# GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION JOINT GOVERNING MEETING

Wednesday, December 11, 2024 at 1:30 p.m. 2<sup>nd</sup> Floor Conference Room, G.K. Butterfield Transportation Center 600 S Pitt St, Greenville, NC 27834.

#### Actions to be taken in bold italics

- 1) TCC Roll Call and Determination of Quorum TCC Lisa Kirby
- 2) TCC Approval of the Agenda; approve TCC Lisa Kirby
- 3) TCC Approval of October 16<sup>th</sup>, 2024 TCC Minutes; approve (pg.3) TCC Lisa Kirby
- 4) TAC Roll Call and Determination of Quorum TAC Richard Zeck
- 5) TAC Approval of the Agenda; approve TAC Richard Zeck
- 6) TAC Approval of October 30th, 2024 TAC Minutes; approve (pg.9) TAC Richard Zeck
- 7) Ethics Awareness & Conflict of Interest Reminder TAC Richard Zeck

#### 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.

#### 8) Public Comment Period - TAC Richard Zeck

The Public Comment Period is a period reserved for comments by the public. A total of 30 minutes is allocated. Individuals would have 3 minutes to speak.

#### 9) Regular Agenda (slated vote) - TCC Lisa Kirby; followed by TAC Richard Zeck

- a) 2024-2033 Metropolitan Transportation Improvement Program Amendment #6 approve (pg.15)
  - Presented by Lisa Kirby
- b) NCDOT Master Plan Vision Statement Strategic Transportation Corridor X approve (pg.20)
  - Presented by Jeff Rashko

#### 10) Other Discussion Items - TCC Lisa Kirby

- a) Draft Fiscal Year 2026 Unified Planning Work Program (UPWP) discussion (pg.33)
- b) Preliminary meeting schedule and format of the TCC and TAC for 2025 discussion (pg.66)
- c) Updates/Announcements (pg.67)
  - Division 2 Len White (pg.68)
  - Integrated Mobility Division Ashley Rodgers (pg.72)
  - MPO Staff Updates Lisa Kirby

#### 11) Proposed Upcoming MPO 2024 Meeting Schedule (TBD at 1:30pm)\*

- Technical Coordinating Committee (TCC) –
- Transportation Advisory Committee (TAC) –

#### 12) Adjourn Meeting -

#### **GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC**

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

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

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

#### GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PUBLICA

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 minorias, 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 <a href="https://www.greenvillenc.gov">www.greenvillenc.gov</a>.



#### Attachment 3

#### Joint Governing Committee

#### **Action Required**

December 11, 2024

TO: Joint Governing Committee

FROM: Jeffery Rashko, Planner I (Transportation)

SUBJECT: Minutes from the October 16th, 2024 TCC Meeting

<u>Purpose:</u> To review and approve the minutes of the October 16th TCC meeting.

<u>Discussion:</u> The draft minutes from the October 16th TCC meeting are attached for review and approval.

Action Needed: Adopt the October 16th, 2024 meeting minutes.

<u>Attachments:</u> Draft October 16th TCC meeting minutes

#### GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION TECHNICAL COORDINATING COMMITTEE MINUTES OCTOBER 16, 2024

Members of the Technical Coordinating Committee of the Greenville Urban Area Metropolitan Planning Organization met on the above date at 1:30 p.m. in person at 201 West Fifth Street, conference room 204. Lisa Kirby, TCC Chairperson, called the meeting to order. The following attended the meeting:

Lisa Kirby, City of Greenville Ken Graves, City of Greenville Chantae Gooby, City of Greenville Rik DiCesare, City of Greenville Ben Rogers, Pitt County Jonas Hill, Pitt County Anthony Bowers, Town of Winterville Stephen Penn, Town of Winterville Jim Evans, NCDOT Ashley Rodgers, NCDOT Len White, NCDOT Roham Lahiji, NCDOT Cadmus Capehard, NCDOT William Bagnell, ECU

#### **OTHERS PRESENT:**

Rachel Manning, City of Greenville Jeff Rashko, Greenville Urban Area MPO Stacey Pigford, City of Greenville Sam Singleton, Mid-East Commission Bill Marley, FHWA Kristina Whitfield, Kimley-Horn Jeff Cabiness

#### I. ROLL Call

Rachel Manning called the roll and established a quorum.

#### II. APPROVAL OF AGENDA

A motion was made by Jonas Hill to approve the agenda for the TCC. A second was made by Anthony Bowers, and the motion passed unanimously.

#### III. APPROVAL OF MINTUTES

A motion was made by Anthony Bowers to approve the minutes of the June 26,2024 meeting. A second was made by William Bagnell, and the motion passed unanimously.

#### IV. PUBLIC COMMENT PERIOR

There were no public comments.

#### V. REGUALR AGENDA

#### A. 2024-2033 Transportation Improvement Program (TIP) Amendment #5

Lisa Kirby presented 2024-2033 Transportation Improvement Program (TIP) Amendment #5 and requested recommendation to the Transportation Advisory Committee for approval.

There were twelve amendments to the MTIP since the last meeting. There were three additions, three modifications and four deletions made. Within this MTIP amendment, the three statewide additions and deletions are the changing of STIP ID's for various bridge inspection programs. The one statewide modification is for a subsidy for an intermodal rail

service between the port of Wilmington and Charlotte. Although this project isn't in our area, because this modification was marked as a federal amendment, we are required to include it. On the Regional and Division level, the two of the three modifications were delays on rail crossing (Crossings at 14th St. and Greenville Blvd.) safety projects from FY24 to FY25 to allow for additional time for planning and design. Additionally, final modification and one deletion in this amendment involves projects U-5785 and U-5870 which are both projects for Firetower Road. The modification made to project U-5785 is to include the entire scope of work for project U-5870. This inclusion also delays utilities from FY25 to FY27, with construction coming in FY30. As a result of project U-5785 including both scopes of work, U-5870 is slated for deletion. Additionally, Project BO-2418, which was the North-South Connector, which constructed a greenway/sidepath using existing road and sidewalk, has delayed Right of Way from FY24 to FY26, and Construction from FY25 to FY26. Below is a list of all the projects and their amendments.

A motion was made by Rik DiCesare to recommend the TIP amendment to the Transportation Advisory Committee for approval. A second was made by Anthony Bowers, and the motion passed unanimously.

#### B. FY2025 Planning Work Program (PWP) Amendment #1

Jeff Rashko presented the FY2025 Planning Work Program Amendment #1 and requested recommendation to the Transportation Advisory Committee for approval.

The Greenville Urban Area MPO Transportation Advisory Committee (TAC) approved the Fiscal Year (FY) 2024 UPWP on March 27, 2024. The UPWP represents the MPO's planned activities and associated expenditures for the specified fiscal year. The UPWP is developed yearly by staff to outline federal expenditures and to maintain the MPO's compliance with state and federal regulations. Since the last meeting, the role of Transportation Planner and MPO Director has been vacated. As such, GUAMPO staff is proposing this amendment to reallocate existing funds into management of special studies, continuation of the STI Prioritization process, coordination with regional and statewide partners and administrative management of the MPO. This will ensure the continuation of necessary activities to remain in compliant with the cooperative, comprehensive, and continuing transportation planning process (namely referred to as the 3 C's process) for the urbanized area.

A motion was made by Anthony Bowers to recommend FY2025 Planning Work Program Amendment #1 to the Transportation Advisory Committee for approval. A second was made by Ken Graves, and the motion passed unanimously.

#### C. 2050 Greenville Urban Area Metropolitan Transportation Plan Amendment

Kristina Whitfield from Kimley-Horn presented the 2050 Greenville Urban Area Metropolitan Transportation Plan Amendment and requested the committee recommend to the Transportation Advisory Committee for approval.

The Greenville Urban Area Metropolitan Planning Organization (MPO) is required by federal law to update their Metropolitan Transportation Plan (MTP) every five years. The MPO recently adopted its long-range plan, titled 2050 Greenville Metropolitan Transportation Plan, on July 10th, 2024. The MTP is a federally mandated, long-term planning document detailing the transportation improvements, policies and activities developed for implementation in the MPO's planning area across the identified planning horizon. As

discussed at the previous Technical Coordinating Committee, as well as in previous steering committees, the timing of the MTP's adoption was close to the release date for STI scoring and cost and funding availability update. Because of our federal required deadline of July 10th, it was infeasible to fold this new information into the new Metropolitan Transportation Plan. As a result, the steering committee, and subsequently the TCC, agreed to move forward with the adoption of the 2050 Metropolitan Transportation Plan under the provision that it would be amended to reflect the new costs estimations for MTP recommendations as well as the funding availability for the planned horizon year. GUAMPO and Kimley-Horn staff have reviewed the updated costs and funding availability and updated the MTP. Attached below is the MTP amendment.

In addition to the MTP amendment, GUAMPO staff have been in the process of developing a complete streets technical bulletin. This technical bulletin will outline best practices and policies for integrating complete street elements into roadway plans. This aims to inform the TCC and TAC on everything from design standards of roadways to policies and ordinances which assisted in filling sidewalk gaps. GUAMPO Staff will update the Technical Coordinating Committee once we receive the bulletin.

A motion was made by Anthony Bowers to recommend the 2050 Greenville Urban Area Metropolitan Transportation Plan Amendment to the Transportation Advisory Committee for approval. A second was made by Jonas Hill, and the motion passed unanimously.

#### D. 5310 Letter of Support for Pitt County Council on Aging

Lisa Kirby presented the 5310 Letter of Support for Pitt County Council on Aging and requested recommendation to the Transportation Advisory Committee for approval.

The 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.

A motion was made by Jonas Hill to recommend the 5310 Letter of Support for Pitt County Council on Aging to the Transportation Advisory Committee for approval. A second was made by William Bagnell and the motion passed unanimously.

#### E. STI Regional Scoring and Division Local Input Point Assignment

Jeff Rashko presented the STI Regional Scoring and Division Local Input Point Assignment and requested the committee recommend to the Transportation Advisory Committee for approval.

On August 19th, 2024, we had received information from the Deputy Director, Division of Planning and Programming that they have we discovered an error in the travel savings calculations for intersection, interchange, auxiliary lane, and reduced conflict intersection corridor projects evaluated by the Congestion Management Team (CMT). The travel time savings values were calculated using daily travel time savings values instead of annual travel time savings. This error led to these projects having lower travel time savings, and ultimately lower benefit-cost, economic competitiveness, and overall quantitative scores. Additionally, NCDOT took this opportunity to take a closer look at the Statewide programming and we discovered we had not fully capitalized on the ability to utilize

GARVEE bonds. They were able to apply bonds on additional projects and still ensure fiscal constraint, increasing the statewide funding category amount. With this, 13 more projects were selected for statewide funding. These were mostly Interchange improvements in Charlotte and Raleigh.

GUAMPO received the new corrected quantitative scores, and after updating the scores and data within our local input point methodology, GUAMPO's Local input point scores were not significantly affected. As a result, no changes were made with the regional input point assignment. For Division projects, scores are 50% based on NCDOT's quantitative scoring and 50% based on local input (25% MPO and 25% NCDOT Division 2). GUAMPO staff utilized the same local input point methodology used for the regional level. For our division, we have a total of -\$228M available for funding. Like the Regional category, this means that no new projects from the P7.0 prioritization cycle will be funded.

A motion was made by Anthony Bowers to recommend the STI Regional Scoring and Division Local Input Point Assignment to the Transportation Advisory Committee for adoption. A second was made by Rik DiCesare and the motion passed unanimously.

#### F. Washington-Greenville Greenway Feasibility Study

Sam Singleton from Mid-East Commission presented the Washington-Greenville Greenway Feasibility Study and requested the committee recommend to the Transportation Advisory Committee for approval.

A motion was made by Len White to recommend the Washington-Greenville Greenway Feasibility Study to the Transportation Advisory Committee for adoption. A second was made by Ken Graves and the motion passed unanimously

#### VI. OTHER DISCUSSION ITEMS

# A. State Transportation Improvement Program (STIP) Priorities of Existing Committed Projects

Lisa Kirby presented the State Transportation Improvement Program (STIP) Priorities of Existing Committed Projects for review and discussion.

On June 25th, 2024, GUAMPO Staff received a request from the NCDOT Division of Planning and Programming, which informed the MPO that as part of the development of the 2026-2035 Draft STIP, GUAMPO and Division 2 must rank the priorities of our current STIP funded projects. Rankings are one input the STIP Unit will consider when developing the Draft STIP. All revisions to the rankings were due by August 30th.

