

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

Wednesday, February 6, 2019 at 1:30 p.m.
Second Floor Conference Room, G.K. Butterfield Transportation Center
Actions to be taken in bold italics

1) Approval of Agenda; approve

Chair to read aloud Ethics Awareness and Conflict of Interest reminder

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

2) Election Technical Coordinating Committee Chair and Vice Chair for 2019

3) Approval of Minutes from December 12, 2018 Joint Governing Committee Meeting (pg.3-8)

4) Public Comment Period

5) New Business / Action Items:

- a) Greenville Urban Area MPO “MPO 101” Overview Presentation – *Discussion (pg.9-34)*
- b) Self-Certification of Greenville Urban Area MPO Transportation Planning Process for FY20 – Resolution No. 2019-01-GUAMPO; *Recommended for TAC Action (pg.35-42)*
- c) Fiscal Year 2020 Unified Planning Work Program (UPWP); Resolution No. 2019-02-GUAMPO; *Recommended for TAC Action (pg.43-78)*
- d) Title VI Plan Update Review– *Discussion (pg.79-114)*
- e) Administrative Modification to the MPO’s Public Involvement Plan (PIP) – *Discussion (pg.115-139)*
- f) 2020-2029 Draft Metropolitan Transportation Improvement Program Review (MTIP) – *Discussion (pg.140-156)*
- g) Presentation by Staff of NC Vision Zero – *Discussion (pg.157)*
- h) 2045 Metropolitan Transportation Plan Presentation – *Discussion (pg.158)*

6) Other Discussion Items

- a) Legislative Updates and Strategic Initiatives (pg.159-163)
- b) NCDOT Update/Announcements (pg.164-168)
 - i. Division 2
 - ii. STI/Prioritization Presentation
 - iii. Transportation Planning Division
- c) MPO Staff Updates

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

- Technical Coordinating Committee (TCC)
 - April 10, 2019; June 26, 2019; September 18, 2019; December 11, 2019
- Transportation Advisory Committee(TAC)
 - **February 27, 2019; May 1, 2019;** July 10, 2019; October 2, 2019; December 11, 2019

8) Items for future consideration

9) Adjourn

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

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

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

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

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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

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

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

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
JOINT GOVERNING COMMITTEE MEETING
December 12, 2018**

Members of the Technical Coordinating Committee and Transportation Advisory Committee met on the above date at 1:30 p.m. at City Hall in Conference Room 337. Mr. Kevin Mulligan, TCC Chairperson, called the meeting to order for TCC and Mayor Connelly called the meeting to order for TAC. The following attended the meeting:

Kevin Mulligan, City of Greenville
Rik DiCesare, City of Greenville
Scott Godefroy, City of Greenville
Lamont Jackson, City of Greenville
P.J. Connelly, Mayor, City of Greenville
Rose Glover, City of Greenville Councilmember
James Rhodes, Pitt County
Jonas Hill, Pitt County
Michael Taylor, Pitt County
Thomas Taft, NCDOT Boardmember
Ben Williams, Town of Winterville
Bryan Jones, Town of Winterville
Doug Jackson, Mayor, Town of Winterville
Steven Harrell, Town of Ayden
Steve Tripp, Mayor, Town of Ayden
Richard Zeck, Mayor, Village of Simpson
Preston Hunter, NCDOT
Steve Hamilton, NCDOT
Diane Hampton, NCDOT
Scott Walston, NCDOT
David Norton, NCDOT
Jeff Cabaniss, NCDOT
Eliud De Jesus, Mid East Commission
Big Bagnell, ECU

OTHERS PRESENT:

Ryan Purtle, City of Greenville

I. APPROVAL OF AGENDA

Mr. Mulligan asked for a motion to approve the agenda as presented. A motion was made by Mr. Rhodes to approve the agenda for TCC. The motion was seconded by Mr. DiCesare. The motion passed unanimously.

A motion was made by Mayor Jackson to approve the agenda as presented for TAC. The motion was seconded by Mayor Tripp and passed unanimously.

II. APPROVAL OF MINUTES OF SEPTEMBER 26, 2018 TCC MEETING AND OCTOBER 10, 2018 TAC MEETING

Mr. Rhodes made a motion to approve the September 26, 2018 meeting minutes of TCC and the October 10, 2018 meeting minutes of TAC. There was no second to the motion. Mr. Mulligan asked for approval and the motion passed unanimously.

III. PUBLIC COMMENT PERIOD

There were no public comments.

IV. NEW BUSINESS / ACTION ITEMS

A. Support of the State's Established Safety Performance Measure Targets

Legislation passed in recent years, namely Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation Act (FAST Act), have mandated that States and MPOs are required to transition to performance based transportation planning. Provisions 23 CFR 625; 23 CFR 490; and 23 CFR 450 of the Code of Federal Regulation detail regulations that State DOTs and MPOs must now include in the transportation planning process. Through these regulations, and subsequent Federal rule making procedures, four (4) categories of performance measures were established as follows:

1. Safety
2. Pavement and Bridge
3. CMAQ, Reliability and Freight
4. Transit Asset Management

Each category will contain several specific measures that must be addressed. The NCDOT Transportation Planning Division (TPD) will be developing the State standards for categories 1-3 with the NCDOT's Public Transportation Division developing the State measures for Transit Asset Management. The development and adoption of the categories and their specified targets are staggered with each category, and the specific measures associated with it, adopted by the State according to a federally mandated schedule.

In 2017 the Greenville Area Transit System (GREAT) and Pitt Area Transit System (PATS) joined the NCDOT Group Plan for Transit Asset Management. The NCDOT Group Plan is a collective group of Tier 2 Transit agencies (agencies with less than 100 vehicles) that have jointly developed, with NCDOT and the Federal Highway (FHWA), targets necessary to satisfy the Transit Asset Management Performance Measure Final Rule. NCDOT has adopted this Group plan prompting the MPO's, who represent the transit agencies apart of the group plan, to support the stated targets. To support the Group Plan, the MPO and local transit agencies have also entered into a data sharing agreement with NCDOT. This agreement allows the MPO to provide NCDOT with data from the represented transit agencies in support of NCDOT's reporting requirements for the State Group Plan maintaining Performance Measure compliance.

Staff recommends that the MPO support the State defined targets and evaluate their progress within the MPO to ascertain whether planning transit agency specific targets are necessary. This action would require the MPO to share available planning area specific data to NCDOT who will report on progress towards established targets at the State level (in lieu of each individual planning area) as federally mandated.

A motion was made by Mr. Hamilton to recommend TAC support the plan established targets for State's Established Safety Performance Measure Targets for adoption. The motion was seconded by Mr. Rhodes and passed unanimously.

A motion was made by for TAC support of the State's Established Safety Performance Measure Targets for adoption. The motion was seconded by and passed unanimously.

A motion was made by Mayor Tripp for TAC to adopt the States' Established Safety Performance Measure Targets. The motion was seconded by Boardmember Taft and passed unanimously.

B. Administrative Modifications and Minor Amendments to the 2018-2027 Metropolitan Transportation Improvement Program (MTIP)

NCDOT has modified and added the above referenced project(s) and language in the State Transportation Improvement Program (STIP). The Board of Transportation adopted the above 2018-2027 State Transportation Improvement Program (STIP) October and November regularly scheduled meetings. To remain compliant with the 2018-2027 STIP, the MPO must also modify/amend the local portion of the STIP, referred to as the Greenville Urban Area's Metropolitan Transportation Improvement Program (MTIP). Project modifications are required when adjustments to the project delivery schedule occur or when cost of a programmed project increases more than 25% and/or by \$2 million dollars or more. A minor Amendment will be initiated for projects that are programmed in the STIP for preliminary work. As such, projects receiving preliminary funding at the Regional Impact level of the State Prioritization system must be added in order for preliminary study and environmental work to move forward.

The above updated language regarding performance measures must also be included for compliance purposes. As the MPO has established all required performance measure targets, it is required that the MTIP include mention of these performance measures and the anticipated effect the MTIP has towards achieving those targets.

No action was required for this item.

C. Amendment of the FY 2018-2029 Unified Planning Work Program to Reallocate Funds to a Special Study Titled "Pavement Condition Analysis"

In The Greenville Urban Area Metropolitan Planning Organization's (MPO) Transportation Advisory Committee (TAC) approved the Fiscal Year (FY) 2018-2019 Unified Planning Work Program (UPWP or PWP) on November 8, 2017 and amended on July 11, 2018. The UPWP represents the MPO's planned activities and expenditures for the designated fiscal year and is required to be prepared yearly.

Staff is proposing to amend the current UPWP in order to reallocate existing planned expenditures from several line items in order to include a new special study. This project will also replace the NC 43 Corridor Study as the County has requested that study be reprogrammed in FY 2020. The breakdown of the movement of funds can be seen on the subsequent attachments. As this is a reallocation, the amount of planned expenditures will remain constant. In addition to reallocating funds from several lines items into a special study, staff will also amend the task narrative of the UPWP to reflect the addition of the proposed new study. The new language provides an abstract of the proposed study and reflects the following:

Pavement Condition Analysis (\$100,000 Total -- \$80,000 Federal; \$20,000 Local Match

Conduct a study on pavement conditions within the municipalities of the MPO and select areas of Pitt County. The condition assessment is intended to provide in depth data on the corridor and link pavement condition necessary for local municipalities to properly plan resurfacing and capital projects and update our previous condition assessment performed in 2013. The MPO will undergo a competitive RFP/RFQ process necessary to update our data but also produce any new and innovative data sets available regarding pavement condition. The MPO will provide the data produced to NCDOT in direct support of a federally mandated performance measure (PM2 – Pavement and Bridge Condition). Companies will utilize the most up to date processes and technology to study, analyze and compile pavement ratings, based on State, local and contractor jointly developed criteria, for all municipal maintained streets and select subdivision streets within the County that are proposed for NCDOT acceptance. This will amplify the NCDOT pavement analysis that is completed biannually and

create a full scale data set for the area within the MPO's boundaries. This data is critical to local infrastructure planning and how local municipalities will allocate State and Federal funding.

This project is proposed across two (2) fiscal years with \$100,000 also being proposed in the FY

2019-2020 UPWP. With this amendment staff could begin the RFP/RFQ process for soliciting qualified professional service firms to complete this project. This project would be cost shared amongst the participants based on the current percentages as outlined in the MPO's Memorandum of Understanding. In the event any jurisdictional member of the MPO does not wish to participate the cost share shall be revised based on the population share of each jurisdictional member participating. Staff recommends that the Joint Governing Committee of the MPO approve and adopt the amendment to current UPWP reallocating funds.

A motion was made by Mr. Williams to recommend TAC support the amendment to the UPWP to reallocate funds to the Pavement Condition Analysis Study for adoption. The motion was seconded by Mr. Rhodes and passed unanimously.

A motion was made by Mr. Williams for TAC support of the amendment to the UPWP to reallocate funds to the Pavement Condition Analysis Study for adoption. The motion was seconded by Mr. Rhodes and passed unanimously.

A motion was made by Boardmember Taft to adopt the amendment to the UPWP to reallocate funds to the Pavement Condition Analysis Study. The motion was seconded by Mayor Tripp and passed unanimously.

D. Proposed FY 2019-2020 Unified Planning Work Program (UPWP)

In 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 2020 was developed utilizing information provided by representatives of the MPO's participating communities and coordinated with NCDOT's Transportation Planning Branch. 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 2018-2019 period include:

- Metropolitan Transportation Plan update (Task II-B-2, Regional Planning)
- Pitt County – CTP update assistance (Task II-B-2, Regional Planning)
- Eastern North Carolina Regional Freight Study (Task II-B-3, Special Studies)
- NC43/Charles Blvd Corridor Study (Task II-B-3, Special Studies)
- Pavement Condition Analysis (Task II-B-3, Special Studies)
- Uptown Greenville Area and Mobility Plan (Task II-B-3, Special Studies)

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

No action was required for this item.

E. Preliminary meeting of the TCC and TAC for 2019

TCC and TAC meeting are typically scheduled quarterly at 1:30pm in the 3rd floor conference room at the City of Greenville City Hall. To adhere to member schedules, MPO staff is seeking direction as to the 2019 meeting schedule. In preparation, MPO staff has proposed the below dates for the TCC and TAC meetings:

<u>TCC</u>	<u>TAC</u>
February 6, 2019	February 20, 2019
April 10, 2019	April 24, 2019
June 26, 2019	July 10, 2019
September 18, 2019	October 2, 2019
December 11, 2019 Joint Meeting (Only if Necessary)	

These potential dates were chosen with consideration of possible local government holiday schedules. Future meeting dates can be altered at each respective Committee meeting. The MPO’s TCC has reviewed these dates. Should additional meetings be required the respective chairman of each the TCC and TAC have the ability to call for a meeting pending committee member availability. Additionally staff is recommending that the meeting location for 2019 be the G.K. Butterfield Transportation Center Main Conference Room.

No action was required for this item.

F. Prioritization 6.0 Update and Future Project Considerations

The Greenville Urban Area Metropolitan Planning Organization (MPO) is currently in the final stages of the Statewide Project funding process known as Prioritization. Staff has completed all local input point assignments and now is awaiting release of the 2020-2029 Draft State Transportation Improvement Program (STIP) where the MPO will find out which projects have been programmed and their projected delivery schedule. The Prioritization process is a two-year process that typically overlaps.

As the current Prioritization process, also known as P5.0, is in its final stages, NCDOT is already and the planning organizations across the State are already preparing for the next round of Prioritization, also known as P6.0. Currently the SPOT workgroup is meeting bi-weekly to determine P6.0 scoring criteria and weighting while also discussing any changes to the Prioritization and programming process. During the first week of November the SPOT workgroup made the first change to the process shifting from a five (5) year committed project timeframe to a six (6) committed project timeframe. This will allow more project to be funded, developed and constructed without worry of having to go through reprioritization if in year 6 of the STIP. The next item currently being debated is the assignment of local input points. There is currently interest in exploring the possibility of combining the Regional and Division level local input points and how to incentivize points being assigned to non-highway projects. Staff will continue to update the MPO’s Governing Committees as additional information is provided.

In addition to developing criteria, weighting and standards for P6.0, NCDOT will soon be opening the pre submittal process where planning organizations can submit highway projects for testing. This allows organizations to get unique information and baseline scoring for highway projects. As the MPO is currently updating the long range transportation Plan that typically provides projects for Prioritization, Staff is looking for input from the MPO’s membership to identify and submit ten (10) highway mode projects for testing during the pre-submittal process. This provides the MPO an opportunity to test projects that were not input or

evaluated during the last round of Prioritization. The testing phase will last until early summer where the MPO will move into official P6.0 submittal for all modes.

Potential corridors for consideration: Arlington Blvd, Greenville Blvd, 14th St, Firetower Rd, NC 11/US 13 N., Worthington Rd, Forlines Rd, Davenport Farm Rd, NC 102, Lee St, Blackjack-Simpson Rd, County Home Rd, Corey Rd, Ayden Golf Club Rd, SE/NE Bypass. No action was required for this action.

V. OTHER DISCUSSION ITEMS

A. Legislative updates and Strategic Initiatives (attached in agenda package)

B. 2019 Ethics Filings for Transportation Advisory Committee Members

C. NCDOT Update/Announcements

- i. Division 2
- ii. STI/Prioritization Presentation
- iii. Transportation Planning Division

D. MPO Project Report

Mr. Purtle stated staff would be reconciling a report for fiscal yearend detailing MPO activities. Mr. Purtle informed members that two studies were conducted in 2018; the Southwest Bypass Land Use Plan and the Pitt County Travel Demand Model. The public involvement plan was updated and the Prioritization P5.0 has been completed.

VI. UPCOMING 2019 MPO MEETING SCHEDULE

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

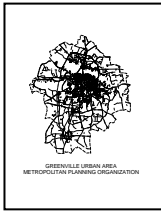
- **Technical Coordinating Committee**
 - **February 6th, April 10th, June 26th, September 18th, December 11th**
- **Transportation Advisory Committee**
 - **February 20th, April 24th, July 10th, October 2nd, December 11th**

VII. ITEMS FOR FUTURE CONSIDERATION

VIII. ADJOURN

With no other business or discussions, Mr. DiCesare made a motion to adjourn the TCC portion of the meeting. A second was made by Mr. Godefroy and the TCC portion adjourned and turned over to TAC.

A motion was made by Mayor Tripp to adjourn the TAC meeting. The motion was seconded by Boardmember Taft and the meeting adjourned.



Attachment 5a

Technical Coordinating Committee

No Action Required

February 6, 2019

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Greenville Urban Area MPO “MPO 101” Overview Presentation

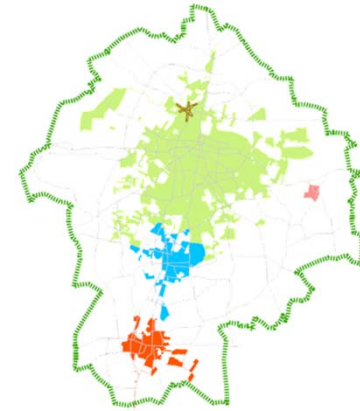
Purpose: To provide members of the Technical Coordinating Committee (TCC) with presentation materials on the responsibility, role and processes of the Greenville Urban Area Metropolitan Planning Organization (MPO).

Discussion: Staff of the Greenville Urban Area MPO have developed a presentation on the responsibilities, role and processes of the Greenville Urban Area MPO. This presentation is intended to enhance membership understanding of the MPO and its activities while allowing members of the TCC provide direct feedback to staff regarding the material and future initiatives. Items covered within this presentation are as follows:

- Establishment of the MPO and its History
- Committee Membership and Responsibilities
- Funding
- MPO Core Premise, Responsibilities and Processes
- Current Projects
- MPO Plans and Documents
- Key Legislation
- Key Considerations in Transportation Planning
- MPO Priorities

Action Needed: No action is required for this item.

Attachments: *MPO 101 Presentation.*



The Greenville Urban Area Metropolitan Planning Organization (GUAMPO)

Transportation Planning Overview, Process and Products

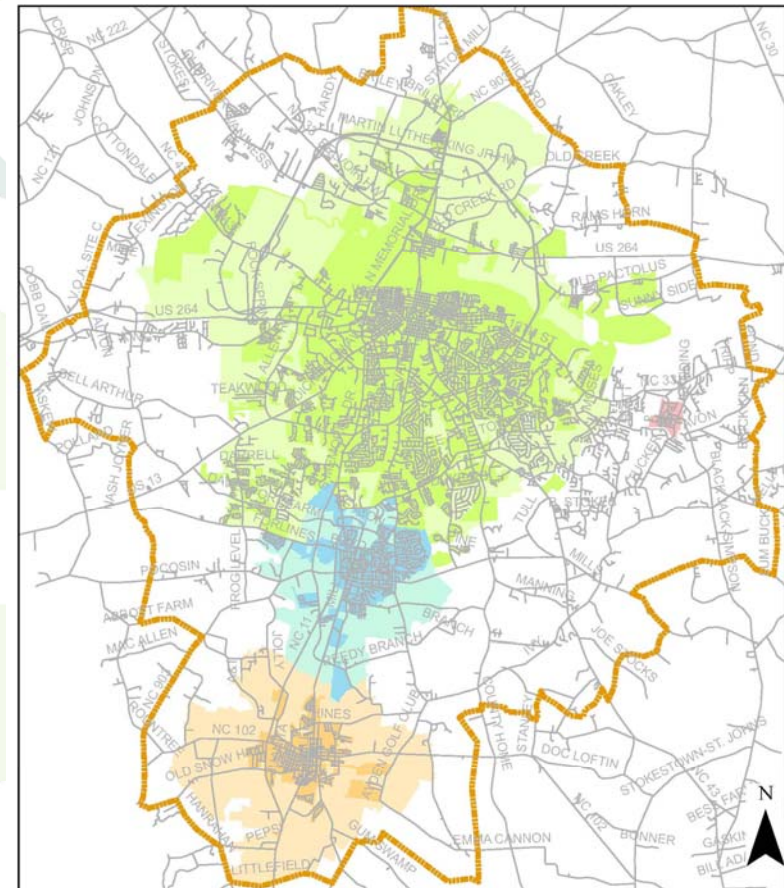
“The forum for cooperative transportation decision making for the metropolitan planning area”

Source: 23 CFR Part 450.104

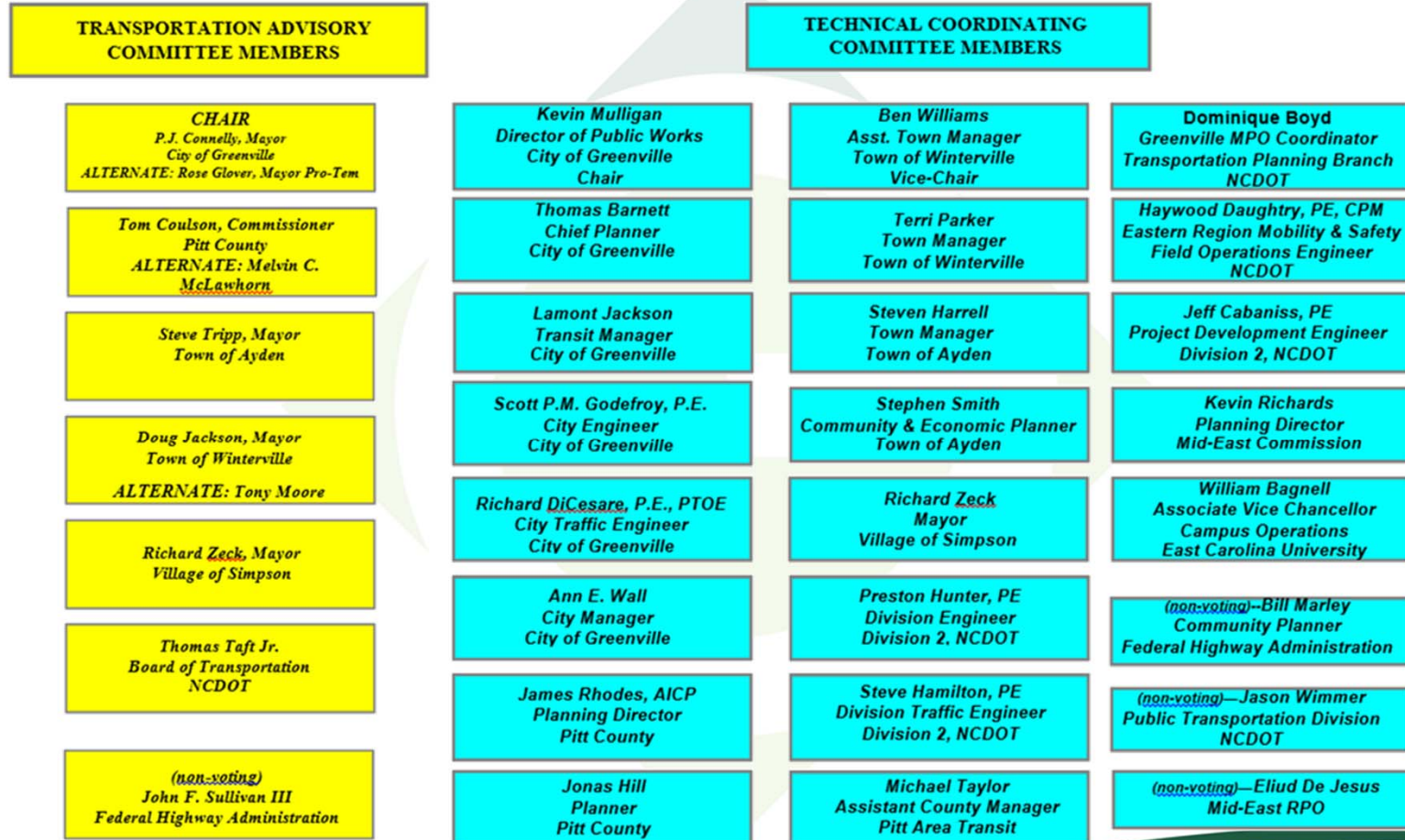
- The MPO provides a forum for *local input* into the expenditure of federal highway and transit dollars.
- The MPO establishes transportation project priorities for the area. These are submitted to NCDOT for funding consideration.
- There are currently over 400 MPOs in the U.S.

- Since the 1962 Federal-aid Highway Act, federal authorizing legislation for expenditure of surface transportation funds has required metropolitan area transportation plans and programs to be developed through a continuing, cooperative, and comprehensive (3-C) planning process.
- The Census Bureau defines urbanized areas (UZAs) and adjust boundaries according to population and density after the census. MPO boundaries are expected to change every 10 years as the area continues to develop.
 - UZAs are defined as areas with a population of at least 50,000
- Federal Law (23 USC 134) requires MPOs to be established in urbanized areas.
- An MPO, its planning boundaries, membership and voting structure are established and designated by agreement between local officials and the Governor.
- Greenville Area MPO first established in 1992.

