

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

Wednesday, March 28, 2012, at 1:30 p.m.
Greenville Public Works Conference Room,
Actions to be taken in bold italics

- 1) Approval of Agenda; ***approve***
- 2) Approval of Minutes of November 18, 2011, Meeting (Attachment 1); ***approve***
- 3) Election of Chairperson and Vice-Chairperson; ***conduct election***
- 4) Public Comment Period
- 5) New Business / Action Items:
 - a) Self-Certification of Greenville Urban Area Metropolitan Planning Organization Transportation Planning Process (Attachment 5a) – Resolution No. 2012-01-GUAMPO; ***recommended for TAC adoption*** p. 9
 - b) 2012-2013 Planning Work Program (Attachment 5b) – Resolution No. 2012-02-GUAMPO; ***recommended for TAC adoption*** p. 14
 - c) Update prioritization of “shovel-ready” projects. (Attachment 5c) – 2012-03, 04, and 05-GUAMPO;; ***prioritized and recommended for adoption*** p. 38
 - d) Amendment to the 2011-2012 Unified Planning Work Program (UPWP) for the transfer of funds for task 3-D-3 (Special Studies) and modification to description of task 2-A-1 (traffic volume counts). (Attachment 5d) – Resolution No. 2012-06-GUAMPO ***recommended for TAC adoption*** p. 51
 - e) Title VI Plan (Attachment 5e) - 2012-07-GUAMPO; ***recommended for TAC adoption*** p. 56
- 6) Informational Items p. 97
 - a) Information update -- air quality standards
 - b) Presentation #3 regarding NCDOT’s 2040 plan
- 7) Tentative schedule for upcoming TCC and TAC meetings.

<u>TCC</u>	<u>TAC</u>
none scheduled at this time	none scheduled at this time
- 8) Adjourn

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

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

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

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

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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

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

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



Attachment 1

Transportation Advisory Committee

Action Required

March 28, 2012

TO: Technical Coordinating Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Minutes from November 18, 2011 TAC meeting

Purpose: Review and approve the minutes from the previous TAC meeting.

Discussion: The draft minutes of the November 18, 2011 TAC meeting are included as Attachment 1 in the agenda package for review and approval by the TAC.

Action Needed: Adoption of November 18, 2011 TAC meeting minutes.

Attachments: November 18, 2011 TAC meeting minutes.

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES
November 18, 2011**

Members of the Transportation Advisory Committee met on the above date at 1:30 p.m. in the Conference Room of the Public Works Facility. Ms. Patricia C. Dunn, Chairperson, called the meeting to order. The following attended the meeting:

Mayor Patricia C. Dunn, City of Greenville
Mayor Steve Tripp, Town of Ayden
Mr. Jimmy Garris, Pitt County
Mayor David Boyd, Village of Simpson

TECHNICAL COORDINATING COMMITTEE MEMBERS PRESENT:

Mr. Daryl Vreeland, City of Greenville
Mr. Wesley Anderson, TCC Chairman
Mr. James Rhodes, Pitt County
Mr. Neil Lassiter, NCDOT
Mr. Scott Godefroy, City of Greenville
Mr. Mark Eatman, NCDOT

OTHERS PRESENT:

Mr. Wayne Bowers, City Manager, City of Greenville
Mr. Ted Vaden, NCDOT

Mr. Vreeland welcomed all those in attendance and introduced Mr. Jimmy Garris with Pitt County as the newest member to the MPO.

I. AGENDA:

A motion was made by Mayor Tripp to accept the agenda as presented. Mayor Boyd seconded the motion and the motion passed unanimously.

II. MINUTES:

Mayor Tripp made a motion to approve the minutes of the August 9, 2011 meeting as presented. The motion was seconded by Mayor Boyd, and the motion passed unanimously.

III. PUBLIC COMMENT PERIOD

There were no comments by the public.

IV. New Business / Action Items

A. Modification of CTP Highway Map to indicate deletion of Brownlea Drive between E. 5th St. and E. 14th St.

Mr. Vreeland explained on August 8, 2011, City of Greenville's City Council voted to remove the section of Brownlea Drive from E. 5th Street to E. 14th Street from the CTP Highway Map as the City has decided not to pursue construction of the remaining

section of Brownlea Drive. Mr. Vreeland further explained at their October 12, 2011 meeting, TCC recommended TAC amend the CTP map as indicated pending the City's acquisition of greenway easement to provide non-vehicular access from 14th Street to the existing southern terminus of Brownlea Drive, south of 10th Street. Pending the City's acquisition of the necessary easement, TCC also recommended inclusion of this non-vehicular connector on the CTP's bicycle/pedestrian maps.

Mr. Bowers commented an easement for the greenway has not been acquired and observed the resolution presented stated otherwise. Therefore, Mr. Bowers ascertained the resolution would need to be amended to reflect the needed acquisition.

Mayor Tripp made a motion to recommended Brownlea Drive be removed from the CTP Map and the resolution as amended to be approved. The motion was seconded by Mayor Boyd and passed unanimously.

B. Amendment to the 2012-2018 Transportation Improvement Plan (TIP) for the addition of project EB-5539 (South Tar River Greenway, Phase 3)

Mr. Vreeland explained the amendment to the TIP for the South Tar River Greenway Phase 3 project EB-5539. He stated a grant was awarded to the City of Greenville for construction of the greenway would be along the Tar River from Town Commons to Moye Blvd. In accordance with Federal regulations, Mr. Vreeland stated the TIP must be amended to reflect the inclusion of the project prior to expenditure of the grant funds.

Mr. Garris asked if the City of Greenville's City Council approved this action. Mr. Anderson explained a municipal agreement would be presented to City Council; however, the grant has been accepted.

Mayor Boyd made a motion to amend the TIP to reflect and was seconded by Mr. Garris. The motion passed unanimously.

C. Ranking of transportation projects

Mr. Vreeland informed the group that NCDOT release a new methodology for developing the bi-annual Transportation plan. The new methodology provides each MPO with NCDOT's quantitative score for projects submitted for consideration in the State's TIP. Each MPO must submit to NCDOT a prioritization of its highway projects by November, 2011.

Mr. Vreeland further explained the new system allows each MPO to divide 1300 points among all of its highway transportation projects with each project receiving no more than 100 points by an MPO. Non-highway projects (bike/pedestrian/transit) are not subject to the point distribution and are ranked in priority order.

Mr. Vreeland then presented TAC with the projects within the MPO that crossed into other MPO boundaries and stated that these projects, by recommendation of NCDOT, should receive 50 points maximum and the adjoining MPO would also rank with 50 points maximum for a total of 100 points per project. Due to this evaluation method, it was determined by MPO staff that a recommendation to assign 52 points to the US264-NC33 Connector project. The adjoining Mid-East RPO will be assigning 25 points to the project for a total of 77 points to be presented to NCDOT.

Mayor Tripp expressed concern on the Highway Spot Safety Improvements list. He stated he would like to see the NC11/NC102 project be moved to a higher position on the list as it was an area of concern for the residents of Ayden. At this time, Mr. Vreeland then asked Mr. Lassiter if the Highway Spot Safety list was a prioritized list. Mr. Lassiter stated the list was not in a prioritized order and each project was analyzed by benefits cost efforts. Mr. Mitchell commented although the list was not a priority listing for NCDOT, he felt the residents of Ayden would be satisfied with seeing Ayden's projects ranking higher than was being presented.

Mayor Tripp made a motion to amend the current listing of projects to move Item 9 to 1; Item 1 to 2; Item 2 to 3; Item 3 to 4; Item 4 to 9; and Items 5, 6, 7, 8 to remain as is.

Mr. Garris commented that he would like to see Ayden's projects moved up; however, he did not feel that Winterville's project should be moved due to lack of representation of the Town of Winterville at the meeting. Therefore, Mayor Tripp amended his motion to have the list as follows:

1. NC 11/Davenport Farm Road Intersection
2. NC 11/NC 102
3. South Central High School and Creekside Elementary School Safety Improvements
4. NC11 South/Old Snow Hill Road Intersection
5. Forlines Road/Frog Level Road
6. NC 43/Ivy Road
7. SR 1708 (Firetower Rd) at SR 1726 (Portertown Rd)
8. NC 902 at SR 1131 (Reedy Branch Rd) west of Winterville
9. NC 11 South/Elliot Dixon Rd Intersection

Mr. Rhodes also commented that the description of Item number 6 in the original list should be amended to exclude Winterville in the description as the intersection is not in Winterville.

Mr. Garris seconded the motion as amended and the motion passed unanimously.

D. Amendment to the Transportation Improvement Program (TIP) for inclusion of project Y-5500 (Traffic Separation Study Implementation and Closure)

Mr. Vreeland informed the group that NCDOT has amended the 2012-2018 State TIP during their October 2011 meeting to include the Traffic Separation Study Implementation and Closure Project (Y-5500). NCDOT will be responsible for determining which projects will be funded through this project. Until a project is selected, it is not known where it will be located. However, until the TIP is amended for the inclusion of this project Y-5500, no potential projects can be performed within the Urbanized Area. Therefore, it is in the MPO's best interest to amend the TIP to allow for any potential project selection within the MPO's Urbanized Area at some future point.

A motion was made by Mayor Tripp to approve the amendment as presented. A second was made by Mayor Boyd and passed unanimously.

E. Amendment to the 2011-2012 Planning Work Program (PWP) for the allocation of additional funds towards Title VI and Environmental Justice work tasks

Mr. Vreeland explained that NCDOT performed a Title VI audit regarding the MPO's compliance with these Federal requirements. Mr. Vreeland further explained on October 17, 2011, NCDOT issued a letter describing the MPO's deficiencies and corrective actions the MPO is expected to perform as remedial action.

The action to amend the PWP as presented will allow MPO staff to develop the necessary documentation. The proposed amendment will also allocate additional funds to task code 3-C-1 (Title VI) and to task code 3-C-2 (environmental justice). The funds will come out of task code 2-B-11 and reduce the amount available in that category. This amendment will not result in additional funding.

Mayor Tripp made a motion to approve the amendment as presented and was seconded by Mr. Garris. The motion passed unanimously.

F. Endorsement of regionally important highway projects from the Eastern North Carolina MPO/RPO Coalition

Mr. Vreeland informed the group on the intent of RPOs and MPOs to work together in order to promote the construction of key highway projects in the region and improve the economic conditions throughout Eastern North Carolina due to current NCDOT financial limitations. This action led to the development of the Eastern North Carolina MPO/RPO coalition.

Meetings were held on October 7, 2011 and on October 18, 2011 to discuss the potential for regional cooperation in project prioritization and the top priority highway projects for each organization. The members agreed to establish a smaller committee of two to three representatives from each of the participating RPOs/MPOs to develop priorities and ultimately a system for point sharing. The committee determined that candidate projects must receive the maximum 100 points from their organization and therefore would not be eligible to receive points from neighboring organizations. A resolution of support for the top priority projects in the regions was drafted to emphasize regional support for these projects, and the committee is asking each RPO/MPO Transportation Advisory Committee to adopt the resolution.

Mayor Tripp asked who the local MPO representative was in the small committee meeting and asked if future meetings would be held regarding the acceptance of the resolution. Mr. Anderson informed Mayor Tripp that he was the representative from our MPO and the next meeting to be held would develop a more formal structure for submitting prioritization listings of projects for the region. Mr. Rhodes also stated that more RPOs would be added to the small committee that was not a part of the original planning group.

Mayor Tripp made a motion to adopt the resolution as presented. Mr. Garris seconded the motion and the motion passed unanimously.

V. Informational / Non-action Items

A. NCDOT announces acceleration of Loop Projects

B. Presentation #2 regarding NCDOT's 2040 plan

Mr. Mark Eatman gave a presentation on NCDOT's 2040 plan. A copy of the presentation will be available with the November 18, 2011 meeting package.

C. Status of Hiring Process

Mr. Godefroy informed the members that approximately 70 applications were received for the new MPO staff position and the applications were in review at this time.

VI. DATE, TIME, AND PLACE OF NEXT TCC/TAC MEETINGS

TCC

February 23, 2012 1:30-3:30pm

TAC

March 28, 2012 1:30-3:30pm

VII. ADJOURNMENT

There being no further discussion, Mayor Tripp made a motion to adjourn. The motion was seconded by Mayor Boyd and the meeting adjourned at 2:30 p.m.



Attachment 5a

Transportation Advisory Committee

Action Required

March 28, 2012

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Self-Certification of the Greenville Urban Area MPO's Transportation Planning Process

Purpose: To Self-Certify the MPO's Transportation Planning process.

Discussion: Since the Greenville Urban Area is under 200,000 in population, it is permissible for the MPO to "self-certify" by completing the attached Self Certification Checklist and providing it to NCDOT. In addition, it is necessary for the TAC to adopt a resolution certifying that our planning process is in compliance with all applicable regulations.

Attached is *Resolution 2012-01-GUAMPO* for TAC consideration.

The Self Certification Checklist has been reviewed by representatives of the Transportation Planning Branch of NCDOT and it has been determined that all information has been adequately addressed. Therefore, GUAMPO may "self-certify" the MPO planning process via this resolution

This item was recommended for TAC adoption at the February 23, 2012 TCC meeting.

Action Needed: Adopt Resolution 2012-01-GUAMPO.

Attachments: *Resolution 2012-01-GUAMPO*, and the Self-Certification Checklist

RESOLUTION NO. 2012-01-GUAMPO

CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION’S TRANSPORTATION PLANNING PROCESS FOR FY 2012-2013

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

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

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

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

WHEREAS, the Transportation Plan has a planning horizon of 2035 and meets all the requirements for an adequate Transportation Plan;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization on this the 28th day of March, 2012.

Mayor xxxxxxxxxxxx, Chairperson
Transportation Advisory Committee
Greenville Urban Area

Amanda Braddy, Secretary

GREENVILLE URBAN AREA
Metropolitan Planning Organization (MPO)
2012-2013 Self-Certification Process + Checklist

CFR 450.334

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

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

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

The MPO’s responses are in **bold**.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)] **Yes**
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (i)] **Yes The policy board for the Greenville Urban Area is comprised of the Mayors of Greenville, Winterville, Simpson and Ayden, a County Commissioner representing the unincorporated area of Pitt County and the NCDOT Board Member for Division 2**
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)] **Yes Yes To meet the 20-yr forecast the Town of Ayden and Village of Simpson became MPO members in August of 2004**
4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314 **Yes**
 - a. Is there an adopted prospectus **Yes, adopted in 2001**
 - b. Are tasks and products clearly outlined **Yes**
 - c. Is the UPWP consistent with the LRTP **Yes**
 - d. Is the work identified in the UPWP completed in a timely fashion **Yes**
5. Does the area have a valid transportation planning process? **Yes**
23 U.S.C. 134; 23 CFR 450
 - a. Is the transportation planning process continuous, cooperative and comprehensive **Yes, the TCC and TAC Boards meet as necessary and are open to the public and are advertised**
 - b. Is there a valid LRTP **Yes, adopted in August 2009 for years 2009-2035**
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption **Yes**
 - d. Does it address the 8-planning factors **Yes**
 - e. Does it cover all modes applicable to the area **Yes**
 - f. Is it financially constrained **Yes**
 - g. Does it include funding for the maintenance and operation of the system **Yes**
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable) **N/A**
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years) **Yes, next plan slated for adoption in 2014**
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332 **Yes, 2012-2018 TIP, adopted by the MPO on August 9, 2011**
 - a. Is it consistent with the LRTP **Yes**
 - b. Is it fiscally constrained **Yes**
 - c. Is it developed cooperatively with the state and local transit operators **Yes**
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor **Yes, the current 2012-2018 TIP was adopted by the local TAC on August 9, 2011. The current STIP was adopted by the Board of Transportation on July 7, 2011**
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320 **N/A**
 - a. Is it consistent with the LRTP **N/A**
 - b. Was it used for the development of the TIP **N/A**
 - c. Is it monitored and reevaluated to meet the needs of the area **N/A**
8. Does the area have a process for including environmental mitigation discussions in the planning process? **Yes**

- a. How **Environmental mitigation is discussed in the 2009-2035 LRTP**
- b. Why not **N/A**
9. Does the planning process meet the following requirements: **Yes**
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
 - b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; **N/A**
 - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; **Yes**
 - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; **Yes**
 - e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; **Yes**
 - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Yes**
 - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; **Yes**
 - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; **Yes**
 - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and **Yes**
 - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. **Yes**
 - k. All other applicable provisions of Federal law. (i.e. Executive Order 12898) **Yes**
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1) **Yes**
- a. Did the public participate in the development of the PIP? **Yes**
 - b. Was the PIP made available for public review for at least 45-days prior to adoption? **Yes**
 - c. Is adequate notice provided for public meetings? **Yes**
 - d. Are meetings held at convenient times and at accessible locations? **Yes, meetings are held during workdays and are held in publicly accessible locations.**
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Yes, the public may speak at a TCC or TAC meeting regarding transportation matters and provide written comments thru email or written correspondence. Each TCC/TAC meeting has a Public Comment Period.**
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? **Yes**
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website? **Yes, various items are available such as the Public Involvement Plan, TCC and TAC meeting agendas and minutes, MTIP, LRTP, PWP, bicycle master plan, and priority list.**
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? SAFETEA-LU **Yes**
- a. How - **Resource agency coordination is documented in Appendix A of the 2009-2035 LRTP.**
 - b. Why not **N/A**



Attachment 5b

Transportation Advisory Committee

Action Required

March 28, 2012

TO: Transportation Advisory Committee
 FROM: Daryl Vreeland, AICP, Transportation Planner
 SUBJECT: 2012-2013 Greenville Urban Area MPO Unified Planning Work Program (UPWP)

Purpose: Adopt the 2012-2013 Unified Planning Work Program (UPWP).

