

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

Wednesday, April 17, 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) Approval of Minutes from February 6, 2019 Technical Coordinating Committee Meeting ( pg.3-7)**

**3) Public Comment Period**

**4) New Business / Action Items:**

- a) Minor Amendment and Administrative Modification to the 2018-2027 MTIP – ***Discussion (pg.8-28)***
- b) Adoption of the Greenville Urban Area MPO’s Draft 2019 Title VI Plan – Resolution No. 2019-03-GUAMPO; ***Recommended for TAC Action (pg.29-74)***
- c) MPO Letter of Support for the City of Greenville’s BUILD Grant Application – ***Recommended for TCC Action (pg.75-77)***
- d) Presentation of the draft 2045 Metropolitan Transportation Plan– ***Discussion (pg.78)***
- e) Prioritization 6.0 Project List, Schedule and Local Methodology Discussion – ***Discussion (pg.79-102)***

**5) Other Discussion Items**

- a) Legislative Updates and Strategic Initiatives (pg.103-105)
  - i. NC Legislature House Bill 77
  - ii. 2019 BUILD Grant
  - iii. FTA Low or No Emission Grant Program
  - iv. NCAMPO Conference ( Charlotte in 2019, Greenville in 2020)
- b) NCDOT Update/Announcements (pg.106-130)
  - i. Division 2
  - ii. Transportation Planning Division
    - NC Moves 2050 Presentation

c) MPO Staff Updates

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

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

**7) Items for future consideration**

## **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](http://www.greenvillenc.gov).

## **GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA**

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

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

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

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL COORDINATING COMMITTEE (TCC) MINUTES  
February 6, 2019**

Members of the Technical Coordinating Committee met on the above date at 1:30 p.m. at G.K. Butterfield Transportation Center Second Floor Conference Room. Mr. Kevin Mulligan, TCC Chairperson, called the meeting to order. The following attended the meeting:

Kevin Mulligan, City of Greenville  
Scott Godefroy, City of Greenville  
Rik DiCesare, City of Greenville  
Lamont Jackson, City of Greenville  
Ben Williams, Vice-Chair, Town of Winterville  
James Rhodes, Pitt County  
Richard Zeck, Village of Simpson  
Jonas Hill, Pitt County  
Bryan Jones, Town of Winterville  
Stephen Harrell, Town of Ayden  
Steve Hamilton, NCDOT  
Jeff Cabaniss, NCDOT  
Preston Hunter, NCDOT  
Haywood Daughtry, NCDOT  
Diane Hampton, NCDOT  
Scott Walston, NCDOT  
Eliud DeJesus, Mid-East RPO  
Bill Bagnell, ECU

**OTHERS PRESENT:**

Ryan Purtle, City of Greenville  
Amanda Braddy, City of Greenville  
Rick Owens, PCC  
Paul Sheehan, Greenville CVB  
Allison Fluitt, Kimley-Horn  
Allison Wright, Kimley Horn

**I. APPROVAL OF AGENDA**

Mr. Jackson a motion to approve the agenda as presented. A motion was made by Mr. DiCesare to approve the agenda. The motion was seconded by Mr. Godefroy. The motion passed unanimously.

**II. ELECTION OF TECHNICAL COORDINATING COMMITTEE CHAIR AND VICE-CHAIR FOR 2019**

Mr. Godefroy nominated Mr. Mulligan to remain the TCC Chair. The nomination was seconded by Mr. Daughtry. There were no other nominations. Mr. Mulligan was appointed Chair by unanimous acclamation.

Mr. Mulligan nominated Mr. Williams to remain the TCC Vice-Chair. The nomination was seconded by Mr. Godefroy. There were no other nominations. Mr. Williams was appointed Vice-Chair by unanimous acclamation.

**III. APPROVAL OF MINUTES FROM DECEMBER 12, 2018 JOINT GOVERNING COMMITTEE MEETING**

Mr. Rhodes made a motion to approve the December 12, 2018 meeting minutes. Mr. Godefroy seconded the motion. The motion passed unanimously.

**IV. PUBLIC COMMENT PERIOD**

There were no public comments.

**V. NEW BUSINESS / ACTION ITEMS**

**A. Greenville Urban Area MPO “MPO 101” Overview Presentation**

Staff of the Greenville Urban Area MPO 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 to provide direct feedback to staff regarding the material and future initiatives.

**B. Self-Certification of Greenville Urban Area MPO Transportation Planning Process for FY20**

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).

A motion was made by Mr. Daughtry to recommend TAC adopt the resolution to self-certify the planning practices and processes for the Greenville Urban Area MPO. The motion was seconded by Mr. Godefroy and passed unanimously.

**C. Fiscal year 2020 Unified Planning Work Program (UPWP)**

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 an annual 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 MPO staff 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.

Mr. Rhodes made a motion to recommend TAC adopt the draft FY 2020 UPWP. The motion was seconded by Mr. Daughtry and passed unanimously.

**D. Title VI Plan Update Review**

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.

No actions are required for this item.

**E. Administrative Modification to the MPO's Public Involvement Plan**

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.

No action is required for this item.

**F. 2020-2029 Draft Metropolitan Improvement Program Review (MTIP)**

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

From September 2017 to April 2018 the NCDOT SPOT Unit 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.

No action was required for this action.

#### **G. Presentation by Staff on NC Vision Zero**

The 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. A copy of the presentation was included in the agenda package.

#### **H. 2045 Metropolitan Transportation Plan Presentation**

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).

### **VI. OTHER DISCUSSION ITEMS**

#### **A. Legislative updates and Strategic Initiatives (contained in agenda package)**

#### **B. NCDOT Update (contained in agenda package)**

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

**C. MPO Project Report (contained in agenda package)**

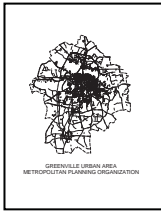
**VII. UPCOMING MPO MEETING SCHEDULE  
(G.K. Butterfield Transit Center Main Conference Room at 1:30pm)**

- TCC
  - April 10<sup>th</sup>, June 26<sup>th</sup>, September 18<sup>th</sup>, December 11th
- TAC
  - February 27<sup>th</sup>, May 1<sup>st</sup>, July 10<sup>th</sup>, October 2, December 11th

**VIII. ITEMS FOR FUTURE CONSIDERATION**

**IX. ADJOURN**

With no other business or discussions, Mr. Daughtry made a motion to adjourn the meeting. A second was made by Mr. Godefroy and the meeting was adjourned.



## Attachment 4a

### Technical Coordinating Committee

**No Action Required**

April 17, 2019

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TO: Technical Coordinating Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: Minor Amendment and Administrative Modifications to the 2018-2027  
Metropolitan Transportation Improvement Program (MTIP)

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Purpose: To amend the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP) to add new projects programmed via Prioritization 6.0 and to modify existing projects by way of administrative modifications.

#### MINOR AMENDMENTS

1. U-6195 (Stantonsburg Rd, from US 264 to Memorial Dr, Access Management Project)
  - Programmed for Planning and Environmental Study only
2. U-6196 (Evans Street, from Red Banks Rd to 5<sup>th</sup> St, Access Management Project)
  - Programmed for Planning and Environmental Study only
3. U-6197 (Worthington Rd and County Home Rd Intersection Improvement, Roundabout)
  - Programmed for Planning and Environmental Study only
4. U-6215 (NC33, from Blackjack-Simpson Rd to Mobleys Bridge Rd, Widening)
  - Programmed for Planning and Environmental Study only

#### ADMINISTRATIVE MODIFICATION

5. B-4603 (Jack Jones Road Bridge Replacement over Fork Swamp)
  - Delay Right-of-Way from FY 19 to FY 20 to allow for additional Planning and Design.
6. I-6035 (US 264 Pavement Rehab to Wilson County Line)
  - Project funding source update to include utilization of Garvee Bonds
7. U-5785 (Firetower Rd, from Arlington Blvd to 14<sup>th</sup> St, Widening/Access Management)
  - Delay Construction from FY 20 to FY 21 to allow for additional Planning and Design
8. U-5870 (Firetower Rd, from 14<sup>th</sup> St to NC 33/10<sup>th</sup> St, Widening)
  - Delay Construction from FY 20 to FY 21 to allow for additional Planning and Design

Discussion:



As a result of the Prioritization 6.0 process, the North Carolina Department of Transportation has programmed new projects and modified existing projects within the 2018-2027 State Transportation Improvement Program (STIP). The STIP contains all transportation projects programmed for the upcoming ten-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 MPO's boundary. The STIP is split into two (2) five-year periods with any projects with right-of way programmed in the first five years considered fully committed and with projects programmed in the second five years referenced as the development program and therefore subject to re-prioritization.

In September 2017 the two-year prioritization cycle began, with planning organizations submitting and participating in the prioritization of transportation infrastructure projects across the State. With the completion of prioritization 6.0, the MPO was notified that eight (8) total projects were programmed, all falling within the back five-years, or developmental portion of the 2018-2027 STIP. To remain compliant the MPO must also add prioritized projects to their Metropolitan Transportation Improvement Program (MTIP), the MPO's local portion of the STIP that is locally maintained and federally required to remain consistent and compliant with the STIP. Projects are added to the MTIP once approved and adopted by the State Board of Transportation and placed in the STIP

Four (4) more projects have been approved by the Board of Transportation for addition in the STIP, now prompting the MPO to add them to the MTIP. As these new projects are programmed for explorative, planning and environmental study only these changes are considered a minor amendment and do not require a public advertisement outside of the regularly scheduled MPO meetings (as prescribed in the MPO's Public Involvement Plan, or PIP). At the MPO's joint Committee meeting in December 2018 staff notified the MPO's Committees of a minor amendment to add the first two projects newly prioritized list (10<sup>th</sup> Street and Charles Boulevard Access Management Projects). Additionally, any adjustments by NCDOT to an existing project's schedule and cost must be addressed as an administrative modification to the MTIP, and therefore communicated appropriately to the Committees of the MPO (as is the case above with the noted "ADMINISTRATIVE MODIFICATIONS).

Action Needed: No action is required

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

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM  
STIP MODIFICATIONS**

**DIVISION 2**

* B-4603	SR 1715 (JACK JONES ROAD), REPLACE BRIDGE	RIGHT-OF-WAY	FY 2020 -	\$90,000	(STBGOFF)
PITT	730029 OVER FORK SWAMP.	CONSTRUCTION	FY 2021 -	\$900,000	(STBGOFF)
<b>PROJ.CATEGORY</b>	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u>			\$990,000	
<b>DIVISION</b>	<u>DESIGN DELAY RIGHT-OF-WAY FROM FY 19 TO FY 20.</u>				

R-2513A	US 17, NC 43 TO SR 1438 (SPRUILL TOWN ROAD).	BUILD NC ROW	FY 2020 -	\$257,000	(T)
CRAVEN	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u>		FY 2021 -	\$257,000	(T)
<b>PROJ.CATEGORY</b>	<u>DESIGN DELAY RIGHT-OF-WAY FROM FY 19 TO FY 20</u>		FY 2022 -	\$257,000	(T)
<b>DIVISION</b>	<u>AND CONSTRUCTION FROM FY 21 TO FY 22.</u>		FY 2023 -	\$257,000	(T)
			FY 2024 -	\$257,000	(T)
			FY 2025 -	\$257,000	(T)
			FY 2026 -	\$257,000	(T)
			FY 2027 -	\$257,000	(T)
			FY 2028 -	\$257,000	(T)
			FY 2029 -	\$257,000	(T)
			POST YR-	\$1,285,000	(T)
		RIGHT-OF-WAY	FY 2020 -	\$1,600,000	(T)
		UTILITIES	FY 2020 -	\$300,000	(T)
			FY 2021 -	\$300,000	(T)
		CONSTRUCTION	FY 2022 -	\$2,275,000	(T)
			FY 2023 -	\$2,275,000	(T)
			FY 2024 -	\$2,275,000	(T)
			FY 2025 -	\$2,275,000	(T)
				\$15,155,000	

R-4463A	NC 43 CONNECTOR, US 17 TO SOUTH OF US 70.	RIGHT-OF-WAY	FY 2019 -	\$1,225,000	(T)
CRAVEN	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND</u>	UTILITIES	FY 2019 -	\$500,000	(T)
<b>PROJ.CATEGORY</b>	<u>DESIGN DELAY CONSTRUCTION FROM FY 19 TO FY 20.</u>	BUILD NC CONST	FY 2020 -	\$472,000	(T)
<b>REGIONAL</b>			FY 2021 -	\$472,000	(T)
			FY 2022 -	\$472,000	(T)
			FY 2023 -	\$472,000	(T)
			FY 2024 -	\$472,000	(T)
			FY 2025 -	\$472,000	(T)
			FY 2026 -	\$472,000	(T)
			FY 2027 -	\$472,000	(T)
			FY 2028 -	\$472,000	(T)
			FY 2029 -	\$472,000	(T)
			POST YR-	\$2,360,000	(T)
		CONSTRUCTION	FY 2020 -	\$500,000	(T)
				\$9,305,000	

\* INDICATES FEDERAL AMENDMENT

**REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM  
STIP MODIFICATIONS**

**DIVISION 1**

R-5806	SR 1336 (HARVEY POINT ROAD), US 17 TO SR 1350	RIGHT-OF-WAY	FY 2019 -	\$100,000	(T)
PERQUIMANS	(CHURCHES LANE). MODERNIZE ROADWAY.	UTILITIES	FY 2019 -	\$100,000	(T)
<b>PROJ.CATEGORY</b>	<u>ACCELERATE RIGHT-OF-WAY FROM FY 22 TO FY 19</u>	CONSTRUCTION	FY 2020 -	\$3,005,000	(T)
DIVISION	<u>AND CONSTRUCTION FROM FY 23 TO FY 20.</u>		FY 2021 -	\$3,005,000	(T)
				<u>\$6,210,000</u>	

**DIVISION 2**

* I-6032	US 264 (FUTURE I-587), PITT COUNTY LINE TO WILSON	GARVEE CONSTR	FY 2019 -	\$343,000	(NHPIM)
GREENE	COUNTY LINE. PAVEMENT REHABILITATION.		FY 2020 -	\$343,000	(NHPIM)
<b>PROJ.CATEGORY</b>	<u>PROJECT WILL UTILIZE GARVEE BOND FUNDING</u>		FY 2021 -	\$343,000	(NHPIM)
STATEWIDE			FY 2022 -	\$343,000	(NHPIM)
			FY 2023 -	\$343,000	(NHPIM)
			FY 2024 -	\$343,000	(NHPIM)
			FY 2025 -	\$343,000	(NHPIM)
			FY 2026 -	\$343,000	(NHPIM)
			FY 2027 -	\$343,000	(NHPIM)
			FY 2028 -	\$343,000	(NHPIM)
			FY 2029 -	\$343,000	(NHPIM)
			POST YR-	\$1,372,000	(NHPIM)
		CONSTRUCTION	FY 2019 -	<u>\$2,000,000</u>	(S(M))
				\$7,145,000	

* I-6035	US 264/US 258 (FUTURE I-587), GREENE COUNTY LINE	GARVEE CONSTR	FY 2019 -	\$1,201,000	(NHPIM)
PITT	TO SR 1467 (STANTONSBURG ROAD) INTERCHANGE		FY 2020 -	\$1,201,000	(NHPIM)
<b>PROJ.CATEGORY</b>	(GREENVILLE SOUTHWEST BYPASS). PAVEMENT		FY 2021 -	\$1,201,000	(NHPIM)
STATEWIDE	REHABILITATION.		FY 2022 -	\$1,201,000	(NHPIM)
	<u>PROJECT WILL UTILIZE GARVEE BOND FUNDING</u>		FY 2023 -	\$1,201,000	(NHPIM)
			FY 2024 -	\$1,201,000	(NHPIM)
			FY 2025 -	\$1,201,000	(NHPIM)
			FY 2026 -	\$1,201,000	(NHPIM)
			FY 2027 -	\$1,201,000	(NHPIM)
			FY 2028 -	\$1,201,000	(NHPIM)
			FY 2029 -	\$1,201,000	(NHPIM)
			POST YR-	\$4,804,000	(NHPIM)
		CONSTRUCTION	FY 2019 -	<u>\$4,500,000</u>	(S(M))
				\$22,515,000	

\* INDICATES FEDERAL AMENDMENT

**HIGHWAY PROGRAM  
STIP ADDITIONS**

**DIVISION 2**

- \* R-5962  
CARTERET  
**PROJ.CATEGORY**  
DIVISION
- US 70 (CEDAR STREET), US 70 (LIVE OAK STREET).  
CONSTRUCT ROUNDABOUT.  
**PROGRAMMED FOR PLANNING AND ENVIRONMENTAL  
STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI  
PROJECT.**
- \* U-6195  
PITT  
**PROJ.CATEGORY**  
DIVISION
- SR 1204 (STANTONSBURG ROAD), SR 1204 (B'S  
BARBEQUE ROAD) TO NC 11 (MEMORIAL DRIVE).  
ACCESS MANAGEMENT.  
**PROGRAMMED FOR PLANNING AND ENVIRONMENTAL  
STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI  
PROJECT.**
- \* U-6196  
PITT  
**PROJ.CATEGORY**  
DIVISION
- SR 1702 (EVANS STREET), SR 1155 (RED BANKS ROAD)  
TO WEST 5TH STREET. ACCESS MANAGEMENT.  
**PROGRAMMED FOR PLANNING AND ENVIRONMENTAL  
STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI  
PROJECT.**
- \* U-6197  
PITT  
**PROJ.CATEGORY**  
DIVISION
- SR 1711 (WORTHINGTON ROAD), SR 1725 (COUNTY  
HOME ROAD). UPGRADE INTERSECTION.  
**PROGRAMMED FOR PLANNING AND ENVIRONMENTAL  
STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI  
PROJECT.**
- \* U-6198  
CRAVEN  
**PROJ.CATEGORY**  
DIVISION
- US 17 ALTERNATE (MARTIN LUTHER KING JR.  
BOULEVARD), US 70 TO SR 1278 (TRENT ROAD).  
UGRADE TO SUPERSTREET.  
**PROGRAMMED FOR PLANNING AND ENVIRONMENTAL  
STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI  
PROJECT.**
- \* U-6215  
PITT  
**PROJ.CATEGORY**  
DIVISION
- NC 33, SR 1755 (BLACKJACK-SIMPSON ROAD) TO SR  
1760 (MOBLEYS BRIDGE ROAD). WIDEN TO MULTI-  
LANES.  
**PROGRAMMED FOR PLANNING AND ENVIRONMENTAL  
STUDY ONLY TO EXPEDITE DELIVERY OF NEW STI  
PROJECT.**

\* INDICATES FEDERAL AMENDMENT

REVISIONS TO THE 2018-2027 STIP  
HIGHWAY PROGRAM

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

STIP MODIFICATIONS

U-5785 - GREENVILLE URBAN AREA SR 1708 (FIRETOWER ROAD), WEST OF EAST \$8,500,000 (T)  
 PITT METROPOLITAN PLANNING ORGANIZATION ARLINGTON BOULEVARD TO SR 1704 (FOURTEENTH \$1,520,000 (T)  
**PROJ.CATEGORY** STREET) IN GREENVILLE. WIDEN TO MULTI-LANES. \$1,520,000 (T)  
 DIVISION TO ALLOW ADDITIONAL TIME FOR PLANNING AND \$1,520,000 (T)  
DESIGN, DELAY CONSTRUCTION FROM FY 20 TO FY 21. \$13,060,000

U-5870 - GREENVILLE URBAN AREA SR 1708 (FIRETOWER ROAD), SR 1704 (FOURTEENTH \$5,750,000 (T)  
 PITT METROPOLITAN PLANNING ORGANIZATION STREET) TO NC 33 (EAST 10TH STREET) IN \$5,852,000 (T)  
**PROJ.CATEGORY** GREENVILLE. WIDEN TO MULTI-LANES. \$5,852,000 (T)  
 DIVISION TO ALLOW ADDITIONAL TIME FOR PLANNING AND \$5,852,000 (T)  
DESIGN, DELAY CONSTRUCTION FROM FY 20 TO FY 21. \$23,306,000

\* W-5702DIV - NEW BERN METROPOLITAN PLANNING VARIOUS, SAFETY IMPROVEMENTS AT VARIOUS \$30,000 (HSIP)  
 BEAUFORT ORGANIZATION LOCATIONS. \$180,000 (HSIP)  
 CARTERET - GREENVILLE URBAN AREA ADD RIGHT-OF-WAY AND CONSTRUCTION IN FY 19  
 CRAVEN METROPOLITAN PLANNING ORGANIZATION NOT PREVIOUSLY PROGRAMMED AT REQUEST OF  
 GREENE - MID-EAST RURAL PLANNING TRANSPORTATION. MOBILITY AND SAFETY DIVISION.  
 JONES ORGANIZATION

