is required to be prepared yearly.

Staff is proposing to amend the current UPWP in order to reallocate existing funds update planned expenditures for on-going tasks in 2019-2020. The MPO needed to adjust planned expenditures to accommodate projects requiring additional funds. The MPO also added language regarding the coordination and planning of the NCAMPO 2020 Conference in the task narrative of the III-D Statewide and Extra-Regional Planning section.

The following updates are proposed in Amendment #2 to the FY2020 PWP:

1. *Re-Allocation of Federal PL Funds Programmed within the Current UPWP to add funding for Pitt County CTP development assistance, NCAMPO Conference Preparation and Program Administration.*
2. *Addition of the NCAMPO 2020 Conference participation in the task narrative.*

Action Needed: Request the Joint Governing Committee adopt Resolution 2020-01-GUAMPO adopting Amendment #2 of the FY 2020 PWP.

Attachments: *Current UPWP Expenditure Breakdown of the PL104 Funds; Proposed UPWP Expenditure Breakdown of the PL104 Funds; Proposed addition to the tasks narrative*

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

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104		
			Local 20%	Federal 80%	TOTAL
	II-A	Data and Planning Support	\$ 1,200	\$ 4,800	\$ 6,000
44.24.00	II-A-1	Networks and Support Systems	\$ 400	\$ 1,600	\$ 2,000
44.23.01	II-A-2	Travelers and Behavior	\$ 400	\$ 1,600	\$ 2,000
44.23.02	II-A-3	Transportation Modeling	\$ 400	\$ 1,600	\$ 2,000
	II-B	Planning Process	\$ 74,400	\$ 297,600	\$ 372,000
44.23.02	II-B-1	Targeted Planning	\$ 3,600	\$ 14,400	\$ 18,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 1,000	\$ 4,000	\$ 5,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	
		<i>Pavement Condition Analysis</i>	\$ 45,000	\$ 180,000	\$ 225,000
		<i>NC 43 Corridor Plan</i>	\$ 9,800	\$ 39,200	\$ 49,000
		<i>Eastern North Carolina Freight Study</i>	\$ -	\$ -	
		<i>Uptown Area and Mobility Plan</i>	\$ 15,000	\$ 60,000	\$ 75,000
	III-A	Planning Work Program	\$ 2,000	\$ 8,000	\$ 10,000
44.21.00	III-A-1	Planning Work Program	\$ 1,000	\$ 4,000	\$ 5,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,000	\$ 4,000	\$ 5,000
	III-B	Transp. Improvement Plan	\$ 2,400	\$ 9,600	\$ 12,000
44.25.00	III-B-1	Prioritization	\$ 1,000	\$ 4,000	\$ 5,000
44.25.00	III-B-2	Metropolitan TIP	\$ 1,000	\$ 4,000	\$ 5,000
44.25.00	III-B-3	Merger/Project Development	\$ 400	\$ 1,600	\$ 2,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 1,600	\$ 6,400	\$ 8,000
44.27.00	III-C-1	Title VI Compliance	\$ 100	\$ 400	\$ 500
44.27.00	III-C-2	Environmental Justice	\$ 100	\$ 400	\$ 500
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ -	\$ -	\$ -
44.27.00	III-C-5	Safety/Drug Control Planning	\$ -	\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 1,000	\$ 4,000	\$ 5,000
44.27.00	III-C-7	Private Sector Participation	\$ 400	\$ 1,600	\$ 2,000
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 1,000	\$ 4,000	\$ 5,000
44.27.00	III-E	Management Ops, Program Suppt Admin	\$ 10,600	\$ 42,400	\$ 53,000
	TOTALS		\$ 93,200	\$ 372,800	\$ 466,000

**Greenville Urban Area Metropolitan Planning Organization
Task and Project Funding FY 2020, Amendment changes**

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104		
			Local 20%	Federal 80%	TOTAL
	II-A	Data and Planning Support	\$ 1,200	\$ 4,800	\$ 6,000
44.24.00	II-A-1	Networks and Support Systems	\$ 400	\$ 1,600	\$ 2,000
44.23.01	II-A-2	Travelers and Behavior	\$ 400	\$ 1,600	\$ 2,000
44.23.02	II-A-3	Transportation Modeling	\$ 400	\$ 1,600	\$ 2,000
	II-B	Planning Process	\$ 72,800	\$ 291,200	\$ 364,000
44.23.02	II-B-1	Targeted Planning	\$ 1,600	\$ 6,400	\$ 8,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 1,400	\$ 5,600	\$ 7,000
44.27.00	II-B-3	Special Studies	\$ -	\$ -	
		<i>Pavement Condition Anlaysis</i>	\$ 45,000	\$ 180,000	\$ 225,000
		<i>NC 43 Corridor Plan</i>	\$ 9,800	\$ 39,200	\$ 49,000
		<i>Eastern North Carolina Freight Study</i>	\$ -	\$ -	
		<i>Uptown Area and Mobility Plan</i>	\$ 15,000	\$ 60,000	\$ 75,000
	III-A	Planning Work Program	\$ 2,000	\$ 8,000	\$ 10,000
44.21.00	III-A-1	Planning Work Program	\$ 1,000	\$ 4,000	\$ 5,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,000	\$ 4,000	\$ 5,000
	III-B	Transp. Improvement Plan	\$ 2,400	\$ 9,600	\$ 12,000
44.25.00	III-B-1	Prioritization	\$ 1,000	\$ 4,000	\$ 5,000
44.25.00	III-B-2	Metropolitan TIP	\$ 1,000	\$ 4,000	\$ 5,000
44.25.00	III-B-3	Merger/Project Development	\$ 400	\$ 1,600	\$ 2,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 800	\$ 3,200	\$ 4,000
44.27.00	III-C-1	Title VI Compliance	\$ 100	\$ 400	\$ 500
44.27.00	III-C-2	Environmental Justice	\$ 100	\$ 400	\$ 500
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ -	\$ -	\$ -
44.27.00	III-C-5	Safety/Drug Control Planning	\$ -	\$ -	\$ -
44.27.00	III-C-6	Public Involvement	\$ 400	\$ 1,600	\$ 2,000
44.27.00	III-C-7	Private Sector Participation	\$ 200	\$ 800	\$ 1,000
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 3,200	\$ 12,800	\$ 16,000
44.27.00	III-E	Management Ops, Program Suppt Admin	\$ 10,800	\$ 43,200	\$ 54,000
	TOTALS		\$ 93,200	\$ 372,800	\$ 466,000