Discussion: The proposed PWP for the PL-funded planning activities was developed from information provided by representatives of the MPO's participating communities and NCDOT's Transportation Planning Branch regarding their State Planning and Research (SPR) activities and budget. The City of Greenville's Transit Manager provided information regarding future FTA-sponsored planning activities and needs.

Major studies anticipated to be initiated in the 2011-2012 PWP period and expected to be completed in the 2012-2013 PWP period include:

- Winterville East/West Connectivity Study
- Town of Ayden Primary Street Inventory and Long Range Plan
- Community Transportation Plan for the Pitt Area Transit System (PATS)
- Regional Transit Study Update / Route Evaluation Study

Major studies planned to be initiated in the 2012-2013 PWP period include:

- Town of Ayden NC11/NC102 Intersection Study

Furthermore, NCDOT has requested that 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. Similar to last year's effort, this is based on information provided by representatives of the MPO's participating communities and will be submitted along with the PWP.

The following are some special considerations that TCC members should keep in mind during their consideration of the 2012-2013 PWP:

- At present, there is no new Federal Legislation to replace the now-expired SAFETEA-LU highway bill. Funding is provided by a "continuing resolution".

NCDOT has identified that it cannot be sure of funding amounts that will be approved. Thus, funding levels in the current PWP shall serve as guidance for development of the FY12-13 PWP.

It is recommended that the TCC consider projects and work tasks in the PWP with the consideration that the NCDOT cannot commit due to unknown funding levels. It may be necessary to have future amendments to the PWP to be consistent with the NCDOT's available

funds. Therefore, MPO-member jurisdictions should not over commit to planning projects in the first half of the fiscal year due to the funding uncertainty.

This item was recommended for TAC adoption at the February 23, 2012 TCC meeting

MPO Staff updated transit funding amounts in accordance with guidance received from NCDOT after the TCC meeting.

Action Needed: Adopt Resolution 2012-02-GUAMPO.

Attachments: Draft 2012-2013 PWP, a 5-year work plan, and *Resolution 2012-02-GUAMPO*.

2012-2013 Unified Planning Work Program



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Prepared by:
Greenville Public Works Department
City of Greenville

In cooperation with:

Greenville Urban Area MPO Technical Coordinating Committee
Greenville Urban Area MPO Transportation Advisory Committee

Adopted:

INTRODUCTION

The City of Greenville, Pitt County, Town of Winterville, Town of Ayden, Village of Simpson, and the North Carolina Department of Transportation in cooperation with the various administrations within the U.S. Department of Transportation participate in a continuing transportation planning process in the Greenville Planning (Metropolitan) Area as required by Section 134 (a), Title 23, United States Code. A Memorandum of Understanding approved by the municipalities, the county, and the North Carolina Department of Transportation establishes the general operating procedures and responsibilities by which short-range and long-range transportation plans are developed and continuously evaluated.

The Planning Work Program (PWP) identifies the planning work tasks that are to be accomplished in the upcoming fiscal year and serves as a funding document for the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of the United States Department of Transportation. Activities are generally categorized in "*Prospectus for Continuous Transportation Planning for the Greenville Urban Area (2001)*," prepared by the NCDOT Statewide Planning Branch, Systems Planning Unit in cooperation with Greenville Urban Area Metropolitan Planning Organization (MPO) member agencies.

The Greenville Urban Area MPO is responsible for carrying out the transportation planning process in the Greenville Planning (Metropolitan) Area. The MPO is an organization consisting of a Transportation Advisory Committee and a Technical Coordinating Committee made up of members from various agencies and units of local and State government participating in transportation planning for the area (see Figure 1).

The respective governing boards make policy decisions for local agencies of government. The Board of Transportation makes policy decisions for the North Carolina Department of Transportation. The municipal governing boards and the N.C. Department of Transportation have implementation authority for construction, improvement, and maintenance of the transportation infrastructure.

The City of Greenville Public Works Department is designated as the Lead Planning Agency (LPA) and is primarily responsible for annual preparation of the Planning Work Program and Metropolitan Transportation Improvement Program. The City of Greenville is the primary local recipient of planning funds received from USDOT for the Greenville Planning (Metropolitan) Area. The Mid-East Commission serves as the E.O.12372 intergovernmental review agency.

Transportation planning work is divided into two Sections in the PWP (more detailed descriptions are contained in the *Prospectus*) according to type of activity:

- II. Continuing Transportation Planning
- III. Administration (including special studies)

The major work tasks are those relating to continuing transportation planning listed in Section II.

Administrative (Section III) work tasks include preparation of the annual Planning Work Program, Metropolitan Transportation Improvement Program, and Priorities List; special studies; periodic preparation of a surveillance report to analyze growth trends; documentation required for FTA Title VI compliance; and routine administrative management.

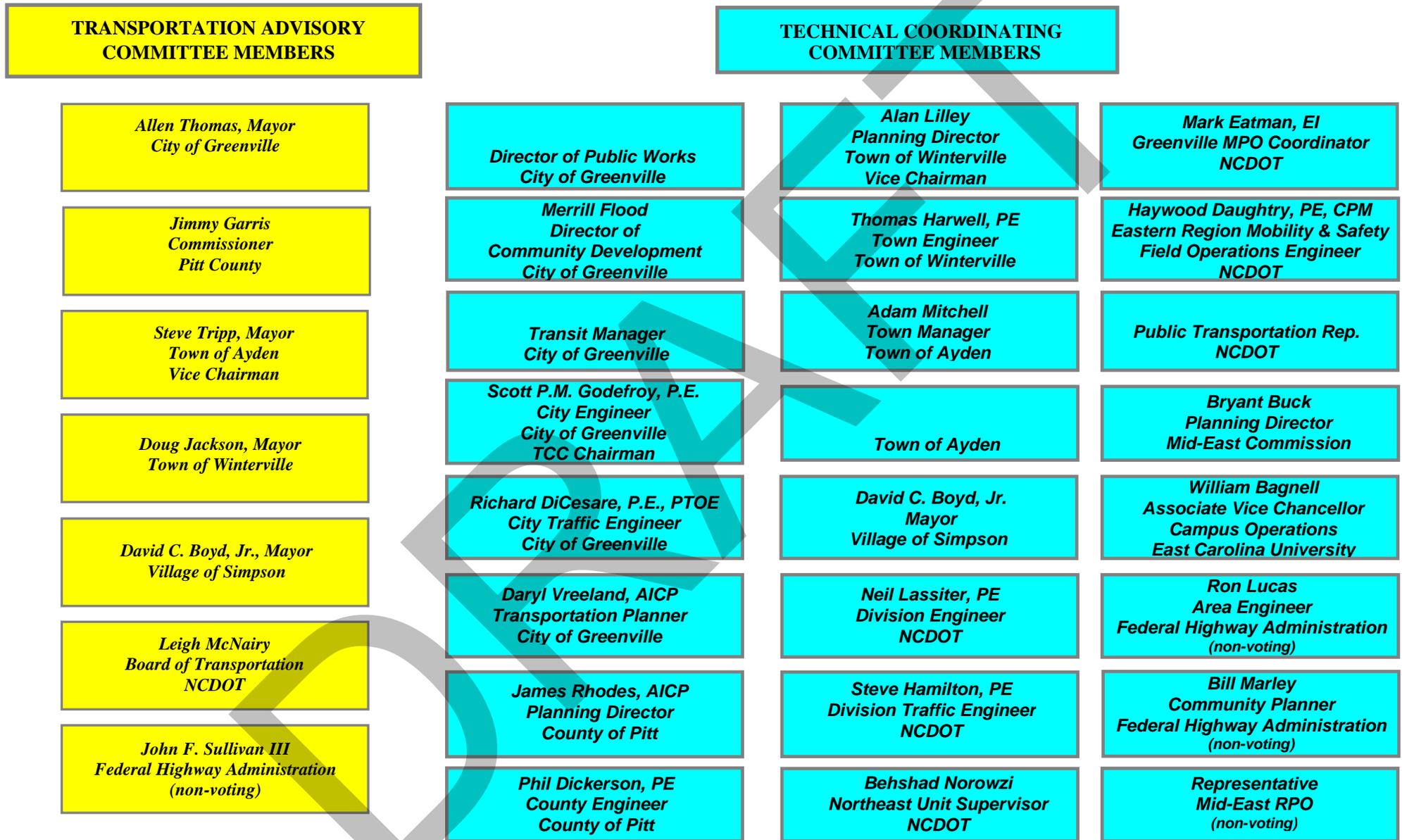
Citizen participation is an important element of the transportation planning process and is achieved by making study documents and information available to the public and by actively seeking citizen participation during plan reevaluation. Involvement is sought through techniques such as goals and objectives surveys, neighborhood forums, open houses, workshop seminars, and public hearings. Funding for PWP activities generally come from the following sources:

1. SPR - this fund source is utilized by NCDOT for MPO highway planning activities. NCDOT pays 20% of the cost and FHWA pays 80%.
2. Section 104 (f) (PL) - this fund source is utilized by the LPA (a small portion is used by Winterville, Pitt County, Ayden, Simpson, and the Mid-East Commission) for MPO highway planning activities. The LPA and local agencies pay 20% and FHWA pays 80%.
3. Section 5303 - this fund source is generally utilized by GREAT for transit planning activities. The LPA pays 10%, NCDOT pays 10%, and FTA pays 80%.
4. Section 5307 – these funds are used for transit planning, capital, and operational needs in the urban area. For transit planning, FTA provides 80%, NCDOT provides 10%, and the LPA provides 10%.

For the sake of this PWP, the fund sources will be known as SPR, PL, Sec. 5303, and Sec. 5307; agencies will be known as NCDOT and City which includes the local public transportation fixed route system, known as Greenville Area Transit (GREAT).

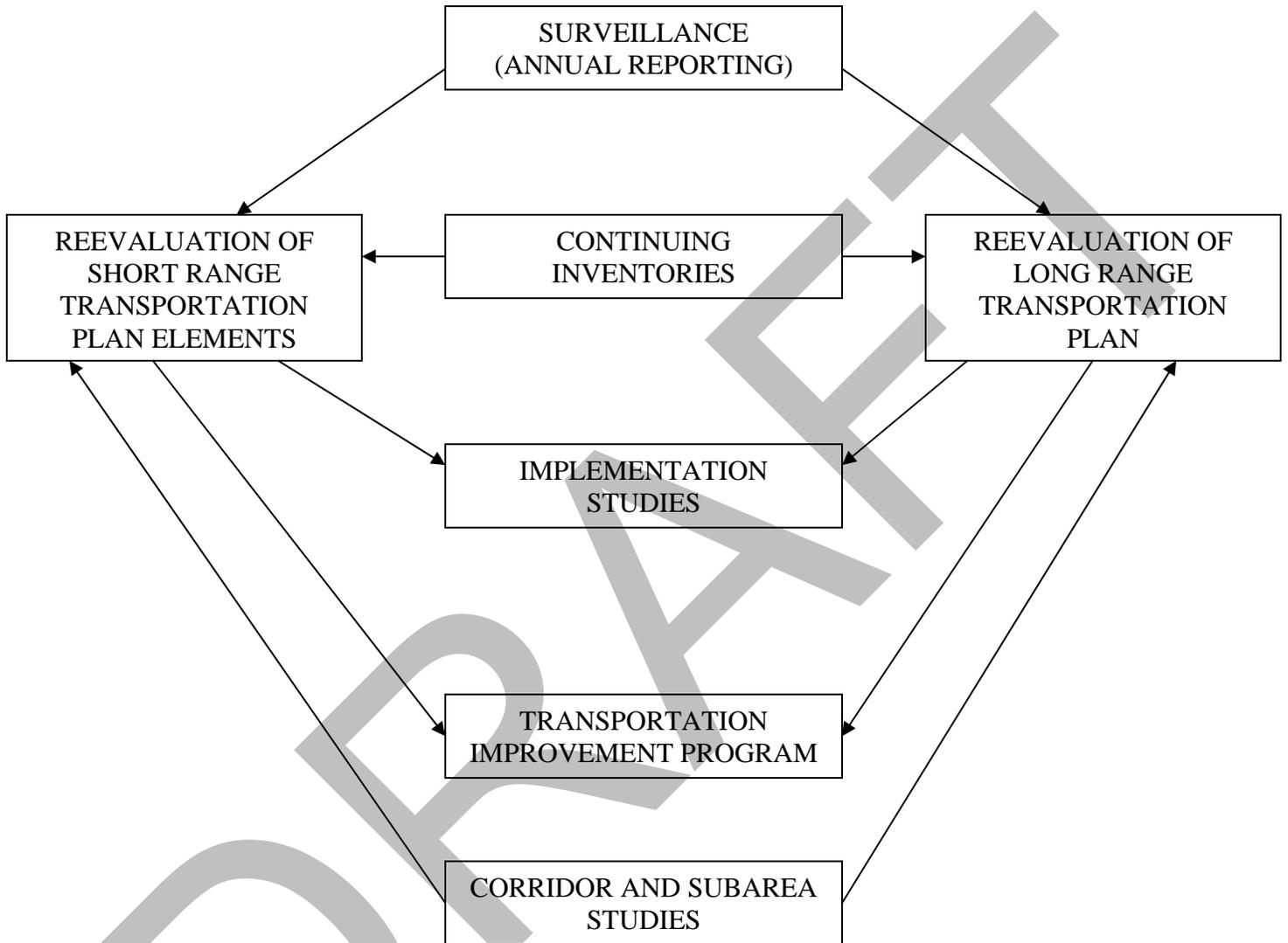
A chart showing the continuing transportation planning workflow for the Greenville Urban Area MPO is shown in Figure 2.