LENOIR - EASTERN CAROLINA RURAL PLANNING  
 PAMLICO ORGANIZATION  
 PITT - DOWN EAST RURAL PLANNING  
**PROJ.CATEGORY** ORGANIZATION  
 DIVISION

\* INDICATES FEDERAL AMENDMENT



GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR FUND YEARS (THOU) (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS										UNFUNDED FUTURE YEARS				
						STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM									
						FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029				
						(THOU)	(THOU)	(THOU)	(THOU)	(THOU)	(THOU)	(THOU)	(THOU)	(THOU)	(THOU)	(THOU)	(THOU)	(THOU)	(THOU)	(THOU)
<b>URBAN PROJECTS</b>																				
PITT	SR 1700 (EVANS STREET/ OLD TAR ROAD)	U-2817	SR 1711 (WORTHINGTON ROAD) IN WINDYVILLE TO US 264 ALTERNATE GREENVILLE. WIDEN TO MULT-LANES.	3.8	88246	30314	865500													
						865500														
						865500														
RIGHT OF WAY IN PROGRESS.																				
PITT	SR 1704 (FOURTEENTH STREET)	U-5917	RED BANKS ROAD TO SR 1708 (FIRE TOWER ROAD). WIDEN TO MULT-LANES.	1.1	12268	1375														
RIGHT OF WAY IN PROGRESS.																				
PITT	SR 1708 (FIRE TOWER ROAD)	U-5785	WEST OF EAST ARLINGTON BOULEVARD TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO MULT-LANES.	1.3	22814	9500														
BUILD NC BOND FUNDING \$2.6M PAYBACK 2019 - 2033																				
RIGHT OF WAY IN PROGRESS.																				
PITT	SR 1708 (FIRE TOWER ROAD)	U-5870	SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO MULT-LANES.	2.2	37662	13400														
RIGHT OF WAY IN PROGRESS.																				
PITT	SR 1713 (LAURIE ELLIS ROAD)	U-5921	NC 11 TO SR 1149 (MILL STREET). CONSTRUCT CONNECTOR ON NEW LOCATION.	0.3	3898	3898														
UNDER CONSTRUCTION																				
PITT	NC 33 (10TH STREET)	U-6125	OXFORD ROAD TO SR 1702 (EVANS STREET). ACCESS MANAGEMENT.		25710	10														
RIGHT OF WAY IN PROGRESS.																				
PITT	SR 1203 (ALLEN ROAD)	U-5875	SR 1407 (ST ANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO MULT-LANES.	2.3	30377	4977														
RIGHT OF WAY IN PROGRESS.																				
PITT	SR 1126 (BOYD STREET)	U-5919	NC 11 TO RAILROAD STREET. UPGRADE ROADWAY.	0.4	4020	4020														
UNDER CONSTRUCTION																				
PITT	NC 43 (CHARLES BOULEVARD)	U-6147	US 264A (GREENVILLE BOULEVARD) TO SR 1726 (BELLS FORK ROAD). ACCESS MANAGEMENT.	2.0	18770	10														
UNDER CONSTRUCTION																				
PITT	SR 1702 (EVANS STREET)	U-6196	SR 1155 (RED BANKS ROAD) TO WEST 5TH STREET. ACCESS MANAGEMENT.	1.8	26000															
UNDER CONSTRUCTION																				

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







GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJ YEARS		DEVELOPMENTAL PROGRAM										UNFUNDED FUTURE YEARS	
					(THOU)	(THOU)	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	
<b>FERRY PROJECTS</b>																		
BEAUFORT	VARIOUS	F-5703	REPLACEMENT VESSEL (SUPPORT FLEET) FOR TUGS AND BARGES		11600	4150												
							T											
							C	3250	A									
							C	2100	B									
BRUNSWICK																		
CAMDEN																		
CARTERET																		
CHOWAN																		
GRAVEN																		
CURRITUCK																		
DARE																		
DUPLIN																		
GATES																		
GREENE																		
HERTFORD																		
HYDE																		
JONES																		
LENOR																		
MARTIN																		
NEW HANOVER																		
NORTHAMPTON																		
ONSLOW																		
PAMLICO																		
PASQUOTANK																		
PENDER																		
PERQUIMANS																		
PITT																		
SAMPSON																		
TYRRELL																		
WASHINGTON																		
<b>DIV</b>																		
A Z-DRIVE TOWING AND PUSHING TUG - UNDER CONSTRUCTION																		
B TWO SUPPORT/ANCHOR TUGS, ONE SUPPORT TUG, THREE BARGES																		
<b>PUBLIC TRANSPORTATION PROJECTS</b>																		
PITT	GREENVILLE AREA TRANSIT	TA-5190	PURCHASE OF TWO 35' REPLACEMENT HYBRID BUSES		1300	1300	FLZ											
							L											
PITT	GREENVILLE AREA TRANSIT	TA-4965	REPLACEMENT BUS		4330	4330	FLZ											
							L											
							S											
FUNDS AUTHORIZED IN PROGRESS																		
PITT	GREENVILLE AREA TRANSIT	TD-4716	FACILITY - INTERMODAL CENTER - LAND, PLANNING, DESIGN, CONSTRUCTION		8100	8100	FLZ											
							L											
							S											
FUNDS AUTHORIZED IN PROGRESS																		
PITT	GREENVILLE AREA TRANSIT	TG-4167	ROUTINE CAPITAL - BUS STOP SHELTERS, BENCHES, SHOP EQUIPMENT, SPARE PARTS, ENGINES, FAREBOX, SERVICE VEHICLES, ETC		7738	4740	FLZ	473										
							L	119										
							CP	481	CP	481	CP	481	CP	481				
							CP	120	CP	120	CP	120	CP	120				
FUNDS AUTHORIZED IN PROGRESS																		
PITT	GREENVILLE AREA TRANSIT	TG-5107B	PREVENTIVE MAINTENANCE		8777	5310	FLZ	564										
							L	141										
							CP	540	CP	540	CP	540	CP	540				
							CP	135	CP	135	CP	135	CP	135				
FUNDS AUTHORIZED IN PROGRESS																		

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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJECT (THOU) (HOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS											
						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		
<b>PUBLIC TRANSPORTATION PROJECTS</b>																	
PITT	GREENVILLE AREA TRANSIT	1G-5107C HF	OPERATING ASSISTANCE - ADA PARATRANSIT SERVICE		2334	1905 FUZ L	0 0	1200 0	0 0	1200 0	0 0	1200 0	0 0	1200 0	0 0		
FUNDS AUTHORIZED IN PROGRESS																	
						1833	46										
PITT	GREENVILLE AREA TRANSIT	TO-4726 HF	OPERATING ASSISTANCE		18975	12200 FUZ L SWAP	0 0	5400 0	0 0	5400 0	0 0	5400 0	0 0	5400 0	0 0	5400 0	0 0
FUNDS AUTHORIZED IN PROGRESS																	
						5400	275										
PITT	GREENVILLE AREA TRANSIT	TP-5107 HF	PLANNING ASSISTANCE - 5003		461	290 FMRP L S	0 0	271 0	0 0	271 0	0 0	271 0	0 0	271 0	0 0	271 0	0 0
FUNDS AUTHORIZED IN PROGRESS																	
						271	3										
PITT	GREENVILLE AREA TRANSIT	TP-5107A HF	PLANNING ASSISTANCE - 5 YEAR PLAN		200	200 FUZ L S	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
FUNDS AUTHORIZED IN PROGRESS																	
						147	15										
PITT	GREENVILLE AREA TRANSIT	TS-5112 HF	SAFETY & SECURITY		177	147 FUZ L	0 0	15 0	0 0	15 0	0 0	15 0	0 0	15 0	0 0	15 0	0 0
FUNDS AUTHORIZED IN PROGRESS																	
						147	15										

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STATEWIDE PROJECT

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJ YEARS (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS												
						STATE TRANSPORTATION IMPROVEMENT PROGRAM			DEVELOPMENTAL PROGRAM			UNFUNDED FUTURE YEARS						
FEASIBILITY STUDIES	VARIOUS	M-0452	TOLLING/FINANCIAL FEASIBILITY STUDIES.		3244	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029			
STATEWIDE	VARIOUS	SW			1044	PE	200	PE	200	PE	200	PE	200	PE	200			
STATEWIDE	VARIOUS	B-9999	BRIDGE INSPECTION PROGRAM		493692	BG	7200	DIV	7200	DIV	7200	DIV	7200	DIV	7200	DIV		
						BG	7200	RE	7200	RE	7200	RE	7200	RE	7200	RE		
						BG	9600	SW	9600	SW	9600	SW	9600	SW	9600	SW		
						DIV - DIV BRIDGE INSPECTION PROGRAM REG - REG BRIDGE INSPECTION PROGRAM SW - SW BRIDGE INSPECTION PROGRAM												
STATEWIDE	VARIOUS	B-8888	BRIDGE REPLACEMENT HOLDOUT.		162322	IN PROGRESS												
						BG	2027	2027										
STATEWIDE	VARIOUS	BK-5102	BRIDGE PAINTING AT 19 SELECTED LOCATIONS.		2027	IN PROGRESS												
STATEWIDE	VARIOUS	BK-5100	ESTABLISH BRIDGE MANAGEMENT SYSTEM.		5000	IN PROGRESS												
STATEWIDE	VARIOUS	BK-5132	IN-DEPTH ENGINEERING EVALUATION OF WEAR SURF RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.		1000	IN PROGRESS												
STATEWIDE	VARIOUS	BK-5131	BRIDGE PRESERVATION AT SELECTED LOCATIONS.		1500	IN PROGRESS												
STATEWIDE	VARIOUS	BK-5101	DECK PRESERVATION AT 15 SELECTED LOCATIONS.		7747	UNDER CONSTRUCTION												
STATEWIDE	VARIOUS	BP-5500	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.		23151	UNDER CONSTRUCTION												
						DIV - DIV BRIDGE PRESERVATION ISSUES AT SELECTED SITES. REG - REG BRIDGE PRESERVATION ISSUES AT SELECTED SITES. SW - SW BRIDGE PRESERVATION ISSUES AT SELECTED SITES.												
STATEWIDE	VARIOUS	M-0418	STORM WATER RUNOFF RESEARCH, DESIGN AND IMPLEMENTATION TO MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS (HB 2346, SECTION 25.18)		5860	IN PROGRESS												
STATEWIDE	VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	UNDER CONSTRUCTION												
						IN PROGRESS												

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STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJ YEARS (THOU) (HOU)	FUNDING		STATE TRANSPORTATION IMPROVEMENT PROGRAM				DEVELOPMENTAL PROGRAM				UNFUNDED FUTURE YEARS	
						FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	
PUBLIC TRANSPORTATION PROJECTS	REGIONAL COORDINATED AREA TRANSPORTATION	TP-4901	PLANNING ASSISTANCE - RESEARCH SUPPORT ACTIVITIES	HF	7169	6329	50	CP 600	CP 120								
						SPR											
STATEWIDE	REGIONAL COORDINATED AREA TRANSPORTATION	TI-9702A	TECHNOLOGY - ADMINISTRATION (ITRE)	HF	50	50	UTCH										
STATEWIDE	STATEWIDE	TA-6620	SECTION 5317 NEW FREEDOM CAPITAL FUNDING ASSISTANCE TO COMMUNITY TRANSPORTATION SYSTEMS AND NON-PROFIT AGENCIES ACROSS THE STATE	HF	443	443	RF										
STATEWIDE	STATEWIDE	TA-6665	5311 CAPITAL PROJECTS FOR RURAL AREAS	HF	17501	18676	FNU	CP 14487	CP 2898	CP 14500	CP 2900	CP 14510	CP 2902	CP 14520	CP 2904	CP 14530	CP 2906
								L									
								S									
STATEWIDE	STATEWIDE	TA-6666	5329 BUS AND BUS FACILITIES	HF	8175	3735	EBUS	CP 3183	CP 1437	CP 3200	CP 1440	CP 3210	CP 1442	CP 3220	CP 1444	CP 3230	CP 1446
								L									
								S									
STATEWIDE	STATEWIDE	TA-6712	REPLACEMENT OF TRANSIT VEHICLES MEETING USEFUL LIFE	HF	7915		CHAD	CP 6332	CP 1583								
								L									
STATEWIDE	STATEWIDE	TC-5004	5311 ADTAP	HF	28633	5129	ADTAP	CP 2116	CP 424	CP 2140	CP 428	CP 2160	CP 432	CP 2180	CP 436	CP 2200	CP 440
								L									
								S									
STATEWIDE	STATEWIDE	TH-2000	TRAVELER'S AID PROGRAM	HF	126	126	L										
								S									
STATEWIDE	STATEWIDE	TI-6109	INTERCITY BUS SERVICE	HF	9043	9043	FNU										
								L									
								S									
STATEWIDE	STATEWIDE	TK-6181	5311 ADMINISTRATIVE	HF	23232	36482	FNU	AD 18171	AD 3636	AD 18190	AD 3638	AD 18200	AD 3640	AD 18210	AD 3642	AD 18220	AD 3644
								L									
								S									
STATEWIDE	STATEWIDE	TK-902	STATE ADMINISTRATION OF APPALACHIAN DEVELOPMENT TRANSPORTATION ASSISTANCE PROGRAM	HF	2417	561	ADTAP	AD 156		AD 170	AD 188	AD 200	AD 210	AD 220	AD 230	AD 240	AD 250
								L									
								S									

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STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJECT YEARS (THOU)	STATEWIDE PROJECT												UNFUNDED FUTURE YEARS
						STATE TRANSPORTATION IMPROVEMENT PROGRAM				DEVELOPMENTAL PROGRAM				PUBLIC TRANSPORTATION PROJECTS				
						FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029		
STATEWIDE	STATEWIDE	TK-4900Z	5311 STATE ADMINISTRATION AND 5311 STATE ADMINISTRATION		39850	13923	FNU	AD	2820	AD	2840	AD	2860	AD	2880	AD	2900	
		HF																
STATEWIDE	STATEWIDE	TM-6155	OPERATING FUNDING FOR EXISTING PROJECTS STATEWIDE		350	350	JARC											
		HF																
STATEWIDE	STATEWIDE	TM-6125	5317 NEW FREEDOM		4756		FEF	O	410	O	420	O	430	O	440	O	450	
		HF					L	O	82	O	84	O	86	O	88	O	90	
STATEWIDE	STATEWIDE	TO-6155	5311 OPERATING AND 5311 OPERATING F		17475		FNU	O	1270	O	1280	O	1290	O	1300	O	1310	
		HF					L	O	6385	O	6405	O	6415	O	6425	O	6435	
STATEWIDE	STATEWIDE	TO-6155	5311 OPERATING PROJECTS FOR RURAL AREAS		4273	4273	FNU											
		HF					L											
STATEWIDE	STATEWIDE	TP-5154	5304 PLANNING		574		FMP	RL	500	RL	510	RL	520	RL	530	RL	540	
		HF					L	PL	100	PL	102	PL	104	PL	106	PL	108	
STATEWIDE	STATEWIDE	TP-4902	STATEWIDE SUPPORT TO UPDATE LOCAL TRANSPORTATION SERVICE PLANS- 5311		3710	3710	FNU											
		HF					L											
STATEWIDE	STATEWIDE	TO-9088	5310 CAPITAL PROJECTS FOR RURAL AREAS AND SMALL URBAN AREAS		42265	7551	FEFD	CP	3180	CP	3190	CP	3200	CP	3210	CP	3220	
		HF					L	CP	636	CP	638	CP	640	CP	642	CP	644	
STATEWIDE	STATEWIDE	TO-6954	5310 OPERATING PROJECTS FOR RURAL AREAS		39986	8670	FEFD	O	1680	O	1700	O	1720	O	1740	O	1760	
		HF					L	O	1680	O	1700	O	1720	O	1740	O	1760	
STATEWIDE	STATEWIDE	TS-7000	DEVELOP AND IMPLEMENT AN ENHANCED STATE SAFETY OVERSIGHT PROGRAM		844	844	SSO											
		HF					L											
STATEWIDE	STATEWIDE	TS-7001	5329 STATE SAFETY AND OVERSIGHT		5076		FEED	AD	440	AD	450	AD	460	AD	470	AD	480	
		HF					L	AD	88	AD	90	AD	92	AD	94	AD	96	
STATEWIDE	STATEWIDE	TS-4900Z	STATEWIDE RTAP		6787	2285	RTAP	AD	440	AD	460	AD	480	AD	500	AD	520	
		HF					L	AD	440	AD	460	AD	480	AD	500	AD	520	
STATEWIDE	STATEWIDE	TT-5205	NC DOT FERRY DIVISION WILL PURCHASE AND INSTALL VISUALS, PAGING SYSTEMS ON BOARD FIVE CLASS FERRY VESSELS		66	66	FIN											
		HF					L											

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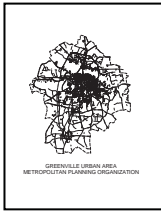
STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PRIOR PROJECT YEARS (THOU)	STATEWIDE PROJECT												UNFUNDED FUTURE YEARS					
						STATE TRANSPORTATION IMPROVEMENT PROGRAM			DEVELOPMENTAL PROGRAM			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								
<b>PUBLIC TRANSPORTATION PROJECTS</b>																							
STATEWIDE	SUB REGIONAL	TM-5301	STATE ADMINISTRATION - JOB ACCESS NON-URBAN		592	AD	500																
FUNDS AUTHORIZED IN PROGRESS						AD	500	AD	520	AD	530	AD	540	AD	550								
STATEWIDE	SUB REGIONAL	TM-5112	STATE ADMINISTRATION - NEW FREEDOM - 5317		4270	AD	350																
FUNDS AUTHORIZED IN PROGRESS						AD	350																
STATEWIDE	SUB REGIONAL	TV-4933	5310 STATE ADMIN		11269	AD	500	AD	520	AD	530	AD	540	AD	550	AD	560	AD	570	AD	580		
FUNDS AUTHORIZED IN PROGRESS						AD	500	AD	520	AD	530	AD	540	AD	550	AD	560	AD	570	AD	580		
<b>PASSENGER RAIL PROJECTS</b>																							
STATEWIDE	VARIOUS	P-5602	STATEWIDE RAIL PRELIMINARY ENGINEERING		15170	T	300	PE	300	RE	300	PE	300	RE	300	PE	300	RE	300	PE	300	RE	
FUNDS AUTHORIZED IN PROGRESS						T	300	PE	300	RE	300	PE	300	RE	300	PE	300	RE	300	PE	300	RE	
DIV DW STATEWIDE RAIL PRELIMINARY ENGINEERING						PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW
REG REG STATEWIDE RAIL PRELIMINARY ENGINEERING						PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE	PE	300	RE
SW SW STATEWIDE RAIL PRELIMINARY ENGINEERING						PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW	PE	400	SW
STATEWIDE	VARIOUS	Y-5500	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		34944	RR	500	RR	500	RR	500	RR	500	RR	500	RR	500	RR	500	RR	500	RR	500
FUNDS AUTHORIZED IN PROGRESS						RR	500	RR	500	RR	500	RR	500	RR	500	RR	500	RR	500	RR	500	RR	500
STATEWIDE	VARIOUS	Z-9999	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS - UNPROGRAMMED BALANCE.		24500	RR		RR		RR		RR		RR		RR		RR		RR		RR	
FUNDS AUTHORIZED IN PROGRESS						RR		RR		RR		RR		RR		RR		RR		RR		RR	
STATEWIDE	VARIOUS	Z-5400	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		28841	RR		RR		RR		RR		RR		RR		RR		RR		RR	
FUNDS AUTHORIZED IN PROGRESS						RR		RR		RR		RR		RR		RR		RR		RR		RR	
STATEWIDE	VARIOUS	Z-5700	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		14306	RR		RR		RR		RR		RR		RR		RR		RR		RR	
FUNDS AUTHORIZED IN PROGRESS						RR		RR		RR		RR		RR		RR		RR		RR		RR	
STATEWIDE	VARIOUS	Z-5800	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		10500	RR		RR		RR		RR		RR		RR		RR		RR		RR	
FUNDS AUTHORIZED IN PROGRESS						RR		RR		RR		RR		RR		RR		RR		RR		RR	
STATEWIDE	NORTH CAROLINA RAILROAD	C-5571	NCOT PIEDMONT AND CAROLINA PASSENGER RAIL SERVICES. PUBLIC OUTREACH AND AWARENESS PROGRAM.		2456	EX	2456																
FUNDS AUTHORIZED IN PROGRESS						EX	2456																

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

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



## Attachment 4b

### Technical Coordinating Committee

### Action Required

April 17, 2019

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**TO:** Technical Coordinating Committee  
**FROM:** Ryan Purtle, Transportation Planner  
**SUBJECT:** Greenville Urban Area Metropolitan Planning Organization's (MPO) Draft 2019 Title VI Plan

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Purpose: To present the Greenville Urban Area Metropolitan Planning Organization's draft 2019 Title VI that has been updated per recommendations made by the North Carolina Department of Transportation's (NCDOT) Office of Civil Rights (OCR).