- City of Greenville (Lead Planning Agency)
- Unincorporated Pitt County within Boundary
- Town of Winterville
- Town of Ayden
- Village of Simpson



Current MPO Committee Composition



Membership as of January 11, 2019

Find yourself in good company®

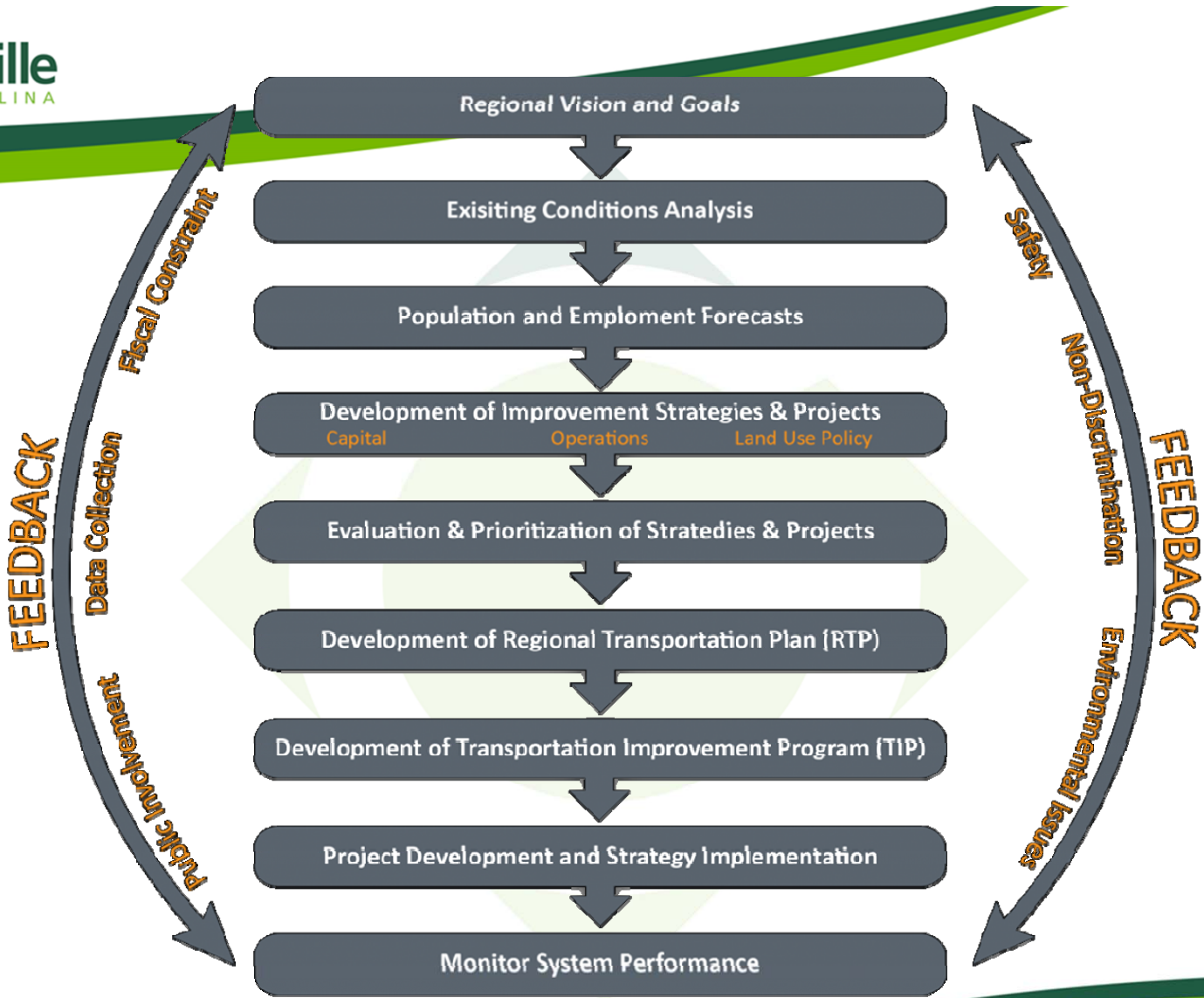
- Provides a forum for technical staff to problem solve
- Advises the TAC on technical issues and provides recommendations on action items
- Engineers, planners and technical staff from MPO member jurisdictions and NCDOT comprise TCC
- Help coordinate meetings and meet prior to TAC
- Voting is simple majority, each member = 1 vote
- Officers (elected every calendar year)
 - Chairman
 - Currently Mr. Kevin Mulligan, P.E., City of Greenville Public Works Director
 - Vice-Chairman
 - Currently Mr. Ben Williams, Town of Winterville Assistant Town Manager

- Serves as the MPO's Board of Directors, and takes official action on MPO matters
- TAC is comprised of elected and appointed officials:
 - Mayor of Greenville
 - Mayor of Winterville
 - Mayor of Ayden
 - Mayor of Simpson
 - Commissioner of Pitt County
 - Division 2 State Board of Transportation Representative
 - Federal Highway Administration Representative
- Voting is done by majority unless a weighted vote is enacted by any member prior to voting.
- Officers (elected every calendar year)
 - Chairman
 - Currently Mayor P.J. Connelly, City of Greenville
 - Vice-Chairman
 - Currently Commissioner Charles Farley, Pitt County

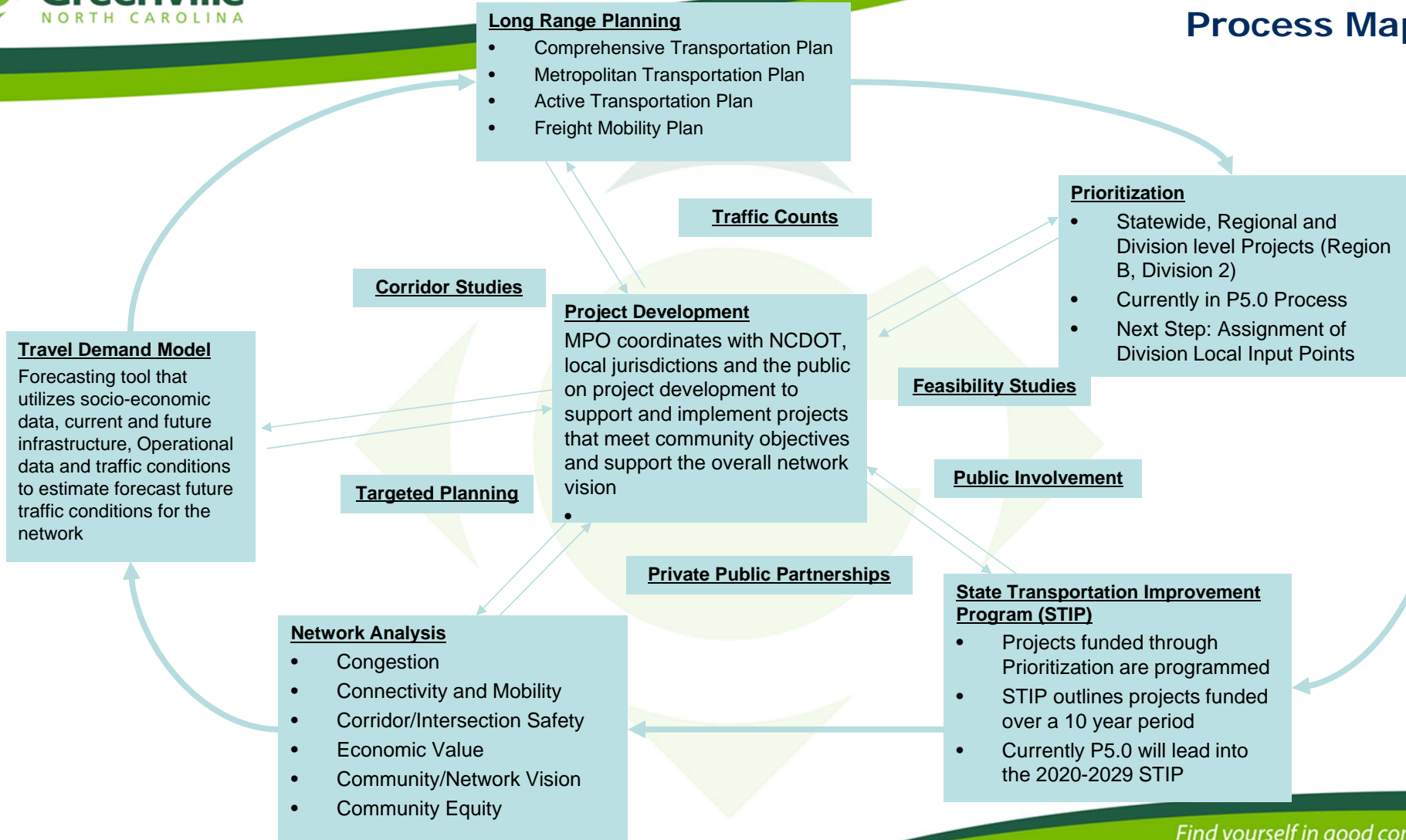
- Transportation Planning functions are funded through Public Law funds (PL 104(f)) and are typically subject to a Federal and Local Split:
 - 80% Federal
 - 20% Local
- The Greenville MPO local match is funded on a cost-shared basis, determined by each members percentage of the total MPO population. The local cost of the total MPO expenditures are (20% total):
 - Pitt County – 5.1%
 - Greenville – 12.7%
 - Winterville – 1.4%
 - Ayden – 0.7%
 - Simpson – 0.1%
- Funding specifics/details in yearly business plan (Unified Planning Work Program, or UPWP)

- *“The Greenville Urban Area 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.”*

- The is Federally and locally mandated to perform the following core functions:
 - Act as the means to coordinate transportation projects with local staff, elected officials, citizens and State and Federal agencies.
 - Identifying and analyzing transportation network deficiencies.
 - Identify and evaluate alternative transportation improvement options.
 - Develop and maintain the Metropolitan Transportation Plan (MTP), planning and programming the current and planned transportation network on a 25 year horizon
 - Prioritizing MPO network projects for Federal funding through the State process.
 - Coordinating the development of the Transportation Improvement Program with State and Federal officials
 - Outreach to the public to determine the community and regional transportation priorities



Greenville MPO Key Process Map



Find yourself in good company®

Under Construction

- Greenville SW Bypass
- 10th Street Connector
- Laurie Ellis Road Extension
- Greenville ADA Ramp Improvements
- Greenville Pedestrian Crosswalk Improvements
- Boyd Street Upgrade

In Design/Right of Way Acquisition/Utility Phase

- Allen Rd Widening
- Dickinson Ave. Improvements
- Firetower/Portertown Rd Widening
- 14th St. Widening
- Greenville Signal System Upgrade
- Evans St./Old Tar Rd. Widening
- S. Tar River Greenway Ph. 3A
- W.5th Street/Memorial Drive Intersection Improvement

Preliminary Development/Study

- NC 43 South Widening
- US 264 Upgrade to Interstate (I-587)
- NC 11 South Upgrade to Interstate Standards
- Arlington Blvd Improvements
- Charles Blvd Access Management Project (P5.0 Submission)
- 10th Street Access Management Project (P5.0 Submission)

Unified Planning Work Program (UPWP): The UPWP serves as the MPO's budget for PL 104(f) funds, or Federal transportation planning funds. This document outlines the amount of funding programmed for MPO activities and special studies. Items funded under the UPWP are subject to an 80-20 split.

Comprehensive Transportation Plan (CTP): The CTP is long range transportation plan (30 years). The CTP is a series of maps (rail, transit, highway, intersection and bicycle & pedestrian) that categories facilities as existing (facility does not require improvement), needs improvement or recommended (new route or connection that is recommended). The CTP State mandated plan that is jointly produced by the MPO and NCDOT.

Metropolitan Transportation Plan (MTP): The MTP is a data driven long range transportation plan (25 year horizon) that outlines policies, strategies and future projects for all pertinent modes of transportation (highway, bicycle & pedestrian, rail and public transit) within the MPO network. This document is based on the Travel Demand Model that, utilizing several data sets, forecasts traffic conditions to the plan year. This document is financially constrained with projects cost estimated and programmed according to available financial resources.

Metropolitan Transportation Improvement Plan (MTIP): The MTIP is the product of the coordinated effort between NCDOT and the State MPO's and RPOs. The MTIP is a fiscally constrained 10-year project planning and programming document that is produced through the State's Prioritization process. The MTIP is split into two sections, funded (first 5 years) and development (outer 5 years) with projects funded in the development portion subject to reprioritization. This document is updated approximately every 2 years. The MTIP represents the Greenville Urbanized Area's specific portion of the State Transportation Improvement Program (STIP).

Active Transportation Master Plan (ATP): The ATP is a Bicycle, Pedestrian and active alternative master plan used by the MPO to identify, plan and implement a coordinated active transportation network. Projects within the ATP are eligible for prioritization and the 80-20 funding split associated with those projects. The ATP also contains a design toolbox that outlines new and retrofit designs to be utilized in creating a MPO wide active transportation network.

Public Involvement Policy/Title VI: The MPO, in adherence to Federal Law, must outline strategies and policies to solicit public involvement and opinion. Title VI equitable involvement is possible for all citizens. In addition the MPO's Title VI plan also outlines policies to involve the Limited English population within the MPO's planning area.

- **FAST Act:** The FAST Act is the most recent large scale transportation legislation passed by the Federal government. The FAST Act stands for Fixing America's Surface Transportation Act, and was signed into law in December 2015. This Act provides long-term funding for surface transportation improvements. In addition to providing funding the FAST Act also reforms many Federal Transportation programs, streamline project delivery, increase freight and logistics project funding and incorporate new planning rules.
 - As it relates to the MPO, the FAST Act has provided new guidelines and planning rules to incorporate in the MPO's long range planning efforts. Performance measures for Safety, Bridge & Pavement and Freight/Reliability and Congestion Management and Air Quality are to be included. This allows for more transparency as project funding will be tied to meeting performance measures outlined through a partnership between the Federal, State and MPO officials.
 - As the MPO begins the and continues development of the 2045 MTP, the FAST Act will play a key role in how projects are identified for improvement and how they are programmed by the MPO and State through prioritization.

- Clean Air Act: This piece of legislation requires the EPA to set standards for air pollutants. In 2014 this regulation was strengthened and sets standards for specific attainment criteria for air quality. Any County found not to be in attainment must outline and plan strategies to reduce pollutants. Currently Pitt County is in attainment (Mecklenburg County is the only County in North Carolina not in attainment currently).
- Congestion Management Process/Planning (CMP): In large urban areas such as, Congestion Management is a key factor. CMPs are required for large MPOs with over 200,000 in population (Transportation Management Areas) but can be planned at the MPO's discretion for MPOs under 200,000. As Greenville continues to grow, Congestion Management will become a key planning factor.

- Additional factors to consider as a part of the MPO's strategic long term planning:
 - Land-Use Planning factors and coordination
 - Leveraging the transportation network for Economic Development
 - Sustainable transportation to meet needs without compromising the quality of life for future generations
 - Livability in transportation in order to provide facilities and services to achieve broader community goals
 - Hazard and environmental impact mitigation
 - Creative and innovative techniques to gather public opinion/involvement
 - Continued Incorporation of Intelligent Transportation Systems (ITS) and progressive technologies

- Due to population and density (over 50,000 in population), a MPO was formed with the City of Greenville as the Lead Planning Agency.
- The MPO, in addition to the City of Greenville, includes: Towns of Winterville and Ayden, Village of Simpson and portions of Pitt County.
- Key MPO duties include, but are not limited to: Long range transportation planning, coordination of the State and local prioritization process to get projects funded and constructed, maintenance and development of the MPO's Travel Demand Model and outreach to the public.

“Utilizing key partnerships, the MPO serves as a central coordination tool for State and Federal agencies, jurisdictional MPO members and the public in order to plan, program and promote improvements to the MPO’s transportation network”



Greenville Urban Area MPO Priorities

Quality of Life



Protect and enhance the environment and improve the quality of life for all citizens, while promoting consistency between transportation improvements and both local and State planned growth.

Safety & Security



Promote a safe and secure transportation system for all users, motorized and non-motorized.

Economic Vitality



Support the economic vitality of the entire Metropolitan Area by enabling competitiveness, productivity, and efficiency.

Network Preservation



Sustain and enhance the transportation system by promoting efficient management and operations.

Mobility & Connectivity



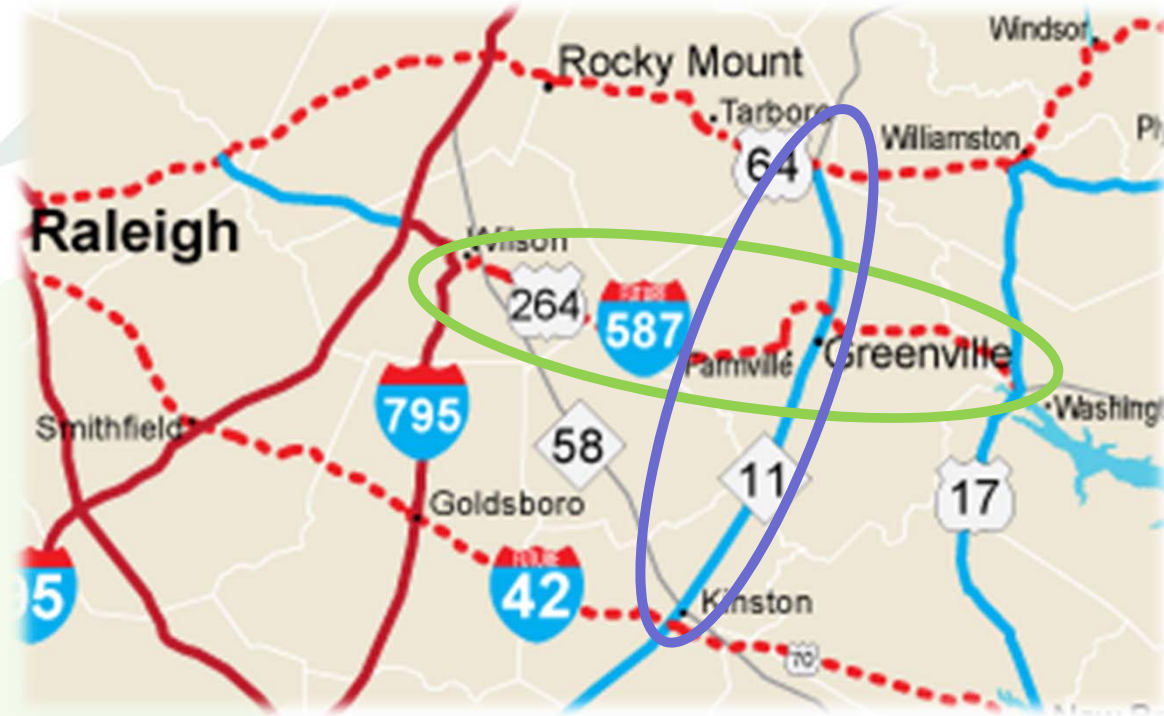
Create a balanced transportation system across all modes that encourages enhanced accessibility and connectivity for all people and freight.

Congestion & Travel Time Reliability



Consistently manage the transportation system to mitigate traffic congestion and ensure reliable travel times across the network.

- The MPO is currently promoting the development of East-West and North-South Interstate level corridors in the Greenville Urbanized Area
- Key routes, currently or planned, being studied for potential interstate level improvements include:
 - US 264 East of Greenville
 - NC 11/US 13
 - Remaining bypass routes completing Greenville outer loop
- US 264 West of Greenville (Future I-587) will begin interstate upgrades in 2019.



The Greenville Urban Area MPO is currently overseeing a study of the regional freight network to develop strategies to identify, plan and implement key multimodal freight network improvements to address freight needs now and in the future to support the community and economic development goals of the Region.



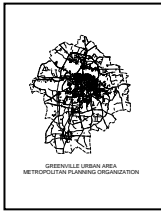
yourself in good company®

Mode Choice



Find yourself in good company®

- Coordination and development of arterial route corridor studies to define and promote growth along major thoroughfares while linking infrastructure development to sustain and address future development, congestion and mobility issues.
- Research and development of relationships necessary to continue public transportation system development.
- Continued discussion of passenger rail development connecting Greenville to Raleigh creating additional mobility options.
- Partnerships with community and economic development agencies to provide a safe, equitable and efficient transportation network that supports the community needs and economic opportunity.



Attachment 5b

Technical Coordinating Committee

Action Required

February 6, 2019

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Self-Certification of the Greenville Urban Area Metropolitan Planning Organization's (MPO) Transportation Planning Process for Fiscal Year 2020

Purpose: To Self-Certify the Greenville Urban Area MPO's transportation planning process for the upcoming fiscal year in coordination with the MPO's adoption of the 2020 Unified Planning Work Program.

Discussion: It is federally required that MPO's certify that their planning processes are compliant with all federal regulations for the upcoming fiscal year (2020). As a non "Transportation Management Area, or TMA, (MPO with 200,000 or more citizens)", it is permissible for the MPO to "self-certify" its practices by completing the attached Self Certification Checklist and providing it to NCDOT for review and confirmation. Staff has reviewed and confirmed that all planning practices and processes undertaken by the MPO are compliant with all applicable Federal and State regulations and request that the TCC recommend adoption of the MPO's self-certification to the Transportation Advisory Committee (TAC).

Action Needed: Request the TCC recommend that the TAC adopt Resolution 2019-01-GUAMPO self-certifying its planning practices and processes are compliant with all applicable Federal and State regulations.

Attachments: *Greenville Urban Area MPO Self Certification Check List Documentation*

Metropolitan Self Certification

23 CFR 450.334

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

GREENVILLE URBAN AREA
Metropolitan Planning Organization (MPO)
2019-2020 Self-Certification Process + Checklist

CFR 450.334

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

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

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

The MPO’s responses are in **bold**.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)] **Yes**
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (i)] **Yes. The policy board for the Greenville Urban Area is comprised of the Mayors of Greenville, Winterville, Simpson and Ayden, a County Commissioner representing the unincorporated area of Pitt County and an NCDOT Board Member**
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)] **Yes.**
4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314 **Yes**
 - a. Is there an adopted prospectus **Yes**
 - b. Are tasks and products clearly outlined **Yes**
 - c. Is the UPWP consistent with the LRTP **Yes**
 - d. Is the work identified in the UPWP completed in a timely fashion **Yes**
5. Does the area have a valid transportation planning process? **Yes**
23 U.S.C. 134; 23 CFR 450
 - a. Is the transportation planning process continuous, cooperative and comprehensive **Yes, the TCC and TAC Boards meet 4-5 times a year, are open to the public and are advertised.**
 - b. Is there a valid LRTP **Yes, adopted on August 5, 2014 (modified August 23, 2017) for years 2014-2040, an update of the current plan is underway.**
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption **Yes**
 - d. Does it address the 8-planning factors **Yes**
 - e. Does it cover all modes applicable to the area **Yes**
 - f. Is it financially constrained **Yes**
 - g. Does it include funding for the maintenance and operation of the system **Yes**
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable) **N/A**
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years) **Yes, next plan update scheduled for adoption in August, 2019**
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332 **Yes, 2018-2027 MTIP, adopted by the MPO on August 23, 2017.**
 - a. Is it consistent with the LRTP **Yes**
 - b. Is it fiscally constrained **Yes**
 - c. Is it developed cooperatively with the state and local transit operators **Yes**
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor **Yes, the current 2018-2027 MTIP was adopted by the local TAC on August 23, 2017. The current STIP was adopted by the Board of Transportation on August 1, 2017.**
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320 **N/A**
 - a. Is it consistent with the LRTP **N/A**
 - b. Was it used for the development of the TIP **N/A**
 - c. Is it monitored and reevaluated to meet the needs of the area **N/A**
8. Does the area have a process for including environmental mitigation discussions in the planning process? **Yes**

- a. How **Environmental mitigation is discussed in the 2014-2040 MTP**
 - b. Why not **N/A**
9. Does the planning process meet the following requirements: **Yes**
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; **N/A**
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; **Yes**
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; **Yes**
 - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; **Yes**
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Yes**
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; **Yes**
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; **Yes**
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and **Yes**
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. **Yes**
 - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898) **Yes**
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1) **Yes**
- a. Did the public participate in the development of the PIP? **Yes**
 - b. Was the PIP made available for public review for at least 45-days prior to adoption? **Yes**
 - c. Is adequate notice provided for public meetings? **Yes**
 - d. Are meetings held at convenient times and at accessible locations? **Yes, meetings are held during workdays and are held in publicly accessible locations, with sidewalk and public transit directly accessible.**
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Yes, the public may speak at a TCC or TAC meeting regarding transportation matters and provide written comments thru email or written correspondence. Each TCC/TAC meeting has a Public Comment Period.**
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? **Yes**
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website? **Yes, various items are available such as the Public Involvement Plan, TCC and TAC meeting agendas and minutes, MTIP, MTP, PWP, bicycle master plan, prioritization process, and priority list.**
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? SAFETEA-LU **Yes**
- a. How - **Resource agency coordination is documented in Appendix A of the 2014-2040 MTP.**
 - b. Why not **N/A**

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

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

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

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

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

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

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

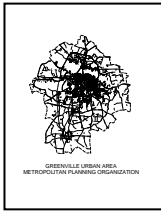
WHEREAS, the Transportation Plan has a planning horizon of at least 20 years and meets all the requirements for an adequate Transportation Plan;

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 2020.

Today, February 20, 2019.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary



Attachment 5c

Technical Coordinating Committee

Action Required

February 6, 2019

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Adoption of the Fiscal Year 2020 (2019-2020) Unified Planning Work Program (UPWP)

Purpose: Adopt the presented draft of the Greenville Urban Area Metropolitan Planning Organization's (MPO) FY 2020 (2019-2020) Unified Planning Work Program (UPWP).

Discussion: The Unified Planning Work Program (UPWP) is a federally mandated document that must be prepared yearly. The purpose of the UPWP is to illustrate the activities and expenditures anticipated by the MPO for the coming fiscal year. The MPO receives a yearly allocation of funding and rolls over funding from previous years that must be programmed and allocated to specific tasks and responsibilities such as regional planning, Prioritization, maintenance of the Metropolitan Transportation Improvement Program (MTIP), Title VI initiatives, Public Involvement etc... In FY 2020 the State of North Carolina has adjusted their allocation methodology no longer allowing MPO's to roll over past year funds. This change led staff of the MPO to coordinate with NCDOT and gain approval for the 2020 UPWP in order to program the requisite number funds proposed in the draft.

The proposed UPWP, originally presented to the Governing Committees of the MPO at their joint meeting on December 12, 2018, for FY 2020 was developed utilizing information provided by representatives of the MPO's participating communities and coordinated with NCDOT's Transportation Planning Division. The City of Greenville's Transit Manager provided information regarding future FTA-sponsored planning activities and needs as necessary for system specific funding.

MPO projects and special studies anticipated in the 2018-2019 period include:

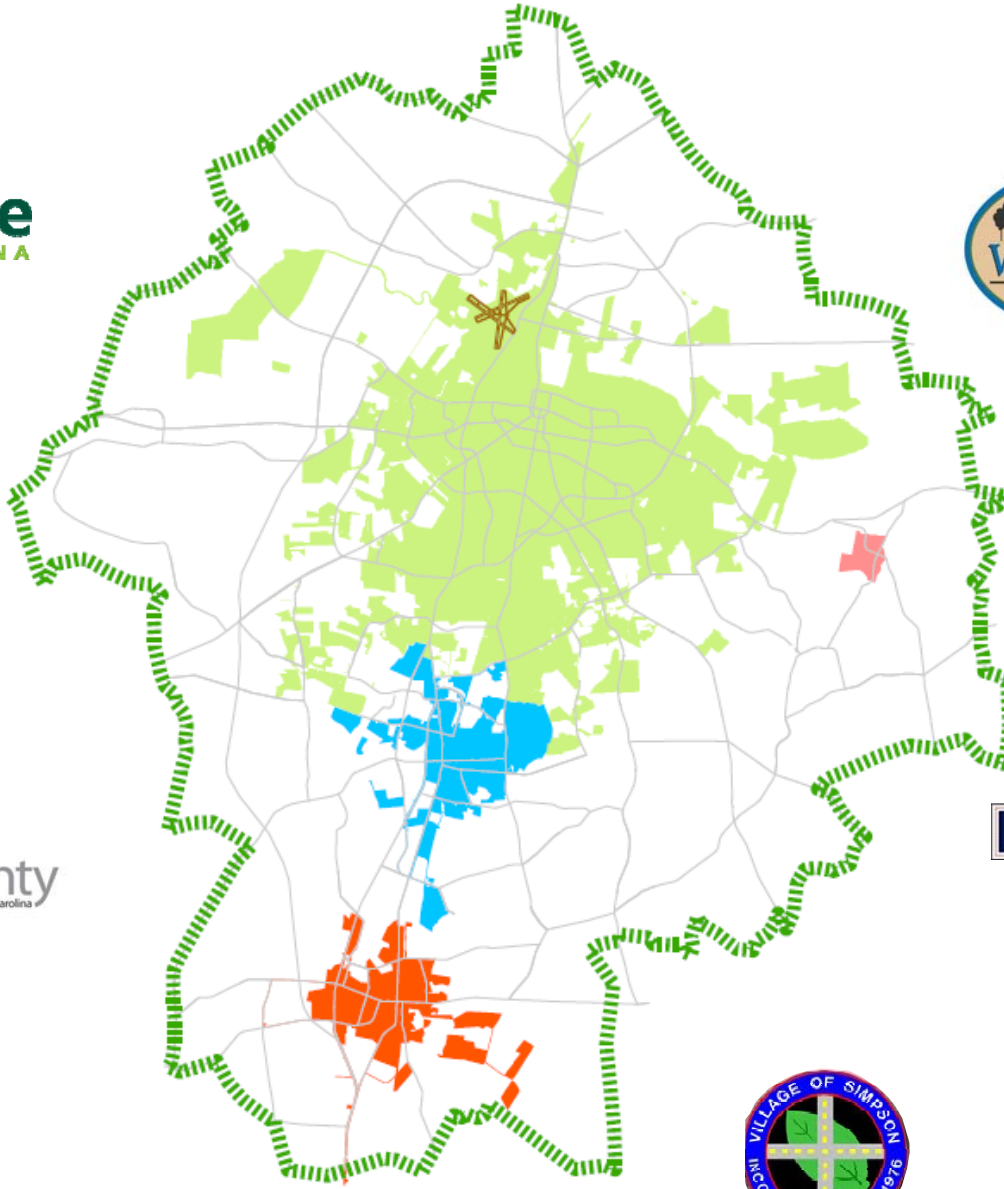
- Metropolitan Transportation Plan update (Task II-B-2, Regional Planning)
- Pitt County – CTP update assistance (Task II-B-2, Regional Planning)
- Eastern North Carolina Regional Freight Study (Task II-B-3, Special Studies)
- NC43/Charles Blvd Corridor Study (Task II-B-3, Special Studies)
- Pavement Condition Analysis (Task II-B-3, Special Studies)
- Uptown Greenville Area and Mobility Plan (Task II-B-3, Special Studies)

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

Action Needed: Request the TCC recommend adoption of the draft FY 2020 UPWP to the TAC.

Attachments: *Draft FY 2020 UPWP*

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



**Approved Greenville Urban Area
Metropolitan Planning Organization
February 6, 2019**

Table of Contents

<u>Section</u>	<u>Page</u>
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	12
General Task Description and Narratives	13-25
GUAMPO Task and Project Funding FY 2020	26
Transit Task Narrative	27
Anticipated DBE Contracting Opportunities	28
GUAMPO 5-Year Planning Activity Plan	29
MPO Self-Certification	30-32
GUAMPO Resolution of Self-Certification	33
GUAMMPO Resolution of UPWP FY 19 Adoption	34-35

Greenville Urban Area 2019-2020 PWP Narrative

UPWP Overview

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

Introduction

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

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

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

This Unified Planning Work Program (UPWP) for the Greenville Urban Area Metropolitan Planning Organization documents the transportation planning activities and related tasks to be accomplished during the federal fiscal year 2019-2020 (from July 1, 2019 through June 30, 2020). The goal of the MPO is to ensure a continuing, cooperative, and comprehensive ("3-C")

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

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

This document outlines metropolitan planning requirements and issues; then presents a work program of planning activities to address them during the fiscal years 2019-2020.

Federal Requirements

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

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

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

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

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

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

These factors are addressed through various work program tasks selected for fiscal year 2019-2020.

Fixing America’s Surface Transportation Act (FAST Act)

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

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

The Greenville Urban Area MPO, utilizing the 3-C planning method, has developed the following program to support and adhere to the above outlines strategies. Additionally planning activities will strive to support the Greenville Urban Area MPO’s 2014-2040 Metropolitan Transportation Plan (MTP) and the currently under development 2045 MTP which, both of which currently and in the future, serves as the MPO’s federally mandated multi-modal long range transportation plan.

