

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

Wednesday, March 16, 2022 at 1:30 p.m.
Electronic meeting via Zoom
Actions to be taken in bold italics

1) Approval of Agenda: *approve*

Chair to read aloud Ethics Awareness and Conflict of Interest reminder

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

2) Public Comment Period

3) Election of Transportation Advisory Committee Chair and Vice Chair for 2022

4) Consent Agenda: *approve*

- a)*** Approval of the December 15, 2021, Joint Governing Committee meeting minutes (pg.3-6)
- b)*** Approval of the amendments to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP) Resolution No. 2022-01-GUAMPO (pg.7-11)
- c)*** STIP modification resolution, Transit Project Addition Resolution No. 2022-02-GUAMPO (pg.12-14)
- d)*** Approval of the letter of support for the Greenville – Raleigh Passenger Rail Study (pg.15-16)
- e)*** Approval of the letter of support for the Washington-Greenville Greenway Feasibility Study (pg.17-18)

5) Regular Agenda

- a)*** Self-Certification of Greenville Urban Area MPO Transportation Planning Process for the Fiscal Year 2023 Resolution No. 2022-03-GUAMPO – ***approve*** (pg.19-23)
- b)*** Approval of the Greenville Urban Area MPO’s Fiscal Year 2023 Unified Planning Work Program (UPWP) Resolution No. 2022-04-GUAMPO – ***approve*** (pg.24-56)

6) Other Discussion Items

- a)*** Updates/Announcements
 - i. Statewide Transportation Improvement Program (STIP) and Prioritization Process update (pg.57-73)
 - ii. Division 2 - Len White and Diane Hampton (pg.74-76)
 - iii. Transportation Planning Division - Liam Hogan-Rivera (pg.77-78)
 - iv. Integrated Mobility Division (pg.79)
 - v. MPO Staff Updates (pg.80-83)
 - vi. Ethics Filing Reminder (no attachment): TAC representative and alternates to file required forms before April 15, 2022. All forms and the electronic filing portal can be accessed on the Ethics Commission website: <https://ethics.nc.gov/seis/electronic-filing>

7) Upcoming MPO Meeting Schedule (at 1:30pm)

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

8) 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.

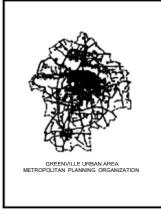
Any person who believes they have been mistreated by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the Greenville Urban Area MPO. Any such complaint must be in writing or in person to the City of Greenville, Public Works--Engineering, MPO Title VI Coordinator,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

Transportation Advisory Committee

Action Required

March 16, 2022

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Minutes from the December 15, 2022 Joint Governing Committee meeting

Purpose: To review and approve the minutes from the previous TCC meeting.

Discussion: The draft minutes from the December 15, 2021 Joint TCC and TAC meeting are attached for review and approval.

Action Needed: Adopt the December 15, 2021 Joint Governing Committee meeting minutes.

Attachments: *Draft December 15, 2021 Joint TCC and TAC meeting minutes*

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
JOINT GOVERNING COMMITTEE MINUTES
DECEMBER 15, 2021**

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

Mayor P.J. Connelly, City of Greenville
Kevin Mulligan, City of Greenville
Lisa Kirby, City of Greenville
Chantae Gooby, City of Greenville
Rik DiCesare, City of Greenville
Ryan Mayers, City of Greenville
Commissioner Melvin McLawhorn, Pitt County
Mayor Richard Zeck, Town of Simpson
Dianne Hampton, NCDOT
Tony Moore, Town of Winterville
Thomas Taft, NCDOT
Liam Hogan-Rivera, NCDOT
Haywood Daughtry, NCDOT
Bailey Harden, NCDOT

Ben Rodgers, Pitt County
Michael Tayler, Pitt Area Transit
Bryan Jones, Town of Winterville
Stephen Smith, Town of Ayden
Steve Hamilton, NCDOT
Len White, NCDOT
Jeff Cabaniss, NCDOT
Bill Marley, FHWA
James Rhodes, Pitt County
Ben Williams, Town of Winterville
Kevin Richards, Mid-East Commission
William Bagnell, ECU
Mayor Ricky Hines, Town of Winterville

OTHERS PRESENT:

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

Eliud De Jesus, City of Greenville

I. APPROVAL OF AGENDAS

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

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

II. PUBLIC COMMENT PERIOD

There were no public comments.

III. CONSENT AGENDA

A. Approval of minutes

A motion was made by Mayor Zeck to approve the minutes of the October 20, 2021 TCC meeting. A second was made by Mr. Taft and passed unanimously.

A motion was made by Mr. Williams to approve the minutes of the November 10, 2021 TAC meeting. A second was made by Mr. Hamilton and passed unanimously.

B. Statewide Transportation Improvement Program (STIP) and Prioritization Process Update

Mrs. Hampton gave a presentation on the Statewide Transportation Improvement Program (STIP) and Prioritization Process. She presented updates, overall goals, and delivery projects. She discussed three main decision points for developing 2024-2033 STIP.

Decision Point One: Overall Method

- Consensus recommendations to date: Traditional STIP Development Method

Decision Point Two: Scenario Method for Selecting Delivery Projects

- Delivery Project set determined using Scenario-2 approach
- Anything let in FY 2026 or before, has grants awarded, or ROW underway

Decision Point Three: Committed Project Evaluation Method

C. Support of the State’s Established Safety Performance Measure Targets

Mr. De Jesus presented information on the State’s Safety Performance Measure Targets, as well as a Resolution of support. He requested the Joint Governing Committee adopt Resolution 2021-10-GUAMPO supporting the 2022 State Safety Performance Measures.

Current federal transportation legislation (FAST Act) requires states and MPOs to adopt performance measures and targets in order 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

A motion was made by Mr. Hamilton, TCC member, to adopt Resolution 2021-10-GUAMPO supporting the 2022 State Safety Performance Measures. A second was made by Mr. Williams and passed unanimously.

A motion was made by Mayor Zeck, TAC member, to adopt Resolution 2021-10-GUAMPO supporting the 2022 State Safety Performance Measures. A second was made by Mayor Hines and passed unanimously.

D. Draft FY 2022-2023 Unified Planning Work Program (UPWP)

Mr. De Jesus presented information on the Draft FY2022-2023 Unified Planning Work Program (UPWP). He explained how the proposed UPWP for the PL-funded planning activities in FY 2023 was developed utilizing information provided by representatives of the MPO’s participating communities and coordinated with NCDOT’s Transportation Planning Division. In addition, the City of Greenville’s Transit Manager provided information regarding future FTA-sponsored planning activities and needs as necessary for system-specific funding.

MPO projects and special studies anticipated in the 2022-2023 period include:

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

E. Preliminary meeting of the TCC and TAC for 2022

Mr. De Jesus presented potential dates for the 2022 TCC and TAC meeting cycle.

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

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

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

IV. OTHER DISCUSSION ITEMS

A. Updates/Announcements

- i. Division 2 (Len White and Diane Hampton) (pg. 264)
- ii. Transportation Planning Division (Liam Hogan-Rivera)
- iii. MPO Staff Updates

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

- Technical Coordinating Committee (TCC) – February 23, 2022, June 30, 2022, October 13, 2022, December 8, 2022
- Transportation Advisory Committee (TAC) – March 3, 2022, July 14, 2022, October 27, 2022, December 8, 2022

VI. ITEMS FOR FUTURE CONSIDERATION

There were no items presented.

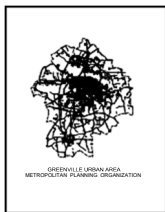
VII. ADJOURN

A motion was made by Mr. Williams, TCC member, to adjourn the meeting. The motion was seconded by Mr. DiCesare and passed unanimously.

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

Respectfully submitted,

Rachel Manning, Secretary
Transportation Advisory Committee



Attachment 4b

Transportation Advisory Committee

Action Required

March 16, 2022

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

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

Amendments

1. HB-0021 - Replace Oxford Road Bridge 730419 over Meeting House Branch in Greenville.
 - Add project to the STIP for FY2023 at the request of the Greenville Urban Area MPO.
2. HB-0022 - Replace Rock Spring Road Bridge 730096 over Greens Mill Run in Greenville.
 - Add project to the STIP for FY2024 at the request of the Greenville Urban Area MPO.
3. B-4603 – Replace Jack Jones Road (SR 1715) Bridge 730029 over Fork Swamp.
 - Delete project to be delivered using Highway Bridge Funds.
4. W-5702DIV – Safety Improvements at Various Locations.
 - Add Right-Of-Way in FY 22 and Construction in FY 22 not previously programmed.
5. W-5702REG – Safety Improvements at Various Locations.
 - Add Right-Of-Way in FY 22 and Construction in FY 22 not previously programmed.
6. W-5702SW – Safety Improvements at Various Locations.
 - Add Right-Of-Way in FY 22 and Construction in FY 22 not previously programmed.

Action Needed: Adopt the Resolution 2022-01-GUAMPO, approving current amendments to the 2020-2029 Metropolitan Transportation Improvement Program (MTIP).