NCDOT Division 2 and GUAMPO had to agree on the priorities of changes. If there was no agreement or desire to modify the rankings, the STIP Unit will take a seniority approach to project priorities.

MPO staff met with each of the impacted local jurisdictions, as well as Division 2, and discussed the order of priorities of priorities. After deliberation, it was decided by the municipalities that they would agree to the priority list that was set out by Division 2.

#### **B.** Updates/Announcements

#### 1. Division 2 – Len White

Len White from NCDOT gave a brief progress report on road construction within the area and opened the floor for questions and answers.

#### 2. Integrated Mobility Division – Ashley Rodgers

Ashley Rodgers present the Transportation Planning Department (TPD) newsletter as information and opened the floor for questions and answers.

#### 3. MPO Staff Updates – Lisa Kirby

Lisa Kirby gave MPO staffing updates. She informed the committee that interviews were in place for the Transportation Planner, and NCDOT will be assisting in the interview process.

#### VII. UPCOMING MPO MEETING SCHEDULE

- Technical Coordinating Committee (TCC) December 11
- Transportation Advisory Committee (TAC) October 30; December 11

#### VIII. ADJOURN MEETING

With no further items to discuss, the meeting was adjourned.

Respectfully submitted,

Rachel Manning, Secretary

**Technical Coordinating Committee** 



#### **Attachment 6**

#### Joint Governing Committee

#### **Action Required**

December 11, 2024

TO: Joint Governing Committee

FROM: Jeffery Rashko, Planner I (Transportation)

SUBJECT: Minutes from the October 30th, 2024 TAC Meeting

Purpose: To review and approve the minutes of the October 30th TAC meeting.

<u>Discussion:</u> The draft minutes from the October 30th TAC meeting are attached for review and approval.

Action Needed: Adopt the October 30th, 2024 meeting minutes.

<u>Attachments:</u> *Draft October 30th TAC meeting minutes* 

#### GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ADVISORY COMMITTEE MINUTES OCTOBER 30, 2024

Members of the Transportation Advisory Committee of the Greenville Urban Area Metropolitan Planning Organization met on the above date at 1:30 p.m. in person at 201 West Fifth Street, conference room 204. Mayor Richard Zeck, TAC Chairperson, called the meeting to order. The following attended the meeting:

Mayor Richard Zeck, Town of Simpson Mayor P.J. Connelly, City of Greenville Mayor Ricky Hines, Town of Winterville Councilman Johnny Moye Town of Winterville Commissioner Cindy Goff, Town of Ayden

#### **OTHERS PRESENT:**

Lisa Kirby, City of Greenville Jeff Rashko, Greenville Urban Area MPO Rachel Manning, City of Greenville Jeff Rashko, Greenville Urban Area MPO Jonas Hill, Pitt County Bill Marley, FHWA Len White, NCDOT Roham Lehiji, NCDOT Jim Evans, NCDOT Ashley Rodgers, NCDOT Sam Singleton, Mid-East Commission Kristina Whitfield, Kimley-Horn

#### I. ROLL Call

Rachel Manning called the roll and established a quorum.

#### II. APPROVAL OF AGENDA

A motion was made by Commissioner Moye to approve the agenda as presented. A second was made by Mayor Connelly, and the motion passed unanimously.

#### III. APPROVAL OF MINTUTES

A motion was made by Commissioner Moye to approve the minutes of the July 10, 2024 meeting. A second was made by Commissioner Goff, and the motion passed unanimously.

#### IV. ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

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

#### V. PUBLIC COMMENT PERIOD

There were no public comments.

#### VI. REGULAR AGENDA

#### A. 2024-2033 Transportation Improvement Program (TIP) Amendment #5

Lisa Kirby presented 2024-2033 Transportation Improvement Program (TIP) Amendment #5 to the Transportation Advisory Committee for approval.

There were twelve amendments to the MTIP since the last meeting. There were three additions, three modifications and four deletions made. Within this MTIP amendment, the

three statewide additions and deletions are the changing of STIP ID's for various bridge inspection programs. The one statewide modification is for a subsidy for an intermodal rail service between the port of Wilmington and Charlotte. Although this project isn't in our area, because this modification was marked as a federal amendment, we are required to include it. On the Regional and Division level, the two of the three modifications were delays on rail crossing (Crossings at 14th St. and Greenville Blvd.) safety projects from FY24 to FY25 to allow for additional time for planning and design. Additionally, final modification and one deletion in this amendment involves projects U-5785 and U-5870 which are both projects for Firetower Road. The modification made to project U-5785 is to include the entire scope of work for project U-5870. This inclusion also delays utilities from FY25 to FY27, with construction coming in FY30. As a result of project U-5785 including both scopes of work, U-5870 is slated for deletion. Additionally, Project BO-2418, which was the North-South Connector, which constructed a greenway/sidepath using existing road and sidewalk, has delayed Right of Way from FY24 to FY26, and Construction from FY25 to FY26. Below is a list of all the projects and their amendments.

A motion was made by Commissioner Moye to approve Amendment #5. A second was made by Mayor Zeck, and the motion passed unanimously.

#### B. FY2025 Planning Work Program (PWP) Amendment #1

Jeff Rashko presented the FY2025 Planning Work Program Amendment #1 to the Transportation Advisory Committee for approval.

The Greenville Urban Area MPO Transportation Advisory Committee (TAC) approved the Fiscal Year (FY) 2024 UPWP on March 27, 2024. The UPWP represents the MPO's planned activities and associated expenditures for the specified fiscal year. The UPWP is developed yearly by staff to outline federal expenditures and to maintain the MPO's compliance with state and federal regulations. Since the last meeting, the role of Transportation Planner and MPO Director has been vacated. As such, GUAMPO staff is proposing this amendment to reallocate existing funds into management of special studies, continuation of the STI Prioritization process, coordination with regional and statewide partners and administrative management of the MPO. This will ensure the continuation of necessary activities to remain in compliant with the cooperative, comprehensive, and continuing transportation planning process (namely referred to as the 3 C's process) for the urbanized area.

A motion was made by Commissioner Goff to approve the FY2025 Planning Work Program Amendment #1. A second was made by Commissioner Moye, and the motion passed unanimously.

#### C. 2050 Greenville Urban Area Metropolitan Transportation Plan Amendment

Kristina Whitfield from Kimley-Horn presented the 2050 Greenville Urban Area Metropolitan Transportation Plan Amendment to the Transportation Advisory Committee for approval.

The Greenville Urban Area Metropolitan Planning Organization (MPO) is required by federal law to update their Metropolitan Transportation Plan (MTP) every five years. The MPO recently adopted its long-range plan, titled 2050 Greenville Metropolitan Transportation Plan, on July 10th, 2024. The MTP is a federally mandated, long-term planning document detailing the transportation improvements, policies and activities developed for implementation in the MPO's planning area across the identified planning horizon. As

discussed at the previous Technical Coordinating Committee, as well as in previous steering committees, the timing of the MTP's adoption was close to the release date for STI scoring and cost and funding availability update. Because of our federal required deadline of July 10th, it was infeasible to fold this new information into the new Metropolitan Transportation Plan. As a result, the steering committee, and subsequently the TCC, agreed to move forward with the adoption of the 2050 Metropolitan Transportation Plan under the provision that it would be amended to reflect the new costs estimations for MTP recommendations as well as the funding availability for the planned horizon year. GUAMPO and Kimley-Horn staff have reviewed the updated costs and funding availability and updated the MTP. Attached below is the MTP amendment.

In addition to the MTP amendment, GUAMPO staff have been in the process of developing a complete streets technical bulletin. This technical bulletin will outline best practices and policies for integrating complete street elements into roadway plans. This aims to inform the TCC and TAC on everything from design standards of roadways to policies and ordinances which assisted in filling sidewalk gaps. GUAMPO Staff will update the Technical Coordinating Committee once we receive the bulletin.

A motion was made by Mayor Hines to approve the 2050 Greenville Urban Area Metropolitan Transportation Plan Amendment. A second was made by Mayor Zeck, and the motion passed unanimously.

#### D. 5310 Letter of Support for Pitt County Council on Aging

Lisa Kirby presented the 5310 Letter of Support for Pitt County Council on Aging and requested recommendation to the Transportation Advisory Committee for approval.

The 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.

A motion was made by Jonas Hill to recommend the 5310 Letter of Support for Pitt County Council on Aging to the Transportation Advisory Committee for approval. A second was made by William Bagnell and the motion passed unanimously.

#### E. STI Regional Scoring and Division Local Input Point Assignment

Jeff Rashko presented the STI Regional Scoring and Division Local Input Point Assignment to the Transportation Advisory Committee for approval.

On August 19th, 2024, we had received information from the Deputy Director, Division of Planning and Programming that they have discovered an error in the travel savings calculations for intersection, interchange, auxiliary lane, and reduced conflict intersection corridor projects evaluated by the Congestion Management Team (CMT). The travel time savings values were calculated using daily travel time savings values instead of annual travel time savings. This error led to these projects having lower travel time savings, and ultimately lower benefit-cost, economic competitiveness, and overall quantitative scores. Additionally, NCDOT took this opportunity to take a closer look at the Statewide

programming and we discovered we had not fully capitalized on the ability to utilize GARVEE bonds. They were able to apply bonds on additional projects and still ensure fiscal constraint, increasing the statewide funding category amount. With this, 13 more projects were selected for statewide funding. These were mostly Interchange improvements in Charlotte and Raleigh.

GUAMPO received the new corrected quantitative scores, and after updating the scores and data within our local input point methodology, GUAMPO's Local input point scores were not significantly affected. As a result, no changes were made with the regional input point assignment. For Division projects, scores are 50% based on NCDOT's quantitative scoring and 50% based on local input (25% MPO and 25% NCDOT Division 2). GUAMPO staff utilized the same local input point methodology used for the regional level. For our division, we have a total of -\$228M available for funding. Like the Regional category, this means that no new projects from the P7.0 prioritization cycle will be funded.

A motion was made by Mayor Hines to adopt the STI Regional Scoring and Division Local Input Point Assignment as presented. A second was made by Commissioner Goff and the motion passed unanimously.

#### E. Washington-Greenville Greenway Feasibility Study

Sam Singleton from Mid-East Commission presented the Washington-Greenville Greenway Feasibility Study to the Transportation Advisory Committee for approval.

The Washington-Greenville Greenway Feasibility Study is a study that started in February 2023 and concluded in July of 2024. The study looked at a series of proposed routes for a greenway path connecting Greenville's Town Common to Mac "Bear" Hodges Festival Park in Washington. The study proposes a preferred alignment with potential connector routes to reach additional destinations. The preferred alignment was identified through community input, coordination with local landowners, a project working group, and jurisdictions and major stakeholders along the proposed corridor.

A motion was made by Commissioner Goff to adopt the Washington-Greenville Greenway Feasibility Study as presented. A second was made by Mayor Zeck and the motion passed unanimously.

#### VII. OTHER DISCUSSION ITEMS

#### A. Final 2024-STIP Priorities Ranking

Lisa Kirby presented the Final 2024-STIP Priorities Ranking for review and discussion.

On June 25th, 2024, GUAMPO Staff received a request from the NCDOT Division of Planning and Programming, which informed the MPO that as part of the development of the 2026-2035 Draft STIP, GUAMPO and Division 2 must rank the priorities of our current STIP funded projects. Rankings are one input the STIP Unit will consider when developing the Draft STIP. All revisions to the rankings were due by August 30th. NCDOT Division 2 and GUAMPO had to agree on the priorities of changes. If there was no agreement or desire to modify the rankings, the STIP Unit will take a seniority approach to project priorities. MPO staff met with each of the impacted local jurisdictions as well as Division 2 discussed the order of priorities of priorities. After deliberation, it was decided by the municipalities thatthey

would agree to the priority list that was set out by Division 2.

#### **B.** Updates/Announcements

#### 1. Division 2 – Len White

Len White from NCDOT gave a brief progress report on road construction within the area and opened the floor for questions and answers.

#### 2. MPO Staff Updates

Ashley Rodgers present the Transportation Planning Department (TPD) newsletter as information and opened the floor for questions and answers.

#### 3. MPO Staff Updates

Lisa Kirby gave MPO staffing updates. She informed the committee that interviews were in place for the Transportation Planner, and NCDOT will be assisting in the interview process.

#### VIII. UPCOMING MPO MEETING SCHEDULE

- Technical Coordinating Committee (TCC) December 11
- Transportation Advisory Committee (TAC) December 11

#### IX. ADJOURN MEETING

With no further items to discuss, the meeting was adjourned.

