

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

Wednesday, December 7, 2022 at 1:30 p.m.
Second Floor Conference Room, G.K. Butterfield Transportation Center
600 South Pitt Street, Greenville, NC.

Actions to be taken in bold italics

1) Approval of the TCC Agenda; approve

Approval of the TAC 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) Regular Agenda

- a)** Approval of the Minutes from the August 10 TCC meeting and the August 24 TAC meeting – approve (pg.3)
- b)** 2020-2029 Transportation Improvement Program (TIP) Amendment – **approve** (pg.4-7)
- c)** Greenville MPO’s By-laws update – **approve** (pg.8-16)
- d)** 5310 Operating Grant Letter of Support for the Pitt County Council on Aging - **approve** (pg.17-18)
- e)** Carbon Reduction Program (CRP) Funds presentation by TPD – **discussion**
- f)** Draft Fiscal Year 2024 Unified Planning Work Program (UPWP) – **discussion** (pg.19-50)
- g)** State’s Established Safety Performance Measure Targets – **discussion** (pg.51-55)
- h)** Preliminary meeting schedule and format of the TCC and TAC for 2023 – **discussion** (pg.56)

4) Other Discussion Items

- a)** Updates/Announcements
 - i. Division 2 - Len White (pg.57-61)
 - ii. Transportation Planning Division – Liam Hogan-Rivera and Scott Walston (pg.62-63)
 - iii. Integrated Mobility Division – Nick Morrison (pg.64-65)
 - iv. MPO Staff Updates (pg.66)

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

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

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

6) Adjourn TCC Meeting – approve

Adjourn TAC Meeting – approve

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 3a

Joint Governing Committee

Action Required

December 7, 2022

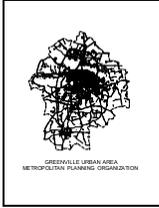
TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Minutes from the August 10 TCC and the August 24 TAC meetings

Purpose: To review and approve the minutes of the August 10 TCC meeting and the August 24 TAC meeting.

Discussion: The draft minutes from the August 10 TCC meeting and the August 24 TAC meeting are attached for review and approval.

Action Needed: Request the Joint Governing Committee adopt the August 10 TCC meeting and the August 24 TAC meeting minutes.

Attachments: *Draft August 10, 2022, TAC meeting minutes*
Draft August 24, 2022, TAC meeting minutes



Attachment 3b Joint Governing Committee

Action Required

December 7, 2022

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

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

Amendments

Additions

1. HS-2002L – Regional Safety project: Greenville Boulevard (US 264 Alternate, US 264 Alternate/NC 43) at Memorial Drive (NC 11/NC 43/NC 903) and Memorial Drive (NC 11/NC 903) at Mall Drive In Greenville. Revise and Construct Turn Lanes.
 - **Add project break at the request of the Transportation Mobility and Safety Division.**
2. HS-2002M – Division Safety project: SR 1598 (10th Street), SR 1598 (10th Street) at College Hill Drive and SR 1598 (10th Street) at Elm Street in Greenville. Upgrade traffic signals.
 - **Add project break at the request of the transportation mobility and safety division.**
3. HS-2002R – Division Safety project: SR 1702 (Evans Street), SR 1702 (Evans Street) at Howell Street in Greenville. Install traffic signal with pedestrian accommodations.
 - **Add project break at the request of the transportation mobility and safety division.**
4. R-5782 – Division Improvements at Various Locations: Division 2 program to upgrade intersections to comply with the Americans with Disabilities Act (ADA) using Transportation Alternatives (TA) funds.
 - **Add funding in FY 23 not previously programmed.**

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

Attachments: *MTIP amendment reference pages; Greenville Urban Area Resolution 2022-06*

**RESOLUTION NO. 2022-06-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, December 7, 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 MODIFICATIONS

HS-2002L PITT PROJ.CATEGORY REGIONAL	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	US 264 ALTERNATE, US 264 ALTERNATE/NC 43 (GREENVILLE BOULEVARD) AT NC 11/NC 43/NC 903 (MEMORIAL DRIVE) AND NC 11/NC 903 (MEMORIAL DRIVE) AT MALL DRIVE IN GREENVILLE. REVISE AND CONSTRUCT TURN LANES.	CONSTRUCTION	FY 2024 -	\$430,000 (HSIP) \$430,000
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**ADD PROJECT BREAK AT THE REQUEST OF THE
TRANSPORTATION MOBILITY AND SAFETY DIVISION.**

* HS-2002M PITT PROJ.CATEGORY DIVISION	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1598 (10TH STREET), SR 1598 (10TH STREET) AT COLLEGE HILL DRIVE AND SR 1598 (10TH STREET) AT ELM STREET IN GREENVILLE. UPGRADE TRAFFIC SIGNALS.	CONSTRUCTION	FY 2023 -	\$55,000 (HSIP) \$55,000
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**ADD PROJECT BREAK AT THE REQUEST OF THE
TRANSPORTATION MOBILITY AND SAFETY DIVISION.**

* HS-2002R PITT PROJ.CATEGORY DIVISION	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION	SR 1702 (EVANS STREET), SR 1702 (EVANS STREET) AT HOWELL STREET IN GREENVILLE. INSTALL TRAFFIC SIGNAL WITH PEDESTRIAN ACCOMMODATIONS.	UTILITIES CONSTRUCTION	FY 2023 - FY 2023 -	\$65,000 (HSIP) \$400,000 (HSIP) \$465,000
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**ADD PROJECT BREAK AT THE REQUEST OF THE
TRANSPORTATION MOBILITY AND SAFETY DIVISION.**

* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

* R-5782	- NEW BERN METROPOLITAN PLANNING ORGANIZATION	VARIOUS, DIVISION 2 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.	CONSTRUCTION	FY 2022 -	\$200,000 (S)
BEAUFORT	ORGANIZATION			FY 2022 -	\$800,000 (TA)
CARTERET	- GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION			FY 2023 -	\$200,000 (S)
GRAVEN	- MID-EAST RURAL PLANNING ORGANIZATION	<u>ADD FUNDING IN FY 23 NOT PREVIOUSLY PROGRAMMED.</u>		FY 2023 -	\$800,000 (TA)
GREENE	ORGANIZATION				\$2,000,000
JONES	- EASTERN CAROLINA RURAL PLANNING ORGANIZATION				
LENOIR	ORGANIZATION				
PAMLICO	- DOWN EAST RURAL PLANNING ORGANIZATION				
PITT					
PROJ.CATEGORY					
DIVISION					

* INDICATES FEDERAL AMENDMENT



Attachment 3c Joint Governing Committee

Action Required

December 7, 2022

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Greenville MPO's TCC and TAC By-laws update

Purpose: Update the TCC and TAC by-laws to add language to explicitly allow virtual/hybrid meetings.

Discussion: On August 15th, the State of Emergency expired. The state law explicitly allowed us to have virtual or hybrid meetings. However, once the State of Emergency ended, Cities and Counties could no longer count virtual participants for quorum or let them vote (according to UNC School of Government). Although MPOs and RPOs are not held to that state law as we are an appointed board, it has been recommended that Planning Organizations explicitly allow virtual/hybrid meetings in their by-laws.

Staff proposes adding the below language to TCC and TAC by-laws as the last line under Article VI- Meetings, Section 1-Regular Meetings.

“Electronic meetings are permitted, given that a physical location is provided where members, alternates, or the general public can participate.”

Action Needed: Approval of language to be added to the TCC and TAC by-laws under Article VI- Meetings, Section 1-Regular Meetings.

Attachments: Updated *TCC and TAC By-laws*

BY-LAWS

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

Article I – Name of Committee

The name of this organization shall be the Greenville Urban Area Metropolitan Planning Organization Technical Coordinating Committee, hereinafter referred to as the “TCC”.

Article II – Authorization

The authorization for establishment of the Greenville Urban Area MPO and the accompanying Committees is set forth in Section 134, Title 23 of the United States Code which was enacted by Congress in 1962 for all urban areas having populations greater than 50,000.

Article III – Objectives

As outlined in the Amended Memorandum of Understanding dated April 11, 2013, the purpose of the TCC shall be:

1. To provide general review, guidance and coordination of the transportation planning process;
2. To make recommendations to respective agencies and the TAC regarding necessary actions relating to the continuing transportation planning process.
3. To develop, review and recommend for approval the Planning Work Program, Transportation Improvement Program, Metropolitan Area Boundary, revisions to the Long Range Transportation Plan, planning public participation and documentation reports of the MPO.