- 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.
- Coordinate and plan the NCAMPO 2020 Conference in Greenville, NC

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.

RESOLUTION NO. 2020-01-GUAMPO

APPROVING AMENDMENT #2 TO THE GREENVILLE URBAN AREA MPO'S FY 2020 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 insure 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 (UPWP) will effectively advance transportation planning for FY 2020; and

WHEREAS, the MPO's Long Range Transportation Plan 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 2020 (2019-2020); and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area previously adopted the FY 2020 UPWP February 27, 2019; and

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

- 1. Re-Allocation of Federal PL Funds Programmed within the Current UPWP.*
- 2. Addition of the NCAMPO 2020 Conference participation in the task narrative.*

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area MPO hereby approves and endorses the Amendment #2 to the Unified Planning Work Program (UPWP) for FY 2020 (2019-2020).

Today, February 26, 2020.

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

Amanda Braddy, Secretary



Attachment 4d

Joint Governing Committee

Action Required

February 26, 2020

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

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

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

- Number of fatalities
- Fatality Rate (per 100 million VMT),
- Number of Serious Injuries
- Serious Injury Rate (per 100 million VMT), and
- Number of Non-motorized (Pedestrians + Bicyclists) Fatalities and Serious Injuries

NCDOT adopted associated safety performance measures in August 2019 for the 2020 calendar year. As such, the Greenville Urban Area MPO is required to adopt safety measures by the end of February 2020. While the FAST Act allows MPOs to adopt measures and targets independently of their state, NCDOT has encouraged MPOs to follow their lead by adopting the established statewide performance measures. These updated safety targets must also be included in the Long Range Transportation Plan (LRTP) as well. Staff is recommending an administrative update to add the 2020 Safety Targets to the Plan.

These five specific criteria must be updated on a yearly basis with the following benchmarks adopted by NCDOT for 2020:

1. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 6.23 percent each year from 1,396.4 (2014-2018 average) to 1,227.8 (2016-2020 average) by December 31, 2020.
2. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 5.39 percent each year from 1.211 (2014-2018 average) to 1.084 (2016-2020 average) by December 31, 2020.
3. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 8.54 percent each year from 3,362.6 (2014-2018 average) to 2,812.8 (2016-2020 average) by December 31, 2020.
4. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 7.64 percent each year from 2.886 (2014-2018 average) to 2.462 (2016-2020 average) by December 31, 2020.

5. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 7.13 percent each year from 494.6 (2014-2018 average) to 426.6 (2016-2020 average) by December 31, 2020.

The goals adopted by the MPO will be contained in the MPO's 2045 Metropolitan Transportation Plan (MTP) and will be updated yearly. With the inclusion of the performance measures in the MTP, seamless and efficient connection between the performance measures and potential projects will exist within the plan allowing all projects listed in the MTP to support the required performance measures (with yearly updates required to the measures).

Action Needed: Request the Joint Governing Committee adopt Resolution 2020-02-GUAMPO supporting the 2020 State Safety Performance Measures and amendment to include the 2020 Safety Targets into Long Range Transportation Plan (LRTP).

Attachments: *Informational handout on Safety Performance Measures released by FHWA. Amendment Inclusion of 2020 Safety Targets to LRTP.*

Metropolitan Planning Organization Safety Performance Measures Fact Sheet

Safety Performance Measures

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

How do MPOs establish HSIP targets?

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

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

MPOs establish HSIP targets by either:

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

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

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



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

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

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

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

When do MPOs need to establish these targets?

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

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

Where do MPOs report targets?