Respectfully submitted,

Rachel Manning, Secretary

Transportation Advisory Committee



#### Attachment 9a

#### Joint Governing Committee

#### **Action Required**

December 11, 2024

TO: Joint Governing Committee

FROM: Jeffery Rashko, Planner I (Transportation)

SUBJECT: 2024-2033 Metropolitan Transportation Improvement Program (MTIP)

Amendment #6

<u>Purpose:</u> To amend the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP) to modify existing projects.

<u>Discussion</u>: There are a total of 3 amendments to the MTIP since the last meeting. Within this MTIP amendment, the 2 statewide modifications are modifying funds of a safety oversight grant for the NCDOT rail division and reflecting a cost increase for the FLTP and ERFO Programs. The 1 Division modification is for programming right of way for safety project HS-2402 which is for safety improvements at the 10<sup>th</sup> street and 5<sup>th</sup> street intersection in Greenville.

#### **Statewide Amendments**

#### **Modifications:**

Statewide, System Safety Oversight (SSO) grant for NCDOT rail division.

C-5600VA - Statewide Category - Engineering - \$3,810,000

• Modify funds at the request of the Integrated Mobility Division.

Federal Lands Transportation Program (FLTP) and Emergency Relief for Federally Owned roads (ERFO). Road and bridge improvements to be constructed on transportation facilities that are owned by the federal government that provide access to federal lands.

R-5753 – Statewide Category – Construction - \$58,519,000

• Cost increase exceeding \$2 million and 25% thresholds.

#### **Division Amendments**

#### **Modifications:**

10TH street (SR 1598), 5TH street intersection in Greenville. Install / Upgrade traffic signals, pavement markings, pedestrian signals, and other accommodations.

HS-2402N – Division Category – Right of Way and Construction - \$256,000

• Add Right-Of-Way in FY25 not previously programmed.

<u>Action Needed:</u> Adopt Resolution 2024-17-GUAMPO adopting amendment #6 of the statewide transportation Improvement program for FY 2024-2033.

<u>Attachments:</u> Resolution 2024-17-GUAMPO adopting 2024-2033 Metropolitan Transportation Improvement Program (MTIP) Amendment #6; MTIP amendment reference pages

#### REVISIONS TO THE 2024-2033 STIP HIGHWAY PROGRAM

STATEWIDE PROJECT

#### **STIP MODIFICATIONS**

TO-0004 STATEWIDE PROJ.CATEGORY PUBLIC TRANS - STATEWIDE PROJECT

STATEWIDE, SYSTEM SAFETY OVERSIGHT GRANT FOR CONSTRUCTION NCDOT RAIL DIVISION.

MODIFY FUNDS AT THE REQUEST OF THE INTEGRATED MOBILITY DIVISION.

FY 2025 - \$500,000 (S) FY 2025 - \$1,810,000 (SSO)

FY 2025 - \$1,810,000 (\$5 FY 2026 - \$500,000 (\$)

FY 2026 - \$1,000,000 (SSO) \$3,810,000

#### REVISIONS TO THE 2024-2033 STIP HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

#### **STIP MODIFICATIONS**

\* HS-2402N PITT PROJ.CATEGORY

DIVISION

- GREENVILLE URBAN AREA METROPOLITANSR 1598 (10TH STREET), 5TH STREET INTERSECTION PLANNING ORGANIZATION IN GREENVILLE, INSTALL / UPGRADE TRAFFIC

IN GREENVILLE. INSTALL / UPGRADE TRAFFIC SIGNALS, PAVEMENT MARKINGS, PEDESTRIAN SIGNALS, AND OTHER ACCOMMODATIONS. ADD RIGHT-OF-WAY IN FY 25 NOT PREVIOUSLY

PROGRAMMED.

RIGHT-OF-WAY FY 2025 - \$3,000 (HSIP) CONSTRUCTION FY 2025 - \$253,000 (HSIP)

\$256,000

<sup>\*</sup> INDICATES FEDERAL AMENDMENT

\$677,000 (ERFO)

FY 2025 - \$11,500,000 (FLTP)

FY 2026 - \$12,791,000 (FLTP)

FY 2027 - \$5,992,000 (ERFO)

FY 2027 - \$21,059,000 (FLTP)

FY 2025 -

#### REVISIONS TO THE 2024-2033 STIP HIGHWAY PROGRAM

STATEWIDE PROJECT

#### STIP MODIFICATIONS

\* R-5753 STATEWIDE PROJ.CATEGORY EXEMPT - STATEWIDE PROJECT

FEDERAL LANDS TRANSPORTATION PROGRAM (FLTP) CONSTRUCTION AND EMERGENCY RELIEF FOR FEDERALLY OWNED ROADS (ERFO). ROAD AND BRIDGE IMPROVEMENTS TO BE CONSTRUCTED ON TRANSPORTATION FACILITIES THAT ARE OWNED BY THE FEDERAL GOVERNMENT THAT PROVIDE ACCESS TO FEDERAL LANDS.

COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.

PROVIDE ACCESS TO FEDERAL FY 2028 - \$6,500,000 (FLTP)
\$58,519,000

# RESOLUTION NO. 2024-17-GUAMPO AMENDMENT #6 TO THE STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2024-2033

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

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has reviewed the current FY 2024-2033 Statewide Transportation Improvement Program and found the need to request an amendment;

WHEREAS, the following amendment to the FY 2024-2033 Metropolitan Transportation Improvement Program has been approved;

(see Exhibit attached hereto)

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area adopts the amendments of the FY 2024 - 2033 Transportation Improvement Program for the Greenville Urban Area Metropolitan Planning Organization.

Today, December 11th, 2024,

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Secretary



#### **Attachment 9b**

#### Joint Governing Committee

#### **Action Required**

December 11, 2024

TO: Joint Governing Committee

FROM: Jeffery Rashko, Planner I (Transportation)

SUBJECT: Supporting NCDOT Master Plan Vision Statement Strategic Transportation

Corridor X

<u>Purpose:</u> To approve resolution 2024-18-GUAMPO which supports the master plan vision statement for Strategic Transportation Corridor (STC) X.

<u>Discussion:</u> In 2015, the North Carolina Department of Transportation (NCDOT) identified a network of key multimodal transportation corridors called Strategic Transportation Corridors (STC) to support smart planning, help set long term investment decisions and ensure that North Carolina's economic prosperity goals are achieved. These corridors intend to promote enhanced connectivity and mobility within and throughout the various regions of North Carolina.

There are two major corridors located near the Greenville Urban Area MPO, Corridor X and Corridor V. Recently, NCDOT has completed the Vision statement for Corridor X. This corridor runs from North of Bethel to Jacksonville along the route of US 13/US 264/NC 11/CF Harvey Parkway/US 258 from US 17 to US 64E. For this Corridor, TPD only requires that GUAMPO support the alignment for the corridor that is within MPO Jurisdiction.

<u>Action Needed:</u> Adopt resolution 2024-18-GUAMPO for the Supporting of NCDOT Master Plan Vision Statement for the section US264/NC11 of Strategic Transportation Corridor X.

<u>Attachments:</u> Resolution 2024-18-GUAMPO Supporting NCDOT Master Plan Vision Statement Strategic Transportation Corridor X; Strategic Transportation Corridor Map, Corridor X Alignment Figure 3A; Strategic Transportation Corridor X Vision Statement

## ncdot.gov

#### Goals

System Connectivity: Provide essential connections to national transportation networks critical to interstate commerce and national defense;

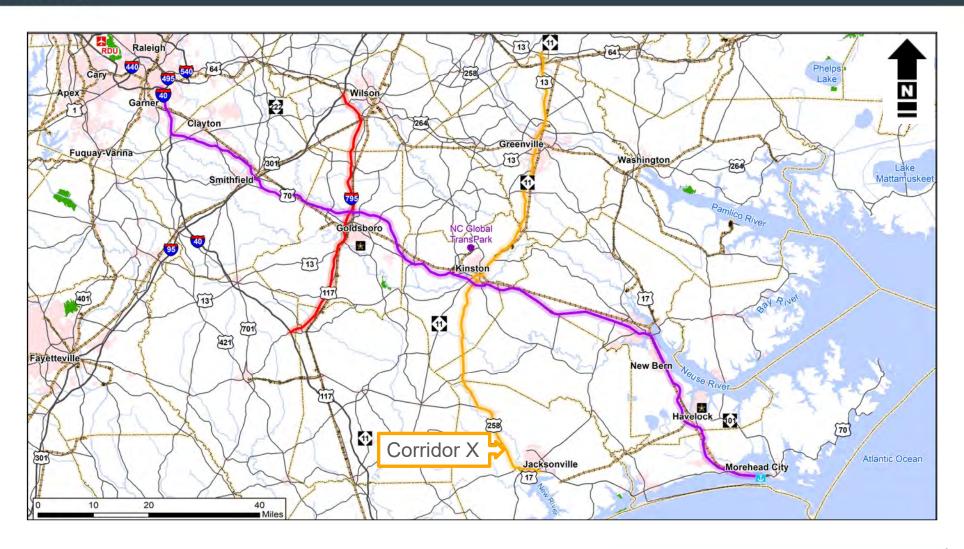
Mobility: Facilitate significant high-volume, inter-regional movements of people and goods across the state; and

Economic Prosperity: Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.

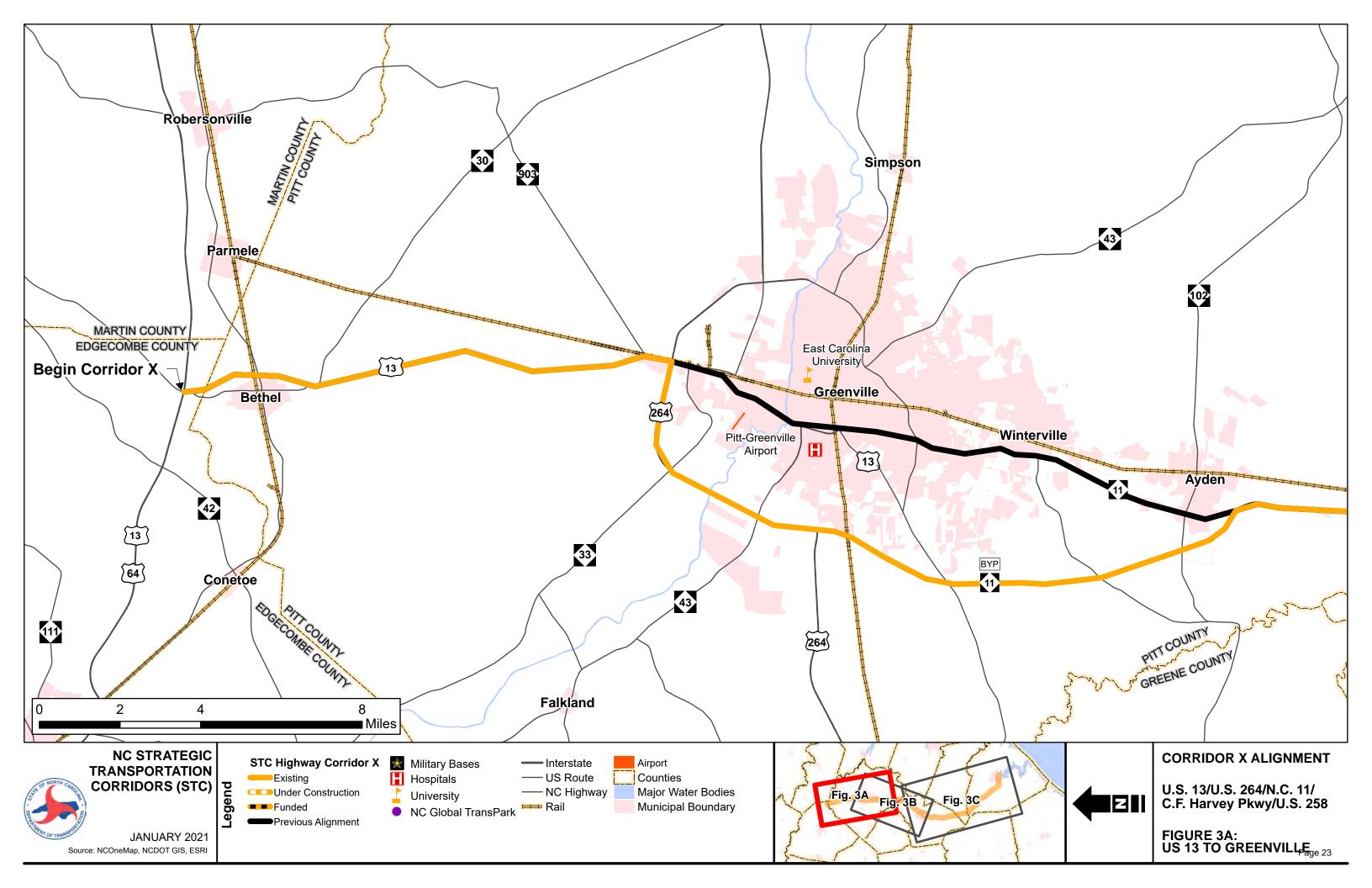
# **STC Master Plans**



# ncdot.gov



4



# **Vision Statement**

North Carolina Department of Transportation
Strategic Transportation Corridor Vision Plans