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 their Title VI Plans to remain compliant with current regulations. In response, the Greenville Urban Area MPO staff has developed a draft Title VI Plan, with an updated LEP action plan, that meets current regulations. Updates to the Title VI plan include:

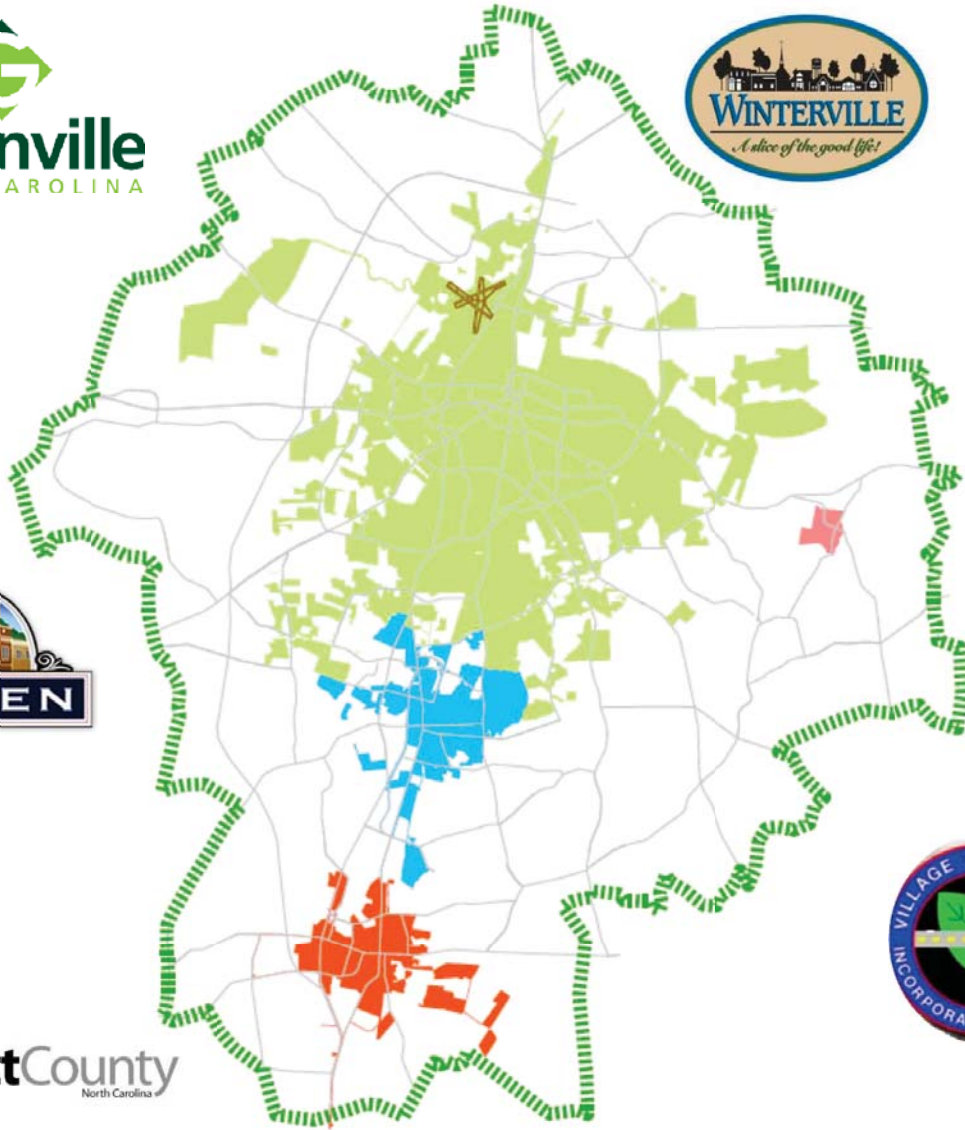
- Format Revision
- Updated Socio-Economic Data
- Updated Contact Information Responsibilities of Title VI Coordinator (MPO Staff)
- Current Applicable Regulations
- Revised Four Factor Analysis for LEP Planning
- Updated Policy and Complaint Procedure
- Updated Compliance and Enforcement Procedures

This draft Title VI Plan was originally presented to the Technical Coordinating Committee at their last meeting on February 6, 2019. Since that time, the draft Plan has undergone a public comment period of more than 45 days, during which staff has received no comments.

Action Needed: Request the TCC recommend that the TAC adopt the draft 2019 Title VI Plan.

Attachments: *Greenville Urban Area MPO's Draft 2019 Title VI Plan*

# THE GREENVILLE URBAN AREA MPO TITLE VI PROGRAM PLAN



**Approved Greenville Urban Area  
Metropolitan Planning Organization  
May1, 2019**

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## **TITLE VI POLICY STATEMENT AND NOTICE OF NONDISCRIMINATION**

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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.

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Ryan Purtle, MPO Coordinator

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March 27, 2019

### **Implementation (Dissemination)**

- This Policy Statement contains contact information for the Title Coordinator, and it will also serve as our notice to public.
- This statement will be signed by MPO Coordinator of Greenville Urban Area Metropolitan Planning Organizations, and re-signed whenever a new person assumes that position.
- The signed statement will be posted on office bulletin boards, near the receptionist's desk, in meeting rooms, and disseminated within brochures and other written materials.
- The statement will be incorporated into Title VI training and acknowledgement activities.
- The statement will be posted or disseminated in languages other than English, when appropriate.
- Low-income will be applicable to our programs, policies and activities under Environmental Justice when determining if there will be disproportionately high and adverse effects.



## STANDARD USDOT TITLE VI ASSURANCES

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

## ORGANIZATION & STAFFING

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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)

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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

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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)

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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.

<b>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></b>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------

LANGUAGE SPOKEN AT HOME	Estimate	Margin of Error	Percent of Population	Margin of Error
<b>Total:</b>	<b>209,416</b>	<b>54</b>	<b>100%</b>	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 through 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**

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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

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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. <i>(Executive Order 13166)</i>
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

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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

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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

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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:

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li><input type="checkbox"/> Conduct periodic Title VI training;</li> <li><input type="checkbox"/> Address Title VI issues at staff meetings;</li> <li><input type="checkbox"/> Participate or cooperate during compliance reviews conducted by NCDOT;</li> <li><input type="checkbox"/> Inform and monitor any consultants/contractors regarding their Title VI obligations, including review of contracts for nondiscrimination language;</li> <li><input type="checkbox"/> Customize public outreach according to the situation or community at hand;</li> </ul> | <ul style="list-style-type: none"> <li><input type="checkbox"/> Build a system of mutual trust and two-way communication with the public;</li> <li><input type="checkbox"/> Maintain pertinent demographic data (statistical);</li> <li><input type="checkbox"/> Ensure policies and procedures support and comply with Title VI;</li> <li><input type="checkbox"/> Document processes &amp; activities related to Title VI.</li> </ul> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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**



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

United States Department of Transportation  
STANDARD TITLE VI / NONDISCRIMINATION ASSURANCES

DOT Order No. 1050.2A

The ~~North Carolina Department of Transportation~~ (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through **Federal Highway Administration (FHWA)**, is subject to and will comply with the following:

**Statutory/Regulatory Authorities**

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964).

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

**General Assurances**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, "for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration.*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Nondiscrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

**Specific Assurances**

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **Federal-Aid Highway Program**:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard

Mailing Address:  
NC DEPARTMENT OF TRANSPORTATION  
OFFICE OF CIVIL RIGHTS  
1511 MAIL SERVICE CENTER  
RALEIGH, NORTH CAROLINA 27699-1511

Telephone: (919) 508-1808  
Fax: (919) 508-1814 / (919) 508-1818  
Customer Service: 1-877-368-4968

Location:  
104 FAYETTEVILLE STREET  
RALEIGH, NORTH CAROLINA 27601

Website: [www.ncdot.gov](http://www.ncdot.gov)

to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal-Aid Highway Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"The ~~North Carolina Department of Transportation~~, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
  - a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the **North Carolina Department of Transportation** also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FHWA** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the **FHWA**. You must keep records, reports, and submit the material for review upon request to **FHWA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The **North Carolina Department of Transportation** gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the **Federal-Aid Highway Program**. This ASSURANCE is binding on the **State of North Carolina**, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **Federal-Aid Highway Program**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Greenville Urban Area MPO  
\_\_\_\_\_  
by \_\_\_\_\_  
Mayor P.J. Connelly, Chair  
Greenville Urban Area MPO Transportation Advisory Committee

DATED 10/10/2018

Attachments:

Appendices A, B, C, D, E

## APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Nondiscrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Non discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
  - a. withholding payments to the contractor under the contract until the contractor complies; and/or
  - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.



## APPENDIX B: CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that the ~~North Carolina Department of Transportation (NCDOT)~~ will accept title to the lands and maintain the project constructed thereon in accordance with the ~~North Carolina General Assembly~~, the Regulations for the Administration of the Federal-Aid Highway Program, and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the ~~NCDOT~~ all the right, title and interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

### (HABENDUM CLAUSE)

**TO HAVE AND TO HOLD** said lands and interests therein unto the ~~North Carolina Department of Transportation (NCDOT)~~ and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the ~~NCDOT~~, its successors and assigns.

The ~~NCDOT~~, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]\* (2) that the ~~NCDOT~~ will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended [, and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction].\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to make clear the purpose of Title VI.)

**APPENDIX C: CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM**

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the ~~North Carolina Department of Transportation (NCDOT)~~ pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:
  - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Nondiscrimination covenants, the ~~NCDOT~~ will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.\*
- C. With respect to a deed, in the event of breach of any of the above Nondiscrimination covenants, the ~~NCDOT~~ will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the ~~NCDOT~~ and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

**APPENDIX D: CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY  
ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM**

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the North Carolina Department of Transportation (NCDOT) pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non discrimination covenants, the NCDOT will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.\*
- C. With respect to deeds, in the event of breach of any of the above Nondiscrimination covenants, the NCDOT will there upon revert to and vest in and become the absolute property of the NCDOT and its assigns.\*

(\*Reverter clause and related language to be used only when it is determined that such a clause is necessary to make clear the purpose of Title VI.)

## APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

### Pertinent Nondiscrimination Authorities:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

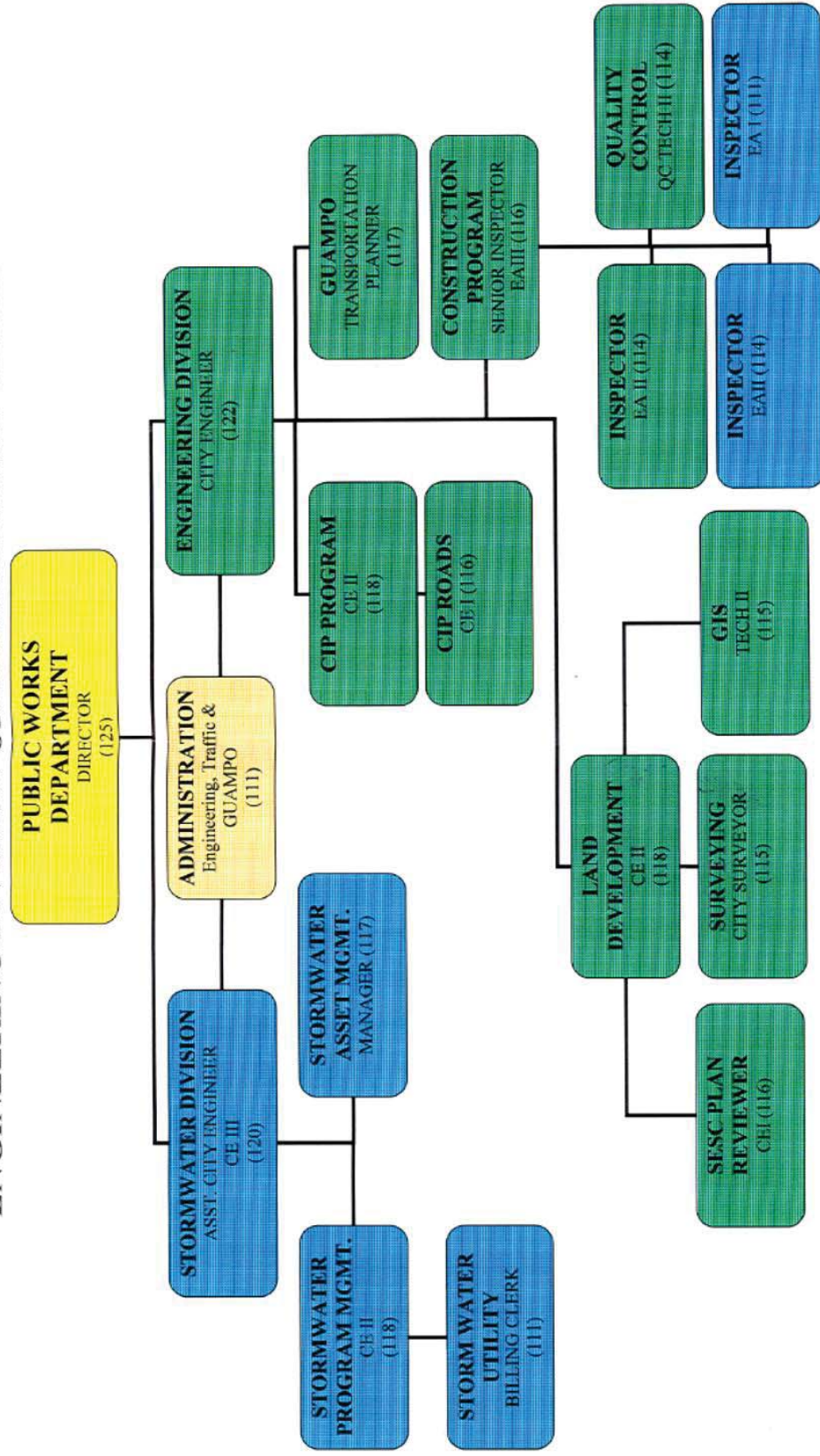
## Appendix B TAC and TCC Members and Responsibilities

TRANSPORTATION ADVISORY COMMITTEE MEMBERS	TECHNICAL COORDINATING COMMITTEE MEMBERS		
<p style="text-align: center;"><i>CHAIR</i> P.J. Connelly, Mayor City of Greenville ALTERNATE: Rose Glover, Mayor Pro-Tem</p>	<p style="text-align: center;">Kevin Mulligan Director of Public Works City of Greenville Chair</p>	<p style="text-align: center;">Ben Williams Asst. Town Manager Town of Winterville Vice-Chair</p>	<p style="text-align: center;">Dominique Boyd Greenville MPO Coordinator Transportation Planning Branch NCDOT</p>
<p style="text-align: center;">Tom Coulson, Commissioner Pitt County ALTERNATE: Melvin C. McLashorn</p>	<p style="text-align: center;">Thomas Barnett Chief Planner City of Greenville</p>	<p style="text-align: center;">Terri Parker Town Manager Town of Winterville</p>	<p style="text-align: center;">Haywood Daughtry, PE, CPM Eastern Region Mobility &amp; Safety Field Operations Engineer NCDOT</p>
<p style="text-align: center;">Steve Tripp, Mayor Town of Ayden</p>	<p style="text-align: center;">Lamont Jackson Transit Manager City of Greenville</p>	<p style="text-align: center;">Steven Harrell Town Manager Town of Ayden</p>	<p style="text-align: center;">Jeff Cabaniss, PE Project Development Engineer Division 2, NCDOT</p>
<p style="text-align: center;">Doug Jackson, Mayor Town of Winterville ALTERNATE: Tony Moore</p>	<p style="text-align: center;">Scott P.M. Godefroy, P.E. City Engineer City of Greenville</p>	<p style="text-align: center;">Stephen Smith Community &amp; Economic Planner Town of Ayden</p>	<p style="text-align: center;">Kevin Richards Planning Director Mid-East Commission</p>
<p style="text-align: center;">Richard Zeck, Mayor Village of Simpson</p>	<p style="text-align: center;">Richard DiCesare, P.E., PTOE City Traffic Engineer City of Greenville</p>	<p style="text-align: center;">Richard Zeck Mayor Village of Simpson</p>	<p style="text-align: center;">William Bagnell Associate Vice Chancellor Campus Operations East Carolina University</p>
<p style="text-align: center;">Thomas Taft Jr. Board of Transportation NCDOT</p>	<p style="text-align: center;">Ann E. Wall City Manager City of Greenville</p>	<p style="text-align: center;">Preston Hunter, PE Division Engineer Division 2, NCDOT</p>	<p style="text-align: center;">(non-voting)—Bill Marley Community Planner Federal Highway Administration</p>
<p style="text-align: center;">(non-voting) John F. Sullivan III Federal Highway Administration</p>	<p style="text-align: center;">James Rhodes, AICP Planning Director Pitt County</p>	<p style="text-align: center;">Steve Hamilton, PE Division Traffic Engineer Division 2, NCDOT</p>	<p style="text-align: center;">(non-voting)—Jason Wimmer Public Transportation Division NCDOT</p>
	<p style="text-align: center;">Jonas Hill Planner Pitt County</p>	<p style="text-align: center;">Michael Taylor Assistant County Manager Pitt Area Transit</p>	<p style="text-align: center;">(non-voting)—Eliud De Jesus Mid-East RPO</p>

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
<b>RACE</b>		
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
<b>HISPANIC OR LATINO</b>		
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
<b>RACE AND HISPANIC OR LATINO</b>		
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:

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
Total civilian noninstitutionalized population	177,667	+/-645	23,223	+/-2,995	13.1%	+/-1.7
<b>SEX</b>						
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
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>						
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
<b>AGE</b>						
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
<b>DISABILITY TYPE BY DETAILED AGE</b>						
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
<b>AGE</b>						
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
<b>SEX</b>						
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
<b>RACE AND HISPANIC OR LATINO ORIGIN</b>						
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
<b>EDUCATIONAL ATTAINMENT</b>						
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
<b>EMPLOYMENT STATUS</b>						
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
<b>WORK EXPERIENCE</b>						
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
<b>ALL INDIVIDUALS WITH INCOME BELOW THE FOLLOWING POVERTY RATIOS</b>						
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)
<b>UNRELATED INDIVIDUALS FOR WHOM POVERTY STATUS IS DETERMINED</b>						
	39,687	+/-3,779	14,363	+/-2,460	36.2%	+/-5.4

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
Male	18,955	+/-2,346	5,630	+/-1,310	29.7%	+/-7.1
Female	20,732	+/-2,755	8,733	+/-1,832	42.1%	+/-6.7
15 years	0	+/-207	0	+/-207	-	**
16 to 17 years	105	+/-136	105	+/-136	100.0%	+/-67.6
18 to 24 years	15,843	+/-2,377	9,212	+/-1,739	58.1%	+/-8.0
25 to 34 years	6,884	+/-1,709	1,956	+/-788	28.4%	+/-12.9
35 to 44 years	3,076	+/-998	629	+/-562	20.4%	+/-15.9
45 to 54 years	3,401	+/-1,320	182	+/-160	5.4%	+/-4.8
55 to 64 years	3,993	+/-996	1,302	+/-624	32.6%	+/-12.7
65 to 74 years	3,552	+/-1,134	404	+/-346	11.4%	+/-9.7
75 years and over	2,833	+/-767	573	+/-354	20.2%	+/-12.5
Mean income deficit for unrelated individuals (dollars)	7,754	+/-718	(X)	(X)	(X)	(X)
Worked full-time, year-round in the past 12 months	14,565	+/-2,963	1,045	+/-605	7.2%	+/-3.8
Worked less than full-time, year-round in the past 12 months	13,361	+/-2,094	7,013	+/-1,662	52.5%	+/-9.5
Did not work	11,761	+/-2,392	6,305	+/-1,666	53.6%	+/-10.4

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

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.