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

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

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

Public Participation and Title VI

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

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

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

Metropolitan Transportation Plan and Metropolitan Transportation Improvement Program

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

The Metropolitan Transportation Plan (MTP) includes the following:

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

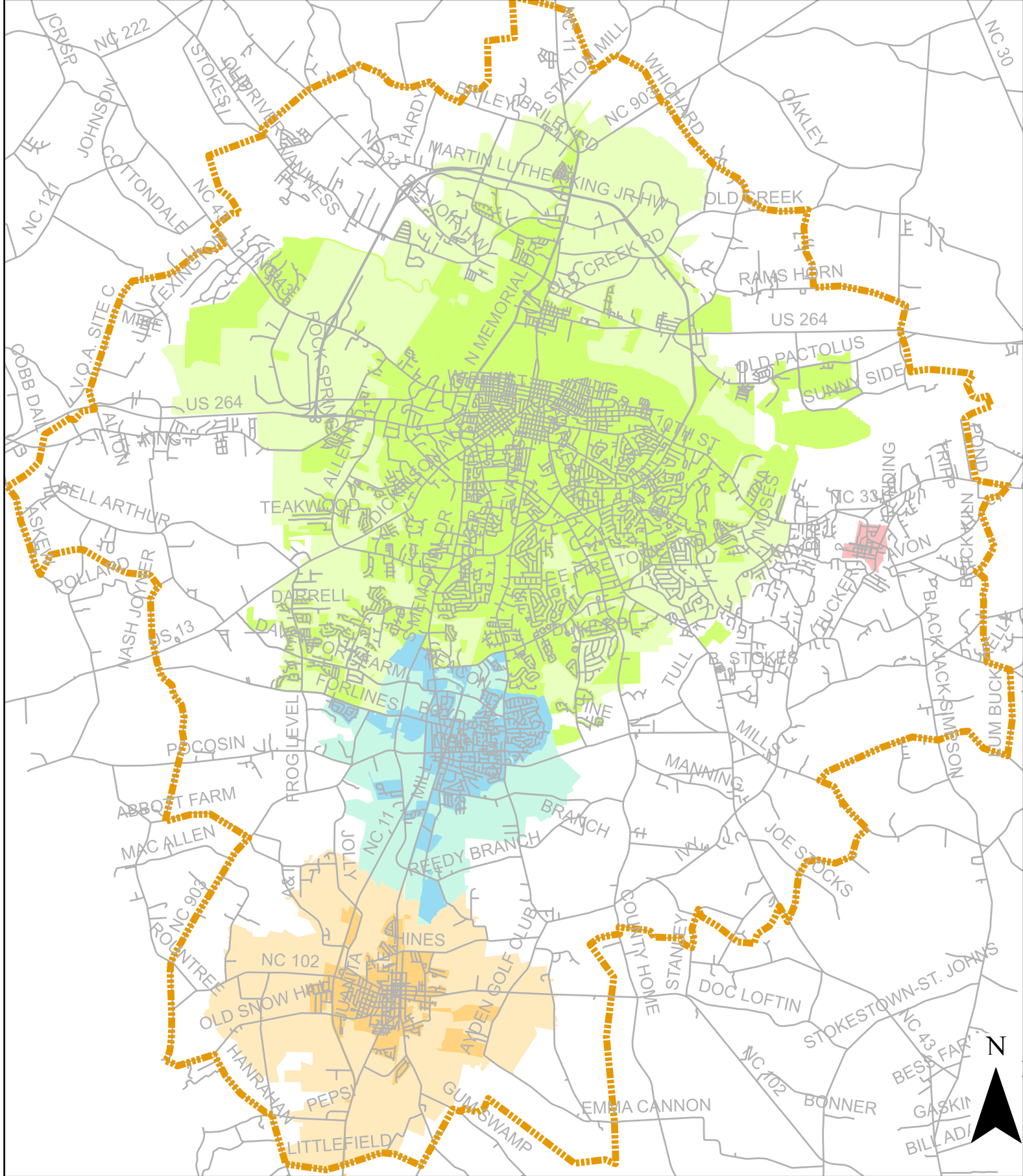
- A financial plan that demonstrates how the adopted transportation plan can be implemented;
- Operations and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods;
- Capital investment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

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

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

Air Quality Conformity Process

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



Legend

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

Greenville Urban Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEMBERS

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

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

Steve Tripp, Mayor
Town of Ayden

Doug Jackson, Mayor
Town of Winterville

ALTERNATE: *Tony Moore*

Richard Zeck, Mayor
Village of Simpson

Thomas Taft Jr.
Board of Transportation
NCDOT

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

TECHNICAL COORDINATING COMMITTEE MEMBERS

Kevin Mulligan
Director of Public Works
City of Greenville
Chair

Thomas Barnett
Chief Planner
City of Greenville

Lamont Jackson
Transit Manager
City of Greenville

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

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

Ann E. Wall
City Manager
City of Greenville

James Rhodes, AICP
Planning Director
Pitt County

Jonas Hill
Planner
Pitt County

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

Terri Parker
Town Manager
Town of Winterville

Steven Harrell
Town Manager
Town of Ayden

Stephen Smith
Community & Economic Planner
Town of Ayden

Richard Zeck
Mayor
Village of Simpson

Preston Hunter, PE
Division Engineer
Division 2, NCDOT

Steve Hamilton, PE
Division Traffic Engineer
Division 2, NCDOT

Michael Taylor
Assistant County Manager
Pitt Area Transit

Dominique Boyd
Greenville MPO Coordinator
Transportation Planning Branch
NCDOT

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

Jeff Cabaniss, PE
Project Development Engineer
Division 2, NCDOT

Kevin Richards
Planning Director
Mid-East Commission

William Bagnell
Associate Vice Chancellor
Campus Operations
East Carolina University

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

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

(non-voting)—Eliud De Jesus
Mid-East RPO

Membership as of January 11, 2019

Common Acronyms

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

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

Page Left Intentionally Blank

Explanation of Funding Sources in the UPWP

Overview

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

Metropolitan Planning Funds

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

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

State Planning and Research (SPR) Funds

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

Section 5303 Funds

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

Funding Summary FY 2019-2020 (Total funds programmed in PWP, including Transit funds)				
Funding Source	Federal Funding	State Funding	Local Match	Total
Planning Funds (PL 104)	\$ 309,200		\$ 77,300	\$ 386,500
State Planning and Research Funding (SPR)	\$ 60,000	\$ 11,250	\$ 3,750	\$ 75,000
Section 5303	\$ 33,600	\$ 4,200	\$ 4,200	\$ 42,000
Total	\$ 402,800	\$ 15,450	\$ 85,250	\$ 503,500

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

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

General Task Descriptions and Narratives

II-A Data and Planning Support

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

II-A-1 Networks and Support Systems

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

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

II-A-2 Travelers and Behavior

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

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

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

II-A-3 Transportation Modeling

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

- Assist NCDOT TPB with model updates as needed, including but not limited to, coordinating/working with any contracted consultants necessary to develop the update to the model.
- Update socioeconomic, roadway, and travel data. Review the model for any network and coding inconsistencies. Database update and/or any other travel demand modeling work associated with keeping the model up-to-date. Some of this work to be performed by NCDOT's Transportation Planning Branch along with use of consultant effort. A consultant may purchase mobile device signal data to develop origin and destination data, along with identifying other travel patterns.
- Assist with model updates and scenario runs by coordinating and supplying data about the network as needed. Test alternative roadway network scenarios.
- Review major land use changes and modify the travel demand model's TAZ files accordingly.
- Assist NCDOT TPB and the model team as needed with follow up or clarifications about SE Data forecasts or travel patterns. Drafting of any required documentation.
- Maintain fiscal model of the 2014-2040 MTP. Develop project cost estimates and identify funding sources available throughout the forecast years for the LRTP. Identify new and alternative funding sources.
- Update ongoing research about funding sources and refinement of long-range financial plan as needed.
- Provide data and local support for creation and implementation of fiscal model for the 2019-2045 MTP update
- Create project-level cost estimates where SPOT, TIP, or other NCDOT-sanctioned estimates are not available.

II-B Planning Process

II-B-1 Targeted Planning

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

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

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

II-B-2 Regional Planning

- **Community Goals and Objectives**
 - **Highway Element of the CTP/MTP**
 - **Transit Element of the CTP/MTP**
 - **Bicycle and Pedestrian Element of CTP/MTP**
 - **Airport/Air Travel Element of CTP/MTP**
 - **Collector Street Element of CTP/MTP**
 - **Rail, Waterway, or other Mode of the CTP/MTP**
 - **Assist NCDOT TPD with development of the County Wide CTP. This will require staff to work with the Mid-East RPO and to coordinate public involvement for development of a full CTP for Pitt County in 2.0 format.**
 - **Assist NCDOT TPB as needed with follow up or clarifications about travel patterns.**
 - **Establish regional goals, objectives, and policies.**
- Work with stakeholders, NCDOT, etc. to develop system plans, MTP/CTP updates.
 - Work with NCDOT PTD to update 5-year capital plans (as needed) for MPO transit providers (GREAT and PATS) in the region and assist providers with any changes in federal or state funding programs.
 - Funds in this task are also to reimburse Pitt County Staff for their work in development of the MPO and County's joint CTP.
 - Coordinate adoption and implementation of the MPO's 2045 MTP. Efforts will include data gathering/verification, meeting coordination, Public involvement and evaluation of MTP strategy and policy recommendation to ensure Plan continues to meet community goals and objectives. Staff will also routinely assess the need for MTP updates.
 - Coordinate Bike/Ped projects. LPA staff will also provide coordination with "Safe Route to Schools" programs. Coordinate with Greenville Bicycle and Pedestrian Commission, sub-committees and other community organizations interested in non-motorized travel, develop agendas and presentations, respond to commission and community requests, research best practices for related policies, and perform related work. Coordinate updates and/or implementation of the bicycle/pedestrian/greenway master plan.

- Coordinate with the Pitt-Greenville Airport and Federal Aviation Administration on future airport needs and travel patterns; incorporate connections for passenger and freight needs coming to/leaving the airport into the MTP update.
- Coordinate with the Pitt-Greenville Airport and Federal Aviation Administration on future airport needs and travel patterns; incorporate connections for passenger and freight needs coming to/leaving the airport into the MTP update.
- Mapping in support of TIP, Merger, Long Range Planning, Prioritization, and Complete Streets Subcommittee including project packet maps detailing existing and future land use, zoning, EJ demographics, planning context, and natural environment.
- Coordinate with private rail companies and ports in the region and potential projects where NCDOT/GUAMPO can facilitate cooperation.

II-B-3 Special Studies

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

- **Pavement Condition Analysis (\$100,000 Total -- \$80,000 Federal; \$20,000 Local Match)**
Conduct a study on pavement conditions within the municipalities of the MPO and select areas of Pitt County. The condition assessment is intended to provide in depth data on the corridor and link pavement condition necessary for local municipalities to properly plan resurfacing and capital projects and update our last condition assessment performed in 2013. The MPO will undergo a competitive RFP/RFQ process necessary to update our data but also produce any new and innovative data sets available regarding pavement condition. The MPO will provide the data produced to NCDOT in direct support of a federally mandated performance measure (PM2 – Pavement and Bridge Condition). Companies will utilize the most up to date processes and technology to study, analyze and compile pavement ratings, based on State, local and contractor jointly developed criteria, for all municipal maintained streets and select subdivision streets within the County that are proposed for NCDOT acceptance. This will amplify the NCDOT pavement analysis that is completed bi-annually and create a full scale data set for the area within the MPO's boundaries. This data is critical to local infrastructure planning and how local municipalities will allocate State and Federal funding.
- **Eastern North Carolina Freight Mobility Plan (\$75,000 Total -- \$60,000 SPR Funds; \$11,250 State; \$3,750 Local Match)**
Conduct a study and create a plan to support and streamline development of the eastern North Carolina multi-modal freight network centered on NCDOT Divisions 1, 2 and 3 and the planning organizations contained within. This plan will be a cooperative project between

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

- **NC 43 Corridor Study (\$45,000 Total -- \$36,000 Federal; \$9,000 Local Match)**
Conduct a study of the NC 43 corridor and its impact on the surrounding area including reconfigured transportation facilities and continued land-use development. Develop a small area/corridor plan with specific goals and objectives for maintaining optimum traffic circulation and to ensure appropriate development occurs along the corridor. The study area will encompass an approximate one-mile buffer on each side of the highway corridor with particular emphasis on intersections as well as any planned, new or realigned roadways and the planned coordination between transportation and land use development along the corridor.
- **Uptown Area and Mobility Master Plan (\$10,000 Total -- \$8,000 Federal; \$2,000 Local Match)**
Conduct a study and planning process necessary to develop a master plan for the City of Greenville's Uptown Core District. This plan will look to study the relationship of land development and/or redevelopment and transportation. As the Uptown Core continues to develop traditional transportation by vehicle continues to become more difficult creating the need to develop new mobility strategies that will link support and enhance development of an urban core. In addition to land use recommendations this effort will look at potential urban core facility, traffic, streetscaping and policy recommendations in order to increase the efficiency and leverage opportunity and funding.

III-A Unified Planning Work Program

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

III-A-1 Planning Work Program

- The Greenville Urban Area MPO will develop a Planning Work Program (PWP) with the guidance of the Technical Coordinating Committee (TCC) and MPO Board; Present the PWP for approval to the Transportation Advisory Committee and submit to the NCDOT Transportation Planning Branch.

- Actively manage the progress of consultants engaged in completing UPWP tasks.
- Develop the FY 5-year Planning Work Program Calendar.

III-A-2 Metrics and Performance Management

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

III-B Transportation Improvement Program

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

III-B-1 Prioritization

- Maintenance of a prioritized needs list (the SPOT list) of potential STIP projects across modes. Develop purpose and needs statements, as appropriate/needed.
- Work to update and improve local prioritization process for SPOT projects.
- Data, Maps and Resolutions for STIP Project Recommendations as needed.
- Attendance of any STIP- or SPOT-related meetings.
- Gathering and entry of data required for SPOT ranking of projects.

- Evaluate transportation projects. Review scoring methodology and score transportation projects, as requested by NCDOT.
- Attend SPOT-related workgroup/policy-development/planning workgroups or related meetings at a local, regional, or statewide level.
- Meet/work with local government entities to assist with prioritization or project development/refinement.

III-B-2 Metropolitan TIP

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

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

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

III-C-1 Title VI Compliance

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

III-C-2 Environmental Justice

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

III-C-3 Minority Business Enterprise Planning

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

III-C-4 Planning for the Elderly

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

III-C-5 Safety and Drug Control Planning

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

III-C-6 Public Involvement

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

III-C-7 Private Sector Participation

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

III-D Statewide and Extra-Regional Planning

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

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

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

III-E. Management and Operations

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

III-E Management Operations and Program Support Administration

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

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

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

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

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

1- MPO

2-	FTA Code	442100	442301	442500	442616	
3-	Task Code	III-E	II-B-2	III-B-2	III-C-5	Total
4-	Title of Planning Task	Program Support/Admin	Regional Planning (Transit Element of the MTP)	Transportation Improvement Program	Safety	
5-	Task Objective	Monitor and analyze the statistical and financial performance of the GREAT system so as to recommend improvements that will increase both the efficiency and effectiveness of the service provided.	Improve mobility	Develop transit needs	Maintain and improve system safety and security.	
6-	Tangible Product Expected	Prepare, publish and submit all monthly statistical and financial reports required by the local, state and federal governments. Prepare, publish and submit all recommendations for improving system performance to the appropriate governing body for review and approval.	The development of routes and schedules that can be incorporated into the LRTP.	List of transit needs	Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
7-	Expected Completion Date of Product(s)	6/30/2020	6/30/2020	6/30/2020	6/30/2020	
8-	Previous Work	Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for review and approval.	Evaluation of Short Range Transit Plan recommendations completed and preparations for service improvements were made.	2018-2027 STIP and TIP	Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	
9-	Prior FTA Funds	\$40,810	\$2,000		\$2,000	\$44,810
10-	Relationship To Other Activities					
11-	Agency Responsible for Task Completion	City of Greenville	City of Greenville	City of Greenville	City of Greenville	
12-	HPR - Highway - NCDOT 20%					
13-	HPR - Highway - FHWA 80%					
14-	Section 104 (f) PL Local 20%					
15-	Section 104 (f) PL FHWA 80%					
16-	Section 5303 Local 10%	\$3,600	\$200	\$200	\$200	\$4,200
17-	Section 5303 NCDOT 10%	\$3,600	\$200	\$200	\$200	\$4,200
18-	Section 5303 FTA 80%	\$28,800	\$1,600	\$1,600	\$1,600	\$33,600
	<i>Subtotal</i>	\$36,000	\$2,000	\$2,000	\$2,000	\$42,000
19-	Section 5307 Transit - Local 10%		\$0.00			\$0
20-	Section 5307 Transit - NCDOT 10%		\$0.00			\$0
21-	Section 5307 Transit - FTA 80%		\$0.00			\$0
	<i>Subtotal</i>		\$0.00			\$0
22-	Additional Funds - Local 100%					
	Grand total	\$36,000	\$2,000	\$2,000	\$2,000	\$42,000

Anticipated DBE Contracting Opportunities for FY 19-20

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

Person Completing Form: Ryan Purtle

Telephone Number: 252-329-4476

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

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

Greenville Urban Area MPO 5-year Plan

Fiscal Year	Certification of Planning Process	UPWP	Metropolitan Transportation Plan (5-year cycle)	Travel Demand Model Update	Annual Certification of Planning Processes	Prioritization	Metropolitan Transportation Improvement Program	Special Studies
2020	Yes	Development of FY 2021 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Complete adoption process for 2045 MTP (prior to August 2019) and post plan to website and disperse hard copies to each MPO member.	Monitor and update as required	Required	Begin P6.0	Adopt 2020-2029 MTIP	As Needed
2021	Yes	Development of FY 2022 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Finish P6.0	Draft MTIP Review, Amend current as required	As Needed
2022	Yes	Development of FY 2023 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Monitor and revise as required to keep document updated.	Monitor and update as required	Required	Begin 7.0*	Adopt 2022-2031 MTIP	As Needed
2023	Yes	Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Begin development of the 2050 MTP	Begin update of the Travel Demand model to horizon year of 2050	Required	Finish P7.0*	Draft MTIP Review, Amend current as required	As Needed
2024	Yes	Development of FY 2024 UPWP. Manage quarterly invoicing procedures and amend as needed. Perform annual self-certification.	Complete adoption process for 2050 MTP (prior to August 2024) and post plan to website and disperse hard copies to each MPO member.	Complete update of the Travel Demand model to horizon year of 2050	Required	Begin P8.0*	Adopt 2024-2033 MTIP	As Needed

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

Metropolitan Self Certification

23 CFR 450.334

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**RESOLUTION NO. 2019-02-GUAMPO
ADOPTING THE FISCAL YEAR 2020 (2019-2020) UNIFIED PLANNING WORK
PROGRAM (UPWP) OF THE GREENVILLE URBAN AREA METROPOLITAN
PLANNING ORGANIZATION**

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

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

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting a continuing, cooperative, and comprehensive transportation planning program in order to ensure that funds for transportation projects are effectively allocated to the Greenville Urban Area; and

WHEREAS, the City of Greenville has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program Funds; and

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for Fiscal Year (FY) 2020; and

WHEREAS, the MPO's adopted Long Range Transportation Plan, the Metropolitan Transportation Plan (MTP), has a more than 20-year planning horizon and meets all applicable requirements for an adequate Long Range Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has self-certified that the transportation planning processes of the Greenville Urban Area MPO meet all applicable Federal and State regulations for FY 2020 (2019-2020);

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

Today, February 20, 2019.

Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary

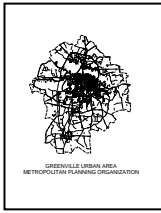
North Carolina
_____ County

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

WITNESS my hand and official seal, this the _____ day of _____ 2018.

_____, Notary Public

My commission Expires: _____



Attachment 5d

Technical Coordinating Committee

No Action Required

February 6, 2019

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Title VI Plan Update Review

Purpose: To present updates of the Greenville Urban Area Metropolitan Planning Organization's (MPO) Title VI to the Technical Coordinating Committee for review and comment.

Discussion: Title VI of the Civil Rights Act of 1964 states that *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."* Pursuant to State and Federal requirements, the Greenville Urban Area MPO is required to develop and maintain what is known as a Title VI Plan, ensuring compliance with the above statement in addition to establishing means to engage limited English proficiency (LEP) citizens in public outreach and engagement efforts.

In October 2018 North Carolina Department of Transportation's (NCDOT) Office of Civil Rights (OCR) informed the Transportation Planning Division that, after a substantial review, MPO's in North Carolina would need to update/revise Title VI Plans to remain compliant with current regulations. In response, Greenville Urban Area MPO staff has developed a draft Title VI Plan, with an updated LEP action plan, that meets current regulations. Revisions to the Title VI plan include:

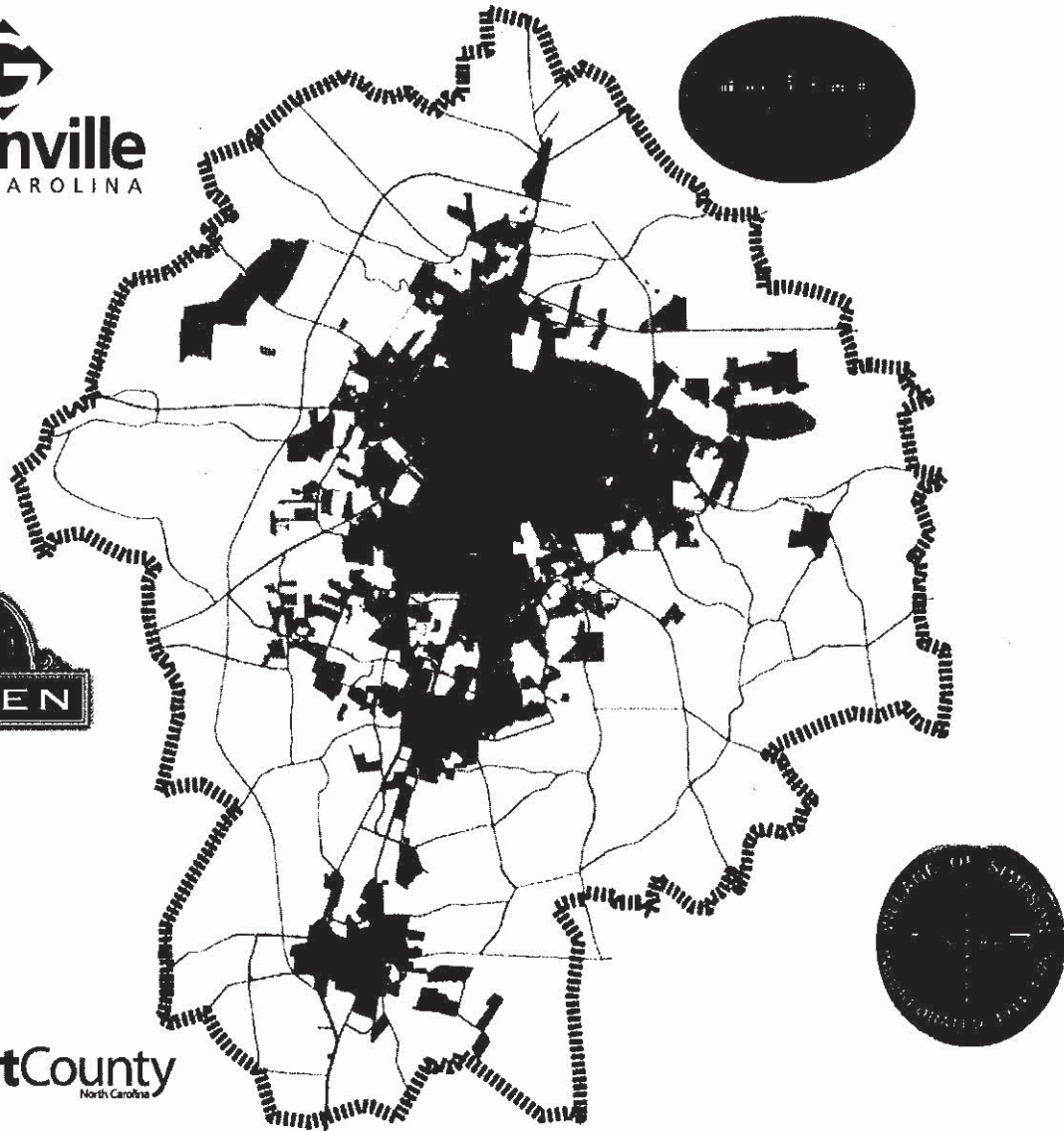
- Format Revision
- Updated Socio-Economic Data
- Updated Contact Information Responsibilities of Title VI Coordinator (MPO Staff)
- Current Applicable Regulations
- Revised Four Factor Analysis for LEP Planning
- Updated Policy and Complaint Procedure
- Updated Compliance and Enforcement Procedures

The draft Title VI will be brought back to the governing committees in April for formal consideration of adoption with any TCC, TAC and/or public comments received during the 45 day public comment period beginning on March 8, 2019 included.

Action Needed: No action is required at this time.

Attachments: *Greenville Urban Area MPO's Draft Title VI Plan.*

THE GREENVILLE URBAN AREA MPO TITLE VI PROGRAM PLAN



**Approved Greenville Urban Area
Metropolitan Planning Organization
TBD**

TABLE OF CONTENTS

TABLE OF CONTENTS	2
TITLE VI POLICY STATEMENT AND NOTICE OF NONDISCRIMINATION	3
STANDARD USDOT TITLE VI ASSURANCES	4
ORGANIZATION & STAFFING	4-5
ENVIRONMENTAL JUSTICE (EJ)	5-6
DATA COLLECTION/ANALYSIS/REPORTING	6
LIMITED ENGLISH PROFICIENCY (LEP)	6-10
DISSEMINATION OF TITLE VI INFORMATION	10-11
EXTERNAL DISCRIMINATION COMPLAINT PROCEDURES	11-13
REVIEW OF ORGANIZATIONAL DIRECTIVES	13
TITLE VI TRAINING	13
COMPLIANCE AND ENFORCEMENT PROCEDURES	13-14
APPENDIX A	
APPENDIX B	
APPENDIX C	
APPENDIX E	
APPENDIX F	
APPENDIX G	

TITLE VI POLICY STATEMENT AND NOTICE OF NONDISCRIMINATION

It is the policy of Greenville Urban Area Metropolitan Planning Organization (GUAMPO), as a federal-aid recipient, to ensure that no person shall, on the ground of **race, color, national origin, Limited English Proficiency, sex, age, or disability, (and low-income, where applicable)**, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of our programs and activities, as provided by Title VI of the Civil Rights Act of 1964, Executive Orders 12898 and 13166, the Civil Rights Restoration Act of 1987, and other pertinent nondiscrimination authorities.

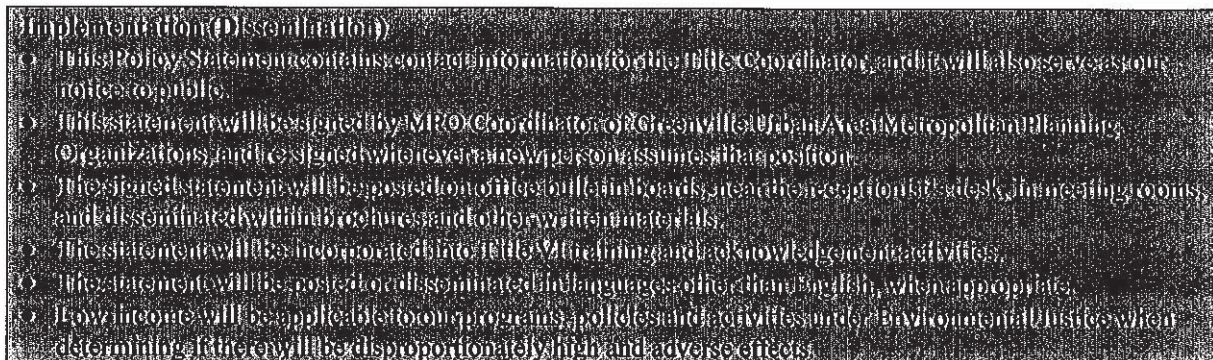
If you feel you have been subjected to discrimination, you may file a complaint. Allegations of discrimination should be promptly reported to our Title VI Coordinator.

Ryan Purtle
1500 Beatty Street
252-329-4476
RPurtle@GreenvilleNC.gov

This policy is an expression of our commitment to nondiscrimination and support of the Title VI Program.

Ryan Purtle, MPO Coordinator

January 22, 2019



STANDARD USDOT TITLE VI ASSURANCES

Please refer to **Appendix A** of this Plan for a copy of our completed, signed USDOT Title VI Assurances.

ORGANIZATION & STAFFING

A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law. When submitting a transportation improvement program to the state for inclusion in the statewide program, MPOs self-certify that they have met all federal requirements.

An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation (DOT), is called a Transportation Management Area (TMA). As described in 49 U.S.C. 5303(k), and in recognition of the greater complexity of transportation issues in large urban areas, an MPO in a TMA has a stronger voice in setting priorities for implementing projects listed in the transportation improvement program and are responsible for additional planning products. The planning processes in MPOs in TMAs also must be certified by the Secretary of DOT as being in compliance with federal requirements.

The Greenville Urban Area Metropolitan Planning Organization was established in 1992. Our Transportation Advisory Committee (TAC) has seven (7) members, and meets quarterly (four scheduled meetings with any additional meetings scheduled as necessary). Our Technical Coordinating Committee (TCC) has twenty-four (24) members, and meets quarterly (four scheduled meetings with any additional meetings scheduled as necessary). Please refer to **Appendix B** for lists of current TAC and TCC members.