Corridor X: U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Parkway/U.S. 258

U.S. 17 in Onslow County to U.S. 64E in Edgecombe County





# Table of Contents

1.	Overview and Project Background					
	1.1.	Overview of Strategic Transportation Corridors	2			
	1.2.	Corridor Description	2			
2.	Existi	ing Conditions	2			
	2.1.	Highway Network Inventory	2			
	2.2.	Rail Network Inventory	3			
	2.3.	Bridge Inventory	3			
	2.4.	Safety Inventory	3			
	2.5.	Resiliency Inventory	3			
3.	Intelli	Intelligent Transportation Systems				
	3.1.	Existing Infrastructure	4			
	3.2.	Strategies	4			
	3.3.	Mitigations	4			
4.	Progr	Programmed Improvements				
	4.1.	NCDOT STIP Projects	4			
5.	MPO and County Characteristics					
	5.1.	Recommendations	5			
	5.2.	Major Goal Areas	5			
	5.3.	Major Performance Measures	6			
6.	Visions					
	6.1.	Long-Term Vision (30 years)	6			
	6.2.	Interim Solution (15 years)	6			
7.	Next Steps					
	7.1	Areas of Additional Study	6			
	7.2	Future Outreach Needs	7			



## 1. Overview and Project Background

This memorandum presents base and future year mobility analyses for Corridor X (U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258) of the North Carolina Strategic Transportation Corridors (STC). All data, maps, and conclusions are based on information available as of May 2022 and stakeholder input from November 2022. It is recognized that local plans are updated regularly, and this Vision Statement reflects information current at the time of preparation.

#### 1.1. Overview of Strategic Transportation Corridors

In 2015, the North Carolina Department of Transportation (NCDOT) identified a network of key multimodal transportation corridors called Strategic Transportation Corridors (STC) to support smart planning, help set long-term investment decisions, and ensure that North Carolina's economic prosperity goals are achieved. The STCs are intended to promote transportation system connectivity, provide high levels of mobility, and improve access to important state and regional activity centers. A key element in the advancement of the STCs is the development of corridor master plan visions.

The purpose of the master plan visions is to:

- · Identify high-level corridor mobility visions and associated improvement strategies,
- Guide improvements and development in a manner that defines a long-term vision and performance level for the corridors, and
- Help protect the corridor's key functions as defined in the corridor profiles.

#### 1.2. Corridor Description

U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 is approximately 90 miles in length and spans from Jacksonville to Greenville. U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 is primarily used to transfer freight from Jacksonville to Greenville. The corridor provides rural connection to economic development centers in Jacksonville, Kinston, and Greenville, including Camp Lejeune, Global TransPark, and East Carolina University. The principal expectation of the corridor is to provide safe, reliable mobility to these activity centers.

## 2. Existing Conditions

Existing conditions are detailed in the Transportation Facilities Inventory Technical Memorandum (May 2022) and summarized below.

#### 2.1. Highway Network Inventory

- Approximately 100 miles long
- Non-Interstate Strategic Highway Network (STRAHNET) in Onslow County
- Federally designated truck route
- NC Priority Freight Network
- Evacuation route in Onslow County

Table 1. Existing Highway Facility Types along U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258

Facility Type	Length (miles)
Freeway	27
Boulevard	23
Major Thoroughfare	41



Note: The corridor includes 9 miles of unconstructed freeway on new location

Table 2. Recommended and Programmed Facility Types Along U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258

Facility Type	Length (miles)		
Freeway	57		
Major Thoroughfare	43		

#### 2.2. Rail Network Inventory

· No at-grade railroad crossing along the corridor

#### 2.3. Bridge Inventory

- 63 bridges along highway corridor
- · None structurally deficient
- 8 functionally obsolete

#### 2.4. Safety Inventory

Table 3. Planning Level Section Safety Scores Along U.S. 13/U.S. 264/N.C. 11/C.F. Harvey

Section Safety Score*	Length of Corridor per Safety Score (miles)
0 to 33	10.9
33 to 66	22.9
66 to 100	52.9
Less than 60% Mileposted**	0.05

<sup>\*</sup>Higher scores are considered to have poorer highway safety performance.

### 2.5. Resiliency Inventory

The resiliency of U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 is critical to achieving the goal of providing safe and reliable travel. The resiliency is defined by the corridor's ability to continue to provide service during natural disasters and weather events and to recover from crashes, accidents, and other safety concerns in a timely manner. Environmental resiliency along the corridor was analyzed using North Carolina Flood Risk Information System (FRIS) floodplain data, historic flood events catalogued in the NCDOT Drive N.C. database from 2011 to 2019, and road inundation incidents. Data is summarized below and provided in additional detail in the Baseline and Future Year Mobility Conditions Report (May 2022).

- Flood Incident Summary: 19 flood incidents between 2016-2018 along the corridor as recorded in the NCDOT Drive N.C. database of historic flood incidents from 2011-2019.
- Flood Zone Summary: 10.6 of 100.8 miles of corridor within the floodway, 100-year, and 500-year floodplains.

<sup>\*\*</sup>Routes having a mileposted crash percentage of 60% or lower were not scored.



- Road Inundation Incident Summary:
  - At the 10-year recurrence interval, 0.02% of the corridor's total length is inundated at an average depth of 0.4 feet.
  - At the 25-year recurrence interval, 0.03% of the corridor's length is inundated at an average depth of 0.8 feet.
  - At the 50-year recurrence interval, 1.68% of the corridor's length is inundated at an average depth of 0.4 feet.
  - At the 100-year recurrence interval, 3.52% of the corridor's length is inundated at an average depth of 0.9 feet.

## 3. Intelligent Transportation Systems

Connected and Autonomous Vehicle (CAV) emerging technologies cover a wide range of potential solutions along a roadway to improve mobility, safety, and operations. These may include additional infrastructure or expansions of current programs and can either build upon existing infrastructure or deploy additional infrastructure. A CAV Emerging Technologies Memo (March 2022) provides potential solutions for Corridor X, which are summarized briefly below.

#### 3.1. Existing Infrastructure

Corridor X currently includes intelligent transportation system (ITS) devices mainly along the arterial road network adjacent to U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258. The majority of the devices are existing municipal devices within Greenville, Kinston, and Jacksonville. These devices consist of closed-circuit television (CCTV) cameras, dynamic message signs (DMS), and vehicle detectors and speed probe data. The current ITS infrastructure is primarily used for situational awareness, providing traveler information messages to motorists reflecting travel time and incident information, and collecting data to be used for identifying congestion points. There are several ongoing projects along this corridor that will expand the number of ITS devices and provide the necessary fiber communications.

#### 3.2. Strategies

Based on a qualitative review of the limitations of the existing geometrics of the corridor and potential stakeholder needs, the Department can determine the best strategy or combination of strategies that address the specific corridor needs. This assessment is typically done at the project level, although can be done as part of a longer corridor study. The CAV memo includes a list of possible strategies for arterial improvements (connected vehicle notifications, pedestrian notification, transit applications) and motorist information (e.g., hard shoulder running, incident reporting and notification, ramp metering).

#### 3.3. Mitigations

There are always risks involved when deploying infrastructure or the need for additional technology, such as alternative power to devices, operational strategies in event of an evacuation, and design considerations for hard shoulder running. Additional detail is in the CAV memo.

## 4. Programmed Improvements

#### 4.1. NCDOT STIP Projects

Corridor X recommendations vary depending on location ranging from conversion to a freeway to improved major thoroughfare. STIP projects along this corridor include those listed in **Table 4**.



Table 4. Freeway Projects Funded by NCDOT along Corridor X

STIP No.	County	Description	Length (Miles)	Dates*
R-2553C	Lenoir	Construct Kinston Bypass from NC 148 (Harvey Parkway) to NC 58.	6.5	Right-of-Way: FY 2026 Construction: Unfunded
R-5703	Lenoir	Construct N.C. 148 (C.F. Harvey Pkwy) on new location from N.C. 58 to N.C. 11	4.0	Right-of-Way: Completed Construction: Underway
U-5716	Onslow	Convert at-grade intersection of N.C. 24 and U.S. 258 to an interchange	1	Right-of-Way: 2027 Construction: 2029
U-5719	Onslow	Realign Blue Creek Road/Ridge Road at U.S. 258/N.C. 24 to form an at-grade intersection	0.5	Right-of-Way: Completed Construction: Underway
U-5739	Onslow	Convert U.S. 258/N.C. 24 to a superstreet from Pony Farm Road to Blue Creek Road	1.9	Right-of-Way: Completed Construction: 2029
U-6148	Onslow	Improve intersection of U.S. 258/N.C. 24 and S.R. 1329 (Rhodestown Fire Department Road)	0.5	Right-of-Way: 2028 Construction: Unfunded

<sup>\*</sup>Based on February 2021 NCDOT 2020-2029 Current STIP

## 5. MPO and County Characteristics

To better understand priorities in the U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 planning area, goals were gathered from CTPs, a LRTP and a MTP that include U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258. The goals found in these plans are categorized into 12 Goal Areas found at the national, state, and county/MPO levels. These are detailed in the Performance Measures Technical Memorandum (May 2022) and summarized below.

#### 5.1. Recommendations

The corridor is a boulevard from Grindle Creek through Greenville to the N.C. 11 Bypass, and from N.C. 55 to Vernon Avenue in Kinston. Recommendations in current plans include:

- The corridor is recommended to be upgraded to freeway standards north of Greenville from Grindle Creek to N.C. 30, from the N.C. 11 Bypass in Ayden to Hanrahan Road, and from N.C. 118 in Grifton to N.C. 55 near Kinston.
- The corridor is recommended as a boulevard needing improvement in Kinston, south of the Neuse River to just north of S.R. 1342.
- The corridor is recommended as another major thoroughfare needing improvement from south of Kinston (just north of S.R. 1342) to the Jones County line.
- The corridor is recommended as an expressway needing improvement in Jones County.

No recommendations were made for the corridor in Onslow County or the other intermittent sections.

#### 5.2. Major Goal Areas

- Federal, Freight movement and economic vitality—Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
- MPO/County, Mobility—Increase the transportation network's ability to move people and goods locally and regionally



#### 5.3. Major Performance Measures

- Federal, Infrastructure Condition—Maintain the highway infrastructure asset system in a state of good repair
- MPO/County—None listed

#### 6. Visions

#### 6.1. Long-Term Vision (30 years)

U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 is envisioned to support economic development and regional connectivity by providing connection to employment centers, regional airports, and East Carolina University, considering transit needs for the communities the corridor passes through. Additionally, it will afford safe, reliable travel, and a more resilient route as part of the STRAHNET to support Marine Corps Air Station New River.

To accomplish this expectation, the following is proposed:

- Upgrades to freeway standards with access only at interchanges and ramps, speed limits of 55 mph or greater, and no traffic signals.
- For segments where full freeway standards are not feasible, upgrade to expressway standards with increased speed limits, increased control of access, decreased signalized intersections, and median divided roadways.

#### 6.2. Interim Solution (15 years)

The CTPs and MTPs in the counties and cities along the U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 corridor include goals that emphasize freight movement and economic viability, congestion reduction, mobility, and safety. To achieve these goals, an interim solution could include continuing to improve segments of the road based on localized needs (such as alternative intersection treatments to address traffic needs or access management strategies to address traffic or safety needs), including upgrading to limited access standards as appropriate.

### 7. Next Steps

### 7.1 Areas of Additional Study

Additional corridor studies that consider U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 in segments and as a whole are needed to further understand how the corridor is used today, and how the disparate recommendations in the CTPs and MTPs are envisioned to come together in the future. Other topics that need to be studied in greater depth following the STC Master Plan Vision Development include the safety of U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258, railroad considerations, a vulnerability assessment, and a study to identify improvements in areas of frequent flood inundation along U.S. 264 in Greenville and U.S. 258 in Jacksonville. These areas should be evaluated further to have a comprehensive understanding of the corridor's existing conditions and future needs.