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

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

Assessment of Significant Progress

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



Performance Targets Summary

National Goal Areas	Measure	FAST Act Target			Adopted on
Safety	Number of fatalities	reduce by	6.23%	each year	2/26/2020
	Fatality rate(per 100 million vehicle miles traveled)	reduce by	5.39%	each year	2/26/2020
	Number of serious injuries	reduce by	8.54%	each year	2/26/2020
	Serious injury rate (per 100 million vehicle miles traveled)	reduce by	7.64%	each year	2/26/2020
	Number of non-motorized fatalities and non-motorized serious injuries	reduce by	7.13%	each year	2/26/2020
Infrastructure Condition	Percentage of pavements on the Interstate System in Good condition (4-Year Target)		37.0%	by 2021	7/11/2018
	Percentage of pavements on the Interstate System in Poor condition (4-Year Target)		2.2%	by 2021	7/11/2018
	Percentage of pavements on the non-Interstate National Highway System (NHS) in Good condition (2-Year Target)		27.0%	by 2019	7/11/2018
	Percentage of pavements on the non-Interstate NHS in Good condition (4-Year Target)		21.0%	by 2021	7/11/2018
	Percentage of pavements on the non-Interstate NHS in Poor condition (2-Year Target)		4.2%	by 2019	7/11/2018
	Percentage of pavements on the non-Interstate NHS in Poor condition (4-Year Target)		4.7%	by 2021	7/11/2018
	Percentage of NHS bridges classified as in Good condition (2-Year Target)		33.0%	by 2019	7/11/2018
	Percentage of NHS bridges classified as in Good condition (4-Year Target)		30.0%	by 2021	7/11/2018
	Percentage of NHS bridges classified as in Poor condition (2-Year Target)		8.0%	by 2019	7/11/2018
	Percentage of NHS bridges classified as in Poor condition (4-Year Target)		9.0%	by 2021	7/11/2018
System Reliability	Percent of person miles traveled on the Interstate System that are reliable (2-Year Target)		80.0%	by 2019	7/19/2018
	Percent of person miles traveled on the Interstate System that are reliable (4-Year Target)		75.0%	by 2021	7/11/2018
	Percent of person miles traveled on the non-Interstate NHS that are reliable (4-Year Target)		70.0%	by 2021	7/11/2018
Freight Movement and Economic Vitality	Truck Travel Time Reliability Index (2-Year Target)		1.65	by 2019	7/11/2018
	Truck Travel Time Reliability Index (4-Year Target)		1.70	by 2021	7/11/2018
Congestion Reduction*	Annual hours of peak-hour excessive delay per capita		N/A		
	Percent of non-single-occupant vehicle travel		N/A		
Environmental Sustainability**	Total emissions reduction		N/A		

*Only applies in regions designated as Transportation Management Areas.

**Only applies in non-attainment or maintenance areas over a prescribed population threshold.

RESOLUTION NO. 2020-02-GUAMPO
SUPPORT OF 2020 STATE ESTABLISHED TARGETS FOR SAFETY PERFORMANCE
MEASURES

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

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

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

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

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

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

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

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

- 1. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 6.23 percent each year from 1,396.4 (2014-2018 average) to 1,227.8 (2016-2020 average) by December 31, 2020.**
- 2. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 5.39 percent each year from 1.211 (2014-2018 average) to 1.084 (2016-2020 average) by December 31, 2020.**
- 3. For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 8.54 percent each year from 3,362.6 (2014-2018 average) to 2,812.8 (2016-2020 average) by December 31, 2020.**

4. **For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 7.64 percent each year from 2.886 (2014-2018 average) to 2.462 (2016-2020 average) by December 31, 2020.**
5. **For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 7.13 percent each year from 494.6 (2014-2018 average) to 426.6 (2016-2020 average) by December 31, 2020.**

NOW THEREFORE, be it further resolved, that by approval of this resolution an amendment is hereby made to the 2045 Metropolitan Transportation Plan (MTP) adopted on July 10, 2019, by the Greenville Urban Area MPO.

Today, February 26, 2020

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

Amanda Braddy, Secretary



Attachment 5a

Joint Governing Committee

No Action Required

February 26, 2020

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Self-Certification of the Greenville Urban Area Metropolitan Planning Organization's (MPO) Transportation Planning Process for Fiscal Year 2021

Purpose: To Self-Certify the Greenville Urban Area MPO's transportation planning process for the upcoming fiscal year in coordination with the MPO's adoption of the 2021 Unified Planning Work Program.

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

Action Needed: Request the Joint Governing Committee adopt Resolution 2020-03-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*

Metropolitan Self Certification

23 CFR 450.334

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GREENVILLE URBAN AREA
Metropolitan Planning Organization (MPO)
2020-2021 Self-Certification Process + Checklist

CFR 450.334

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

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

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

The MPO’s responses are in **bold**.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)] **Yes**
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (i)] **Yes. The policy board for the Greenville Urban Area is comprised of the Mayors of Greenville, Winterville, Simpson and Ayden, a County Commissioner representing the unincorporated area of Pitt County and an NCDOT Board Member**
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)] **Yes.**
4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314 **Yes**
 - a. Is there an adopted prospectus **Yes**
 - b. Are tasks and products clearly outlined **Yes**
 - c. Is the UPWP consistent with the LRTP **Yes**
 - d. Is the work identified in the UPWP completed in a timely fashion **Yes**
5. Does the area have a valid transportation planning process? **Yes**
23 U.S.C. 134; 23 CFR 450
 - a. Is the transportation planning process continuous, cooperative and comprehensive **Yes, the TCC and TAC Boards meet 4-5 times a year, are open to the public and are advertised.**
 - b. Is there a valid LRTP **Yes, adopted on July 10, 2019 for years 2019-2045.**
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption **Yes**
 - d. Does it address the 8-planning factors **Yes**
 - e. Does it cover all modes applicable to the area **Yes**
 - f. Is it financially constrained **Yes**
 - g. Does it include funding for the maintenance and operation of the system **Yes**
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable) **N/A**
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years) **Yes**
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332 **Yes, 2018-2027 MTIP, adopted by the MPO on August 23, 2017.**
 - 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 2018-2027 MTIP was adopted by the local TAC on August 23, 2017. The current STIP was adopted by the Board of Transportation on August 1, 2017.**
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320 **N/A**
 - a. Is it consistent with the LRTP **N/A**
 - b. Was it used for the development of the TIP **N/A**
 - c. Is it monitored and reevaluated to meet the needs of the area **N/A**
8. Does the area have a process for including environmental mitigation discussions in the planning process? **Yes**
 - a. How **Environmental mitigation is discussed in the 2019-2045 MTP**
 - b. Why not **N/A**