Figure 1: Greenville Urban Area Metropolitan Planning Organization



Membership as of March 28, 2012

FIGURE 2: CONTINUING TRANSPORTATION PLANNING WORK FLOW



GREENVILLE URBAN AREA MPO
SUMMARY OF THE 2012-2013 UNIFIED PLANNING WORK PROGRAM

IIA Surveillance of Change

II-A-1 Traffic Volume Counts

Perform both tube and turning movement counts using in-house and contracted resources throughout the urban area for ongoing transportation planning purposes. Purchase of transportation data-collection equipment.

II-A-2 Vehicle Miles of Travel

Use vehicle miles of travel to measure the effectiveness of the local transportation system.

II-A-3 Street System Changes

Update the GIS Street Database as needed. Due to Pitt County administering the zoning ordinance for Village of Simpson, a portion of expenses will be needed to cover transportation related issues (\$2,000 for 2012-2013 PWP).

II-A-4 Traffic Accidents

Collection of traffic accident data (system-wide or for particular intersections or corridors) and/or preparation of a summary and analysis of high accident locations.

II-A-5 Transit System Data

Transit planning efforts will be conducted by the MPO's transit provider, the Greenville Area Transit (GREAT). Task work may include evaluation of transit service performance, development of cross-town route(s), universities/college route(s) and urban service routes that extend beyond the boundaries of the general urban core. Data may be used to identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA reporting requirements. Data collected may be used for determining transit patronage, route changes, service miles, route ridership etc.

II-A-6 Dwelling Unit, Population, Employment Changes-

Determine which Transportation Analysis Zones (TAZ) would need updating based on development trends. Identify and evaluate changes in population and development throughout the MPO. Obtain, identify, and analysis of Census data, local parcel, zoning, and tax data records.

II-A-7 Air Travel

Collection of air travel-related data for use in various reports/studies/plans.

II-A-8 Vehicle Occupancy Rates

Performance of Vehicle Occupancy Rate counts.

II-A-9 Travel Time Studies

Collection of data and/or conduct of study to provide transportation travel time information.

II-A-10 Mapping

Keep Geographic Information System transportation files current and produce maps on an as-needed basis to support transportation related plans, programs, or projects. Support street system survey of MPO planning area to evaluate changes in land use and transportation and network impacts.

II-A-11 Central Area Parking Inventory – Conduct facility inventory and/or establish count areas. Prepare field procedures / personnel as necessary to perform a comprehensive parking inventory. Data collection may include parking policies, ownership and rates. Includes both on and off street parking.

II-A-12 Bicycle and Pedestrian Facilities Inventory

Update and maintain an inventory of bicycle and pedestrian facilities. Analysis of bicycle and pedestrian system components.

II-B Maintenance of Inventories**II-B-1 Collection of Base Year Data**

Monitor significant changes in land use for the Greenville Urban Area MPO for the purpose of updating TAZ files as needed. Collection of the following variables, by traffic zone: 1) population, 2) housing units, and 3) employment. Update GIS database used to maintain housing and land use information.

II-B-2 Collection of Network Data

Review intersection improvements and road corridors not included in the travel demand model for future inclusion.

II-B-3 Travel Model Updates

Review of the travel model using the Transcad software. Update socioeconomic, roadway, and travel data. LPA staff will attend training and technical support relating to the model. LPA staff will also review the model for any network and coding inconsistencies. Database update or other travel demand modeling work associated with keeping the model up-to-date. Some of this work to be performed by NCDOT's Transportation Planning Branch along with use of consultant effort.

II-B-4 Travel Surveys

Conduct surveys to attain information such as origins and destinations, travel behavior, transit ridership, workplace commuting, etc.

II-B-5 Forecast of Data to Horizon Year

Review major land use changes and modify the travel demand model's TAZ files accordingly.

II-B-6 Community Goals and Objectives

Promote and support public input as it relates to the long range transportation planning process.

II-B-7 Forecast of Future Year Travel Patterns

Test alternative roadway network improvements for system benefit.

II-B-8 Capacity Deficiency Analysis

Identify areas, using the travel demand model, that show a deficiency in the current roadway network that can be recommended for future improvement projects.

II-B-9 Highway Element of Long Range Transportation Plan (LRTP)

Provide identification of highway deficiencies, priorities, and proposed highway improvement solutions and strategies. Provide documentation of the process to be used in updating the LRTP.

II-B-10 Transit Element of Long Range Transportation Plan (LRTP)

Provide identification of transit deficiencies, priorities, and proposed transit improvement solutions and strategies. Provide documentation of the process to be used in updating the LRTP. Evaluate transit alternatives, types and areas of service.

II-B-11 Bicycle and Pedestrian Element of the LRTP

Greenways – LPA staff will conduct planning-level analysis of selected greenway projects.

Bicycle and Pedestrian elements – LPA staff will provide coordination for projects and provide updates to the existing facilities inventory. LPA staff will also provide coordination with “Safe Route to Schools” programs. Coordinate with Greenville Bicycle and Pedestrian Commission, sub-committees and other community organizations interested in non-motorized travel, develop agendas and presentations, respond to commission and community requests, research best practices for related policies, and perform related work. Coordinate implementation of the bicycle and pedestrian master plan.

II-B-12 Airport/Air Travel Element of the LRTP - Tasks associated with identification of airport, air service deficiencies, priorities, proposed airport and air service improvement solutions and strategies, and related data required to update this element of the LRTP.

II-B-13 Collector Street Element of LRTP - Identification of collector street deficiencies, priorities, and proposed collector street improvement solutions and strategies.

II-B-14 Rail, Waterway and Other Elements of Long Range Transportation Plan

Review and identify rail deficiencies, priorities, and proposed rail improvement solutions and strategies. Provide documentation of the process to be used in updating the LRTP.

II-B-15 Freight Movement/Mobility Planning

Provide identification of freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Provide documentation of the process to be used in updating the LRTP. Provide support and coordination for the Greenville rail congestion mitigation project. Identify freight movement deficiencies, priorities, and proposed improvement solutions and strategies. Identification of distribution centers relative to freight planning.

II-B-16 Financial Planning

Develop project cost estimates and identify funding sources available throughout the forecast years for the LRTP. Identify new and alternative funding sources.

II-B-17 Congestion Management Strategies

Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions and transportation system management strategies. Provide documentation of the process to be used in updating the LRTP. Tasks also include planning strategies associated with Transportation Demand Management, Access Control and Management, Traffic Operations Improvements, Incident Management and Growth Management.

II-B-18 Air Quality Planning / Conformity Analysis

Tasks may be performed a result of potential nonattainment designation include: assisting with conformity determination analysis, interagency consultation process, coordination with State and Federal agencies in developing and maintaining mobile source emission inventories.

III-A Planning Work Program

Develop and adopt the 2013-2014 PWP, coordinating with the MPO members regarding any special transportation studies envisioned for the upcoming fiscal year as well as helping determine an estimated cost. LPA Staff will also submit a draft PWP to NCDOT's Transportation Planning Branch for comments. Transportation Coordinating Committee (TCC) and Transportation Advisory Committee meetings will be scheduled as required for adoption.

III-B Transportation Improvement Program

Development of priority list for submittal to NCDOT. Tasks include: public involvement, intergovernmental coordination, preparation of priority list project descriptions, research and collection of data for entry into NCDOT's (SPOT) system, and preparation of associated TCC/TAC agenda material. Other tasks include work associated with refinement of NCDOT's prioritization process, amendments, research, or data collection or distribution relating to the TIP. Includes work associated with development of or amendments to the MTIP. Attend meeting required for proper coordination of TIP projects.

III-C Civil Rights Compliance/Other Required Regulations

III-C-1 Title VI Compliance

Work to insure compliance with the requirements of Title VI in urban area policies and practices. Work includes development and updates to Title VI, Limited English Proficiency Plans, and related tasks needed for compliance with Federal regulations.

III-C-2 Environmental Justice - Provide analysis to insure that transportation projects comply with Environmental Justice policies. Work includes development and updates to Title VI, Limited English Proficiency Plans, and related tasks needed for compliance with Federal regulations.

III-C-3 Disadvantaged Business Enterprise - Activities to encourage participation of minority-owned business enterprises in contractual and supply opportunities.

III-C-4 Planning for the Elderly and Disabled - Provide efforts focusing on complying with the key provisions of the ADA. Plan transportation facilities and services that can be utilized by persons with limited mobility.

III-C-5 Safety/Drug Control Planning - Work to be accomplished includes performing safety audits, developing safety/security improvements, and developing policies and planning for safety, security, and emergency preparedness issues.

III-C-6 Public Involvement - Efforts will be made to gather public comment on future State Transportation Improvement Priorities within the MPO as well as feedback regarding the future Intermodal Transportation Center and other projects as they are developed.

III-C-7 Private Sector Participation - Activities to encourage private sector participation in planning and project activities.

III-D Incidental Planning/Project Development

III-D-1 Transportation Enhancement Planning – Develop the request and application documentation necessary to complete the call for projects and manage the administrative elements required to move forward enhancement projects.

III-D-2 Environmental and Pre-TIP Planning

Continue to review projects for the development of the Transportation Improvement Plan.

III-D-3 Special Studies

Town of Ayden Primary Street Inventory and Long Range Plan - The Town of Ayden will develop this plan creating a Primary Streets Inventory and Long Range Plan. The Town desires a creative and useable plan that will include a Primary Streets Inventory; a Streets Functional Classification Analysis; and provide an analysis of the improvement needs associated with streets and highways located within the Town's Planning and Zoning Jurisdiction over multiple time horizons. This effort is expected to be performed by a consultant and will include the use of the

Greenville Urban Area MPO's traffic model and other data to be collected by the consultant. This plan is expected to be performed by a consultant. (\$50,000 for the 2012-2013 PWP)

Town of Ayden NC11/NC102 Intersection Study - Intersection safety evaluation, capacity analysis, and warrant analysis at the NC102 and NC11 in Ayden. The study may include an intersection survey, intersection geometry evaluation, existing traffic control, traffic volume, and a narrative section synthesizing all the information collected and offer solutions to safety, capacity, or delay issues enumerated in the study, including signal timing optimization plan. Cost estimates of the various solutions will also be developed. The Town of Ayden will develop this plan and is expected to be performed by a consultant. (\$20,000 for the 2012-2013 PWP)

Transit Short Range Plan - This is a five year comprehensive operating plan and capital program for public transportation services provided by Greenville Area Transit (GREAT). The plan will identify and address unmet needs of the community to include an overview of university and rural general public transit. This plan will provide a guide for improvements in services and route expansions/modifications. The City of Greenville will develop this plan and is expected to be performed by a consultant. (\$100,000 for the 2012-2013 PWP)

Pitt County--Inventory of Proposed Public Streets and Recommended Strategies for Ensuring Acceptance by NCDOT for Maintenance - Pitt County has identified issues with the transition of maintenance responsibility for proposed public subdivision streets from developers to the Department of Transportation. This study will involve conducting an inventory of subdivision streets that have been constructed to NCDOT standards, but not yet accepted for State maintenance, and will encompass the planning jurisdictions of the County and the Village of Simpson. In addition, research will be conducted to identify strategies for ensuring long term maintenance of subdivision streets (e.g., Subdivision Ordinance amendments, etc.). Pitt County will conduct the study in-house. (\$7,500 for the 2012-2013 PWP)

Boyd Street (SR 1126) Study (Winterville) - Boyd Street is a two-lane, undivided road running from NC Highway 11 to Railroad Street with a total length of approximately 2,100 feet. The east end of Boyd Street terminates in front of W.H. Robinson Middle School. Boyd Street currently serves as a "gateway" into the downtown of Winterville and serves as an important transportation corridor serving area residents, schools, and businesses. Current conditions result in poor drainage and safety concerns for pedestrian and bicycle traffic. Boyd Street is frequented by school buses and other school related traffic accessing W.H. Robinson School. Boyd Street is a NCDOT maintained road (NCSR 1126). The proposed study would evaluate the operations, safety, access, levels of service and capacity. The study would examine the feasibility of appropriate widening, installation of curb and gutter, installation of subsurface drainage improvements, installation of pedestrian and bicycle facilities, and installation of landscaping improvements. The study would recommend appropriate treatments and strategies to improve safety, operation, levels of service, and drainage. The study would recommend typical cross sections and improvements and provide cost estimates for such improvements. The Town of Winterville will develop this plan and is expected to be performed by a consultant. (\$25,000 for the 2012-2013 PWP)

Town of Winterville Primary Street Inventory and Long Range Plan - The Town of Winterville will develop this plan creating a Primary Streets Inventory and Long Range Plan. The Town desires a creative and useable plan that will include a Primary Streets Inventory; a Streets Functional Classification Analysis; and provide an analysis of the improvement needs associated with streets and highways located within the Town's Planning and Zoning Jurisdiction over multiple time horizons. This effort is expected to be performed by a consultant and will include the use of the Greenville Urban Area MPO's traffic model and other data to be collected by the consultant. This plan is expected to be performed by a consultant. (\$50,000 for the 2012-2013 PWP)

III-D-4 Statewide and Regional Planning

Coordinate statewide and regional initiatives with the Greenville Urban Area activities. Participate in Statewide MPO association subcommittees and attend meeting and events.

III-E Management and Operations

This task includes providing effective public information and outreach to citizens within the MPO planning jurisdiction; travel; printing; training, and related administrative work. This task includes:

- Tracking the status of transportation projects, status reports to the TCC, TAC, and interested persons.
- Staying up to date with transportation issues (RPOs, air quality, census, environmental justice, 'smart growth', etc.). Finding, researching, and disseminating relevant transportation information for local officials, public, and MPO members.
- Staying up to date on transportation-related bills and regulations.
- Presentations at local association meetings, regular briefings of legislators and local officials.
- Consistent public/media information. Examples include press releases, web page updates etc.
- Innovative and successful public involvement (two-way communication).
- Grant writing.