### Household Income

The following table was completed using data from Census Table S1901, Income in the Past 12 Months (In 2013 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
<b>Total</b>	68,505	+/-2,253	43,391	+/-2,425	N	N	25,114	+/-2,269
<b>Less than \$10,000</b>	11.3%	+/-2.3	8.5%	+/-2.7	N	N	17.0%	+/-4.3
<b>\$10,000 to \$14,999</b>	5.7%	+/-1.8	3.1%	+/-1.6	N	N	10.3%	+/-3.8
<b>\$15,000 to \$24,999</b>	13.8%	+/-3.0	9.4%	+/-2.9	N	N	21.6%	+/-6.1
<b>\$25,000 to \$34,999</b>	9.1%	+/-2.1	6.6%	+/-2.3	N	N	13.3%	+/-4.3
<b>\$35,000 to \$49,999</b>	12.9%	+/-2.4	12.5%	+/-3.1	N	N	13.1%	+/-3.7
<b>\$50,000 to \$74,999</b>	19.3%	+/-3.0	20.6%	+/-3.5	N	N	16.8%	+/-4.5
<b>\$75,000 to \$99,999</b>	9.0%	+/-1.9	12.5%	+/-2.9	N	N	3.5%	+/-1.6
<b>\$100,000 to \$149,999</b>	11.3%	+/-1.8	16.3%	+/-2.8	N	N	2.8%	+/-1.7
<b>\$150,000 to \$199,999</b>	3.7%	+/-1.3	5.7%	+/-2.1	N	N	0.4%	+/-0.6
<b>\$200,000 or more</b>	3.8%	+/-1.2	4.8%	+/-1.7	N	N	1.1%	+/-1.1
<b>Median income (dollars)</b>	45,849	+/-4,471	62,768	+/-4,274	81,633	+/-7,381	26,091	+/-5,950
<b>Mean income (dollars)</b>	66,154	+/-5,267	81,659	+/-8,148	N	N	36,461	+/-4,350
<b>PERCENT ALLOCATED</b>								
<b>Household income in the past 12 months</b>	48.2%	(X)	(X)	(X)	(X)	(X)	(X)	(X)
<b>Family income in the past 12 months</b>	(X)	(X)	49.3%	(X)	(X)	(X)	(X)	(X)
<b>Nonfamily income in the past 12 months</b>	(X)	(X)	(X)	(X)	(X)	(X)	46.4%	(X)

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

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



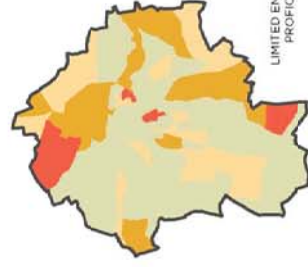
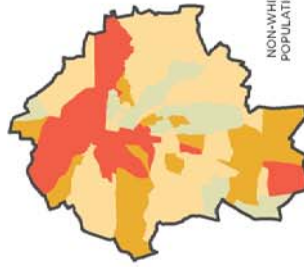
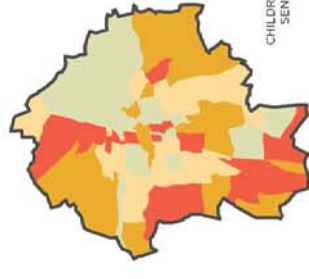
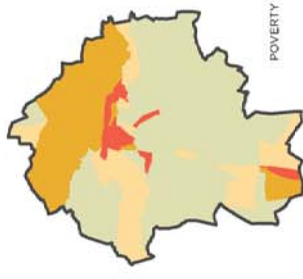
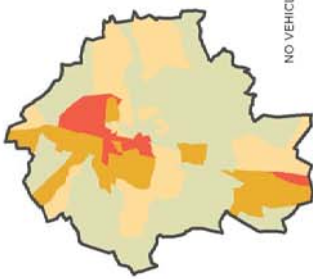
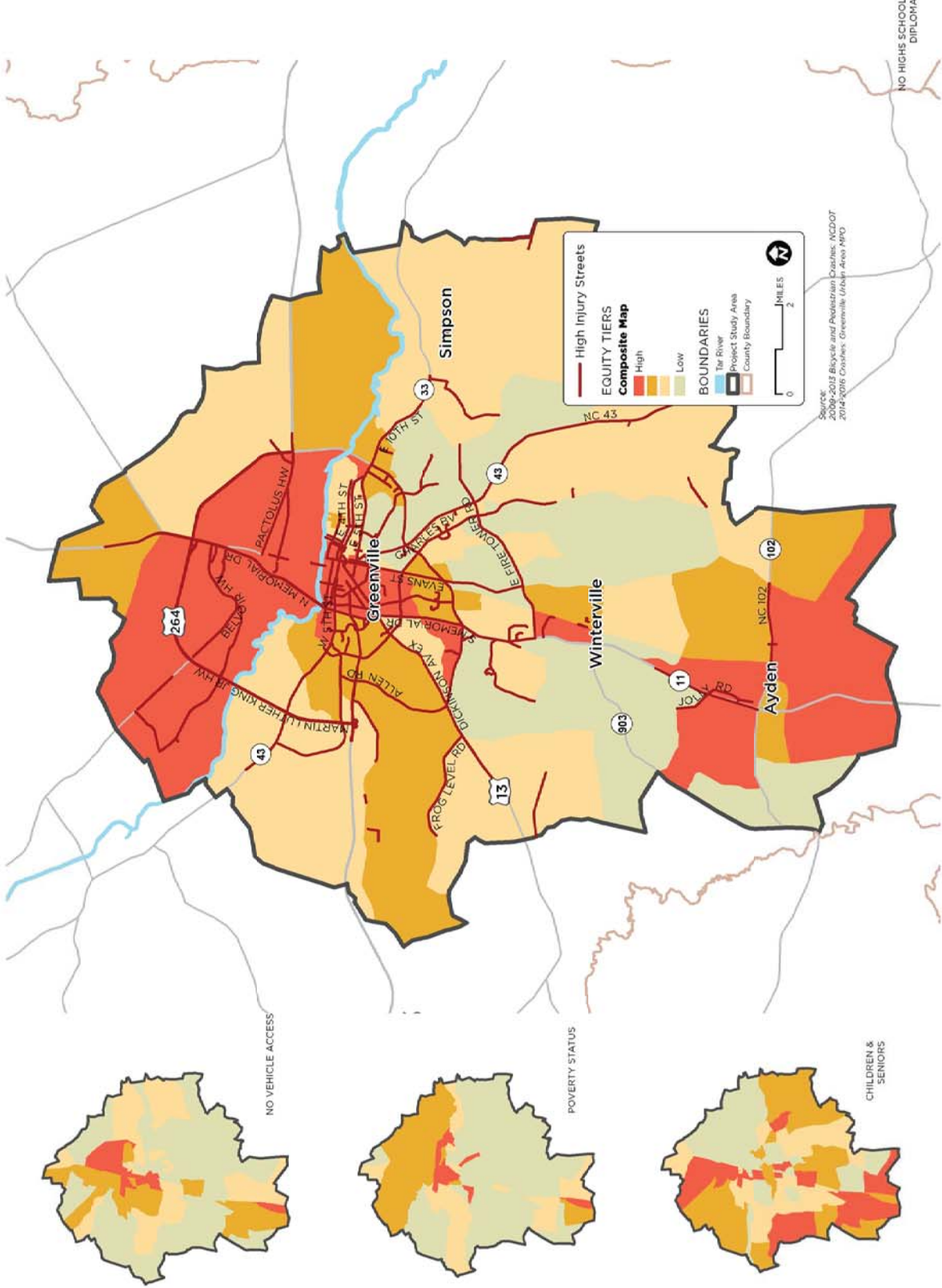
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8. An '(X)' means that the estimate is not applicable or not available.

**Appendix E**  
**Demographic/Equity Maps**

# EQUITY ANALYSIS

The Composite Social Equity Tiers reflect the average of six social groups with higher concentrations of:  
 1) Households with no vehicle available  
 2) Non-White populations  
 3) Populations with low English proficiency  
 4) Children and senior citizens  
 5) Populations with no high school diploma  
 6) Children and senior citizens  
 of these groups and therefore a greater need for allocations of resources.

Data was provided by U.S. Census Bureau and NC DOT.  
 Map produced July 2016.



**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**  
[For example, Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d); 49 CFR §21.11; 49 CFR §26.53]
- IV. COMPLAINT BASIS/(ES)**  
[For example, Race, Color, National Origin, Limited English Proficiency, Sex, Age, Disability]
- V. ALLEGATIONS**  
[Describe in logical sequence, each allegation including the prohibited basis for the alleged discriminatory conduct, (e.g., race, color, national origin, sex, age, or disability) and the specific statutory or regulatory provision the allegation would violate, if proven to be true.]

Issue #1 – Complainant alleges that transit system failed to inform minority communities of rate increases.  
Issue #2 – Complainant alleges that transit system has not sufficiently publicized or held public meetings to share information regarding fare increases and route changes that impacts low-income and minority citizens.

**VI. BACKGROUND**

[Provide detailed information regarding the complaint, including a historical overview of the case, including any activities or actions taken prior to accepting the complaint for investigation.]

**VII. INVESTIGATIVE PROCEDURE**

[Describe in detail, methods used to conduct the investigation, such as document requests, interviews and site visits. Include witnesses' names and addresses, documents received and/or reviewed, emails sent and received.]

**VIII. FINDINGS OF FACT**

[Provide a detailed description of the investigator's analysis of each allegation, based on clear and factual findings. Include specific evidence used to support your findings.]

**IX. CONCLUSION**

[State whether discrimination did or did not occur. Conclusions must be evidence-based and defensible. Test conclusions by considering all possible rebuttal arguments from the respondent and complainant. Both respondent and the complainant should be given an opportunity to confirm or rebut the assertions of the other party and your findings, but all the evidence you've presented should speak for itself.]

**X. RECOMMENDED ACTIONS**

[Outline what should be done to remedy the findings or, if necessary, provide justice for the complainant.]

**APPENDIX**

[Include in the Appendix any supplemental materials that support your findings and conclusion.]

**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.**

_____ <b>COMPLAINANT'S SIGNATURE</b>	_____ <b>DATE</b>
-----------------------------------------	----------------------

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

**FOR OFFICE USE ONLY**

Date Complaint Received: \_\_\_\_\_

Processed by: \_\_\_\_\_

Case #: \_\_\_\_\_

Referred to:  NCDOT  FHWA Date Referred: \_\_\_\_\_

**DISCRIMINATION COMPLAINTS LOG**

Log Year(s):

CASE NO.	COMPLAINANT NAME	RACE/ GENDER	RESPONDENT NAME	BASIS	DATE FILED	DATE RECEIVED	ACTION TAKEN	DATE INVESTIG. COMPLETED	DISPOSITION

No Complaints or Lawsuits

I certify that to the best of my knowledge, the above described complaints or lawsuits alleging discrimination, or **no complaints or lawsuits** alleging discrimination, have been filed with or against the Greenville Urban Area Metropolitan Planning Organization since the previous Title VI Program submission to NCDOT.

Signature of Title VI Coordinator or Other Authorized Official \_\_\_\_\_ Date \_\_\_\_\_

Print Name and Title of Authorized Official \_\_\_\_\_



**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., minorities, low-income, disabled), as well as a summary 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 minorities and women to participate on such 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-OCR in the last three years.	<input type="checkbox"/>

**RESOLUTION NO. 2019-03-GUAMPO  
ADOPTING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING  
ORGANIZATION'S TITLE VI PLAN**

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 purpose of Title VI of the United States Civil Rights Act of 1964 and subsequent legislation, regulations, statutes and orders is to prohibit programs that receive Federal funds from discriminating against participants on the basis of race, color, national origin, disability, age, gender, or income status; 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 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;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee for the Greenville Urban Area hereby certifies compliance with policies, procedures and plans with regard to Title VI of the Civil Rights Act of 1964 (as amended) and additional assurances as required, and hereby adopt the MPO's Title VI plan.

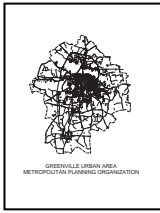
**Today, May 1, 2019.**

---

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

---

Amanda Braddy, Secretary



## Attachment 4c

### Technical Coordinating Committee

### Action Required

April 17, 2019

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**TO:** Technical Coordinating Committee  
**FROM:** Ryan Purtle, Transportation Planner  
**SUBJECT:** Greenville Urban Area Metropolitan Planning Organization's Letter of Support for the City of Greenville's 2019 BUILD Grant Application.

---

**Purpose:** To direct staff of the Greenville Urban Area Metropolitan Planning Organization (MPO) to submit a letter of support for the City of Greenville's 2019 Better Utilizing Investments to Leverage Development (BUILD) Discretionary grant application.

**Discussion:** The Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant is a large scale transportation infrastructure grant offered yearly by USDOT. The BUILD Grant is the most recent iteration of this funding program, previously being called the TIGER grant. As defined by USDOT, the BUILD Grant "USDOT the opportunity to invest in road, rail, transit, bicycle/pedestrian and port projects that promise to achieve national objectives and increase development initiatives.

USDOT has approx. \$900 million in funding dedicated for 2019 to fund projects across the Country. The Grant opportunity:

*"will allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. BUILD can fund port and freight rail projects, for example, which play a critical role in our ability to move freight, but have limited sources of Federal funds. BUILD can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows BUILD and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support."*

***-USDOT BUILD Grant Homepage***

The City of Greenville has compiled a suite of projects to submit as a singular grant application that is referred to as the "Greenville Transportation Accessibility, Safety and Connectivity Investment" or "Greenville TASC Investment." The TASC Investment will incorporate several mode projects that will work to connect West Greenville, the Medical District, Uptown Greenville and ECU with multimodal facilities that serve to provide users alternative transportation opportunities to access healthcare, education, housing, employment and recreation. The projects being proposed would also support the effort by the City and other partner organizations to develop and invest in the core districts of the City and leverage that investment into increased opportunity and value for its citizens.

The proposed Greenville TASC Investment is a multi-million dollar application to plan, design and construct strategic and impactful infrastructure projects that would create a connected and

efficient multimodal transportation network focused around West Greenville, Uptown, Medical District and ECU. It is recommended that letters of support from surrounding businesses and agencies be included with the Grant application to exemplify the project's support from the citizens and businesses of Greenville. As such Staff of the MPO is requesting that the TCC take action to submit a letter of support for the City of Greenville's TASC Investment BUILD Grant application proposal.

Action Needed: Recommend requesting that the TAC take action to support the City of Greenville's 2019 BUILD Grant Application by way of an official Letter of Support.

Attachments: *Map of Proposed TASC Investment Projects; Greenville Urban Area MPO Letter of Support for the City of Greenville's 2019 BUILD Grant Application*



## Greenville Urban Area Metropolitan Planning Organization

1500 Beatty Street  
Greenville, NC 27834  
Fax: (252) 329-4535  
Phone: (252) 329-4476

April 17, 2019

Mayor P.J. Connelly  
City of Greenville  
201 West 5<sup>th</sup> Street  
Greenville, NC 27834

Dear Mayor Connelly,

I am writing on behalf of the Greenville Urban Area Metropolitan Planning Organization to support the City of Greenville's "*Greenville Transportation Accessibility, Safety and Connectivity (TASC) Investment*" grant application for the USDOT Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant. This multi-million dollar grant application for infrastructure investment is intended to promote equitable transportation and increased connectivity between ECU, West Greenville, Uptown Greenville and Medical District to assist in the continued revitalization of the City's urban infrastructure and aid and leverage economic development, job creation, student and young professional recruitment/retention and growth of the tax base.

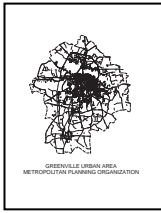
This grant application includes considerations for critical areas of the City by providing an accessible, connected and safe multimodal transportation network that connects students and citizens to healthcare, education, housing, employment and recreation. In addition to improving critical transportation infrastructure, this grant will continue to accelerate the West Greenville, Uptown Greenville and Dickinson Avenue Arts and Innovation District's revitalization and development efforts, establishing each area as a core economic center of the City and providing efficient connectivity between them. The connections and infrastructure proposed in this grant will create critical and equitable connectivity between low-income resident, students and young professionals with alternative transportation opportunities to promote a walkable, bike able and sustainable community that reduces traditional traffic congestion and increases safety and healthy lifestyles.

As Greenville continues to grow, it is critical that citizens have safe, connected and equitable access to various modes of transportation. The continued revitalization and economic growth of the City will continue creating a need for the retention and recruitment of professionals, drawing additional workforce to the City for which the City of Greenville is committed to providing safe, efficient and equitable transportation for. The BUILD grant will support the City of Greenville's effort to create a sustainable and multimodal transportation network connecting citizens and students, current and future, with economic opportunity within the City of Greenville.

Sincerely,

Kevin Mulligan, P.E.  
City of Greenville Public Works Director  
Chairman of the Greenville Urban Area MPO's Technical Coordinating Committee (TCC)  
Greenville Urban Area MPO

CC: Scott Godefroy, P.E., City of Greenville  
Ryan Purtle, Greenville Urban Area MPO



## Attachment 4d

### Technical Coordinating Committee

**No Action Required**

April 17, 2019

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TO: Technical Coordinating Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: Presentation by 2045 Metropolitan Transportation Plan Project Team on Draft Plan

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Purpose: To receive a presentation from the 2045 Metropolitan Transportation Plan (MTP) development team on the draft plan, upcoming engagement opportunities and adoption schedule.

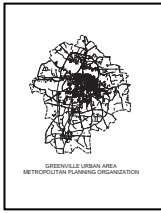
Discussion: In January 2018 the Greenville Urban Area MPO selected Kimley-Horn to develop the federally mandated 2045 Metropolitan Transportation Plan (MTP). The MTP is a federally-mandated, long-term planning document detailing the transportation improvements and policies to be implemented in the MPO's planning area. Since that time Kimley-Horn and the MPO staff have been developing the 2045 MTP and ensuring that it addresses the needs and deficiencies of the Urbanized Area's transportation system.

At the TCC and TAC's most recent meetings, Kimley-Horn presented the preliminary projects and/or points of emphasis that are to be included in the 2045 MTP and requested comments from the TCC and TAC. After incorporating the comments from the governing committees, Kimley-Horn began to prioritize the projects and develop the fiscal control component that is required of the plan. As Kimley-Horn has entered into this final stage of development, they have begun to pull together the final documentation and report material that will encompass hardcopy documentation of draft MTP. As such, Kimley-Horn is looking for feedback on updated and compiled documentation before proceeding with the final public engagement efforts. Once all comments from the TCC and TAC have been incorporated, the plan will be presented in a general public meeting, scheduled for mid-May, and to the project's Advisory Committee, currently scheduled for mid-June. This meetings will ensure that the MTP reflects needs of the transportation network while taking into consideration the public's input.

Kimley-Horn and the MPO staff anticipate that the draft plan, once revised and finalized, will be available to the TCC and TAC by late June with final adoption planned for the July 10, 2019 TAC meeting, well ahead of our Federal due date of August 5, 2019.

Action Needed: No actions is required.

Attachments: N/A



## Attachment 4e

### Technical Coordinating Committee

**No Action Required**

April 17, 2019

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TO: Technical Coordinating Committee  
FROM: Ryan Purtle, Transportation Planner  
SUBJECT: Prioritization 6.0 Project List, Schedule and Local Methodology Discussion

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Purpose: To review the existing Prioritization project list from P5.0 and to discuss the Prioritization 6.0 timeline and proposed project list.

Discussion: The North Carolina Department of transportation (NCDOT), Rural Planning Organizations (RPO) and Metropolitan Planning Organizations (MPO) undergo a process known as Prioritization every two (2) years to evaluate and program projects in the federally required State Transportation Improvement Program. This process has been ongoing since 2009 (P1.0) when NCDOT officially created the Strategic Prioritization Office of Transportation (SPOT).

The Prioritization process was developed in response to State Law calling for systematic approach to evaluating and funding the State's priority transportation needs:

*"The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input." (- S.L. 2012-84)*

This process became directly linked with funding as a result of the Strategic Transportation Investment Law (STI) in 2013. STI states that funding and programming of transportation projects shall be directly linked to the results of the State's Prioritization process. The process and law were strategically linked in order to modernize how capital expenditures for transportation was distributed across the State while also removing the politics from equation. The process incorporates immense amounts of data in order to quantitatively evaluate the most pressing transportation needs in the State while also incorporating local input to ensure projects meet local needs and wants.

Prioritization is now in cycle 6 (P6.0) which will kick off in early summer. In preparation for the P6.0 submittal timeframe staff has compiled a list of projects from the Greenville Urban Area's long range transportation plans (including those in development) for review by the MPO's governing committees. In order to be eligible for Prioritization projects must be included in an MPO adopted long range transportation plan. Projects funded in the first six years (6) of the current State Transportation Improvement Program (STIP) (or that are currently in right-of-way, utility relocation or construction currently) are not subject to prioritization. Projects in the outer four years (4) of the STIP are subject to reprioritization but are considered "carryover" and thus do not count as official submissions by the MPO. Staff requests that the TCC provide input and comments on the proposed P6.0 project list.