9. Does the planning process meet the following requirements: **Yes**
 - a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; **N/A**
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; **Yes**
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; **Yes**
 - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; **Yes**
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Yes**
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; **Yes**
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; **Yes**
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and **Yes**
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. **Yes**
 - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898) **Yes**

10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1) **Yes**
 - a. Did the public participate in the development of the PIP? **Yes**
 - b. Was the PIP made available for public review for at least 45-days prior to adoption? **Yes**
 - c. Is adequate notice provided for public meetings? **Yes**
 - d. Are meetings held at convenient times and at accessible locations? **Yes, meetings are held during workdays and are held in publicly accessible locations, with sidewalk and public transit directly accessible.**
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Yes, the public may speak at a TCC or TAC meeting regarding transportation matters and provide written comments thru email or written correspondence. Each TCC/TAC meeting has a Public Comment Period.**
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? **Yes**
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website? **Yes, various items are available such as the Public Involvement Plan, TCC and TAC meeting agendas and minutes, MTIP, MTP, PWP, bicycle master plan, prioritization process, and priority list.**

11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? SAFETEA-LU **Yes**
 - a. How - **Resource agency coordination is documented in Appendix A of the 2019-2045 MTP.**
 - b. Why not **N/A**

**RESOLUTION NO. 2020-03-GUAMPO
CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2021**

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

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

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

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

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

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

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

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby self certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization for Fiscal Year 2021.

Today, February 26, 2020.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary



Attachment 5b

Joint Governing Committee

Action Required

February 26, 2020

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Adoption of the Fiscal Year 2021 (2020-2021) Unified Planning Work Program (UPWP)

Purpose: Adopt the presented draft of the Greenville Urban Area Metropolitan Planning Organization's (MPO) FY 2020 (2020-2021) Unified Planning Work Program (UPWP).

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. In FY 2020 the State of North Carolina has adjusted their allocation methodology no longer allowing MPO's to roll over past year funds. This change led staff of the MPO to coordinate with NCDOT and gain approval for the 2021 UPWP in order to program the requisite number funds proposed in the draft.

The proposed UPWP for FY 2021 was developed utilizing information provided by representatives of the MPO's participating communities and coordinated with NCDOT's Transportation Planning Division. The City of Greenville's Transit Manager provided information regarding future FTA-sponsored planning activities and needs as necessary for system specific funding.

MPO projects and special studies anticipated in the 2020-2021 period include:

- Pitt County – CTP update assistance (Task II-B-2, Regional Planning)
- NC43/Charles Blvd Corridor Study (Task II-B-3, Special Studies)
- Uptown Greenville Area and Mobility Plan (Task II-B-3, Special Studies)
- Sidewalk Evaluation Study (Task II-B-3, Special Studies)

A 5-year work plan be submitted and updated to keep NCDOT abreast of long-range planning issues. This requirement was initiated by NCDOT for the 2009-2010 planning period and outlines the major initiatives the MPO plans to undertake creating efficient communication between NCDOT, FHWA and the MPO.

Action Needed: Request the Joint Governing Committee adopt the draft FY 2021 UPWP.

Attachments: *Draft FY 2021 UPWP*

THE GREENVILLE URBAN AREA MPO FISCAL YEAR (FY) 2021 DRAFT UNIFIED PLANNING WORK PROGRAM (UPWP)



**Greenville Urban Area
Metropolitan Planning Organization
February 26, 2020**

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Greenville Urban Area 2020-2021 PWP Narrative

UPWP Overview

Greenville Urban Area Metropolitan Planning Organization PLANNING WORK PROGRAM (PWP) for July 1, 2020- June 30 2021 (FY 2021)

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 2020-2021 (from July 1, 2020 through June 30, 2021). 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 2019-2045 Metropolitan Transportation Plan (MTP) which currently and in the future, serves as the MPO's federally mandated multi-modal long range transportation plan.