This task provides for the Lead Planning Agency to perform necessary activities in order to continue a cooperative, comprehensive, and continuing transportation planning process for the urbanized area. Funds will allow for performance of required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

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

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

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

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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

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

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

TASK CODE	TASK DESCRIPTION	SPR Highway			SEC. 104 (f) PL Highway / Transit			SECTION 5303 Transit				SECTION 5307 Transit				TASK FUNDING SUMMARY			
		NCDOT 20%	FHWA 80%	TOTAL	Local 20%	FHWA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	LOCAL	STATE	FEDERAL	TOTAL
II-A	Surveillance of Change																		
II-A-1	Traffic Volume Counts				4,000	16,000	20,000									4,000	0	16,000	20,000
II-A-2	Vehicle Miles of Travel				100	400	500								100	0	400	500	
II-A-3	Street System Changes				960	3,840	4,800								960	0	3,840	4,800	
II-A-4	Traffic Accidents				0	0	0								0	0	0	0	
II-A-5	Transit System Data				0	0	0												
II-A-6	Dwelling Unit, Pop. & Emp. Change				6,000	24,000	30,000								6,000	0	24,000	30,000	
II-A-7	Air Travel				0	0	0												
II-A-8	Vehicle Occupancy Rates				0	0	0												
II-A-9	Travel Time Studies				0	0	0												
II-A-10	Mapping				5,000	20,000	25,000								5,000	0	20,000	25,000	
II-A-11	Central Area Parking Inventory				0	0	0												
II-A-12	Bike & Ped. Facilities Inventory				5,000	20,000	25,000								5,000	0	20,000	25,000	
II-B	Long Range Transp. Plan																		
II-B-1	Collection of Base Year Data				3,150	12,600	15,750								3,150	0	12,600	15,750	
II-B-2	Collection of Network Data				2,000	8,000	10,000								2,000	0	8,000	10,000	
II-B-3	Travel Model Updates				11,000	44,000	55,000								11,000	0	44,000	55,000	
II-B-4	Travel Surveys				100	400	500								100	0	400	500	
II-B-5	Forecast of Data to Horizon Year				3,750	15,000	18,750								3,750	0	15,000	18,750	
II-B-6	Community Goals & Objectives				800	3,200	4,000								800	0	3,200	4,000	
II-B-7	Forecast of Future Travel Patterns				1,200	4,800	6,000								1,200	0	4,800	6,000	
II-B-8	Capacity Deficiency Analysis				800	3,200	4,000								800	0	3,200	4,000	
II-B-9	Highway Element of the LRTP				2,000	8,000	10,000								2,000	0	8,000	10,000	
II-B-10	Transit Element of the LRTP				2,800	11,200	14,000	1,339	1,339	10,712	13,390				4,139	1,339	21,912	27,390	
II-B-11	Bicycle & Ped. Element of the LRTP				11,200	44,800	56,000								11,200	0	44,800	56,000	
II-B-12	Airport/Air Travel Element of LRTP				600	2,400	3,000								600	0	2,400	3,000	
II-B-13	Collector Street Element of LRTP				0	0	0								0	0	0	0	
II-B-14	Rail, Water or Other Mode of LRTP				600	2,400	3,000								600	0	2,400	3,000	
II-B-15	Freight Movement/Mobility Planning				100	400	500								100	0	400	500	
II-B-16	Financial Planning				1,000	4,000	5,000								1,000	0	4,000	5,000	
II-B-17	Congestion Management Strategies				0	0	0								0	0	0	0	
II-B-18	Air Qual. Planning/Conformity Anal.				2,000	8,000	10,000								2,000	0	8,000	10,000	
III-A	Planning Work Program				4,000	16,000	20,000								4,000	0	16,000	20,000	
III-B	Transp. Improvement Plan/Priorities				5,000	20,000	25,000	400	400	3,200	4,000				5,400	400	23,200	29,000	
III-C	Cvl Rqts. Cmp/Otr .Reg. Reqs.																		
III-C-1	Title VI				2,000	8,000	10,000								2,000	0	8,000	10,000	
III-C-2	Environmental Justice				2,000	8,000	10,000								2,000	0	8,000	10,000	
III-C-3	Disadvantaged Business Enterprise																		
III-C-4	Planning for the Elderly & Disabled				0	0	0								0	0	0	0	
III-C-5	Safety/Drug Control Planning							100	100	800	1,000				100	100	800	1,000	
III-C-6	Public Involvement				3,000	12,000	15,000								3,000	0	12,000	15,000	
III-C-7	Private Sector Participation																		
III-D	Incidental Png./Project Dev.																		
III-D-1	Transportation Enhancement Png.				0	0	0								0	0	0	0	
III-D-2	Enviro. Analysis & Pre-TIP Png.				1,600	6,400	8,000								1,600	0	6,400	8,000	
III-D-3	Special Studies																		
	Greenville--Transit Short Range Plan											10,000	10,000	80,000	100,000	10,000	10,000	80,000	100,000
	Ayden Primary St. Study/Long Range Plan				10,000	40,000	50,000								10,000	0	40,000	50,000	
	Ayden NC11/NC102 Intersection Study				4,000	16,000	20,000								4,000	0	16,000	20,000	
	Pitt County-Public Streets Inventory+Strategies				1,500	6,000	7,500								1,500	0	6,000	7,500	
	Winterville Boyd Street Study				5,000	20,000	25,000								5,000	0	20,000	25,000	
	Winterville Primary St. Study/Long Range Plan				10,000	40,000	50,000								10,000	0	40,000	50,000	
III-D-4	Regional or Statewide Planning				4,000	16,000	20,000								4,000	0	16,000	20,000	
III-E	Management & Operations				22,874	91,494	114,368	1,728	1,728	13,824	17,280				24,602	1,728	105,318	131,648	
TOTALS		-	-	-	139,134	556,534	695,668	3,567	3,567	28,536	35,670	10,000	10,000	80,000	100,000	152,701	13,567	665,070	831,338

* Included in the 2011-2012 study

Charge Code	DESCRIPTION	TOTAL COST	FEDERAL	NCDOT	LOCAL STAFF
II. Continuing Transportation Planning Work Program Methodology, Responsibilities and Schedules					
II-A	<u>Surveillance of Change</u>				
II-A-1	Traffic Volume Counts	20,000	16,000	0	4,000
II-A-2	Vehicle Miles of Travel	500	400	0	100
II-A-3	Street System Changes	4,800	3,840	0	960
II-A-4	Traffic Accidents	0	0	0	0
II-A-5	Transit System Data				
II-A-6	Dwelling Unit, Pop. & Emp. Change	30,000	24,000	0	6,000
II-A-7	Air Travel	0	0	0	0
II-A-8	Vehicle Occupancy Rates	0	0	0	0
II-A-9	Travel Time Studies	0	0	0	0
II-A-10	Mapping	25,000	20,000	0	5,000
II-A-11	Central Area Parking Inventory	0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory	25,000	20,000	0	5,000
II-B	<u>Long Range Transp. Plan</u>				
II-B-1	Collection of Base Year Data	15,750	12,600	0	3,150
II-B-2	Collection of Network Data	10,000	8,000	0	2,000
II-B-3	Travel Model Updates	55,000	44,000	0	11,000
II-B-4	Travel Surveys	500	400	0	100
II-B-5	Forecast of Data to Horizon year	18,750	15,000	0	3,750
II-B-6	Community Goals & Objectives	4,000	3,200	0	800
II-B-7	Forecast of Future Travel Patterns	6,000	4,800	0	1,200
II-B-8	Capacity Deficiency Analysis	4,000	3,200	0	800
II-B-9	Highway Element of th LRTP	10,000	8,000	0	2,000
II-B-10	Transit Element of the LRTP	27,390	21,912	1,339	4,139
II-B-11	Bicycle & Ped. Element of the LRTP	56,000	44,800	0	11,200
II-B-12	Airport/Air Travel Element of LRTP	3,000	2,400	0	600
II-B-13	Collector Street Element of LRTP	0	0	0	0
II-B-14	Rail, Water or other mode of LRTP	3,000	2,400	0	600
II-B-15	Freight Movement/Mobility Planning	500	400	0	100
II-B-16	Financial Planning	5,000	4,000	0	1,000
II-B-17	Congestion Management Strategies	0	0	0	0
II-B-18	Air Qual. Planning/Conformity Anal.	10,000	8,000	0	2,000
III-A	<u>Planning Work Program</u>	20,000	16,000	0	4,000
III-B	<u>Transp. Improvement Plan/Priorities</u>	29,000	23,200	400	5,400
III-C	<u>Cvl Rqts. Cmp./Otr. Reg. Rqs.</u>				
III-C-1	Title VI	10,000	8,000	0	2,000
III-C-2	Environmental Justice	10,000	8,000	0	2,000
III-C-3	Disadvantaged Business Enterprise	0	0	0	0
III-C-4	Planning for the Elderly & Disabled	0	0	0	0
III-C-5	Safety/Drug Control Planning	1,000	800	100	100
III-C-6	Public Involvement	15,000	12,000	0	3,000
III-C-7	Private Sector Participation	0	0	0	0
III-D	<u>Incidental Plng./Project Dev.</u>				
III-D-1	Transportation Enhancement Plng.	0	0	0	0
III-D-2	Enviro. Analysis & Pre-TIP Plng.	8,000	6,400	0	1,600
III-D-3	Special Studies	252,500	202,000	10,000	40,500
III-D-4	Regional or Statewide Planning	20,000	16,000	0	4,000
III-E	<u>Management & Operations</u>	131,648	105,318	1,728	24,602
	TOTALS	831,338	665,070	13,567	152,701

Note: Local Staff consists primarily of City of Greenville staff (Lead Planning Agency) and includes Town of Winterville, Town of Ayden, Village of Simpson, Pitt County and Mid-East Commission staff MPO activities
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1-	MPO						
2-	FTA Code	442100	442301	442500	442616	442400	
3-	Task Code	III-E	II-B-10	III-B	III-C-5	III-D-3	Total
4-	Title of Planning Task	Program Support/Admin	Transit Element of the LRTP	Transportation Improvement Program	Safety	Special Studies (Mobility Planning)	
5-	Task Objective	To prepare public information, provide local assistance, prepare PWP, public participation, DBE goals, improve system, meeting preparation & attendance	Improve mobility	Develop transit needs	Safety and security	Improve Mobility	
6-	Tangible Product Expected	Transit system revenue, expense, ridership data, verification of DBEs and Goals as required, Systems management and operations planning	Mapping and Scheduling , Design, Route surveys, planning for public outreach, marketing of transit system to increase ridership, prepare surveys, support data	List of transit needs	Safety enhancements at bus stops etc.	Update of Regional Transit Study / Route and schedule Study	
7-	Expected Completion Date of Product(s)	6/30/2013	6/30/2013	6/30/2013	6/30/2013	6/30/2013	
8-	Previous Work	Preparation and analysis of data monthly, quarterly and annually, last PWP prepared for 2011-2012, DBE Goals Update; and MPO activities. Ongoing task to develop and improve system	Route expansion initiated July 2011.	2012-2018 STIP and TIP	Safety meetings & preparation of safety information for transit drivers, and security enhancements for bus stops		
9-	Prior FTA Funds	\$17,280	\$12,000	\$4,000	\$1,000	\$100,000	\$134,280
10-	Relationship To Other Activities					Intermodal Transportation Center Project under 5307	
11-	Agency Responsible for Task Completion	City of Greenville	City of Greenville	City of Greenville	City of Greenville	City of Greenville	
12-	HPR - Highway - NCDOT 20%						
13-	HPR - Highway - FHWA 80%						
14-	Section 104 (f) PL Local 20%						
15-	Section 104 (f) PL FHWA 80%						
16-	Section 5303 Local 10%	\$1,728	\$1,339	\$400	\$100		\$3,567
17-	Section 5303 NCDOT 10%	\$1,728	\$1,339	\$400	\$100		\$3,567
18-	Section 5303 FTA 80%	\$13,824	\$10,712	\$3,200	\$800		\$28,536
	<i>Subtotal</i>	\$17,280	\$13,390	\$4,000	\$1,000		\$35,670
19-	Section 5307 Transit - Local 10%		\$0.00			\$10,000	\$10,000
20-	Section 5307 Transit - NCDOT 10%		\$0.00			\$10,000	\$10,000
21-	Section 5307 Transit - FTA 80%		\$0.00			\$80,000	\$80,000
	<i>Subtotal</i>		\$0.00			\$100,000	\$100,000
22-	Additional Funds - Local 100%						
	Grand total	\$17,280	\$13,390	\$4,000	\$1,000	\$100,000	\$135,670

Anticipated DBE Contracting Opportunities for FY 12-13

Name of MPO: Greenville Urban Area Metropolitan Planning Organization

Person Completing Form: Daryl Vreeland

Telephone Number: 252-329-4476

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3/442400	Special Study	City of Greenville, NC	Consultant	\$4,000	\$100,000

DRAFT

Greenville Urban Area MPO 5-year Planning Calendar Detail of Task III-D-3 (Special Studies)

FY 12-13

Town of Ayden Primary Street Inventory and Long Range Plan - The Town of Ayden will develop this plan creating a Primary Streets Inventory and Long Range Plan. The Town desires a creative and useable plan that will include a Primary Streets Inventory; a Streets Functional Classification Analysis; and provide an analysis of the improvement needs associated with streets and highways located within the Town's Planning and Zoning Jurisdiction over multiple time horizons. This effort will include the use of the Greenville Urban Area MPO's traffic model and other data to be collected by the consultant. This plan is expected to be performed by a consultant. (\$50,000 for the 2012-2013 PWP)

Town of Ayden NC11/NC102 Intersection Study - Intersection safety evaluation, capacity analysis, and warrant analysis at the NC102 and NC11 in Ayden. The study may include an intersection survey, intersection geometry evaluation, existing traffic control, traffic volume, and a narrative section synthesizing all the information collected and offer solutions to safety, capacity, or delay issues enumerated in the study, including signal timing optimization plan. Cost estimates of the various solutions will also be developed. The Town of Ayden will develop this plan and is expected to be performed by a consultant. (\$20,000 for the 2012-2013 PWP)

Transit Short Range Plan - This is a five year comprehensive operating plan and capital program for public transportation services provided by Greenville Area Transit (GREAT). The plan will identify and address unmet needs of the community to include an overview of university and rural general public transit. This plan will provide a guide for improvements in services and route expansions/modifications. The City of Greenville will develop this plan and is expected to be performed by a consultant. (\$100,000 for the 2012-2013 PWP)

Pitt County--Inventory of Proposed Public Streets and Recommended Strategies for Ensuring Acceptance by NCDOT for Maintenance - Pitt County has identified issues with the transition of maintenance responsibility for proposed public subdivision streets from developers to the Department of Transportation. This study will involve conducting an inventory of subdivision streets that have been constructed to NCDOT standards, but not yet accepted for State maintenance, and will encompass the planning jurisdictions of the County and the Village of Simpson. In addition, research will be conducted to identify strategies for ensuring long term maintenance of subdivision streets (e.g., Subdivision Ordinance amendments, etc.). Pitt County will conduct the study in-house. (\$7,500 for the 2012-2013 PWP)

Boyd Street (SR 1126) Study (Winterville) - Boyd Street is a two-lane, undivided road running from NC Highway 11 to Railroad Street with a total length of approximately 2,100 feet. The east end of Boyd Street terminates at the SR1126 juncture with the Town of Winterville Street named Railroad St. Boyd Street currently serves as a "gateway" into the downtown of Winterville and serves as an important transportation corridor serving area residents, schools, and businesses. Current conditions result in poor drainage and safety concerns for pedestrian and bicycle traffic. Boyd Street is frequented by school buses and other school related traffic accessing W.H. Robinson School. Boyd Street is a NCDOT maintained road (NCSR 1126). The proposed study would evaluate the operations, safety, access, levels of service and

capacity. The study would examine the feasibility of appropriate widening, installation of curb and gutter, installation of subsurface drainage improvements, installation of pedestrian and bicycle facilities, and installation of landscaping improvements. The study would recommend appropriate treatments and strategies to improve safety, operation, levels of service, and drainage. The study would recommend typical cross sections and improvements and provide cost estimates for such improvements. The Town of Winterville will develop this plan and is expected to be performed by a consultant. (\$25,000 for the 2012-2013 PWP)

Town of Winterville Primary Street Inventory and Long Range Plan - The Town of Winterville will develop this plan creating a Primary Streets Inventory and Long Range Plan. The Town desires a creative and useable plan that will include a Primary Streets Inventory; a Streets Functional Classification Analysis; and provide an analysis of the improvement needs associated with streets and highways located within the Town's Planning and Zoning Jurisdiction over multiple time horizons. This effort is expected to be performed by a consultant and will include the use of the Greenville Urban Area MPO's traffic model and other data to be collected by the consultant. This plan is expected to be performed by a consultant. (\$50,000 for the 2012-2013 PWP)

FY 13-14

City of Greenville Pavement Management Software and Inventory - The City of Greenville will oversee a consultant's development and/or implementation of a software system to aid the City better allocate resources, preventing problems through judicious maintenance, and diagnose and repair problems that exist in a cost-effective manner. Initial data collection to be a part of this effort. Data collected will benefit system inventory for planning purposes (system deficiencies, inventory, etc) (\$150,000 for the 2013-2014 PWP)

City of Greenville Traffic Signal + Street Sign Software and Inventory - The City of Greenville will oversee a consultant's development and/or implementation of a software system to aid the City in the ability to collect and manage critical data associated with each asset which allows for effective planning and budgeting for street sign replacement and maintenance. Inventories allow for a proactive traffic sign, signal, and control box replacement and maintenance schedule. System will allow City personnel to count, locate, and monitor the maintenance and condition of the City's sign, signal, and controller inventories. Initial data collection to be a part of this effort. Data collected will benefit system inventory for planning purposes (system deficiencies, inventory, etc) (\$120,000 for the 2013-2014 PWP)

Community Transportation Plan for the Pitt Area Transit System (PATS) - The plan will identify, evaluate, develop, recommend and implement strategies that provide planning elements for meaningful mobility options for the general public and targeted populations. Pitt County will develop this plan and is anticipated to be performed by a consultant. (\$7,500 for the 2013-2014 PWP)

L RTP Update – Update Long-Range Transportation Plan in accordance with the latest Federal Legislation. The City of Greenville will develop this plan and is anticipated to be performed by a consultant. (\$150,000 for the 2013-2014 PWP)

Long Range Transit Plan (GREAT) – Project will provide for the development of a long range transit plan for the City of Greenville's transit provider. Plan will provide a long range vision for

route development and capital cost projections. The City of Greenville will develop this plan and is expected to be performed by a consultant. (\$130,000 for the 2013-2014 PWP)

FY 14-15

No special studies planned at this time.