Article IV – Membership

In accordance with the adopted Memorandum of Understanding, the TCC shall include technical representatives from all local and State governmental agencies directly related to and concerned with the transportation planning process for the planning area. The following are designated as voting members on the TCC.

1. Director of Public Works, City of Greenville;
2. Director of Planning and Community Development, City of Greenville;
3. City Engineer, City of Greenville;
4. Transit Manager, City of Greenville;
5. City Manager, City of Greenville;

6. Traffic Engineer, City of Greenville;
7. Planner, Town of Winterville;
8. Town Manager, Town of Winterville;
9. Town Manager, Town of Ayden;
10. Town Planner, Town of Ayden;
11. Representative, Village of Simpson;
12. Director of Planning, Pitt County;
13. Planner, Pitt County;
14. Representative, Pitt Area Transit
15. Representative, East Carolina University;
16. Planning Director, Mid-East Commission;
17. Division Engineer, North Carolina Department of Transportation;
18. Division Traffic Engineer, North Carolina Department of Transportation;
19. Regional Traffic Engineer, North Carolina Department of Transportation;
20. Representative, Transportation Planning Branch, North Carolina Department of Transportation;
21. Division Planning Engineer, North Carolina Department of Transportation

The TCC shall also include the following representatives who shall serve as non voting members.

1. Division Administrator, North Carolina Division, Federal Highway Administration, United States Department of Transportation (Advisory and non-voting member);
2. Representative, Mid-East Rural Planning Organization (Advisory and non-voting member);
3. Representative, Public Transportation Division, North Carolina Department of Transportation

Article V – Officers

Section 1. Officers Defined:

The officers of the TCC shall consist of a Chairperson and a Vice-Chairperson elected by the members of the Committee.

Section 2. Duties:

The Chairperson shall be responsible for calling and presiding at meetings and appointing committees. In the absence of the Chairperson, the Vice-Chairperson shall preside and carry out all other duties of the Chairperson.

Section 3. Elections:

Officers for the TCC shall be elected every year from the voting members at the first meeting of the calendar year, after which the newly-elected Chairperson and Vice-Chairperson shall take office. Nominations for Chairperson and Vice-Chairperson may be made from the floor, provided that the nominator has approval from the nominee. Upon motion and second that nominations be closed, the current Chairperson will then call for a vote on the

nominees. The successful candidate will need to receive a majority of the votes cast.

Article VI – Meetings

Notices for all meetings of the TCC shall be disseminated in accordance with latest adopted Public Involvement Plan.

Section 1. Regular Meetings:

The TCC may adopt a regular schedule of meetings. Electronic meetings are permitted, given that a physical location is provided where members, alternates, or the general public can participate.

Section 2. Special Meetings:

Special meetings may be called by the Chairperson or at the request of a majority of the members.

Section 3. Quorum:

A quorum is required for the transaction of all business, including conducting meetings, participation in deliberations, or voting upon or otherwise transacting the public business. A quorum consists of fifty-one percent (51%) of the voting members of the TCC, excluding those who are considered inactive in accordance with Section 4 below.

Section 4. Attendance:

If a TCC member does not attend two (2) consecutive scheduled meetings of the TCC, the member will be considered inactive. Following the designation as inactive, if the member or his or her alternate is not in attendance at a subsequent TCC meeting, he or she will not be counted for quorum purposes. The member will be automatically reinstated and counted for quorum purposes by attending a TCC meeting.

Section 5. Agenda:

The agenda is the list of consideration for discussion at a meeting. Items on the agenda originate as a carryover from previous TCC meetings or are placed on the agenda prior to its distribution by any member of the TCC, by request from any jurisdiction party to the Memorandum of Understanding, by request of the Chairperson of the TCC, or by MPO staff. Additional items may be placed on the regular agenda prior to the approval of the agenda at the request of MPO staff or any voting member of the TCC.

Section 6. Voting Procedures:

The Chairperson and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article III. The Chairperson is permitted to vote but any persons serving in strictly an advisory capacity and those designated as a non-voting member are not permitted to vote. Except for amendments to By-Laws, an affirmative vote equal to a majority of the members of the TCC present and not excused from voting on the issue shall be required to approve any issue. A failure to vote by a member who is present at the meeting or who has withdrawn without being excused by a majority vote of the remaining members present shall be recorded as an affirmative vote.

Notwithstanding the foregoing, when there is a vote upon a motion relating to any transportation project which does not involve a road that carries a U.S. or N.C. route designation and the project is totally contained within a single municipality's corporate limits or extraterritorial jurisdictional area (or in the case of the county, in its zoning jurisdiction), a vote on a motion relating to such project shall not be considered approved in the event the voting member of the municipality/ETJ or the county within which the project is totally contained votes against the motion.

Article VII – Amendments to By-Laws

Amendments to the By-Laws of the TCC shall require the affirmative vote of at least seventy-five percent (75%) of the committee membership provided, however, that written notice of the proposed amendment has been sent to each TCC member at least one week prior to the meeting at which the amendment is to be considered and provided the amendment does not conflict with the intent of the most current Memorandum of Understanding governing the transportation planning process. The Memorandum of Understanding shall carry precedence over the By-Laws of the TCC in the event of any conflict.

Adoption

These By-Laws were adopted at a regularly scheduled meeting of the Greenville Urban Area Metropolitan Planning Organization Technical Coordinating Committee held on the 7th day of December 2022.

Chairperson

Vice-Chairperson

BY-LAWS

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

Article I – Name of Committee

The name of this organization shall be the Greenville Urban Area Metropolitan Planning Organization Transportation Advisory Committee, hereinafter referred to as the “TAC”.

Article II – Authorization

The authorization for establishment of the Greenville Urban Area MPO and the accompanying Committees is set forth in Section 134, Title 23 of the United States Code which was enacted by Congress in 1962 for all urban areas having populations greater than 50,000.

Article III – Objectives

As outlined in the Amended Memorandum of Understanding dated April 11, 2013, the purpose of the TAC shall be:

1. To serve as a forum for cooperative transportation planning decision making for the Greenville Urban Area MPO;
2. To keep policy boards informed of the status and requirements of the transportation planning process;
3. Assist in the dissemination and clarification of the decisions, inclinations and policies of the police boards and to ensure meaningful citizen participation in the transportation planning process.
4. To review and approve documents relating to the continuing transportation planning process including, but not limited to, the Planning Work Program, Transportation Improvement Program, Metropolitan Area Boundary, revisions to the Long Range Transportation Plan, planning public participation and documentation reports of the MPO.

Article IV – Membership

In accordance with the adopted Memorandum of Understanding, the voting members and voting structure of the TAC is listed below:

Governmental Body	Weighted Votes	Regular Votes
City of Greenville	9	1
Pitt County	4	1
Town of Ayden	2	1
Town of Winterville	2	1
Village of Simpson	1	1
Department of Transportation	1	1
TOTAL	19	6

1. One member of the Greenville City Council and one Alternate;
2. One member of the Winterville Town Council and one Alternate;
3. One member of the Ayden Town Council and one Alternate;
4. One member of the Pitt County Board of Commissioners and one Alternate;
5. One member of the Simpson Town Council and one Alternate;
6. One member of the North Carolina Board of Transportation.

The designated alternates may vote on all matters coming before the TAC only if the regular member is not in attendance. The TAC shall also include the following representatives who shall serve as non-voting members.

1. Representative from the Federal Highway Administration (FHWA), North Carolina Division

Article V – Officers

Section 1. Officers Defined:

The officers of the TAC shall consist of a Chairperson and a Vice-Chairperson elected by the members of the Committee.

Section 2. Duties:

The Chairperson shall be responsible for calling and presiding at meetings and appointing committees. In the absence of the Chairperson, the Vice-Chairperson shall preside and carry out all other duties of the Chairperson.

Section 3. Elections:

Officers for the TAC shall be elected every year from the voting members at the first meeting of the calendar year, after which the newly-elected Chairperson and Vice-Chairperson shall take office.

Nominations for Chairperson and Vice-Chairperson made be made from the floor, provided that the nominator has approval from the nominee. Upon motion and second that nominations be closed, the current Chairperson will then call for a vote on the nominees. The successful candidate will need to receive a majority of the votes cast.