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

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

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

Public Participation and Title VI

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

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

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

Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program

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

The Metropolitan Transportation Plan (MTP) includes the following:

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

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

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

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

Air Quality Conformity Process

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

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Greenville Urban Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEMBERS

CHAIR

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

ALTERNATE: Rose Glover, Mayor Pro-Tem

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

*Steve Tripp, Mayor
Town of Ayden*

*Doug Jackson, Mayor
Town of Winterville*

ALTERNATE: Tony Moore

*Richard Zeck, Mayor
Village of Simpson*

*Thomas Taft Jr.
Board of Transportation
NCDOT*

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

TECHNICAL COORDINATING COMMITTEE MEMBERS

*Lisa Kirby
Engineering Director
City of Greenville
Chair*

*Thomas Barnett
Chief Planner
City of Greenville*

*Transit Manager
City of Greenville*

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

*Ann E. Wall
City Manager
City of Greenville*

*James Rhodes, AICP
Planning Director
Pitt County*

*Jonas Hill
Planner
Pitt County*

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

*Terri Parker
Town Manager
Town of Winterville*

*Steven Harrell
Town Manager
Town of Ayden*

*Stephen Smith
Community & Economic Planner
Town of Ayden*

*Richard Zeck
Mayor
Village of Simpson*

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

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

*Michael Taylor
Assistant County Manager
Pitt Area Transit*

*Michelle Howes
Greenville MPO Coordinator
Transportation Planning Branch
NCDOT*

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

*Len White, PE
Project Development Engineer
Division 2, NCDOT*

*Kevin Richards
Planning Director
Mid-East Commission*

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

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

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

*(non-voting)—Peyton Ahlers
Mid-East RPO*

Membership as of February 25, 2020

Common Acronyms

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

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

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Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

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

State Planning and Research (SPR) Funds

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

Section 5303 Funds

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

Funding Summary FY 2020-2021 (Total funds programmed in PWP, including Transit funds)				
Funding Source	Federal Funding	State Funding	Local Match	Total
Planning Funds (PL 104)	\$ 211,713		\$ 52,928	\$ 264,641
State Planning and Research Funding (SPR) (TPD)	\$ 88,000	\$ 16,500	\$ 5,500	\$ 110,000
Section 5303	\$ 43,184	\$ 5,398	\$ 5,398	\$ 53,980
Total	\$ 342,897	\$ 21,898	\$ 63,826	\$ 428,621

Program Summary for MPO Planning and Administration (PL Funds)

Task	PL Funds	Percentage of Total PL Funds
II-A Data and Planning Support	\$ 6,000	2.27%
II-B Planning Process	\$ 33,000	12.47%
(II-B Special Study)	\$ 124,000	46.86%
III-A Planning Work Program	\$ 10,000	3.78%
III-B Transp. Improvement Plan	\$ 21,000	7.94%
III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 11,400	4.31%
III-D Statewide and Extra-Regional Planning	\$ 6,241	2.36%
III-E Management Ops, Program Support Admin	\$ 53,000	20.03%
TOTAL PL Funds	\$ 264,641	100.00%

Program Summary for State Planning and Research Funds Applied by MPO

Task	Federal Funds	State Funds	Local Match	Task Percentage of Available Funds
II-B-3 Special Studies				
Sidewalk Evaluation Study	\$ 88,000	\$ 16,500	\$ 5,500	100.00%

General Task Descriptions and Narratives

II-A Data and Planning Support

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

II-A-1 Networks and Support Systems

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

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

II-A-2 Travelers and Behavior

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

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

II-A-3 Transportation Modeling

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

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

II-B Planning Process

II-B-1 Targeted Planning

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

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

II-B-2 Regional Planning

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

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

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.

- **Sidewalk Evaluation Study (\$110,000 Total -- \$88,200 Federal; \$16,500 State; \$5,500 Local Match)**
Conduct an evaluation of the pedestrian facilities to develop a curb ramp inventory and conditions assessment. The study will be conducted within the limits of the municipalities of Greenville, Winterville and Ayden. The results will help to create a current and living inventory as well as to provide reliable information to plan, manage, and maintain the pedestrian facilities.
- **NC 43 Corridor Study (\$49,000 Total -- \$39,200 Federal; \$9,800 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; \$10,000 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 Division.
- Actively manage the progress of consultants engaged in completing UPWP tasks.
- Develop the FY 5-year Planning Work Program Calendar.

III-A-2 Metrics and Performance Management

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

III-B Transportation Improvement Program

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

III-B-1 Prioritization

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

III-B-2 Metropolitan TIP

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

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

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

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

III-C-1 Title VI Compliance

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

III-C-2 Environmental Justice

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

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

III-C-3 Minority Business Enterprise Planning

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

III-C-4 Planning for the Elderly

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

III-C-5 Safety and Drug Control Planning

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

III-C-6 Public Involvement

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

III-C-7 Private Sector Participation

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

III-D Statewide and Extra-Regional Planning

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

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

III-E. Management and Operations

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

III-E Management Operations and Program Support Administration

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

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

Greenville Urban Area Metropolitan Planning Organzation
Task and Project Funding FY 2021