Title VI Coordinator

Key responsibilities of the Coordinator include:

- Maintaining knowledge of Title VI and related requirements.
- Attending civil rights training when offered by NCDOT, FHWA or other federal agencies.
- Administering the Title VI Nondiscrimination Program and coordinating implementation of this Plan.
- Making sure internal staff and officials are familiar and complying with their Title VI obligations.
- Disseminating Title VI information internally and to the public, including in languages other than English.
- Presenting Title VI-related information to decision-making bodies for input and approval.
- Ensuring Title VI-related posters are prominently and publicly displayed.
- Developing a process to collect data related to race, national origin, sex, age, and disability to ensure minority, low-income, and other underserved groups are included and not discriminated against.
- Ensuring that non-elected boards and committees reflect the service area and minorities are represented.
- Promptly processing (receiving, logging, investigating and/or forwarding) discrimination complaints.
- Providing information to NCDOT and cooperating during compliance reviews and investigations.
- Promptly resolving deficiencies to ensure compliance with Title VI nondiscrimination requirements.

If the MPO Coordinator/Title VI Coordinator changes, the Title VI Policy Statement and USDOT Title VI Assurances, will immediately be updated, and an updated policy statement (and nondiscrimination agreement, if standalone) will be signed by the new MPO Coordinator/Title VI Coordinator.

Staffing

The Greenville MPO utilizes a staff of one (1), Transportation Planner, who serves as the MPO Coordinator with responsibilities include management of all MPO activities, including acting as the MPO's Title VI Coordinator

An organizational chart showing the Transportation Planner/MPO Coordinator/Title VI Coordinator's place within the City of Greenville organization (MPO currently employs one staff who is responsible for all MPO activities) is located in **Appendix C (reference "GUAMPO, Transportation Planner")**.

ENVIRONMENTAL JUSTICE (EJ)

In 1994, President William Jefferson Clinton issued Executive Order (EO) 12898, Federal Actions to Address Environmental Justice (EJ) in Minority Populations and Low-Income Populations. To comply with the EO, federal agencies developed EJ guidelines for their funding recipients, including Federal Highway Administration (FHWA) Order 6640.23A. Accordingly, the Greenville Urban Area Metropolitan Planning Organization will make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority populations and low-income populations.

EJ is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation and enforcement of environmental laws, regulations and policies. The three fundamental EJ principles that guide USDOT (affiliated) actions are:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including interrelated social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To achieve EJ, our programs will be administered so as to identify and avoid disproportionately high and adverse effects on minority populations and low-income populations by:

- (1) Identifying and evaluating environmental, public health, and interrelated social and economic effects of our programs, policies and activities;
- (2) Proposing measures to avoid, minimize and/or mitigate disproportionately high and adverse environmental and public health effects, and interrelated social and economic effects, and providing offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by our programs, policies and activities, where permitted by law;
- (3) Considering alternatives to proposed programs, policies, and activities, where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts to minority and/or low-income populations; and
- (4) Eliciting public involvement opportunities and considering the results thereof, including soliciting input from affected minority and low-income populations in considering alternatives.
- (5) Adding an EJ section to plans and studies, such as Long Range Plans, Public Involvement Plans, and Corridor Studies.

EJ analyses will be conducted to determine if our programs, policies, or activities will result in disproportionately high and adverse human health and environmental effects on minority populations and low-income populations. EJ applies to our policies, such as where public meetings will be held, and our projects, such as when we plan to construct or expand a facility. Thus, we will look at various alternatives and seek input from potentially affected communities before making a final decision. Demographic data will be collected to document public involvement in the decision-making process. EJ analyses will remain on file indefinitely, and copies will be provided to NCDOT, upon request, during compliance reviews or complaint investigations. (See Appendix D – Tables for Race/Ethnicity and Poverty)

DATA COLLECTION/ANALYSIS/REPORTING

Data collection, analysis and reporting are key elements of a successful Title VI enforcement strategy. To ensure that Title VI reporting requirements are met, The Greenville Urban Area Metropolitan Planning Organization will collect and maintain data on potential and actual beneficiaries of our programs and services. This section contains relevant population data for our overall service area. The data provides context for the Title VI Nondiscrimination Program and will be used to ensure nondiscrimination in public outreach and delivery of our programs. Please refer to **Appendix D** for demographic tables on Race & Ethnicity, Age & Sex, Disability, Poverty, and Household Income.

Population Locations

Recipients of FHWA funds are required to identify the characteristics and locations of populations they serve, particularly by race/ethnicity, poverty and limited English proficiency. We will document this narratively or through maps that overlay boundaries and demographic features on specific communities, and provide this information to NCDOT, upon request. (See **Appendix E** – Demographic/Equity Maps)

LIMITED ENGLISH PROFICIENCY (LEP)

Limited English Proficient (LEP) persons are individuals for whom English is not their primary language and who have a limited ability to read, write, speak, or understand English. These individuals reported to the U.S. Census Bureau that they speak English less than very well.

To comply with USDOT’s LEP Policy Guidance and Executive Order 13166, this section of our Title VI Plan outlines the steps the Greenville Urban Area Metropolitan Planning Organization (GUAMPO) will take to ensure meaningful access by LEP persons to all benefits, services and information provided under our programs and activities. A four factor analysis was conducted to determine the LEP language groups present in our planning area and the specific language services that are needed.

Four Factor Analysis

This Four Factor Analysis is an individualized assessment that balances the following four factors:

- (1) The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee;
- (2) The frequency with which LEP individuals come in contact with the program;
- (3) The nature and importance of the program, activity, or service provided by the recipient to people’s lives; and
- (4) The resources available to the recipient and costs.

Factor #1: <i>The number or proportion of LEP persons eligible to be served or likely to be encountered by the program, activity, or service of the recipient.</i>

LANGUAGE SPOKEN AT HOME	Estimate	Margin of Error	Percent of Population	Margin of Error
Total:	209,416	54	100%	0.026%
Speak only English	194,774	1155	93.01%	0.593%
Spanish:	10,248	826	4.89%	0.048%
Speak English "very well"	6,231	746	2.98%	11.972%
Speak English less than "very well"	4,017	572	1.918%	14.239%
Arabic:	453	429	0.216%	94.702%
Speak English "very well"	342	314	0.163%	91.813%
Speak English less than "very well"	111	120	0.053%	108.108%
Chinese (incl. Mandarin, Cantonese):	491	293	0.234%	59.674%
Speak English "very well"	198	148	0.095%	74.747%
Speak English less than "very well"	293	202	0.140%	68.942%

Spanish is the only language that meets Safe Harbor threshold (5% or above 1,000 for those who speak English less than “very well”) but the next two most spoken non-English languages are included for context purposes. As a note, the margin of area on Arabic and Chinese language groups is statistically significant. The above statistics reflect the Greenville-Washington Combined Statistical Area, for information regarding additional language groups please refer to page XX in Appendix E for the full data set table. As Spanish is a common language in our region the City of Greenville employs individuals fluent in Spanish that are able to assist Limited English Proficient (LEP) Spanish speakers provide comments and feedback to the Greenville Urban Area Metropolitan Planning Organization. Based on the equity maps provided in Appendix E, it can be seen that the LEP population is more concentrated within the rural areas of the County, specifically in the rural area in the northwest and southeast corner of the Greenville Urbanized Area.

Factor #2: *The frequency with which LEP individuals come in contact with the program.*

The small size of the LEP population in this region is not expected to increase disproportionately to the general population. However, to date, no requests have been made by either individuals or groups directly to the MPO for Spanish or other language interpreters or publications. Additionally no comments or public input has been received in any language other than English. Future requests for language assistance, or receive of public input in any language other than English will be monitored and used in future updates to this document and this Factor. The probability that Greenville Urban Area Metropolitan Planning Organization members will have future contact with LEP individuals is projected to remain similar to established patterns and occur very rarely.

The Greenville Urban Area Metropolitan Planning Organization conducts Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) meetings as needed throughout the year. Occasionally, the 16 MPO conducts open house public input workshops to receive input for regarding the Greenville Urban Area Metropolitan Planning Organization's prioritization list or for other projects, as they may occur. Community outreach is achieved through the Greenville Urban Area Metropolitan Planning Organization's website, in-person office visits to Greenville Urban Area Metropolitan Planning Organization staff, and though advertising in the local newspaper. The Greenville Urban Area Metropolitan Planning Organization will look for increased opportunities to advertise meetings and public involvement opportunities while also hosting public meetings and/or workshops in areas containing a greater population of LEP citizens in an effort to increase involvement with the LEP community of the Greenville Urbanized Area.

Factor #3: *The nature and importance of the program, activity, or service provided by the recipient to people's lives.*

The Greenville Urban Area Metropolitan Planning Organization's program uses federal funds to plan for future transportation projects, and therefore do not include any direct service or program that requires vital, immediate or emergency assistance, such as medical treatment or services for basic needs (like food or shelter). Further, the MPO does not conduct required activities such as applications, interviews or other activities prior to participation in its programs or events. Involvement by any citizen with the MPO or its committees is voluntary. However, the MPO must ensure that all segments of the population, including LEP persons, have been involved or have had the opportunity to be involved in the transportation planning process to be consistent with the goal of the Federal Environmental Justice program and policy. The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process for the use of federal funds in three (3) major work products for the MPO (each of the following bullet points represents a document created by the Greenville Urban Area Metropolitan Planning Organization):

- **The Unified Planning Work Program (UPWP)**, a one or two-year business plan outlining the Greenville Urban Area Metropolitan Planning Organization's planned activities and Federal expenditures.
- **The Transportation Improvement Program (TIP)**, a ten year (10) staged program of funded projects for all modes of travel. The TIP is based on and reflects the North Carolina Department of Transportation's Work Program and developed using the State's system of Prioritization that uses data to evaluate and fund the most important transportation projects across the State.
- **The Long Range Transportation Plan, (LRTP)**, also known as the Metropolitan Transportation Plan (MTP) is a twenty (20) year (or more) forecast of multi-modal transportation needs in the Greenville Urbanized Area that identifies policies, program and projects necessary to provide future safe and efficient travel in the Urban Area in the future and maintaining fiscal constraint.

The TIP document is developed by NCDOT. As such, any Spanish version of that document provided to the Greenville Urban Area Metropolitan Planning Organization by NCDOT will be made available on the MPO's website. Inclusive public participation is a priority consideration in other MPO plans, studies and programs as well. The impacts of transportation improvements resulting from these planning activities have an impact on all residents. Understanding and continued involvement are encouraged throughout the process. The Greenville Urban Area Metropolitan Planning Organization is concerned with input from all stakeholders, and every effort is taken to make the planning process as inclusive as possible.

As a result of the long range transportation planning process, selected projects receive approval for federal funding and progress towards project planning and construction under the responsibility of local jurisdictions or state transportation agencies. These state and local organizations have their own policies to ensure LEP individuals can participate in the process that shapes where, how and when a specific transportation project is implemented.

Factor #4: *The resources available to the recipient and costs.*

The Greenville Urban Area Metropolitan Planning Organization seeks input from all stakeholders, and every effort is made to ensure that the planning process is as inclusive as possible. Continued public involvement and participation is encouraged throughout the process. Given the small size of the LEP population within the Urban Area and financial constraints, full multi-language translations of large transportation plan documents, agenda packages, programs, and maps are not considered as warranted at this time. Moreover, based on the Greenville Urban Area Metropolitan Planning Organization's budget, the number of Greenville Urban Area Metropolitan Planning Organization staff, and rare occurrences MPO members encounter LEP persons, such activities would, at the present time, be cost prohibitive. However, as shown in the LEP Implementation Plan below, the Greenville Urban Area Metropolitan Planning Organization will seek to include the LEP community and is committed to including all residents in the transportation planning and decision-making process.

The Greenville Urban Area Metropolitan Planning Organization will continue its efforts to collaborate with state and local agencies to provide language translation and interpretation services when practical and in consideration of the funding available. When applicable, the translation of these documents will begin after the final English version has been completed. Spanish language outreach materials from organizations such as federal, state, and local transportation agencies will be used when possible. Staff of the Greenville Urban Area Metropolitan Planning Organization will also offer additional meeting locations for use for planning activities that are located in area with a greater population of LEP citizens.

LANGUAGE ASSISTANCE PLAN

As a result of the above four factor analysis, a Language Assistance Plan (Plan) was required. This Plan represents our commitment to ensuring nondiscrimination and meaningful access by persons who are Limited English Proficient (LEP). This Plan also details the mechanisms we will use to reach LEP persons and the language assistance services we provide. We will provide services to any person, upon request. If an individual is LEP, we will work with the individual to ensure they receive the needed transportation service. Our employees will be routinely oriented on the principles and practices of Title VI and LEP to ensure fairness in the administration of this Plan.

Language Assistance Measures

The following general language assistance measures are reasonable and achievable for our organization at this time:

- Translating public notices posted in the local paper and at stations, stops, and in vehicles into Spanish upon request.
- Vital documents—such as brochures with service times and routes—are translated into Spanish across the entire service area, and available in our facilities, and at other locations upon formal request.
- Making a concerted effort to inform LEP persons of available language assistance via staff, broadcast media, relationship-building with organizations, and our website.
- Posting vital bulletin board information and disseminating community surveys in various languages.
- Providing translation and interpretive services when appropriate (upon request or predetermined) at meetings.
- Determining how best to take public involvement to LEP groups directly, including through small group meetings.
- Where possible, utilizing or hiring staff who speak a language other than English and can provide competent language assistance.
 - Note: We will not ask community-based organizations (CBO) to provide, or serve as, interpreters at our meetings. Relying upon CBOs in that capacity could raise ethical concerns. If a CBO decides (on its own) to translate any materials for its constituents, or bring interpreters it trusts to our meetings, we will not object. That is their right.
- Using language identification flashcards to determine appropriate services.
- Establishing a process to obtain feedback on our language assistance measures.

Specific Measures by Language Group

- Spanish:
 - Holding small group meeting and/or workshops in areas of high LEP population.
 - Contacting LEP advocacy groups to identify key issues or opportunities for LEP population participation.
 - Increase dissemination of vital information to LEP community groups utilizing additional partner government agencies such as the Health Department and Housing Departments.

Written Translation and Oral Interpretation

Vital documents will be translated for each eligible LEP language group in our service area that constitutes 5% or 1,000, whichever is less, of the population of persons eligible to be served or likely to be encountered. Translated materials will be placed online and in appropriate public (or private) places accessible to LEP persons. The safe harbor provisions apply to the translation of written documents only, and do not affect the requirement to provide meaningful access to LEP individuals through competent oral interpreters where oral language services are needed and are reasonable. When appropriate, translation of any document will be communicated orally in the appropriate language.

In the event that the 5% trigger is reached for a LEP language group that is fewer than 50 persons, written notice will be provided in the primary language of that group of the right to receive competent oral interpretation of vital written materials, free of cost. The most effective method of notice, which could be an ad in the local newspaper or other publication, a radio commercial, or door hangers, will be determined in consideration of the circumstances on the ground and in coordination with LEP community contacts.

Staff Support for Language Assistance

- Our staff (including receptionists) will be provided a list of referral resources that can assist LEP persons with written translation and oral interpretation, including the Title VI Coordinator. This list will be updated as needed to remain current.
- All main offices will have available language assistance flashcards and materials translated into the languages that meet the safe harbor threshold. When encountering an LEP person, staff should present the individual with an iSpeak flashcard and let them choose the language. Do not assume their preferred language. Assistance may be sought from bilingual staff fluent in the identified language before contacting a referral resource. Document the encounter and report it to the Title VI Coordinator.
- Training: All employees will be instructed on our procedures for providing timely and reasonable assistance to LEP persons. New employee orientation will also explain these procedures to new hires. Staff routinely encountering LEP persons by telephone or in person will receive annual refresher training. All other employees will be reminded of LEP through annual Title VI program acknowledgements and basic Title VI trainings.

Project-Specific LEP Outreach

A project-specific four factor analysis will be conducted for any project or outreach event limited to a specific geographical area (i.e., the project study area or outreach area, respectively). Language assistance will be provided in accordance with the measures already outlined, including translating written materials for each LEP language group that is 5% or 1,000, whichever is less, of the project or outreach area population.

Monitoring and Updating the Language Assistance Plan

Monitoring of daily interactions with LEP persons will be continuous, thus language assistance techniques may be refined at any time. This Plan will be periodically reviewed—at least annually—to determine if our assistance measures and staff training are working. Resource availability and feedback from agency staff and the general public will be factors in the evaluation and any proposed updates. Among other practices, this process will include working with LEP community contacts to determine if our employees are responding appropriately to requests made with limited English or in languages other than English, and observing how agency staff responds to requests, including observing drivers or surveying riders. To the best of our ability, we will attempt to never eliminate a successful existing LEP service. Significant LEP program revisions will be approved or adopted by our board or designated official and dated accordingly. LEP data and procedures will be reviewed and updated at least once every three years.

DISSEMINATION OF TITLE VI INFORMATION

In accordance with 23 CFR 200.9(b)(12) and 49 CFR 21.9(d), the Greenville Urban Area Metropolitan Planning Organization will utilize community outreach and public education to disseminate Title VI information to our

employees, contractors, sub-recipients and the general public. Reasonable steps will be taken to make the public aware of their rights and our obligations under Title VI through, including, but not limited to:

- Visibly posting our Title VI Policy Statement in public areas at our facilities, on our website, at our meetings, and prominently in any documents and reports we distribute;
- Placing notices in newspapers and publications with a large circulation among minority groups in the general vicinity of projects and activities. Ads in newspapers and other publications shall include the following:

“The Greenville Urban Area Metropolitan Planning Organization operates without regard to **race, color, national origin, limited English proficiency, sex, age or disability**. For more information on our Title VI program, or how to file a discrimination complaint, please contact 252-329-4476 or by email at RPurtle@greenvillenc.gov.”
- Translating information into languages other than English that meet the LEP safe harbor threshold;
- Incorporating Title VI language into our contracts and agreements (See Appendix C for Title VI Contract Language); and
- Ensuring any contractors and sub-recipients we have also disseminate Title VI information.

Please refer to our Public Involvement Plan (PIP) for additional outreach methods we employ to comply Title VI. Our PIP can be found here: <https://www.greenvillenc.gov/government/public-works/engineering/greenville-urban-area-metropolitan-planning-organization>.

EXTERNAL DISCRIMINATION COMPLAINT PROCEDURES

These discrimination complaint procedures outline the process used by the Greenville Urban Area Metropolitan Planning Organization to process complaints of alleged discrimination filed under Title VI of the Civil Rights Act of 1964 and related nondiscrimination laws that are applicable to Greenville Urban Area Metropolitan Planning Organization programs, services, and activities. Complaints will be investigated by the appropriate authority. Upon completion of an investigation, the complainant will be informed of all avenues of appeal. Every effort will be made to obtain early resolution of complaints at the lowest level possible by informal means.

FILING OF COMPLAINTS

1. **Applicability** – These procedures apply to the beneficiaries of our programs, activities, and services, such as the members of the public and any consultants/contractors we hire.
2. **Eligibility** – Any person or class of persons who believes that he/she has been subjected to discrimination or retaliation prohibited by any of the Civil Rights authorities based upon race, color, national origin, sex, age, or disability, may file a written complaint. The law prohibits intimidation or retaliation of any sort. The complaint may be filed by the affected individual or a representative, and must be in writing.
3. **Time Limits and Filing Options** – A complaint must be filed no later than 180 calendar days after the following:
 - The date of the alleged act of discrimination; or
 - The date when the person(s) became aware of the alleged discrimination; or
 - Where there has been a continuing course of conduct, the date on which that conduct was discontinued or the latest instance of the conduct.

Complaints may be submitted to the following entities:

- **Greenville Urban Area Metropolitan Planning Organization**, Public Works Department-Engineering Division, 1500 Beatty Street, Greenville NC 27834; 252-329-4476; RPurtle@greenvillenc.gov.

- **North Carolina Department of Transportation**, Office of Civil Rights, External Civil Rights Section, 1511 Mail Service Center, Raleigh, NC 27699-1511; 919-508-1830 or toll free 800-522-0453
- **Federal Highway Administration**, North Carolina Division Office, 310 New Bern Avenue, Suite 410, Raleigh, NC 27601, 919-747-7010
- **US Department of Transportation**, Departmental Office of Civil Rights, External Civil Rights Programs Division, 1200 New Jersey Avenue, SE, Washington, DC 20590; 202-366-4070
- **US Department of Justice**, Special Litigation Section, Civil Rights Division, 950 Pennsylvania Avenue, NW, Washington, DC 20530, 202-514-6255 or toll free 877-218-5228

4. Format for Complaints – Complaints shall be in **writing** and **signed** by the complainant(s) or a representative and include the complainant’s name, address, and telephone number. Complaints received by fax or e-mail will be acknowledged and processed. Allegations received by telephone or in person will be reduced to writing, may be recorded and will be provided to the complainant for confirmation or revision before processing. Complaints will be accepted in other languages, including Braille.

5. Complaint Basis – Allegations must be based on issues involving race, color, national origin, sex, age, or disability. The term “basis” refers to the complainant’s membership in a protected group category.

Protected Categories	Definition	Examples	Applicable Statutes and Regulations
Race	An individual belonging to one of the accepted racial groups; or the perception, based usually on physical characteristics that a person is a member of a racial group	Black/African American, Hispanic/Latino, Asian, American Indian/Alaska Native, Native Hawaiian/Pacific Islander, White	Title VI of the Civil Rights Act of 1964; 49 CFR Part 21; 23 CFR 200. (Executive Order 13166)
Color	Color of skin, including shade of skin within a racial group	Black, White, brown, yellow, etc.	
National Origin (LEP)	Place of birth. Citizenship is not a factor. Discrimination based on language or a person’s accent is also covered.	Mexican, Cuban, Japanese, Vietnamese, Chinese	
Sex	Gender	Women and Men	1973 Federal-Aid Highway Act; Title IX of the Education Amendments of 1972.
Age	Persons of any age	21 year old person	Age Discrimination Act of 1975
Disability	Physical or mental impairment, permanent or temporary, or perceived.	Blind, alcoholic, para-amputee, epileptic, diabetic, arthritic	Section 504 of the Rehabilitation Act of 1973; Americans with Disabilities Act of 1990

Complaint Processing

1. When a complaint is received, an Acknowledgment Letter and a Complainant Consent/Release Form will be mailed to the complainant within ten (10) business days by registered mail.
2. We will consult with the NCDOT Title VI Program to determine the acceptability and jurisdiction of all complaints received. (Note: If NCDOT will investigate, the Title VI Program will be responsible for the remainder of this process. We will record the transfer of responsibility in our complaints log).
3. Additional information will be requested if the complaint is incomplete. The complainant will be provided 15 business days to submit any requested information and the signed Consent Release form. Failure to do so may be considered good cause for a determination of no investigative merit.
4. Upon receipt of the requested information and determination of jurisdiction, we will notify the complainant and respondent of whether the complaint has sufficient merit to warrant investigation.
5. If the complaint is investigated, the notification shall state the grounds of our jurisdiction, while informing the parties that their full cooperation will be required in gathering additional information and assisting the investigator.

6. If the complaint does not warrant investigation, the notification to the complainant shall specifically state the reason for the decision.

Complaint Log

1. When a complaint is received, the complaint will be entered into the Discrimination Complaints Log with other pertinent information, and assigned a **Case Number**. (Note: All complaints must be logged).
2. The complaints log will be submitted to the NCDOT's Civil Rights office during Title VI compliance reviews. (Note: NCDOT may also request the complaints log during pre-grant approval processes).
3. When reporting **no complaints**, check the **No Complaints or Lawsuits** box and sign the log.

Please refer to **Appendix F** for a copy of our Discrimination Complaint Form, Complaints Log, and Sample Investigation Template.

REVIEW OF ORGANIZATIONAL DIRECTIVES

It is the responsibility of every official who develops policies, procedures, manuals, guidelines, and other directives to ensure they have been reviewed for Title VI compliance. All staff members will assist in carrying out this requirement by making sure drafts of these documents are submitted to the Title VI Coordinator to ensure Title VI requirements are included.

TITLE VI TRAINING

All employees will receive basic Title VI training at least once every three years. New hires will receive this training within 15 days of their start date. Basic training will cover all sections of this Plan and our overall Title VI obligations. Staff may receive specialized training on how Title VI applies to their specific work areas. Those who routinely encounter the public, such as office personnel, call center staff, and vehicle drivers, will receive annual refresher training. Trainings will be provided or organized by the Title VI Coordinator and will often coincide with updates to our nondiscrimination policies and procedures. Records of staff trainings, such as agendas, sign-in sheets, copies of calendars, and certificates, will remain on file for at least three years (and in personnel files).

COMPLIANCE AND ENFORCEMENT PROCEDURES

FHWA recipients must have mechanisms in place to enforce compliance with Title VI. The Greenville Urban Area Metropolitan Planning Organization utilizes internal training, meetings, monitoring contractors, technical assistance, and findings from periodic NCDOT reviews to identify deficiencies and potential discrimination. If NCDOT identifies deficiencies, the Greenville Urban Area Metropolitan Planning Organization will correct all deficiencies within 90 days based on a Corrective Action Plan (CAP). If attempts by NCDOT to resolve a compliance issue are unsuccessful, NCDOT may take any or all of the following steps with FHWA's concurrence:

- a. Canceling, terminating, or suspending the contract or agreement in whole or in part;
- b. Refraining from extending any further assistance to the recipient under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the recipient.
- c. Taking such other action that may be deemed appropriate under the circumstances, until compliance or remedial action has been accomplished by the recipient.

- d. Referring the case to the FHWA for appropriate administrative or legal proceedings.
- e. Other means authorized by law.

To ensure compliance with Title VI, The Greenville Metropolitan Planning Organization will take proactive steps to prevent discrimination in our programs and activities, including the following:

- Conduct periodic Title VI training;
- Address Title VI issues at staff meetings;
- Participate or cooperate during compliance reviews conducted by NCDOT;
- Inform and monitor any consultants/contractors regarding their Title VI obligations, including review of contracts for nondiscrimination language;
- Customize public outreach according to the situation or community at hand;
- Build a system of mutual trust and two-way communication with the public;
- Maintain pertinent demographic data (statistical);
- Ensure policies and procedures support and comply with Title VI;
- Document processes & activities related to Title VI.

If the Greenville Urban Area Metropolitan Planning Organization identifies compliance issues with our consultants/contractors, we will also take corrective action. If attempts at corrective action are unsuccessful, any or all of the following steps may be taken with NCDOT's concurrence:

- a. Canceling, terminating, or suspending the contract or agreement with the consultant/contractor in whole or in part.
- b. Taking such other action that may be deemed appropriate under the circumstances.
- c. Referring the case to the NCDOT for appropriate administrative or legal proceedings.