For P6.0 the MPO will receive sixteen (16) project submission slots in each mode of transportation (highway, bike & ped, rail, public transportation, aviation and ferry). Project submission totals are determined by the population and number of lane miles in the MPO. Each

project submitted is categorized into one of three categories which determine the “pot” of money that it is eligible to be funded from. These categories also determine the pool of projects a submittal is competing against for said funding and how their scoring is determined.

- Statewide Mobility
  - 40% of Total Funding
  - Typically projects that incorporate or affect State to State travels (i.e. Interstates and large airports)
  - Projects from across State compete
  - 100% of score is determined by NCDOT quantitative methodology
- Regional Impact
  - 30% of Total Funding
  - Typically US and NC classified routes that effect regional level traffic (i.e. US 13, NC 11, NC 43 and the Pitt Greenville Airport)
  - Projects from two NCDOT Divisions Compete (Region A is Divisions 2 and 3)
  - 70% of score is NCDOT quantitative methodology; 30% local input (15% M/RPO and 15% NCDOT Division)
- Division Needs
  - 30% of Total Funding
  - Typically locally significant projects (i.e. bike and ped projects, municipal maintained roadways and SR classified routes)
  - Projects within NCDOT Division compete (Division 2 has two MPOs and two RPOs)
  - 50% of score is NCDOT quantitative methodology; 50% local input (25% M/RPO and 25% NCDOT Division)

*\*Projects cascade if not funded (i.e. a project unfunded in the Regional Impacts category will drop into the Division Needs category).*

Action Needed: No actions is required.

Attachments: *Prioritization 5.0 Spreadsheet; Prioritization 6.0 Spreadsheet and Maps; Prioritization 6.0 Draft Schedule; Draft Scoring Criteria and Weighting.*



SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type
B170646	BikePed		Division Needs	NC 43 (Charles Boulevard)	US 264-A	Signature Drive	Construct continuous curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks)	7 - Protected Linear Pedestrian Facility (Pedestrian)
B170651	BikePed		Division Needs	SR 1702 (Evans Street)	SR 1703 (14th Street)	US 264-A (Greenville Boulevard)	Construct continuous curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks)	7 - Protected Linear Pedestrian Facility (Pedestrian)
B170652	BikePed	EB-5980	Division Needs	US 264-A (Greenville Boulevard)	US 264-A	US 13 (Dickinson Avenue)	Construct continuous curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks) from the bridge over the Tar River (Sunchase Apartments) to US	7 - Protected Linear Pedestrian Facility (Pedestrian)
B172401	BikePed	EB-5981	Division Needs	NC 11 (Memorial Drive)	NC 43 (W. 5th Street)	SR 1128 (Davenport Farm Road)	Construct continuous sidewalk routes on both sides of roadway (utilizing any existing sidewalks).	7 - Protected Linear Pedestrian Facility (Pedestrian)
H170385	Highway	U-6125	Regional Impact	NC 33 (10th Street)	Oxford Rd	SR 1702 (Evans Street)	Construct medians, curb & gutter and sidewalks on each side (where not currently located), and protected bike	11 - Access Management
H170442	Highway	U-6195	Division Needs	SR 1200 (Stantonsburg Road)	SR 1204 (B's Barbeque Road)	NC 11 (Memorial Drive)	lanes, sidewalks on each side, and protected bike lanes.	11 - Access Management
A130258	Aviation	AV-5807	Regional Impact	PGV - Pitt-Greenville Airport	PGV - Apron Expansion	N/A	Apron Expansion - Design and Construction (Concrete and Bituminous) for air carrier ramp	1200 - Aircraft Apron / Helipad Requirements
B170413	BikePed		Division Needs	South Tar river Greenway Phase 3B	Terminus of 3A near Nash St	Moye Blvd (VA Admin Building)	Construct greenway from terminus of phase 3A near Nash St to Moye Blvd. adjacent to Veteran's Administration	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
H170414	Highway	U-6147	Regional Impact	NC 43 (Charles Blvd)	US 264A (Greenville Boulevard)	SR 1726 (Bells Fork Road)	Construct medians, sidewalks, protected bikelanes, bus pull out bays and stormwater improvements.	11 - Access Management
H170383	Highway	U-6196	Division Needs	SR 1702 (Evans Street)	SR 1155 (Red Banks Road)	W. 5th Street	protected bike lanes, intersection capacity improvements/turn lane additions. Project to include medians constructed on the Evans Street local portion running from 10th Street to 5th Street.	11 - Access Management
H170334	Highway	U-6197	Division Needs	SR 1711 (Worthington Road)	SR 1725 (County Home Road)		Construct roundabout in place of current 4-way stop.	10 - Improve Intersection
B150577	BikePed	EB-5847	Division Needs	SR 1149 (Mill St)	SR 1133 (Main St)	SR 1126 (Boyd St)	Construct sidewalk on west side of roadway. Construct associated signing and marking, handrail, curb and gutter.	7 - Protected Linear Pedestrian Facility (Pedestrian)
H170366	Highway	U-6215	Regional Impact	NC 33	SR 1755 (Blackjack Simpson Road)	SR 1760 (Mobleys Bridge Road)	Widen existing section of NC 33 to 4-lane divided boulevard with paved shoulders. Improve select intersections and create partial access control at minor intersections improving safety.	1 - Widen Existing Roadway
H150722	Highway		Division Needs	SR 1127 (Frog Level Road)	SR 1128 (Davenport Farm Road)		Construct roundabout at the intersection of SR 1127 and SR 1128	10 - Improve Intersection
H170331	Highway		Regional Impact	NC 43	SR 1711 (Worthington Road)	NC 102	Widen existing 2-lane road to a 4-lane divided boulevard with paved shoulders and select intersection improvements and partial access control.	1 - Widen Existing Roadway
H141004	Highway		Regional Impact	NC 11	SR 1108 (Littlefield Road)		Improve intersection	10 - Improve Intersection
H090224-C	Highway	R-3407C	Regional Impact	NC 33	NC 222 at Belvoir Crossroads	US 264 Bypass	Widen to Multi-Lanes	1 - Widen Existing Roadway

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type
B150863	BikePed	EB-5846	Division Needs	Town Common to River Park North connector trail	Town Common at Greene Street (SR 1531)	River Park North	Construct Greenway / multi-use trail utilizing existing Greene Street Bridge. Will include combination of bicycle	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B140682	BikePed		Division Needs	S. Tar River Greenway Ph2	Green Mill -South Tar Connector Greenway	Near Cemetery on NC33 (Eastside Park)	Design and Construct the S. Tar River Greenway, Phase 2, from existing Green Mill/South Tar Connector Greenway to City property (Eastside	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B150736	BikePed		Division Needs	NC 102	NC11	SR 1149 (Lee St)	Construct new sidewalk and remove and replace existing sidewalk (and curb and gutter, as needed) along north side of NC102. Construct new handicapped	7 - Protected Linear Pedestrian Facility (Pedestrian)
H170384	Highway		Division Needs	SR 1703 (14th Street)	Elm Street	US 264-A (Greenville Boulevard)	Improved 2-lane section and applicable turn lanes; construct curb & gutter, protected bike lanes, and sidewalks.	16 - Modernize Roadway
H141716	Highway		Statewide Mobility	I-587, US 264	Wilson County Line	US 264 Bypass in Greenville	Upgrade roadway to interstate standards	17 - Upgrade Freeway to Interstate Standards
B140603	BikePed		Division Needs	SR 1712 Ange St	Primrose Lane	Windmill Drive	Construct sidewalk. Construct associated signing and marking, curb and gutter, and other street improvements where needed in order	7 - Protected Linear Pedestrian Facility (Pedestrian)
B172404	BikePed		Division Needs	SR 1711 (Worthington Rd)	SR 1700 (Old Tar Rd)	access drive for future school (under co	lanes down roughly 1,600 ft (to Christ Covenant School); curb & gutter section	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
B170387	BikePed		Division Needs	Fork Swamp Canal Greenway	SR 1711 (Worthington Rd)	SR SR 1130 (Davenport Farm Rd)	Design and construct greenway along Fork Swamp Canal connecting to the proposed Worthington Rd sidewalk and Vernon White Rd.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
H090591	Highway		Division Needs	SR 1127 (Frog Level Road)	US 13 (Dickinson Avenue)	NC 903	Modernize roadway by widening existing lane width to proper standard and add Continuous 2 Way Left Turn Lane	1 - Widen Existing Roadway
H150417	Highway		Regional Impact	NC 43	SR 1737 (Edward's Farm Road)		Construct right turn lane and left turn lane at the intersection of NC43 and SR 1737	10 - Improve Intersection
B170301	BikePed		Division Needs	Juanita Avenue	Juanita Avenue	SR 1149 (Lee St)	Construct continuous curb & gutter with sidewalk from existing portion along Juanita Avenue to Lee St.	7 - Protected Linear Pedestrian Facility (Pedestrian)
H090510	Highway	U-5006	Division Needs	SR 1708 (New Route - Firetower Road Extension), SR 1131 (Reedy	Proposed Greenville Southwest Bypass	NC 11-903	Construct 4-lane divided new roadway connecting Firetower Rd to Reedy Branch Rd; Widen Reedy Branch Rd section from 2 to 4-lanes divided;	6 - Widen Existing Roadway and Construct Part on New Location
H170934	Highway		Regional Impact	US 13 (Dickinson Avenue)	NC11 (Memorial Drive)	SR 1128 (Davenport Farm Road)	Widen existing two lane sections and construct medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane	1 - Widen Existing Roadway
H170376	Highway		Division Needs	SR 1134 (Thomas Langston Drive)	NC 11 (Memorial Drive)	SR 1128 (Davenport Farm Road)	Widen from 2 to 4-lane divided, protected bike lane, sidewalk, and intersection capacity improvements.	1 - Widen Existing Roadway
H140563	Highway		Division Needs	SR 1120 (Jolly Road)	NC11	NC102	Modernize roadway to meet tolerable lane width requirements, provide bicycle and pedestrian facilities.	16 - Modernize Roadway

## Prioritization 6.0 Project List: Highway

Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type
Highway		Regional Impact	NC 43	Worthington Road (SR 1711)	NC 102	Widen existing 2-lane road to a 4-lane divided boulevard with paved shoulders and select intersection improvements and partial access control.	1 - Widen Existing Roadway
Highway		Division Needs	SR 1703 (14th Street)	Charles Blvd (SR 1707)	US 264-A (Greenville Boulevard)	Modernize roadway from 2-lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included.	16 - Modernize Roadway
Highway		Statewide Mobility	US-587, US-264	Wilson County Line	US 264 Bypass in Greenville	Upgrade roadway to interstate standards.	17 - Upgrade Freeway to Interstate
Highway		Division Needs	SR 1127 (Frog Level Road)	US 13 (Dickinson Avenue)	NC 903	Modernize roadway from 2-lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included.	1 - Widen Existing Roadway
Highway	U-5006	Division Needs	New Route - Fretower Road Extension (SR 1708)	Proposed Greenville Southwest Bypass	Memorial Dr (NC11)	Construct 4-lane divided new roadway connecting Fretower Rd to Reedy Branch Rd. Widen Reedy Branch Rd section from 2 to 4-lanes divided; improve intersection of Forlines Road and Reedy Branch Road.	6 - Widen Existing Roadway and Construct Part on New Location
Highway		Division Needs	Thomas Langston Drive (SR 1134)	NC 11 (Memorial Drive)	SR 1128 (Davenport Farm Road)	Modernize roadway from 2-lane road to divided 2-lane section with curb and gutter. Construct bicycle and pedestrian facilities along corridor in support of complete streets initiative. Protected left turning movements at specified intersection are to be included.	16 - Modernize Roadway
Highway		Division	Fretower Road (SR 1708)	Arlington Blvd	Memorial Dr (NC11)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection improvements at select locations to improve capacity and mobility.	11 - Access management
Highway		Regional	US 264 ALT (Greenville Blvd)	Tar river (near 10th St)	Dickinson Ave (US13)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection improvements at select locations to improve capacity and mobility.	11 - Access management
Highway		Regional	NC 33/10th Street (SR 1598)	Oxford Rd	Blackjack Simpson Rd (SR 1755)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative (within municipal maintenance responsibility). Intersection improvements at select locations to improve capacity and mobility.	11 - Access management
Highway		Division	Arlington Blvd	Stantonsburg Rd (SR 1200)	Memorial Dr (NC11)	Convert 5-lane corridor to 4-lane divided with construction of raised concrete center median within the existing TWLTL. Construct bicycle and pedestrian accommodations along corridor in support of complete streets initiative. Intersection improvements at select locations to improve capacity and mobility.	11 - Access management
Highway		Statewide/Region	Memorial Dr (NC11)	10th Street (SR 1598)	Greenville Blvd (US 264A)	Upgrade roadway to interstate standards	17 - Upgrade Freeway to Interstate
Highway		Statewide/Region	US 264 North	Stantonsburg Rd (SR 1200)	NC 11/ US13	Improve intersection by constructing a roundabout per NCDOT's conceptual plan.	10 - Intersection Improvement
Highway		Division	Blackjack Simpson Rd (SR 1755)	Tucker Rd (SR 1759)	Vernon White Rd (SR 1130)	Improve intersection... Alternative improvements currently being developed by NCDOT through Pre-submittal process.	10 - Intersection Improvement
Highway		Regional	NC11/Memorial	Mill St (SR 1149)		Improve intersection by construction roundabout	10 - Intersection Improvement
Highway		Regional	NC 903	Red Forbes Rd	Upgrade intersection	Construct Center Median and streetscape corridor. Project to construct bicycle and pedestrian facilities while creating a connected and aesthetically significant gateway into the Town of Ayden	16 - Modernize Roadway
Highway		Regional	NC 102	SW Bypass	Eastern Town Limits		

## Prioritization 6.0 Project List: Bicycle and Pedestrian

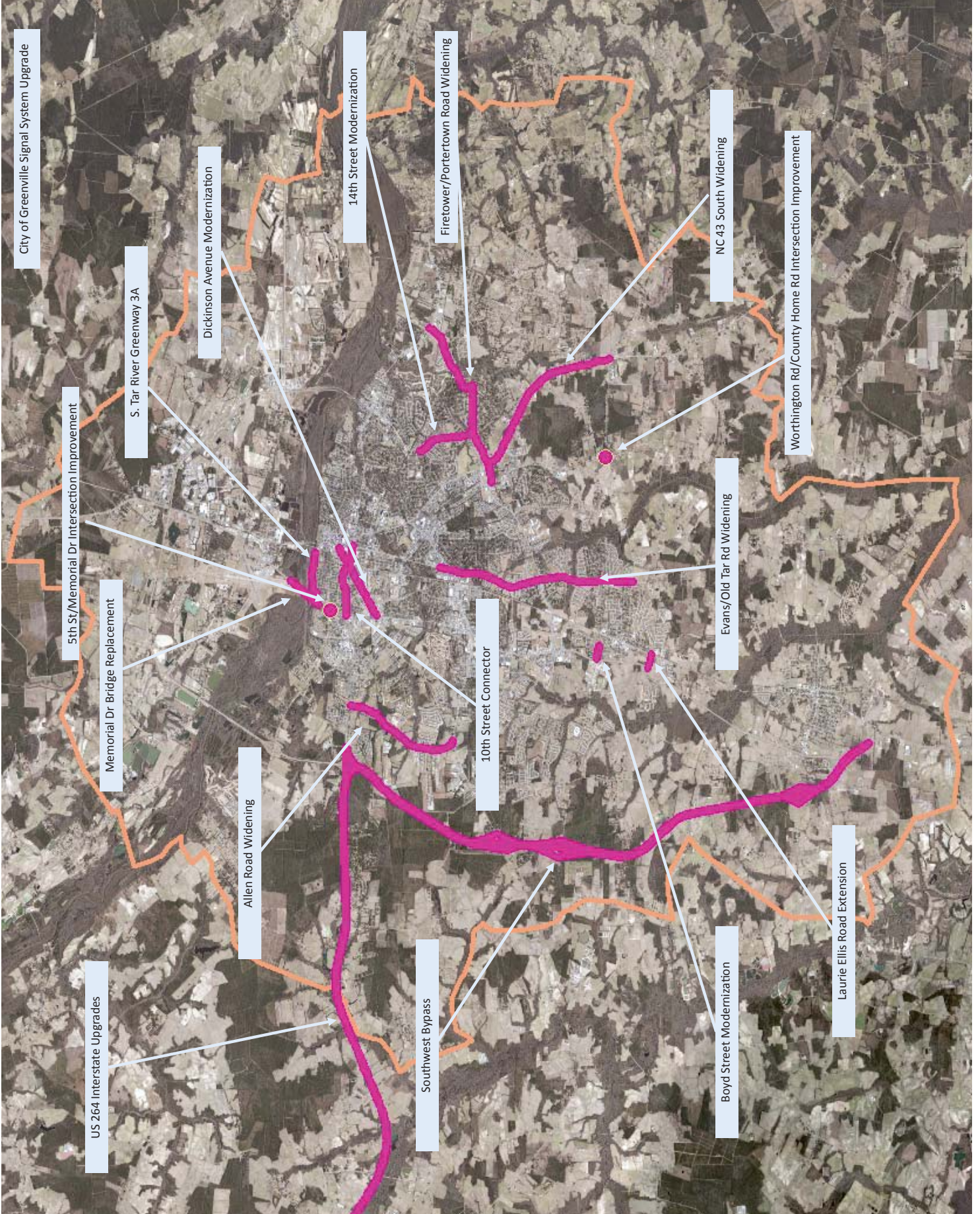
BikePed	Division Needs	South Tar river Greenway Phase 3B	Terminus of 3A near Nash St.	Moye Blvd (VA Admin Building)	Construct greenway from terminus of phase 3A near Nash St to Moye Blvd. adjacent to Veteran's Administration clinic.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
BikePed	Division Needs	Mill St (SR 1149)	Main St (SR 1133)	SR 1126 (Boyd St)	Construct sidewalk on west side of roadway. Construct associated signing and marking, handrail, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction.	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed	Division Needs	Town Common to River Park North	Town Common at Greene Street (SR 1133)	River Park North	Construct Greenway / multi-use trail utilizing existing Greene Street Bridge. Will include combination of bicycle facility and sidewalk, boardwalk, paved multi-use path, retaining wall, HAWK signal, and related improvements as needed.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
BikePed	Division Needs	S. Tar River Greenway PH2	Green Mill-South Tar Connector Greenway	Near Cemetery on NC33 (Eastside Park)	Design and Construct the S. Tar River Greenway, Phase 2, from existing Green Mill/South Tar Connector Greenway to City property (Eastside Park) near cemetery on NC33, including Tar River to Hardee Creek and other neighborhood connectors	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
BikePed	Division Needs	Angie St (SR 1712)	Primrose Lane	Windmill Drive	Construct sidewalk. Construct associated signing and marking, curb and gutter, and other street improvements where needed in order to facilitate sidewalk construction.	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed	Division Needs	Juanita Avenue	Juanita Avenue	SR 1149 (Lee St)	Construct continuous curb & gutter with sidewalk from existing portion along Juanita Avenue to Lee St.	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed	Division Needs	Worthington Rd (SR 1711)	Old Tar Rd (SR 1700)	Christ Covenant School	Construct sidewalks and protected bike lanes down roughly 1,600 ft (to Christ Covenant School); curb & gutter section. Install RRFB crossing apparatus to provide safer crossing to users.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
BikePed	Division Needs	Fork Swamp Canal Greenway	SR 1711 (Worthington Rd)	SR SR 1130 (Davenport Farm Rd)	Design and construct greenway along Fork Swamp Canal connecting to the proposed Worthington Rd sidewalk and Vernon White Rd.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
BikePed	Division	Firetower Road	Arlington Blvd	Memorial Dr (NC11)	Construct continuous sidewalk along both sides of the corridor. Explore potential of Multi-use path on side of the corridor.	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed	Division	14th Street	Charles Blvd (SR 1707)	5th Street	Construct continuous sidewalk along both sides of the corridor. Explore potential of Multi-use path on side of the corridor.	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed	Division	Cooper Street	Railroad Street (SR 1262)	Old Tar Road (SR 1700)	Construct continuous sidewalk along corridor. Explore potential of Multi-use path on side of the corridor.	7 - Protected Linear Pedestrian Facility (Pedestrian)
BikePed	Division	TCC Connector Greenway	1st St	5th Street	Greenway along Town Creek Culvert	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)
BikePed	Division	NS Greenway Connector	Bayswater Dr	Evans Street	Greenway Connection through Lyndale and adjoining neighborhoods. Connecting Greenville and Winterville's proposed Greenway	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)