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	\$ 1,200	\$ 4,800	\$ 6,000					\$0	\$0	\$0	\$0					\$ 1,200	\$0	\$ 4,800	\$ 6,000
44.24.00	II-A-1	Networks and Support Systems	\$ 400	\$ 1,600	\$ 2,000					\$0	\$0	\$0	\$0					\$ 400	\$0	\$ 1,600	\$ 2,000
44.23.01	II-A-2	Travelers and Behavior	\$ 400	\$ 1,600	\$ 2,000					\$0	\$0	\$0	\$0					\$ 400	\$0	\$ 1,600	\$ 2,000
44.23.02	II-A-3	Transportation Modeling	\$ 400	\$ 1,600	\$ 2,000					\$0	\$0	\$0	\$0					\$ 400	\$0	\$ 1,600	\$ 2,000
	II-B	Planning Process	\$ 31,400	\$ 125,600	\$ 157,000	\$5,500	\$16,500	\$88,000	\$110,000	\$257	\$257	\$2,056	\$2,570					\$ 37,157	\$16,757	\$ 215,656	\$ 269,570
44.23.02	II-B-1	Targeted Planning	\$ 3,600	\$ 14,400	\$ 18,000					\$0	\$0	\$0	\$0					\$ 3,600	\$0	\$ 14,400	\$ 18,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 3,000	\$ 12,000	\$ 15,000					\$257	\$257	\$2,056	\$2,570					\$ 3,257	\$257	\$ 14,056	\$ 17,570
44.27.00	II-B-3	Special Studies	\$ -	\$ -						\$0	\$0	\$0	\$0					\$ -	\$0	\$ -	\$ -
		Pavement Condition Anlysis																	\$0	\$ -	\$ -
		NC 43 Corridor Plan	\$ 9,800	\$ 39,200	\$ 49,000					\$0	\$0	\$0	\$0					\$ 9,800	\$0	\$ 39,200	\$ 49,000
		Sidewalk Evaluation Study	\$ -	\$ -		\$5,500	\$16,500	\$88,000	\$110,000	\$0	\$0	\$0	\$0					\$ 5,500	\$16,500	\$ 88,000	\$ 110,000
		Uptown Area and Mobility Plan	\$ 15,000	\$ 60,000	\$ 75,000														\$0	\$ 60,000	
	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	\$ 4,200	\$ 16,800	\$ 21,000					\$257	\$257	\$2,056	\$2,570					\$ 4,457	\$257	\$ 18,856	\$ 23,570
44.25.00	III-B-1	Prioritization	\$ 2,000	\$ 8,000	\$ 10,000					\$0	\$0	\$0	\$0					\$ 2,000	\$0	\$ 8,000	\$ 10,000
44.25.00	III-B-2	Metropolitan TIP	\$ 1,000	\$ 4,000	\$ 5,000					\$257	\$257	\$2,056	\$2,570					\$ 1,257	\$257	\$ 6,056	\$ 7,570
44.25.00	III-B-3	Merger/Project Development	\$ 1,200	\$ 4,800	\$ 6,000					\$0	\$0	\$0	\$0					\$ 1,200	\$0	\$ 4,800	\$ 6,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 2,280	\$ 9,120	\$ 11,400					\$257	\$257	\$2,056	\$2,570					\$ 2,537	\$257	\$ 11,176	\$ 13,970
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	\$ 280	\$ 1,120	\$ 1,400					\$0.0	\$0.0	\$0	\$0					\$280	\$0	\$1,120	\$1,400
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 400	\$ 1,600	\$ 2,000					\$257.0	\$257.0	\$2,056	\$2,570					\$657	\$257	\$3,656	\$4,570
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	\$ 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	\$ 1,248	\$ 4,993	\$ 6,241					\$0.0	\$0.0	\$0	\$0					\$ 1,248	\$0	\$ 4,993	\$ 6,241
44.27.00	III-E	Management Ops, Program Suppt Admin	\$ 10,600	\$ 42,400	\$ 53,000					\$4,627.0	\$4,627.0	\$37,016	\$46,270	\$0.0	\$0.0	\$0	\$0	\$ 15,227	\$4,627	\$ 79,416	\$ 99,270
		TOTALS	\$ 52,928	\$ 211,713	\$ 264,641	\$5,500.0	\$16,500	\$88,000	\$110,000	\$5,398	\$5,398	\$43,184	\$53,980	\$0	\$0	\$0	\$0	\$63,826	\$21,898	\$342,897	\$428,621

Greenville Urban Area MPO

FY 2020-2021 Planning Work Program

Transit Task Narrative

1-	MPO					
2-	FTA Code	442100	442301	442500	442616	
3-	Task Code	III-E	II-B-2	III-B-2	III-C-5	Total
4-	Title of Planning Task	Program Support/Admin	Regional Planning (Transit Element of the MTP)	Transportation Improvement Program	Safety	
5-	Task Objective	Monitor and analyze the statistical and financial performance of the GREAT system so as to recommend improvements that will increase both the efficiency and effectiveness of the service provided.	Improve mobility	Develop transit needs	Maintain and improve system safety and security.	
6-	Tangible Product Expected	Prepare, publish and submit all monthly statistical and financial reports required by the local, state and federal governments. Prepare, publish and submit all recommendations for improving system performance to the appropriate governing body for review and approval.	The development of routes and schedules that can be incorporated into the LRTP.	List of transit needs	Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
7-	Expected Completion Date of Product(s)	6/30/2021	6/30/2021	6/30/2021	6/30/2021	
8-	Previous Work	Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for review and approval.	Evaluation of Short Range Transit Plan recommendations completed and preparations for service improvements were made.	2022-2029 STIP and TIP	Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
9-	Prior FTA Funds	\$40,810	\$2,000		\$2,000	\$44,810
10-	Relationship To Other Activities					
11-	Agency Responsible for Task Completion	City of Greenville	City of Greenville	City of Greenville	City of Greenville	
12-	HPR - Highway - NCDOT 20%					
13-	HPR - Highway - FHWA 80%					
14-	Section 104 (f) PL Local 20%					
15-	Section 104 (f) PL FHWA 80%					
16-	Section 5303 Local 10%	\$4,627	\$257	\$257	\$257	\$5,398
17-	Section 5303 NCDOT 10%	\$4,627	\$257	\$257	\$257	\$5,398
18-	Section 5303 FTA 80%	\$37,016	\$2,056	\$2,056	\$2,056	\$43,184
	Subtotal	\$46,270	\$2,570	\$2,570	\$2,570	\$53,980
19-	Section 5307 Transit - Local 10%		\$0.00			\$0
20-	Section 5307 Transit - NCDOT 10%		\$0.00			\$0
21-	Section 5307 Transit - FTA 80%		\$0.00			\$0
	Subtotal		\$0.00			\$0
22-	Additional Funds - Local 100%					
	Grand total	\$46,270	\$2,570	\$2,570	\$2,570	\$53,980