Attachments: *MTIP amendment reference pages; Greenville Urban Area Resolution 2022-01*

**RESOLUTION NO. 2022-01-GUAMPO
REQUESTING THE AMENDMENT OF THE STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM FOR FY 2020-2029**

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

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

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

(see Exhibit attached hereto)

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

Today, March 16, 2022,

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

Secretary

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP ADDITIONS

* HB-0021	- GREENVILLE URBAN AREA	OXFORD ROAD, REPLACE BRIDGE 730419 OVER	ENGINEERING	FY 2023 -	\$363,000	(BGOFF)
PITT	METROPOLITAN PLANNING ORGANIZATION	MEETING HOUSE BRANCH IN GREENVILLE.	RIGHT-OF-WAY	FY 2023 -	\$50,000	(BGOFF)
PROJ.CATEGORY		<u>ADD MUNICIPAL BRIDGE PROJECT AT THE REQUEST</u>	UTILITIES	FY 2024 -	\$143,000	(BGOFF)
DIVISION		<u>OF THE MPO.</u>	CONSTRUCTION	FY 2024 -	\$1,668,000	(BGOFF)
					\$2,224,000	

HB-0022	- GREENVILLE URBAN AREA	ROCK SPRING ROAD, REPLACE BRIDGE 730096 OVER	ENGINEERING	FY 2024 -	\$495,000	(BGOFF)
PITT	METROPOLITAN PLANNING ORGANIZATION	GREENS MILL RUN IN GREENVILLE.	RIGHT-OF-WAY	FY 2024 -	\$100,000	(BGOFF)
PROJ.CATEGORY		<u>ADD MUNICIPAL BRIDGE PROJECT AT THE REQUEST</u>	UTILITIES	FY 2025 -	\$126,000	(BGOFF)
DIVISION		<u>OF THE MPO.</u>	CONSTRUCTION	FY 2025 -	\$2,277,000	(BGOFF)
					\$2,998,000	

STIP DELETIONS

* B-4603	- GREENVILLE URBAN AREA	SR 1715 (JACK JONES ROAD), REPLACE BRIDGE	RIGHT-OF-WAY	FY 2022 -	\$90,000	(BGOFF)
PITT	METROPOLITAN PLANNING ORGANIZATION	730029 OVER FORK SWAMP.	CONSTRUCTION	FY 2023 -	\$900,000	(BGOFF)
PROJ.CATEGORY		<u>DELETE. PROJECT TO BE DELIVERED USING</u>			\$990,000	
DIVISION		<u>HIGHWAY BRIDGE FUNDS.</u>				

* INDICATES FEDERAL AMENDMENT

Thursday, February 3, 2022

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

W-5702DIV BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT PROJ.CATEGORY DIVISION	- NEW BERN METROPOLITAN PLANNING ORGANIZATION - GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - DOWN EAST RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD RIGHT-OF-WAY IN FY 22 AND CONSTRUCTION IN FY 22 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$30,000 (HSIP) FY 2022 - <u>\$180,000</u> (HSIP) \$210,000
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W-5702REG BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT PROJ.CATEGORY REGIONAL	- NEW BERN METROPOLITAN PLANNING ORGANIZATION - GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION - MID-EAST RURAL PLANNING ORGANIZATION - EASTERN CAROLINA RURAL PLANNING ORGANIZATION - DOWN EAST RURAL PLANNING ORGANIZATION	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS LOCATIONS. <u>ADD RIGHT-OF-WAY IN FY 22 AND CONSTRUCTION IN FY 22 NOT PREVIOUSLY PROGRAMMED.</u>	RIGHT-OF-WAY CONSTRUCTION	FY 2022 - \$30,000 (HSIP) FY 2022 - <u>\$180,000</u> (HSIP) \$210,000
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* INDICATES FEDERAL AMENDMENT

Thursday, March 10, 2022

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

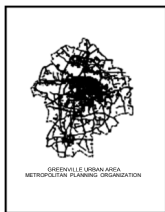
GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

W-5702SW	- NEW BERN METROPOLITAN PLANNING	VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS	RIGHT-OF-WAY	FY 2022 -	\$40,000	(HSIP)
BEAUFORT	ORGANIZATION	LOCATIONS.	CONSTRUCTION	FY 2022 -	\$240,000	(HSIP)
CARTERET	- GREENVILLE URBAN AREA	<u>ADD RIGHT-OF-WAY IN FY 22 AND CONSTRUCTION IN</u>			\$280,000	
CRAVEN	METROPOLITAN PLANNING ORGANIZATION	<u>FY 22 NOT PREVIOUSLY PROGRAMMED.</u>				
GREENE	- MID-EAST RURAL PLANNING					
JONES	ORGANIZATION					
LENOIR	- EASTERN CAROLINA RURAL PLANNING					
PAMLICO	ORGANIZATION					
PITT	- DOWN EAST RURAL PLANNING					
PROJ.CATEGORY	ORGANIZATION					
STATEWIDE						

* INDICATES FEDERAL AMENDMENT

Thursday, March 10, 2022



Attachment 4c

Transportation Advisory Committee

Action Required

March 16, 2022

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: STIP Amendment resolution, Transit Project Addition

Purpose: To request the amendment of the 2020-2029 Statewide Transportation Improvement Program (STIP) to add a new project, programmed by the City of Greenville.

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

Action Needed: Adopt Resolution 2022-02-GUAMPO supporting the request of the STIP amendment.

Attachments: *Greenville Urban Area Resolution 2022-02.*

RESOLUTION NO. 2022-02-GUAMPO
REQUESTING THE AMENDMENT OF THE STATEWIDE TRANSPORTATION IMPROVEMENT
PROGRAM FOR FY 2020-2029

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

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

WHEREAS, the following amendment has been proposed:

(see Exhibit attached hereto)

WHEREAS, the Metropolitan Transportation Plan (MTP) has a planning horizon year of 2045, and meets all the requirements of an adequate MTP;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area supports the FY 2020 – 2029 Statewide Transportation Improvement Program amendment request Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization.

This 16th day of March 2022.

Amanda Braddy, Secretary

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

STIP Amendment		
ID	Project	Description
	Greenville Area Transit Bus Replacement	Purchase four new buses to replace existing buses.
TL-0009		



Attachment 4d

Transportation Advisory Committee

Action Required

March 16, 2022

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Letter of support for the Greenville – Raleigh Passenger Rail Study

Purpose: Submittal of a Letter of Support for the Greenville – Raleigh Passenger Rail Study's State Planning and Research (SP&R) Funds application for FY 2023.

Discussion: The Rail Division has submitted a State Planning and Research (SP&R) Funds application to study the feasibility of a passenger rail service from Raleigh to Greenville.

The MPO's Metropolitan Transportation Plan includes this passenger rail connection as a priority. In addition to the MPO's long-range plan, NCDOT's 2015 Long Range Rail Plan includes the passenger rail connection between Raleigh and Greenville within the list of connections identified for study. In an effort to continue developing alternative transportation methods, the MPO has reached out to NCDOT's Rail Division about submitting an SP&R application to study the feasibility of a passenger rail service between Greenville and Raleigh. The Rail Division has indicated an interest in the project and applied on our behalf. Moreover, the Planning Organizations within the study area have expressed their support and participated in preliminary meetings to discuss the feasibility study and SP&R Funds application.

The study will require coordination with the host freight railroads to identify potential corridors to be used, and infrastructure needed so that the new passenger service and freight services can operate on a shared corridor. In addition, the study will include initial conceptual service concepts, stakeholder involvement, and preparation of conceptual designs, track charts, and cost estimates. Ridership will be obtained through a statewide intercity rail model developed through a separate task. Coordination with communities along the corridor will also be conducted to identify passenger rail routes and potential station stops. Upon completion, the study will provide a recommended route and a list of infrastructure projects for the passenger services and freight needs that can be considered for submission into STI and/or for Federal grant programs.

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

Action Needed: Approve the proposed Greenville Urban Area MPO's letter of support.

Attachments: *Letter of Support for the Greenville – Raleigh Passenger Rail Study's SP&R Funds application*



March 16, 2022

NC Dept. of Transportation
Transportation Planning Division
Jamal Alavi, Director
1554 Mail Service Center
Raleigh, NC 27699-1554

Dear Mr. Alavi,

The Greenville Urban Area Metropolitan Planning Organization (MPO) is pleased to support the State Planning, and Research (SP&R) Funds application for a Feasibility Study of a passenger rail service from Raleigh to Greenville.

The MPO has maintained a strong interest in a potential passenger rail connection within the urbanized area in order to open a passenger rail corridor to the City of Raleigh within the State of North Carolina Piedmont service route. This potential connection would also connect to the "Palmetto" north-south Amtrak line that traverses multiple states via the City of Wilson terminal. The State Rail Plan, adopted in 2015, places the potential intercity passenger rail corridor within the Stewardship Program Level. The Stewardship Program Level is defined as:

"The Stewardship Program level is indicative of those corridors where existing and future traffic has the potential to grow and may be advanced by joint railroad and state strategies. These strategies should capitalize on public-private partnerships to ensure that infrastructure health is maintained and corridors are ready to capitalize on economic opportunities. These are also the corridors that show promise for connecting metropolitan areas, either through commuter rail or new intrastate services (motor coach and rail).

The current US 264 route between Raleigh and Greenville is projected for increased growth. The I-587 route's final signage will be completed this year as it has been improved to interstate standards. The corridor reflects the upward trend that the City of Greenville is experiencing in terms of economic growth. The current MPO Long Range Transportation Plan, titled the 2019-2045 Metropolitan Transportation Plan (MTP), has also identified this potential intercity passenger rail connection as a priority as the MPO looks to incorporate alternative modes of transportation at the regional and local levels.

The MPO would allocate budget for staff to participate in the proposed Study. We plan to use the study recommendations to submit STI projects and federal grant programs.

If there are any additional questions, please contact Eliud De Jesus at 252-329-4476.

Sincerely,

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



Attachment 4e

Transportation Advisory Committee

Action Required

March 16, 2022

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Washington-Greenville Greenway Feasibility Study

Purpose: Submittal of a Letter of Support for the Washington-Greenville Greenway Feasibility Study's State Planning and Research (SP&R) Funds application.

Discussion: The Mid-East RPO has submitted a State Planning and Research (SP&R) Funds application to study the feasibility of a greenway between Washington and Greenville in FY 2023.

The GUAMPO's 2019-2045 Metropolitan Transportation Plan (MTP) has identified this potential greenway connection as a priority as the organization looks to incorporate alternative modes of transportation at the regional and local levels.

The Washington-Greenville Greenway would be part of the planned East Coast Greenway Alternate Coastal Route and an improvement to a portion of NC Bicycle Route 2: Mountains to Sea. The East Coast Greenway is a greenway trail extending about 3,000 miles from Maine to Key West, linking many of the major cities of the Eastern Seaboard. Over 30 percent of the route is already on traffic-free greenways.

This proposed feasibility study will determine the best routing options for the greenway between Greenville and Washington. Currently, there is only a rough conceptual idea as to how the greenway would be routed through the area. The East Coast Greenway Alliance leaves it to local governments to determine the exact route the greenway will take. The study will require coordination with communities along the corridor. The project goals are to evaluate the feasibility of possible alignments of the greenway. Connect the greenway to key locations, including downtown Washington and the existing Greenville greenway system. Provide preliminary designs and planning-level data tailored to take advantage of available funding programs.

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

Action Needed: Approve the proposed Greenville Urban Area MPO's letter of support.