Appendix A: Greenville Urban Area Metropolitan Planning Organization's Title VI Assurances

**Appendix B
TAC and TCC Members and Responsibilities**

**TRANSITION/ADDED BY
COMMITTEES**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

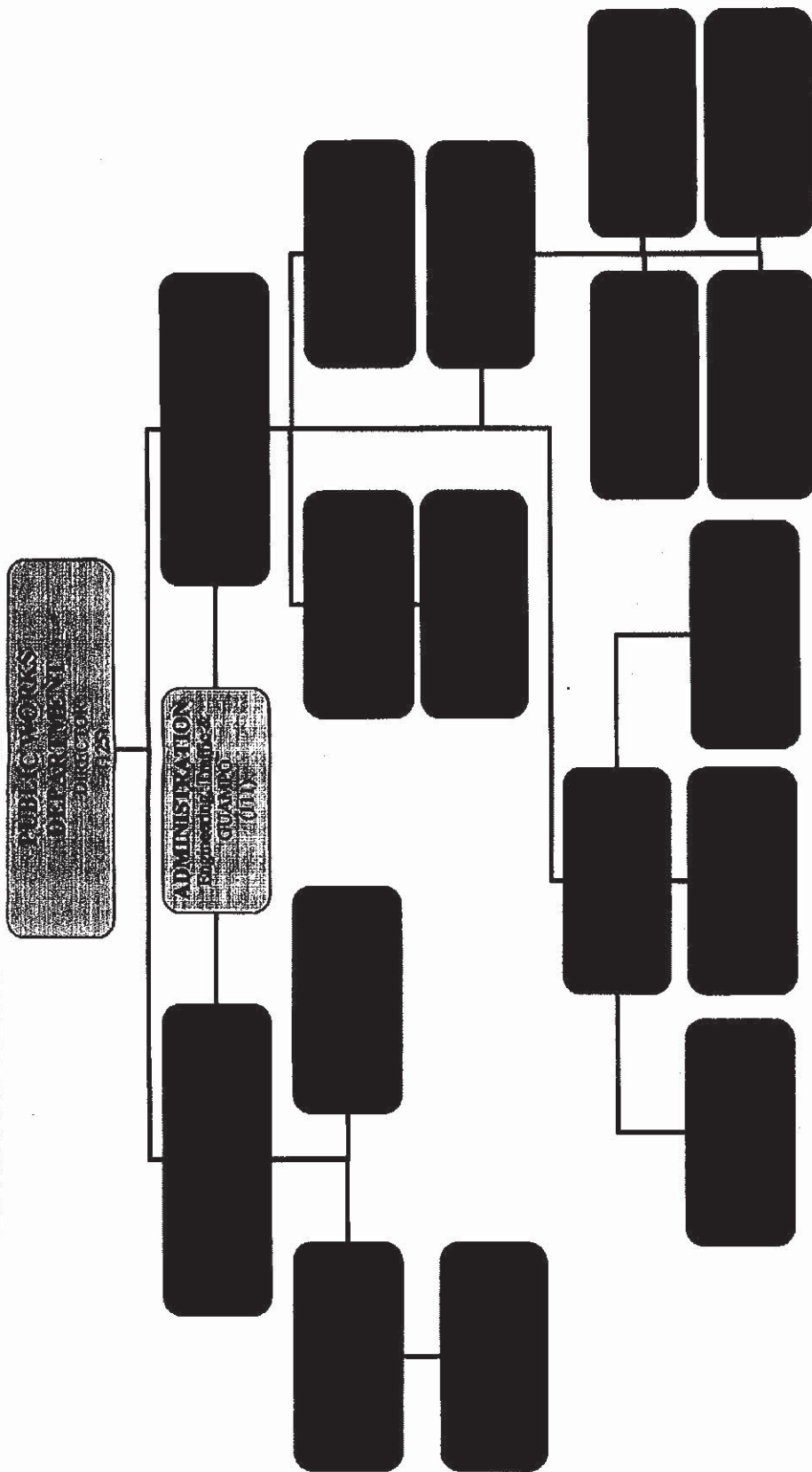
[REDACTED]

[REDACTED]

Membership as of January 11, 2019

Appendix C
Organizational Chart

ENGINEERING DIVISION ORGANIZATIONAL CHART



Appendix D Demographic Tables

Race and Ethnicity

The following table was completed using data from Census Table QT-P3, Race and Hispanic or Latino Origin: 2010:

Subject	Number	Percent
RACE		
Total population	189,510	100.0
One race	185,808	98.0
White	109,925	58.0
Black or African American	65,221	34.4
American Indian and Alaska Native	736	0.4
American Indian, specified [1]	377	0.2
Alaska Native, specified [1]	9	0.0
Both American Indian and Alaska Native, specified [1]	0	0.0
American Indian or Alaska Native, not specified	350	0.2
Asian	2,685	1.4
Native Hawaiian and Other Pacific Islander	103	0.1
Some Other Race	7,138	3.8
Two or More Races	3,702	2.0
Two races with Some Other Race	729	0.4
Two races without Some Other Race	2,663	1.4
Three or more races with Some Other Race	63	0.0
Three or more races without Some Other Race	247	0.1
HISPANIC OR LATINO		
Total population	189,510	100.0
Hispanic or Latino (of any race)	12,256	6.5
Mexican	9,059	4.8
Puerto Rican	930	0.5
Cuban	207	0.1
Other Hispanic or Latino [2]	2,060	1.1
Not Hispanic or Latino	177,254	93.5
RACE AND HISPANIC OR LATINO		
Total population	189,510	100.0
One race	185,808	98.0
Hispanic or Latino	11,443	6.0

Subject	Number	Percent
Not Hispanic or Latino	174,365	92.0
Two or More Races	3,702	2.0
Hispanic or Latino	813	0.4
Not Hispanic or Latino	2,889	1.

X Not applicable.

[1] "American Indian, specified" includes people who provided a specific American Indian tribe, such as Navajo or Blackfeet. "Alaska Native, specified" includes people who provided a specific Alaska Native group, such as Inupiat or Yup'ik.

[2] This category is comprised of people whose origins are from the Dominican Republic, Spain, and Spanish-speaking Central or South American countries. It also includes general origin responses such as "Latino" or "Hispanic."

Source: U.S. Census Bureau, 2010 Census.

Age and Sex

The following table was completed using data from Census Table QT-P1, Age Groups and Sex: 2010:

Age	Number			Percent			Males per 100 females
	Both sexes	Male	Female	Both sexes	Male	Female	
Total population	189,510	90,817	98,693	100.0	100.0	100.0	92.0
Under 5 years	12,620	6,514	6,106	6.7	7.2	6.2	106.7
5 to 9 years	11,763	6,086	5,677	6.2	6.7	5.8	107.2
10 to 14 years	11,465	5,843	5,622	6.0	6.4	5.7	103.9
15 to 19 years	16,760	7,754	9,006	8.8	8.5	9.1	86.1
20 to 24 years	22,890	10,692	12,198	12.1	11.8	12.4	87.7
25 to 29 years	14,522	7,215	7,307	7.7	7.9	7.4	98.7
30 to 34 years	12,674	6,286	6,388	6.7	6.9	6.5	98.4
35 to 39 years	12,002	5,928	6,074	6.3	6.5	6.2	97.6
40 to 44 years	11,523	5,728	5,795	6.1	6.3	5.9	98.8
45 to 49 years	12,003	5,726	6,277	6.3	6.3	6.4	91.2
50 to 54 years	12,200	5,707	6,493	6.4	6.3	6.6	87.9
55 to 59 years	10,763	5,106	5,657	5.7	5.6	5.7	90.3
60 to 64 years	9,041	4,257	4,784	4.8	4.7	4.8	89.0
65 to 69 years	6,198	3,021	3,177	3.3	3.3	3.2	95.1
70 to 74 years	4,593	2,020	2,573	2.4	2.2	2.6	78.5
75 to 79 years	3,507	1,384	2,123	1.9	1.5	2.2	65.2
80 to 84 years	2,613	921	1,692	1.4	1.0	1.7	54.4
85 to 89 years	1,582	463	1,119	0.8	0.5	1.1	41.4
90 years and over	791	166	625	0.4	0.2	0.6	26.6

Age	Number			Percent			Males per 100 females
	Both sexes	Male	Female	Both sexes	Male	Female	
Under 18 years	42,750	21,871	20,879	22.6	24.1	21.2	104.8
18 to 64 years	127,476	60,971	66,505	67.3	67.1	67.4	91.7
18 to 24 years	32,748	15,018	17,730	17.3	16.5	18.0	84.7
25 to 44 years	50,721	25,157	25,564	26.8	27.7	25.9	98.4
25 to 34 years	27,196	13,501	13,695	14.4	14.9	13.9	98.6
35 to 44 years	23,525	11,656	11,869	12.4	12.8	12.0	98.2
45 to 64 years	44,007	20,796	23,211	23.2	22.9	23.5	89.6
45 to 54 years	24,203	11,433	12,770	12.8	12.6	12.9	89.5
55 to 64 years	19,804	9,363	10,441	10.5	10.3	10.6	89.7
65 years and over	19,284	7,975	11,309	10.2	8.8	11.5	70.5
65 to 74 years	10,791	5,041	5,750	5.7	5.6	5.8	87.7
75 to 84 years	6,120	2,305	3,815	3.2	2.5	3.9	60.4
85 years and over	2,373	629	1,744	1.3	0.7	1.8	36.1
16 years and over	151,440	71,283	80,157	79.9	78.5	81.2	88.9
18 years and over	146,760	68,946	77,814	77.4	75.9	78.8	88.6
21 years and over	130,909	61,957	68,952	69.1	68.2	69.9	89.9
60 years and over	28,325	12,232	16,093	14.9	13.5	16.3	76.0
62 years and over	24,422	10,381	14,041	12.9	11.4	14.2	73.9
67 years and over	16,558	6,643	9,915	8.7	7.3	10.0	67.0
75 years and over	8,493	2,934	5,559	4.5	3.2	5.6	52.8
Median age (years)	31.8	31.0	32.6	(X)	(X)	(X)	(X)

X Not applicable.

Source: U.S. Census Bureau, 2010 Census.

Summary File 1, Tables P12, P13, and PCT12.

Disability

The following table was completed using data from Census Table S1810, Disability Characteristics dated 2017:

80060	Greenville, NC Metro Area					
	Total		With a disability		Percent with a disability	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total civilian noninstitutionalized population	177,667	+/-645	23,223	+/-2,995	13.1%	+/-1.7
SEX						
Male	84,562	+/-1,106	10,633	+/-2,014	12.6%	+/-2.4
Female	93,105	+/-1,138	12,590	+/-1,728	13.5%	+/-1.8
RACE AND HISPANIC OR LATINO ORIGIN						
White alone	101,249	+/-1,792	12,760	+/-2,075	12.6%	+/-2.1
Black or African American alone	61,546	+/-1,146	9,630	+/-2,197	15.6%	+/-3.6
American Indian and Alaska Native alone	N	N	N	N	N	N
Asian alone	N	N	N	N	N	N
Native Hawaiian and Other Pacific Islander alone	N	N	N	N	N	N
Some other race alone	N	N	N	N	N	N
Two or more races	N	N	N	N	N	N
White alone, not Hispanic or Latino	96,685	+/-765	12,308	+/-2,024	12.7%	+/-2.1
Hispanic or Latino (of any race)	11,326	+/-75	787	+/-500	6.9%	+/-4.4
AGE						
Under 5 years	10,410	+/-733	219	+/-359	2.1%	+/-3.4
5 to 17 years	27,634	+/-796	2,442	+/-1,446	8.8%	+/-5.2
18 to 34 years	57,269	+/-1,385	2,511	+/-1,187	4.4%	+/-2.1
35 to 64 years	59,944	+/-1,091	7,679	+/-1,607	12.8%	+/-2.7
65 to 74 years	13,609	+/-679	5,866	+/-1,144	43.1%	+/-8.7
75 years and over	8,801	+/-647	4,506	+/-919	51.2%	+/-10.8
DISABILITY TYPE BY DETAILED AGE						
With a hearing difficulty	(X)	(X)	6,257	+/-1,571	3.5%	+/-0.9
Population under 18 years	38,044	+/-568	219	+/-359	0.6%	+/-0.9
Population under 5 years	10,410	+/-733	219	+/-359	2.1%	+/-3.4
Population 5 to 17 years	27,634	+/-796	0	+/-207	0.0%	+/-0.6
Population 18 to 64 years	117,213	+/-983	1,829	+/-774	1.6%	+/-0.7

Subject	Greenville, NC Metro Area					
	Total		With a disability		Percent with a disability	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 18 to 34 years	57,269	+/-1,385	539	+/-466	0.9%	+/-0.8
Population 35 to 64 years	59,944	+/-1,091	1,290	+/-604	2.2%	+/-1.0
Population 65 years and over	22,410	+/-491	4,209	+/-1,339	18.8%	+/-6.0
Population 65 to 74 years	13,609	+/-679	2,136	+/-929	15.7%	+/-6.7
Population 75 years and over	8,801	+/-647	2,073	+/-882	23.6%	+/-9.9
With a vision difficulty	(X)	(X)	4,875	+/-1,175	2.7%	+/-0.7
Population under 18 years	38,044	+/-568	607	+/-449	1.6%	+/-1.2
Population under 5 years	10,410	+/-733	0	+/-207	0.0%	+/-1.7
Population 5 to 17 years	27,634	+/-796	607	+/-449	2.2%	+/-1.6
Population 18 to 64 years	117,213	+/-983	1,624	+/-639	1.4%	+/-0.5
Population 18 to 34 years	57,269	+/-1,385	269	+/-209	0.5%	+/-0.4
Population 35 to 64 years	59,944	+/-1,091	1,355	+/-613	2.3%	+/-1.0
Population 65 years and over	22,410	+/-491	2,644	+/-679	11.8%	+/-3.1
Population 65 to 74 years	13,609	+/-679	1,240	+/-668	9.1%	+/-4.9
Population 75 years and over	8,801	+/-647	1,404	+/-618	16.0%	+/-7.2
With a cognitive difficulty	(X)	(X)	9,097	+/-2,060	5.4%	+/-1.2
Population under 18 years	27,634	+/-796	1,618	+/-1,374	5.9%	+/-5.0
Population 18 to 64 years	117,213	+/-983	4,045	+/-1,386	3.5%	+/-1.2
Population 18 to 34 years	57,269	+/-1,385	1,683	+/-914	2.9%	+/-1.6
Population 35 to 64 years	59,944	+/-1,091	2,362	+/-838	3.9%	+/-1.4
Population 65 years and over	22,410	+/-491	3,434	+/-1,186	15.3%	+/-5.2
Population 65 to 74 years	13,609	+/-679	1,917	+/-835	14.1%	+/-6.1
Population 75 years and over	8,801	+/-647	1,517	+/-752	17.2%	+/-8.4
With an ambulatory difficulty	(X)	(X)	13,027	+/-2,048	7.8%	+/-1.2
Population under 18 years	27,634	+/-796	594	+/-500	2.1%	+/-1.8
Population 18 to 64 years	117,213	+/-983	4,746	+/-1,274	4.0%	+/-1.1
Population 18 to 34 years	57,269	+/-1,385	542	+/-489	0.9%	+/-0.9
Population 35 to 64 years	59,944	+/-1,091	4,204	+/-1,108	7.0%	+/-1.9
Population 65 years and over	22,410	+/-491	7,687	+/-1,412	34.3%	+/-6.4
Population 65 to 74 years	13,609	+/-679	4,705	+/-1,183	34.6%	+/-8.9
Population 75 years and over	8,801	+/-647	2,982	+/-819	33.9%	+/-9.5
With a self-care difficulty	(X)	(X)	4,253	+/-1,269	2.5%	+/-0.8

Subject	Greenville, NC Metro Area					
	Total		With a disability		Percent with a disability	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population under 18 years	27,634	+/-796	220	+/-263	0.8%	+/-0.9
Population 18 to 64 years	117,213	+/-983	1,968	+/-975	1.7%	+/-0.8
Population 18 to 34 years	57,269	+/-1,385	543	+/-524	0.9%	+/-0.9
Population 35 to 64 years	59,944	+/-1,091	1,425	+/-833	2.4%	+/-1.4
Population 65 years and over	22,410	+/-491	2,065	+/-666	9.2%	+/-3.0
Population 65 to 74 years	13,609	+/-679	927	+/-457	6.8%	+/-3.4
Population 75 years and over	8,801	+/-647	1,138	+/-547	12.9%	+/-6.0
With an independent living difficulty	(X)	(X)	7,544	+/-1,637	5.4%	+/-1.2
Population 18 to 64 years	117,213	+/-983	2,522	+/-1,083	2.2%	+/-0.9
Population 18 to 34 years	57,269	+/-1,385	973	+/-733	1.7%	+/-1.3
Population 35 to 64 years	59,944	+/-1,091	1,549	+/-734	2.6%	+/-1.2
Population 65 years and over	22,410	+/-491	5,022	+/-1,154	22.4%	+/-5.2
Population 65 to 74 years	13,609	+/-679	2,530	+/-951	18.6%	+/-6.9
Population 75 years and over	8,801	+/-647	2,492	+/-825	28.3%	+/-9.5

Subject	Greenville, NC Metro Area					
	Total		With a disability		Percent with a disability	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error

Source: U.S. Census Bureau, 2017 American Community Survey 1-Year Estimates

Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Poverty

The following table was completed using data from Census Table S1701, Poverty Status in 2017:

Subject	Greenville, NC Metro Area					
	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population for whom poverty status is determined	173,030	+/-1,239	38,138	+/-5,018	22.0%	+/-2.9
AGE						
Under 18 years	38,012	+/-575	12,590	+/-2,737	33.1%	+/-7.2
Under 5 years	10,410	+/-733	3,667	+/-965	35.2%	+/-9.8
5 to 17 years	27,602	+/-801	8,923	+/-2,373	32.3%	+/-8.6
Related children of householder under 18 years	37,689	+/-660	12,267	+/-2,781	32.5%	+/-7.3
18 to 64 years	112,608	+/-1,506	23,989	+/-2,856	21.3%	+/-2.5
18 to 34 years	52,587	+/-1,697	15,596	+/-2,493	29.7%	+/-4.5
35 to 64 years	60,021	+/-1,084	8,393	+/-1,828	14.0%	+/-3.0
60 years and over	32,419	+/-1,291	2,549	+/-813	7.9%	+/-2.6
65 years and over	22,410	+/-491	1,559	+/-706	7.0%	+/-3.2
SEX						
Male	83,139	+/-1,187	14,497	+/-2,446	17.4%	+/-2.9
Female	89,891	+/-1,532	23,641	+/-3,408	26.3%	+/-3.8
RACE AND HISPANIC OR LATINO ORIGIN						
White alone	97,864	+/-1,971	12,629	+/-2,696	12.9%	+/-2.7
Black or African American alone	60,409	+/-1,315	21,099	+/-4,473	34.9%	+/-7.4
American Indian and Alaska Native alone	N	N	N	N	N	N
Asian alone	N	N	N	N	N	N
Native Hawaiian and Other Pacific Islander alone	N	N	N	N	N	N
Some other race alone	6,968	+/-1,790	3,867	+/-2,387	55.5%	+/-28.7
Two or more races	N	N	N	N	N	N
Hispanic or Latino origin (of any race)	10,955	+/-337	3,713	+/-2,297	33.9%	+/-21.0
White alone, not Hispanic or Latino	93,671	+/-1,008	12,337	+/-2,668	13.2%	+/-2.8
EDUCATIONAL ATTAINMENT						
Population 25 years and over	106,859	+/-966	14,465	+/-2,605	13.5%	+/-2.4
Less than high school graduate	10,248	+/-2,073	2,760	+/-1,177	26.9%	+/-9.8

Subject	Greenville, NC Metro Area					
	Total		Below poverty level		Percent below poverty level	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
High school graduate (includes equivalency)	21,727	+/-2,540	4,854	+/-1,496	22.3%	+/-6.2
Some college, associate's degree	37,752	+/-3,698	4,712	+/-1,427	12.5%	+/-3.5
Bachelor's degree or higher	37,132	+/-3,082	2,139	+/-893	5.8%	+/-2.4
EMPLOYMENT STATUS						
Civilian labor force 16 years and over	91,702	+/-3,479	13,038	+/-2,266	14.2%	+/-2.4
Employed	84,782	+/-3,131	9,400	+/-1,692	11.1%	+/-2.0
Male	41,149	+/-1,964	4,351	+/-1,129	10.6%	+/-2.7
Female	43,633	+/-2,550	5,049	+/-1,343	11.6%	+/-2.9
Unemployed	6,920	+/-2,054	3,638	+/-1,312	52.6%	+/-13.0
Male	2,584	+/-1,116	1,135	+/-569	43.9%	+/-21.6
Female	4,336	+/-1,443	2,503	+/-1,111	57.7%	+/-16.6
WORK EXPERIENCE						
Population 16 years and over	139,084	+/-1,406	26,968	+/-3,121	19.4%	+/-2.2
Worked full-time, year-round in the past 12 months	56,732	+/-3,209	1,984	+/-733	3.5%	+/-1.3
Worked part-time or part-year in the past 12 months	38,236	+/-4,035	11,100	+/-1,810	29.0%	+/-4.5
Did not work	44,116	+/-3,273	13,884	+/-2,628	31.5%	+/-4.7
ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS						
50 percent of poverty level	23,694	+/-4,606	(X)	(X)	(X)	(X)
125 percent of poverty level	47,766	+/-5,870	(X)	(X)	(X)	(X)
150 percent of poverty level	54,893	+/-6,104	(X)	(X)	(X)	(X)
185 percent of poverty level	65,447	+/-6,080	(X)	(X)	(X)	(X)
200 percent of poverty level	70,417	+/-5,940	(X)	(X)	(X)	(X)
300 percent of poverty level	99,724	+/-5,850	(X)	(X)	(X)	(X)
400 percent of poverty level	119,149	+/-5,215	(X)	(X)	(X)	(X)
500 percent of poverty level	138,891	+/-4,606	(X)	(X)	(X)	(X)
UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED						
	39,687	+/-3,779	14,363	+/-2,460	36.2%	+/-5.4

7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Household Income

The following table was completed using data from Census Table S1901, Income in the Past 12 Months (In **2018** Inflation-Adjusted Dollars):

Subject	Greenville, NC Metro Area							
	Households		Families		Married-couple families		Nonfamily households	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Total	68,505	+/-2,253	43,391	+/-2,425	N	N	25,114	+/-2,269
Less than \$10,000	11.3%	+/-2.3	8.5%	+/-2.7	N	N	17.0%	+/-4.3
\$10,000 to \$14,999	5.7%	+/-1.8	3.1%	+/-1.6	N	N	10.3%	+/-3.8
\$15,000 to \$24,999	13.8%	+/-3.0	9.4%	+/-2.9	N	N	21.6%	+/-6.1
\$25,000 to \$34,999	9.1%	+/-2.1	6.6%	+/-2.3	N	N	13.3%	+/-4.3
\$35,000 to \$49,999	12.9%	+/-2.4	12.5%	+/-3.1	N	N	13.1%	+/-3.7
\$50,000 to \$74,999	19.3%	+/-3.0	20.6%	+/-3.5	N	N	16.8%	+/-4.5
\$75,000 to \$99,999	9.0%	+/-1.9	12.5%	+/-2.9	N	N	3.5%	+/-1.6
\$100,000 to \$149,999	11.3%	+/-1.8	16.3%	+/-2.8	N	N	2.8%	+/-1.7
\$150,000 to \$199,999	3.7%	+/-1.3	5.7%	+/-2.1	N	N	0.4%	+/-0.6
\$200,000 or more	3.8%	+/-1.2	4.8%	+/-1.7	N	N	1.1%	+/-1.1
Median income (dollars)	45,849	+/-4,471	62,768	+/-4,274	81,633	+/-7,381	26,091	+/-5,950
Mean income (dollars)	66,154	+/-5,267	81,659	+/-8,148	N	N	36,461	+/-4,350
PERCENT ALLOCATED								
Household income in the past 12 months	48.2%	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Family income in the past 12 months	(X)	(X)	49.3%	(X)	(X)	(X)	(X)	(X)
Nonfamily income in the past 12 months	(X)	(X)	(X)	(X)	(X)	(X)	46.4%	(X)

Source: U.S. Census Bureau, 2017 American Community Survey 1-Year Estimates
 Explanation of Symbols:

1. An '***' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '****' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '*****' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.

Appendix E
Demographic/Equity Maps

Appendix F
Investigation Guidance, Discrimination Complaint Form and Log
INVESTIGATIVE GUIDANCE

- A. Scope of Investigation** – An investigation should be confined to the issues and facts relevant to the allegations in the complaint, unless evidence shows the need to extend the issues.
- B. Developing an Investigative Plan** – It is recommended that the investigator (i.e., Title VI Coordinator or other official trained to conduct Title VI investigations) prepares an Investigative Plan (IP) to define the issues and lay out the blueprint to complete the investigation. The IP should follow the outline below:
1. Complainant(s) Name and Address (Attorney name and address if applicable)
 2. Respondent(s) Name and Address (Attorney for the Respondent(s) name and address, if applicable)
 3. Applicable Law(s)
 4. Basis/(es)
 5. Allegation(s)/Issue(s)
 6. Background
 7. Name of Persons to be interviewed
 - a. Questions for the complainant(s)
 - b. Questions for the respondent(s)
 - c. Questions for witness(es)
 8. Evidence to be obtained during the investigation
 - a. Issue – e.g., Complainant alleges his predominantly African American community was excluded from a meeting concerning a future project which could affect the community.
 - i. Documents needed – e.g., mailing list which shows all physical addresses, P.O. Box numbers, property owner names, and dates when the meeting notification was mailed; other methods used to advertise the meeting.
- C. Request for Information** – The investigator should gather data and information pertinent to the issues raised in the complaint.
- D. Interviews** – Interviews should be conducted with the complainant, respondent, and appropriate witnesses during the investigative process. Interviews are conducted to gain a better understanding of the situation outlined in the complaint of discrimination. The main objective during the interview is to obtain information that will either support or refute the allegations.
- E. Preparing an Investigative Report** – The investigator should prepare an investigative report setting forth all relevant facts obtained during the investigation. The report should include a finding for each allegation. A sample outline for an investigative report is provided below.

Sample Investigative Report Template

- I. COMPLAINANT(S) NAME** (or attorney for the complainant(s) – name and address if applicable
Name/Address, Phone: **999-999-9999**)
- II. RESPONDENT(S)** (or attorney for the respondent(s) – name and address if applicable)
Name/Address, Phone: **999-999-9999**)
- III. APPLICABLE LAW/REGULATION**
[REDACTED]
- IV. COMPLAINT BASIS/(ES)**
[REDACTED]
- V. ALLEGATIONS**
[REDACTED]

[REDACTED]

VI. BACKGROUND

[REDACTED]

VII. INVESTIGATIVE PROCEDURE

[REDACTED]

VIII. FINDINGS OF FACT

[REDACTED]

IX. CONCLUSION

[REDACTED]

X. RECOMMENDED ACTIONS

[REDACTED]

APPENDIX

[REDACTED]

DISCRIMINATION COMPLAINT FORM

Any person who believes that he/she has been subjected to discrimination based upon race, color, national origin, sex, age, or disability may file a written complaint with the Greenville Urban Area Metropolitan Planning Organization, within 180 days after the discrimination occurred.

Last Name:		First Name:		<input type="checkbox"/> Male
				<input type="checkbox"/> Female

Mailing Address:	City	State	Zip
------------------	------	-------	-----

Home Telephone:	Work Telephone:	E-mail Address
-----------------	-----------------	----------------

Identify the Category of Discrimination:

<input type="checkbox"/> RACE	<input type="checkbox"/> COLOR	<input type="checkbox"/> NATIONAL ORIGIN	<input type="checkbox"/> AGE
<input type="checkbox"/> SEX	<input type="checkbox"/> DISABILITY	<input type="checkbox"/> LIMITED ENGLISH PROFICIENCY	

Identify the Race of the Complainant

<input type="checkbox"/> Black	<input type="checkbox"/> White	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Asian American
<input type="checkbox"/> American Indian	<input type="checkbox"/> Alaskan Native	<input type="checkbox"/> Pacific Islander	<input type="checkbox"/> Other _____

Date and place of alleged discriminatory action(s). Please include earliest date of discrimination and most recent date of discrimination.

Names of individuals responsible for the discriminatory action(s):

How were you discriminated against? Describe the nature of the action, decision, or conditions of the alleged discrimination. Explain as clearly as possible what happened and why you believe your protected status (basis) was a factor in the discrimination. Include how other persons were treated differently from you. (Attach additional page(s), if necessary).

The law prohibits intimidation or **retaliation** against anyone because he/she has either taken action, or participated in action, to secure rights protected by these laws. If you feel that you have been retaliated against, separate from the discrimination alleged above, please explain the circumstances below. Explain what action you took which you believe was the cause for the alleged retaliation.

Names of persons (witnesses, fellow employees, supervisors, or others) whom we may contact for additional information to support or clarify your complaint: (Attached additional page(s), if necessary).

	<u>Name</u>	<u>Address</u>	<u>Telephone</u>
1.	_____	_____	_____
2.	_____	_____	_____
3.	_____	_____	_____
4.	_____	_____	_____

DISCRIMINATION COMPLAINT FORM

Have you filed, or intend to file, a complaint regarding the matter raised with any of the following? If yes, please provide the filing dates. Check all that apply.

- NC Department of Transportation _____
- Federal Highway Administration _____
- US Department of Transportation _____
- Federal or State Court _____
- Other _____

Have you discussed the complaint with any Greenville Urban Area Metropolitan Planning Organization (GUAMPO) representative? If yes, provide the name, position, and date of discussion.

Please provide any additional information that you believe would assist with an investigation.

Briefly explain what remedy, or action, are you seeking for the alleged discrimination.

****WE CANNOT ACCEPT AN UNSIGNED COMPLAINT. PLEASE SIGN AND DATE THE COMPLAINT FORM BELOW.**

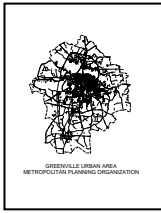
COMPLAINANT'S SIGNATURE

DATE

MAIL COMPLAINT FORM TO:
Greenville Urban Area Metropolitan Planning Organization
1500 Beatty Street
Greenville, NC 27834
252-329-4476

**Appendix G
Compliance Review Checklist for FHWA Subrecipients**

General Requirements	Completed
1. A copy of the recipient's signed USDOT Title VI Assurances	<input type="checkbox"/>
2. Title VI Policy Statement (signed)	<input type="checkbox"/>
3. Title VI Notice to Public, including a list of locations where the notice is posted	<input type="checkbox"/>
4. Name and official title of Title VI Coordinator and a list of their Title VI duties	<input type="checkbox"/>
5. Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)	<input type="checkbox"/>
6. Title VI Complaint Form	<input type="checkbox"/>
7. List of Title VI complaints, investigations, or lawsuits (i.e., Title VI Complaint Log)	<input type="checkbox"/>
8. Public Participation Plan including information about outreach methods to engage traditionally underserved constituencies (e.g., in-home, low-income, disabled), as well as a timeline of outreach efforts	<input type="checkbox"/>
9. Language Assistance Plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance, which requires conducting four-factor analyses	<input type="checkbox"/>
10. A table depicting the membership of any non-elected committees and councils broken down by race and gender, and a description of the process the MPO uses to encourage minority participation on non-elected committees	<input type="checkbox"/>
11. A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program	<input type="checkbox"/>
12. Compliance and enforcement procedures to ensure nondiscriminatory administration of programs and services	<input type="checkbox"/>
13. A demographic profile of your planning area that includes identification of the locations of minority, low-income, LEP, and/or other underserved populations	<input type="checkbox"/>
14. Information regarding how consultants and/or subrecipients are monitored for compliance with Title VI	<input type="checkbox"/>
15. Any environmental justice analysis conducted in the past three years and, if necessary, a description of the measures used to address any disproportionately high and adverse impacts to minority or low-income communities	<input type="checkbox"/>
16. Documentation from any Title VI compliance reviews or investigations conducted by any agency other than NCDOT-OGR in the last three years	<input type="checkbox"/>



Attachment 5e

Technical Coordinating Committee

No Action Required

February 6, 2019

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Administrative Modification to the Greenville Urban Area Metropolitan Planning Organization's (MPO) Public Involvement Plan (PIP)

Purpose: To review the administrative modification to the MPO's PIP which includes revised language associated with an update to Title VI requirements and planning.