FY 15-16

No special studies planned at this time.

FY 16-17

No special studies planned at this time.

DRAFT

5-year plan

Charge Code	DESCRIPTION	12-13 proposed	13-14 proposed	14-15 proposed	15-16 proposed	16-17 proposed
II. Continuing Transportation Planning Work Program Methodology, Responsibilities and Schedules						
II-A	Surveillance of Change					
II-A-1	Traffic Volume Counts	20,000	20,000	20,000	20,000	20,000
II-A-2	Vehicle Miles of Travel	500	1,100	1,100	1,100	1,100
II-A-3	Street System Changes	4,800	4,000	4,000	4,000	4,000
II-A-4	Traffic Accidents	0				
II-A-5	Transit System Data					
II-A-6	Dwelling Unit, Pop. & Emp. Change	30,000	32,450	32,450	32,450	32,450
II-A-7	Air Travel	0				
II-A-8	Vehicle Occupancy Rates	0				
II-A-9	Travel Time Studies	0				
II-A-10	Mapping	25,000	29,200	29,200	29,200	29,200
II-A-11	Central Area Parking Inventory	0				
II-A-12	Bike & Ped. Facilities Inventory	25,000	25,000	25,000	25,000	25,000
II-B	Long Range Transp. Plan					
II-B-1	Collection of Base Year Data	15,750	23,750	23,750	23,750	23,750
II-B-2	Collection of Network Data	10,000	5,000	5,000	8,000	13,000
II-B-3	Travel Model Updates	55,000	25,000	25,000	25,000	25,000
II-B-4	Travel Surveys	500	500	500	500	500
II-B-5	Forecast of Data to Horizon year	18,750	15,000	21,750	21,750	21,750
II-B-6	Community Goals & Objectives	4,000	3,000	3,000	3,000	3,000
II-B-7	Forecast of Future Travel Patterns	6,000	10,000	10,000	10,000	10,000
II-B-8	Capacity Deficiency Analysis	4,000	3,000	3,000	3,000	3,000
II-B-9	Highway Element of the LRTP	10,000	20,000	12,000	10,000	3,000
II-B-10	Transit Element of the LRTP	27,390	30,000	20,750	23,750	25,750
II-B-11	Bicycle & Ped. Element of the LRTP	56,000	55,000	60,000	60,000	60,000
II-B-12	Airport/Air Travel Element of LRTP	3,000	5,000			0
II-B-13	Collector Street Element of LRTP	0				500
II-B-14	Rail, Water or other mode of LRTP	3,000	4,000	5,000	2,500	500
II-B-15	Freight Movement/Mobility Planning	500	500	500	500	500
II-B-16	Financial Planning	5,000	8,000	6,000	500	500
II-B-17	Congestion Management Strategies	0	0	500	500	500
II-B-18	Air Qual. Planning/Conformity Anal.	10,000	20,000	20,000	20,000	20,000
III-A	Planning Work Program	20,000	15,000	15,000	15,000	15,000
III-B	Transp. Improvement Plan/Priorities	29,000	25,000	25,000	25,000	25,000
III-C	Cvl Rqts. Cmp./Otr .Req. Reqs.					
III-C-1	Title VI	10,000	10,000	10,000	10,000	10,000
III-C-2	Environmental Justice	10,000	10,000	10,000	10,000	10,000
III-C-3	Disadvantaged Business Enterprise	0		0	0	0
III-C-4	Planning for the Elderly & Disabled	0	1,000	0	0	0
III-C-5	Safety/Drug Control Planning	1,000	1,000	1,000	1,000	1,000
III-C-6	Public Involvement	15,000	10,000	10,000	10,000	10,000
III-C-7	Private Sector Participation	0				
III-D	Incidental Plng./Project Dev.					
III-D-1	Transportation Enhancement Plng.	0				
III-D-2	Enviro. Analysis & Pre-TIP Plng.	8,000	5,000	5,000	5,000	5,000
III-D-3	Special Studies	252,500	557,500	0	0	0
III-D-4	Regional or Statewide Planning	20,000	20,000	20,000	20,000	20,000
III-E	Management & Operations	131,648	136,730	136,730	120,730	125,730
	TOTALS	831,338	1,130,730	561,230	541,230	544,730

Note: Local Staff consists primarily of City of Greenville staff (Lead Planning Agency) and includes Town of Winterville, Town of Ayden, Pitt County and Mid-East Commission staff MPO activities
03/06/12

RESOLUTION NO. 2012-02-GUAMPO

APPROVING THE FY 2013 (2012-2013) UNIFIED PLANNING WORK PROGRAM OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for SFY 2013; and

WHEREAS, the Transportation Plan has a planning horizon of 2035 and meets all the requirements for an adequate Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for SFY 2013 (2012-2013);

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves, endorses, and adopts the Unified Planning Work Program for SFY 2013 (2012-2013) for the Greenville Urban Area Metropolitan Planning Organization on this the 28th day of March 2012.

Mayor xxxxxxxxxxxxxx, Chairperson
Transportation Advisory Committee
Greenville Urban Area

Amanda Braddy, Secretary

North Carolina
Pitt County

I, Amanda Braddy, Notary Public for said County and State certify that Patricia C. Dunn personally came before me this day and acknowledged the due execution of the foregoing instrument.

WITNESS my hand and official seal, this the _____ day of _____ 2012.

Amanda Braddy, Notary Public

My commission Expires:_____



Attachment 5c

Transportation Advisory Committee

Action Required

March 28, 2012

TO: Transportation Advisory Committee
 FROM: Daryl Vreeland, AICP, Transportation Planner
 SUBJECT: Update to “shovel-ready” projects priority lists

Purpose: To update the “shovel-ready” project priority lists.

Discussion: There have been no recent actions concerning any further Federal stimulus funding. However, should there be a call for prioritized stimulus projects similar to the 2009 American Recovery and Reinvestment Act (ARRA) Stimulus Act, it is in the MPO’s best interest to have updated and approved priority lists. The same assumptions, conditions, and criteria utilized in developing the MPO’s prioritized list of projects for the first stimulus Act should be applied to develop the updated list.

Projects submitted to NCDOT for the first Stimulus Act had to be “shovel-ready”. This means that project plans and specifications are 98% to 100% complete, generally requiring no right-of-way acquisition, and do not have any utility conflicts. These requirements are to avoid issues that are time-intensive or would delay a project and expenditures of funds. Also, selected projects will have to comply with all federal contracting requirements.

Keeping with the previously established format, the projects are grouped in one of three categories: Roadway, Enhancement, or Public Transportation projects.

Per the existing, stimulus-funded project criteria, roadway projects are required to be located on Federal-aid eligible roadways, while enhancement projects (which include sidewalk projects) do not need to be on Federal-aid roadways.

The attached resolutions incorporate listings of proposed roadway, enhancement, and transit “shovel-ready” projects will be used to develop TIP amendments in the event that the Federal Government announces the availability of potential stimulus funds.

This item was prioritized and recommended for TAC adoption at the February 23, 2012 TCC meeting.

Action Needed: TAC review and prioritize the attached “shovel-ready” projects for use in any future potential “shovel-ready” funding opportunities.

Attachments: The attachments are identified with a “DRAFT” watermark and are *Resolutions 2012-03-GUAMPO, 2012-04-GUAMPO, and 2012-05-GUAMPO.*

For comparison purposes, attached are the related resolutions adopted last year by the TAC on March 17, 2011.

RESOLUTION NO. 2012-03-GUAMPO

RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT ROADWAY PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 28th day of March 2012, to consider “shovel-ready” transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement roadway projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation roadway improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program:

PRIORITIZED SHOVEL-READY STIMULUS FUNDING ROADWAY PROJECTS

<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
1	Old NC11 (Lee St)	Intersections at NC102 (Third St) and Second St	N/A	Installation of decorative fixed-arm traffic signals with signalized pedestrian crossings and associated improvements	\$385,000
2	US264A (Greenville Blvd)	Intersection of Red Banks Road	N/A	Construct dedicated right turn lanes Eastbound and Westbound at Red Banks Road intersection.	\$300,000
3	Main Street (Winterville)	NC11	Graham St	Mill and resurface	\$175,000
4	Tucker Road	Ivy Road	BlackJack-Simpson Road	Mill and resurface	\$240,000
5	NC 102	NC 11	2nd St	Mill and resurface and widen	\$760,000
6	Old NC 11	NC11	Swift Creek Bridge	Mill/resurface, and widen	\$1,900,000
7	Old Tar Road	Main St	Cooper St	Install drainage pipe in open ditch (west side)	\$295,000

<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
8	King George Road	(Bridge #73421)	N/A	Bridge Replacement	\$505,000
9	Oxford Road	(Bridge #73419)	N/A	Bridge Replacement	\$500,000
10	Railroad Street	Worthington St	Vernon White Road	Install drainage pipe in open ditch(west side)	\$360,000
11	Signal Upgrades (Pedestrian)	(15 locations in Greenville City limits)	N/A	Install pedestrian crossing signal, roadway marking, related infrastructure improvements	\$205,000
12	Dickinson Ave	NC11	Reade Circle/ Greene St	Stormwater improvements	\$8,213,000

Adopted the 28th day of March 2012.

 Mayor xxxxxxxxxxxxxxxx, Chairperson
 Transportation Advisory Committee
 Greenville Urban Area MPO

ATTEST: _____
 Amanda J. Braddy, TAC Secretary

RESOLUTION NO. 2012-04-GUAMPO**RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT ENHANCEMENT PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION**

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 28th day of March 2012, to consider “shovel-ready” transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation enhancement improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program’s enhancement category:

PRIORITIZED “SHOVEL-READY” STIMULUS FUNDING ENHANCEMENT/BICYCLE/PEDESTRIAN PROJECTS

<u>PRIORITY</u>	<u>Jurisdiction</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>SIDE</u>	<u>COST</u>	<u>PROJECT DESCRIPTION</u>
1	G	Firetower Rd	Old Firetower Rd	Wimbledon St	North	\$70,000	Construct Sidewalk
	W	Church St	Main St	Approx 215 ft south of Main St	West	\$14,000	Construct Sidewalk
	A	Snow Hill St	Sixth St	Juanita Ave	West/ North	\$41,000	Construct Sidewalk
	G	Firetower Rd	Wimbledon St	Arlington Blvd	North	\$95,000	Construct Sidewalk
	W	Cooper St	Church St	Approx 1,800 ft East of Church St	South	\$95,000	Construct Sidewalk
	A	Second Street	Verna Ave	Jolly Rd	South	\$62,000	Construct Sidewalk
	G	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	North	\$81,000	Construct Sidewalk
	W	Mill St Depot St	Main St Mill St	Depot St Existing S/W on Depot St	East South	\$47,000 (in total)	Construct Sidewalk
	G	Greenville Blvd.	Bismark Dr.	NC 11 (Memorial Blvd)	North	\$98,000	Construct Sidewalk
	W	Worthington St	Railroad St	Jones St	North	\$22,000	Construct Sidewalk
	W	Worthington St	Railroad St	Jones St	South	\$19,000	Construct Sidewalk
	A	Jolly Rd	2nd St	Parcel ID 80702	East	\$????	Construct Sidewalk

Total cost	\$xxx,000
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PRIORITY	Jurisdiction	ROUTE	FROM	TO	SIDE	COST	PROJECT DESCRIPTION
2	G	Thackery Dr	Cantata Dr.	NC 43 (Charles Blvd)	South	\$39,000	Construct Sidewalk
	G	Firetower Rd	Old Firetower Rd	Wimbledon St	South	\$79,000	Construct Sidewalk
	G	Firetower Rd	Wimbledon St	Arlington Blvd	South	\$103,000	Construct Sidewalk
	G	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	South	\$85,000	Construct Sidewalk
	G	Dickinson Rd	Spring Forest Rd	Arlington Blvd	North	\$99,000	Construct Sidewalk
	G	Charles Blvd	Hyde Dr	Firetower Rd	West	\$204,000	Construct Sidewalk
	G	Evans St	Arlington Blvd	Red Banks Rd	West	\$187,000	Construct Sidewalk

Total cost	\$796,000
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3	G	WH Smith	Dickinson Rd	Stantonsburg Rd	East	\$185,000	Construct Sidewalk
	G	Red Banks Rd	Greenville Blvd	Evans St	North	\$134,000	Construct Sidewalk
	G	Charles Blvd	Firetower Rd	Signature Dr	West	\$157,000	Construct Sidewalk
	G	Tucker Rd	Red Banks Rd	Fantasia Dr	West	\$93,000	Construct Sidewalk
	G	Tucker Rd	Fantasia Dr	Largo Dr	West	\$75,000	Construct Sidewalk
	G	Tucker Rd	Largo Dr	Cantata Dr	West	\$114,000	Construct Sidewalk
	G	Greenville Blvd	Kristin Dr	Williams Dr	East	\$189,000	Construct Sidewalk

Total cost	\$947,000
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4	G	Greenville Blvd	Kristin Dr	NC 11 (Memorial Blvd)	East	\$208,000	Construct Sidewalk
	G	Greenville Blvd	Williams Dr	Dickinson Ave	East	\$179,000	Construct Sidewalk
	G	Fifth St Bridge	@ Green Mill Run (Bridge #73094)	N/A	North	\$340,000	Bridge Pedestrian Modification

Total cost	\$727,000
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Adopted the 28th day of March 2012.

Adopted the 28th day of March 2012.

Mayor xxxxxxxxxxxxxx, Chairperson
Transportation Advisory Committee
Greenville Urban Area

ATTEST:

Amanda J. Braddy, TAC Secretary

DRAFT

RESOLUTION NO. 2012-05-GUAMPO

RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT PUBLIC TRANSPORTATION PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 28th day of March 2012, to consider “shovel-ready” public transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following public transportation improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program:

PRIORITIZED “SHOVEL-READY” STIMULUS FUNDING PUBLIC TRANSPORTATION PROJECTS

<u>PRIORITY</u>	<u>MUNICIPALITY/SYSTEM</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
1	City of Greenville/GREAT	Intermodal Transportation Center—a design/build project to include design, land acquisition, and construction.	\$8,179,000
2	City of Greenville/GREAT	Bus schedule/information holders (30 shelters total)	\$15,000
3	City of Greenville/GREAT	2 Hybrid-Electric Transit Busses (35 ft) (Replacement Busses)	\$1,200,000

Adopted the 28th day of March 2012.