Attachments: *Letter of Support for the Washington-Greenville Greenway Feasibility Study's SP&R Funds application*



March 16, 2022

NC Dept. of Transportation
Transportation Planning Division
Jamal Alavi, Director
1554 Mail Service Center
Raleigh, NC 27699-1554

Dear Mr. Alavi,

The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) fully supports the State Planning and Research (SP&R) Funds application for the Washington-Greenville Greenway Feasibility Study.

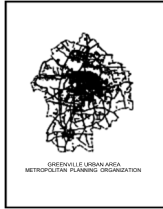
The MPO's Long Range Transportation Plan, titled the 2019-2045 Metropolitan Transportation Plan (MTP), has identified this potential greenway connection as a priority as the MPO looks to incorporate alternative modes of transportation at the regional and local levels. The Washington-Greenville Greenway would be part of the planned East Coast Greenway (ECG) Alternate Coastal Route and an improvement to a portion of NC Bicycle Route 2: Mountains to Sea. This project has a major regional impact as part of a state bicycle route and multi-state greenway. In addition, the connections to our existing greenway network will create safer and continuous access to Greenville's major employment, medical and educational centers.

This project will aim to provide a viable and safer alternative route for vulnerable users on the eastern side of Greenville. Pitt County is among the top 10 counties with the highest pedestrians and bicyclists involved fatalities and serious injuries in the state (Source: Strategic Highway Safety Plan, 2019). The current route lacks road separation options, exposing the cyclists to share the road with vehicles driving at high speeds. NCDOT has recorded a significant amount of bicycle and pedestrian crashes along the route. The study will move us one step towards protecting vulnerable users and help us reach our federally mandated safety targets.

The MPO would allocate budget for staff to participate in the proposed study. We plan to use the study recommendations to submit STI projects and federal grant programs.

Sincerely,

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



Attachment 5c

Transportation Advisory Committee

Action Required

March 16, 2022

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Self-Certification of the Greenville Urban Area MPO's Transportation Planning Process for Fiscal Year 2023

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

Discussion: It is federally required that MPO's certify that their planning processes are compliant with all federal regulations for the upcoming fiscal year (2023). As a non "Transportation Management Area, or TMA, (MPO with 200,000 or more citizens)", it is permissible for the MPO to "self-certify" its practices by completing the attached Self Certification Checklist and providing it to NCDOT for review and confirmation. The staff has reviewed and confirmed that all planning practices and processes undertaken by the MPO are compliant with all applicable Federal and State regulations. Staff request that the TCC recommend the Transportation Advisory Committee's adoption of the MPO's self-certification.

Action Needed: Adopt the Resolution 2022-03-GUAMPO, self-certifying its planning practices and processes are compliant with all applicable Federal and State regulations.

Attachments: *Greenville Urban Area MPO Self Certification Check List Documentation; Resolution 2022-03-GUAMPO*

GREENVILLE URBAN AREA
Metropolitan Planning Organization (MPO)
2022-2023 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 2020-2029 MTIP was adopted by the local TAC on December 11, 2019. The current STIP was adopted by the Board of Transportation on September, 2019.**
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320 **N/A**
 - a. Is it consistent with the LRTP **N/A**
 - b. Was it used for the development of the TIP **N/A**
 - c. Is it monitored and reevaluated to meet the needs of the area **N/A**
8. Does the area have a process for including environmental mitigation discussions in the planning process? **Yes**
 - a. How **Environmental mitigation is discussed in the 2019-2045 MTP**

- b. Why not N/A
9. Does the planning process meet the following requirements: Yes
- 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - 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
 - Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; Yes
 - 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
 - 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
 - 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; Yes
 - 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
 - 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
 - Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and Yes
 - 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
 - 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
- Did the public participate in the development of the PIP? Yes
 - Was the PIP made available for public review for at least 45-days prior to adoption? Yes
 - Is adequate notice provided for public meetings? Yes
 - 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.
 - 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.
 - Is the PIP periodically reviewed and updated to ensure its effectiveness? Yes
 - 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
- How - Resource agency coordination is documented in Appendix A of the 2019-2045 MTP.
 - Why not N/A

RESOLUTION NO. 2022-03-GUAMPO
CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2023

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

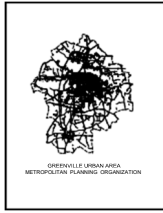
WHEREAS, the Transportation Plan has a planning horizon of at least 20 years and meets all the requirements for an adequate Transportation Plan;

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 2023.

Today, March 16, 2022.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



Attachment 5d

Transportation Advisory Committee

Action Required

March 16, 2022

TO: Transportation Advisory Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Adoption of the Fiscal Year 2023 (2022-2023) Unified Planning Work Program (UPWP)

Purpose: Adopt the presented draft of the Greenville Urban Area Metropolitan Planning Organization's (MPO) FY 2023 (2022-2023) Unified Planning Work Program.

Discussion: The Unified Planning Work Program (UPWP) is a federally mandated document that must be prepared yearly. The purpose of the UPWP is to illustrate the activities and expenditures anticipated by the MPO for the coming fiscal year. The MPO receives a yearly allocation of funding that must be programmed and allocated to specific tasks and responsibilities such as regional planning, Prioritization, maintenance of the Metropolitan Transportation Improvement Program (MTIP), Title VI initiatives, Public Involvement etc...

The proposed UPWP, originally presented to the Governing Committees of the MPO at their joint meeting on December 15, 2021, for the PL-funded planning activities in FY 2023 was developed utilizing information provided by representatives of the MPO's participating communities and coordinated with NCDOT's Transportation Planning Division. The City of Greenville's Transit Manager provided information regarding future FTA-sponsored planning activities and needs as necessary for system specific funding.

MPO projects and special studies anticipated in the 2022-2023 period include:

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

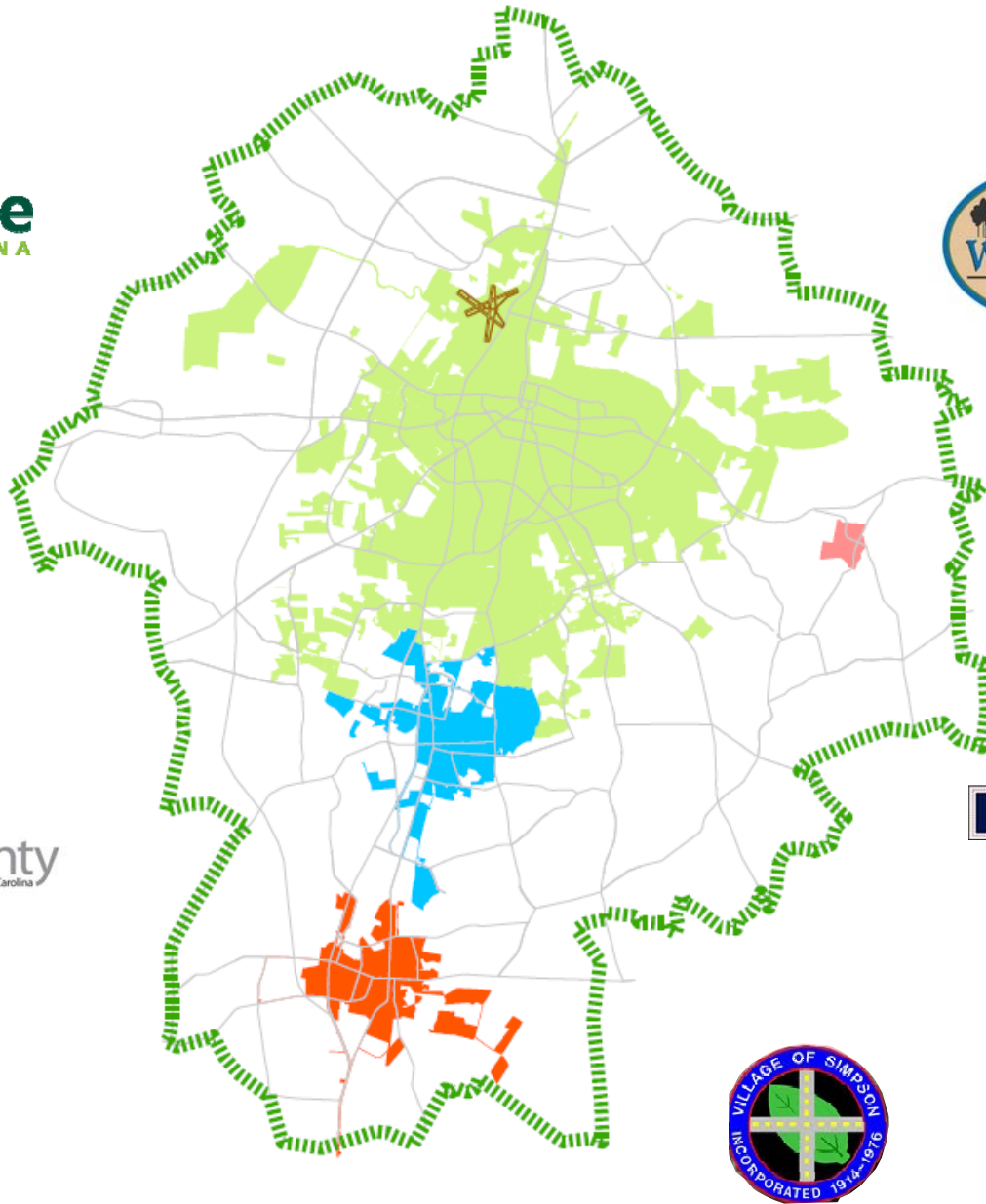
There are additional funds programmed for the travel demand model update tasks. The MPO's Travel Demand Model is required to be updated every 5 years and be complete in advance of updating the MPO's long-range plan (MTP).

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

Action Needed: Adopt the FY 2023 UPWP.

Attachments: *Draft FY 2023 UPWP; Resolution 2022-04-GUAMPO*

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



**Greenville Urban Area
Metropolitan Planning Organization
March 16, 2022**

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Greenville Urban Area 2022-2023 PWP Narrative

UPWP Overview

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

Introduction

The Greenville Urban Area MPO (MPO) is the regional transportation planning organization that is made up of elected officials and representatives from various local government agencies located within the Greenville urban area as well as representatives from the North Carolina Department of Transportation (NCDOT). The MPO provides the regional cooperative planning process that serves as the basis for the expenditure of Federal transportation funds in the area for streets, highways, bridges, public transit, bicycle and pedestrian paths. Every urban area of at least 50,000 people, designated by the U.S. Census Bureau, is required to have a similar organization. There are 19 MPOs in the state of North Carolina. The members of the Greenville Urban Area MPO include the City of Greenville, the Towns of Winterville and Ayden, the Village of Simpson, and surrounding areas of Pitt County. The City of Greenville's Engineer Department is the lead planning agency for the Greenville Urban Area MPO. The MPO works directly with NCDOT to prioritize road projects that enhance traffic flow within the Greenville Urban Area MPO boundary. The MPO planning area cover approximately 440 roadway centerline miles with a population of approximately 132,000.