Discussion: As required by FHWA and legislation, the MPO must maintain an up to date plan to solicit and gather public comments throughout all transportation planning efforts. All MPO adopted plans and actions are available to the public and go through a public comment period before official action can be taken. The goal of public involvement is integrate community goals into the transportation planning process and create a transparent and easy to follow process. Early and continuous communication between transportation officials and the public ensures that projects and plans suit community needs while providing the best engineered solution to the movement of people and goods throughout the MPO.

In an effort to stay current on all Federal and State regulations while incorporating new and innovative techniques for public engagement, MPOs must update their Public Involvement Plans (PIP) every five (5) years. The last update to the Greenville Urban Area MPO's PIP was adopted by the TAC in February 2018. Since that update the MPO has had to update pertinent Title VI documentation to remain compliant with the North Carolina Department of Transportation's Office of Civil Rights. In association of the Title VI Plan update staff found it necessary to include additional language regarding Title VI and how the MPO will provide equitable opportunities for public input to all citizens.

The language following language has been added to the Greenville Urban Area MPO's PIP:

1. *“Effective public involvement is a key element in addressing Title VI in decision-making. This **Public Participation Plan** describes how The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) will disseminate vital agency information and engage the public. We will seek out and consider the input and needs of interested parties and groups traditionally underserved by transportation systems who may face challenges accessing our services, such as minority and limited English proficient (LEP) persons. Underlying these efforts is our commitment to determining the most effective outreach methods for a given project or population.*

General public involvement practices will include:

- *Expanding traditional outreach methods. Think outside the box: Go to hair salons, barbershops, street fairs, etc.*
- *Providing for early, frequent and continuous engagement by the public.*
- *Use of social media and other resources as a way to gain public involvement.*
- *Coordinating with community- and faith-based organizations such as the Hispanic Liaison, educational institutions, and other entities to implement public engagement*

strategies that reach out specifically to members of affected minority and/or Limited LEP communities.

- *Providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.*
- *Considering radio, television, or newspaper ads on stations and in publications that serve LEP populations. Outreach to LEP persons could also include audio programming available on podcasts.”*

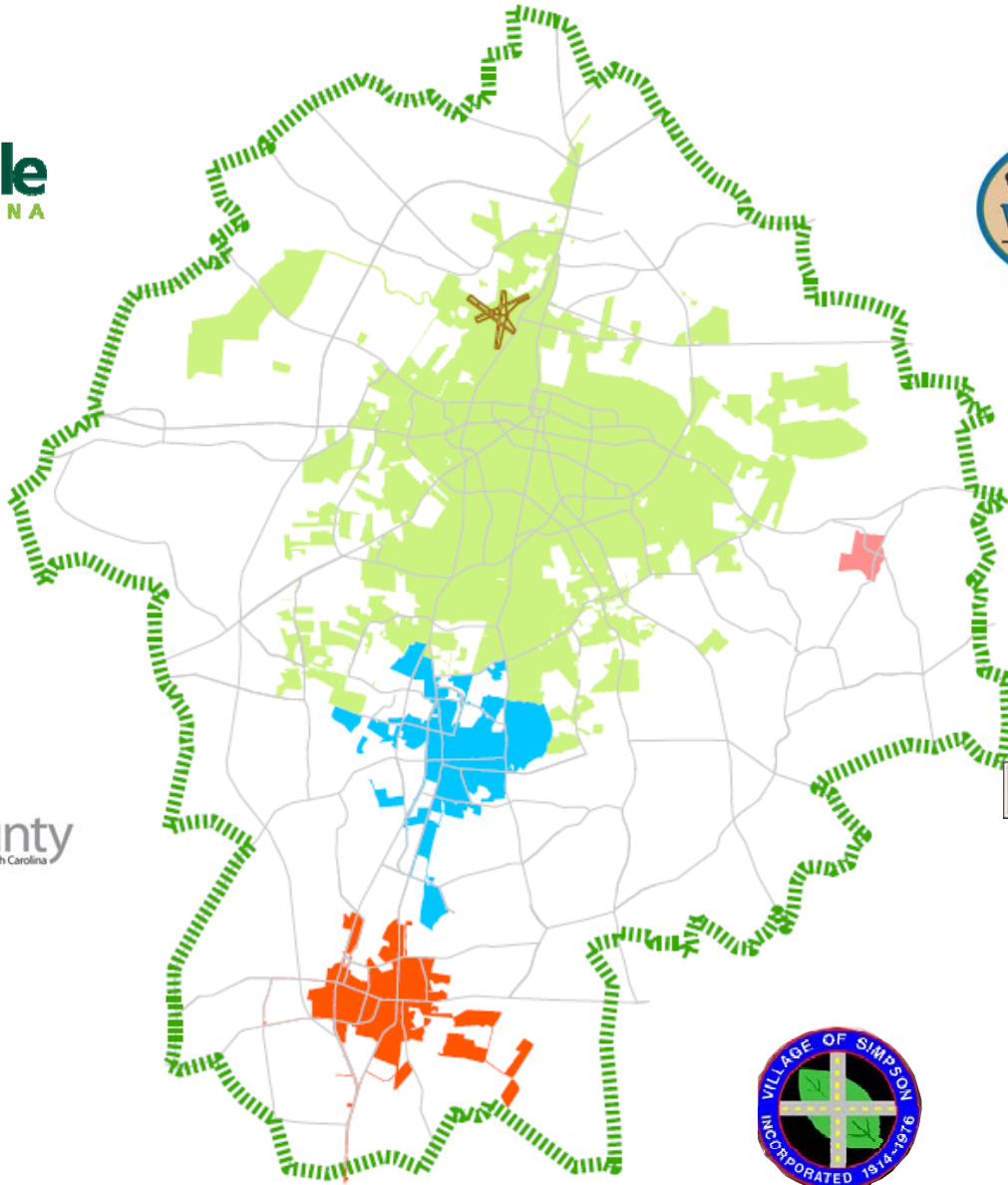
2. *Information on Title VI and other programs will be crafted and disseminated to employees, contractors and sub-recipients, stakeholders, and the general public. Public dissemination efforts may vary depending on factors present, but will generally include: posting public statements setting forth our nondiscrimination policy in eye-catching designs and locations; placing brochures in public places, such as government offices, transit facilities, and libraries; having nondiscrimination language within contracts; including nondiscrimination notices in meeting announcements and handouts; and displaying our Notice of Nondiscrimination at all our public meetings.*

At a minimum, nondiscrimination information will be disseminated on our website and on posters in conspicuous areas at our office(s). Project-related information and our most current Title VI-related information will be maintained online.

Action Needed: No actions is required.

Attachments: *Greenville Urban Area MPO Public Involvement Plan (PIP)*

THE GREENVILLE URBAN AREA MPO PUBLIC INVOLVEMENT PLAN (PIP)



Greenville Urban Area Metropolitan Planning Organization

Adopted: February 27, 2018

TABLE OF CONTENTS

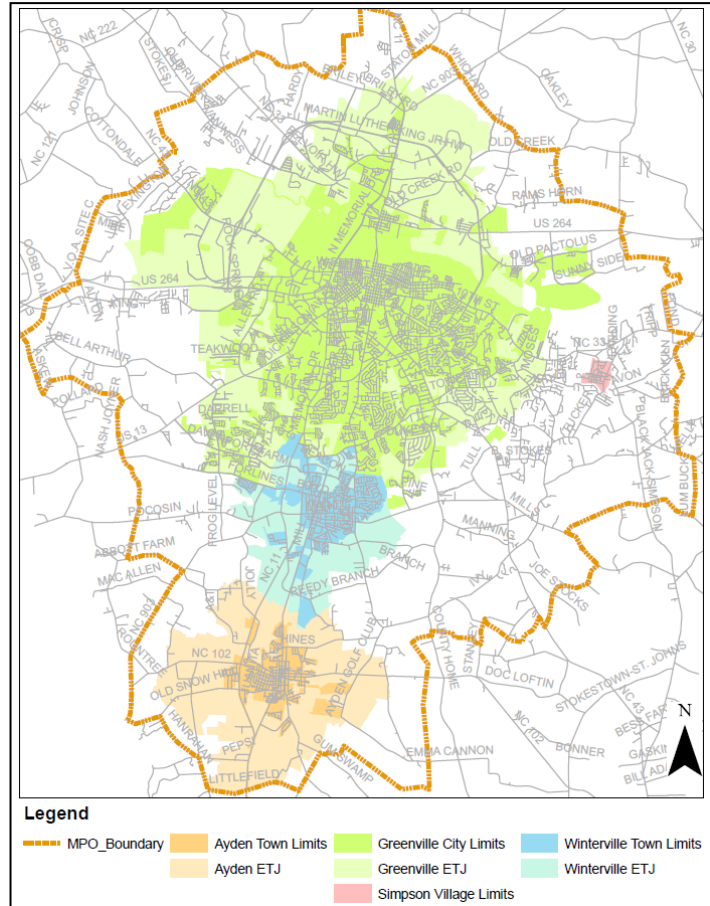
Executive Summary	2-3
Purpose & Goals	3
Federal Requirements for Public Participation	3-5
Public Involvement Opportunities	5-8
Major Planning Documents	8-13
Unified Planning Work Program (UPWP)	8-9
Metropolitan Transportation Plan (MTP)	9
Active Transportation Master Plan (ATP)	10
Transportation Improvement Program (TIP)	10-11
Comprehensive Transportation Plan (CTP)	12-13
Transit Program of Projects (POP)	13
Public Involvement Plan (PIP)	13-14
Modifications to Planning Documents	14-15
Disadvantaged Business Enterprise Policy Statement	16-17
Annual Obligations Listing Available to the Public	17
List of Acronyms	18
Appendix A – Public Comments Received	19
Appendix B – MPO Contact List	20

PUBLIC INVOLVEMENT PLAN

Executive Summary

The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) is the federally designated transportation planning organization for the Greenville urbanized area. GUAMPO is located in Eastern North Carolina along the Tar River and includes the City of Greenville, the Towns of Winterville and Ayden, the Village of Simpson, and unincorporated areas of Pitt County with an approximate population of 132,000.

In partnership with the residents of its many and diverse communities, the mission of the Greenville Urban Area MPO is to influence the expenditure of funds providing a regional transportation system that ensures the safe and efficient mobility of people and goods, optimizes transit opportunities, and enhances our community’s environmental and economic well-being.



As the Greenville urbanized area continues to experience growth, the MPO plays a critically important role in our community, enabling interested persons to speak with a unified voice to their state and federal legislators about transportation needs, and insuring tax dollars are applied according to the greatest needs and desires of the community. To accomplish this, the MPO places special emphasis on providing equal access to transportation planning choices through its public involvement process.

The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) created this Public Involvement Plan (PIP) to provide guidelines for establishing and maintaining optimum public involvement in the transportation planning process. Exemplary public involvement begins early in the planning process and continues throughout each of the planning stages, helping to avoid, minimize, and mitigate project impacts while providing the best engineering solutions. Contained herein are the MPO’s current public involvement objectives, policies, and techniques.

This PIP is reviewed periodically, at least every two years, to ensure our planning process provides full and open access to all segments of the population serviced by the MPO, and undergoes a full update every five years to incorporate new and innovative outreach techniques. Contained herein are the MPO’s current public involvement objectives, policies, and techniques.

The public's comments are always welcome! This document is available on the MPO website at http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510 or call 252-329-4476 for a copy, or you may visit the City of Greenville's Public Works Department at 1500 Beatty Street and pick up a copy.

Purpose & Goals

The awareness and involvement of interested persons in governmental processes are integral to successful transportation planning. The Public Involvement Plan (PIP) of the Greenville Urban Area MPO sets forth specific measures to heighten citizen education and responsiveness.

Public involvement helps avoid, minimize, and mitigate project impacts while providing the best engineering solutions. Therefore, to be effective, it is important that government agencies understand a given community's values and, it is equally important for the community to understand the tradeoffs and constraints associated with project planning.

This mutual understanding can only be achieved through early, frequent and continuous communication. When the public is engaged in the process, their insight helps assure projects suit community needs, simultaneously complementing the movement of people and goods. This Plan identifies the methods the Greenville Urban Area MPO currently uses and will implement in the future to optimize public participation in developing transportation projects.

The goals of this policy are to:

- **Inform** the public of transportation meetings, events, projects and objectives.
- **Educate** the public regarding the role of transportation planning and the decision-making process.
- **Involve** the public by providing as many possible involvement opportunities in the transportation planning process and decision-making.
- **Reach out** to all communities in the planning area to educate, inform and involve.
- **Improve** the public involvement process by reviewing this policy yearly for potential improvements and every years in accordance with federal law.

Effective public involvement is a key element in addressing Title VI in decision-making. This **Public Participation Plan** describes how The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) will disseminate vital agency information and engage the public. We will seek out and consider the input and needs of interested parties and groups traditionally underserved by transportation systems who may face challenges accessing our services, such as minority and limited English proficient (LEP) persons. Underlying these efforts is our commitment to determining the most effective outreach methods for a given project or population.

General public involvement practices will include:

- Expanding traditional outreach methods. Think outside the box: Go to hair salons, barbershops, street fairs, etc.

- Providing for early, frequent and continuous engagement by the public.
- Use of social media and other resources as a way to gain public involvement.
- Coordinating with community- and faith-based organizations such as the Hispanic Liaison, educational institutions, and other entities to implement public engagement strategies that reach out specifically to members of affected minority and/or Limited LEP communities.
- Providing opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral comments.
- Considering radio, television, or newspaper ads on stations and in publications that serve LEP populations. Outreach to LEP persons could also include audio programming available on podcasts.

Federal Requirements for Public Participation

There are several laws and regulations that have been established by the Federal government to ensure the transportation planning process remains open and in the public interest. The following is a list of federal legislation and regulations that guide the public participation process:

Fixing America's Surface Transportation Act (FAST Act) (PL 114-94) emphasizes participation by interested parties in the transportation plan:

- A In General: Each metropolitan planning organization shall provide citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs), representatives of users of public transportation, representatives of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan.
- B Contents of Participation Plan:
- (1) A participation plan shall:
- (a) be developed in consultation with all interested parties; and
 - (b) provide that all interested parties have reasonable opportunities to comment on the contents on the transportation plan.
- C Method:
- (1) In carrying out subparagraph A, the metropolitan planning organization shall, to the maximum extent practicable:
- (a) hold any public meetings at convenient and accessible locations and times;
 - (b) employ visualization techniques to describe plans; and
 - (c) make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information under subparagraph A.

In addition to the Federal and State regulations, this Public Involvement Plan shall:

- be developed in consultation with all interested parties including but not limited to:
 - a. State and local planned growth

- b. Economic development
- c. Tourism
- d. Natural disaster risk reduction
- e. Environmental protection
- f. Airport operation
- g. Freight
- h. Federal lands management agencies
- i. Other governmental and non-profit agencies
- provide that all interested parties have reasonable opportunities to comment on the contents of any and all MPO transportation plans.
- develop the Metropolitan Transportation Plans and Transportation Improvement Programs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:
 - a. Recipients of assistance under title 49 U.S.C. Chapter 53;
 - b. Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 - c. Recipients of assistance under 23 U.S.C. 201- 204.

National Environmental Policy Act: The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) regulations implementing the National Environmental Policy Act (NEPA) of 1969 (as amended) outline requirements to go through an environmental review process for implementing projects from a TIP. NEPA has its own set of public participation requirements for review period and notification of interested parties on a project basis. These requirements are not a substitute for earlier participation at the planning and programming stages.

Americans with Disabilities Act of 1990: The Americans with Disabilities Act (ADA) of 1990 encourages the participation of people with disabilities in the development and improvement of transportation and paratransit plans and JUMPO Public Participation Plan 3 services. Also in accordance with ADA guidelines, all meetings conducted by the MPO will take place at locations which are accessible facilities so as to accommodate persons with mobility limitations.

Title VI – Environmental Justice: Title VI of the Civil Rights Act of 1967 sets standards which authoritatively outlawed discrimination in the conduct of all Federal activities. The term Environmental Justice (EJ) was created by people concerned that everyone within the United States deserves equal protection under the country’s laws. A 1994 Presidential Executive Order directed every Federal agency to make Environmental Justice (EJ) part of its mission by identifying and addressing the effects of all programs, policies, and activities on “minority populations and low-income population.” The U.S. Department of Transportation (DOT) issued its DOT Order to Address Environmental Justice in Minority Population and Low-income Population in 1997. The DOT Order accomplishes this goal by involving the potentially affected

public in developing transportation projects that fit harmoniously within their communities without sacrificing safety and mobility.

Information on Title VI and other programs will be crafted and disseminated to employees, contractors and sub-recipients, stakeholders, and the general public. Public dissemination efforts may vary depending on factors present, but will generally include: posting public statements setting forth our nondiscrimination policy in eye-catching designs and locations; placing brochures in public places, such as government offices, transit facilities, and libraries; having nondiscrimination language within contracts; including nondiscrimination notices in meeting announcements and handouts; and displaying our Notice of Nondiscrimination at all our public meetings.

At a minimum, nondiscrimination information will be disseminated on our website and on posters in conspicuous areas at our office(s). Project-related information and our most current Title VI-related information will be maintained online.

FTA Circular 9030.1E Chapter 5, Section 6C: Federal transit law and joint FHWA/FTA planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range (twenty-year) transportation plan and its (four-year) metropolitan TIP. Accordingly, FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Programming of Projects (POP) that recipients of Section 5307 funds must meet.

SAFETEA-LU: As mandated in SAFETEA-LU and other supporting Federal regulations, Metropolitan Planning Organizations (MPO) must establish, periodically review and update public involvement processes. These processes should assure early and continued public awareness of and access to the transportation decision-making process. The planning regulations contain a number of performance standards for public involvement, including:

1. Providing reasonable public access to technical and policy information used in the development of plans and Transportation Improvement Programs (TIP)
2. Requiring adequate public notice of public involvement activities and time for public review and comment at key decision points
3. Demonstrating explicit consideration and response to public input received during the planning and program development processes
4. The use of visualization techniques
5. Ensuring that all documents are available in an electronic format.

Public Involvement Opportunities

Public Involvement strategies aim to conduct well-planned, inclusive and meaningful public participation events that foster good relations and mutual trust through shared decision-making with the communities we serve.

- We will seek out and facilitate the involvement of those potentially affected.
- Public events will aim to be collaborative, fun, and educational for all, rather than confrontational and prescriptive.
- Media plans will typically involve multiple channels of communication like mailings, radio, TV, and newspaper ads.
- Abstract objectives will be avoided in meeting announcements. Specific “attention-grabbing” reasons to attend will be used, such as “Help us figure out how to relieve congestion on [corridor name]” or “How much should it cost to ride the bus? Let us know on [date].”
- Efforts will be made to show how the input of participants can, or did, influence final decisions.
- We will do our best to form decision-making committees that look like and relate to the populations we serve.
- We will seek out and identify community contacts and partner with local community- and faith-based organizations that can represent, and help us disseminate information to, target constituencies.
- Demographic data will be requested during public meetings, surveys, and from community contacts and committee members.

The Greenville Urban Area Metropolitan Planning Organization

GUAMPO is governed by the Transportation Advisory Committee (TAC) and the Technical Coordinating Committee (TCC), which serves as an advisory group to the TAC. Details concerning membership of these committees are available in Appendix B.

Meetings of the TAC and TCC are open to the public, and meeting agendas and minutes are public record and can be accessed. Past minutes and agendas are available upon request from the LPA, the MPO’s web site or the City of Greenville’s Public Works Department located at 1500 Beatty Street, Greenville, NC 27834.

Each TCC and TAC meeting shall include a public comment period in accordance with the MPO’s public comment policy as outlined below:

The TCC and TAC hereby establish a public comment policy as follows:

- The TCC and TAC shall have an open formal public comment period during each meeting at the determination of the chairperson. Public comment shall occur as established in this policy.
- The Public Comment Period is a period reserved for comments by the public. A total of 30 minutes is allocated. The allowable duration of each speaker’s time shall be determined by the chairpersons of the TCC and TAC, recommended not to exceed three (3) minutes per speaker.

The TCC and TAC meetings shall be advertised in the *Daily Reflector* newspaper a minimum of five (5) calendar days prior to the meeting. If an interpreter is needed for deaf or hearing impaired

citizens, please call 252-329-4522 (voice) or 252-329-4060 (TDD) no later than two business days prior to the meeting. All MPO meetings are held at a location accessible to people with disabilities and special provisions can be made for anyone with disabilities who wish to participate.

Transportation Advisory Committee (TAC)

The Transportation Advisory Committee serves as a forum for cooperative transportation planning decision making for the Metropolitan Planning Organization. They approve all federal aid transportation funds in the metropolitan area. The Transportation Advisory Committee has the responsibility for keeping the public informed of the status and requirements of the transportation planning process; assist in the dissemination and clarification of its decisions, inclinations, and policies; and ensures meaningful citizen participation in the transportation planning process. The TAC is comprised of elected officials from each MPO member and a member of the NCDOT Board of Transportation.

Technical Coordinating Committee (TCC)

The Technical Coordinating Committee is responsible for providing technical assistance and advice to the Transportation Advisory Committee. The Technical Coordinating Committee provides the general review, guidance, and coordination of the transportation planning process for the planning area and has the responsibility for making recommendations to the Transportation Advisory Committee regarding any actions relating to the continuing transportation planning process.

The Transportation Technical Coordinating Committee is comprised of technical experts from local and state governmental agencies directly related to and concerned with the transportation planning process for the planning area. The membership shall include, but not be limited to, representatives from all of the jurisdictions of the Transportation Advisory Committee. The committee membership is flexible.

Ongoing Public Involvement Opportunities

Opportunities for public input include, but are not limited to, the following:

- **Planning Documents** - All documents, agendas, resolutions, meeting minutes, etc. adopted by the GUAMPO are kept at the City of Greenville Public Works Department (LPA) offices at 1500 Beatty Street, Greenville, NC. These documents will be made available for public review upon request and will be available on the MPO's web site.
- **Web Site** – The web site provides an ongoing opportunity for public comment via email and is an easy and convenient way for the public to be informed and involved in the transportation planning process. The website will be maintained and routinely updated by GUAMPO staff. The website contains the following information:
 - Available information on specific projects that are currently in the planning stages
 - Organization Chart of MPO members
 - Staff contacts
 - Publications
 - Information / Links to Area Highway Projects / Other Agencies
 - Links to allow the public to provide comment to any MPO-related matter.

- MPO related documents such as: LRTP, ATP, PWP, MTIP, CTP, POP, PIP, Local Area Plans/Studies
 - Meeting minutes & agendas
- **Fax comments to 252-329-4535**
 - **Drop off comments in person to** - City of Greenville, Public Works Department, 1500 Beatty Street, Greenville, North Carolina, 27834. This may be done Monday-Friday, between 8:00 am through 5:00 pm.
 - **Mail** - Comments may be mailed to City of Greenville, Public Works Department, 1500 Beatty Street, Greenville, North Carolina, 27834
 - **Community Surveying** - Surveys are used to obtain general input from the public on general public on their transportation needs, the quality or costs of our services, and feedback on our public outreach efforts. Surveys are also used to gather specific technical data during planning studies. For example, the 2006 Origins and Destinations study surveyed people driving within the GUAMPO area about their travel habits. Surveys may be conducted via telephone, door-to-door canvassing, at community fairs, by placing drop boxes in ideal locations, or with assistance from other local agencies like social services and can/will be translated into languages other than English, when appropriate.
 - **Comment Forms** - Comment forms are used to solicit general public comments at open-house meetings and/or other public meetings. Comments may also be submitted on the GUAMPO website to solicit input regarding any current or future project. Comment forms can be either general or very specific in nature. A comment form may request general feelings about any aspect of transportation or to help identify preferred alignment alternatives considered during a corridor study.
 - **Public and Small Group Workshops/Meetings** - Public Workshops/Meetings, such as hearings, charrettes, open house and board meetings, are used to both present information and solicit public comment on a plan or issue being considered by GUAMPO. Public comments are recorded and a summary provided to the Transportation Advisory Committee. Public workshops include visual aids such as maps, aerial photographs, and drawings to facilitate public understanding and are typically held at ADA-complaint Sheppard Memorial Library. Small Group Meetings are typically utilized to address the concerns or requests of small group on a specific issue.
 - **Innovative Techniques** – GUAMPO shall utilize innovative techniques recommended by the public in an effort to engage all members of the public.

Response to Public Input

Public involvement may be documented in a variety of ways. Any comments received during a meeting of the GUAMPO's TCC or TAC will be included in the meeting minutes. Comments received during workshops, open houses, or presentations to civic organizations will be summarized, presented to the TCC and TAC, and kept on file. Results of surveys will be compiled, summarized, presented to the TCC and TAC, and kept on file.

Public comments may be included as appendices in formal documents or plans for which they were made.

Availability of MPO Planning Documents (PWP, MTP, ATP, MTIP, CTP, POP, PIP,)

The MPO planning documents outlined in the *Major Planning Documents* section are available on the MPO website and at the following locations:

City of Greenville: Public Works Department, 1500 Beatty Street, Greenville, NC, 27834

Pitt County: County Manager's Office, 1717 W. 5th Street, Greenville, NC 27834

Town of Winterville: Town Hall, 2571 Railroad Street, Winterville, NC 28590

Town of Ayden: Town Hall, 4061 East Avenue, Ayden, NC 28513

Village of Simpson: Town Hall, 2768 Thompson Street, Simpson, NC, 27879

Major Planning Documents

The Greenville Urban Area MPO continuously develops and updates several programs and plans associated with transportation alternatives and activities. In exercising its authority to guide the expenditure of federal and state transportation funds, it is critical for its public involvement process to provide complete information, timely public notice, and support continuing involvement of the public in developing plans and programs. Below is a listing of the primary planning documents developed by the Greenville Urban Area MPO with community input.

All public comment periods for major planning documents shall be advertised at least five days prior to opening in the *Daily Reflector* newspaper, and on all member jurisdiction websites.

Unified Planning Work Program (UPWP)

The UPWP is the Greenville Urban Area MPO's principal operating document. It describes the planning activities to be undertaken by the MPO during the upcoming fiscal year. The UPWP is updated every year. Although the UPWP portrays a one year program, planning activities are driven by long-range operational goals focused on economic vitality, environmental protection and transportation safety, accessibility, connectivity, efficiency, and maintenance.

In addition to the ongoing involvement opportunities, the public involvement opportunities for the UPWP are as follows:

- The Draft UPWP will be available for public review for at least 15 calendar days prior to its consideration for adoption by the TAC.
- The public may present comments during the public comment period at the regular TCC and TAC meetings.
- The final approved UPWP will be available on the MPO's web site.

Metropolitan Transportation Plan (MTP)

The MTP is a future "vision" of the community's transportation needs. The MTP is updated every five years to reflect the changing public interest and contains financially constrained transportation projects for upgrading the transportation infrastructure within the next twenty years. The Greenville Urban Area MPO uses the MTP to 1) estimate future needs and services for the highway network, 2) guide the expenditure of transportation funds, 3) ensure new transportation improvements meet community values, and 4) promote safe and efficient transportation services. Local and state planning officials use the MTP to select projects for inclusion in their work programs. Developers and planning firms use it to help develop land use proposals.

In addition to the ongoing involvement opportunities, the public involvement opportunities for the MTP are as follows:

- Public Outreach
 - Creation of an MTP Steering Committee
 - Public workshop
 - Public presentations
 - Dissemination of summaries and notifications via social media and public news agencies
- The draft MTP is presented for review and comments by TCC and public
- The draft MTP is presented for review and comments by TAC and public
- The draft MTP is updated as necessary, and made available for public comment for at least 30-calendar days.
- At the conclusion of the public comment period, the document(s) are again presented to the TCC along with a summary of public comments.
- The document(s) are presented to the TAC for their consideration and adoption.
- The Greenville Urban Area MPO shall provide for an additional public comment period of at least 10 calendar days if the final MTP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.*
- The final adopted version of the MTP shall be made available to the public and on the MPO's web site.