Mayor xxxxxxxxxxxx, Chairperson
Transportation Advisory Committee
Greenville Urban Area

ATTEST:

Amanda J. Braddy, TAC Secretary

RESOLUTION NO. 2011-05-GUAMPO

**RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN
PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT
ROADWAY PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION**

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 17th day of March 2011, to consider "shovel-ready" transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement roadway projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

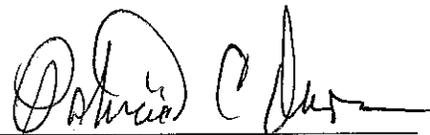
NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation roadway improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program:

**PRIORITIZED SHOVEL-READY STIMULUS FUNDING
ROADWAY PROJECTS**

<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
1	Old NC11 (Lee St)	Intersections at NC102 (Third St) and Second St	N/A	Installation of decorative fixed-arm traffic signals with signalized pedestrian crossings and associated improvements	\$385,000
2	Brownlea Drive, Phase 2	End of Existing Pavement	Fourteenth St	Construct new roadway to complete segment	\$725,000
3	Main Street (Winterville)	NC11	Graham St	Mill and resurface	\$175,000
4	Tucker Road	Ivy Road	BlackJack-Simpson Road	Mill and resurface	\$240,000
5	NC 102	NC 11	NC 903	Mill and resurface	\$370,000
6	Firetower Road	NC 43	Portertown Rd	Add continuous turn lane; mill & resurface; construct roundabout at Firetower Rd and Portertown Rd intersection	

<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
7	NC 102	0.3 Miles West of Ayden Golf Club Rd	County Home Road	Mill and resurface	\$330,000
8	US264A (Greenville Blvd)	Intersection of Red Banks Road	N/A	Construct dedicated right turn lanes Eastbound and Westbound at Red Banks Road intersection.	\$300,000
9	Old Tar Road	Main St	Cooper St	Install drainage pipe in open ditch (west side)	\$295,000
10	King George Road	(Bridge #73421)	N/A	Bridge Replacement	\$505,000
11	Oxford Road	(Bridge #73419)	N/A	Bridge Replacement	\$500,000
12	Railroad Street	Worthington St	Vernon White Road	Install drainage pipe in open ditch(west side)	\$360,000
13	Signal Upgrades (Pedestrian)	(15 locations in Greenville City limits)	N/A	Install pedestrian crossing signal, roadway marking, related infrastructure improvements	\$205,000
14	Dickinson Ave	NC11	Reade Circle/ Greene St	Stormwater improvements	\$8,213,000

Adopted the 17th day of March 2011.



Mayor Patricia C. Dunn, Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

ATTEST: Amanda J. Braddy
Amanda J. Braddy, TAC Secretary

RESOLUTION NO. 2011-06-GUAMPO**RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT ENHANCEMENT PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION**

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 17th day of March 2011, to consider "shovel-ready" transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation enhancement improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program's enhancement category:

PRIORITIZED "SHOVEL-READY" STIMULUS FUNDING ENHANCEMENT/BICYCLE/PEDESTRIAN PROJECTS

<u>PRIORITY</u>	<u>Jurisdiction</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>SIDE</u>	<u>COST</u>	<u>PROJECT DESCRIPTION</u>
1	G	Firetower Rd	Old Firetower Rd	Wimbledon St	North	\$70,000	Construct Sidewalk
	W	Church St	Main St	Approx 215 ft south of Main St	West	\$14,000	Construct Sidewalk
	A	Snow Hill St	Sixth St	Juanita Ave	West/North	\$41,000	Construct Sidewalk
	G	Firetower Rd	Wimbledon St	Arlington Blvd	North	\$95,000	Construct Sidewalk
	W	Cooper St	Church St	Approx 1,800 ft East of Church St	South	\$95,000	Construct Sidewalk
	A	Second Street	Verna Ave	Jolly Rd	South	\$62,000	Construct Sidewalk
	G	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	North	\$81,000	Construct Sidewalk
	W	Railroad St	Worthington St	Approx 1,250 ft South of Worthington St	East	\$63,000	Construct Sidewalk
	G	Greenville Blvd.	Bismark Dr.	NC 11 (Memorial Blvd)	North	\$98,000	Construct Sidewalk
	W	Worthington St	Railroad St	Jones St	North	\$22,000	Construct Sidewalk
	W	Worthington St	Railroad St	Jones St	South	\$19,000	Construct Sidewalk
Total cost						\$660,000	

PRIORITY	Jurisdiction	ROUTE	FROM	TO	SIDE	COST	PROJECT DESCRIPTION
2	G	Thackery Dr	Cantata Dr.	NC 43 (Charles Blvd)	South	\$39,000	Construct Sidewalk
	G	Firetower Rd	Old Firetower Rd	Wimbledon St	South	\$79,000	Construct Sidewalk
	G	Firetower Rd	Wimbledon St	Arlington Blvd	South	\$103,000	Construct Sidewalk
	G	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	South	\$85,000	Construct Sidewalk
	G	Dickinson Rd	Spring Forest Rd	Arlington Blvd	North	\$99,000	Construct Sidewalk
	G	Charles Blvd	Red Banks Rd	Hyde Dr	West	\$155,000	Construct Sidewalk
	G	Charles Blvd	Hyde Dr	Firetower Rd	West	\$204,000	Construct Sidewalk
	G	Evans St	Arlington Blvd	Red Banks Rd	West	\$187,000	Construct Sidewalk

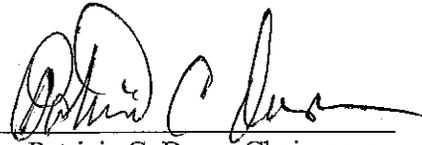
Total cost \$951,000

3	G	WH Smith	Dickinson Rd	Stantonsburg Rd	East	\$185,000	Construct Sidewalk
	G	Red Banks Rd	Greenville Blvd	Evans St	North	\$134,000	Construct Sidewalk
	G	Charles Blvd	Firetower Rd	Signature Dr	West	\$157,000	Construct Sidewalk
	G	Tucker Rd	Red Banks Rd	Fantasia Dr	West	\$93,000	Construct Sidewalk
	G	Tucker Rd	Fantasia Dr	Largo Dr	West	\$75,000	Construct Sidewalk
	G	Tucker Rd	Largo Dr	Cantata Dr	West	\$114,000	Construct Sidewalk
	G	Greenville Blvd	Kristin Dr	Williams Dr	East	\$189,000	Construct Sidewalk

Total cost \$947,000

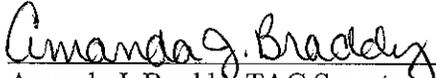
4	G	Greenville Blvd	Kristin Dr	NC 11 (Memorial Blvd)	East	\$208,000	Construct Sidewalk
	G	Greenville Blvd	Williams Dr	Dickinson Ave	East	\$179,000	Construct Sidewalk
	G	Fifth St Bridge	@ Green Mill Run (Bridge #73094)	N/A	North	\$340,000	Bridge Pedestrian Modification

Total cost \$727,000



Mayor Patricia C. Dunn, Chairperson
Transportation Advisory Committee
Greenville Urban Area

ATTEST:



Amanda J. Braddy, TAC Secretary

RESOLUTION NO. 2011-07-GUAMPO

RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT PUBLIC TRANSPORTATION PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 17th day of March 2011, to consider "shovel-ready" public transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following public transportation improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program:

PRIORITIZED "SHOVEL-READY" STIMULUS FUNDING PUBLIC TRANSPORTATION PROJECTS

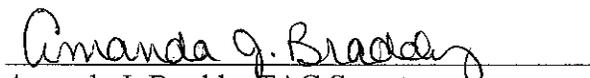
<u>PRIORITY</u>	<u>MUNICIPALITY/SYSTEM</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
1	City of Greenville/GREAT	Intermodal Transportation Center—a design/build project to include design, land acquisition, and construction.	\$8,179,000
2	City of Greenville/GREAT	Bus schedule/information holders (30 shelters total)	\$15,000

Adopted the 17th day of March 2011.



Mayor Patricia C. Dunn, Chairperson
Transportation Advisory Committee
Greenville Urban Area

ATTEST:


Amanda J. Braddy, TAC Secretary



Attachment 5d

Transportation Advisory Committee

Action Required

March 28, 2012

TO: Transportation Advisory Committee
 FROM: Daryl Vreeland, AICP, Transportation Planner
 SUBJECT: Amendment to 2011-2012 PWP

Purpose: Amend the 2011-2012 Unified Planning Work Program (UPWP) to allow for the transfer of funds for Pitt County's efforts in development of the transportation element of the comprehensive land use plan update and to update task description of task 2-A-1 (traffic volume counts) as detailed below.

Discussion: Pitt County has two special studies identified in the current UPWP. Using an in-house effort, they have recently completed the Pitt County Comprehensive Land Use Plan. The transportation element of this plan is identified as a special study in the current UPWP. Pitt County originally estimated that development of this plan would cost \$10,000. Based upon staff time and hours spent, the actual cost was \$17,564, which represents a shortfall of \$7,564 from what was originally budgeted.

The current UPWP identifies funding in the amount of \$60,000 for the Bicycle and Pedestrian Master Plan. At the time the current UPWP was being developed, the plan was not completed, and thus staff programmed funds in the current UPWP as a contingency. The plan was completed in the previous fiscal year. The proposed amendment would reduce the amount of the Bicycle and Pedestrian Master Plan funding in the current UPWP by \$7,564 and increase the funding of the transportation element of the Pitt County Comprehensive Land Use Plan by the same amount.

Summary of the tasks and amounts to be modified:

Changes proposed to provide funding for Pitt County's Special Study.

Task Code	Task Description	Current amount(\$) (TOTAL PL funds)	Proposed ADDITIONAL funds(\$) (TOTAL PL funds)	Proposed TOTAL funding amount (\$) (TOTAL PL funds)	Proposed funding amount (\$) (FHWA 80%)
3-D-3	Special Studies--trans. element- Pitt County Comp Plan	10,000	7,564	17,564	14,051
3-D-3	Special Studies--Bike/Ped Master Plan	60,000	-7,564	52,436	41,949

Totals 70,000 0 70,000

(Continued next page)

Task code 2-A-1 is identified as Traffic Volume Counts. In previous years, the City would sub-contract the collection of tube and turning movement counts through the use of a consultant. The City of Greenville has decided to make use of new technology that allows cost-efficient and effective data-collection to be performed in-house. In lieu of using a consultant to perform this data collection effort, the City of Greenville proposes to purchase electronic traffic data collection equipment using the funds identified in task code 2-A-1. The proposed amendment would add the following to the description of task code 2-A-1: "Purchase of transportation data-collection equipment."

The proposed amended 2011-2012 PWP presents the programming of these funds in the manner indicated above. There is no net change to funding totals as a result of the proposed modification. Descriptions of work to be performed for the amended tasks noted above are described within the text of the 2011-2012 PWP and do not require modification, with the exception of task 2-A-1 (traffic volume counts). These proposed modifications have been coordinated with and reviewed by NCDOT.

This item was recommended for TAC adoption at the February 23, 2012 TCC meeting.

Action Needed: Adopt Resolution 2012-06-GUAMPO modifying the 2011-2012 PWP to allocate additional funding for one of Pitt County's special studies, and modifying the task description of task 2-A-1, traffic volume counts, to add the sentence stating "Purchase of transportation data-collection equipment."

Attachments: Comparison table detailing modifications in funding amounts
Page 5 of the 2011-2012 UPWP indicating proposed modification to task 2-A-1
Resolution 2012-06-GUAMPO

TASK CODE	TASK DESCRIPTION	SEC. 104 (f) PL Highway / Transit			SEC. 104 (f) PL Highway / Transit			SEC. 104 (f) PL Highway / Transit		
		Local 20%	FHWA 80%	TOTAL	Local 20%	FHWA 80%	TOTAL	Local 20%	FHWA 80%	TOTAL
		II-A	Surveillance of Change							
II-A-1	Traffic Volume Counts	4,000	16,000	20,000 *	4,000	16,000	20,000 *	4,000	16,000	20,000 *
II-A-2	Vehicle Miles of Travel	100	400	500	100	400	500	100	400	500
II-A-3	Street System Changes	560	2,240	2,800	560	2,240	2,800	560	2,240	2,800
II-A-4	Traffic Accidents	0	0	0	0	0	0	0	0	0
II-A-5	Transit System Data	0	0	0	0	0	0	0	0	0
II-A-6	Dwelling Unit, Pop. & Emp. Change	6,250	25,000	31,250	6,250	25,000	31,250	6,250	25,000	31,250
II-A-7	Air Travel	0	0	0	0	0	0	0	0	0
II-A-8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
II-A-9	Travel Time Studies	0	0	0	0	0	0	0	0	0
II-A-10	Mapping	5,000	20,000	25,000	5,000	20,000	25,000	5,000	20,000	25,000
II-A-11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory	5,000	20,000	25,000	5,000	20,000	25,000	5,000	20,000	25,000
II-B	Long Range Transp. Plan									
II-B-1	Collection of Base Year Data	3,750	15,000	18,750	3,750	15,000	18,750	3,750	15,000	18,750
II-B-2	Collection of Network Data	400	1,600	2,000	400	1,600	2,000	400	1,600	2,000
II-B-3	Travel Model Updates	15,000	60,000	75,000	15,000	60,000	75,000	15,000	60,000	75,000
II-B-4	Travel Surveys	100	400	500	100	400	500	100	400	500
II-B-5	Forecast of Data to Horizon Year	3,750	15,000	18,750	3,750	15,000	18,750	3,750	15,000	18,750
II-B-6	Community Goals & Objectives	0	0	0	0	0	0	0	0	0
II-B-7	Forecast of Future Travel Patterns	1,200	4,800	6,000	1,200	4,800	6,000	1,200	4,800	6,000
II-B-8	Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0
II-B-9	Highway Element of the LRTP	400	1,600	2,000	400	1,600	2,000	400	1,600	2,000
II-B-10	Transit Element of the LRTP	2,750	11,000	13,750	2,750	11,000	13,750	2,750	11,000	13,750
II-B-11	Bicycle & Ped. Element of the LRTP	22,000	88,000	110,000	14,200	56,800	71,000	14,200	56,800	71,000
II-B-12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0
II-B-13	Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0
II-B-14	Rail, Water or Other Mode of LRTP	200	800	1,000	200	800	1,000	200	800	1,000
II-B-15	Freight Movement/Mobility Planning	100	400	500	100	400	500	100	400	500
II-B-16	Financial Planning	0	0	0	0	0	0	0	0	0
II-B-17	Congestion Management Strategies	0	0	0	0	0	0	0	0	0
II-B-18	Air Qual. Planning/Conformity Anal.	200	800	1,000	200	800	1,000	200	800	1,000
III-A	Planning Work Program	1,564	6,254	7,818	1,564	6,254	7,818	1,564	6,254	7,818
III-B	Transp. Improvement Plan/Priorities	3,560	14,240	17,800	3,560	14,240	17,800	3,560	14,240	17,800
III-C	Cvl Rqts. Cmp./Otr .Reg. Regs.									
III-C-1	Title VI	100	400	500	4,000	16,000	20,000	4,000	16,000	20,000
III-C-2	Environmental Justice	100	400	500	4,000	16,000	20,000	4,000	16,000	20,000
III-C-3	Disadvantaged Business Enterprise	0	0	0	0	0	0	0	0	0
III-C-4	Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0
III-C-5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0
III-C-6	Public Involvement	100	400	500	100	400	500	100	400	500
III-C-7	Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	Incidental Plng./Project Dev.									
III-D-1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0
III-D-2	Enviro. Analysis & Pre-TIP Plng.	100	400	500	100	400	500	100	400	500
III-D-3	Special Studies									
	Regional Transit Study Update/Route Eval									
	Ayden Primary St. Study/Long Range Plan	10,000	40,000	50,000 *	10,000	40,000	50,000 *	10,000	40,000	50,000 *
	Bicycle & Pedestrian Master Plan	12,000	48,000	60,000 *	12,000	48,000	60,000 *	10,487	41,949	52,436 *
	Pitt County Comp Land Use (Trans Elem)	2,000	8,000	10,000 *	2,000	8,000	10,000 *	3,513	14,051	17,564 *
	Community Transportation Plan for PATS	1,500	6,000	7,500 *	1,500	6,000	7,500	1,500	6,000	7,500
	Winterville Boyd Street Study	5,000	20,000	25,000 *	5,000	20,000	25,000 *	5,000	20,000	25,000 *
	Winterville Primary St. Study/Long Range Plan	10,000	40,000	50,000 *	10,000	40,000	50,000 *	10,000	40,000	50,000 *
III-D-4	Regional or Statewide Planning	1,100	4,400	5,500	1,100	4,400	5,500	1,100	4,400	5,500
III-E	Management & Operations	21,250	85,000	106,250	21,250	85,000	106,250	21,250	85,000	106,250
TOTALS		139,134	556,534	695,668	139,134	556,534	695,668	139,134	556,534	695,668

* Includes consultant efforts/study

Proposed Changes Highlighted
GREENVILLE URBAN AREA MPO
SUMMARY OF THE 2011-2012 UNIFIED PLANNING WORK PROGRAM

IIA Surveillance of Change

II-A-1 Traffic Volume Counts

Perform both tube and turning movement counts using in-house and contracted resources throughout the urban area for ongoing transportation planning purposes. Purchase of transportation data-collection equipment.