The MPO is responsible for carrying out an annual planning work program, part of which must address updating the Metropolitan Transportation Improvement Program (a seven-year project programming schedule) and a long-range transportation plan, which is a twenty-year forecast of projects and programs. The Unified Planning Work Program (UPWP) outlines transportation planning tasks to be conducted during the fiscal year. The UPWP sets the budget for these items and identifies the funding sources. MPO staff is responsible for ensuring completion of the planning tasks identified in the UPWP. The MPO Staff and the North Carolina Department of Transportation are the responsible agencies for many of the tasks in the UPWP. Some planning tasks are carried out by outside consultants.

The categories for planning tasks in the UPWP are based on planning requirements contained in Federal legislation that authorizes transportation funding. The adopted Prospectus for Continuing Transportation Planning provides detailed descriptions for these tasks. The UPWP must be programmed according to the Prospectus.

This Unified Planning Work Program (UPWP) for the Greenville Urban Area Metropolitan Planning Organization documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2022-2023 (from July 1, 2022 through June 30, 2023). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C")

Funding Summary FY 2022-2023 (Total funds programmed in PWP, including Transit funds)				
Funding Source	Federal Funding	State Funding	Local Match	Total
Planning Funds (PL 104)	\$ 253,100		\$ 63,275	\$ 316,375
State Planning and Research Funding (SPR) (TPD)				
Section 5303	\$ 70,587	\$ 8,823	\$ 8,823	\$ 88,234
Total	\$ 323,687	\$ 8,823	\$ 72,098	\$ 404,609

Program Summary for MPO Planning and Administration (PL Funds)		
Task	PL Funds	Percentage of Total PL Funds
II-A Data and Planning Support	\$ 75,000	23.71%
II-B Planning Process	\$ 75,000	23.71%
(II-B Special Study)	\$ 33,405	10.56%
III-A Planning Work Program	\$ 10,000	3.16%
III-B Transp. Improvement Plan	\$ 30,000	9.48%
III-C Cvi Rgts. Cmp./Otr .Reg. Reqs.	\$ 11,700	3.70%
III-D Statewide and Extra-Regional Planning	\$ 12,000	3.79%
III-E Management Ops, Program Support Admin	\$ 69,270	21.89%
TOTAL PL Funds	\$ 316,375	100.00%

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

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

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal years 2022-2023.

Federal Requirements

SAFETEA-LU in concert with the Clean Air Act as Amended

Envisions a transportation system that maximizes mobility and accessibility and protects the human and natural environments. This is achieved through a Continuing, Cooperative, and Comprehensive (3-C) transportation planning process that results in a long-range plan and short-range program of projects.

A metropolitan planning organization is required to develop a long-range plan and a short-range transportation improvement program that provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the planning area and as an integral part of the intermodal transportation system for North Carolina. The federally-required major components that feed into the development of the long range plan and short range program are listed below.

The Moving Ahead for Progress in the 21st Century (MAP-21)

Federal transportation legislation passed by U.S. Congress and signed by the President in 2012, defines specific planning factors to be considered when developing transportation plans and programs in a metropolitan area. Current legislation calls for MPOs to conduct planning that:

- Supports the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increases the safety of the transportation system for motorized and non-motorized users
- Increases the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and for freight
- Protects and enhances the environment, promotes energy conservation, and improves quality of life, and promotes consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhances the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promotes efficient system management and operation
- Emphasizes the preservation of the existing transportation system.

These factors are addressed through various work program tasks selected for fiscal year 2022-2023.

Fixing America's Surface Transportation Act (FAST Act)

The FAST Act requires the metropolitan planning process to provide for consideration of projects and strategies that will promote and support the following planning factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system; and
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The Greenville Urban Area MPO, utilizing the 3-C planning method, has developed the following program to support and adhere to the above outlines strategies. Additionally, planning activities will strive to support the Greenville Urban Area MPO's 2019-2045 Metropolitan Transportation Plan (MTP) which currently and in the future, serves as the MPO's federally mandated multi-modal long range transportation plan.

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

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

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

Public Participation and Title VI

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

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

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

Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program

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

The Metropolitan Transportation Plan (MTP) includes the following:

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

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

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

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

Air Quality Conformity Process

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

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Greenville Urban Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEMBERS

CHAIR

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

ALTERNATE: Rose Glover, Mayor Pro-Tem

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

*Steve Tripp, Mayor
Town of Ayden*

*Ricky Hines Mayor
Town of Winterville*

ALTERNATE: Tony Moore

*Richard Zeck, Mayor
Village of Simpson*

*Thomas Taft Jr.
Board of Transportation
NCDOT*

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

TECHNICAL COORDINATING COMMITTEE MEMBERS

*Kevin Mulligan
Director of Public Works
City of Greenville
Chair*

*Thomas Barnett
Chief Planner
City of Greenville*

*Transit Manager
City of Greenville*

*Lisa Kirby
City Engineer
City of Greenville*

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

*Ann E. Wall
City Manager
City of Greenville*

*James Rhodes, AICP
Planning Director
Pitt County*

*Jonas Hill
Planner
Pitt County*

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

*Terri Parker
Town Manager
Town of Winterville*

*Bryan Jones
Planning Director
Town of Winterville*

*Matt Livingston
Town Manager
Town of Ayden*

*Stephen Smith
Community & Economic Planner
Town of Ayden*

*Richard Zeck
Mayor
Village of Simpson*

*Jeff Cabaniss
Division Engineer
Division 2, NCDOT*

*Michael Taylor
Assistant County Manager
Pitt County*

*Liam Hogan-Rivera
Greenville MPO Coordinator
Transportation Planning Branch
NCDOT*

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

*Bailey Harden
Eastern Region Mobility &
Safety Field Operations
Engineer NCDOT*

*Len White, PE
Planning Engineer
Division 2, NCDOT*

*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)—Nick Morrison
Integrated Mobility Division
NCDOT*

*(non-voting)—Kevin Richards
Mid-East RPO*

Membership as of February 22, 2022

Common Acronyms

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

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

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Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

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

State Planning and Research (SPR) Funds

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

Section 5303 Funds

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

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.

II-B-3B Special Studies Pass-Through

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

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

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

- **Transportation Component for the Pitt County Land Use Plan (\$35,000 Total -- \$28,000 Federal; \$7,000 Local Match)**

As part of Pitt County's Comprehensive Land Use Plan Update, conduct a study of the transportation network within the MPO boundary. Specifically, identify deficiencies for existing facilities and services including highways, trails, and transit. In addition, coordinate with NCDOT to assess access management issues and recommend appropriate changes to County development regulations (e.g., Subdivision Ordinance, Zoning Ordinance, etc.).

III-A Unified Planning Work Program

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

III-A-1 Planning Work Program

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

III-A-2 Metrics and Performance Management

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

III-B Transportation Improvement Program

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

III-B-1 Prioritization

- Maintenance of a prioritized needs list (the SPOT list) of potential STIP projects across modes. Develop purposed and needs statements, as appropriate/needed.
- Work to update and improve local prioritization process for SPOT projects.

- Data, Maps and Resolutions for STIP Project Recommendations as needed.
- Attendance of any STIP- or SPOT-related meetings.
- Gathering and entry of data required for SPOT ranking of projects.
- Evaluate transportation projects. Review scoring methodology and score transportation projects, as requested by NCDOT.
- Attend SPOT-related workgroup/policy-development/planning workgroups or related meetings at a local, regional, or statewide level.
- Meet/work with local government entities to assist with prioritization or project development/refinement.

III-B-2 Metropolitan TIP

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

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

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

III-C-1 Title VI Compliance

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

III-C-2 Environmental Justice

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

III-C-3 Minority Business Enterprise Planning

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

III-C-4 Planning for the Elderly

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

III-C-5 Safety and Drug Control Planning

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

III-C-6 Public Involvement

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

III-C-7 Private Sector Participation

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

III-D Statewide and Extra-Regional Planning

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

- Coordinate with other regional, state and federal agencies involved in transportation planning activities; monitor federal and state legislation.

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

III-E. Management and Operations

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

III-E Management Operations and Program Support Administration

- Provide direct support to the MPO Governing Board and Technical Coordinating Committee (TCC), including agenda preparation and circulation, preparation of minutes, and scheduling, notification, venue setup and breakdown, and facilitation of meetings.
- Procure supplies related to transportation planning activities.
- Support staff training and development.
- Cover direct costs associated with MPO administration.
- Maintain adequate files and records for the MPO.
- Tracking the status of transportation projects, status reports to the TCC, TAC, and interested persons.
- Staying up to date with transportation issues (RPOs, air quality, census, environmental justice, 'smart growth', etc.). Finding, researching, and disseminating relevant transportation information for local officials, public, and MPO members.
- Staying up to date on transportation-related bills and regulations.