February 26, 2020

Hanna Cockburn, Director
Integrated Mobility 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 FY2021 has been submitted into the PMPO Grants SharePoint teamsite. The UPWP also serves as the urban area's Metropolitan Planning Program grant application requesting Federal Transit Administration Section 5303 planning funds. A complete description and budget of planning activities is included in the UPWP/PWP.

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

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

Sincerely,

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

Anticipated DBE Contracting Opportunities for FY 20-21

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
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	Continue 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	Finish P6.0	Draft MTIP Review, Amend current as required	As Needed
2023	Yes	Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Begin development of the 2050 MTP	Begin update of the Travel Demand model to horizon year of 2050	Required	Begin 7.0*	Adopt 2023-2032 MTIP	As Needed
2024	Yes	Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Complete adoption process for 2050 MTP (prior to August 2024) and post plan to website and disperse hard copies to each MPO member.	Complete update of the Travel Demand model to horizon year of 2050	Required	Finish P7.0*	Draft MTIP Review, Amend current as required	As Needed
2025	Yes	Development of FY 2026 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Begin P8.0*	Adopt 2025-2034 MTIP	As Needed

**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. 2020-03-GUAMPO
CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2021**

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

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

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

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

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

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

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

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby self certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization for Fiscal Year 2021.

Today, February 26, 2020.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary

**RESOLUTION NO. 2020-04-GUAMPO
ADOPTING THE FISCAL YEAR 2021 (2020-2021) 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) 2021; 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 2021 (2020-2021);

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 2021 (2020-2021) for the Greenville Urban Area Metropolitan Planning Organization.

Today, February 26, 2020.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary

North Carolina
_____ County

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

WITNESS my hand and official seal, this the _____ day of _____ 2020.

My commission Expires: _____

_____, Notary Public



Attachment 5c

Joint Governing Committee

No Action Required

February 26, 2020

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Discussion of preliminary meeting of the TCC and TAC for 2020

Purpose: Discuss potential dates for the 2020 TCC and TAC meeting cycle.

Discussion: TCC and TAC meeting are typically scheduled quarterly at 1:30pm in the Second Floor Conference Room, G.K. Butterfield Transportation Center. To adhere to member schedules, MPO staff is seeking direction as to the 2019 meeting schedule. In preparation, MPO staff has proposed the below dates for the TCC and TAC meetings:

TCC	TAC
April 15, 2020	April 29, 2020
June 24, 2020	July 8, 2020
September 16, 2020	September 30, 2020
December 9, 2020 Joint Meeting (Only if Necessary)	

These potential dates were chosen with consideration of possible local government holiday schedules. Future meeting dates can be altered at each respective Committee meeting. The MPO's TCC has reviewed these dates. Should additional meetings be required the respective chairman of each the TCC and TAC have the ability to call for a meeting pending committee member availability. Additionally staff is recommending that the meeting location for 2020 be the G.K. Butterfield Transportation Center Main Conference Room.

Action Needed: N/A

Users Guide

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Contract Number: C204332 Division: 2 TIP Number: I-6032, I-6035 Length: 18.11 miles NCDOT Contact: Sarah F. Lentine Location Description: US-264 (FUTURE I-587) FROM WILSON COUNTY LINE TO SR-1467 (STANTONBURG RD) INTERCHANGE (GREENVILLE SW BYPASS). Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$22,457,573.08 Work Began: 09/19/2019 Original Completion Date: 03/14/2022 Latest Payment Thru: 12/31/2019 Latest Payment Date:	Route: US-264 County: Pitt Federal Aid Number: NHPIM-0264(068) NCDOT Contact No: (252)830-3495 Letting Date: 05/21/2019 Revised Completion Date: Construction Progress: 41.98%
Contract Number: DB00478 Division: 2 TIP Number: W-5702N Length: 3.336 miles NCDOT Contact: Sarah F. Lentine Location Description: PITT COUNTY Contractor Name: CAROLINA EARTH MOVERS INC Contract Amount: \$732,382.78 Work Began: 09/20/2019 Original Completion Date: 03/23/2020 Latest Payment Thru: 01/31/2020 Latest Payment Date:	Route: NC-11 County: Pitt Federal Aid Number: HSIP-0011(041) NCDOT Contact No: (252)830-3495 Letting Date: 07/24/2019 Revised Completion Date: 04/09/2020 Construction Progress: 47.38%