## Projects on 2020-2029 STIP Subject to Reprioritization

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type
H170385	Highway	U-6125	Regional Impact	NC 33 (10th Street)	Oxford Rd	SR 1702 (Evans Street)	Construct medians, curb & gutter and sidewalks on each side (where not currently located), and protected bike lanes.	11 - Access Management
H170414	Highway	U-6147	Regional Impact	NC 43 (Charles Blvd)	US 264A (Greenville Boulevard)	SR 1726 (Bells Fork Road)	Construct medians, sidewalk, protected bikelanes, bus pull out bays and stormwater improvements.	11 - Access Management
B170652	BikePed	EB-5980	Division Needs	US 264-A (Greenville Boulevard)	US 264-A	US 13 (Dickinson Avenue)	Construct continuous curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks) from the bridge over the Tar River (Sunchase Apartments) to US 13.	7 - Protected Linear Pedestrian Facility (Pedestrian)
B172401	BikePed	EB-5981	Division Needs	NC 11 (Memorial Drive)	3rd Street	SR 1128 (Davenport Farm Road)	Construct continuous sidewalk routes on both sides of roadway (utilizing any existing sidewalks).	7 - Protected Linear Pedestrian Facility (Pedestrian)
H170442	Highway	U-6195	Division Needs	SR 1200 (Stantonsburg Road)	SR 1204 (B's Barbeque Road)	NC 11 (Memorial Drive)	Construct medians with specified turn lanes, sidewalks on each side, and protected bike lanes.	11 - Access Management
H170383	Highway	U-6196	Division Needs	SR 1702 (Evans Street)	SR 1155 (Red Banks Road)	W. 5th Street	Construct medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane additions. Project to include medians constructed on the Evans Street local portion running from 10th Street to 5th Street.	11 - Access Management
H170366	Highway	U-6215	Regional Impact	NC 33	SR 1755 (Blackjack-Simpson Road)	SR 1760 (Mobleys Bridge Road)	Widen existing section of NC 33 to 4-lane divided boulevard with paved shoulders. Improve select intersections and create partial access control at minor intersections improving safety; Replace bridge over Chicod Creek.	1 - Widen Existing Roadway

## P5.0 to P6.0 Project Removal Suggestions

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type
A130258	Aviation	AV-5807	Regional Impact	PGV - Pitt-Greenville Airport	PGV - Apron Expansion	N/A	Apron Expansion - Design and Construction (Concrete and Bituminous) for air carrier ramp (Includes Project Request Numbers: 2538 )	1200 - Aircraft Apron / Helipad Requirements
H141004	Highway		Regional Impact	NC 11	SR 1108 (Littlefield Road)		Improve intersection	10 - Improve Intersection
B170646	BikePed		Division Needs	NC 43 (Charles Boulevard)	US 264-A	Signature Drive	Construct continuous curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks)	7 - Protected Linear Pedestrian Facility (Pedestrian)
B170651	BikePed		Division Needs	SR 1702 (Evans Street)	SR 1703 (14th Street)	US 264-A (Greenville Boulevard)	Construct continuous curb & gutter and sidewalk routes on both sides of roadway (utilizing any existing sidewalks)	7 - Protected Linear Pedestrian Facility (Pedestrian)
B150736	BikePed		Division Needs	NC 102	NC11	SR 1149 (Lee St)	Construct new sidewalk and remove and replace existing sidewalk (and curb and gutter, as needed) along north side of NC102. Construct new handicapped accessible curb ramps as needed. Install and mark high visibility crosswalks throughout project extents. Install pedestrian-related signage.	7 - Protected Linear Pedestrian Facility (Pedestrian)
H150417	Highway		Regional Impact	NC 43	SR 1737 (Edward's Farm Road)		Construct right turn lane and left turn lane at the intersection of NC43 and SR 1737	10 - Improve Intersection
H140563	Highway		Division Needs	SR 1120 (Jolly Road)	NC11	NC102	Modernize roadway to meet tolerable lane width requirements, provide bicycle and pedestrian facilities.	16 - Modernize Roadway
H170934	Highway		Regional Impact	US 13 (Dickinson Avenue)	NC11 (Memorial Drive)	SR 1128 (Davenport Farm Road)	Widen existing two lane sections and construct medians, sidewalks, protected bike lanes, intersection capacity improvements/turn lane additions.	1 - Widen Existing Roadway



City of Greenville Signal System Upgrade

5th St/Memorial Dr Intersection Improvement

Memorial Dr Bridge Replacement

S. Tar River Greenway 3A

Dickinson Avenue Modernization

Allen Road Widening

14th Street Modernization

Southwest Bypass

10th Street Connector

Firetower/Portertown Road Widening

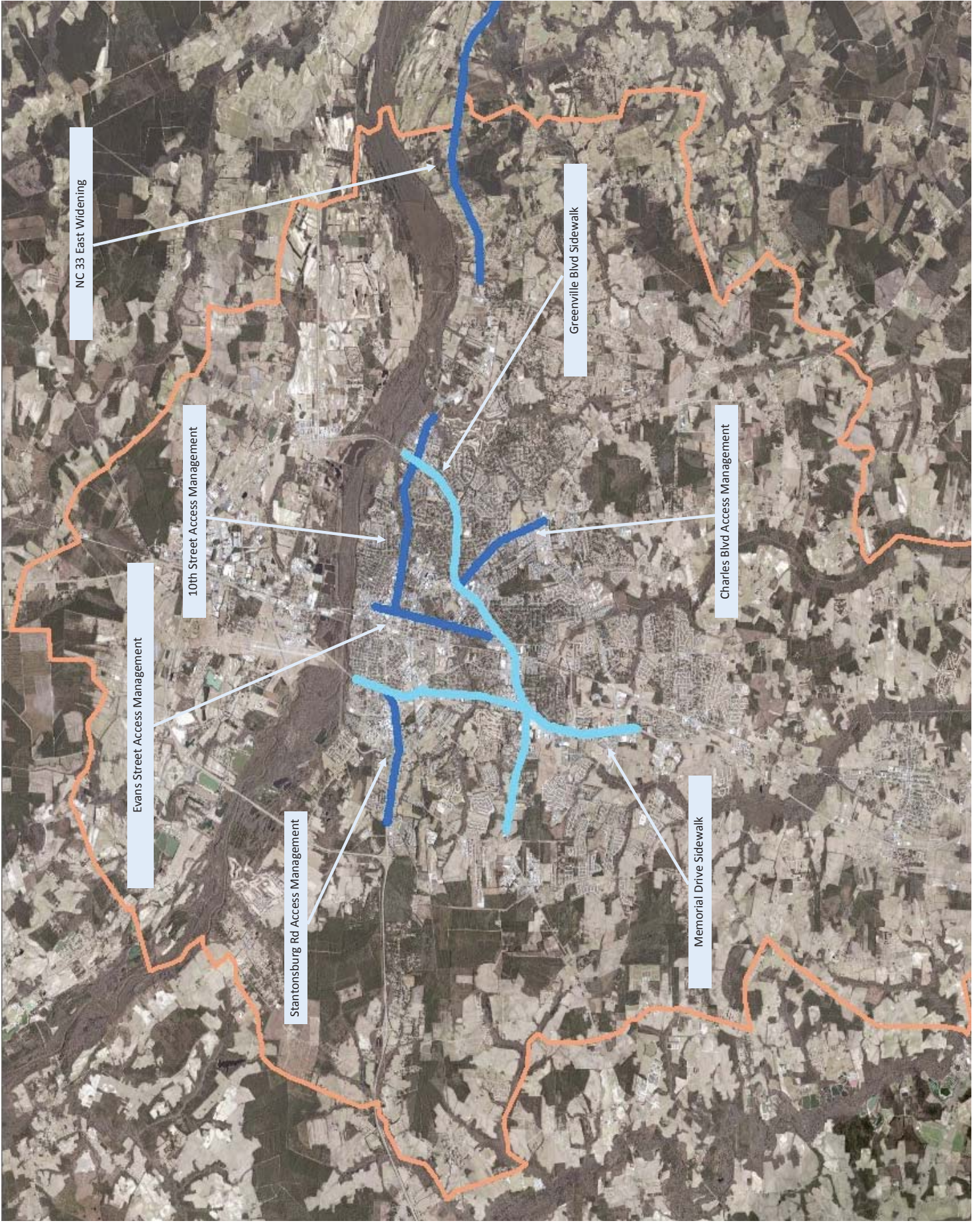
Boyd Street Modernization

Evans/Old Tar Rd Widening

NC 43 South Widening

Worthington Rd/County Home Rd Intersection Improvement

Laurie Ellis Road Extension



NC 33 East Widening

Greenville Blvd Sidewalk

Charles Blvd Access Management

Memorial Drive Sidewalk

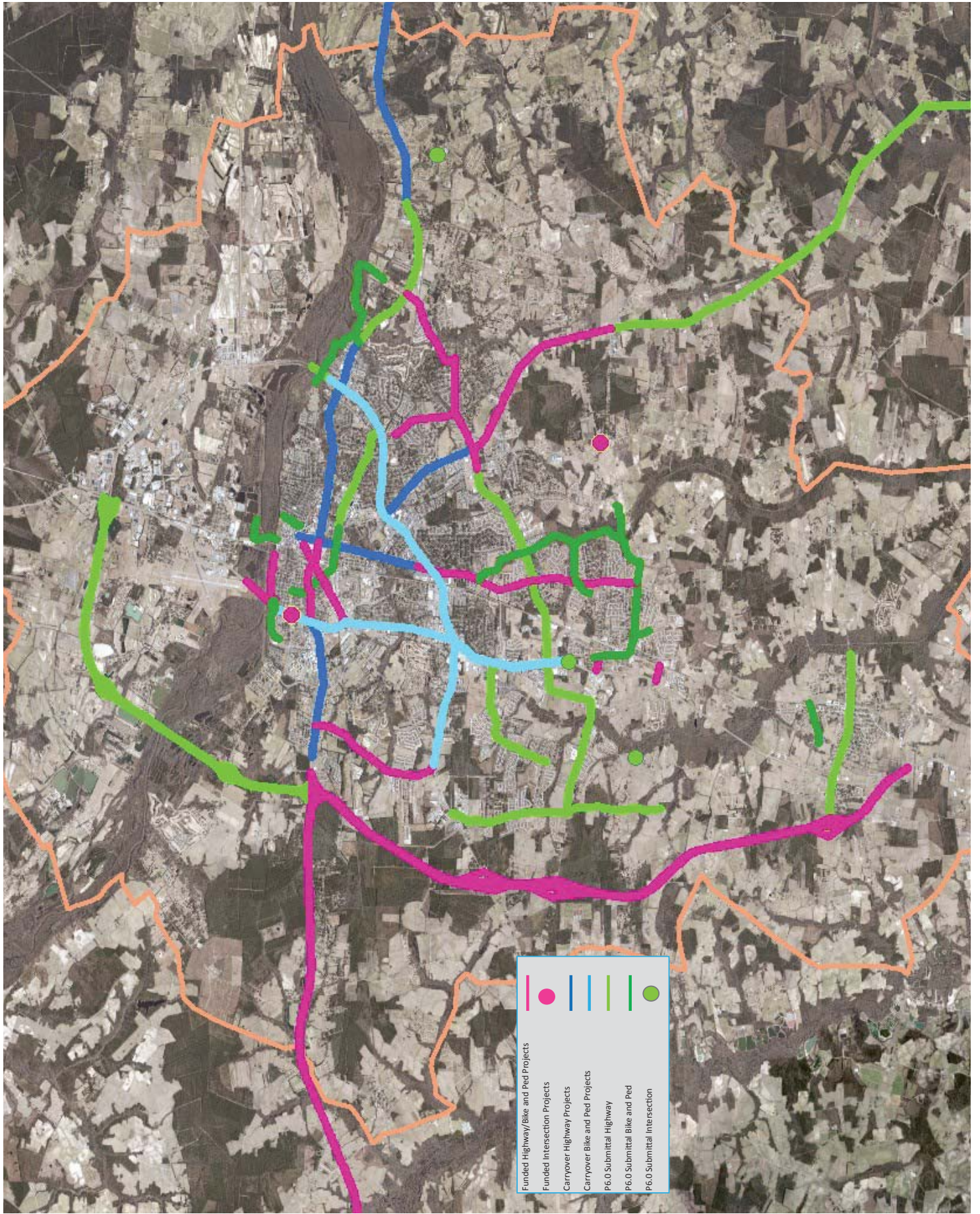
Stantonsburg Rd Access Management

Evans Street Access Management

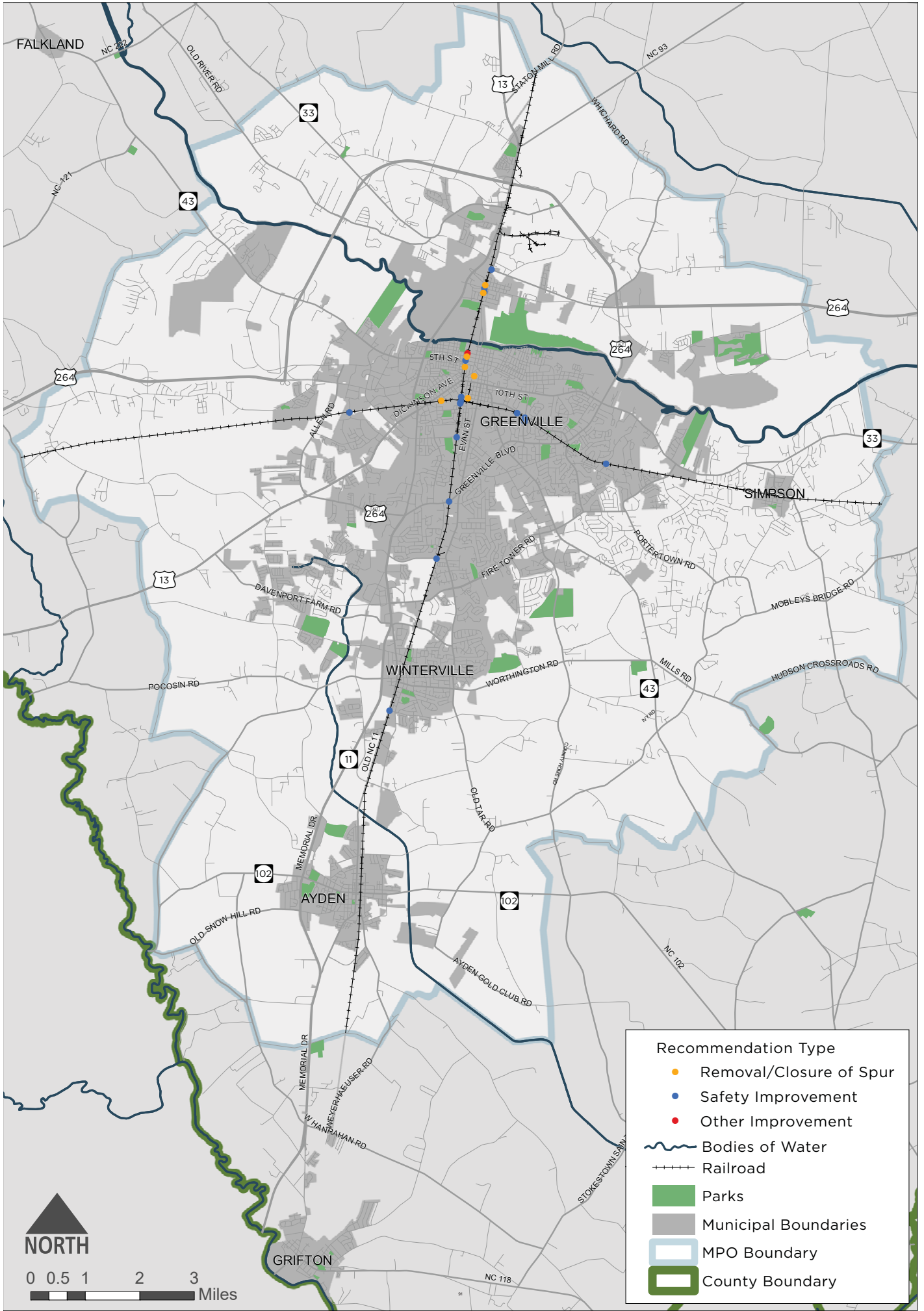
10th Street Access Management







# Draft Rail Crossing Recommendations



**Recommendation Type**

- Removal/Closure of Spur
- Safety Improvement
- Other Improvement

Bodies of Water

Railroad

Parks

Municipal Boundaries

MPO Boundary

County Boundary

**NORTH**

0 0.5 1 2 3 Miles

## Prioritization 6.0 Project List: Rail

<b>FID</b>	<b>Intersection</b>	<b>Type</b>
0	SR 1530/Airport Road	Safety Improvement
1	Spring Forest Road	Safety Improvement
2	W Berkley Road	Safety Improvement
3	SR 1809/Windsor Road	Safety Improvement
4	5th Street	Safety Improvement
5	Elm Street	Safety Improvement
6	Beatty Street	Safety Improvement
7	NC 33/N Greene St	Safety Improvement
8	SR 1527/N Greene St	Safety Improvement
9	Elm Street	Safety Improvement
10	Beatty St	Safety Improvement
11	W 3rd St	Other Improvement
12	14th St	Safety Improvement
13	Ficklen St	Remove/Closure
14	14th St	Remove/Closure
15	Gum Rd	Remove/Closure
16	Dudley St	Remove/Closure
17	W 4th St	Remove/Closure
18	S Alley St	Remove/Closure
19	Skinner St	Remove/Closure
20	Arlington Blvd (near University Suites Dr)	Safety Improvement
21	Greenville Blvd (between Evans and Landmark)	Safety Improvement
22	Regency Blvd	Safety Improvement
23	Laurie Ellis Rd	Safety Improvement

# Highway Scoring Criteria & Weights (Default)

Funding Category	QUANTITATIVE		LOCAL INPUT	
	Data	Division	MPO/RPO	
<b>Statewide Mobility</b>	Congestion = 30%	100%	--	--
	Benefit-Cost = 25%			
	Freight = 25%			
	Safety = 10%			
	Economic Comp. = 10%			
<b>Regional Impact</b>	Congestion = 20%	70%	15%	15%
	Benefit-Cost = 20%			
	Safety = 10%			
	Accessibility/Connectivity = 10%			
	Freight = 10%			
<b>Division Needs</b>	Congestion = 15%	50%	25%	25%
	Benefit-Cost = 15%			
	Safety = 10%			
	Accessibility/Connectivity = 5%			
	Freight = 5%			

Note: Region(s) \_\_\_\_\_ and Division(s) \_\_\_\_\_ use Alternate Criteria & Weights

# Prioritization 6.0 Schedule

	2019	2020	2021					
	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan
<b>Jun</b>	BOT approves P6.0 Criteria & Weights							
		MPOs, RPOs, & Divisions test, enter, and submit projects						
			SPOT Reviews and Calculates Quant. Scores for All Projects (Existing + New). Includes review period of all data & costs to be used for scoring (by MPOs, RPOs, Divisions, and DOT staff).					
			TIP Unit Programs Statewide Mobility Projects					
				MPOs, RPOs, & Divisions assign Regional Impact Local Input Points (with option to assign Division Needs Local Input Points)				
					SPOT finalizes Regional Impact scores and TIP Unit programs Regional Impact projects			
					MPOs, RPOs, & Divisions assign Division Needs Local Input Points			
						SPOT finalizes Division Needs Scores and TIP Unit programs Division Needs projects		
							NCDOT releases Draft STIP	
							NCDOT Provides Report to JLTOT	

**Notes:**  
 Blue Box = Approval of P6.0 Scoring  
 Yellow Box = MPO/RPO/Division Input  
 Green Box = NCDOT Work Tasks

**Key Dates:**  
**June 2019:** BOT approves P6.0 Criteria & Weights  
**July 2019:** SPOT Online opens for testing, entering, and submitting projects (closes Sept. 27)  
**July 2019:** Existing Project Deletions due for receiving extra new submittals (one out, one in)  
 Existing Project Modifications due  
**September 2019:** Alternate Criteria and Weights due  
 SPOT Online closes for submitting projects  
**End of April 2020:** Quantitative scores for all projects released  
 Draft list of Programmed Statewide Mobility projects released  
**May 1, 2020:** Regional Impact Local Input Point window opens for 3 months  
 Deadline for Approval of Local Input Point Assignment Methodologies  
**End of August 2020:** Draft list of Programmed Regional Impact Projects released  
**September 1, 2020:** Division Needs Local Input Point window opens for 2 months  
**January 2021:** 2022-2031 Draft STIP released

# Greenville Urban Area Metropolitan Planning Organization's (GUAMPO) Prioritization Process

The following local input methodology has been developed by the Greenville Urban Area MPO for the purpose of determining regional priorities for transportation funding, as carried out through the State of North Carolina's Strategic Transportation Investments (STI) law and the associated Strategic Prioritization Office of Transportation (SPOT) Prioritization Process. This methodology is intended to incorporate both measurable, objective data and information about priorities from local jurisdictions, to ensure a process that is both data-driven and responsive to local needs. STI as summarized on the NCDOT website:

*"Passed in 2013, the Strategic Transportation Investments law allows the N.C. Department of Transportation to use its funding more efficiently and effectively to enhance the state's infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages thinking from a statewide and regional perspective while also providing flexibility to address local needs.*

*STI also establishes the Strategic Mobility Formula, which allocates available revenues based on data-driven scoring and local input. It is used to develop NCDOT's State Transportation Improvement Program, which identifies the transportation projects that will receive funding during a specified 10-year period.*

*Federal law requires the State Transportation Improvement Program to be updated at least every four years. NCDOT, however, updates it every two years."*

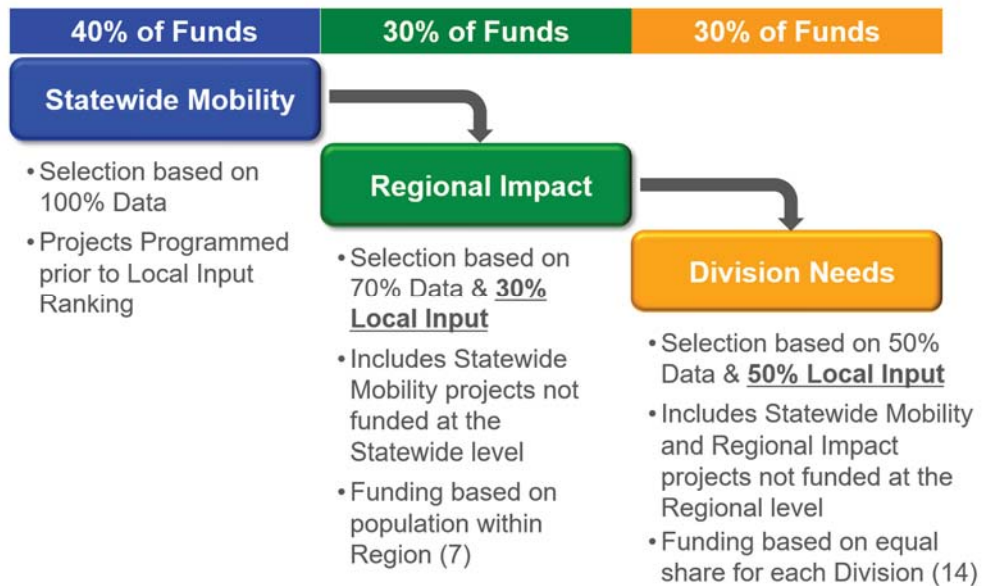
The subsequent local input methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that MPOs and RPOs have a process of determining project prioritization. For P5.0, the process must include the use of at least two (2) different criteria with, at a minimum, one (1) of those required to be qualitative. The output of this process will generate a point assignment per project.