Article VI – Meetings

Notices for all meetings of the TAC shall be disseminated in accordance with latest adopted Public Involvement Plan.

Section 1. Regular Meetings:

The TAC may adopt a regular schedule of meetings. Electronic meetings are permitted, given that a physical location is provided where members, alternates, or the general public can participate.

Section 2. Special Meetings:

Special meetings may be called by the Chairperson or at the request of a majority of the members.

Section 3. Quorum:

A quorum is required for the transaction of all business, including conducting meetings, participation in deliberations, or voting upon or otherwise transacting the public business. A quorum consists of fifty-one percent (51%) of the voting members of the TAC, excluding those who are considered inactive in accordance with Section 4 below.

Section 4. Attendance:

If a TAC member does not attend or does not send his or her designated alternate to two (2) consecutive meetings of the TAC, the member will be considered inactive. Following the designation as inactive, if the member or his or her alternate is not in attendance at a subsequent TAC meeting, he or she will not be counted for quorum purposes. The member will be automatically reinstated and counted for quorum purposes by attending or sending his or her designated alternate to a TAC meeting.

Section 5. Agenda:

The agenda is the list of consideration for discussion at a meeting. Items on the agenda originate as a carryover from previous TAC meetings or are placed on the agenda prior to its distribution by any member of the TAC, by request from any jurisdiction party to the Memorandum of Understanding or by request of the Chairperson of the TAC, or by MPO staff. Additional items may be placed on the regular agenda prior to the approval of the agenda at the request of MPO staff or any voting member of the TAC.

Section 6. Voting Procedures:

The Chairperson and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article III. The Chairperson is permitted to vote but any persons serving in strictly an advisory capacity and those designated as non-voting member are not permitted to vote. Designated alternate members may only vote in the absence of a regular member. If a regular member is in attendance, the designated alternate member may not vote on matters. Except for amendments to By-Laws, an affirmative vote equal to a majority of the members of the TAC present and not excused from voting on the issue shall be required to approve any issue. A failure to vote by a member who is present at the meeting or who has withdrawn without being excused by a majority vote of the remaining members present shall be recorded as an affirmative vote.

Notwithstanding the foregoing, when there is a vote upon a motion relating to any transportation project which does not involve a road that carries a U.S. or N.C. route designation and the project is totally contained within a single municipality's corporate limits or extraterritorial jurisdictional area (or in the case of the county, in its zoning jurisdiction), a vote on a motion relating to such project shall not be considered approved in the event the voting member of the municipality/ETJ or the county within which the project is totally contained votes against the motion.

Article VII – Amendments to By-Laws

Amendments to the By-Laws of the TAC shall require the affirmative vote of at least seventy-five percent (75%) of the committee membership provided, however, that written notice of the proposed amendment has been sent to each TAC member at least one week prior to the meeting at which the amendment is to be considered and provided the amendment does not conflict with the intent of the most current Memorandum of Understanding governing the transportation planning process. The Memorandum of Understanding shall carry precedence over the By-Laws of the TAC in the event of any conflict.

Adoption

These By-Laws were adopted at a regularly scheduled meeting of the Greenville Urban Area Transportation Advisory Committee held on the 7th day of December, 2022.

Chairperson

Vice-Chairperson



Attachment 3d Joint Governing Committee

Action Required

December 7, 2022

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: 5310 Operating Grant Letter of Support for the Pitt County Council on Aging

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

Discussion: The draft letter of support for the 5310 Operating Grant is attached for review and approval.

Action Needed: Request the Joint Governing Committee to approve Greenville Urban Area MPO's letter of support.

Attachments: *5310 Operating Grant Letter of Support*



December 7, 2022

Mr. Rich Zeck
Executive Director
Pitt County Council on Aging
4551 County Home Rd.
Greenville, NC 27858

Dear Mr. Zeck,

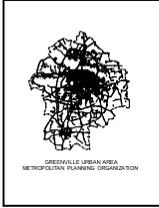
The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) has received your request for a letter of support for funding from the North Carolina Department of Transportation and the Enhanced Mobility of Seniors and Individuals with Disabilities Program through the 5310 Capital -Purchase of Services funding process for FY2024. Staff has reviewed the request and support your application.

The Greenville Urban Area Metropolitan Planning Organization understands the need for transportation services for seniors and people with disabilities who are served by the Pitt County Council on Aging's services in Pitt County.

We look forward to seeing the impact of these transportation services on the lives of seniors and people with disabilities in the community.

Sincerely,

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



Attachment 3f

Joint Governing Committee

No Action Required

December 7, 2022

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Draft FY 2023-2024 Unified Planning Work Program (UPWP)

Purpose: Discuss the Proposed Greenville Urban Area Metropolitan Planning Organization's (MPO) FY 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 and rolls over funding from previous years that must be programmed and allocated to specific tasks and responsibilities such as regional planning, Prioritization, maintenance of the Metropolitan Transportation Improvement Program (MTIP), Title VI initiatives, Public Involvement, etc...

The proposed UPWP for the PL-funded planning activities in FY 2024 was developed utilizing information provided by representatives of the MPO's participating communities and coordinated with NCDOT's Transportation Planning Division. In addition, the City of Greenville's Transit Manager provided information regarding future FTA-sponsored planning activities and needs as necessary for system-specific funding.

MPO projects and special studies anticipated in the 2023-2024 period include:

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

There are additional funds programmed for the Active Transportation Plan update and the P7 Prioritization Process tasks. Furthermore, a 5-year work plan be submitted and updated to keep NCDOT abreast of long-range planning issues. This requirement was initiated by NCDOT for the planning period and outlines the major initiatives the MPO plans to undertake creating, efficient communication between NCDTO, FHWA, and the MPO.

In 2022, the Infrastructure Investment and Jobs Act has added a new Metro Planning set-aside for Increasing Safe & Accessible Transportation Options. The Act requires each MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]. The 2.5% set aside is provided by a separate allocation of PL funds (federal program code Y410). The MPO's share of this amount is distributed using the same allocation formula. A full list of eligible activities can be found in [§ 11206(c)] <https://www.congress.gov/bill/117th-congress/house-bill/3684/text>.

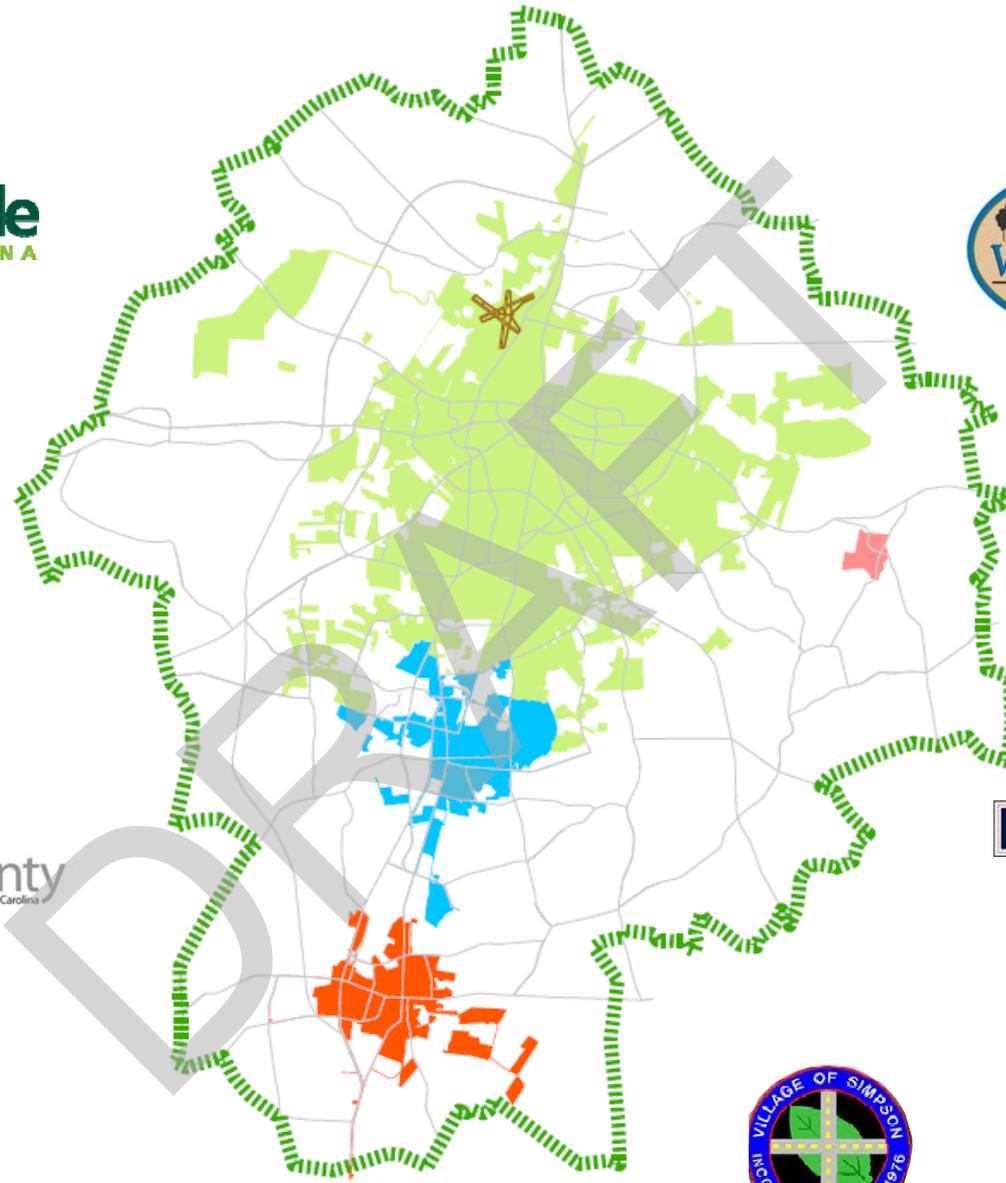
These set-aside funds will have a separate WBS number and therefore any expenditures must