- Presentations at local association meetings, regular briefings of legislators and local officials.
- Consistent public/media information. Examples include press releases, web page updates etc.
- Innovative and successful public involvement (two-way communication).
- Activities, responsibilities and objectives related to Grant writing for potential planning and construction based transportation Grants (i.e. BUILD, INFRA, etc...).
- Preparing press releases, web page updates, etc.
- Presentations at local association meetings, regular briefings of legislators and local officials.
- This task provides for the Lead Planning Agency to perform necessary activities in order to continue a cooperative, comprehensive, and continuing transportation planning process for the urbanized area. Funds will allow for performance of required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

Greenville Urban Area Metropolitan Planning Organization

Task and Project Funding FY 2023

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				Task Funding Summary			
			Local 20%	Federal 80%	TOTAL	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	Federal	TOTAL
	II-A	Data and Planning Support	\$ 15,000	\$ 60,000	\$ 75,000	\$0	\$0	\$0	\$0	\$ 15,000	\$0	\$ 60,000	\$ 75,000
44.24.00	II-A-1	Networks and Support Systems	\$ 3,000	\$ 12,000	\$ 15,000	\$0	\$0	\$0	\$0	\$ 3,000	\$0	\$ 12,000	\$ 15,000
44.23.01	II-A-2	Travelers and Behavior	\$ 2,000	\$ 8,000	\$ 10,000	\$0	\$0	\$0	\$0	\$ 2,000	\$0	\$ 8,000	\$ 10,000
44.23.02	II-A-3	Transportation Modeling	\$ 10,000	\$ 40,000	\$ 50,000	\$0	\$0	\$0	\$0	\$ 10,000	\$0	\$ 40,000	\$ 50,000
	II-B	Planning Process	\$ 21,681	\$ 86,724	\$ 108,405	\$3,000	\$3,000	\$24,000	\$30,000	\$ 24,681	\$3,000	\$ 110,724	\$ 138,405
44.23.02	II-B-1	Targeted Planning	\$ 9,000	\$ 36,000	\$ 45,000	\$0	\$0	\$0	\$0	\$ 9,000	\$0	\$ 36,000	\$ 45,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 6,000	\$ 24,000	\$ 30,000	\$3,000	\$3,000	\$24,000	\$30,000	\$ 9,000	\$3,000	\$ 48,000	\$ 60,000
44.27.00	II-B-3	Special Studies	\$ 6,681	\$ 26,724	\$ 33,405	\$0	\$0	\$0	\$0	\$ 6,681	\$0	\$ 26,724	\$ 33,405
	III-A	Planning Work Program	\$ 2,000	\$ 8,000	\$ 10,000	\$0	\$0	\$0	\$0	\$ 2,000	\$0	\$ 8,000	\$ 10,000
44.21.00	III-A-1	Planning Work Program	\$ 1,000	\$ 4,000	\$ 5,000	\$0	\$0	\$0	\$0	\$ 1,000	\$0	\$ 4,000	\$ 5,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,000	\$ 4,000	\$ 5,000	\$0	\$0	\$0	\$0	\$ 1,000	\$0	\$ 4,000	\$ 5,000
	III-B	Transp. Improvement Plan	\$ 6,000	\$ 24,000	\$ 30,000	\$1,000	\$1,000	\$8,000	\$10,000	\$ 7,000	\$1,000	\$ 32,000	\$ 40,000
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	\$ 2,000	\$ 8,000	\$ 10,000	\$1,000	\$1,000	\$8,000	\$10,000	\$ 3,000	\$1,000	\$ 16,000	\$ 20,000
44.25.00	III-B-3	Merger/Project Development	\$ 2,000	\$ 8,000	\$ 10,000	\$0	\$0	\$0	\$0	\$ 2,000	\$0	\$ 8,000	\$ 10,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 2,340	\$ 9,360	\$ 11,700	\$750	\$750	\$6,000	\$7,500	\$ 3,090	\$750	\$ 15,360	\$ 19,200
44.27.00	III-C-1	Title VI Compliance	\$ 140	\$ 560	\$ 700	\$0.0	\$0.0	\$0	\$0	\$ 140	\$0	\$ 560	\$ 700
44.27.00	III-C-2	Environmental Justice	\$ -	\$ -	\$ -	\$0.0	\$0.0	\$0	\$0	\$ -	\$0	\$ -	\$ -
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -	\$0.0	\$0.0	\$0	\$0	\$0	\$0	\$0	\$0
44.27.00	III-C-4	Planning for the Elderly	\$ -	\$ -	\$ -	\$0.0	\$0.0	\$0	\$0	\$0	\$0	\$0	\$0
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 500	\$ 2,000	\$ 2,500	\$750.0	\$750.0	\$6,000	\$7,500	\$1,250	\$750	\$8,000	\$10,000
44.27.00	III-C-6	Public Involvement	\$ 1,400	\$ 5,600	\$ 7,000	\$0.0	\$0.0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000
44.27.00	III-C-7	Private Sector Participation	\$ 300	\$ 1,200	\$ 1,500	\$0.0	\$0.0	\$0	\$0	\$300	\$0	\$1,200	\$1,500
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 2,400	\$ 9,600	\$ 12,000	\$0.0	\$0.0	\$0	\$0	\$ 2,400	\$0	\$ 9,600	\$ 12,000
44.27.00	III-E	Management Ops, Program Suppt Admin	\$ 13,854	\$ 55,416	\$ 69,270	\$4,073	\$4,073	\$32,587	\$40,734	\$ 17,927	\$4,073	\$ 88,003	\$ 110,004
	TOTALS		\$ 63,275	\$ 253,100	\$ 316,375	\$8,823	\$8,823	\$70,587	\$88,234	\$72,098	\$8,823	\$323,687	\$404,609
	Special Studies Funded with PL in the FY 22 PWP												
		Transportation Component for the Pitt County Land Use Plan	\$ 7,000	\$ 28,000	\$ 35,000								
		10th Street Pedestrian Bridge Feasibility Study	\$ 15,000	\$ 60,000	\$ 75,000								
		TOTALS	\$ 7,000	\$ 28,000	\$ 110,000								

Greenville Urban Area MPO
FY 2022-2023 Planning Work Program
Transit Task Narrative

1-	MPO					
2-	FTA Code	442100	442301	442500	442616	
3-	Task Code	III-E	II-B-2	III-B-2	III-C-5	Total
4-	Title of Planning Task	Program Support/Admin	Regional Planning (Transit Element of the MTP)	Transportation Improvement Program	Safety and Training	
5-	Task Objective	Monitor and analyze the statistical and financial performance of the GREAT system so as to recommend improvements that will increase both the efficiency and effectiveness of the service provided.	Improve mobility	Develop transit needs	Maintain and improve system safety and security.	
6-	Tangible Product Expected	Prepare, publish and submit all monthly statistical and financial reports required by the local, state and federal governments. Prepare, publish and submit all recommendations for improving system performance to the appropriate governing body for review and approval.	The development of routes and schedules based off of the recommendations from the ongoing integrated mobility plan. These updates will be incorporated into the LRTP.	List of transit needs associated with route/services changes recommended from integrated mobility plan.	Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues. Incorporating additional training into operations to maintaining and improving safety and security in the future.	
7-	Expected Completion Date of Product(s)	6/30/2023	6/30/2023	6/30/2023	6/30/2023	
8-	Previous Work	Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for review and approval.	Evaluation of Short Range Transit Plan recommendations completed and preparations for service improvements were made.	2024-2033 STIP and TIP	Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
9-	Prior FTA Funds	\$40,184	\$1,500		\$1,500	\$43,184
10-	Relationship To Other Activities					
11-	Agency Responsible for Task Completion	City of Greenville Public Works	City of Greenville Public Works	City of Greenville Public Works	City of Greenville Public Works	
12-	HPR - Highway - NCDOT 20%					
13-	HPR - Highway - FHWA 80%					
14-	Section 104 (f) PL Local 20%					
15-	Section 104 (f) PL FHWA 80%					
16-	Section 5303 Local 10%	\$4,073	\$3,000	\$1,000	\$750	\$8,823
17-	Section 5303 NCDOT 10%	\$4,073	\$3,000	\$1,000	\$750	\$8,823
18-	Section 5303 FTA 80%	\$32,587	\$24,000	\$8,000	\$6,000	\$70,587
	Subtotal	\$40,734	\$30,000	\$10,000	\$7,500	\$88,234
19-	Section 5307 Transit - Local 10%		\$0.00			\$0
20-	Section 5307 Transit - NCDOT 10%		\$0.00			\$0
21-	Section 5307 Transit - FTA 80%		\$0.00			\$0
	Subtotal		\$0.00			\$0
22-	Additional Funds - Local 100%					
	Grand total	\$40,734	\$30,000	\$10,000	\$7,500	\$88,234



March 16, 2022

Ryan Brumfield, Director
Integrated Mobility Division
NC Department of Transportation
1550 Mail Service Center
Raleigh, NC 27699-1550

Dear Mr. Brumfield:

The Greenville Urban Area Unified Planning Work Program (UPWP) for FY2023 has been submitted into the PMPO Grants SharePoint teamsite. The UPWP also serves as the urban area's Metropolitan Planning Program grant application requesting Federal Transit Administration Section 5303 planning funds. A complete description and budget of planning activities is included in the UPWP/PWP.

The Federal Transit Administration (FTA) grant amount requested is our full allocation of \$ 88,234.

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

Sincerely,

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

Anticipated DBE Contracting Opportunities for FY 22-23

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

Person Completing Form: Eliud De Jesus

Telephone Number: 252-329-4476

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

Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities.

Note "No contracting opportunities" on the table if you do not anticipate having any contracting opportunities.

Greenville Urban Area MPO 5-year Plan

Fiscal Year	Certification of Planning Process	UPWP	Metropolitan Transportation Plan (5-year cycle)	Travel Demand Model Update	Annual Certification of Planning Processes	Prioritization	Metropolitan Transportation Improvement Program	Special Studies
2023	Yes	Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Begin development of the 2050 MTP	Begin update of the Travel Demand model to horizon year of 2050	Required	Begin 7.0*	Adopt 2023-2032 MTIP	As Needed
2024	Yes	Development of FY 2025 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Continue to work on all elements of the MTP update to plan year 2050. Continue to work with TPD, members, FHWA and general public to produce document.	Complete 2050 Travel Demand Model update.	Required	Continue P7.0*	Draft MTIP Review, Amend current as required	As Needed
2025	Yes	Development of FY 2026 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Complete adoption process for 2050 MTP (prior to August 2024) and post plan to website and disperse hard copies to each MPO member.	Complete update of the Travel Demand model to horizon year of 2050	Required	Finish P7.0*	Draft MTIP Review, Amend current as required	As Needed
2026	Yes	Development of FY 2027 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Begin P8.0*	Adopt 2025-2034 MTIP	As Needed
2027	Yes	Development of FY 2028 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Continue P8.0*	Draft MTIP Review, Amend current as required	As Needed

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

**RESOLUTION NO. 2022-04-GUAMPO
ADOPTING THE FISCAL YEAR 2023 (2022-2023) 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) 2023; 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 2023 (2022-2023);

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 2023 (2022-2023) for the Greenville Urban Area Metropolitan Planning Organization.