II-A-2 Vehicle Miles of Travel

Use vehicle miles of travel to measure the effectiveness of the local transportation system.

II-A-3 Street System Changes

Update the GIS Street Database as needed. Due to Pitt County administering the zoning ordinance for Village of Simpson, a portion of expenses will be needed to cover transportation related issues (\$2,000 for 2011-2012 PWP).

II-A-6 Dwelling Unit, Population, Employment Changes-

Determine which Transportation Analysis Zones (TAZ) would need updating based on development trends. Identify and evaluate changes in population and development throughout the MPO. Obtain, identify, and analysis of Census data, local parcel, zoning, and tax data records.

II-A-10 Mapping

Keep Geographic Information System transportation files current and produce maps on an as-needed basis to support transportation related plans, programs, or projects. Support street system survey of MPO planning area to evaluate changes in land use and transportation and network impacts.

II-A-12 Bicycle and Pedestrian Facilities Inventory

Update and maintain an inventory of bicycle and pedestrian facilities. Analysis of bicycle and pedestrian system components.

II-B Maintenance of Inventories

II-B-1 Collection of Base Year Data

Monitor significant changes in land use for the Greenville Urban Area MPO for the purpose of updating TAZ files as needed. Collection of the following variables, by traffic zone: 1) population, 2) housing units, and 3) employment. Update GIS database used to maintain housing and land use information.

RESOLUTION NO. 2012-06-GUAMPO

**APPROVING THE FY 2012 (2011-2012) AMENDED PLANNING WORK PROGRAM OF
THE
GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

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

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program (PWP) will effectively advance transportation planning for SFY 2011; and

WHEREAS, the Transportation Plan has a planning horizon of 2035 and meets all the requirements for an adequate Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for SFY 2012 (2011-2012);

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area previously adopted the SFY 2012 PWP on March 17, 2011 and amended on Nov. 18, 2011.

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves and endorses the amended Planning Work Program for SFY 2012 (2011-2012) for the Greenville Urban Area Metropolitan Planning Organization on this the 28th day of March, 2012.

Mayor xxxxxxxxxxxx, Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary



Attachment 5e

Transportation Advisory Committee

Action Required

March 28, 2012

TO: Transportation Advisory Committee
 FROM: Daryl Vreeland, AICP, Transportation Planner
 SUBJECT: Adoption of Title VI plan

Purpose: Review and recommend that TAC adopt the MPO's Title VI plan.

Discussion: Recently, North Carolina Department of Transportation (NCDOT) performed a Title VI compliance desk audit review regarding the MPO's compliance with these Federal requirements. 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."

NCDOT on October 17, 2011 identified the deficiencies and corrective actions the MPO is expected to perform as remedial action to its current Title VI procedures and policies. The results of NCDOT's Title VI compliance desk audit review is located in the November 18, 2011 TAC agenda package under item 4e (link below).

http://www.greenvillenc.gov/uploadedFiles/Departments/Public_Works_Dept/Information/Engineering/MPO/TAC_November_18_2011_Agenda_Package.pdf

The review identified areas that MPO staff addressed in the draft Title VI plan, including a Limited English Proficiency component.

MPO staff has developed a draft Title VI plan to address the deficiencies as noted by NCDOT. The draft Title VI plan has been coordinated, reviewed, and approved by staff at NCDOT's Office of Civil Rights.

The Draft Title VI plan was available for review for a 45 day time frame prior to TAC's consideration of the plan. MPO Staff received no comments regarding the draft Title VI plan.

This item was recommended for TAC adoption at the February 23, 2012 TCC meeting.

Action Needed: TCC recommend that TAC adopt the draft Title VI plan.

Attachments:

- Resolution 2012-07-GUAMPO (adopting the Title VI plan)
- Draft Title VI plan.

RESOLUTION NO. 2012-07-GUAMPO

**ADOPTING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING
ORGANIZATION TITLE VI PLAN**

WHEREAS, the Transportation Advisory Committee has found that the Greenville Urban Area Metropolitan Planning Organization (MPO) 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, 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 on this the 28th day of March, 2012.

Mayor xxxxxxxxxxxx, Chairperson
Transportation Advisory Committee
Greenville Urban Area

Amanda Braddy, Secretary

THE GREENVILLE URBAN AREA MPO

TITLE VI PLAN



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Adopted: March 28, 2012

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TITLE VI PLAN

Introduction

The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) is a transportation policy-making board responsible for planning and prioritizing transportation projects within the Urbanized Area, as defined by the US Census Bureau. The MPO works with the public, planning organizations, government agencies, elected officials, and community groups to develop transportation plans and programs through a continuing, cooperative, and comprehensive planning process. This planning process guides the use of Federal and State dollars spent on existing and future transportation projects and programs.

This plan was developed to guide the MPO in its administration and management of Title VI-related activities. The Limited English Proficiency (LEP) portion of the plan ensures that individuals with limited English proficiency have meaningful access to the transportation planning process.

Title VI-Related Legislation

Section 601 of Title VI of the Civil Rights Act of 1964, codified as amended at 42 U.S.C. § 2000d, provides 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 subjected to discrimination under any program or activity receiving Federal financial assistance.” Consistent therewith, and in accordance with section 602 of Title VI, codified as amended at 42 U.S.C. § 2000d-1, the Department of Justice promulgated regulations prohibiting recipients of federal funds from “utilizing criteria or methods of administration which have the effect of subjecting individuals to discrimination because of their race, color, or national origin, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program as respects individuals of a particular race, color, or national origin.” 28 C.F.R. § 42.104(b)(2). The United States Department of Transportation later promulgated nearly identical regulations - See 49 C.F.R. § 21.5(b) (vii) (2).

In 1974, the United States Supreme Court held, in *Lau v. Nichols*, 414 U.S. 563 (1974), that Title VI prohibits conduct that has a disproportionate effect on LEP persons, because such conduct is tantamount to national origin discrimination. In *Lau*, a San Francisco school district, with a significant number of non-English speaking students of Chinese origin, was required to take reasonable steps to provide its non-English speaking students with a meaningful opportunity to participate in federally funded educational programs.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms "programs or activities" to include all programs and activities of Federal Aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not (Public Law 100-259 {S.557} March

22, 1988).

In 1994, a Presidential Order directed every Federal agency to make Environmental Justice (EJ) part of its mission. Executive Order 12898 states:

"Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

The DOT's goal is to avoid any needless obstacles for project developers and communities. The US DOT is committed to the principles of EJ, which include:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations 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.

Environmental justice goals should be considered throughout transportation planning and project development, and throughout all public outreach and participation efforts conducted by the US DOT and their grantees, including the Greenville Urban Area MPO.

The Greenville Urban Area MPO's Long Range Transportation Plan contains a chapter dedicated to the environmental justice topic.

To further clarify rights protected by Title VI, President William J. Clinton, on August 11, 2000, issued Executive Order 13166, Improving Access to Service for Person with Limited English Proficiency. Executive Order 13166 requires each federal agency to examine its programs and activities and to develop and to implement plans by which LEP persons can meaningfully access those programs and activities. That Executive Order includes the statement below.

Each Federal Agency shall prepare a plan to improve access to its federally conducted programs and activities by eligible LEP persons. Each plan shall be consistent with the standards set forth in the LEP Guidance, and shall include the steps the agency will take to ensure that eligible LEP persons can meaningfully access the agency's programs and activities.

On that same date, in conjunction with Executive Order 13166, the Department of Justice issued a general guidance document setting forth various principles for agencies to consider in developing guidance documents for recipients of federal funds. See Enforcement of Title VI of the Civil Rights Act of 1964 – National Origin Discrimination against Persons with Limited English Proficiency, 65 Fed. Reg. 50123 (Aug. 16, 2000).

The following matrix illustrates and summarizes these laws, policies and considerations:

Title VI of the Civil Rights Act of 1964	Limited English Proficiency Executive Order 13166
Federal Law	Federal Policy
Enacted in 1964	Enacted in August 2000
Considers all persons	Considers eligible population
Contains monitoring and oversight compliance review requirements	Contains monitoring and oversight compliance review requirements
Provides protection on the basis of race, color, national origin, and subsequently expanded to include sex, age, or disability	Provides protection on the basis of national origin
Focuses on eliminating discrimination in federally funded programs	Focuses on providing LEP persons with meaningful access to services using four factor criteria

DRAFT

Title VI Policy Statement

It is the policy of the Greenville Urban Area MPO to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

XXXXXXXXXXXXXXXXXXXX
Chairperson, Greenville Urban Area MPO

Date

For more information contact:
Greenville Urban Area MPO Title VI Coordinator
Greenville Urban Area MPO
City of Greenville Public Works--Engineering
1500 Beatty St
Greenville, NC 27834
252-329-4470
jpenrose@greenvillenc.gov

Título VI Declaración de Política

Es política de La Organización Metropolitana de Planificación de Greenville (Greenville Urban Area MPO) garantizar que ninguna persona, por motivos de raza, color, sexo, edad, origen nacional, o discapacidad, sea excluido de participar en, sea negado los beneficios de, o ser sujeto de otra manera a discriminación bajo cualquier programa o actividad a lo dispuesto en el Título VI del Acta de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, y cualquier otra relacionada con la no discriminación, derecho civil y las autoridades.

XXXXXXXXXX XXXXXXXXXXXXXXXXXXXX.
Chairperson, Greenville Urban Area MPO

Fecha

Para más información contactar:
Greenville Urban Area MPO Title VI Coordinator
Greenville Urban Area MPO
City of Greenville Public Works--Engineering
1500 Beatty St
Greenville, NC 27834
252-329-4470
jpenrose@greenvillenc.gov

Standard Title VI Assurances

The Greenville Urban Area MPO (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the US Department of Transportation and North Carolina Department of Transportation (NCDOT) it will comply with the Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation. Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, sex, age, national origin or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the Federal Highway Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) (1) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its Federal-Aid Highway Program:

1. That the Recipient agrees that each "program" and each "facility" as defined in subsections 21.23 (b) and 21.23 (e) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations made in connection with the Federal-Aid Highway Program and, in adapted form in all proposals for negotiated agreements:

The Greenville Urban Area MPO in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full 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. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clauses of Appendix B of this assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall 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 shall extend to rights to space on, over or under such property.

7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under the Federal-Aid Highway Program; and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under the Federal-Aid Highway 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 shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, 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 Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Greenville Urban Area MPO under the Federal-Aid Highway Program and is binding on it, other recipients, subgrantees, contractors, subcontractors, transferees, successors in interest and other participants in the Federal-Aid Highway Program. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

 xxxxxxxx xxxxxxxxxxxxxxxxxxxxxx
 Chairperson, Greenville Urban Area MPO

 Date

Limited English Proficiency

Compliance with Title VI includes Limited English Proficient (LEP) persons. The Limited English Proficiency (LEP) portion of this plan addresses Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color or national origin. In 1974, the U.S. Supreme Court affirmed that the failure to ensure a meaningful opportunity for national origin minorities, with limited-English proficiency, to participate in a federally funded program violates Title VI (Federal-Aid Recipient Programs & Activities) regulations. Additionally, requirements are outlined in Executive Order 13166: Improving Access to Service for Persons with Limited English Proficiency signed on August 11, 2000. Its purpose is to ensure accessibility to programs and services to eligible persons who have limited proficiency in the English language.

Furthermore, the U.S. Department of Transportation (DOT) published Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons in the December 14, 2005 Federal Register Volume 70; Number 239. The guidance explicitly identifies Metropolitan Planning Organizations (MPOs) as organizations that must follow this guidance. The Limited English Proficiency (LEP) Plan must be consistent with the fundamental mission of the organization, though not unduly burdening the organization.

Who is an LEP Individual?

Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English are considered limited English proficient, or "LEP." The U.S. Census Bureau does not define limited English proficiency or non-limited English proficient populations. It reports data based on the four categories of English-speaking ability: very well, well, not well, and not at all.

Determining the Need

As a recipient of federal funding, the MPO must take reasonable steps to ensure meaningful access to the information and services it provides. As noticed in the *Federal Register/Volume 70, Number 239/Wednesday, December 14, 2005/Notices*, there are four factors to consider in determining "reasonable steps".

- Factor 1: The number and proportion of LEP persons in the eligible service area;
- Factor 2: The frequency with which LEP persons encounter MPO programs;
- Factor 3: The importance of the service provided by MPO programs;
- Factor 4: The resources available and overall cost to the MPO.

The DOT Policy Guidance gives recipients of federal funds substantial flexibility in determining what language assistance is appropriate based on a local assessment of the four factors listed above.

The greater the number or proportion of eligible LEP persons; the greater the frequency with which they have contact with a program, activity, or service; and the greater the importance of that program, activity, or service, the more likely enhanced language

services will be needed. Smaller recipients with more limited budgets are typically not expected to provide the same level of language service as larger recipients with larger budgets. The intent of DOT's guidance is to suggest a balance that ensures meaningful access by LEP persons to critical services while not imposing undue burdens on small organizations and local governments.

This document contains an assessment of need in the Greenville Urban Area MPO in relation to the four factors and the transportation planning process.

Processes and Procedures for Document Updates

The latest version of Title VI & LEP related documents and plans as adopted by the MPO's Transportation Advisory Committee will be deemed appendices to the latest adopted version of the MPO's Public Involvement Plan. The MPO will periodically review all related documents and plans to determine what, if any, updates may be needed. Any suggested updates will be brought before the MPO's technical and policy committees for consideration of adoption.

LEP ASSESSMENT FOR THE GREENVILLE URBAN AREA MPO

Factor 1: The Number and Proportion of LEP Persons in the Eligible Service Area

The MPO will assess the language needs of the population to be served. To identify the language and number of LEP persons the MPO may encounter, MPO staff will review:

- Census Data
- School system data
- Community agency data
- interviews with MPO members to determine frequency of contact with LEP individuals and what language was encountered

The first step towards understanding the profile of individuals that could participate in the transportation planning process is a review of Census data. Tables 1 through 5 on the following pages display the primary language spoken and number of individuals that are LEP as measured by . For our planning purposes, we are considering people that speak English "not well" or "not at all" and only the top four language groups are included in the analysis.

Census Data:

Tables 1-5, derived from the 2005-2009 American Community Survey 5-Year Estimates, shows the number and percent of persons who are age five (5) and older, with regard to their English language skills, for the entirety of Pitt County. This data will be used to establish a baseline percentage that will then be compared with percentages from various municipalities within the MPO area to determine the locations of high concentrations of LEP persons.