be noted separately on an invoice and have a separate description of work. The funds are located below task code 2-B-II (Regional Planning) in our UPWP.

Action Needed: No action is required.

Attachments: *Draft FY 2024 UPWP*

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



**Greenville Urban Area
Metropolitan Planning Organization
TBD**

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Greenville Urban Area 2023-2024 PWP Narrative

UPWP Overview

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

Introduction

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

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

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

This Unified Planning Work Program (UPWP) for the Greenville Urban Area Metropolitan Planning Organization documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2023-2024 (from July 1, 2023 through June 30, 2024). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C")

Funding Summary FY 2023-2024 (Total funds programmed in PWP, including Transit funds)				
Funding Source	Federal Funding	State Funding	Local Match	Total
Planning Funds (PL 104)	\$ 284,700			
State Planning and Research Funding (SPR) (TPD)			\$ 71,175	\$ 355,875
Section 5303	\$ 48,064	\$ 6,008		\$ 60,080
Total	\$ 332,764	\$ 6,008	\$ 77,183	\$ 415,955

Program Summary for MPO Planning and Administration (PL Funds)		
Task	PL Funds	Percentage of Total PL Funds
II-A Data and Planning Support	\$ 86,000	24.17%
II-B Planning Process	\$ 75,000	21.07%
Safe & Acc Transp. Options set aside (II-B Special Study)	\$ 33,405	2.95%
III-A Planning Work Program	\$ 10,000	9.39%
III-B Transp. Improvement Plan	\$ 45,000	2.81%
III-C Cvl Rgts. Cmp./Otr .Regs. Reqs.	\$ 11,700	12.64%
III-D Statewide and Extra-Regional Planning	\$ 15,000	3.29%
III-E Management Ops, Program Support Admin	\$ 69,270	4.21%
TOTAL PL Funds	\$ 355,875	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 2023-2024.

Federal Requirements

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

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

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

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

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

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

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

Fixing America's Surface Transportation Act (FAST Act)

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

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

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

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

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

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

Public Participation and Title VI

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

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

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

Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program

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

The Metropolitan Transportation Plan (MTP) includes the following:

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

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

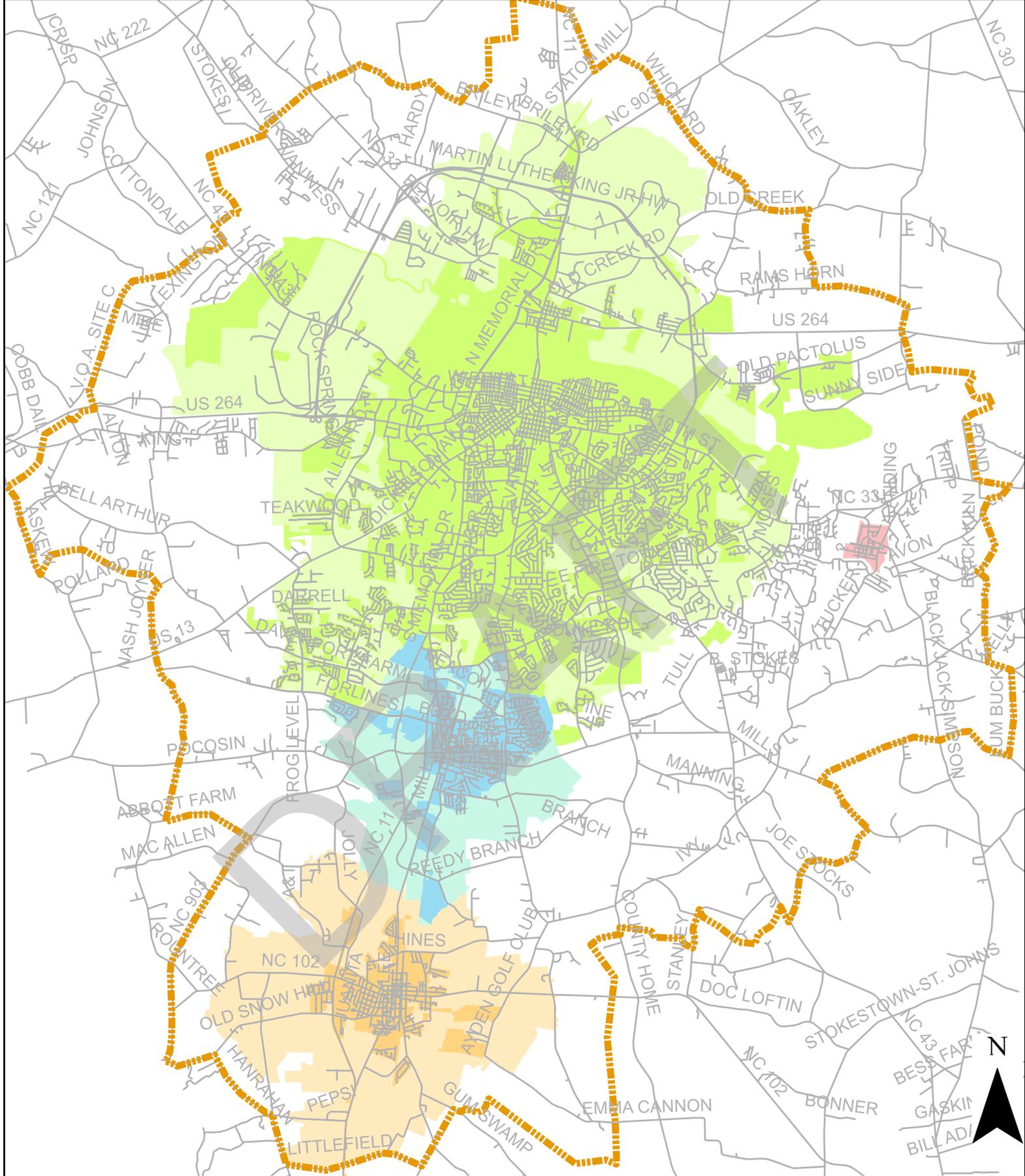
The Metropolitan Transportation Improvement Program (TIP) must include the following:

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

Air Quality Conformity Process

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

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Legend

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

Greenville Urban Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEMBERS

<p>CHAIR <i>P.J. Connelly, Mayor</i> <i>City of Greenville</i> ALTERNATE: <i>Rose Glover, Mayor Pro-Tem</i></p>
<p><i>Melvin C. McLawhorn</i> Commissioner Pitt County ALTERNATE: <i>Alex Albright</i></p>
<p><i>Steve Tripp, Mayor</i> <i>Town of Ayden</i></p>
<p><i>Ricky Hines Mayor</i> <i>Town of Winterville</i> ALTERNATE: <i>Tony Moore</i></p>
<p><i>Richard Zeck, Mayor</i> <i>Village of Simpson</i></p>
<p><i>Merrie Jo Alcock</i> Board of Transportation NCDOT ALTERNATE: <i>Hugh Overholt</i></p>
<p><i>(non-voting)</i> <i>John F. Sullivan III</i> <i>Federal Highway Administration</i></p>

TECHNICAL COORDINATING COMMITTEE MEMBERS

<p>CHAIR <i>Kevin Mulligan,</i> Director of Public Works <i>City of Greenville</i></p>	<p><i>Anthony Bowser</i> Asst. Town Manager <i>Town of Winterville</i></p>	<p><i>Liam Hogan-Rivera</i> Greenville MPO Coordinator Transportation Planning Branch NCDOT</p>
<p><i>Thomas Barnett</i> Chief Planner <i>City of Greenville</i></p>	<p><i>Terri Parker</i> Town Manager <i>Town of Winterville</i></p>	<p><i>Steve Hamilton, PE</i> Division Traffic Engineer Division 2, NCDOT</p>
<p><i>Elizabeth Stalls</i> Transit Manager <i>City of Greenville</i></p>	<p>VICE-CHAIR <i>Bryan Jones</i> Planning Director <i>Town of Winterville</i></p>	<p><i>Bailey Harden</i> Eastern Region Mobility & Safety Field Operations Engineer NCDOT</p>
<p><i>Lisa Kirby</i> City Engineer <i>City of Greenville</i></p>	<p><i>Matt Livingston</i> Town Manager <i>Town of Ayden</i></p>	<p><i>Len White, PE</i> Planning Engineer Division 2, NCDOT</p>
<p><i>Richard DiCesare, P.E., PTOE</i> City Traffic Engineer <i>City of Greenville</i></p>	<p><i>Stephen Smith</i> Community & Economic Planner <i>Town of Ayden</i></p>	<p><i>Pat Harris</i> Planning Director Mid-East Commission</p>
<p><i>Ann E. Wall</i> City Manager <i>City of Greenville</i></p>	<p><i>Richard Zeck</i> Mayor <i>Village of Simpson</i></p>	<p><i>William Bagnell</i> Associate Vice Chancellor Campus Operations East Carolina University</p>
<p><i>James Rhodes, AICP</i> Planning Director <i>Pitt County</i></p>	<p><i>Jeff Cabaniss</i> Division Engineer Division 2, NCDOT</p>	<p><i>(non-voting) Brandon Oliver</i> Planning Team Federal Highway Administration</p>
<p><i>Jonas Hill</i> Planner <i>Pitt County</i></p>	<p><i>Michael Taylor</i> Assistant County Manager <i>Pitt County</i></p>	<p><i>(non-voting) Nick Morrison</i> Integrated Mobility Division NCDOT</p>
		<p><i>(non-voting) Sam Singleton</i> Mid-East RPO</p>

Membership as of December 7, 2022

Common Acronyms

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

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

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Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

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

State Planning and Research (SPR) Funds

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

Section 5303 Funds

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

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

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

Increasing Safe & Accessible Transportation Options

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

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

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

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

II-B-3 Special Studies

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

III-A Unified Planning Work Program

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

III-A-1 Planning Work Program

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

III-A-2 Metrics and Performance Management

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

III-B Transportation Improvement Program

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

III-B-1 Prioritization

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

III-B-2 Metropolitan TIP

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

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

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

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

III-C-1 Title VI Compliance

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

III-C-2 Environmental Justice

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

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

III-C-3 Minority Business Enterprise Planning

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

III-C-4 Planning for the Elderly

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

III-C-5 Safety and Drug Control Planning

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

III-C-6 Public Involvement

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

III-C-7 Private Sector Participation

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

III-D Statewide and Extra-Regional Planning

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

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

III-E. Management and Operations

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

III-E Management Operations and Program Support Administration

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

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

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

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	\$ 17,200	\$ 68,800	\$ 86,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 17,200	\$ 0	\$ 68,800	\$ 86,000
II-A-1	Networks and Support Systems	\$ 5,000	\$ 20,000	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,000	\$ 0	\$ 20,000	\$ 25,000
II-A-2	Travelers and Behavior	\$ 2,200	\$ 8,800	\$ 11,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 2,200	\$ 0	\$ 8,800	\$ 11,000
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	\$ 23,781	\$ 95,124	\$ 118,905	\$ 1,308	\$ 1,308	\$ 10,464	\$ 13,080	\$ 25,089	\$ 1,308	\$ 105,588	\$ 131,985
II-B-1	Targeted Planning	\$ 9,000	\$ 36,000	\$ 45,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 9,000	\$ 0	\$ 36,000	\$ 45,000
II-B-2	Regional Planning (CTP, MTP, etc)	\$ 6,000	\$ 24,000	\$ 30,000	\$ 1,308	\$ 1,308	\$ 10,464	\$ 13,080	\$ 7,308	\$ 1,308	\$ 34,464	\$ 43,080
	Safe & Acc Transp. Options set aside	\$ 2,100	\$ 8,400	\$ 10,500								
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
III-A-1	Planning Work Program	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000	\$ 0	\$ 4,000	\$ 5,000
III-A-2	Metrics and Performance Measures	\$ 1,000	\$ 4,000	\$ 5,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,000	\$ 0	\$ 4,000	\$ 5,000
III-B	Transp. Improvement Plan	\$ 9,000	\$ 36,000	\$ 45,000	\$ 1,000	\$ 1,000	\$ 8,000	\$ 10,000	\$ 10,000	\$ 1,000	\$ 44,000	\$ 55,000
III-B-1	Prioritization	\$ 5,000	\$ 20,000	\$ 25,000	\$ 0	\$ 0	\$ 0	\$ 0	\$ 5,000	\$ 0	\$ 20,000	\$ 25,000
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
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	Cvll Rgts. Cmp./Otr. Reg. Reqs.	\$ 2,340	\$ 9,360	\$ 11,700	\$ 700	\$ 700	\$ 5,600	\$ 7,000	\$ 3,040	\$ 700	\$ 14,960	\$ 18,700
III-C-1	Title VI Compliance	\$ 140	\$ 560	\$ 700	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 140	\$ 0	\$ 560	\$ 700
III-C-2	Environmental Justice	\$ -	\$ -	\$ -	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ -	\$ 0	\$ -	\$ -
III-C-3	Minority Business Enterprise Planning	\$ -	\$ -	\$ -	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
III-C-4	Planning for the Elderly	\$ -	\$ -	\$ -	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
III-C-5	Safety/Drug Control Planning	\$ 500	\$ 2,000	\$ 2,500	\$ 700	\$ 700	\$ 5,600	\$ 7,000	\$ 1,200	\$ 700	\$ 7,600	\$ 9,500
III-C-6	Public Involvement	\$ 1,400	\$ 5,600	\$ 7,000	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 1,400	\$ 0	\$ 5,600	\$ 7,000
III-C-7	Private Sector Participation	\$ 300	\$ 1,200	\$ 1,500	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 300	\$ 0	\$ 1,200	\$ 1,500
III-D	Statewide & Extra-Regional Planning	\$ 3,000	\$ 12,000	\$ 15,000	\$ 0.0	\$ 0.0	\$ 0	\$ 0	\$ 3,000	\$ 0	\$ 12,000	\$ 15,000
III-E	Management Ops, Program Suppt Admil	\$ 13,854	\$ 55,416	\$ 69,270	\$ 3,000	\$ 3,000	\$ 24,000	\$ 30,000	\$ 16,854	\$ 3,000	\$ 79,416	\$ 99,270
	TOTALS	\$ 71,175	\$ 284,700	\$ 355,875	\$ 6,008	\$ 6,008	\$ 48,064	\$ 60,080	\$ 77,183	\$ 6,008	\$ 332,764	\$ 415,955