Upcoming Projects Subject to Approved STIP and Funding

Project ID	County	Description	R/W Acq Begins	Let Date
B-4605	PITT	BRIDGE 5 OVER CHICOD CREEK ON SR 1777.	11/9/2018	3/17/2020
17BP.2.R.92	PITT	Bridge 171 over Johnson Mill Run on SR 1418 (Stanton House Rd.) in Pitt County BRIDGE 171 OVER JOHNSON MILL RUN ON SR 1418 (STATON HOUSE ROAD).	10/9/2019	4/21/2020
BR-0119	PITT	BRIDGE 109 OVER GRINDLE CREEK ON SR 1514 (STATON MILL ROAD).	9/12/2019	4/21/2020
BR-0120	PITT	BRIDGE 123 OVER MEADOW BRANCH ON SR 1552.	9/12/2019	4/21/2020
B-5301	PITT	BRIDGE 87 OVER THE NORFOLK SOUTHERN RAILROAD ON NC 33		6/16/2020
W-5702O	PITT	US 264 ALT(GREENVILLE BOULEVARD) AT MALL DRIVE		7/22/2020
B-4786	PITT	BRIDGE 38 OVER THE TAR RIVER ON US 13 IN GREENVILLE	5/30/2018	12/15/2020
B-4607	PITT	REPLACE BRIDGE 43 OVER SWIFT CREEK ON SR 1923	10/14/2019	1/27/2021
17BP.2.R.103	PITT	Bridge 6 over Cow Swamp on SR 1756 (J. C. Galloway Rd.) in Pitt County		2/10/2021
U-5730	PITT	US 13 (MEMORIAL DRIVE) AT NC 43 (5TH STREET) UPGRADE INTERSECTION	1/24/2018	2/10/2021
B-5612	PITT	BRIDGE 24 OVER THE TAR RIVER ON NC 222	6/21/2019	5/18/2021
W-5802D	PITT	SR 1598 10TH STREET) AT ANDERSON STREET. INSTALL RECTANGULAR RAPID FLASH BEACON AND PAVEMENT MARKINGS AT CROSSWALK.		6/9/2021
W-5702H	PITT	US 13 / NC 11 BETWEEN THE CAROLINA COASTAL RAIL CROSSING 0.1 MILE SOUTH OF MOYE BOULEVARD AND NC 43 (FIFTH STREET) SAFETY IMPROVEMENTS (MILEPOST - 11.150 - 11.990)		11/10/2021
W-5702M	PITT	SR 1711 (WORTHINGTON ROAD) AT SR 1709 (COREY ROAD)	4/15/2019	11/10/2021
B-4603	PITT	REPLACE BRIDGE 29 OVER FORK SWAMP ON SR 1715	5/13/2020	11/24/2021

Upcoming Projects Subject to Approved STIP and Funding

Project ID	County	Description	R/W Acq Begins	Let Date
U-5606	PITT	SR 1598/SR 1620 (DICKINSON AVE) FROM NC 11(MEMORIAL DRIVE) TO SR 1610 (READE CIRCLE)	6/22/2016	3/15/2022
U-5952	PITT	GREENVILLE - SIGNAL SYSTEM	7/15/2022	11/15/2022
U-5875	PITT	SR 1203 (ALLEN STREET) FROM SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO MULTI-LANES	5/14/2018	10/17/2023
U-2817	PITT	SR 1700 (EVANS STREET / OLD TAR ROAD) FROM SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264 ALTERNATE (GREENVILLE BOULEVARD) IN GREENVILLE	6/27/2019	3/19/2024
U-5785	PITT	SR 1708 (FIRETOWER ROAD) FROM NC 43 (CHARLES BOULEVARD) TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	10/31/2019	6/18/2024
U-5870	PITT	SR 1708 (FIRETOWER ROAD) FROM SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET)IN GREENVILLE. WIDEN TO MULTI-LANES.	10/31/2019	6/18/2024
U-5917	PITT	SR 1704 (FOURTEENTH STREET) FROM RED BANKS ROAD TO SR 1708 (FIRETOWER ROAD). WIDEN TO MULTI-LANES	6/21/2019	6/18/2024
U-5991	PITT	NC 43, FROM SR 1708 (FIRETOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES	6/30/2021	6/18/2024
U-6197	PITT	SR 1711 (WORTHINGTON ROAD) AT SR 1725 (COUNTY HOME ROAD). UPGRADE INTERSECTION.	7/19/2024	4/20/2027
EB-5980	PITT	US 264-A(GREENVILLE BOULEVARD) FROM US 264-A TO US 13 (DICKINSON AVENUE)	4/23/2027	2/23/2028
EB-5981	PITT	NC 11 (MEMORIAL DRIVE) FROM NC 43 (WEST FIFTH STREET) TO SR1128 (DAVENPORT FARM ROAD)	4/28/2028	2/14/2029
U-6195	PITT	SR 1204 (STANTONSBURG ROAD) FROM SR 1204 (B'S BARBEQUE ROAD) TO NC 11 (MEMORIAL DRIVE). ACCESS MANAGEMENT.	7/17/2026	11/20/2029