Additional study is recommended to consider improvements for the following segments:

- U.S. 13/N.C. 11 north of Greenville from Grindle Creek to N.C. 30 is recommended to be upgraded to freeway standards but is not currently programmed as a project in the STIP.
- N.C. 11 is recommended to be upgraded to freeway standards from the N.C. 11 Bypass in Ayden to Hanrahan Road and from N.C. 118 in Grifton to N.C. 55 near Kinston, but are not currently programmed as projects in the STIP.



- Proposed improvements south of Kinston in Lenoir and Jones County are also not currently programmed as projects in the STIP.
- U.S. 258 in Onslow County where there are currently no identified recommendations

#### 7.2 Future Outreach Needs

Targeted outreach is needed north of Greenville in rural Pitt County, Grifton in Lenoir County, and south of Kinston in Lenoir and Jones County where U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 improvements are recommended but not currently programmed in the STIP. These areas should receive targeted public outreach that determines the best solutions to fit the context of the corridor. This outreach should take the form of public meetings and additional surveys that engage the community in the development and funding of both the interim solution and long-term vision for U.S. 13/U.S. 264/N.C. 11/C.F. Harvey Pkwy/U.S. 258 in these areas.

# RESOLUTION NO. 2024-18-GUAMPO SUPPORTING N.C. DEPARTMENT OF TRANSPORTATION STRATEGIC TRANSPORTATION CORRIDOR X

- WHEREAS, the N.C. Department of Transportation adopted the Strategic Transportation Corridors (STC) Network in 2015 to establish a multimodal, high-priority system of highways, rail lines, ports, and airports vital to the state's economic prosperity. The purpose of this process is to identify high-level corridor mobility visions that will guide improvements and development in a manner consistent with those visions, and to help protect the corridor's key functions as defined in the corridor profiles; and
- WHEREAS, the North Carolina Transportation Network and Strategic Transportation Corridors

  Framework calls for the development of individual strategic corridor master plans in
  each of the 25 designated corridors with a buffer of 20 miles on either side of each
  facility; and
- WHEREAS, the intent of the Corridor X Master Plan is to support a vision of regional connectivity that supports economic development along Corridor X by providing connection to employment centers, regional airports, and East Carolina University along the entire length of the corridor. This vision includes improved infrastructure for freight parking and electric vehicle charging, and will consider transit and active transportation needs for the communities the corridor passes through. It will also ensure the corridor provides safe, resilient, reliable transportation for Marine Corps Air Station New River as part of the STRAHNET; and
- WHEREAS, it is the intent of the N.C. Department of Transportation to expand and maintain Corridor X to freeway or expressway standards from US 64 in Edgecombe County to US 17 in Onslow County; and
- WHEREAS, the Greenville Urban Area Metropolitan Planning Organization (MPO or RPO) represents the planning area of Greenville, Winterville, Ayden, Simpson, and the adjoining unincorporated territory of Pitt County; and
- WHEREAS, The Greenville Urban Area Metropolitan Planning Organization represents the portion from NC 11, NC 11 BYP, US 264, and NC 11 / US 13 portion of the facility in Pitt County; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO, that it does hereby adopt the resolution supporting the N.C. Department of Transportation master plan vision for Corridor X within the MPO's Planning Area.

Today, December 11th, 2024.	
	Chairperson Transportation Advisory Committee Greenville Urban Area MPO

Secretary



# **Attachment 6a**Joint Governing Committee

#### **No Action Required**

December 11, 2024

TO: Joint Governing Committee

FROM: Jeffery Rashko, Planner I (Transportation)

SUBJECT: Draft Fiscal Year 2026 Unified Planning Work Program (UPWP)

<u>Purpose:</u> Discuss the Proposed Greenville Urban Area Metropolitan Planning Organization's

(MPO) FY 2025-2026 Unified Planning Work Program (UPWP).

<u>Discussion:</u> 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 2026 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 2025-2026 period include:

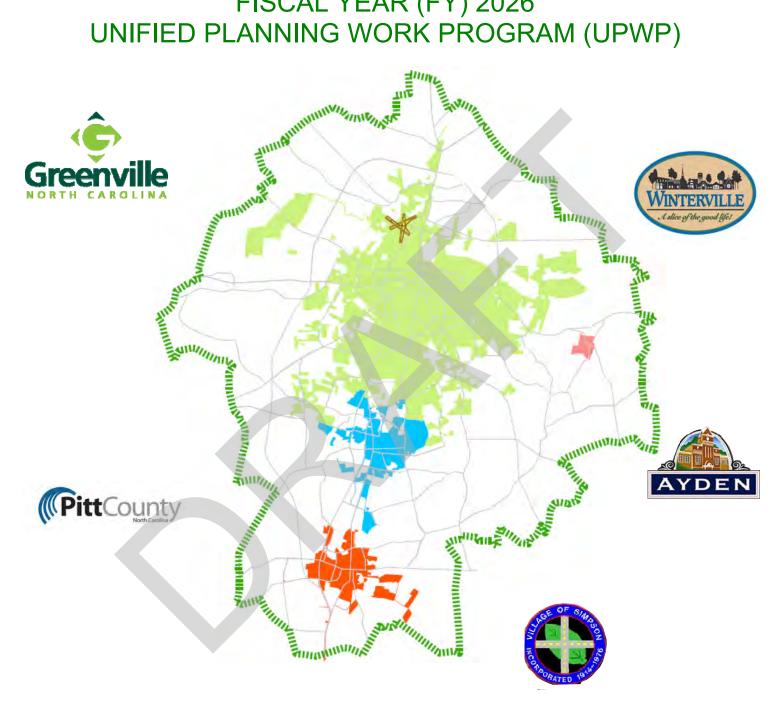
• GUAMPO Comprehensive Vision Zero Safety Action Plan

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.

Action Needed: No Action Required.

Attachments: Draft FY26 Unified Planning Work Program

# THE GREENVILLE URBAN AREA MPO FISCAL YEAR (FY) 2026 UNIFIED PLANNING WORK PROGRAM (UPWP)



## Greenville Urban Area **Metropolitan Planning Organization**

Adopted:

# **Table of Contents**

Section	Page
Table of Contents	1
Introduction	2-3
Federal Requirements	3-6
Map of MPO Planning Area	7
Committee Membership	8
Common Acronyms	9-10
Explanation of Funding Sources in the UPWP	11
UPWP Fiscal Programming Summary General	12
Task Description and Narratives GUAMPO	13-24
Task and Project Funding	25
Transit Task Narrative	26
Anticipated DBE Contracting Opportunities	27
GUAMPO 5-Year Planning Activity Plan	29
GUAMPO Resolution of Self Certification	32
GUAMPO Resolution of UPWPFY25 Adoption	33

#### **Greenville Urban Area 2025-2026 PWP Narrative**

# UPWP Overview Greenville Urban Area Metropolitan Planning Organization Planning Work Program (PWP) for July 1, 2025- June 30, 2026 (FY 2026)

#### 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 2025-2026 (from July 1, 2025 through June 30, 2026). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C")

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

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

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal years 2025-2026.

#### **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 2024-2050 Metropolitan Transportation Plan (MTP) which currently and in the future, serves as the MPO's federally mandated multi-modal long range transportation plan.

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

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

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

#### **Public Participation and Title VI**

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

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

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

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

The Metropolitan Transportation Plan (MTP) includes the following:

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

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

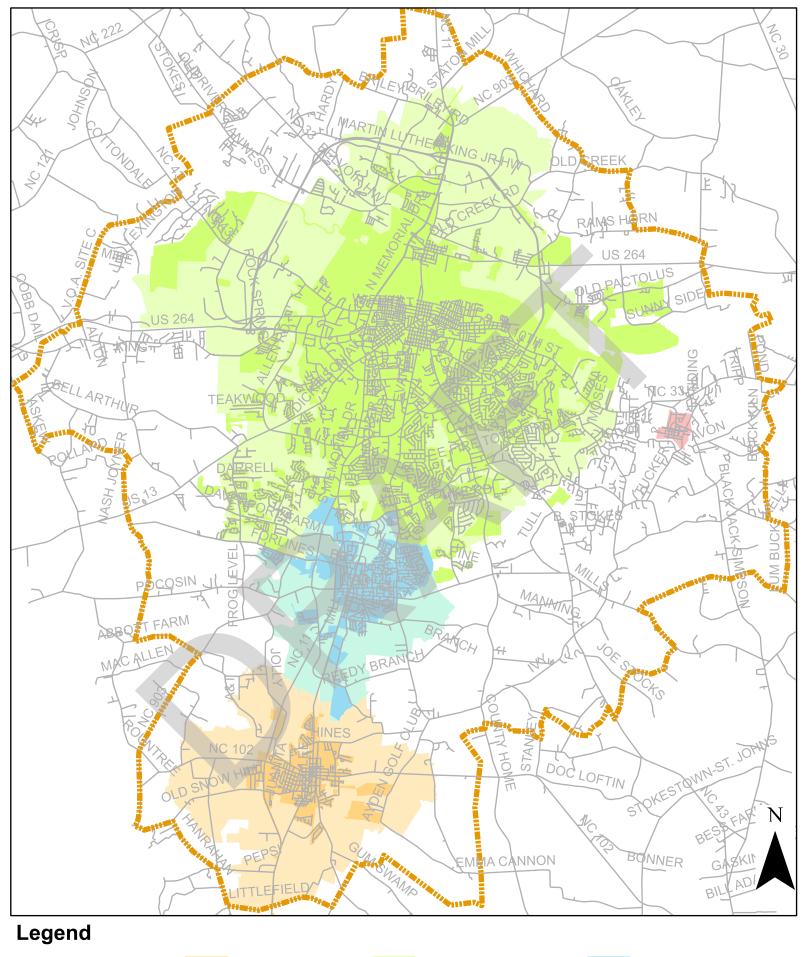
The Metropolitan Transportation Improvement Program (TIP) must include the following:

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

#### **Air Quality Conformity Process**

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

Page Left Intentionally Blank =



# MPO\_Boundary Ayden Town Limits Greenville City Limits Winterville Town Limits Ayden ETJ Greenville ETJ Winterville ETJ Simpson Village Limits

### Greenville Urban Area Metropolitan Planning Organization

### TRANSPORTATION ADVISORY COMMITTEE MEMBERS

#### CHAIR

Rich Zeck Mayor, Village of Simpson

#### **VICE CHAIR**

Ricky Hines
Mayor, Town of Winterville

**ALTERNATE: Johnny Moye** 

Cindy Goff Commissioner, Town of Ayden ALTERNATE: Sarah Connors

Benji Holloman Commissioner, Pitt County ALTERNATE: Mark Smith

P.J. Connelly Mayor, City of Greenville

**ALTERNATE: Monica Daniels** 

Merrie Jo Alcoke Board of Transportation NCDOT ALTERNATE: Hugh Overholt

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

#### TECHNICAL COORDINATING COMMITTEE MEMBERS

#### CHAIR

Lisa Kirby City Engineer City of Greenville

Les Everett
Chief Planner City of
Greenville

Elizabeth Stalls Transit Manager City of Greenville

Kevin Mulligan
Director of Public Works
City of Greenville

Richard DiCesare City Traffic Engineer City of Greenville

Michael Cowin City Manager City of Greenville

Jonas Hill Planning Director Pitt County

> Ben Rogers Planner Pitt County

#### **VICE CHAIR**

Anthony Bower
Asst. Town Manager Town
of Winterville

Terri Parker Town Manager Town of Winterville

Stephen Penn Planning Director Town of Winterville

Scott Howard Town Manager Town of Ayden

Stephen Smith
Community & Economic Planner
Town of Ayden

Richard Zeck Mayor Village of Simpson

Jeremy Stroud Division Engineer Division 2, NCDOT

Michael Taylor Assistant County Manager Pitt County Ashley Rodgers Greenville MPO Coordinator Transportation Planning Branch NCDOT

> Jim Evans Division Traffic Engineer Division 2, NCDOT

Russel Thompson (interim) Eastern Region Mobility & Safety Field Operations Engineer NCDOT

Len White, PE Planning Engineer Division 2, NCDOT

> Pat Harris Planning Director Mid-East Commission

William Bagnell
Associate Vice Chancellor
Campus Operations
East Carolina University

Planning Team Federal Highway Administration

(non-voting) Integrated Mobility
Division NCDOT

(non-voting) Sam Singleton Mid-East RPO

#### **Common Acronyms**

PATS Pitt Area Transit

CMAQ Congestion Mitigation & Air Quality

CMP Congestion Management Process

CTP Comprehensive Transportation Plan

EJ Environmental justice

EPA Environmental Protection Agency

FAST Act Fixing America's Surface Transportation Act

FHWA Federal Highway Administration

FTA Federal Transit Administration

FY Fiscal Year

GIS Geographic information system

GUAMPO Greenville Urban Area Metropolitan Planning Organization

ITS Intelligent transportation systems

LAP Locally administered projects

LEP Limited English Plan

LPA Lead Planning Agency

MAP-21 Moving Ahead for Progress in the 21stCentury Act

MPO Metropolitan Planning Organization

MTP Metropolitan Transportation Plan

MTIP Metropolitan Transportation Improvement Plan

NCAMPO North Carolina Association of Metropolitan Planning Organizations

NCDOT North Carolina Department of Transportation

NCDOT-PTD North Carolina Department of Transportation – Public Transportation Division

NCDOT-TPB North Carolina Department of Transportation – Transportation Planning Branch

P7.0 Prioritization 7.0

PL Planning funds

RPO Rural Planning Organization

SPOT Strategic Planning Office of Transportation

STIP North Carolina State Transportation Improvement Program

TAC Transportation Advisory Committee

TAP Transportation Alternatives Program

TCC Technical Coordinating Committee

TIP Transportation Improvement Program

UPWP Unified Planning Work Program



#### **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%.

## Greenville Urban Area Metropolitan Planning Organization UNIFIED PLANNING WORK PROGRAM (UPWP) -FY26

July 1, 2025 to June 30, 2026

#### Introduction

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.