Transportation projects are divided into highway, bicycle-pedestrian, rail, aviation, ferry and public transit projects, and sorted based on eligible Strategic Transportation Investment categories. Each mode has a series of measurable criteria and weighting in each criteria category.

Quantitative criteria are based on measurable data available from local and state sources. Qualitative criteria are based on staff knowledge of local conditions, public comment and suggestions from TCC and TAC members. Data measurements were chosen based on TCC and TAC knowledge of evaluation measures.

## Regional projects scored using Division Points

The STI law provides for the use of points from a lower-level project on a higher-level project. If a project is entered into SPOT as a Statewide project but does not receive funding at that level, the project will cascade downwards into the Regional level projects. Likewise if a Regional project does not receive funding at the Regional level the project will cascade downwards into the Divisional level for possible funding. If a project cascades downwards it is eligible to be funded at that level and may have local input points assigned to it in accordance to the process outlined in this document (30% local input at the Regional level and 50% local input at the Division level). The MPO may choose to do this for some projects that may have an improved chance of being funded in this manner at a lower-level. Figure 1 below depicts the cascade process for projects not receiving funding at their initial level and being cascaded downwards.



**Figure 1**

## Public Comment and SPOT Schedule

Public input opportunities are available at all TCC and TAC meetings. All TCC and TAC meetings have designated public comment periods. The Greenville Urban Area MPO will advertise a minimum 30-day public comment period to solicit public input regarding the proposed prioritization process described within this document. Additionally, all TCC and TAC meetings are advertised and open to the public.

Public comment on the MPO prioritization process will be available according to the timeline shown below. The criteria will be presented at a scheduled TCC and TAC meeting so that residents can understand how the projects will be ranked and selected. The information will also be posted on the City of Greenville’s website and on the MPO home page, to assure wider dissemination of the points criteria. During the preliminary point assignment phase, for Regional and Division level projects, the public will have at least 10 days, as outlined below, in which to comment on the proposed point



assignment. Comments can be given by phone, mail, fax and/or by dropping off written comments to the Greenville Urban Area MPO. The address and contact information to be used during the comment periods is are as follows:

*The Greenville Urban Area MPO  
 c/o Greenville Public Works Department  
 1500 Beatty St. Greenville, NC 27834  
 Phone: 252-329-4476  
 Fax: (252) 329-4535  
 Online:*

*[http://www.greenvillenc.gov/departments/public\\_works\\_dept/information/default.aspx?id=510](http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510)*

*Email: Rputtle@GreenvilleNC.gov*

All comments received regarding the Division and Regional preliminary point assignment phase will be recorded and taken into account by Staff, the TCC and the TAC before finalizing and formally adopting point assignments for each project. The comments will be presented and discussed before committee action is taken regarding point assignment and posted to the MPO’s website until the final 2020-2029 State Transportation improvement Program (STIP) is adopted. Public hearings for Divisional and Regional point assignments will be held during the respective TCC and TAC meetings in which point assignment is listed and advertised as an agenda item. Should additional public involvement opportunities be requested or advised by the TCC or TAC, the MPO will advertise said opportunity in the local newspaper and on the MPO website.

<b>Action</b>	<b>Date*</b>
Public input meeting and 30-day comment period on candidate projects	July/August 2017
Candidate projects identified by MPO	August, 2017
Draft MPO prioritization methodology conditionally approved by NCDOT	October, 2017
Advertise for public comments on prioritization methodology (this document)	October, 2017
TCC meeting to receive public comments, and recommend TAC adopt prioritization methodology	January, 2018
TAC meeting to receive public comments and adopt prioritization methodology.	February, 2018

10-day Public comment period to receive input on Regional projects preliminary point assignment	April, 2018
TCC meeting to recommend final point prioritization (for Regional projects).	April, 2018
TAC meeting to adopt final point prioritization (for Regional projects).	April, 2018
10-day Public comment period on Division Needs projects preliminary point assignment	September, 2018
TCC meeting to recommend final point prioritization (for Division Needs projects)	September, 2018
TAC meeting to adopt final point prioritization (for Division Needs projects)	September, 2018
<b>Alternative scenario (depending upon availability of data, as released by NCDOT)</b>  Public comment period on <b>both</b> Regional and Division Needs projects preliminary point assignment	Potentially: April, 2018
<b>Alternative scenario (depending upon availability of data, as released by NCDOT)</b>  TCC meeting to recommend final point prioritization for <b>both</b> Regional and Division Needs projects.	Potentially: June, 2018
<b>Alternative scenario (depending upon availability of data, as released by NCDOT)</b>  TAC meeting to adopt final point prioritization for <b>both</b> Regional and Division Needs projects.	Potentially: July, 2018

*\*Actual dates depend upon the date NCDOT releases information to the public, and are presented here based upon the information available at the time this document was developed, and thus are subject to change.*

*\*\* All TCC and TAC meetings are advertised and open to the general public.*

In addition to the above SPOT schedule, the Greenville Urban Area MPO's TCC and TAC have tentatively scheduled meetings, with consideration to holidays and the SPOT schedule, for the following dates:

<b><u>TCC</u></b>	<b><u>TAC</u></b>
January 31, 2018	February 14, 2018
April 4, 2018	April 18, 2018
June 27, 2018	July 11, 2018
September 12, 2018	September 26, 2018
October 31, 2018	November 14, 2018

The Chairperson for each the TCC and TAC reserves the right to call a meeting in addition to the dates above, or reschedule a meeting should the need arise.

### **Scoring Criteria**

The Greenville MPO will locally rank Regional and Division level projects according to the criteria and matrix below and assign local input points according to that rank. The maximum points a single project can receive cannot exceed 100.

For P5.0 of STI Prioritization, the Greenville Urban Area MPO submitted Highway, Bicycle & Pedestrian and Aviation mode projects only. Highway and bicycle & pedestrian projects will utilize all five (5) of the below defined criteria. Aviation projects will be scored using only the three defined qualitative criteria (plan consistency, multi-modal support and economic development support) for scoring.

**Prioritization 5.0 Safety Score:** The Prioritization 5.0 Safety Score defined and calculated with the purpose of measuring existing crashes along/at a project and calculate future safety benefits. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

**Prioritization 5.0 Accessibility/Connectivity Score:** The Prioritization 5.0 Accessibility/Connectivity Score defined and calculated with the purpose of improving access opportunity in rural and less affluent areas and improving interconnectivity of the transportation network. This criteria only applies to highway and bicycle & pedestrian mode projects. Aviation mode projects will not utilize this criteria.

**Plan Consistency:** a qualitative yes or no question to establish whether a proposed project is found in any currently adopted plan (Comprehensive Transportation Plan (CTP); Metropolitan Transportation Plan (MTP); or any locally adopted plan). This qualitative criteria will be applied to all modes of P5.0 submitted projects

**Multi-Modal Support:** a qualitative yes or no question to establish whether a highway project incorporates and/or connects bicycle, pedestrian or transit accommodations, and is based on the project description. For non-highway (bicycle & pedestrian and aviation) projects, a yes or no is based on whether a project is within one (1) mile of a commercial service airport (passenger and/or freight), public bus system stop and/or hub, Port, sidewalks and/or bike lanes, or

intermodal freight terminal. This qualitative criteria will be applied to all modes of submitted projects.

**Economic Development Support:** a qualitative measure of a project’s support within the transportation network of local/regional economic development goals or objectives; or a connection of two or more economically significant areas or routes in the project vicinity that will support local/regional economic development goals or objectives. This category will assign points based on no support (0 points), moderate support (2 points), or significant support (4 points) as determined by locally adopted plans and community goals. Level of support, if any, shall be determined by the TCC and TAC. This qualitative criteria will be applied to all modes of P5.0 submitted projects.

<b><u>Criteria</u></b>	<b>0 Points</b>	<b>1 Points</b>	<b>2 Points</b>	<b>3 Points</b>	<b>4 Points</b>
<b>Prioritization 5.0 Safety Score</b> <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
<b>Prioritization 5.0 Accessibility/Connectivity Score</b> <i>*This criteria is not applicable for Aviation mode projects.</i>	0-19	20-39	40-59	60-79	80 or above
<b>Plan Consistency</b> <b>**Applicable for all modes</b>	No, project not contained in an adopted plan				Yes, project is contained in an adopted plan
<b>Multi-Modal Support</b> <b>**Applicable for all modes</b>	No, project does not include any multi-modal support as defined above.				Yes, project does include multi-modal support as defined above.
<b>Economic Development Support</b> <b>**Applicable for all modes</b>	None		Moderate		Significant

### Project Scoring Based on Ranking

The Greenville MPO has a total of 1,300 points to distribute to Regional Projects, and 1,300 points to Division Projects. Projects will be ranked using the above local scoring matrix. Projects will receive a total criteria score of 0-20 (see above for weighting and scoring criteria). The top 11 Highway Projects and top 2 Non-Highway Projects based on the local scoring matrix's total criteria score will be assigned 100 local input points. Should the Regional or Division Project's list not contain a Non-Highway project, the top 13 ranked Highway Projects will be assigned 100 local input points.

Should more than one project have the same score utilizing the local scoring matrix, those projects shall be ordered according to their total Prioritization 5.0 Safety Score.

A project not entirely located within the MPO's planning boundary may only receive that amount of points correlating to the percent of the project that lies within the MPO. For example, a roadway project that is 20% within the MPO may only receive a maximum score of 20 points. In this case, the remaining points (80) will be distributed to other projects according to their rank. Any points remaining after the top 11 Highway Project and top 2 Non-Highway Projects, or top 13 Highway Projects should a Non-Highway Project not be available, shall be assigned to the next highest ranked project according to the total criteria score based on the local scoring matrix.

If TAC moves to assign points in a manner not consistent with this process, those point assignment and rationale why will be publically documented and disclosed and posted on the MPO website, under "Transportation Priorities" titles "Deviations from Adopted Local Methodology," for public review. These preliminary point assignments will be distributed for public comment outlined with how the scoring matrix was applied and a description of any deviation should one exist. Following the public comment period, the TCC/TAC will make the final point assignments (any deviations included), taking into consideration any public input received. If any additional changes are made to the point assignments between the preliminary assignment stage and the final assignment stage, the reasons will be publicly documented and disclosed on the MPO's website.

Final scores and project ranking will be posted on the Greenville MPO home page after TAC consideration and adoption. Additionally should the need arise, for any reason, to change the finalized point assignment after. The URL link to the Greenville Urban Area MPO's web page is <http://www.greenvillenc.gov/government/public-works/engineering/greenville-urban-area-metropolitan-planning-organization>.

**RESOLUTION NO. 2018-04-GUAMPO  
ADOPTING THE GREENVILLE URBAN AREA MPO LOCAL INPUT METHODOLOGY,  
BASED ON THE NORTH CAROLINA STRATEGIC TRANSPORTATION INVESTMENT LAW**

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 Strategic Investment Session Law 2012-84 requires NCDOT to approve MPOs and RPOs local input methodology; and

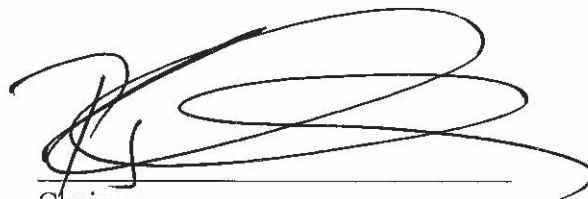
WHEREAS, according to the adopted law, the methodology will describe the MPO's ranking process for all modes of transportation that identifies at least one quantitative and one qualitative criteria to be used in the scoring process with the measures and the percentages assigned to each measure defined, described, and outlined; and

WHEREAS, NCDOT must conditionally approve each MPO's methodology by April 1, 2018; and


WHEREAS, the Greenville Urban Area Metropolitan Planning Organization has developed a local input methodology that has been conditionally approved by NCDOT, and has been reviewed by the Technical Coordinating Committee, and the committee recommends approval by the Transportation Advisory Committee (TAC);

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the attached local input methodology for assigning points to transportation projects.

**Today, February 27, 2018.**



Chairman  
Transportation Advisory Committee  
Greenville Urban Area

  
Amanda Braddy, Secretary



# HOUSE BILL 77: Electric Standup Scooters.

2019-2020 General Assembly

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<b>Committee:</b>	House Regulatory Reform. If favorable, re- refer to Rules, Calendar, and Operations of the House	<b>Date:</b>	March 28, 2019
<b>Introduced by:</b>	Reps. Torbett, Presnell, Iler, Shepard	<b>Prepared by:</b>	Jeremy Ray*
<b>Analysis of:</b>	Second Edition		Staff Attorney

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**OVERVIEW:** *House Bill 77 would provide a statutory definition for electric standup scooters and exempt them from registration requirements.*

**CURRENT LAW:** Current law does not provide a definition for scooters or specifically authorize their use. It is unclear whether a scooter may fall under the definition of moped and be regulated as such.

**BILL ANALYSIS:** *Section 1* of House Bill 77 would provide a statutory definition for "electric standup scooter." Electric standup scooter would further be specifically excluded from the definitions of "moped" and "motor vehicle." The definition of "vehicle" would be amended to include electric standup scooters in the same manner as bicycles, in that the provisions of Chapter 20 would apply to them when they are operated upon a highway to the extent that it makes sense to do so.

*Section 2* of the bill makes clear that electric standup scooters would be exempt from registration requirements.

*Section 3* of the bill provides that any ordinance adopted by a municipality that conflicts with the provisions of this act would be void. It also directs municipalities with ordinances affecting scooters to review those ordinances to ensure compliance.

**EFFECTIVE DATE:** The act would be effective when it becomes law and would apply to offenses committed on or after that date.

*\*Wendy Graf Ray, Staff Attorney for the Legislative Analysis Division, contributed to this summary.*

Karen Cochrane-Brown  
Director



Legislative Analysis  
Division  
919-733-2578

*This bill analysis was prepared by the nonpartisan legislative staff for the use of legislators in their deliberations and does not constitute an official statement of legislative intent.*

## About BUILD Grants

The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as Transportation Investment Generating Economic Recovery, or TIGER Discretionary Grants, Congress has dedicated nearly \$7.1 billion for ten rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

In each competition, DOT receives hundreds of applications to build and repair critical pieces of our freight and passenger transportation networks. The BUILD program enables DOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

The eligibility requirements of BUILD allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. BUILD can fund port and freight rail projects, for example, which play a critical role in our ability to move freight, but have limited sources of Federal funds. BUILD can provide capital funding directly to any public entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows BUILD and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.

## Program Background

Since 2009, the Program has provided a combined \$7.1 billion to 554 projects in all 50 states, the District of Columbia, Puerto Rico, Guam, the Virgin Islands: \$1.5 billion for TIGER I, \$600 million for TIGER II, \$527 million for TIGER III, \$500 million for TIGER IV, \$474 million for TIGER V, \$600 million for TIGER VI, \$500 million for TIGER VII, \$500 million for TIGER VIII, \$500 million for TIGER IX, and \$1.5 billion for BUILD FY 2018.

This opportunity has allowed DOT to fund 51 innovative capital projects in TIGER I and an additional 42 capital projects in TIGER II. TIGER II also featured a new Planning Grant category through which 33 planning projects were also funded. In TIGER III, DOT awarded 46 capital projects in 33 states and Puerto Rico. In TIGER IV, DOT awarded 47 capital projects in 34 states and the District of Columbia. TIGER V saw 52 capital projects in 37 states, while TIGER VI awarded 41 capital projects and 31 planning projects in 46 states and the District of Columbia. TIGER VII awarded 39 capital projects in 33 states and TIGER VIII awarded 40 capital projects to 32 states and two U.S. territories. TIGER IX awarded 41 capital projects across 43 states. This year, BUILD awarded 91 capital projects across 49 states and the District of Columbia.

Since 2009, the Program has awarded nearly \$2.4 billion in Federal funding to 233<sup>[i]</sup> rural projects across the nation, leveraging an estimated \$3.9 billion in non-BUILD/TIGER funding.

The BUILD program enables DOT to use a rigorous merit-based process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make needed investments in our Nation's infrastructure.

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<sup>[i]</sup>Some projects designated as rural include rural and urban components.

Updated: Friday, January 11, 2019





## U.S. Department of Transportation Announces \$85 Million Funding Opportunity for Technologically Advanced Transit Buses

03/18/2019

WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) today announced the opportunity for eligible applicants to apply for up to \$85 million in competitive grant funds through FTA's [Low or No Emission \(Low-No\) Bus Program](#). The Low-No Program helps project sponsors purchase or lease low or no emission vehicles that use advanced technologies for transit revenue operations, including related equipment or facilities.

"U.S. Transportation Secretary Elaine L. Chao and the U.S. Department of Transportation are committed to improving safety, rebuilding our transportation infrastructure, and preparing for the future with new technologies," said FTA Acting Administrator K. Jane Williams. "The Low-No Program supports these priorities."

FTA will award the grants to eligible recipients, which include public transit agencies, state transportation departments, and tribes on a competitive basis. Projects will be evaluated by criteria defined in federal law and in the [Notice of Funding Opportunity \(NOFO\)](#), including the applicant's demonstration of need, the project's benefits, project implementation strategy, and capacity for implementing the project.

See [instructions for applying](#) and in the "FIND" module of GRANTS.GOV with funding opportunity ID FTA-2019-002-TPM-LowNo. Complete proposals must be submitted electronically through the GRANTS.GOV "APPLY" function by May 14, 2019. The NOFO will be available for public inspection in the Federal Register on Wednesday, March 20, 2019.

The Consolidated Appropriations Act, 2019 appropriated \$85 million in FY 2019 for grants under the Low-No Program, authorized by 49 U.S.C. 5339(c).