Today, March 16, 2022.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary

North Carolina
_____ County

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

WITNESS my hand and official seal, this the _____ day of _____ 2022.

My commission Expires: _____

_____, Notary Public



NORTH CAROLINA
Department of Transportation

2024 -2033 STIP Development Update

Diane Hampton, PE
Div. 2 Corridor Engineer

February 2022

P6.0 Funding Availability Before IIJA – Committed Projects Only

Statewide Mobility

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

Regional Impact

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

REG Total: \$ 4.81B Over

Division Needs

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

DIV Total: \$ 2.18B Over

Available funding based on 2024-2033 timeframe

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

P6.0 Funding Availability After IIJA – Committed Projects Only

Statewide Mobility

Available Funding	Programming Status
\$10.6B	\$3.36B Over

Regional Impact

Region	Available Funding	Programming Status
A (D1 & D4)	\$647.5M	\$383.2M Over
B (D2 & D3)	\$919.2M	\$428.6M Over
C (D5 & D6)	\$1.78B	\$297.1M Over
D (D7 & D9)	\$1.33B	\$596.7M Over
E (D8 & D10)	\$1.67B	\$756.5M Over
F (D11 & D12)	\$881.0M	\$455.7M Over
G (D13 & D14)	\$676.1M	\$982.2M Over

REG Total: \$ 3.9B Over

Division Needs

Division	Available Funding	Programming Status
1	\$569.7M	\$129.5M Over
2	\$569.7M	\$190.3M Over
3	\$569.7M	\$18.7M Under
4	\$569.7M	\$223.2M Under
5	\$569.7M	\$172.4M Over
6	\$569.7M	\$87.4M Under
7	\$569.7M	\$65.4M Under
8	\$569.7M	\$85.3M Over
9	\$569.7M	\$31.6M Under
10	\$569.7M	\$68.8M Over
11	\$569.7M	\$102.4M Under
12	\$569.7M	\$234.0M Over
13	\$569.7M	\$325.7M Over
14	\$569.7M	\$88.2M Over

DIV Total: \$ 765.5M Over

Available funding based on 2024-2033 timeframe





As of January 25, 2022. Available Funding reflects accounting for 3% inflation. Programming Status Amounts are compared to 100% of budget.

Workgroup Meeting

12/13/2021

Workgroup Discussions

- Overall Goals
 - Develop trustworthy and dependable STIP (fiscally constrained)
 - Produce 2024-2033 STIP using current STIP project list with transparent process
 - Have an opportunity to fund new projects in P7 scoring (all 22 categories)
 - Ensure process is grounded in state/federal requirements
- Set of Delivery Projects
 - Delivery Projects – term replaces the “held harmless” term used in previous months

Workgroup and BOT Status Key	
Decision Needed	
Consensus Achieved	
In Progress	
Denied	

Status of the Three Main Decisions for Developing 2024-2033 STIP		Workgroup Consensus	BOT Consensus
<div>1</div> <div></div>	<div><div>Decision Point One: Overall Method</div><div><div><div><div><div>2020-2029</div><div>2019</div><div>July 2019</div></div><div><div>2024-2033</div><div>2023</div><div>June 2023</div></div></div><div><div>TRADITIONAL STIP DEVELOPMENT METHOD</div><div><div>STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)</div><div>Process for 2024-2033 STIP Development</div><div>Step 1 – Remove all Non-Committed projects from STIP<ul style="list-style-type: none">These projects become P7 Carryovers</div><div>Step 2 – Determine set of “Delivery Projects”</div><div>Step 3 – Determine which of the remaining 2020-2029 Committed projects remain funded in the STIP<ul style="list-style-type: none">Projects will remain funded in STIP as budget allows per categoryPreviously committed projects that don’t remain funded in the STIP become P7 Carryover projects and lose committed status</div></div></div></div></div></div>	<div></div>	<div></div>
<div></div> <div>2</div> <div></div>	<div><div>Decision Point Two: Scenario Method for Selecting Delivery Projects</div><div><div><div>Delivery Project set determined using Scenario-2 approach</div><div>Anything let in FY 2026 or before, has grants awarded, or ROW underway</div></div></div></div>	<div></div>	<div></div>
<div></div> <div></div> <div>3</div>	<div><div>Decision Point Three: Project Selection Method</div><div><div><div>P3-P4-P5 Approach with Flexibility (ability to swap schedules or projects)</div></div></div></div>	<div></div>	<div></div>

3

Decision Point Three: Project Selection Method

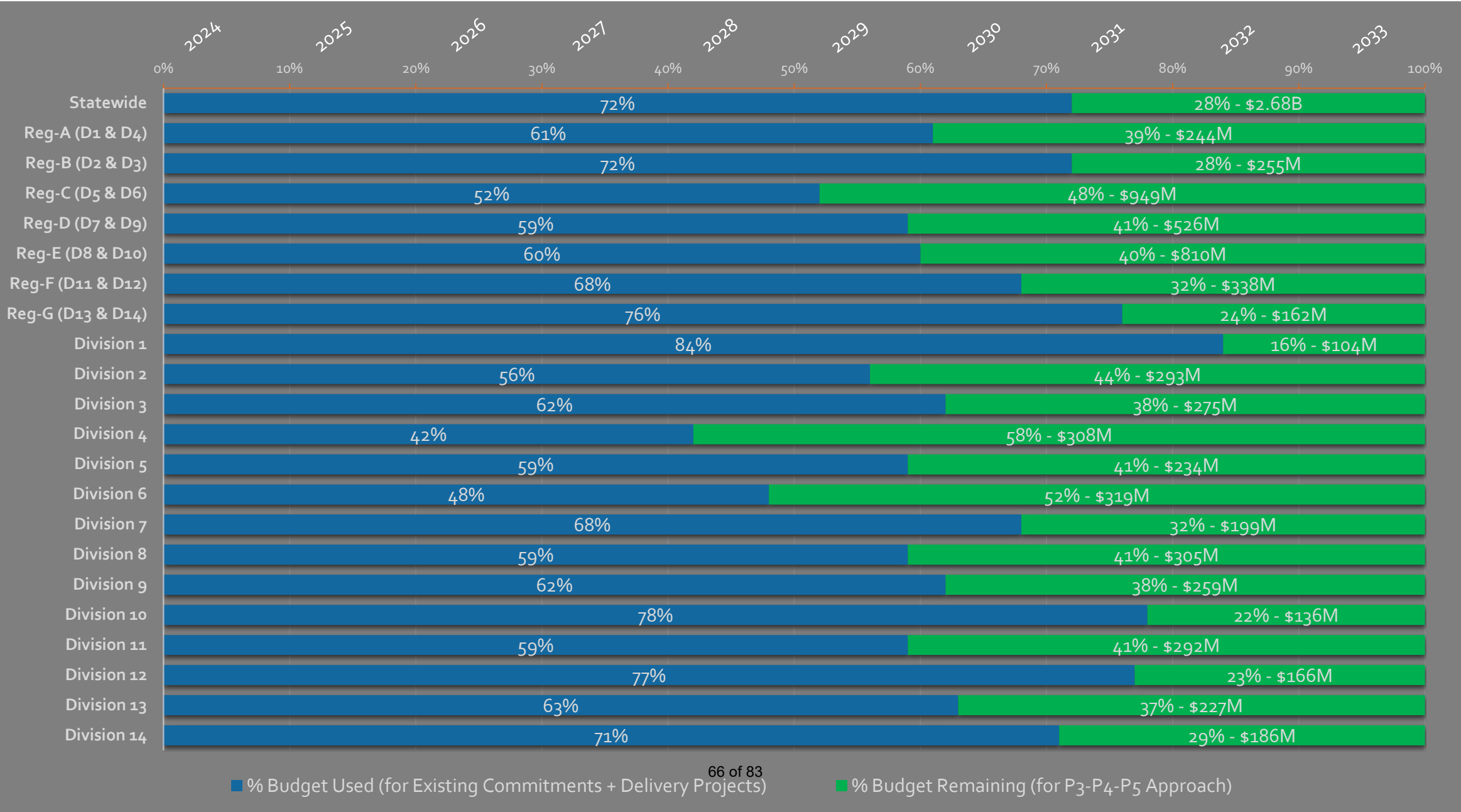
Budget expended by Delivery Projects

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



Budget expended by Delivery Projects

(as of 1/25/2022, project totals include those Let in FY21-23)



Project Selection Method

Workgroup Recommendation

- Use “Programming P3-P4-P5” Approach with Flexibility
 - Use highest scores from each cycle until each STI category budget is filled
 - Start with projects committed P3.0 → Sort projects by highest score (descending order)
 - Program projects until available funding runs out
 - If funding remains available, repeat process for projects committed in P4.0, then P5.0
- Flexibility opportunities for funded projects (swaps)

Flexibility Option

NCDOT will allow flexibility once Preliminary Draft 2024 -2033 STIP is programmed

- Project schedules can be swapped
- Projects that aren't selected for funding can be swapped with projects selected for funding
- Schedules of projects swapped in may be different than schedules of projects swapped out

Parameters:

1. All swaps must be agreed to by NCDOT and all affected MPO/RPO(s) in which the project is located
2. Cost of project(s) swapped in must be less than 110% of cost of project(s) being swapped out
3. Swaps should generally occur within same STI funding category
4. Swaps between modes allowed as long as normalization percentages are still met
5. Justification for any swaps must be documented, which will be made public

Project Prioritization Status for the 2024-2033 STIP

Project Prioritization Status

Where to draw the line on projects subject to reprioritization?

Options discussed:

A. Scenario 2 projects exempt from reprioritization

B. **5-year line: ROW and/or CON dates by FY2028 or sooner – Workgroup Recommendation**

C. 6-year line: ROW and/or CON dates by FY2029 or sooner

D. Combination of Option -A/B or Option -A/C

E. Percentage of funding exempt from reprioritization

Next Steps

Begin developing Preliminary Draft 2024 -2033 S TIP

Develop messaging

Partner education spring 2022

Public involvement

S TIP coordination meetings with MPOs & RPOs mid 2022

Discussion

STIP Greenville Projects as of December 2021
Subject to change based on the funding availability and final approval of the NCBOT.