Funding Summary FY 2024-2025 (Total funds programmed in PWP, including Transit funds)							
Funding Source	Federal Funding	State Funding	*Local Match	Total			
Planning Funds (PL 104)	\$ 246,600		\$ 60,675	\$ 307,275			
State Planning and Research Funding (SPR) (TPD)							
Section 5303	\$ 6,705	\$ 6,705	\$ 53,637	\$ 67,047			
Total	\$ 253,305	\$ 6,705	\$ 114,312	\$ 374,322			

<sup>\*</sup> Local match requirement removed from the Y410 set aside.

## **Program Summary for MPO Planning and Administration** (PL Funds)

(1 = 1 0111010)	(i E i alias)						
Task	PL	Funds	Percentage of Total PL Funds				
II-A Data and Planning	\$	7,000	2%				
Support	\						
II-B Planning Process	\$	116,375	38%				
Safe & Acc Transp.	\$	3,800	1%				
Options set aside							
III-A Planning Work	\$	7,000	2%				
Program							
III-B Transp. Improvement	\$	56,000	18%				
Plan							
III-C CvI Rgts. Cmp./Otr	\$	7,000	2%				
.Reg. Reqs.							
III-D Statewide and Extra-	\$	20,000	7%				
Regional Planning							
III-E Management Ops,	\$	90,000	29%				
Program Support Admin							
TOTAL PL Funds	\$	307,275	100%				

#### **General Task Descriptions and Narratives**

#### **II-A Data and Planning Support**

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

#### **II-A-1 Networks and Support Systems**

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

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

#### **II-A-2 Travelers and Behavior**

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

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

#### **II-A-3 Transportation Modeling**

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

#### **II-B Planning Process**

#### **II-B-1 Targeted Planning**

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

#### **II-B-2 Regional Planning**

- Community Goals and Objectives
- Highway Element of the CTP/MTP
- Transit Element of the CTP/MTP
- Bicycle and Pedestrian Element of CTP/MTP
- Airport/Air Travel Element of CTP/MTP
- Collector Street Element of CTP/MTP
- Rail, Waterway, or other Mode of the CTP/MTP
- Assist NCDOT TPD with development of the County Wide CTP. This will require staff to work with the Mid-East RPO and to coordinate public involvement for development of a full CTP for Pitt County in 2.0 format.
- Assist NCDOT TPD as needed with follow up or clarifications about travel patterns.
- Establish regional goals, objectives, and policies.
- Work with stakeholders, NCDOT, etc. to develop system plans, MTP/CTP updates.
- Work with NCDOT PTD to update 5-year capital plans (as needed) for MPO transit providers (GREAT and PATS) in the region and assist providers with any changes in federal or state funding programs.
- > Funds in this task are also to reimburse Pitt County Staff for their work in development of the MPO and County's joint CTP.
- ➤ Coordinate implementation of the MPO's 2045 MTP. Efforts will include data gathering/verification, meeting coordination, Public involvement and evaluation of MTP strategy and policy recommendation to ensure Plan continues to meet community goals and objectives. Staff will also routinely assess the need for MTP updates.
- Coordinate Bike/Ped projects. LPA staff will also provide coordination with "Safe Route to Schools" programs. Coordinate with Greenville Bicycle and Pedestrian Commission, subcommittees 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;
- 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 purposed and needs statements, as appropriate/needed.
- Work to update and improve local prioritization process for SPOT projects.
- ➤ Data, Maps and Resolutions for STIP Project Recommendations as needed.
- ➤ Attendance of any STIP- or SPOT-related meetings.
- Gathering and entry of data required for SPOT ranking of projects.
- Evaluate transportation projects. Review scoring methodology and score transportation projects, as requested by NCDOT.
- Attend SPOT-related workgroup/policy-development/planning workgroups or related meetings at a local, regional, or statewide level.
- ➤ Meet/work with local government entities to assist with prioritization or project development/refinement.

#### **III-B-2 Metropolitan TIP**

- Work cooperatively with NCDOT and other partner agencies to review and comment on Draft STIP and Work cooperatively with NCDOT and other partner agencies to review final STIP and review and adopt the corresponding metropolitan area TIP.
- > Review and refine schedules and descriptions for TIP projects in the Draft TIP.
- > Coordinate meaningful public involvement in the TIP process and in review of the TIP.
- Review design issues for TIP Projects and provide comments to appropriate agencies.
- Participate in the environmental study process for TIP projects and provide an MPO representative on NEPA/404 Merger Teams.

- Monitor the public involvement process for TIP projects and ensure adequate community input; assist PDEA as requested.
- > Continue participation in project-specific workgroup meetings, as needed.
- Continue to facilitate dialog between NCDOT and MPO-member communities.
- Continue to participate on scoping meetings, public input, and merger meetings.
- Work associated with development or amendments to the TIP.

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

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

#### **III-C-1 Title VI Compliance**

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

#### III-C-2 Environmental Justice

- On a continuing basis, update maps used for transit planning with ACS data from the US Census, as available, to Include Low-Mod Income, English as second language, elderly, young, and no-car populations.
- Program and/or specific project-related work regarding compliance with environmental justice goals and regulations.
- ➤ Development and updates to Title VI and Limited English Proficiency Plans, and related tasks needed for compliance with associated Federal regulations.

- Monitor the MPO transportation network for potential environmental impact mitigation studies.
- Provide NCDOT comments on potential and underway projects with regards to potential environmental impacts and potential mitigation techniques
- Continue to research sustainable transportation practices that can be used by MPO members to mitigate the transportation networks environmental impacts now and in the future.

#### **III-C-3 Minority Business Enterprise Planning**

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

#### III-C-4 Planning for the Elderly

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

#### **III-C-5 Safety and Drug Control Planning**

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

#### **III-C-6 Public Involvement**

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

> Update the Public Involvement Plan, as needed.

#### **III-C-7 Private Sector Participation**

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

#### **III-D Statewide and Extra-Regional Planning**

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

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

#### **III-E. Management and Operations**

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

#### **III-E Management Operations and Program Support Administration**

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

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

Page Left Intentionally Blank =

## Greenville Urban Area Metropolitan Planning Organization Task and Project Funding FY 2026

			MPO Pla	nniı	ng and Ad	dmir	1 - PL104	Transp Options PL104 set aside (Program code Y410)	Tr	ansit Pla	nning - 530	303		Task Funding Summary					
FTA	TASK	TASK	Local	F	ederal		TOTAL	Federal	Local	State	Federal	Fund		Local	State		ederal	T	TOTAL
CODE	CODE	DESCRIPTION	20%		80%		100%	100%	(10%)	(10%)	(80%)	Total		Local	State	·	cuciai		
	II-A	Data and Planning Support	\$ 1,400	\$	5,600	\$	7,000		\$2,000	\$2,000	\$16,000	\$20,000	\$	3,400	\$2,000	\$	21,600	\$	27,000
44.24.00	II-A-1	Networks and Support Systems	\$ 600	\$	2,400	\$	3,000		\$2,000	\$2,000	\$16,000	\$20,000	\$	2,600	\$2,000	\$	18,400	\$	23,000
44.23.01	II-A-2	Travelers and Behavior	\$ 400	\$	1,600	\$	2,000		\$0	\$0	\$0	\$0	\$	400	\$0	\$	1,600	\$	2,000
44.23.02	II-A-3	Transportation Modeling	\$ 400	\$	1,600	\$	2,000		\$0	\$0	\$0	\$0	\$	400	\$0	\$	1,600	\$	2,000
	II-B	Planning Process	\$ 23,275	\$	93,100	\$	116,375	\$ 3,900	\$0	\$0	\$0	\$0	\$	23,275	\$0	\$	97,000	\$ 1	120,275
44.23.02	II-B-1	Targeted Planning	\$ 4,000	\$	16,000		\$20,000		\$0	\$0	\$0	\$0	\$	4,000	\$0	\$	16,000	\$	20,000
44.23.01	II-B-2	Regional Planning (CTP, MTP, etc)	\$ 2,000	\$	8,000		\$10,000		\$0	\$0	\$0	\$0	\$	2,000	\$0	\$	8,000	\$	10,000
		Safe & Acc Transp. Options	\$ -	\$	-			\$3,900	\$0	\$0	\$0	\$0					\$3,900	\$	3,900
44.27.00	II-B-3	Special Studies	\$ 17,275	\$	69,100		\$86,375		\$0	\$0	\$0	\$0	\$	17,275	\$0	\$	69,100	\$	86,375
	III-A	Planning Work Program	\$ 1,400	\$	5,600	\$	7,000		\$0	\$0	\$0	\$0	\$	1,400	\$0	\$	5,600	\$	7,000
44.21.00	III-A-1	Planning Work Program	\$ 400	\$	1,600	\$	2,000		\$0	\$0	\$0	\$0	\$	400	\$0	\$	1,600	\$	2,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,000	\$	4,000	\$	5,000		\$0	\$0	\$0	\$0	\$	1,000	\$0	\$	4,000	\$	5,000
	III-B	Transp. Improvement Plan	\$ 11,200	\$	44,800	\$	56,000		\$650	\$650	\$5,200	\$6,500		11,850	\$650	\$	50,000		62,500
44.25.00	III-B-1	Prioritization	\$ 10,000	\$	40,000	\$	50,000		\$0	\$0	\$0	\$0		10,000	\$0	\$	40,000		50,000
44.25.00	III-B-2	Metropolitan TIP	\$ 600	\$	2,400	\$	3,000		\$650	\$650	\$5,200	\$6,500	\$	1,250	\$650	\$	7,600	\$	9,500
44.25.00	III-B-3	Merger/Project Development	\$ 600	\$	2,400	\$	3,000		\$0	\$0	\$0	\$0	\$	600	\$0	\$	2,400	\$	3,000
																		Ļ	
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 1,400	\$		\$	7,000		\$655	\$655	\$5,237	\$6,547	\$	2,055	\$655	\$	10,837		13,547
44.27.00	III-C-1	Title VI Compliance	\$ 200	\$	800	\$	1,000		\$0.0	\$0.0	\$0	\$0	\$	200	\$0	\$	800	\$	1,000
44.27.00	III-C-2	Environmental Justice	\$ -	\$					\$0.0	\$0.0	\$0	\$0 \$0	\$	-	\$0 \$0		- ć0	\$	-
44.27.00	III-C-3	Minority Business Enterprise Planning Planning for the Elderly	\$ - \$ -	\$					\$0.0 \$0.0	\$0.0 \$0.0	\$0 \$0	\$0 \$0		\$0 \$0			\$0 \$0		\$0 \$0
44.27.00 44.27.00	III-C-4 III-C-5	Safety/Drug Control Planning	\$ 400	\$	1,600	\$	2,000		\$655	\$655	\$5,237	\$0 \$6,547		\$1,055	\$0 \$655		\$6,837		\$8,547
44.27.00	III-C-5	Public Involvement	\$ 400	\$	1,600	\$	2,000		\$0.0	\$0.0	\$5,237	\$6,547		\$400	\$033 \$0		\$1,600		\$2,000
	III-C-0	Private Sector Participation	\$ 400	\$	1,600	\$	2,000		\$0.0	\$0.0	\$0	\$0		\$400	\$0 \$0		\$1,600		\$2,000
44.27.00	III-C-7	Private Sector Participation	7 400	٦	1,000	۲	2,000		Ş0.0	Ş0.0	Ų	Ų		<b>7400</b>	ŞŪ		\$1,000		\$2,000
44.27.00	III-D	Statewide & Extra-Regional Planning	\$ 4,000	\$	16,000	\$	20,000		\$0.0	\$0.0	\$0	\$0	\$	4,000	\$0	\$	16,000	\$	20,000
44.21.00	III-E	Management Ops, Program Suppt Admin	\$ 18,000	Ś	72,000	\$	90,000		\$3,400	\$3,400	\$27,200	\$34,000	\$	21,400	\$3,400	\$	99,200	\$ 1	124,000
		TOTALS	\$ 60,675					\$3,900.00	\$6,705		\$53,637	\$67,047		67,380	\$6,705	•	300,237		374,322
				-	•		h PL in the		T = 1.	+ -,. 53	,,	T = : / = . /		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	7-7.03	7	,	7	-,3==
II-B-3.1		Pavement Condition Study	\$ 88,000		110,000	\$	198,000												
5 5.1		TOTALS	7 00,000	γ.		\$	198,000											F	Page 59
			l			7													