Active Transportation Master Plan (ATP)

Like the MTP, the ATP is a future "vision" of the community's transportation needs with a specific focus on bicycle and pedestrian facilities. The ATP is updated as needed to reflect the changing public interest. The ATP includes bicycle and pedestrian transportation projects, with cost estimates included, for upgrading bicycle and pedestrian transportation infrastructure. The Greenville Urban Area MPO uses the ATP to 1) estimate future needs and services for the bicycle and pedestrian network, 2) guide the expenditure of transportation funds, 3) ensure new transportation improvements meet community values, and 4) promote safe and efficient bicycle and pedestrian transportation services. Local and state planning officials use the ATP to select

bicycle and pedestrian projects for inclusion in their work programs. Developers and planning firms use it to help develop land use proposals.

In addition to the ongoing involvement opportunities, the public involvement opportunities for the ATP are as follows:

- Public Outreach
 - Creation of an ATP Steering Committee
 - Public workshop
 - Public presentations
 - Dissemination of summaries and notifications via social media and public news agencies
- The Draft ATP is presented for review and comments by TCC and public
- The Draft ATP is presented for review and comments by TAC and public
- The Draft ATP is updated, as necessary and made available for public comment for at least 30-calendar days.
- At the conclusion of the public comment period, the Draft ATP is again presented to the TCC along with a summary of public comments.
- The Draft ATP is presented to the TAC for their consideration and adoption.
- The Greenville Urban Area MPO shall provide for an additional public comment period of at least 10 calendar days if the final MTP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.
- The final adopted version of the MTP shall be made available to the public and on the MPO's web site.

Transportation Improvement Program (TIP)

The TIP contains all transportation projects programmed for the upcoming seven-year period, including all regionally significant transportation projects regardless of funding source (such as transit, highway, rail, walkways, bicycle, enhancement projects, and etc.) within the Metropolitan Planning Organization boundary. It is revised bi-annually to incorporate those projects in the MTP and/or ATP having an ability to be funded within the ten-year period. Projects are grouped by roadway functional classification and indicate the year, fund source, and funding levels for each project phase within the ten year time frame covered by the TIP.

Updating the TIP is a 2-year process presenting many opportunities for public participation and input. The major steps involved are as follows:

Year 1:

- The MPO will conduct a public workshop and provide a 30-calendar day public comment period for submission comments and suggestions of

transportation-related projects that the public would like to have included in the MPO's priority list.

- The MPO drafts a priority listing of projects for TCC and TAC review.
- The MPO TAC adopts the draft priority list; list is posted to MPO website
 - NCDOT may hold public meetings throughout the state for the State Transportation Improvement Program (STIP).

Year 2:

- NCDOT announces the availability of the draft State TIP.
- The MPO develops the draft MTIP (the local portion of the STIP) based on the draft STIP.
- The Draft MTIP will be available for public review for at least 10-calendar days prior to its consideration by the TCC.
- NCDOT conducts draft STIP Public Comment Meetings
- After the State adopts the STIP, the MPO adopts the local portion, also known as the MTIP.
 - If there are any major, substantial differences between the final MTIP and the draft MTIP that was advertised and reviewed by the public, the public will have an additional public comment period of 10 calendar days to submit comments relating to the final MTIP.
 - Comments received will be attached to the final adopted MTIP.

Comprehensive Transportation Plan (CTP)

The Comprehensive Transportation Plan (CTP) replaces the thoroughfare plan as the official document mutually adopted by local agencies (municipalities, MPO, RPO or county) and the Department of Transportation.

The CTP is a long-term “wish-list” of recommended transportation improvements. It doesn't have a specific timeline, cost, or funding source.

Previously, thoroughfare plans identified the existing and proposed highway network needed to handle existing and future traffic. The CTP is a multi-modal plan that identifies the entire existing and future transportation system, including highways, public transportation, rail, bicycle, and pedestrian facilities needed to serve the anticipated travel demand. The CTP is more environmentally and community friendly. It strengthens the connections between an area's transportation plan, adopted local land development plan, and community vision.

North Carolina General Statute 136-66.2 requires each MPO, with the cooperation of the NCDOT, to develop a Comprehensive Transportation Plan (CTP) serving present and anticipated travel demand in and around the MPO. The plan shall be based on the best information available including, but not limited to, population growth, economic conditions and prospects, and patterns

of land development in and around the municipality, and shall provide for the safe and effective use of the transportation system.

The CTP is a series of 5 maps. Each map will be on the same base map with the same scale. The base map will contain the basic infrastructure for the area and will include the existing roadway system, rail lines, water features, and features significant to the area including but not limited to: county boundary, planning boundary, and surrounding city/town locations. The CTP map will include: Adoption Sheet, Highway Map, Public Transportation and Rail Map, Bicycle Map, and Pedestrian Map. Independently, the highway map, public transportation and rail map, and bicycle map offer insight into the future modal elements for an area. Together, the maps form an all-inclusive look at the transportation system.

The MPO may include projects in its CTP that are not included in a financially constrained plan (MTP or ATP) or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. § 134.

The update process for CTP document(s) or individual maps therein is as follows:

- The Draft CTP is made available for public comment for at least 30-calendar days.
 - Public hearing(s), which may be held during each of the local jurisdictions regularly scheduled Council meeting. Should jurisdiction choose to hold a public hearing, this meeting shall be advertised in local print media, as well as in the MPO's web site.
- At the conclusion of the public comment period, the Draft CTP is presented to the TCC along with a summary of public comments.
- The document(s) are presented to the TAC for their consideration and adoption.
- The Greenville Urban Area MPO shall provide for an additional public comment period of at least 10-calendar days if the final CTP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonable have foreseen from the public involvement efforts.
- The document(s) are presented to NCDOT's Board of Transportation for adoption.

Greenville Area Transit (GREAT) Program of Projects (POP)

On an annual basis, the MPO, on behalf of the GREAT system, shall publish a POP to ensure that the public is aware of any federal expenditures (with associated public transportation activities planned for each fiscal year). The POP will be published on the MPO website and available in print at the City of Greenville Public Works Department, 1500 Beatty Street, Greenville NC. The MPO shall advertise the proposed POP in a local newspaper at least 10 days prior to consideration for adoption by the City of Greenville City Council to allow for public review and comment. All comments received shall be provided to the City Council for

consideration. A public hearing may be held during a regularly scheduled City of Greenville City Council Meeting in concurrence with any public hearing regarding the 5307 Federal Grant.

Public Involvement Plan (PIP)

To ensure all interested persons have the opportunity to comment, before adopting or amending the PIP, the MPO provides a public comment period of 45-days. The draft PIP is also posted on the MPO's website. Those interested persons requesting a printed copy of the draft PIP may call 252-329-4476. Once the MPO approves the PIP it is placed on the MPO web site.

- Before it was adopted, this plan was available for public review and comment from December 18, 2018 through February 14, 2018. (at least 45 days). Appendix A summarizes comments received during the specified public comment period.

The GUAMPO welcomes comments and public participation in the development of this plan. Comments will be kept on file and used to evaluate and revise public participation procedures in the future.

Please submit comments to:

The Greenville Urban Area MPO
c/o Greenville Public Works Department
1500 Beatty St.
Greenville, NC 27834
Fax: (252) 329-4535
Online:

http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510

The following summarizes the update process for the Public Involvement Plan:

- The Draft PIP is updated, as necessary and made available for public comment for at least 45-calendar days.
- At the conclusion of the public comment period, the Draft PIP is presented to the TCC along with a summary of public comments.
- The PIP is presented to the TAC for their consideration and adoption.
- The Greenville Urban Area MPO shall provide for an additional public comment period of at least 10-calendar days if the final PIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonable have foreseen from the public involvement efforts.

Modifications to Planning Documents

Occasionally, the need may arise which requires minor modifications to the MTIP, MTP, ATP, PWP, PIP, CTP, PWP, or other planning documents. Changes can be categorized in three ways: Administrative Modification, Minor Amendments, or Major Amendments.

- Administrative Modification, shall be for the purpose of correcting an administrative error or informational change; minor modifications to project descriptions, project cost, and/or funding source; adjustment of a project start and completion date.
 - These do not require a formal public involvement process.
 - An administrative amendment may be accomplished at a MPO staff-level. Neither a formal amendment nor transmittal is required to accomplish this type of amendment.
 - Administrative changes will be reported to the MPO as an informational item during regularly scheduled meetings.
- Minor Amendment, shall be considered to be minor in nature. Examples include small projects with few impacts, and technical/preliminary/exploratory studies.
 - These do not require a formal public involvement process outside the regular meeting structure of the MPO. Members of the TAC will represent residents in making decisions.
 - Residents may also attend and speak at each TAC meeting upon recognition by the TAC Chair, who may impose a reasonable time limit for speakers.
 - A minor amendment may be transmitted via a letter by the TAC chair. If the TAC chair is not available or otherwise cannot transmit the amendment by the required deadline, the TAC vice-chair may transmit the amendment.
- Major Amendment, shall be considered to be significant enough so as to require public review and comment. Examples include the addition or deletion of a regionally significant project or a substantial change in the design concept or design scope of a project included in the plan.
 - These types of amendments require a 10-calendar day formal public comment period. The comment period shall be advertised in the local newspaper and on the MPO's web site.

Disadvantaged Business Enterprise (DBE) Policy Statement

The Greenville Urban Area MPO shall not discriminate in any manner on the basis of race, color, sex or national origin, and shall take all reasonable steps to ensure that certified Disadvantaged Business Enterprises (DBE's) have the maximum opportunity to participate in the performance of contracts financed, in whole or in part, with financial assistance from the United States Department of Transportation (DOT), acting through such agencies as the North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA). The Greenville Urban Area MPO shall implement this DBE Policy in accordance with Part 26 of Title 49 of the Code of Federal Regulations entitled "Participation by Disadvantaged Business Enterprises in Department of Transportation Programs."

The policy of the Greenville Urban Area MPO is:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts;
- To ensure that the DBE program is narrowly tailored in accordance with applicable federal, state and local laws;
- To ensure that only firms fully meeting the eligibility requirements of the DBE program are permitted to participate;
- To help create a level playing field on which DBEs can fairly compete for DOT-assisted contracts;
- To help remove barriers to the participation of DBEs in DOT-assisted contracts;
- To help and assist in the development of firms that can compete successfully in the marketplace outside of the DBE program; and
- To provide appropriate flexibility to establish and provide DBEs opportunities to participate in DOT-assisted contracts in accordance with applicable federal, state and local laws.

The Department will disseminate the policy to all MPO members. We will use the following methods to disseminate the policy:

- Inclusion in the Agenda package for regular TCC and TAC meetings for the policy's review and adoption.
- Publish it in the Public Involvement Plan
- Publish it on the MPO's web site as a part of the Public Involvement Plan.
- Hard copies are available to the public at the City of Greenville, Public Works Department, 1500 Beatty Street, Greenville, North Carolina, 27834

Contact

All questions and/or comments about the Greenville Urban Area MPO's DBE policy statement should be referred to the TCC Chairperson, City of Greenville, Public Works Department, 1500 Beatty Street, Greenville, North Carolina, 27834. Persons or firms interested in becoming certified as a DBE should contact the NCDOT Office of Contractual Services at 919-733-7174.

The NC Department of Transportation (NCDOT) serves as the certifying agency for all DBEs seeking work on GUAMPO-related contracts.

The NCDOT's Unified Certification Program, (UCP) is a "one-stop shopping" certification procedure that will eliminate the need for Disadvantaged Business Enterprise (DBE) firms to obtain certification from multiple agencies within the state. The firm can now apply one time with the NCDOT, and if approved, that certification is shared by all other federal recipients in the state, including the Greenville Urban Area MPO.

Firms must apply for certification as a DBE to NCDOT by completing the UCP application located on the NCDOT's Web site. Detailed instructions on how to become certified as a DBE under the UCP are listed on the site.

The NCDOT maintains a unified [DBE directory](#) that will contain all firms certified by the UCP, the information required by 49 CFR Part 26.31, and make it available to the public electronically, on the internet as well as in print.

Annual Obligations Listing Available To Public

NOTICE IS HEREBY GIVEN that the Greenville Urban Area Metropolitan Planning Organization's (MPO) Annual Obligation Listing is available to the public in compliance with federal mandates which require a listing of all projects that receive federal funds and are in the implementation phase of construction. The list was prepared by the North Carolina Department of Transportation (NCDOT) for the Greenville Urban Area Metropolitan Planning Organization and includes project names, locations, NCDOT item numbers, type of work to be performed, and funding levels.

Copies may be downloaded on the MPO's web site, or by writing to Ryan Purtle, Greenville Urban Area Metropolitan Planning Organization, 1500 Beatty Street, Greenville, North Carolina, 27834, or call (252)-329-4476.

List of Acronyms

ADA - Americans with Disabilities Act

ATP – Active Transportation Master Plan

CTP - Comprehensive Transportation Plan

DBE – Disadvantaged Business Enterprise

DOT – Department of Transportation

EJ – Environmental Justice

EPA - Environmental Protection Agency

FHWA – Federal Highway Administration

GIS - Geographical Information System

GUAMPO - Greenville Urban Area Metropolitan Planning Organization

LEP – Limited English Proficient

LPA – Lead Planning Agency (The City of Greenville is the LPA for the MPO)

LRTP - Long Range Transportation Plan

MPA - Metropolitan Planning Area

MPO - Metropolitan Planning Organization

MTIP - Metropolitan Transportation Improvement Program

NCDOT - North Carolina Department of Transportation

PIP - Public Involvement Plan

PWP - Planning Work Program

TIP - Transportation Improvement Program

TAC - Transportation Advisory Committee

TCC - Technical Coordinating Committee

UCP - Unified Certification Program

Appendix A – Public Comments Received

There were no public comments received during the 45 day public comment period.

Appendix B – MPO Contact List

MPO Contact List								
TCC Member Contact Info								
Name	Governmental Agency	Title	Phone #	Email	Address	City	State	Zip
Kevin Mulligan, Chair	City of Greenville	Public Works Director	(252)-329-4520	kmulligan@greenvillenc.gov	PO Box 7207	Greenville	NC	27835
Thomas Barnett	City of Greenville	Community Development, Director	(252)-329-4511	Tbarnett@greenvillenc.gov	PO Box 7207	Greenville	NC	27835
Rik DiCesare	City of Greenville	Traffic Engineer	(252)-329-4066	rdicesare@greenvillenc.gov	PO Box 7207	Greenville	NC	27835
Lamont Jackson	City of Greenville	Transit Manager	(252)-329-4047	lmjackson@greenvillenc.gov	PO Box 7207	Greenville	NC	27835
Scott Godefroy	City of Greenville	City Engineer	(252)-329-4525	sgodefroy@greenvillenc.gov	PO Box 7207	Greenville	NC	27835
Ann E. Wall	City of Greenville	City Manager	(252)-329-4432	awall@greenvillenc.gov	PO Box 7207	Greenville	NC	27835
James Rhodes	Pitt County	Planning Director	(252)-902-3250	jrhodes@pittcountync.gov	1717 West Fifth Street	Greenville	NC	27834
Jonas Hill	Pitt County	Planner	(252)-902-3279	jnhill@pittcountync.gov	1717 West Fifth Street	Greenville	NC	27834
Michael Taylor	Pitt Area Transit	Assistant County Manager	(252)-902-3805	michael.taylor@pittcountync.gov	1717 West Fifth Street	Greenville	NC	27834
Ben Williams, Vice-Chair	Town of Winterville	Assistant Town Manager	(252)-215-2420	ben.williams@wintervillenc.com	PO Box 1459	Winterville	NC	28590
Terri Parker	Town of Winterville	Town Manager	(252)-215-2341	terri.parker@wintervillenc.com	PO Box 1459	Winterville	NC	28590
Steven Harrell	Town of Ayden	Town Manager	(252)-481-5819	sharrell@ayden.com	P O Box 219	Ayden	NC	28513
Stephen Smith	Town of Ayden	Community and Economic Planner	(252)-481-5827	ssmith@ayden.com	P O Box 219	Ayden	NC	28513
Richard Zeck	Village of Simpson	Mayor	(252)-757-1430	mayor.vos@suddenlinkmail.com	P O Box 10	Simpson	NC	27879
Preston Hunter	NCDOT	Division Engineer	(252)-439-2823	phunter@ncdot.gov	P O Box 1587	Greenville	NC	27835
Steve Hamilton	NCDOT	Division Traffic Engineer	(252)-439-2816	shamilton@ncdot.gov	P O Box 1587	Greenville	NC	27835
Dominique Boyd	NCDOT	Transportation Engineer	(919)-707-0932	dboyd1@ncdot.gov	Mail Service Center 1554	Raleigh	NC	27699
Jeff Cabaniss	NCDOT	Division Planning Engineer	(252)-439-2836	jcabaniss@ncdot.gov	P O Box 1587	Greenville	NC	27835
Haywood Daughtry	NCDOT	E. Region Mobility & Safety Field Ops Eng	(252)-296-3541	hdaughtry@ncdot.gov	P O Box 3165	Wilson	NC	27895
Kevin Richards	Mid-East Commission	Planning Director	(252)-974-1823	krichards@mideastcom.org	P O Drawer 1787	Washington	NC	27889
William Bagnell	ECU	Associate Vice Chancellor Campus Ops.	(252)-328-6858	bagnellw@ecu.edu	1001 E 4th St	Greenville	NC	27858
NON VOTING TCC MEMBERS								
Tony Sumter	NCDOT	Public Transportation Representative	(919)-707-4678	asumter@ncdot.gov	Mail Service Center 1550	Raleigh	NC	27699
Bill Marley	Fed Hwy Admin	Community Planner	(919)-747-7028	bill.marley@fhwa.dot.gov	310 New Bern Ave, Suite 410	Raleigh	NC	27601
Eliud De Jesus	Mid-East Commission	Planner	(252)-974-1843	edejesus@mideastcom.org	P O Drawer 1787	Washington	NC	27889
TAC Member Contact Info								
P.J. Connelly, Chair	City of Greenville	Mayor	(252)-329-4422	piconnelly@greenvillenc.gov	P. O. Box 7207	Greenville	NC	27834
Doug Jackson	Town of Winterville	Mayor	(252)-756-2221	doug.jackson@wintervillenc.com	PO Box 1459	Winterville	NC	28590
Tom Coulson	Pitt County	Commissioner	(252)-321-2942	tcoulson@urethaneusa.com	1717 West Fifth Street	Greenville	NC	27834
Steve Tripp	Town of Ayden	Mayor	(252)-481-5826	mayor@ayden.com	P O Box 219	Ayden	NC	28513
Richard Zeck	Village of Simpson	Mayor	(252)-757-1430	mayor.vos@suddenlinkmail.com	P O Box 10	Simpson	NC	27879
Thomas Taft	NCDOT	Boardmember	(252)-672-5462	ttaft@ncdot.gov	1 S. Wilmington St.	Raleigh	NC	27601
TAC Alternates -Member Contact Info								
Tony Moore	Town of Winterville	Councilman	(252)-321-6700	tony.moore@wintervillenc.gov	2590 Church St	Winterville	NC	28590
Rose Glover	City of Greenville	Councilwomen, Mayor Pro-Tem	(252)-752-1113	rglover@greenvillenc.gov	P. O. Box 7207	Greenville	NC	27834
Melvin C. McLawhorn	Pitt County	Commissioner, Vice-Chair	(252)-355-7290	king2006mac@yahoo.com	1717 West Fifth Street	Greenville	NC	27834
NON VOTING TAC MEMBERS								
John F. Sullivan, III	FHWA	Division Admin. (non-voting)	(919)-747-7000	John.Sullivan@fhwa.dot.gov	310 New Bern Avenue, Suite 410	Raleigh	NC	27601-1418

RESOLUTION NO. 2018-02-GUAMPO
ADOPTING AN UPDATE TO THE PUBLIC INVOLVEMENT PLAN FOR 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 MPO has developed a Public Involvement Plan which provides for a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans; and

WHEREAS, the MPO, as required by Federal mandate every five (5) years, proposes to update the Public Involvement Plan to include any new transportation legislation, new and innovative public involvement techniques and any provisions required to remain compliant with Federal and State regulations regarding public review and comment; and

WHEREAS, the MPO provided a 45-day public comment period regarding the proposed updates to the Public Involvement Plan to allow for general public review and comment; and

WHEREAS, the MPO held a public meeting on January 12, 2018 to gather additional public input on the proposed updates to the Public Involvement Plan; and

WHEREAS, the Metropolitan Planning Organization Transportation Advisory Committee did review and comment on the Public Involvement Plan NOW,

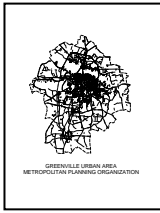
NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area Metropolitan Planning Organization hereby resolves to adopt the 2018 update to the Greenville Urbanized Area's Public Involvement Plan (PIP).

Today, February 27, 2018



Chairman
Transportation Advisory Committee,
Greenville Urban Area MPO

Amanda Braddy, Secretary



Attachment 5f

Technical Coordinating Committee

No Action Required

February 6, 2019

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: 2020-2029 Draft Metropolitan Transportation Improvement Program Review

Purpose: To review the results of Prioritization 5.0 and the resulting local portion of the draft Statewide Transportation Improvement Program (STIP), known as the Metropolitan Transportation Improvement Program (MTIP).

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

From September 2017 to April 2018 the NCDOT SPOT Unit has been analyzing projects and compiling quantitative scores. Projects listed in the statewide category were programmed in the draft 2020-2029 State Transportation Improvement Program (STIP) based on the NCDOT calculated quantitative scores, which represents 100% of the Statewide score. Statewide projects that are not funded will drop down into the Regional project category and, along with the Regional projects, are eligible to receive local input points. Regional project scores are 70% based on the NCDOT's quantitative scoring and 30% based on local input point assignment (15% MPO and 15% NCDOT Division 2).

On August 30th, 2018 the SPOT Unit of NCDOT released the preliminary list of funded Regional projects. All unfunded regional projects will cascade down to the Division tier, where the MPO and Division can now assign local input points. Two MPO Projects received preliminary programming from the Regional Impact category:

1. **10th Street, from Evans St. to Oxford Rd.; Safety and Access Management Project**
2. **Charles Blvd, from Greenville Blvd. to Turnbury Dr., Access Management Project**

After submitting Division Needs Local input points in October 2018, NCDOT began to program and develop the full draft of the 2020-2029 STIP. It is in the draft STIP that Division Needs projects are identified and announced for funding. On January 8, 2019 NCDOT released the draft STIP and provided each Planning Organization with their local portion and supplemental information on funding. In addition to the above Regional projects the following Division projects were programmed along the 10-year program horizon:

1. **Greenville Blvd, from Tar River Bridge near 10th St to Dickinson Ave.; Sidewalks**
2. **Memorial Dr., from W. 5th St. to Davenport Farm Rd.; Sidewalks**
3. **Stantonsburg Rd., from B's Barbeque Rd. to Memorial Dr., Access Management Project**
4. **Evans St., from Red Banks Rd. to W. 5th St.; Access Management Project**
5. **Worthington Rd. and County Home Rd. Intersection Improvement (Roundabout)**

6. NC 33 East, from Blackjack Simpson Rd. to Mobley's Bridge Rd.; Widening

The eight (8) new projects programmed within the STIP total approximately \$300 million over the 10-year horizon. While all projects are included within the STIP, all will have to be resubmitted in P6.0 to keep them. Each of the listed projects fall in the back five (5) years of the STIP, also known as the Development portion of the STIP. Projects will begin development but will still be required to be resubmitted in P6.0 to keep them progressing towards construction. Due to funding limitations and the current projects in development and construction in the Division and Region, most projects submitted in P5.0 are in the back Development portion of the STIP requiring resubmittal.

Action Needed: No actions is required.

Attachments: *Draft 2020-2029 Metropolitan Transportation Program (MTIP)*

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2019	STATE TRANSPORTATION IMPROVEMENT PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED				
									FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FUTURE YEARS									
INTERSTATE PROJECTS																												
PITT	US 264/US 258 (FUTURE I-587)	I-6035	GREENE COUNTY LINE TO SR 1467 (STANTONSBURG ROAD) INTERCHANGE (GREENVILLE SOUTHWEST BYPASS). PAVEMENT REHABILITATION.	13.2	22525	10	NHPIM S(M)	C C	1201 4500	CG	1201	CG	1201	CG	1201	CG	1201	CG	1201	CG	1201	CG	1201	CG	1201	CG	4804	
TO BE LET WITH I-6032. GARVEE BOND FUNDING \$14.0 M; PAYBACK FY 2019-2033																												
RURAL PROJECTS																												
BEAUFORT CARTERET CRAVEN GREENE JONES LENOIR PAMLICO PITT	VARIOUS	R-5782	DIVISION 2 PROGRAM TO UPGRADE INTERSECTIONS TO COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA) USING TRANSPORTATION ALTERNATIVES (TA) FUNDS.		2824	2824																						
UNDER CONSTRUCTION - OTHER FUNDS ARE STATE HIGHWAY FUNDS																												
PITT	NC 11/NC 903 (GREENVILLE SOUTHWEST BYPASS)	R-2250	NC 11 TO US 264 (GREENVILLE BYPASS). CONSTRUCT FOUR LANE DIVIDED FACILITY ON NEW LOCATION WITH BYPASS OF WINTERVILLE.	12.4	239978	239978																						
UNDER CONSTRUCTION																												
URBAN PROJECTS																												
PITT	NC 33	U-6215	SR 1755 (BLACKJACK-SIMPSON ROAD) TO SR 1760 (MOBLEYS BRIDGE ROAD). WIDEN TO MULTI-LANES.		88550	10	T T T T																					
BUILD NC BOND FUNDING \$20 M PAYBACK 2029 - 2043																												
PITT	NC 43	U-5991	SR 1708 (FIRE TOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES.	3.2	36840	900	T T T T			R U	1250 600		R	3750														
BUILD NC BOND FUNDING \$20 M PAYBACK 2023 - 2037																												
PITT	SR 1204 (STANTONSBURG ROAD)	U-6195	SR 1204 (B'S BARBEQUE ROAD) TO NC 11 (MEMORIAL DRIVE). ACCESS MANAGEMENT.	2.0	30400		T T T																					
PITT	SR 1467 (STANTONSBURG ROAD)/ SR 1598 (TENTH STREET CONNECTOR)	U-3315	US 13/NC11 (MEMORIAL DRIVE) TO SR 1702 (EVANS STREET) IN GREENVILLE. CONSTRUCT MULTI-LANES, SOME NEW LOCATION WITH GRADE SEPARATION AT CSX TRANSPORTATION SYSTEM.	1.2	70078	70078																						
UNDER CONSTRUCTION																												

DIV - Division Category EX - Exempt Category
 HF - State Dollars (Non STI) REG - Regional Category
 SW - Statewide Category TRN - Transition Project

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2019	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED FUTURE YEARS														
									FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029															
HIGHWAY SAFETY PROJECTS																																	
STATEWIDE	VARIOUS	W-9999	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.		539650				HSIP	C	6750	DIV	C	13035	DIV	C	13110	DIV	C	15900	DIV	C	15900	DIV	C	15900	DIV	C	15900	DIV			
									HSIP	C	12750	RE	C	13035	RE	C	13110	RE	C	15900	RE	C	15900	RE	C	15900	RE	C	15900	RE			
									HSIP	C	9000	SW	C	17380	SW	C	17480	SW	C	21200	SW	C	21200	SW	C	21200	SW	C	21200	SW			
									DIV	DIV	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.																						
									REG	REG	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.																						
									SW	SW	HIGHWAY SAFETY IMPROVEMENT PROGRAM BALANCE.																						
STATEWIDE	VARIOUS	W-5517	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		82601	22101			HSIP	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV	PE	1650	DIV			
									HSIP	PE	1650	RE	PE	1650	RE	PE	1650	RE	PE	1650	RE	PE	1650	RE	PE	1650	RE	PE	1650	RE			
									HSIP	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW	PE	2200	SW			
									DIV	DIV	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																						
									REG	REG	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																						
									SW	SW	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																						
STATEWIDE	VARIOUS	W-5601	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		147578	118178			HSIP	R	420	DIV	R	420	DIV																		
									HSIP	C	2520	DIV	C	2520	DIV																		
									HSIP	R	420	RE	R	420	RE																		
									HSIP	C	2520	RE	C	2520	RE																		
									HSIP	R	560	SW	R	560	SW																		
									HSIP	C	3360	SW	C	3360	SW																		
									DIV	DIV	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON DIVISION CATEGORY.																						
									REG	REG	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON REGIONAL CATEGORY.																						
									SW	SW	RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS ON STATEWIDE CATEGORY.																						
IN PROGRESS																																	
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		6608	6608																											
									DIV	DIV	SIGNAL RETIMING TO IMPROVE SAFETY.																						
									REG	REG	SIGNAL RETIMING TO IMPROVE SAFETY.																						
									SW	SW	SIGNAL RETIMING TO IMPROVE SAFETY.																						
IN PROGRESS																																	
STATEWIDE	VARIOUS	W-5700	SIGNAL RETIMING TO IMPROVE SAFETY.		20000	3500			HSIP	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV	C	450	DIV
									HSIP	C	450	RE	C	450	RE	C	450	RE	C	450	RE	C	450	RE	C	450	RE	C	450	RE	C	450	RE
									HSIP	C	600	SW	C	600	SW	C	600	SW	C	600	SW	C	600	SW	C	600	SW	C	600	SW	C	600	SW
									DIV	DIV	SIGNAL RETIMING TO IMPROVE SAFETY.																						
									REG	REG	SIGNAL RETIMING TO IMPROVE SAFETY.																						
									SW	SW	SIGNAL RETIMING TO IMPROVE SAFETY.																						
IN PROGRESS																																	
STATEWIDE	VARIOUS	W-5508	HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.		1500	1500																											
IN PROGRESS																																	
CONGESTION MITIGATION PROJECTS																																	
STATEWIDE	VARIOUS	C-5600	STATEWIDE CMAQ PROJECTS TO IMPROVE AIR QUALITY WITHIN NONATTAINMENT AND MAINTENANCE AREAS.		75989	44979			CMAQ	PE	1664		PE	817																			
									S(M)	PE	416		PE	204																			
									CMAQ	R	1664		R	817																			
									S(M)	R	416		R	204																			
									CMAQ	C	9983		C	4901																			
									S(M)	C	2496		C	1226																			
									CMAQ	O	1664		O	817																			
									S(M)	O	416		O	204																			
									CMAQ	I	1664		I	817																			
									S(M)	I	416		I	204																			
									EX																								