TIP#	SPOTID	Route	Description	Category Funded	Project Score in it's funding cycle	Estimated Cost (Millions)	Committed Status	First Year ROW	First Year CON	First Year Other	Scenario 2 Scenario 1 + Anything with ROW underway
U-5730	H141079	US 13 (Memorial Drive)	NC 43 (5th Street). Upgrade Intersection.	Region B		0.875	P3.0 COMMITTED		2025		Delivery Project
U-5606	H111007	SR 1598 (Dickinson Avenue) To be Let in March 2022	NC 11 to Reade Circle. Improve Roadway.	Division 2			P3.0 COMMITTED		2022		Delivery Project
U-2817	H090369	SR 1700 (Evans Street/ Old Tar Road)	SR 1711 (Worthington Road) in Winterville to US 264 Alternate (Greenville Boulevard) in Greenville. Widen to Multi-Lanes.	Division 2		124.8	P3.0 COMMITTED	2019	2025		Delivery Project
U-5875	H090638	SR 1203 (Allen Road)	SR 1467 (Stantonsburg Road) to US 13 (Dickinson Avenue Extension). Widen To Multi-Lanes.	Division 2		26	P3.0 COMMITTED		2025		Delivery Project
U-5917	H090626	SR 1704 (Fourteenth Street)	Red Banks Road to SR 1708 (Firetower Road). Widen to Multi-Lanes.	Division 2		22	P3.0 COMMITTED	2019	2028	2020	Delivery Project
U-5952	H150343	Greenville	Greenville Signal System.	Region B	74.51	12.8	P4.0 COMMITTED		2028		Re-evaluate
U-5870	H090628	SR 1708 (Firetower Road)	SR 1704 (Fourteenth Street) to NC 33 (East 10th Street) in Greenville. Widen To Multi-Lanes. Estimated Cost \$ 40 Mil	Division 2	81.18	40.8	P3.0 COMMITTED	2026	2028		Re-evaluate
U-5785	H090625	SR 1708 (Firetower Road)	West Of East Arlington Boulevard to SR 1704 (Fourteenth Street) in Greenville. Widen To Multi-Lanes. Estimated Cost \$ 38.5 Mil	Division 2	77.15	38.5	P3.0 COMMITTED	2026	2028		Re-evaluate
U-5991	H090636	NC 43	SR 1708 (Firetower Road) to SR 1711 (Worthington Road). Widen To Multi-Lanes.	Division 2	81.15	61.7	P4.0 COMMITTED	2027	2029		Re-evaluate
U-6195	H170442	Stantonsburg Road (SR1467)	B's Barbeque Road (SR 1204) to Memorial Drive (NC 11). Access Management.	Division 2		30	NON-COMMITTED	2029			
U-6196	H150822	SR 1702 (Evans Street)	Red Banks Road (SR 1155) to West 5th Street (1571). Access Management.	Region B		21.5	NON-COMMITTED	2029			
U-6125	H170385	NC 33 (10th Street)	Oxford Road to Evans Street (SR 1702). Access management.	Region B		25.7	NON-COMMITTED	2029			
U-6147	H170414	NC 43 (Charles Boulevard)	Greenville Boulevard (US 264A) to Bells Fork Road (SR 1726). Access Management.	Division 2		18.7	NON-COMMITTED	2029			

PITT COUNTY FY2023 RESURFACING

ROUTE TYPE	ROUTE	NAME	FROM	TO	MILEAGE
SECONDARY	SR 1109	Jacksontown Road	NC 11	SR 1111	1.21
	SR 1156	Fox Chase Lane	SR 1134	End Maintenance	0.34
	SR 1157	Bugle Drive	SR 1156	End Maintenance	0.13
	SR 1158	Hounds Tooth Court	SR 1157	Cul-De-Sac	0.06
	SR 1166	Shadow Ridge Drive	SR 1134	SR 1167	0.31
	SR 1167	Huff Drive	SR 1166	Cul-De-Sac	0.44
	SR 1168	Scotsdale Court	SR 1166	Cul-De-Sac	0.04
	SR 1169	Eaton Court	SR 1166	Cul-De-Sac	0.07
	SR 1170	Cameron Court	SR 1166	Cul-De-Sac	0.10
	SR 1171	Kevin Court	SR 1167	Cul-De-Sac	0.03
	SR 1172	Carey Court	SR 1167	Cul-De-Sac	0.03
	SR 1173	Welsh Court	SR 1167	Cul-De-Sac	0.03
	SR 1528	E /W Belvoir Road	SR 1529	Dead End	1.12
	SR 1725	County Home Road	Pavmnt Joint near SR 2235	Begin 2-Lane	0.54
	SR 1816	Leon Drive	SR 1727	SR 1728	0.58
	SR 1817	Pineridge Drive	SR 1727	SR 1816	0.26
	SR 1845	Pine Drive	SR 1709	End Maintenance	0.30
	SR 1871	Lee Drive	SR 1728	Dead End	0.19
	SR 1878	Kay Road	SR 1727	SR 1880	0.87
	SR 1879	Jennifer Place	SR 1878	SR 1880	0.16
	SR 1880	Kathleen Drive	SR 1727	SR 1878	0.66
	SR 1890	Jeanette Court	SR 1878	Cul-De-Sac	0.05
	SR 1891	Christopher Drive	SR 1880	SR 1878	0.14
	SR 1892	Delano Court	SR 1880	Cul-De-Sac	0.06
	SR 1893	Maple Ridge Road	SR 1727	End Maintenance	0.55

ROUTE TYPE	ROUTE	NAME	FROM	TO	MILEAGE
SECONDARY	SR 1894	Driftwood Drive	SR 1893	SR 1893	0.28
	SR 1895	Duke Road	SR 1709	SR 2239	0.54
	SR 1896	Duchess Road	SR 1895	SR 2218	0.30
	SR 1897	Bishop Drive	SR 1895	SR 2216	0.42
	SR 1898	Kara Court	SR 2277	Cul-De-Sac	0.07
	SR 1899	Sir Morris Court	SR 2500	Dead End	0.07
	SR 1941	Clay Root Road	SR 1800	SR 1725	1.60
	SR 2215	Essex Drive	SR 1709	Cul-De-Sac	0.38
	SR 2216	Buckingham Drive	Cul-De-Sac	Cul-De-Sac	0.61
	SR 2217	Knight Drive	SR 2216	SR 2219	0.32
	SR 2218	Squire Drive	SR 2216	SR 1895	0.57
	SR 2219	Castle Way	SR 2218	Cul-De-Sac	0.14
	SR 2231	Lady Di Drive	SR 2215	SR 2216	0.24
	SR 2239	Royal Drive	Begin Maintenance	End Maintenance	0.42
	SR 2240	Berkshire Drive	SR 2239	End Maintenance	0.09
	SR 2277	Leon Drive	SR 1728	Cul-De-Sac	0.41
	SR 2427	Brittany Road	SR 1878	SR 2277	0.20
	SR 2428	Debra Court	SR 1880	Cul-De-Sac	0.05
	SR 2429	Doreen Court	SR 1878	Cul-De-Sac	0.06
	SR 2430	Sir Hunter Drive	SR 1880	SR 1878	0.10
	SR 2431	Donna Court	SR 1878	Cul-De-Sac	0.04
	SR 2500	Sir Eugene Court	SR 1878	Dead End	0.21

Users Guide

[New Search](#)

Contract Number: C204515 Division: 2 TIP Number: Length: 0.113 miles NCDOT Contact: Sarah F. Lentine Location Description: BRIDGE #171 OVER JOHNSON MILL RUN ON SR-1418 (STATON HOUSE RD). Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$949,997.22 Work Began: 01/03/2022 Original Completion Date: 02/02/2023 Latest Payment Thru: 01/31/2022 Latest Payment Date: 02/03/2022	Route: SR-1418 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 10/19/2021 Revised Completion Date: 03/09/2023 Construction Progress: 9.07%
Contract Number: DB00508 Division: 2 TIP Number: Length: 33.06 miles NCDOT Contact: Sarah F. Lentine Location Description: PITT COUNTY Contractor Name: BARNHILL CONTRACTING CO Contract Amount: \$0.00 Work Began: Original Completion Date: 02/09/2023 Latest Payment Thru: Latest Payment Date:	Route: - County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 10/27/2021 Revised Completion Date: Construction Progress: 0%
Contract Number: DB00521 Division: 2 TIP Number: Length: 6.54 miles NCDOT Contact: Sarah F. Lentine Location Description: PITT COUNTY Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$0.00 Work Began: Original Completion Date: 02/09/2023 Latest Payment Thru: Latest Payment Date:	Route: - County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 09/08/2021 Revised Completion Date: Construction Progress: 0%
Contract Number: DB00524 Division: 2 TIP Number: R-5782MA, R-5782MB Length: 0 miles NCDOT Contact: Sarah F. Lentine Location Description: WINTERVILLE AND FARMVILLE Contractor Name: CAROLINA EARTH MOVERS INC Contract Amount: \$234,335.00 Work Began: 11/03/2021 Original Completion Date: 09/17/2022 Latest Payment Thru: 01/31/2022 Latest Payment Date: 02/02/2022	Route: SR-various County: Pitt Federal Aid Number: 220100 NCDOT Contact No: (252)830-3495 Letting Date: 09/22/2021 Revised Completion Date: Construction Progress: 32.79%
Contract Number: DB00526 Division: 2 TIP Number: R-2250 Length: 0.151 miles NCDOT Contact: Sarah F. Lentine Location Description: US 264A AT SR 1127 (FROG LEVEL ROAD)/ PITT COUNTY Contractor Name: JYMCO CONSTRUCTION COMPANY INC Contract Amount: \$0.00 Work Began: Original Completion Date: 02/15/2023 Latest Payment Thru: Latest Payment Date:	Route: - County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 12/08/2021 Revised Completion Date: Construction Progress: 0%

NCDOT TPD NEWS



NCDOT TPD Greenville MPO Newsletter

February 2022

Traffic Forecasts (TF)

Project Level Traffic Forecasting is an essential part of the planning process. The traffic forecast informs the design of STIP projects. Please let me know if you are interested in getting any traffic counts done.