Greenville Urban Area MPO
FY 2023-2024 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)	6/30/2024	6/30/2024	6/30/2024	6/30/2024	
8-	Previous Work	Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for review and approval.	Evaluation of Short Range Transit Plan recommendations completed and preparations for service improvements were made.	2024-2033 STIP and TIP	Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
9-	Prior FTA Funds	\$40,184	\$1,500		\$1,500	\$43,184
10-	Relationship To Other Activities					
11-	Agency Responsible for Task Completion	City of Greenville Public Works	City of Greenville Public Works	City of Greenville Public Works	City of Greenville Public Works	
12-	HPR - Highway - NCDOT 20%					
13-	HPR - Highway - FHWA 80%					
14-	Section 104 (f) PL Local 20%					
15-	Section 104 (f) PL FHWA 80%					
16-	Section 5303 Local 10%	\$3,000	\$1,308	\$1,000	\$700	\$6,008
17-	Section 5303 NCDOT 10%	\$3,000	\$1,308	\$1,000	\$700	\$6,008
18-	Section 5303 FTA 80%	\$24,000	\$10,464	\$8,000	\$5,600	\$48,064
	<i>Subtotal</i>	\$30,000	\$13,080	\$10,000	\$7,000	\$60,080
19-	Section 5307 Transit - Local 10%		\$0.00			\$0
20-	Section 5307 Transit - NCDOT 10%		\$0.00			\$0
21-	Section 5307 Transit - FTA 80%		\$0.00			\$0
	<i>Subtotal</i>		\$0.00			\$0
22-	Additional Funds - Local 100%					
	Grand total	\$30,000	\$13,080	\$10,000	\$7,000	\$60,080



December 7, 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 FY2024 has been submitted into the PMPO Grants SharePoint teamsite. The UPWP also serves as the urban area's Metropolitan Planning Program grant application requesting Federal Transit Administration Section 5303 planning funds. A complete description and budget of planning activities is included in the UPWP/PWP.

The Federal Transit Administration (FTA) grant amount requested is our full allocation of \$60,080.00.

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

Sincerely,

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

Anticipated DBE Contracting Opportunities for FY 23-24

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

Person Completing Form: Eliud De Jesus Telephone Number: 252-329-4476

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

Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note "No contracting opportunities" on the table if you do not anticipate having any contracting opportunities.

Greenville Urban Area MPO 5-year Plan

Fiscal Year	Certification of Planning Process	UPWP	Metropolitan Transportation Plan (5-year cycle)	Travel Demand Model Update	Annual Certification of Planning Processes	Prioritization	Metropolitan Transportation Improvement Program	Special Studies
2024	Yes	Development of FY 2025 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Continue to work on all elements of the MTP update to plan year 2050. Continue to work with TPD, members, FHWA and general public to produce document.	Complete 2050 Travel Demand Model update.	Required	Continue P7.0*	Draft MTIP Review, Amend current as required	As Needed
2025	Yes	Development of FY 2026 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Complete adoption process for 2050 MTP (prior to August 2024) and post plan to website and disperse hard copies to each MPO member.	Complete update of the Travel Demand model to horizon year of 2050	Required	Finish P7.0*	Draft MTIP Review, Amend current as required	As Needed
2026	Yes	Development of FY 2027 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Begin P8.0*	Adopt 2025-2034 MTIP	As Needed
2027	Yes	Development of FY 2028 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Continue P8.0*	Draft MTIP Review, Amend current as required	As Needed
2028	Yes	Development of FY 2029 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Begin development of the 2055 MTP	Begin update of the Travel Demand model to horizon year of 2055	Required	Finish P8.0*	Draft MTIP Review, Amend current as required	As Needed

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



Attachment 3g
Joint Governing Committee

No Action Required

December 7, 2022

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: 2023 State Safety Performance Measures

Purpose: Please see the attached memo regarding safety performance measure targets for 2023, and information regarding FHWA's recent assessment of target achievement for NCDOT calendar year 2020 safety targets.

Action Needed: No action required

Attachments: Safety Performance Measures 2022 Memo_



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

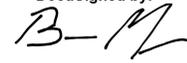
J. ERIC BOYETTE
SECRETARY

DATE: September 28, 2022

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

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

SUBJECT: Safety Performance Measures – FHWA Assessment and 2023 Targets

DocuSigned by:

EA0525CF2812491

Background

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

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

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

North Carolina Safety Performance Target Achievement Determination

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

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

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

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

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

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

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

2023 State Safety Performance Targets

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

Table 3: North Carolina Calendar Year 2023 Safety Performance Targets

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

2023 Greenville Urban Area MPO Safety Performance Targets

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

Table 4: Greenville Urban Area MPO Specific Safety Performance Targets

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

Next Steps

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

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

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

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

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

BKM\bgm

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



Attachment 3h Joint Governing Committee

No Action Required

December 7, 2022

TO: Joint Governing Committee
FROM: Eliud De Jesus, Transportation Planner
SUBJECT: Discussion of preliminary meeting of the TCC and TAC for 2023

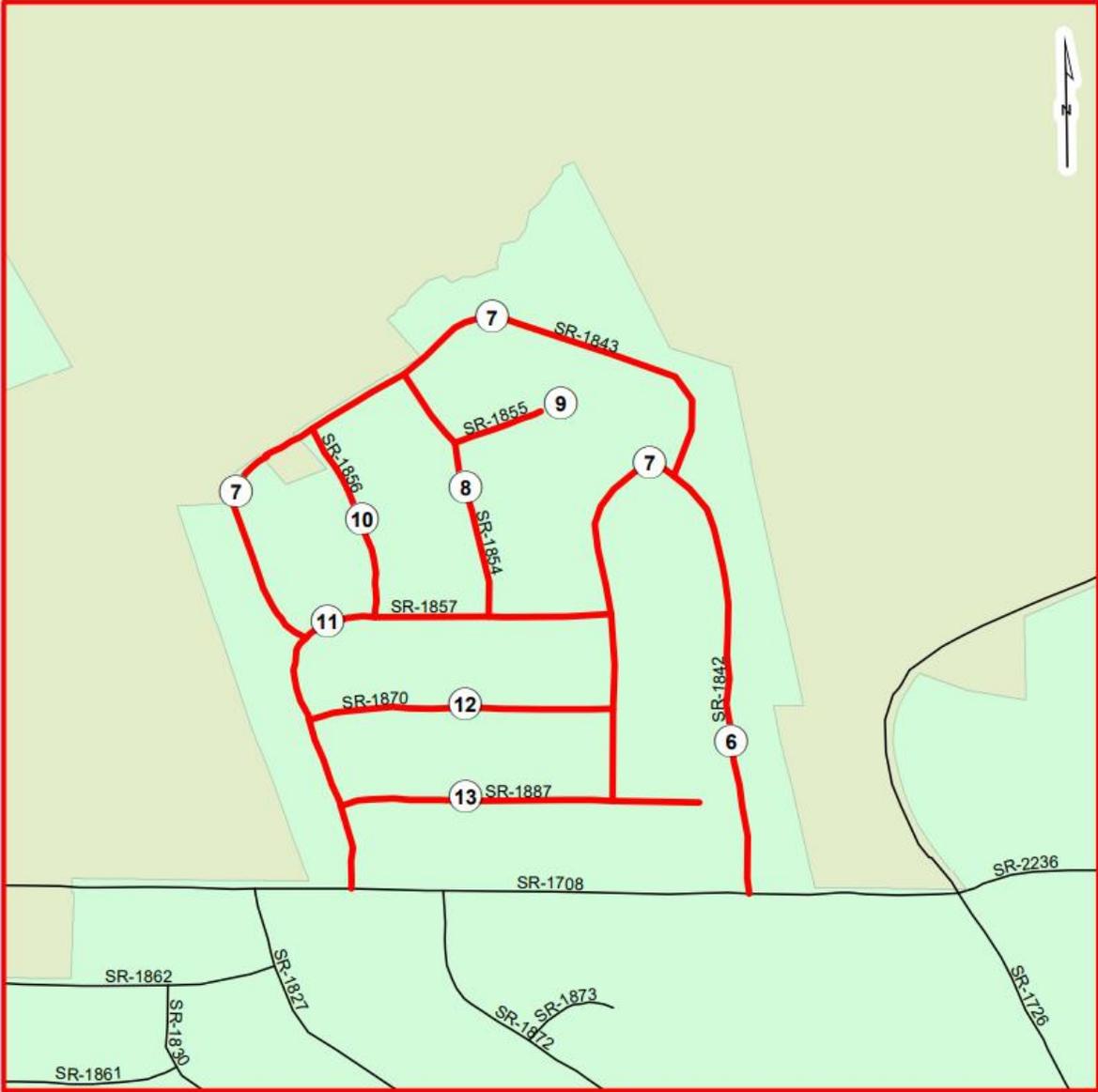
Purpose: Discuss potential dates for the 2023 TCC and TAC meeting cycle.