#### Greenville Urban Area MPO | FY 2025-2026 Planning Work Program Transit Task Narrative

1-	MPO	Greenville Urban Area MPO				
2-	FTA Code 442100		442400	442500	442700	
3-	Task Code	III-E	II-A-1	III-B-2	III-C-5	Total
4-	Title of Planning Task	Program Support/Admin	Short Range Transportation Planning	Transportation Improvement Program	Other Activities - Safety and Training	
5-	Task Objective	Monitor and analyze the statistical and financial performance of the GREAT system so as to recommend improvements that will increase both the efficiency and effectiveness of the service provided.	Improve public knowledge and transit system acessibility in a new hybrid transit system.	Develop transit needs	Maintain and improve system safety and security.	
6-	Tangible Product Expected	Prepare, publish and submit all monthly statistical and financial reports required by the local, state and federal governments. Prepare, publish and submit all recommendations for improving system performance to the appropriate governing body for review and approval.	Bus stop improvement and marketing plans for the hybrid transit (on-demand and fixed route) system for the the launch of a microtransit pilot.	Define a list of transit needs associated with route/service changes recommended from integrated mobility plan.	Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues. Incorportating additional training into operations to maintaining and improving safety and security in the future.	
7-	Expected Completion Date of Product(s)	6/30/2026	6/30/2026	6/30/2026	6/30/2026	
8-	Previous Work	Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for	Implementation of transit system recommendations and improvements from the GREAT Integrated Mobility and Enhancement Plan.	2024-2033 STIP and TIP	Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
9-	Prior FTA Funds	\$24,045	\$18,702	\$5,343	\$5,353	
10-	Relationship To Other Activities  Agency Responsible for Task	City of Greenville Public	City of Greenville Public	City of Greenville Public	City of Greenville Public	
11-	Completion	Works	Works	Works	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%	\$3,400	\$2,000	\$650	\$655	\$6,705
	Section 5303 NCDOT 10%	\$3,400				\$6,705
18-	Section 5303 FTA 80%	\$27,200			1	\$53,637
40	Subtotal	\$34,000	\$20,000	\$6,500	\$6,547	\$67,047
20-	Section 5307 Transit - Local 10% Section 5307 Transit - NCDOT 10%					
21-	Section 5307 Transit - FTA 80%					
22	Subtotal Additional Funds - Local 100%					
	Grand total	\$34,000	\$20,000	\$6,500	\$6,547	\$67,047



, 2025

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

Dear Mr. Fuqua:

The Greenville Urban Area Unified Planning Work Program (UPWP) for FY2026 has been submitted to the EBS portal. 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 are included in the UPWP/PWP.

The Federal Transit Administration (FTA) grant amount requested is our full allocation of \$67,047. The State match is in the amount of \$6,705. The local match in the amount of \$6,705 will be provided by the City of Greenville. The City of Greenville is the designated grant recipient for Section 5303 grant funds.

Sincerely,

Chairperson Transportation Advisory Committee Greenville Urban Area MPO

#1200260

#### **Anticipated DBE Contracting Opportunities for FY 25-26**

Name of MPO:	: Greenville Urb	an Area Metropoli	tan Planning Organization		nere if no anticipated DBE oportunities
Person Comple	eting Form: Jef	fery Rashko		Telephone Number	: 252-329-4881
Prospectus	Prospectus	Name of Agency	Type of Contracting	Federal funds to	Total Funds to be
Task Code	Description	Contracting Out	Opportunity (Consultant, etc.)	be Contracted Out	Contracted Out
		<u>Nc</u>	Contracting Opportuniti	es	

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	Transportation Improvement Program	Special Studies
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 2026-2035 MTIP	As Needed
2027	Yes	Development of FY 2028 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Continue P8.0*	Draft MTIP Review, Amend current as required	As Needed
2028	Yes	Development of FY 2029 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Begin development of the 2055 MTP	Begin update of the Travel Demand model to horizon year of 2055	Required	Finish P8.0*	Draft MTIP Review, Amend current as required	As Needed
2029	Yes	Development of FY 2030 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Continue to work on all elements of the MTP update to plan year 2055. Continue to work with TPD, members, FHWA and general public to produce document.	Monitor and update as required	Required	Begin P9.0*	Adopt 2028-2037 MTIP	As Needed
2030	Yes	Development of FY 2031 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 P9.0*	Draft MTIP Review, Amend current as required	As Needed

<sup>\*</sup>Representative of the selection process projects undergo for potential funding (should process name alter)

Metropolitan

## CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2025

- WHEREAS, the City of Greenville Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and
- WHEREAS, the Transportation Advisory Committee is the governing body of the Greenville Urban Area MPO; and
- WHEREAS, the Transportation Advisory Committee has found that the Greenville Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and
- WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and
- WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105 (f), Public Law 97-424, 96 Stat. 2100, 49 CFR part 23); and
- WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S.D.O.T. implementing regulations; and
- WHEREAS, the Transportation Plan has a planning horizon of at least 20 years and meets all the requirements for an adequate Transportation Plan;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby self certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization for Fiscal Year 2026 is being carried out in accordance with applicable requirements including those in the checklist in attachment 1 to this resolution.

Today, February, 2025.	
	Chairperson
	Transportation Advisory Committee
	Greenville Urban Area MPO
Secretary	

## ADOPTING THE FISCAL YEAR 2026 (2025-2026) UNIFIED PLANNING WORK PROGRAM (UPWP) OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

- WHEREAS, the City of Greenville Urban Area Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and
- WHEREAS, the Transportation Advisory Committee is the governing body of the Greenville Urban Area MPO; and
- WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting a continuing, cooperative, and comprehensive transportation planning program in order to ensure that funds for transportation projects are effectively allocated to the Greenville Urban Area; and
- WHEREAS, the City of Greenville has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program Funds; and
- WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for Fiscal Year (FY) 2026; and
- WHEREAS, the MPO's adopted Long Range Transportation Plan, the Metropolitan Transportation Plan (MTP), has a more than 20-year planning horizon and meets all applicable requirements for an adequate Long Range Transportation Plan; and
- WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has self-certified that the transportation planning processes of the Greenville Urban Area MPO meet all applicable Federal and State regulations for FY 2026 (2025-2026);

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby approves, endorses, and adopts the Unified Planning Work Program for FY2026 (2025-2026) for the Greenville Urban Area Metropolitan Planning Organization.

Foday, February 2025.	
	Chairperson
	Transportation Advisory Committee
	Greenville Urban Area MPO
Secretary	



#### **Attachment 6b**

Joint Governing Committee

#### **No Action Required**

December 11, 2024

TO: Joint Governing Committee

FROM: Jeffery Rashko, Planner I (Transportation)

SUBJECT: Preliminary meeting schedule and format of the TCC and TAC for 2024

<u>Purpose:</u> To Inform members of the TCC and TAC about the meeting dates for 2024.

<u>Discussion:</u> GUAMPO has developed a series of dates for future TCC and TAC Meetings. These meeting dates were devised to coincide with deadlines that the MPO is required to make. Each meeting will be scheduled for 1:30 PM on the date provided. The dates are as follows:

2025 Meeting Schedule						
Meeting	Date	Covered Items				
Technical Coordinating Committee	February 12 <sup>th</sup>	<ul> <li>Chair and Vice Chair elections</li> <li>2024-2033 MTIP Amendment #7</li> <li>MPO Self-Certification</li> </ul>				
Transportation Advisory Committee	February 26 <sup>th</sup>	<ul> <li>FY26 UPWP Adoption</li> <li>NCDOT's safety targets (PM1) or otherwise establish targets</li> </ul>				
Technical Coordinating Committee	June 11 <sup>th</sup>	<ul> <li>2024-2033 MTIP Amendment #8</li> <li>Draft 2026-2035 STIP Review and MTIP Approval</li> </ul>				
Transportation Advisory Committee	June 25 <sup>th</sup>	, крргочан				
Technical Coordinating Committee	September 10 <sup>th</sup>	• 2026-2035 MTIP Amendment #1				
Transportation Advisory Committee	September 25 <sup>th</sup>	<ul> <li>5310 Letter of Support</li> </ul>				
Joint Governing Committee	December 10 <sup>th</sup>	<ul> <li>2026-2035 MTIP Amendment #2</li> <li>Draft PWP FY27 Review</li> <li>FY26 Meeting Calendar</li> </ul>				

Action Needed: No Action Required.

Attachments: None



#### **Attachment 6c**

#### Joint Governing Committee

#### No Action Required

December 11, 2024

TO: Joint Governing Committee

FROM: Jeffery Rashko, Planner I (Transportation)

SUBJECT: Updates / Announcements

<u>Purpose</u>: To inform the Joint Governing Committee on the Current Project Status, and Announcements throughout the MPO and NCDOT.

Discussion: The Following People submitted information as an update:

Len White – Division 2

Attachments: NCDOT Construction Progress Report and Resurfacing Map

Ashley Rodgers – Transportation Planning Department

Attachments: TPD Newsletter

Lisa Kirby – Greenville Urban Area MPO Attachments:

Action Needed: No Action Required.



HOME CONTACT



#### **Users Guide**

#### New Search

Contract Number: C204070

Division: 2

TIP Number: U-5606 Length: 1.344 miles

NCDOT Contact: Jason B. Beasley

Location Description: SR-1598 (DICKINSON AVE) FROM NC-11 TO SR-1610 (READE CR).