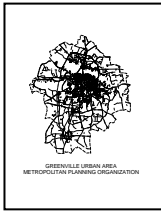
DIV - Division Category EX - Exempt Category
 HF - State Dollars (Non STI) REG - Regional Category
 SW - Statewide Category TRN - Transition Project

COST AND SCHEDULES ARE PRELIMINARY AND SUBJECT TO SIGNIFICANT CHANGE AS MORE INFORMATION BECOMES AVAILABLE

STATEWIDE PROJECT

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FY 2019	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS
									STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					
									FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	
SAFE ROUTES TO SCHOOLS PROJECTS																			
STATEWIDE	VARIOUS	SR-5001	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		14730	14230	SRTS	C	500										
IN PROGRESS - \$200,800 IN STPDA FUNDS ALLOCATED TO SR-5001C																			
STATEWIDE	VARIOUS	SR-5000	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.		6435	6435													
IN PROGRESS																			
BICYCLE AND PEDESTRIAN PROJECTS																			
STATEWIDE	VARIOUS	E-4018	NATIONAL RECREATIONAL TRAILS.		15045	1845	TA	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200
IN PROGRESS																			
STATEWIDE	VARIOUS	EB-5542	STATEWIDE BICYCLE-PEDESTRIAN PROGRAM.		12503	1503	BG	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000
STATEWIDE	VARIOUS	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.		6476	6476													
UNDER CONSTRUCTION																			
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.																
IN PROGRESS																			
STATEWIDE	VARIOUS	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.		25408	25408													
IN PROGRESS - \$182,000 IN STPDA FUNDS ALLOCATED TO ER-2971E																			
PUBLIC TRANSPORTATION PROJECTS																			
STATEWIDE	GREYHOUND LINES	TI-6108	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE VIA WILMINGTON ALONG US 70, US 117, AND US 17 AND FROM JACKSONVILLE TO MYRTLE BEACH VIA WILMINGTON ALONG US 17		4081	4081	FNU												
STATEWIDE	GREYHOUND LINES	TI-6107	INTERCITY BUS SERVICE FROM RALEIGH TO JACKSONVILLE ALONG US 70 AND US 17 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, KINSTON, AND NEW BERN		1910	1910	FNU												
STATEWIDE	GREYHOUND LINES	TI-6106	INTERCITY BUS SERVICE FROM RALEIGH TO WILMINGTON ALONG US 70 AND US 117 WITH STOPS AT RALEIGH, SMITHFIELD, GOLDSBORO, WALLACE, AND WILMINGTON		1592	1592	FNU												
STATEWIDE	GREYHOUND LINES	TI-6105	INTERCITY BUS SERVICE FROM RALEIGH TO NORFOLK ALONG US 64 AND US 258 WITH STOPS AT RALEIGH, ROCKY MOUNT, AHOSKIE, AND SUFFOLK		1402	1402	FNF												
STATEWIDE	NCDOT FERRY DIVISION	TA-6535	CAPITAL		789	789	FNF	S											

DIV - Division Category EX - Exempt Category
 HF - State Dollars (Non STI) REG - Regional Category
 SW - Statewide Category TRN - Transition Project



Attachment 5g
Technical Coordinating Committee

No Action Required

February 6, 2019

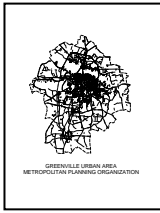
TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: Presentation by Staff of NC Vision Zero

Purpose: To receive a presentation from staff of NC Vision Zero and review current NC Vision Zero Initiatives and Activities.

Discussion: Staff of NC Vision Zero will present information regarding NC Vision Zero and their current activities while also answering any questions regarding potential initiatives in our area.

Action Needed: No actions is required.

Attachments: N/A



Attachment 5h

Technical Coordinating Committee

No Action Required

February 6, 2019

TO: Technical Coordinating Committee
FROM: Ryan Purtle, Transportation Planner
SUBJECT: 2045 Metropolitan Transportation Plan Presentation

Purpose: To review preliminary recommendations and up to date activities of the 2045 Metropolitan Transportation Plan development project.

Discussion: In January 2018 the Greenville Urban Area MPO selected Kimley-Horn to develop the 2045 Metropolitan Transportation Plan (MTP). The MTP is a federally-mandated, long-term planning document detailing the transportation improvements and policies to be implemented in the MPO's planning area across a 25+ year planning horizon. The MTP is projected to be completed in June 2019.

The Kimley-Horn project team will present their preliminary recommendations with the TCC and the project's identified Technical Committee. Kimley-Horn is looking for input from the MPO's TCC and the project's Technical Committee in advance of presenting the subsequent information to the MPO's TAC and the project's Advisory Committee (consisting of elected and appointed officials from within the MPO).

Action Needed: No actions is required.

Attachments: N/A



More Information

- ▶ [Overview](#)
- ▶ [SEI Form](#)
- ▶ [SEI Helpful Tips](#)

MPO/RPO SEI Instructions & Form

Welcome to the State Ethics Commission's Statement of Economic Interest (SEI) Web Page for MPOs/RPOs.

[Click this link for SEI Helpful Tips](#)

All MPO/RPO members and their alternates or designees must file a Real Estate Disclosure Form in addition to their Statements of Economic Interest. For electronic filers, the Real Estate Disclosure Form has been incorporated into the SEI questions for 2018.

- [Instructions on how to obtain an NCID.](#)

Consider using Internet Explorer or Chrome to submit your SEI. Some users have had trouble using other browsers.

Electronic Filing

Type your responses and file your SEI electronically. We HIGHLY RECOMMEND ELECTRONIC FILING. It's fast, easy, ensures immediate confirmation of your filing, and saves your information for future filings.

[Create NCID Account](#)

[Login](#)

[2018 Long Form](#) or

[2018 No Change Form](#)

Manual Filing

Print PDF document and handwrite your responses and mail or hand deliver your SEI.

You **MUST** complete the ENTIRE form or you will be asked to re-file!! Do not leave answers blank!

[2018 SEI Long Form](#) or

[2018 SEI No Change Form](#)

[Real Estate Disclosure Form](#)



NC MOVES 2050

CONNECTING YOUR COMMUNITY,
YOUR VOICE AND YOUR FUTURE

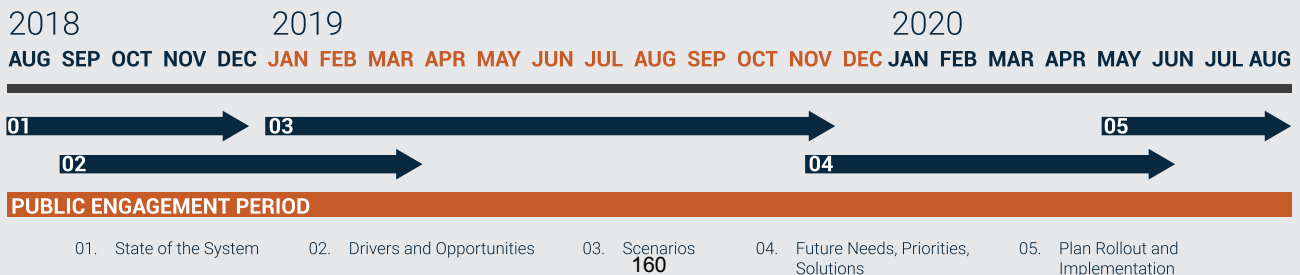
STUDY OVERVIEW & PURPOSE

NC MOVES 2050 WILL CONTINUE TO SUPPORT NORTH CAROLINA'S ECONOMY AND ENHANCE QUALITY OF LIFE

The N.C. Department of Transportation is conducting an update to its long-range transportation plan to help guide North Carolina's future transportation policies and investments. Called NC Moves 2050, the plan provides a 30-year transportation blueprint for the state.



STUDY TIMELINE

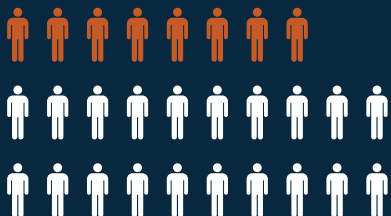
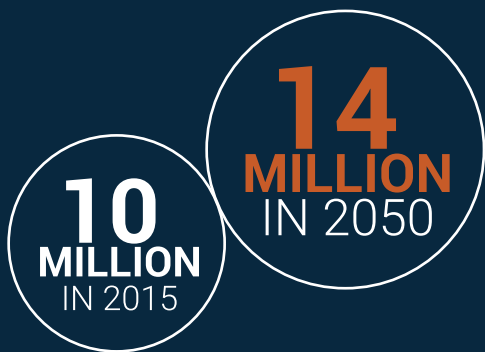




NORTH CAROLINA'S POPULATION GROWTH

The population of North Carolina has grown from 6.7 million people in 1990 to 10 million people in 2015, according to the North Carolina Office of State Budget and Management. This is a total growth rate of 51 percent. Over the same time period, the population of the U.S. has increased by 29 percent.

According to an analysis conducted by the study team, this trend is expected to continue, with North Carolina anticipated to add nearly 4 million more people by 2050. This would make North Carolina the 8th most populous state by 2050.



THE NEXT 50 YEARS

Life looked a lot different 50 years ago. Air travel was a luxury, families owned only one car, milk was delivered, kids walked to school and cellphones didn't even exist.

Fast-forward to today where air travel is fairly common, families own multiple vehicles, most anything can be delivered, and children ride the bus or are driven to school.

What might the world look like in the next 50 years? What role will transportation play in that future? What does North Carolina need to do to be ready to take on new challenges?

These are some of the questions that will be answered in the NC Moves 2050 transportation plan.

NORTH CAROLINA FACTS

- NCDOT MAINTAINS MORE THAN 80,000 MILES OF HIGHWAY. (TEXAS IS THE ONLY STATE THAT HAS MORE)** 
- IN 2017, CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT RANKED 10TH NATIONWIDE IN NUMBER OF PASSENGERS.**** 
- NORTH CAROLINA HAS 3,258 MILES OF FREIGHT RAILROAD.*** 
- 1.1% OF NORTH CAROLINIANS USE PUBLIC TRANSPORTATION TO GET TO WORK.* (COMPARED TO A USA AVERAGE OF 5.2 PERCENT)** 
- ELECTRIC SCOOTERS HAVE TAKEN MANY NORTH CAROLINA CITIES BY SURPRISE AS A NEW WAY TO TRAVEL.** 
- AUTONOMOUS AND CONNECTED VEHICLES ARE EXPECTED TO CHANGE HOW, WHEN AND WHERE WE TRAVEL.** 

HOW TO GET INVOLVED

Thirty years sounds far away; however, the time to start planning is now. There will be several opportunities for public input throughout the two-year study process.

Announcements will occur for statewide outreach opportunities, web-based surveys and interactive maps of North Carolina where citizens can share their thoughts about North Carolina's transportation system's future by region.

BE A PART OF THE FUTURE!

#NCMOVES    
NCDOT.GOV/NCMOVES

*Information taken from the U.S. Department of Transportation Bureau of Transportation Statistics, 2016. **Information from CLTAirport.com



NC MOVES 2050

CONECTANDO TU COMUNIDAD,
TU VOZ Y TU FUTURO

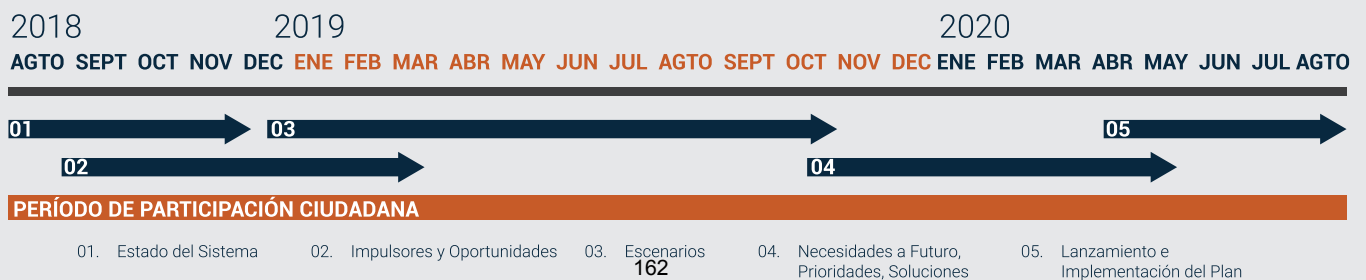
DESCRIPCIÓN DEL ESTUDIO Y SU PROPÓSITO

NC MOVES 2050 CONTINUARÁ APOYANDO LA ECONOMÍA DE CAROLINA DEL NORTE Y MEJORANDO LA CALIDAD DE VIDA DE SUS CIUDADANOS.

El Departamento de Transporte de Carolina del Norte (NCDOT) está actualizando su plan de transporte a largo plazo para ayudar y guiar las futuras inversiones y políticas de transporte del estado. Este plan, llamado NC Moves 2050, proporcionará un esquema de transporte estatal a seguir en los próximos 30 años.



CRONOGRAMA DEL ESTUDIO

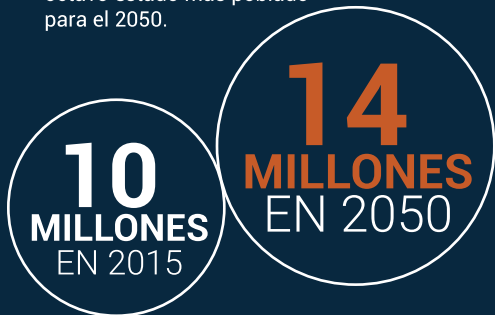




CRECIMIENTO DE LA POBLACIÓN EN CAROLINA DEL NORTE

De acuerdo a la Oficina de Presupuestos y Administración del Estado, la población de Carolina del Norte creció de 6.7 millones de personas en el 1990 a 10 millones de personas en el 2015. Esto representa una tasa de crecimiento total del 51%, mientras que durante el mismo período, la población del país apenas tuvo un crecimiento del 29%.

Gracias a un análisis realizado por el equipo de estudio de este proyecto, se espera que la tendencia de crecimiento continúe. Se estima que la población de Carolina del Norte se incremente en casi 4 millones de personas y pase a ser el octavo estado más poblado para el 2050.



LOS PRÓXIMOS 50 AÑOS

Hace cincuenta años, la vida era muy diferente. Viajar en avión era un lujo, las familias tenían sólo un auto, la leche era de las pocas cosas que eran enviadas a casa, los niños caminaban a la escuela, y los teléfonos celulares ni siquiera existían.

Sin embargo, hoy en día mucho ha cambiado. Viajar en avión es bastante común, la mayoría de las familias tienen más de un auto, prácticamente casi cualquier cosa puede ser enviada a nuestras casas y ahora a nuestros hijos los llevamos a la escuela o van en autobús.

¿Cómo será el mundo en los próximos cincuenta años? ¿Qué papel desempeñará el transporte en ese futuro? ¿Qué debe hacer Carolina del Norte para prepararse y asumir nuevos retos?

Estas son algunas de las preguntas que responderá el NC Moves 2050.

DATOS DE CAROLINA DEL NORTE

EL NCDOT MANTIENE MÁS DE 80,000 MILLAS DE AUTOPISTA. (TEXAS ES EL ÚNICO ESTADO QUE TIENE MÁS)	
EN EL 2017, EL AEROPUERTO INTERNACIONAL CHARLOTTE DOUGLAS OCUPÓ EL PUESTO NÚMERO 10 A NIVEL NACIONAL EN NÚMERO DE PASAJEROS.**	
CAROLINA DEL NORTE TIENE 3,258 MILLAS DE FERROCARRIL DE CARGA.*	
EL 1.1% DE LOS HABITANTES DE CAROLINA DEL NORTE UTILIZAN EL TRANSPORTE PÚBLICO PARA IR AL TRABAJO.* (COMPARADO A UN PROMEDIO DEL 5.2 POR CIENTO EN EL RESTO DEL PAÍS)	
LOS SCOOTERS ELÉCTRICOS SE HAN POPULARIZADO EN MUCHAS CIUDADES DEL ESTADO COMO UNA NUEVA MODALIDAD DE TRANSPORTE.	
SE ESPERA QUE LOS VEHÍCULOS AUTÓNOMOS E INTELIGENTES CAMBIEN LA MANERA DE CÓMO, CUÁNDO Y DÓNDE VIAJAREMOS.	

CÓMO PARTICIPAR

Treinta años suena muy lejos; sin embargo, el momento de comenzar a planificar es ahora. Habrá muchas oportunidades para que el público participe a lo largo de los dos años del estudio.

Se harán anuncios en todo el estado sobre las distintas oportunidades que habrán para participar. Igualmente, se realizarán encuestas y se pondrá a disposición un mapa interactivo de Carolina del Norte, en donde los ciudadanos puedan compartir sus opiniones sobre el futuro del transporte por región dentro del estado.

¡FORME PARTE DE NUESTRO FUTURO!

#NCMOVES

NCDOT.GOV/NCMOVES

*Información obtenida de la Oficina de Estadísticas del Departamento de Transporte de los Estados Unidos, 2016. **Información obtenida en CLTAirport.com

Users Guide

[New Search](#)

<p>Contract Number: C203513 Division: 2 TIP Number: U-3315 Length: 1.447 miles NCDOT Contact: Sarah F. Lentine Location Description: STANTONBURG RD/10TH ST CONNECTOR FROM MEMORIAL DR TO SR-1702 (EVANS ST). Contractor Name: S T WOOTEN CORPORATION Contract Amount: \$30,139,757.76 Work Began: 10/12/2015 Original Completion Date: 05/14/2019 Latest Payment Thru: 12/20/2018 Latest Payment Date: 12/27/2018</p>	<p>Route: - County: Pitt Federal Aid Number: STP-0220(72) NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 4.86% Letting Date: 08/18/2015 Revised Completion Date: 07/11/2019 Scheduled Progress: 100% Actual Progress: 92.17%</p>
<p>Contract Number: C203609 Division: 2 TIP Number: R-2250 Length: 12.4 miles NCDOT Contact: Sarah F. Lentine Location Description: GREENVILLE SOUTHWEST BYPASS FROM SOUTH OF OLD NC-11 TO US-264. Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$159,647,247.47 Work Began: 08/31/2016 Original Completion Date: 06/28/2019 Latest Payment Thru: 11/30/2018 Latest Payment Date: 12/20/2018</p>	<p>Route: NC-11 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 7.99% Letting Date: 05/05/2015 Revised Completion Date: 06/02/2020 Scheduled Progress: 64% Actual Progress: 78.03%</p>
<p>Contract Number: DB00346 Division: 2 TIP Number: Length: 39.74 miles NCDOT Contact: Sarah F. Lentine Location Description: BEAUFORT COUNTY PITT COUNTY Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$2,076,518.55 Work Began: 06/22/2017 Original Completion Date: 03/01/2018 Latest Payment Thru: 10/31/2017 Latest Payment Date: 12/06/2017</p>	<p>Route: SR-1900 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 5.06% Letting Date: 04/12/2017 Revised Completion Date: Scheduled Progress: 98.54% Actual Progress: 92.7%</p>
<p>Contract Number: DB00360 Division: 2 TIP Number: U-5921 Length: 0.223 miles NCDOT Contact: Sarah F. Lentine Location Description: LAURIE ELLIS ROAD FROM NC 11 TO MILLS STREET Contractor Name: BARNHILL CONTRACTING COMPANY Contract Amount: \$2,515,619.35 Work Began: 10/26/2017 Original Completion Date: 02/15/2019 Latest Payment Thru: 12/31/2018 Latest Payment Date: 01/09/2019</p>	<p>Route: NC-11 County: Pitt Federal Aid Number: NCDOT Contact No: (252)830-3495 Cost Overrun/Underrun: 10.73% Letting Date: 06/14/2017 Revised Completion Date: 03/02/2019 Scheduled Progress: 100% Actual Progress: 64.3%</p>

Contract Number: DB00367	Route: SR-1126
Division: 2	County: Pitt
TIP Number: U-5919	
Length: 0.409 miles	Federal Aid Number:
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: SR 1126 (BOYD ST) FROM NC 11 TO SR 1129 (RAILROAD ST)	
Contractor Name: S T WOOTEN CORPORATION	
Contract Amount: \$2,426,538.33	Cost Overrun/Underrun: 18.6%
Work Began: 02/02/2018	Letting Date: 06/28/2017
Original Completion Date: 02/03/2019	Revised Completion Date: 02/04/2019
Latest Payment Thru: 12/31/2018	Scheduled Progress: 100%
Latest Payment Date: 01/08/2019	Actual Progress: 50.94%

Contract Number: DB00375	Route: -
Division: 2	County: Pitt
TIP Number:	
Length: 28.5 miles	Federal Aid Number:
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: BEAUFORT COUNTY, PITT COUNTY	
Contractor Name: WHITEHURST PAVING CO INC	
Contract Amount: \$0.00	Cost Overrun/Underrun: 0%
Work Began:	Letting Date: 04/25/2018
Original Completion Date: 05/31/2019	Revised Completion Date:
Latest Payment Thru:	Scheduled Progress: 0%
Latest Payment Date:	Actual Progress: 0%

Contract Number: DB00381	Route: -
Division: 2	County: Pitt
TIP Number:	
Length: 2.29 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: S T WOOTEN CORPORATION	
Contract Amount: \$0.00	Cost Overrun/Underrun: 0%
Work Began:	Letting Date: 06/13/2018
Original Completion Date: 05/31/2019	Revised Completion Date:
Latest Payment Thru:	Scheduled Progress: 0%
Latest Payment Date:	Actual Progress: 0%

Contract Number: DB00415	Route: US-64
Division: 2	County: Pitt
TIP Number:	
Length: 16.99 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: PITT COUNTY	
Contractor Name: S T WOOTEN CORPORATION	
Contract Amount: \$3,188,117.03	Cost Overrun/Underrun: 0%
Work Began: 12/03/2018	Letting Date: 05/09/2018
Original Completion Date: 08/08/2019	Revised Completion Date:
Latest Payment Thru: 12/31/2018	Scheduled Progress: 11.01%
Latest Payment Date: 01/10/2019	Actual Progress: 10.46%

Contract Number: DB00461	Route: US-13
Division: 2	County: Pitt
TIP Number:	
Length: 0.235 miles	Federal Aid Number: STATE FUNDED
NCDOT Contact: Sarah F. Lentine	NCDOT Contact No: (252)830-3495
Location Description: US 13 (MEMORIAL DRIVE) BRIDGES 39, 56, 57, & 70	
Contractor Name: SOUTHERN ROAD & BRIDGE LLC	
Contract Amount: \$0.00	Cost Overrun/Underrun: 0%
Work Began:	Letting Date: 11/28/2018
Original Completion Date: 04/27/2019	Revised Completion Date:
Latest Payment Thru:	Scheduled Progress: 0%
Latest Payment Date:	Actual Progress: 0%

Upcoming Projects Subject to Approved STIP and Funding

Project ID	County	Description	R/W Acq Begins	Let Date
W-5702O	PITT	US 264 ALT(GREENVILLE BOULEVARD) AT MALL DRIVE		2/28/2019
W-5702L	PITT	SR 1755 (BLACK JACK - SIMPSON ROAD)AT SR 1744 (MILLS ROAD) INTERSECTION IMPROVEMENTS INCLUDING SKEW REVISIONS, VEGETATION REMOVAL, AND CHANNELIZATION.	11/22/2018	3/20/2019
I-6035	PITT	US 264/US 258 (FUTURE I-587) PITT COUNTY FROM GREENE COUNTYLINE TO SR 1467 (STANTONSBURG ROAD) INTERCHANGE (GREENVILLESOUTHWEST BYPASS). PAVEMENT REHABILITATION. (COMB W/I-6032)		5/21/2019
U-5730	PITT	US 13 (MEMORIAL DRIVE) AT NC 43 (5TH STREET) UPGRADE INTERSECTION	1/24/2018	5/23/2019
W-5702H	PITT	US 13 / NC 11 BETWEEN THE CAROLINA COASTAL RAIL CROSSING 0.1 MILE SOUTH OF MOYE BOULEVARD AND NC 43 (FIFTH STREET) SAFETY IMPROVEMENTS (MILEPOST - 11.150 - 11.990)		7/18/2019
W-5702N	PITT	NC 11 AT SR 1131 (REEDY BRANCH ROAD)	11/30/2018	7/24/2019
U-5606	PITT	SR 1598/SR 1620 (DICKINSON AVE) FROM NC 11(MEMORIAL DRIVE) TO SR 1610 (READE CIRCLE)	6/22/2016	8/20/2019
W-5702M	PITT	SR 1711 (WORTHINGTON ROAD) AT SR 1709 (COREY ROAD)	12/28/2018	8/28/2019
B-4605	PITT	REPLACE BRIDGE 5 OVER CHICOD CREEK ON SR 1777	11/9/2018	9/25/2019
U-5952	PITT	GREENVILLE - SIGNAL SYSTEM	11/19/2018	11/19/2019
B-4786	PITT	REPLACE BRIDGE 38 OVER THE TAR RIVER ON US 13 IN GREENVILLE	5/30/2018	12/17/2019

Upcoming Projects Subject to Approved STIP and Funding

Project ID	County	Description	R/W Acq Begins	Let Date
B-5301	PITT	REPLACE BRIDGE 87 OVER THE NORFOLK SOUTHERN RAILROAD ON NC 33	2/15/2019	2/18/2020
17BP.2.R.92	PITT	Bridge 171 over Johnson Mill Run on SR 1418 (Stanton House Rd.) in Pitt County		3/25/2020
B-5612	PITT	REPLACE BRIDGE 24 OVER THE TAR RIVER ON NC 222	5/20/2019	5/19/2020
U-5785	PITT	SR 1708 (FIRETOWER ROAD) FROM WEST OF EAST ARLINGTON BOULEVARD TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	4/30/2019	5/19/2020
U-5870	PITT	SR 1708 (FIRETOWER ROAD) FROM SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	4/30/2019	5/19/2020
B-4603	PITT	REPLACE BRIDGE 29 OVER FORK SWAMP ON SR 1715	5/13/2020	11/25/2020
B-4607	PITT	REPLACE BRIDGE 43 OVER SWIFT CREEK ON SR 1923	1/18/2019	1/27/2021
17BP.2.R.103	PITT	Bridge 6 over Cow Swamp on SR 1756 (J. C. Galloway Rd.) in Pitt County		2/10/2021
U-2817	PITT	SR 1700 (EVANS STREET / OLD TAR ROAD) FROM SR 1711 (WORTHINGTON ROAD) IN WINTERVILLE TO US 264 ALTERNATE (GREENVILLE BOULEVARD) IN GREENVILLE	3/15/2019	3/16/2021
U-5875	PITT	SR 1203 (ALLEN STREET) FROM SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO MULTI-LANES	5/14/2018	6/15/2021
U-5917	PITT	SR 1704 (FOURTEENTH STREET) FROM RED BANKS ROAD TO SR 1708 (FIRETOWER ROAD). WIDEN TO MULTI-LANES	6/21/2019	6/15/2021

Upcoming Projects Subject to Approved STIP and Funding

Project ID	County	Description	R/W Acq Begins	Let Date
BR-0119	PITT	Replace Bridge 730109 on SR1514 over Grindle Creek.	1/1/2022	1/1/2023
BR-0120	PITT	Replace Bridge 730123 on SR1552 over Meadow Branch.	1/1/2022	1/1/2023
U-5991	PITT	NC 43, FROM SR 1708 (FIRETOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES	6/30/2021	6/20/2023
EB-5847	PITT	GREENVILLE FROM SR 1149 (MILL STREET), SR 1133 (MAIN STREET) TO SR 1126 (BOYD STREET). CONSTRUCT SIDEWALK.	5/28/2024	5/28/2025
EB-5846	PITT	GREENVILLE FROM TOWN COMMON AT SR 1531 (GREENE STREET) TO RIVER PARK NORTH. CONSTRUCT GREENWAY.	5/28/2025	5/28/2026