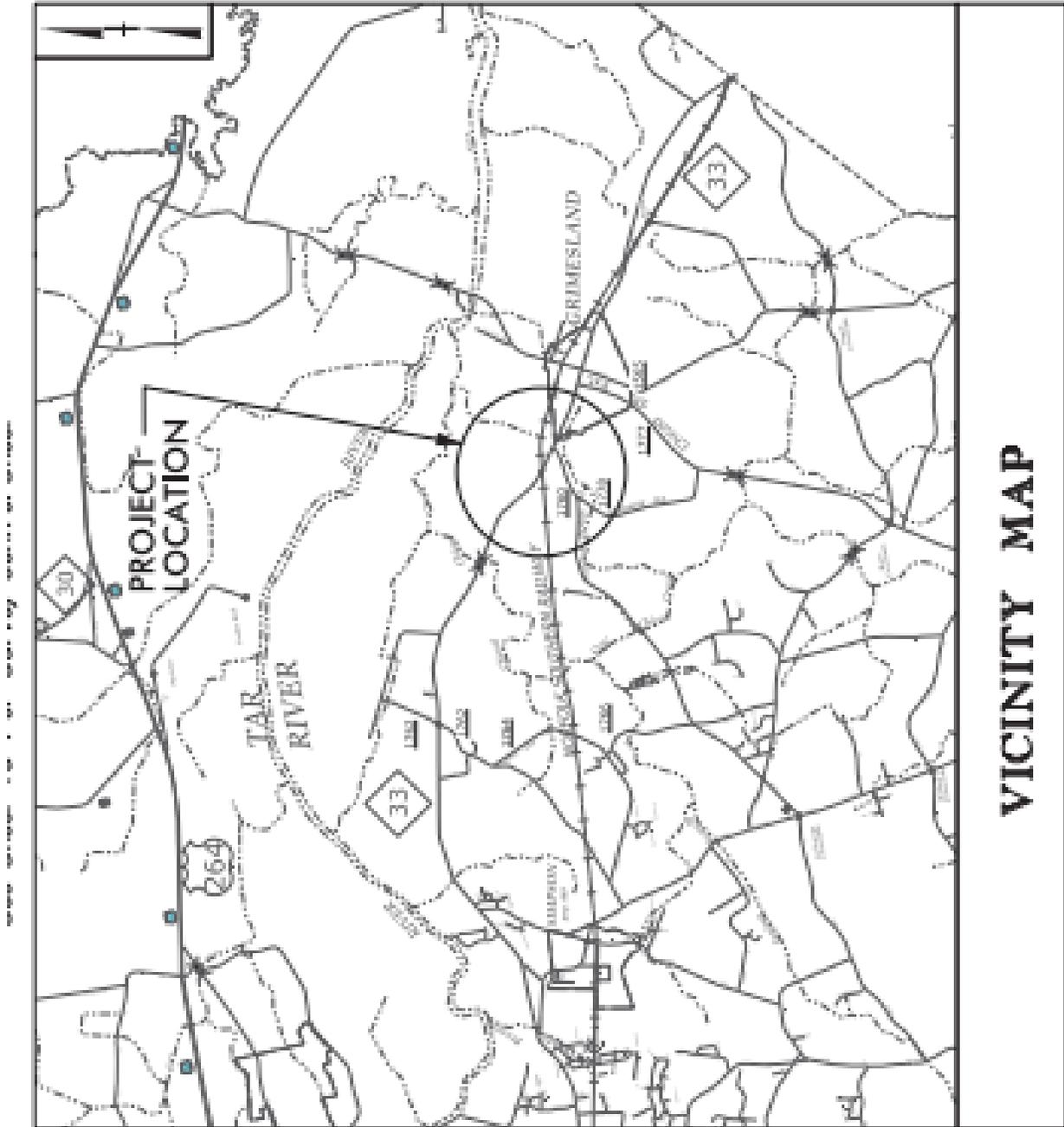
Discussion: TCC and TAC meeting are typically scheduled quarterly at 1:30pm. To adhere to member schedules, MPO staff is seeking direction as to the 2023 meeting schedule. In preparation, MPO staff has proposed the below dates for the TCC and TAC meetings:

<u>TCC</u>	<u>TAC</u>
February 15, 2022	March 8, 2022
June 28, 2022	July 12, 2022
September 13, 2022	September 27, 2022
December 13, 2023 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 TCC and TAC have the ability to call for a meeting pending committee member availability. Additionally, the Committees can continue to meet virtually/hybrid unless the Committee members desire to meet in person or the agenda items warrant an in-person meeting.

Action Needed: N/A





VICINITY MAP

Users Guide

[New Search](#)

<p>Contract Number: C204070 Division: 2 TIP Number: U-5606 Length: 1.344 miles NCDOT Contact: Sarah F. Lentine Location Description: SR-1598 (DICKINSON AVE) FROM NC-11 TO SR-1610 (READE CR). Contractor Name: JSMITH CIVIL LLC Contract Amount: \$15,747,596.21 Work Began: 06/02/2022 Original Completion Date: 02/28/2025 Latest Payment Thru: 10/31/2022 Latest Payment Date: 11/09/2022</p>	<p>Route: SR-1598 County: Pitt Federal Aid Number: STP-1598(3) NCDOT Contact No: (252)830-3495 Letting Date: 03/15/2022 Revised Completion Date: 07/06/2025 Construction Progress: 11.88%</p>
<p>Contract Number: C204376 Division: 2 TIP Number: B-4786 Length: 0.237 miles NCDOT Contact: Sarah F. Lentine Location Description: BRIDGE #38 OVER THE TAR RIVER ON US-13 IN GREENVILLE. Contractor Name: W C ENGLISH INCORPORATED Contract Amount: \$0.00 Work Began: Original Completion Date: Latest Payment Thru: Latest Payment Date:</p>	<p>Route: US-13 County: Pitt Federal Aid Number: 0013069 NCDOT Contact No: (252)830-3495 Letting Date: 08/16/2022 Revised Completion Date: Construction Progress: 0%</p>
<p>Contract Number: C204414 Division: 2 TIP Number: B-5301 Length: 0.606 miles NCDOT Contact: Sarah F. Lentine Location Description: BRIDGE #730472 OVER US-264 ON SR-1210 AND BRIDGE #87 OVER NO R FOLK SOUTHERN RAILROAD ON NC-33. Contractor Name: CONTI CIVIL LLC Contract Amount: \$9,574,442.00 Work Began: 10/17/2022 Original Completion Date: 04/13/2025 Latest Payment Thru: 10/31/2022 Latest Payment Date: 11/04/2022</p>	<p>Route: NC-33 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 06/21/2022 Revised Completion Date: Construction Progress: 3.27%</p>
<p>Contract Number: C204459 Division: 2 TIP Number: Length: 1.248 miles NCDOT Contact: Sarah F. Lentine Location Description: STRUCTURES #60016, #60027, #60028, AND #60077 IN BEAUFORT COUNTY AND STRUCTURE #730127 IN PITT COUNTY. Contractor Name: AMERICAN CONTRACTING & SERVICES INC Contract Amount: \$3,873,721.47 Work Began: 10/17/2022 Original Completion Date: 06/30/2023 Latest Payment Thru: 11/15/2022 Latest Payment Date: 11/23/2022</p>	<p>Route: NC-306 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 05/17/2022 Revised Completion Date: Construction Progress: 7.34%</p>
<p>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: \$4,749,889.90 Work Began: 06/08/2022 Original Completion Date: 02/09/2023 Latest Payment Thru: 10/31/2022 Latest Payment Date: 11/29/2022</p>	<p>Route: SR-1114 County: Pitt Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495 Letting Date: 10/27/2021 Revised Completion Date: 03/26/2023 Construction Progress: 90.63%</p>