Contractor Name: FSC II LLC DBA FRED SMITH COMPANY

Contract Amount: \$15,747,596.21

Work Began: 06/02/2022 Original Completion Date: 03/03/2027

Latest Payment Thru: 10/31/2024

Latest Payment Date: 11/21/2024

Route: SR-1598

County: Pitt

Letting Date: 03/15/2022

Route: US-13

County: Pitt

NCDOT Contact No: (252)830-3495

Letting Date: 08/16/2022

Federal Aid Number: STP-1598(3) NCDOT Contact No: (252)830-3495

Revised Completion Date: 08/10/2027

Federal Aid Number: 0013069

Construction Progress: 51.02%

Contract Number: C204376 Division: 2

TIP Number: B-4786 Length: 0.237 miles

NCDOT Contact: Jason B. Beasley

Location Description: BRIDGE #38 OVER THE TAR RIVER ON US-13 IN GREENVILLE. Contractor Name: W C ENGLISH INCORPORATED

Contract Amount: \$11,095,482.80

Work Began: 07/10/2023

Original Completion Date: 04/09/2026 Latest Payment Thru: 10/31/2024

Latest Payment Date: 11/08/2024

Contract Number: C204414

Construction Progress: 30.2%

**Revised Completion Date:** 

Route: NC-33 County: Pitt

Division: 2 TIP Number: B-5301

Length: 0.606 miles

NCDOT Contact: Jason B. Beasley

Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495

**Location Description:** BRIDGE #730472 OVER US-264 ON SR-1210 AND BRIDGE #87 OVER NO RFOLK SOUTHERN RAILROAD ON NC-33.

Contractor Name: CONTI CIVIL LLC Contract Amount: \$9,574,442.00

Letting Date: 06/21/2022 Work Began: 10/17/2022 Revised Completion Date: 05/23/2025 Original Completion Date: 04/13/2025

Latest Payment Thru: 10/31/2024

Latest Payment Date: 11/12/2024 Contract Number: DB00433

Division: 2

Construction Progress: 79.52%

Route: SR-1711 County: Pitt

Federal Aid Number: HSIP-1711(006)

NCDOT Contact No: (252)527-0053

TIP Number: W-5702M

Length: 0.131 miles

NCDOT Contact: Jon Aaron Bullard, PE Location Description: SR 1711 AT SR 1709

Contractor Name: S T WOOTEN CORPORATION

Contract Amount: \$2,278,875.94

Letting Date: 07/24/2024 Work Began: 09/12/2024

**Revised Completion Date:** Original Completion Date: 12/01/2025

12/2/24, 8:41 AM ProgLoc Search

Latest Payment Thru: 10/22/2024

Latest Payment Date: 11/04/2024 Construction Progress: 10.79%

Contract Number: DB00560

Division: 2

TIP Number: R-5782MD

Length: 0 miles NCDOT Contact: Jason B. Beasley Federal Aid Number: 220105 NCDOT Contact No: (252)830-3495

County: Pitt

Route: SR-0000

Route: -, SR-1537

County: Pitt

Federal Aid Number: STATE FUNDED

NCDOT Contact No: (252)830-3495

Location Description: BETHEL, FOUNTAIN, HOOKERTON, AND WALSTONBURG

Contractor Name: E & S CONTRACTING AND REALTY LLC DBA E & S CONTRACTING

Contract Amount: \$119.754.50

Work Began: 04/24/2023 Letting Date: 03/08/2023 Revised Completion Date: 03/03/2024 Original Completion Date: 03/02/2024

Latest Payment Thru: 09/30/2023

Latest Payment Date: 10/06/2023 Construction Progress: 85.78%

Contract Number: DB00569

Division: 2

**TIP Number:** 

Length: 17.34 miles

NCDOT Contact: Jason B. Beasley **Location Description: PITT COUNTY** 

Contractor Name: BARNHILL CONTRACTING CO

Contract Amount: \$0.00

Letting Date: 11/08/2023 Work Began: **Revised Completion Date:** 

Original Completion Date: 12/15/2025

Latest Payment Thru:

**Latest Payment Date:** 

Construction Progress: 0%

SR-1820, SR-1823, SR-1847 SR-1848, SR-1888, SR-1889 SR-1941, SR-2206, SR-2207 SR-2210, SR-2212, SR-2213 SR-2214, SR-2220, SR-2228

Route: SR-1563, SR-1726, SR-1819

SR-2229

Division: 2

Contract Number: DB00570

**TIP Number:** 

Length: 11.23 miles NCDOT Contact: Jason B. Beasley Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495

County: Pitt

Letting Date: 12/13/2023

Location Description: PITT COUNTY

Contractor Name: FSC II LLC DBA FRED SMITH COMPANY

Contract Amount: \$3,243,243.00

Work Began: 10/15/2024

**Revised Completion Date:** Original Completion Date: 12/15/2025

Latest Payment Thru: 10/31/2024

Construction Progress: 8.49% Latest Payment Date: 11/12/2024

Contract Number: DB00573 Route: -, SR-1522 Division: 2 County: Pitt

**TIP Number:** 

Length: 11.47 miles Federal Aid Number: STATE FUNDED NCDOT Contact: Jason B. Beasley NCDOT Contact No: (252)830-3495

**Location Description: PITT COUNTY** 

Contractor Name: FSC II LLC DBA FRED SMITH COMPANY

Contract Amount: \$0.00

Letting Date: 12/13/2023 Work Began:

Original Completion Date: 12/15/2025 **Revised Completion Date:** 

**Latest Payment Thru:** 

**Latest Payment Date:** Construction Progress: 0%

Contract Number: DB00575

Division: 2

**TIP Number:** 

Length: 20.48 miles NCDOT Contact: Jason B. Beasley

Route: -County: Pitt

Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495

12/2/24, 8:41 AM ProgLoc Search

**Location Description: PITT COUNTY** 

Contractor Name: BARNHILL CONTRACTING CO

Contract Amount: \$0.00

Letting Date: 05/22/2024 Work Began:

Original Completion Date: 03/15/2026

**Latest Payment Thru:** 

**Construction Progress: 0% Latest Payment Date:** 

Contract Number: DB00581

Route: -, SR-1430, SR-1500

SR-1501

Division: 2

**TIP Number:** 

Federal Aid Number: STATE FUNDED NCDOT Contact No: (252)830-3495

County: Pitt

**Revised Completion Date:** 

Location Description: PITT COUNTY

Contractor Name: S T WOOTEN CORPORATION

Length: 17.57 miles

NCDOT Contact: Jason B. Beasley

Contract Amount: \$0.00

Work Began: 10/08/2024 Letting Date: 05/08/2024

**Revised Completion Date:** Original Completion Date: 03/15/2026

**Latest Payment Thru:** 

**Construction Progress: 0% Latest Payment Date:** 

Contract Number: DB00583

Division: 2 **TIP Number:** 

Route: SR-1109 County: Pitt

Federal Aid Number: STATE FUNDED Length: 14.23 miles NCDOT Contact No: (252)830-3495 NCDOT Contact: Jason B. Beasley

**Location Description: PITT COUNTY** 

Contractor Name: BARNHILL CONTRACTING CO

Contract Amount: \$0.00

Letting Date: 05/22/2024 Work Began:

**Revised Completion Date:** Original Completion Date: 03/15/2026

**Latest Payment Thru:** 

Construction Progress: 0% **Latest Payment Date:** 

Contract Number: DB00584

Division: 2 **TIP Number:** 

County: Pitt

Route: NC-222

Federal Aid Number: STATE FUNDED Length: 0.53 miles NCDOT Contact No: (252)830-3495 NCDOT Contact: Jason B. Beasley

Location Description: FOUNTAIN, PITT COUNTY

Contractor Name: FSC II LLC DBA FRED SMITH COMPANY

Contract Amount: \$673,925.00

Work Began: 09/16/2024 Letting Date: 06/12/2024

**Revised Completion Date:** Original Completion Date: 12/15/2024

Latest Payment Thru: 10/31/2024

Construction Progress: 45.94% Latest Payment Date: 11/08/2024

Contract Number: DB00598

Route: NC-33 County: Pitt Division: 2

TIP Number: HB-0021

Federal Aid Number: 220103 Length: 0.157 miles NCDOT Contact No: (252)830-3495 NCDOT Contact: Jason B. Beasley

**Location Description: GREENVILLE** 

Contractor Name: SANFORD CONTRACTORS INC

**Contract Amount: \$0.00** 

Letting Date: 09/25/2024 Work Began: 11/04/2024 Revised Completion Date: 06/03/2025 Original Completion Date: 06/01/2025

Latest Payment Thru:

**Construction Progress: 0% Latest Payment Date:** 

Route: -Contract Number: DB00601 County: Pitt

Division: 2 TIP Number: BO-2402A

> Federal Aid Number: 5093103 Length: 1.5 miles

3/4

12/2/24, 8:41 AM ProgLoc Search

NCDOT Contact: Jason B. Beasley NCDOT Contact No: (252)830-3495

Location Description: BEAUFORT, GREENE, LENOIR, AND PITT COUNTIES Contractor Name: EASTERN EARTHSCAPES & CONSTRUCTION LLC

**Contract Amount: \$0.00** 

Work Began: Letting Date: 10/23/2024

Original Completion Date: 07/01/2025

Latest Payment Thru: Latest Payment Date: Revised Completion Date:

**Construction Progress: 0%** 



## **NCDOT TPD NEWS**



NCDOT TPD Greenville Urban Area MPO Newsletter

**December 2024** 

#### Pitt County CTP Update

Work on the appendices (including draft project sheets) for the Pitt County Comprehensive Transportation Plan is ongoing. Estimated completion of initial draft is Nov. 2024, followed by QA/QC and final version in Q1/Q2 of 2025.

#### 2025 Aviation Art Contest

The N.C. Department of Transportation is excited to launch the 2025 Aviation Art Contest! This year's theme, "Women with Wings," celebrates the incredible women who have made significant contributions to aviation, from pilots and skydivers to those who built and maintained aircraft.

#### **Eligibility:**

- North Carolina students born between Jan. 1, 2007 and Dec. 31, 2018
- Categories: Junior (ages 6-9), Intermediate (ages 10-13), Senior (ages 14-17)

#### Prizes:

- Cash awards for the top three winners in each age group, plus prizes for their schools
- Artwork from the state winners will advance to the national competition, and the national winners go on to compete internationally

Deadline: Entries must be received by Jan. 17, 2025.

Visit the <u>NCDOT Aviation Art Contest page</u> for full details and submission guidelines.

"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

#### Hurricane Helene Workshop Highlights Collaborative Success, Resilience Plans

Aviation played a critical role in North Carolina's unprecedented response to Hurricane Helene. Aviation efforts included deploying safety strategies, monitoring aircraft fuel, managing takeoffs, landings, and ground movements, and coordinating with community-based organizations to distribute critical supplies efficiently.

The Helene After Action Workshop was recently held to discuss areas that could be enhanced to be better prepared. Those included power and communication enhancements, enhanced coordination across impacted airports, and a handbook of best practices to share with airports and stakeholders for future events.

For more information, please visit: <a href="https://www.ncdot.gov/news/press-releases/">https://www.ncdot.gov/news/press-releases/</a> Pages/2024/2024-11-25-hurricane-helene-workshop-collaborative-plans.aspx

#### Traffic Forecasts (TF)

A Project Level Traffic Forecasting is an essential part of the planning process. A traffic forecast informs the design of STIP projects. There are no traffic forecasts currently underway within the GUAMPO boundary. See below links to forecasting maps with status and documents.

- Interactive statewide Traffic Forecast map: NCDOT Traffic Forecasting Data Map (arcgis.com)
- Traffic Forecast documents: Traffic Forecasts All Documents (ncdot.gov)



#### **Contact Us**

**Ashley Rodgers, PE, CFM**GUAMPO Coordinator

#### NCDOT TPD

1 S. Wilmington Street Raleigh, NC (919) 707-0947 (office) alrodgers@ncdot.gov

Website: www.ncdot.gov

Upcoming	Date
2nd Quarter 5303 Claim (Oct 1- Dec 31, 2024) due	January 30, 2025
Draft FY26 UPWP due	January 31, 2025
2nd Quarter invoice and work summary due	February 10, 2025
Deadline for signed resolution to support NCDOT Safety Targets	February 27, 2025

#### **NCDOT Statewide Plans:**

To learn more, click on the following links or go to ncdot.gov and search using names in blue unless otherwise noted:

- NC Moves 2050 Plan
- NCDOT Strategic Transportation Corridors
- NCDOT Comprehensive State Rail Plan (25-Year Vision)
- NC Statewide Multimodal Freight Plan (2023)
- NCDOT: Integrated Mobility Division Great Trails State Plan
- NCDOT: Integrated Mobility Division Statewide Strategic Plan
- NCDOT Resilience Strategy Report (2021)
- Statewide Pedestrian & Bicycle Plan (2013)

#### Other Plans:

. N.C. Climate Risk Assessment and Resilience Plan by Department of Environmental Quality (or Google

#### **Helpful Links:**

To learn more, click on the following links or go to ncdot.gov and search using names in blue unless otherwise noted:

- NCDOT home page—<u>ncdot.gov</u>
- Real-Time Traffic—drivenc.gov | North Carolina Traffic & Travel Information
- Report a pothole—<u>NCDOT Contact Us Form</u> (ncdot.gov & search "Report a pothole")
- NCDOT: State Transportation Improvement Program ncdot.gov/sti
- Interactive Bicycle Routes Map—<a href="https://www.ncdot.gov/bikeped/ncbikeways/default.aspx">https://www.ncdot.gov/bikeped/ncbikeways/default.aspx</a>
- Links to all traffic count data information Traffic Survey Group (connect.ncdot.gov & then search)
- NCDOT Interactive Traffic Volume Map—Traffic Volume Maps (ncdot.gov)
- Traffic Safety Data & Engineering—NCDOT: Traffic Safety Data & Engineering
- Federal Functional Classification Map—NCDOT Functional Class Map (ncdot.maps.arcgis.com)