Pitt County CTP Updates

The Pitt County CTP committee is working on finalizing the Bike and Pedestrian Map and has begun working on the report. In the next steps we will discuss public involvement, so be on the look out for public meetings. You can stay up to date with the CTP by visiting <https://www.pittcountync.gov/>

NCDOT Bicycle Route System Update—Public Input

North Carolina's bicycle route system was developed in response to the 1974 Bicycle and Bikeway Act. The system was created on roads across North Carolina that were safer for bicycling, designating a network of "bicycling highways" that provided access to small towns, state parks, historic sites and other points of interest. These routes generally parallel the major highways along which cyclists often wish to travel but offer a more lightly traveled alternative than the busy, major roads that are familiar to most people. NCDOT did an update in 2013 called WalkBike NC.

NCDOT is now initiating another update to the route system based on a more current review of existing and planned bicycle facilities throughout the state. The public is invited to help identify additional potential changes to the system, based on recent roadway projects, local planning, and local knowledge and understanding of the routes. To provide input, please visit the NCDOT State Bike Route System Public Input Map (NCDOT State Bike Route System Input Map (altaplanning.cloud) Input will be accepted until March 14, 2022.

New Improvements for travel Apps

The department is partnering with one.network, a transportation technology provider of real-time work zone, road incident and event information, to more fully automate the data that popular apps, such as Google and Apple, receive to update their maps.

The Federal Highway Administration is spearheading the exchange to help make traveling safer through a more efficient way of accessing data on work zone activities across the nation.

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

- NCDOT Mission Statement

FHWA News

The U.S. Department of Transportation Secretary Pete Buttigieg addressed the Transportation Research Board (TRB) 2022 Annual Meeting. Secretary Buttigieg answered questions from TRB Executive Committee Chair Susan Shaheen of University of California, Berkeley and TRB Vice Chair Nat Ford of Jacksonville Transportation Authority. The Secretary discussed an array of topics, including the National Roadway Safety Strategy, equity, the Infrastructure Investment and Jobs Act, and supply chain issues.

Watch here:

<https://www.youtube.com/watch?v=E4wrV15eqPk>

FHWA Innovation of the Month Project

Unexpected slowdowns on roadways with truck traffic pose a danger for all road users. The NCDOT designated approximately 460 rural miles of I-95 and I-40 in a unique project that leverages real time, crowdsourced traffic data from INRIX to identify speed differentials. Once identified, information is shared via Drivewyze to truck drivers operating in a defined area near the slowdown event. The Drivewyze warning system enables truck drivers using the service to prepare appropriately when entering potentially harmful traffic conditions, particularly the formation of dangerous queues related to non-recurring events like roadway incidents, work zones, and adverse weather. During September 2021, more than 2,500 alerts were received by Drivewyze users on NC interstates, via their in-cab notification device. The NCDOT is encouraged by the effectiveness of the alerts and the potential to improve safety where dangerous slowdowns occur.

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Visit us on the web

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Upcoming	Date
2nd Quarter invoice and work summary due	February 11 2022
Draft UPWP for FY23 due	February 28, 2022
Last day to submit adopted FY23 UPWP with resolution, 5-yr planning calendar, and MPO self-certification of long-range planning	March 15, 2022

NCDOT Statewide Plans:

To learn more, click on the following links:

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

Other Plans:

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

Helpful Links:

Click on links below to learn more:

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

NCDOT-IMD February 2022 Updates

- **New Complete Streets Connect Page & Resources:** [Complete Streets \(ncdot.gov\)](#).
 - NCDOT has updated the Complete Streets connect page with training materials and guidance and policy documents.
 - See the website for five external trainings happening between February 16th -25th – note that registration is required. Each training session will cover the same information, so registration is only necessary for one of the five scheduled events.
- **TDM Call for Projects is opening February 16th:**
 - The FY23 Transportation Demand Management ([TDM](#)) grant call opens February 16th. The deadline for applications and supporting documentation to be submitted in EBS is March 18, 2022.
- **Applications open to Watch For Me program:** [Website](#).
 - This program is funded by GHSP and targets law enforcement training + education campaign materials. Deadline is Feb 18, 2022.
- **RAISE Grants open:** [RAISE Discretionary Grants | US Department of Transportation](#)
 - (formerly known as TIGER or BUILD grants). Deadline is April 14, 2022. IMD can possibly provide technical assistance with applications, and NCDOT can also submit a handful of select projects on behalf of local partners.
- **NC Bicycle Route System Update:** [N.C. Bike Route System \(ncdot.gov\)](#)
 - NCDOT is now initiating an update to the route system, based on a more current review of existing and planned bicycle facilities throughout the state. The public is invited to help identify additional potential changes to the system, based on recent roadway projects, local planning, and local knowledge and understanding of the routes. To provide input, [please visit the NCDOT State Bike Route System Public Input Map](#). Public feedback will be accepted until March, 14 2022.

RAISE Discretionary Grants

The Bipartisan Infrastructure Law (BIL) appropriated \$1.5 billion to be awarded by the U.S. Department of Transportation for National Infrastructure Investment grants under the “Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grants program.” This is the first year of the RAISE Transportation Discretionary Grants program under the BIL. The grant program funds will be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact. The attached FY 2022 RAISE Notice of Funding Opportunity (NOFO) and related information, including initial FAQs, is now available on the RAISE website: (<https://www.transportation.gov/RAISEgrants>).

The application deadline is April 14, 2022 at 5 PM Eastern Daylight Time (EDT). The Notice of Funding Opportunity (NOFO) is available [here](#).

To provide technical assistance to stakeholders, DOT will host a series of webinars during the FY 2022 RAISE grant application period. For more information and to register, please visit the RAISE webinar series webpage at <https://www.transportation.gov/RAISEgrants/outreach>.

Questions can be submitted to RAISEgrants@dot.gov.

Executive Order on Promoting Access to Voting

The Executive Order (EO) can be found at [Executive Order on Promoting Access to Voting | The White House](#). The two FHWA actions that have been identified to support this EO will rely on cooperation with State DOTs and local agencies and include:

Support traffic analysis at local level: FHWA will work with state and local agencies to understand potential traffic impacts on and leading up to election day and encourage actions to address them. FHWA will work with state and local agencies to raise awareness of traffic issues and work toward solutions to ease potential traffic bottlenecks around polling places during elections. The FHWA will encourage state and local agencies to provide particular focus on geographic areas of need, including densely populated, underserved and disadvantaged communities.

Minimize roadwork-related traffic delays to polling sites – The growing need to repair our roadways has resulted in a greater number of construction work zones on highways and increased traffic congestion. FHWA coordinates with other national, state, and local agencies to improve construction work zone safety and mobility. To reduce the impacts of roadway work on access to polling sites, FHWA will assist and encourage transportation agencies and associations to proactively address any adverse work zone impacts and implement appropriate work zone management strategies. In this effort, a special focus will be placed on minimizing delays to access polling sites involving underserved or disadvantaged communities. The resulting trip reliability with minimum delays is expected to result in higher voter participation on election day.

President Biden, USDOT and USDOE Announce \$5 Billion over Five Years for National EV Charging Network, Made Possible by Bipartisan Infrastructure Law

Thursday, February 10, 2022

Joint Energy and Transportation Office and DriveElectric.gov Available to Assist States with Electric Vehicle Infrastructure Deployment Plans

FHWA 05-22

Contact: FHWA.PressOffice@dot.gov

Tel: (202) 366-0660

WASHINGTON, D.C. – The U.S. Departments of Transportation and Energy today announced nearly \$5 billion that will be made available under the new National Electric Vehicle Infrastructure (NEVI) Formula Program established by President Biden’s Bipartisan Infrastructure Law, to build out a national electric vehicle charging network, an important step towards making electric vehicle (EV) charging accessible to all Americans.

The program will provide nearly \$5 billion over five years to help states create a network of EV charging stations along designated Alternative Fuel Corridors, particularly along the Interstate Highway System. The total amount available to states in Fiscal Year 2022 under the NEVI Formula Program is \$615 million. States must submit an EV Infrastructure Deployment Plan before they can access these funds. A second, competitive grant program designed to further increase EV charging access in locations throughout the country, including in rural and underserved communities, will be announced later this year.

“A century ago, America ushered in the modern automotive era; now America must lead the electric vehicle revolution,” said U.S. Transportation Secretary Pete Buttigieg. “The President’s Bipartisan Infrastructure Law will help us win the EV race by working with states, labor, and the private sector to deploy a historic nationwide charging network that will make EV charging accessible for more Americans.”

“We are modernizing America’s national highway system for drivers in cities large and small, towns and rural communities, to take advantage of the benefits of driving electric,” said U.S. Secretary of Energy Jennifer M. Granholm. “The Bipartisan Infrastructure Law is helping states to make electric vehicle charging more accessible by building the necessary infrastructure for drivers across America to save money and go the distance, from coast-to-coast.”

Today’s news follows President Biden’s announcement earlier this week on EV manufacturing, and the [White House Fact Sheet](#) on actions taken to date to prepare for this historic EV investment.

To access these new Bipartisan Infrastructure Law funds – and to help ensure a convenient, reliable, affordable, and equitable charging experience for all users – each state is required to submit an EV Infrastructure Deployment Plan to the new Joint Office of Energy and Transportation that describes how the state intends to use its share of NEVI Formula Program funds consistent with Federal Highway Administration (FHWA) guidance.

These plans are expected to build on [Alternative Fuel Corridors](#) that nearly every state has designated over the past six years of this program. These corridors will be the spine of the

new national EV charging network. The Joint Office will play a key role in the implementation of the NEVI Formula Program by providing direct technical assistance and support to help states develop their plans before they are reviewed and approved by the Federal Highway Administration, which administers the funding.

“Americans need to know that they can purchase an electric vehicle and find convenient charging stations when they are using Interstates and other major highways,” Deputy Federal Highway Administrator Stephanie Pollack said. “The new EV formula program will provide states with the resources they need to provide their residents with reliable access to an EV charging station as they travel.”

The new Joint Office of Energy and Transportation also launched a new website this week at DriveElectric.gov. There, officials can find links to technical assistance, data and tools for states, and careers. To join the Joint Office and support a future where everyone can ride and drive electric, individuals are encouraged to [apply](#) to be an EV charging fellow.

As part of today’s announcement, FHWA released the NEVI Formula Program funding to states that will be available following approval of state plans for [Fiscal Year 2022](#) in addition to the [Program Guidance](#) and a [Request for Nominations](#) for states to expand their existing Alternative Fuel Corridors. Here is [state-by-state NEVI funding for Fiscal Years 2022-2026](#).

FY 2022 Funding*

North Carolina	16,137,196
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