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

Contract Number: DB00526	Route: US-264A
Division: 2	County: Pitt
TIP Number: R-2250	
Length: 0.151 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: US 264A AT SR 1127 (FROG LEVEL ROAD)/ PITT COUNTY	
Contractor Name: JYMCO CONSTRUCTION COMPANY INC	
Contract Amount: \$944,401.50	
Work Began: 05/02/2022	Letting Date: 12/08/2021
Original Completion Date: 02/15/2023	Revised Completion Date: 03/12/2023
Latest Payment Thru: 10/31/2022	
Latest Payment Date: 11/07/2022	Construction Progress: 44.91%

Contract Number: DB00530	Route: SR-1129, SR-1133, SR-1149 SR-1711, SR-1714, SR-1842 SR-1843, SR-1854, SR-1855 SR-1856, SR-1857, SR-1870 SR-1887
Division: 2	County: Pitt
TIP Number:	
Length: 9.84 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: S T WOOTEN CORPORATION	
Contract Amount: \$2,459,632.92	
Work Began: 10/24/2022	Letting Date: 03/09/2022
Original Completion Date: 02/08/2024	Revised Completion Date:
Latest Payment Thru: 10/31/2022	
Latest Payment Date: 11/07/2022	Construction Progress: 22.42%

Contract Number: DB00531	Route: SR-1923
Division: 2	County: Pitt
TIP Number: B-4607	
Length: 0.133 miles	Federal Aid Number: BRZ-1923(11)
NCDOT Contact: Jon Aaron Bullard, PE	NCDOT Contact No: (252)527-0053
Location Description: BRIDGE NO 43 ON SR 1923 OVER SWIFT CREEK	
Contractor Name: SANFORD CONTRACTORS INC	
Contract Amount: \$1,550,000.00	
Work Began: 08/01/2022	Letting Date: 05/25/2022
Original Completion Date: 03/28/2023	Revised Completion Date:
Latest Payment Thru: 11/22/2022	
Latest Payment Date: 11/30/2022	Construction Progress: 87.67%

Contract Number: DB00536	Route: SR-1565
Division: 2	County: Pitt
TIP Number:	
Length: 0.13 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: SR 1565 (S. GRIMESLAND BRIDGE ROAD) OVER CHICOD CREEK	
Contractor Name: T A LOVING COMPANY	
Contract Amount: \$1,059,780.00	
Work Began: 09/14/2022	Letting Date: 06/22/2022
Original Completion Date: 05/11/2023	Revised Completion Date:
Latest Payment Thru: 10/31/2022	
Latest Payment Date: 11/07/2022	Construction Progress: 32.33%

NCDOT TPD NEWS



Pitt County CTP Updates

The CTP is a long range, multi-model planning document that identifies transportation needs and develop long-term solutions for the next 25 to 30 years. Recently NCDOT held public involvement meetings on November 14th and 17th. The purpose of these meetings is to inform the public and gather input on the Comprehensive Transportation Plan. You can stay up to date with the CTP by visiting <https://www.pittcountync.gov/> as well as the NCDOT website for presentations. You can provide feedback here: <https://publicinput.com/Pitt-County-CTP-2022>

“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

Draft 10-Year Transportation Plan Up for Review

The draft STIP document is presented as a spreadsheet rather than the PDF from years past. The spreadsheet is more user friendly, allowing people to sort columns to explore projects that interest them. The STIP is typically updated every two years, however, the draft plan was developed under unique circumstances.

Contact Us

Liamcy Hogan

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

Visit us on the web
www.ncdot.gov

Milestone	Dates*
Initial Draft 2024-2033 STIP released	Spring 2022
Revised Draft 2024-2033 STIP released (due to additional forecasted revenues)	Summer 2022
Public comment period	Fall 2022
MPOs/RPOs/NCDOT coordination	Fall 2022/Winter 2023
2024-2033 STIP approved by the N.C. Board of Transportation	Spring 2023

*Future dates are preliminary and subject to change

Upcoming	Date
1st Quarter Invoice and work summary due	November 15, 2022
2nd Quarter 5303 Claim (Oct 1, 2022 to Dec. 31, 2022)	January 30, 2023
Draft FY24 UPWP due	January 31, 2023

NCDOT Statewide Plans:

To learn more, click on the following links:

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

Other Plans:

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

Helpful Links:

Click on links below to learn more:

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



Integrated Mobility Division
N.C. DEPARTMENT OF TRANSPORTATION

Shared Use Path & Sidewalk Feasibility Study Grant Program

CALL FOR APPLICATIONS

Call for applications will be released in November 2022

For additional information, visit <https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/IMD-Feasibility-Studies-Program.aspx>

PROGRAM OVERVIEW

Feasibility studies bridge the gap between conceptual planning and programming of projects. They build upon higher-level planning efforts and take a comprehensive approach to identify possible route alternatives of multimodal corridors. The purpose of this type of study is to evaluate technical feasibility of a project from a design, permitting, and constructability perspective.

In July 2022, NCDOT was allocated \$2M in one-time funding from the North Carolina General Assembly to establish the Feasibility Study Grant Program. The Integrated Mobility Division was also awarded \$500K in State Planning and Research (SP&R) funds to support sidewalk and shared use path feasibility studies. The purpose of the Feasibility Grant Program is to improve the pipeline of bicycle and pedestrian projects accessing state and federal funding, resulting in successful implementation of projects led by communities prioritizing multimodal infrastructure.



WHO CAN APPLY?

- 🚲 Municipal governments, county governments, regional governmental agencies (Metropolitan Planning Organizations and Rural Planning Organizations)
- 🚲 Non-profit organizations such as bicycle, pedestrian, and transit advocacy organizations, Friends-of-the-Trail groups, and land conservancies with 501c3 designation



PROJECT TYPES

Project types include shared-use paths, sidepaths, greenways, and sidewalks. Project budgets are contingent upon corridor context and complexity. These guidelines are provided to help determine the scale of the project. The development of a small-scale study will differ from that of a large-scale study. The following should be considered in the development of a study:

- Cost
- Number of route alternatives
- Mileage range
- Jurisdictional range
- Corridor constraints
- Community and stakeholder engagement expectation

GREENWAY



SIDE PATH



SIDEWALK



	SMALL-SCALE FEASIBILITY STUDY	LARGE-SCALE FEASIBILITY STUDY
Cost	\$60,000 - \$80,000	\$80,000 - \$120,000
Number of Route Alternatives	Up to 4 alternatives to be evaluated	Greater than 4 alternatives to be evaluated
Mileage Range	¼ mile to 3 miles	3 to 15+ miles
Jurisdictional Range	Up to 2 jurisdictions along the corridor	2+ jurisdictions along the corridor
Corridor Constraints	<ul style="list-style-type: none"> • Minimal utilities • Moderate topography • Smaller FEMA studied streams • Moderate roadway characteristics 	<ul style="list-style-type: none"> • Rail corridors/crossings • Significant roadway characteristic constraints • Larger FEMA studied streams • Moderate/significant utilities • Significant topography
Community + Stakeholder Engagement Expectation	<ul style="list-style-type: none"> • 3 steering committee meetings (virtual) • 1 online survey • 1 public meeting • Up to 4 focused stakeholder meetings 	<ul style="list-style-type: none"> • 4-5 steering committee meetings (virtual) • 1 online survey • 1 public meeting • Up to 8 focused stakeholder meetings

ADDITIONAL INFORMATION

Feasibility Study Project Deliverables:

- Recommended routes for a shared use path or sidewalk corridor.
- Design guidance, typical sections, intersection and road crossing treatments, trail/sidewalk amenities for the preferred route alignments.
- Cutsheets for preferred route alignments with detailed cost estimates, potential land acquisition needs, potential permitting needs, needed structures, and potential bicycle, pedestrian and transit connections.
- Implementation strategies detailing partner roles, project phasing, funding resources, maintenance resources, and an action plan detailing implementation tasks through a 10-year project development horizon.

Feasibility Study Eligibility Criteria:

- North Carolina Municipalities and Counties, Metropolitan Planning Organizations and Rural Planning Organizations, and bicycle, pedestrian and transit advocacy groups, Friends-of-the-Trail groups, and Land Conservancies are eligible to apply for the feasibility study grant program.
- The proposed project must be identified in locally/regionally adopted plan.
- Local match is not required but may be a factor in a competitive grant cycle.



Please contact NCDOT's Statewide Planning & Programming Manager, Joseph Furstenberg, with any questions at jcfurstenberg@ncdot.gov or (919) 707-2603.

P7 Schedule

Updated October 11, 2022