###

Updated: Monday, March 18, 2019



### Related Links

- [Low or No Emission \(Low-No\) Program FY 2019 Notice of Funding](#)
- [Low or No Emission Vehicle Program](#)

[Submit Feedback >](#)

Users Guide

[New Search](#)

<p><b>Contract Number:</b> C203513  <b>Division:</b> 2  <b>TIP Number:</b> U-3315  <b>Length:</b> 1.447 miles  <b>NCDOT Contact:</b> Sarah F. Lentine  <b>Location Description:</b> STANTONBURG RD/10TH ST CONNECTOR FROM MEMORIAL DR TO SR-1702 (EVANS ST).  <b>Contractor Name:</b> S T WOOTEN CORPORATION  <b>Contract Amount:</b> \$30,139,757.76  <b>Work Began:</b> 10/12/2015  <b>Original Completion Date:</b> 05/14/2019  <b>Latest Payment Thru:</b> 02/28/2019  <b>Latest Payment Date:</b> 03/07/2019</p>	<p><b>Route:</b> -  <b>County:</b> Pitt  <b>Federal Aid Number:</b> STP-0220(72)  <b>NCDOT Contact No:</b> (252)830-3495  <b>Cost Overrun/Underrun:</b> 4.86%  <b>Letting Date:</b> 08/18/2015  <b>Revised Completion Date:</b> 07/11/2019  <b>Scheduled Progress:</b> 100%  <b>Actual Progress:</b> 93.38%</p>
<p><b>Contract Number:</b> C203609  <b>Division:</b> 2  <b>TIP Number:</b> R-2250  <b>Length:</b> 12.4 miles  <b>NCDOT Contact:</b> Sarah F. Lentine  <b>Location Description:</b> GREENVILLE SOUTHWEST BYPASS FROM SOUTH OF OLD NC-11 TO US-264.  <b>Contractor Name:</b> BARNHILL CONTRACTING COMPANY  <b>Contract Amount:</b> \$159,647,247.47  <b>Work Began:</b> 08/31/2016  <b>Original Completion Date:</b> 06/28/2019  <b>Latest Payment Thru:</b> 02/28/2019  <b>Latest Payment Date:</b> 03/13/2019</p>	<p><b>Route:</b> NC-11  <b>County:</b> Pitt  <b>Federal Aid Number:</b>  <b>NCDOT Contact No:</b> (252)830-3495  <b>Cost Overrun/Underrun:</b> 6.05%  <b>Letting Date:</b> 05/05/2015  <b>Revised Completion Date:</b> 06/16/2020  <b>Scheduled Progress:</b> 69.38%  <b>Actual Progress:</b> 85.23%</p>
<p><b>Contract Number:</b> DB00346  <b>Division:</b> 2  <b>TIP Number:</b>  <b>Length:</b> 39.74 miles  <b>NCDOT Contact:</b> Sarah F. Lentine  <b>Location Description:</b> BEAUFORT COUNTY PITT COUNTY  <b>Contractor Name:</b> BARNHILL CONTRACTING COMPANY  <b>Contract Amount:</b> \$2,076,518.55  <b>Work Began:</b> 06/22/2017  <b>Original Completion Date:</b> 03/01/2018  <b>Latest Payment Thru:</b> 10/31/2017  <b>Latest Payment Date:</b> 12/06/2017</p>	<p><b>Route:</b> SR-1900  <b>County:</b> Pitt  <b>Federal Aid Number:</b>  <b>NCDOT Contact No:</b> (252)830-3495  <b>Cost Overrun/Underrun:</b> 5.06%  <b>Letting Date:</b> 04/12/2017  <b>Revised Completion Date:</b>  <b>Scheduled Progress:</b> 98.54%  <b>Actual Progress:</b> 92.7%</p>
<p><b>Contract Number:</b> DB00360  <b>Division:</b> 2  <b>TIP Number:</b> U-5921  <b>Length:</b> 0.223 miles  <b>NCDOT Contact:</b> Sarah F. Lentine  <b>Location Description:</b> LAURIE ELLIS ROAD FROM NC 11 TO MILLS STREET  <b>Contractor Name:</b> BARNHILL CONTRACTING COMPANY  <b>Contract Amount:</b> \$2,515,619.35  <b>Work Began:</b> 10/26/2017  <b>Original Completion Date:</b> 02/15/2019  <b>Latest Payment Thru:</b> 02/28/2019</p>	<p><b>Route:</b> NC-11  <b>County:</b> Pitt  <b>Federal Aid Number:</b>  <b>NCDOT Contact No:</b> (252)830-3495  <b>Cost Overrun/Underrun:</b> 10.37%  <b>Letting Date:</b> 06/14/2017  <b>Revised Completion Date:</b> 03/02/2019  <b>Scheduled Progress:</b> 100%</p>

Latest Payment Date: 03/07/2019

Actual Progress: 77.87%

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: 14.13%

Work Began: 02/02/2018

Letting Date: 06/28/2017

Original Completion Date: 02/03/2019

Revised Completion Date: 02/18/2019

Latest Payment Thru: 02/28/2019

Scheduled Progress: 100%

Latest Payment Date: 03/06/2019

Actual Progress: 64.78%

Contract Number: DB00375

Route: SR-1927

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: 01/31/2019

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: 03/01/2019

Scheduled Progress: 65.94%

Latest Payment Date: 03/06/2019

Actual Progress: 60.45%

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: \$1,550,000.00

Cost Overrun/Underrun: 0.6%

Work Began: 02/25/2019

Letting Date: 11/28/2018

Original Completion Date: 04/27/2019

Revised Completion Date:

Latest Payment Thru: 03/15/2019

Scheduled Progress: 12%



The North Carolina  
[Department of  
Transportation](#)

## 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.	1/4/2019	3/20/2019
I-6035	PITT	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)		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)	4/15/2019	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	4/22/2019	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	6/14/2019	5/19/2020
U-5875	PITT	SR 1203 (ALLEN STREET) FROM SR 1467 (STANTONSBURG ROAD) TO US 13 (DICKINSON AVENUE EXTENSION). WIDEN TO MULTI-LANES	5/14/2018	10/20/2020
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	10/14/2019	1/27/2021
17BP.2.R.103	PITT	Bridge 6 over Cow Swamp on SR 1756 (J. C. Galloway Rd.) in Pitt County		2/10/2021
U-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-5785	PITT	SR 1708 (FIRETOWER ROAD) FROM WEST OF EAST ARLINGTON BOULEVARD TO SR 1704 (FOURTEENTH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	6/27/2019	6/15/2021
U-5870	PITT	SR 1708 (FIRETOWER ROAD) FROM SR 1704 (FOURTEENTH STREET) TO NC 33 (EAST 10TH STREET) IN GREENVILLE. WIDEN TO MULTI-LANES.	6/27/2019	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
BR-0119	PITT	Replace Bridge 730109 on SR1514 over Grindle Creek.	1/1/2022	1/1/2023

### Upcoming Projects Subject to Approved STIP and Funding

Project ID	County	Description	R/W Acq Begins	Let Date
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 (FIRE TOWER ROAD) TO SR 1711 (WORTHINGTON ROAD). WIDEN TO MULTI-LANES	6/30/2021	6/20/2023
U-6197	PITT	SR 1711 (WORTHINGTON ROAD) AT SR 1725 (COUNTY HOME ROAD). UPGRADE INTERSECTION.	7/19/2024	4/20/2027
EB-5980	PITT	US 264-A(GREENVILLE BOULEVARD) FROM US 264-A TO US 13 (DICKINSON AVENUE)	1/1/2027	1/1/2028
U-6195	PITT	SR 1204 (STANTONSBURG ROAD) FROM SR 1204 (B'S BARBEQUE ROAD) TO NC 11 (MEMORIAL DRIVE). ACCESS MANAGEMENT.	7/17/2026	11/21/2028
EB-5981	PITT	NC 11 (MEMORIAL DRIVE) FROM NC 43 (WEST FIFTH STREET) TO SR1128 (DAVENPORT FARM ROAD)	1/1/2028	1/1/2029

# Welcome

A strategic transportation plan connecting communities across North Carolina, focused on creating a more responsive, diverse, and inclusive transportation system for keeping people and freight moving safely and efficiently.



# NC MOVES 2050

CONNECTING YOUR COMMUNITY,  
YOUR VOICE AND YOUR FUTURE



# Agenda

Overview

Making Your Voice Heard

Planning for Uncertainties

What Do You Think?

NCMoves  
2050

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Overview

# Change is Coming



1909



2019



2050?



# 1 Current Assessment

(Where are we now?)



- Mileage
- Cost of Repairs



- Reliability

# 2 Planning for Uncertainties

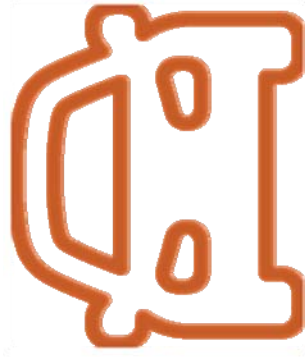
(Where could we go?)



- Future gas prices
- Family changes



- Changing jobs



# 3 Possible Futures

(How could we prepare?)



- Grow my family
- Move closer to multimodal options

- Car, van, suv, truck, or electric vehicle



# 4 Action Plan

(What's our path forward?)

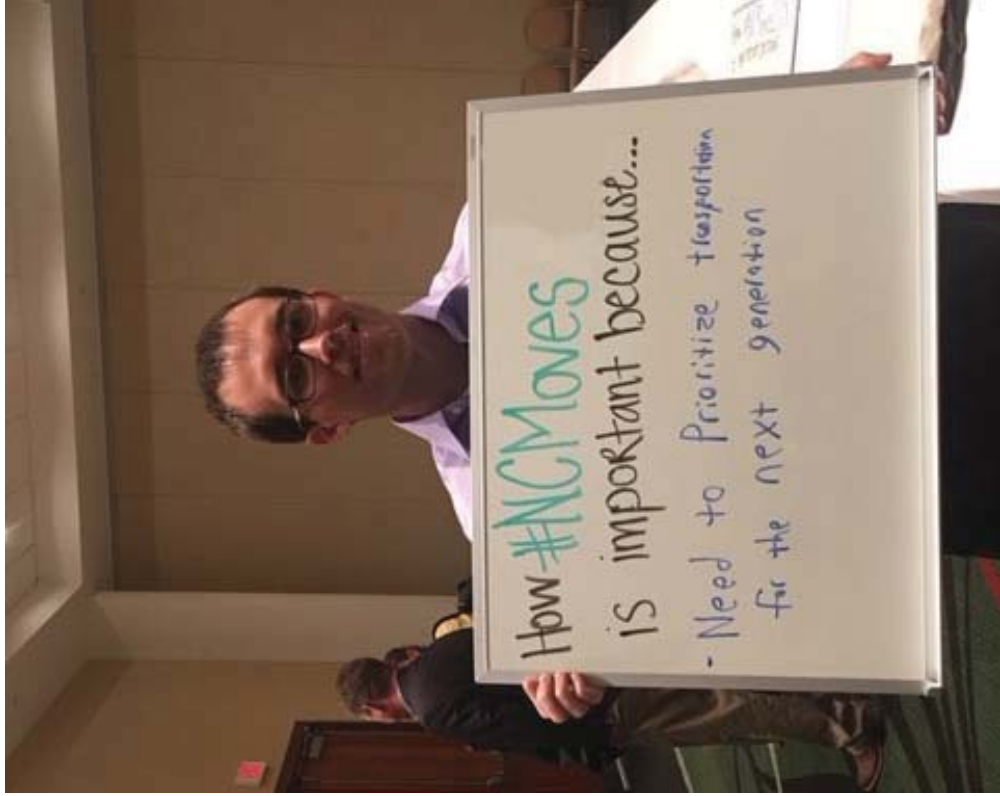


- Savings Plan
- Purchase new car



- Purchase used car

# Your Voice Matters



# Why Does Your Voice Matter?

- We are partners in the planning process
- NC Moves 2050 will
  - Guide future transportation policies and investments
  - Address things you care about: bicycle & pedestrian policies, complete streets policy, connections to health care, quality of life, inter- and intra-state connections, funding and funding priorities, technology and electric vehicles
  - Set the vision for transportation in our state
- Your input is critical to making sure this plan meets the needs of all North Carolinians

NCMoves  
2050

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Making Your Voice  
Heard



**NC MOVES**  
**#NCMOVES**

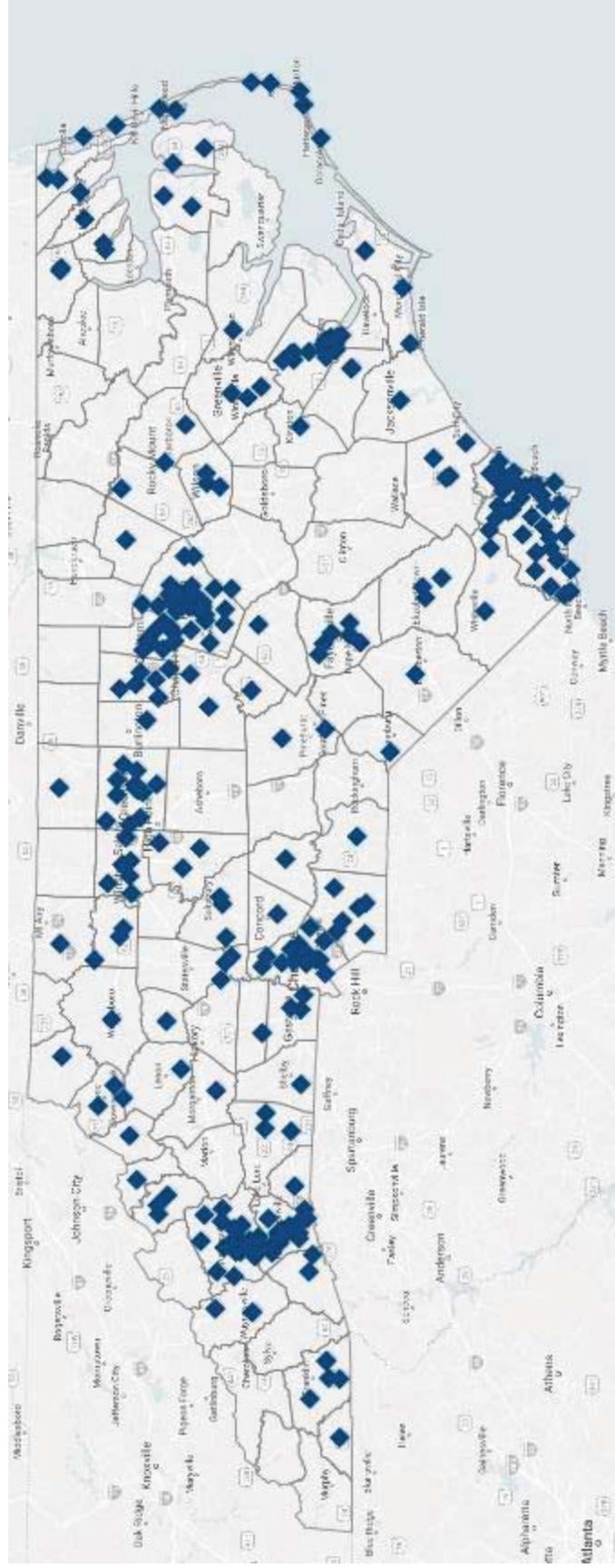
**NC.DOT.GOV/NCMOVES**



# Promote the Public Comment Map

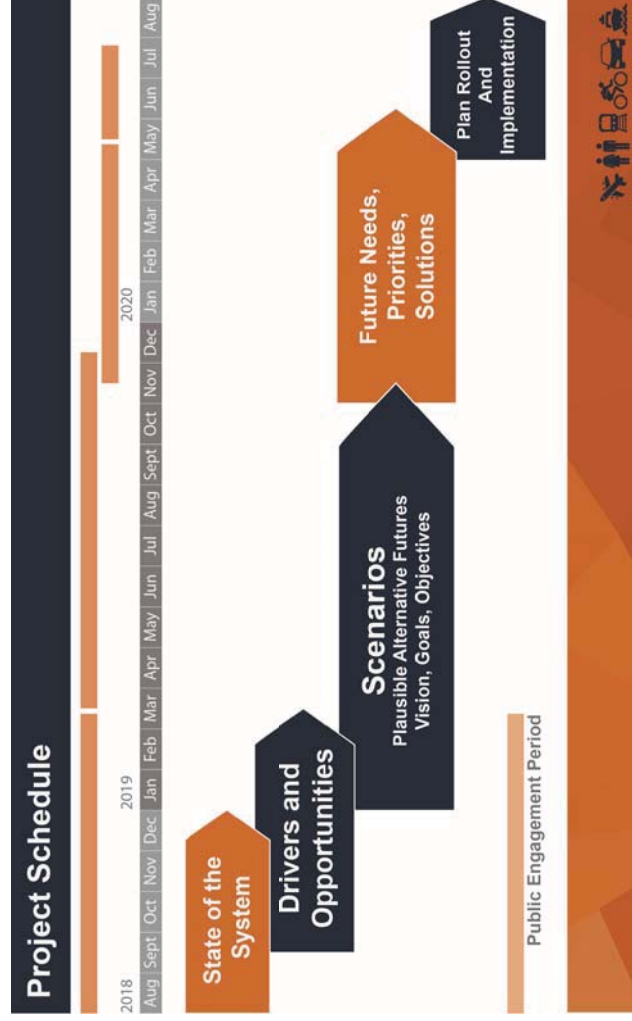
Over 600 Responses So Far – Open until April 30th

[www.ncdot.gov/ncmoves](http://www.ncdot.gov/ncmoves)



# Next Steps

- Check back for a list of Spring 2019 tabling events
- Promote NC Moves 2050
  - #NCMOVES
  - NCDOT.GOV/NCMOVES
  - Promote Table Topics
  - Follow us on Facebook, Twitter, Instagram
  - Next online survey starting in April 2019
  - Sign-up for email updates
- Be a voice and a champion
  - Inform
  - Engage
  - Generate excitement

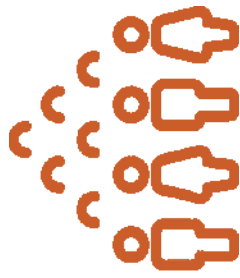


NCMoves  
2050

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# Planning for Uncertainties

# Changes and Uncertainties



Demographics



Economy



Tourism



Partnerships



Funding



Technology



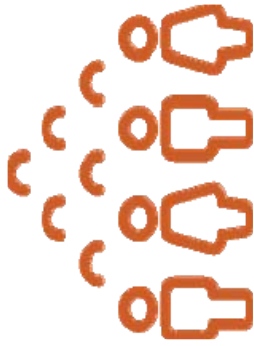
Security



Resiliency

# Changes and Uncertainties

## Demographics



North Carolina is anticipated to grow by nearly **4 million people** by 2050.

## Economy



**Health care and Technology** based economies will continue to grow, while **store-based retail declines**.

## Tourism



90% of North Carolina's **46 million annual travelers** drove to the state in 2017.

## Partnerships



**Strengthen existing** partnerships and **build new ones** with the private sector and non-profits.

# Changes and Uncertainties

## Funding



Total funding for NCDOT is expected to **grow slower than inflation.**

## Technology



Automated vehicles may be the **majority of new vehicle sales** in as soon as 20 years.

## Security



Rail, maritime, air, and roadway environments are all potential sites for **emergencies or security breaches.**

## Resiliency



The coast is likely to experience **flooding.** The mountains are likely to experience **wildfires and mud slides.**

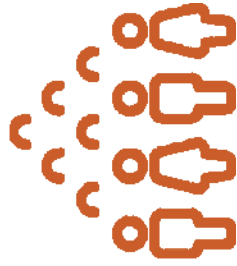
NCMoves  
2050

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What do you think?

# Question 1

In thinking about transportation services for your community, which of these are you most concerned about?



Demographics



Economy



Tourism



Partnerships



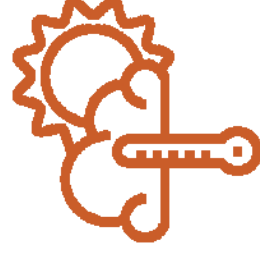
Funding



Technology



Security

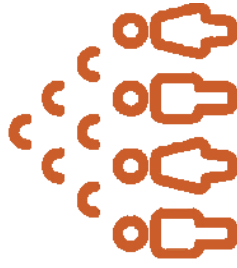


Resiliency



## Question 2

Are there changes or uncertainties for your community not already discussed that NCDOT should consider as a part of NC Moves 2050?



Demographics



Economy



Tourism



Partnerships



Funding



Technology



Security



Resiliency

Thank you!!  
Please stay involved



**NCMOVES!**  
#NCMOVES

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**ncmoves@ncdot.gov**