As indicated, 2.5% of the County-wide area population 5 years and over is not proficient in English. Of those, the predominant language spoken is Spanish composing 2.0% of the County's total population

Population 5 years and over	141,163	+/-15	141,163	(X)
English only	132,219	+/-653	93.7%	+/-0.5
Language other than English	8,944	+/-654	6.3%	+/-0.5
Speak English less than "very well"	3,545	+/-370	2.5%	+/-0.3
Spanish	5,708	+/-445	4.0%	+/-0.3
Speak English less than "very well"	2,831	+/-327	2.0%	+/-0.2
Other Indo-European languages	1,745	+/-424	1.2%	+/-0.3
Speak English less than "very well"	329	+/-146	0.2%	+/-0.1
Asian and Pacific Islander languages	1,029	+/-257	0.7%	+/-0.2
Speak English less than "very well"	351	+/-169	0.2%	+/-0.1
Other languages	462	+/-269	0.3%	+/-0.2
Speak English less than "very well"	34	+/-42	0.0%	+/-0.1

Population 5 years and over	71,329	+/-399	71,329	(X)
English only	66,913	+/-764	93.8%	+/-0.8
Language other than English	4,416	+/-602	6.2%	+/-0.8
Speak English less than "very well"	1,307	+/-294	1.8%	+/-0.4
Spanish	2,038	+/-393	2.9%	+/-0.6
Speak English less than "very well"	766	+/-245	1.1%	+/-0.3
Other Indo-European languages	1,089	+/-299	1.5%	+/-0.4
Speak English less than "very well"	165	+/-85	0.2%	+/-0.1
Asian and Pacific Islander languages	921	+/-252	1.3%	+/-0.4
Speak English less than "very well"	342	+/-168	0.5%	+/-0.2
Other languages	368	+/-257	0.5%	+/-0.4
Speak English less than "very well"	34	+/-42	0.0%	+/-0.1

Population 5 years and over	4,419	+/-119	4,419	(X)
English only	4,193	+/-156	94.9%	+/-2.3
Language other than English	226	+/-103	5.1%	+/-2.3
Speak English less than "very well"	103	+/-69	2.3%	+/-1.6
Spanish	134	+/-80	3.0%	+/-1.8
Speak English less than "very well"	62	+/-44	1.4%	+/-1.0

Other Indo-European languages	83	+/-75	1.9%	+/-1.7
Speak English less than "very well"	36	+/-55	0.8%	+/-1.3
Asian and Pacific Islander languages	9	+/-15	0.2%	+/-0.3
Speak English less than "very well"	5	+/-8	0.1%	+/-0.2
Other languages	0	+/-127	0.0%	+/-0.8
Speak English less than "very well"	0	+/-127	0.0%	+/-0.8

TABLE 4: LANGUAGE SPOKEN AT HOME - AYDEN, NC

Population 5 years and over	4,682	+/-89	4,682	(X)
English only	4,412	+/-215	94.2%	+/-4.2
Language other than English	270	+/-195	5.8%	+/-4.2
Speak English less than "very well"	57	+/-52	1.2%	+/-1.1
Spanish	223	+/-186	4.8%	+/-4.0
Speak English less than "very well"	57	+/-52	1.2%	+/-1.1
Other Indo-European languages	31	+/-38	0.7%	+/-0.8
Speak English less than "very well"	0	+/-127	0.0%	+/-0.8
Asian and Pacific Islander languages	16	+/-28	0.3%	+/-0.6
Speak English less than "very well"	0	+/-127	0.0%	+/-0.8
Other languages	0	+/-127	0.0%	+/-0.8
Speak English less than "very well"	0	+/-127	0.0%	+/-0.8

TABLE 5: LANGUAGE SPOKEN AT HOME - SIMPSON, NC

Population 5 years and over	203	+/-81	203	(X)
English only	197	+/-71	97.0%	+/-12.9
Language other than English	6	+/-27	3.0%	+/-12.9
Speak English less than "very well"	1	+/-7	0.5%	+/-3.1
Spanish	4	+/-27	2.0%	+/-12.8
Speak English less than "very well"	1	+/-7	0.5%	+/-3.1
Other Indo-European languages	0	+/-127	0.0%	+/-16.8
Speak English less than "very well"	0	+/-127	0.0%	+/-16.8

Asian and Pacific Islander languages	0	+/-127	0.0%	+/-16.8
Speak English less than "very well"	0	+/-127	0.0%	+/-16.8
Other languages	2	+/-3	1.0%	+/-1.7
Speak English less than "very well"	0	+/-127	0.0%	+/-16.8

The data shows that no MPO-member jurisdiction has a greater concentration of persons who speak English less than "very well" when compared to the county-wide area percentages.

School System Data:

Student enrollment data regarding enrollment for the 2011-2012 school calendar year was collected from Pitt County Schools. Table 6 below lists all the schools within the MPO boundary, the total number of students attending each school, and the total number of students identified as LEP students in each school.

The analysis shows that 3.5% of school students attending schools within the MPO are classified as LEP.

TABLE 6
Limited English Proficiency Student Enrolement
2011-2012 Pitt County Schools
Schools located within MPO boundary

School	Total LEP Students	Total All Students
A G Cox Middle	9	781
Ayden Elementary	24	631
Ayden Middle	9	335
Belvoir Elementary	157	538
C M Eppes Middle	5	628
Creekside Elementary	5	592
D H Conley High	31	1448
E B Aycock Middle	22	731
Eastern Elementary	38	535
Elmhurst Elementary	9	404
J H Rose High	29	1562
Lakeforest	24	736
Ridgewood Elementary	11	707
S Greenville Elementary	3	478
South Central High	18	1632
W H Robinson Elementary	11	566
Wahl Coates Elementary	6	437
Wellcome Middle	42	436
Wintergreen Intermed	21	715
Wintergreen Primary	32	662
Grand Total:	506	14554

**Percent of Students in MPO boundary
classified as LEP 3.5%**

Community agency data

Pitt County Literacy Volunteers

Data was collected from Pitt County Literacy Volunteers. This organization promotes literacy in Pitt County through trained volunteer tutors who provide one on one and small group tutoring to adults with limited reading, writing or English speaking/literacy skills.

There are currently 18 students in that organization's English as a Second Language (ESL) class originating from 14 different countries. Seven of those 18 students (39%)

are native Spanish speakers and comprise the largest language percentage of the group.

Pitt Community College (PCC) -- English as a Second Language Program

The Community College located within the MPO has an established ESL program. Over the years, PCC's ESL (English as a Second Language) program has served students from over 80 countries. ESL is a program of instruction designed to help adults whose native language is not English. Classroom instruction is offered at several levels ranging from beginning to advanced. Classes are designed to help improve a student's English reading, writing, listening, and speaking skills. All ESL courses help learners develop life skills required for living and working in the United States.

The most recent data available is for the 2010-2011 school year. PCC's ESL program has served 323 students during the 2010-2011 school year. The predominate first language spoken by students is Spanish - which comprises approximately 70% of students in this program. The program served students from 37 different countries.

Interviews with MPO members:

Staff conducted interviews with members of the MPO regarding their frequency of contact with LEP individuals and the languages encountered. The interviews revealed that MPO members very rarely had contact with LEP individuals. On the few instances where MPO members did have contact with LEP individuals, the language spoken by the LEP individual was Spanish. MPO members noted that it is common for the individual to be accompanied by another person with bilingual abilities. MPO staff have not yet encountered LEP individuals at the time of this writing.

Summary of Factor 1 findings:

Of the LEP persons within the MPO area, between 0.5% and 2.5% speak English less than "very well". The first factor identifies Spanish as the most significant language spoken by the LEP population in the Greenville Urban Area MPO. Data collected from community agencies further supports this finding. A survey of MPO members indicates contact with LEP persons occurs rarely.

Factor 2: The Frequency in which LEP Persons Encounter MPO Programs

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. Any future requests for language assistance will be monitored and used in future updates to this document. The probability that MPO members will have future contact with LEP individuals is projected to remain similar to established patterns and occur very rarely.

The MPO conducts Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) meetings as needed throughout the year. Occasionally, the

MPO conducts open house public input workshops to receive input for regarding the MPO's prioritization list or for other projects, as they may occur. Community outreach is achieved through the MPO's website, in-person office visits to MPO staff, and through advertising in the local newspaper.

Factor 3: The Importance of the Service Provided by the MPO Program

MPO programs use 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 MPO):

- The **Unified Planning Work Program (UPWP)**, a one or two-year business plan.
- The **Transportation Improvement Program (TIP)**, a 7-year 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.
- The **Long Range Transportation Plan, (LRTP)**, a 20-year (or more) forecast of multi-modal transportation needs.

The TIP document is developed by NCDOT. As such, any Spanish version of that document provided to the MPO 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 MPO 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 and Overall MPO Cost

The MPO 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 MPO planning 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 MPO's budget, the number of MPO 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 MPO will seek to include the LEP community and is committed to including all residents in the transportation planning and decision-making process.

The MPO 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.

Meeting the Requirements and Implementation

Identifying LEP Individuals Who Need Language Assistance

When first encountering a LEP individual in a face-to-face situation, the MPO staff plans to use language identification flashcards developed by the U.S. Census Bureau. These cards have the phrase, "Mark this box if you read or speak 'name of language,'" translated into 38 languages. They were designed for use by government and non-government agencies to identify the primary language of LEP individuals during face-to-face contacts. The Census Bureau's Language Identification Flashcard can be downloaded for free at <http://www.lep.gov/ISpeakCards2004.pdf>. The MPO plans to make them available at public meetings and other community input events. Once a language is identified, a relevant point of contact will be notified to assess feasible translation or oral interpretation assistance.

Types of language services available

Language assistance will be provided for LEP individuals through language translations. MPO staff is located in the City of Greenville's Public Works Department. Should the

need arise, MPO staff has access to City of Greenville employees who are bilingual and would have use of their Spanish language ability.

The MPO can utilize Google's Translate program, <http://translate.google.com>, for its website to allow users to view HTML content in other languages. Although an imperfect system, this alternative may have the potential to provide enough information for an LEP individual or group to gain some understanding of the MPO and to initiate contact.

Outside of those services, because MPO staff is small and does not possess in-house translation capabilities or expertise, MPO staff can only assist LEP persons but cannot accurately assess or guarantee the accuracy of translation services provided by others. Within its limited budget and capabilities, the Greenville Urban Area MPO pledges that it will, to the best of its abilities, ensure that LEP persons have a meaningful opportunity to participate in the transportation planning and decision-making process.

How recipient staff can obtain those services

MPO staff can obtain Spanish language services by contacting City employees who are bilingual.

How to respond to LEP callers

MPO staff are instructed to place the caller on hold by saying "Por favor espera uno momento" which means 'please wait a minute'. Staff will then contact a City employee who is bilingual and transfer the call to that person for further assistance.

How to respond to written communications from LEP persons

Upon receipt of written communication from LEP persons, MPO staff are directed to contact bilingual City staff for translation of the communication. If needed, MPO staff can have a written response translated using bilingual City employees.

How to respond to LEP individuals who have in-person contact with recipient staff

Should a LEP individual make in-person contact, MPO staff are directed to call upon bilingual City employees who can either assist by telephone or in-person.

Providing Notice to LEP Persons

It is important to notify LEP persons of services available free of charge in a language that would be understood. Where appropriate and feasible, the MPO will include the following language in English and Spanish, in agenda packages:

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require translation services

for a meeting (free of charge) should contact the MPO's Title VI Coordinator at 252-329-4470 or jpenrose@greenvillenc.gov at least ten days in advance.

Se solicita La participación del público, sin importar la raza, color, nacionalidad, edad, sexo, religión, incapacidad o estado familiar. Personas que requieren servicios de traducción (sin cargo alguno) deben contactar a MPO's Title VI Coordinador al teléfono 252-329-4470 o jpenrose@greenvillenc.gov por lo menos diez días antes de la reunión.

MPO Staff Training

Incoming staff members will be briefed on the MPO's LEP Plan and how to assist LEP residents. They will be told to keep a record of language assistance requests to assess future LEP population needs.

Dissemination of the MPO Limited English Proficiency Plan

The MPO will post the LEP Plan on its website at:

http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510. Copies of the LEP Plan will be provided to the North Carolina Department of Transportation (NCDOT), Federal Highway Administration (FHWA), and any person or agency requesting a copy. Each MPO member jurisdiction will be provided a copy and be instructed to read it to be educated on the importance of providing language assistance.

Any questions or comments regarding this plan should be directed to:

Title VI Coordinator
Greenville Urban Area MPO
1500 Beatty Street
Greenville, NC 27834
Phone: 252-329-4470

Title VI Plan Updates

The MPO will consider its most recently adopted Title VI Plan as an appendix to its most recently adopted Public Involvement Plan. The MPO understands that its community profile continues to change and that the four-factor analysis may reveal the need for additional LEP services in the future. As such, the MPO will examine its Title VI Plan to ensure that it remains reflective of the community's needs, during regular updates to the Public Involvement Plan.

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 shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), 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, shall not discriminate on the grounds of race, age, sex, color, disability, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) **Solicitations for Subcontractors, 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 shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative nondiscrimination on grounds of race, color, or national origin.

(4) **Information and Reports:** The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the <contracting agency>, the North Carolina Department of Transportation or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the <contracting agency>, the North Carolina Department of Transportation, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) **Sanctions for Noncompliance:** In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the <contracting agency> and/or the North Carolina Department of Transportation shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

- (a) withholding of payments to the contractor under the contract until the contractor complies, and/or
- (b) cancellation, termination or suspension of the contract, in whole or in part.

(6) **Incorporation of Provisions:** The contractor shall include the provisions of paragraph (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The contractor shall take such action with respect to any subcontract or procurement as the <contracting agency>, North Carolina Department of Transportation or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the <contracting agency> to enter into such litigation to protect the interests of the <contracting agency>, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

*For the purpose of this appendix, "contracting agency" shall mean the MPO member jurisdiction that is entering into the contract

APPENDIX B

The following clauses shall be included in any and all deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

(GRANTING CLAUSE)

NOW, THEREFORE, the Department of Transportation, as authorized by law, and upon the condition that the <contracting agency> will accept title to the lands and maintain the project constructed thereon, in accordance with Title 23, United States Code, the Regulations for the Administration of Federal-Aid for Highways and the policies and procedures prescribed by Federal Highway Administration of the Department of Transportation and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter referred to as the Regulations) 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 <contracting agency> all the right, title and interest of the 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 <contracting agency> 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 shall be binding on the <contracting agency>, its successors and assigns.

The <contracting agency>, in consideration or 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 shall on the grounds of race, age, sex, color, disability, 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 <contracting agency> shall 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, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended [,] and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department of Transportation shall have a right to re-enter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.

*For the purpose of this appendix, "contracting agency" shall mean the MPO member jurisdiction that is entering into the contract.

APPENDIX C

The following clauses shall be included in all deeds, licenses, leases, permits or similar instruments entered into by the <contracting agency> pursuant to the provisions of Assurance 6(a).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his 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 in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

That in the event of breach of any of the above nondiscrimination covenants, the <contracting agency> shall have the right to terminate the {license, lease, permit, etc.} and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [licenses, lease, permit, etc.] had never been made or issued.

That in the event of breach of any of the above nondiscrimination covenants, the <contracting agency> shall have the right to re-enter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the <contracting agency> and its assigns.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by the <contracting agency> pursuant to the provisions of Assurance 6(b).

The (grantee, licensee, lessee, permittee, etc., as appropriate) for himself, his 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, sex, age, color, disability, or national origin shall 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, sex, age, color, disability, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964), and as said Regulations may be amended.

That in the event of breach of any of the above nondiscrimination covenants, <contracting agency> shall have the right to terminate the [license, lease, permit, etc.] and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [license, lease, permit, etc.] had never been made or issued.

That in the event of breach of any of the above nondiscrimination covenants, the <contracting agency> shall have the right to re-enter said land and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the <contracting agency> and its assigns.

*For the purpose of this appendix, "contracting agency" shall mean the MPO member jurisdiction that is entering into the contract.

Appendix D

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

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

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

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

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

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

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

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

Appendix E

TITLE VI VOLUNTARY PUBLIC INVOLVEMENT FORM

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type:	Date:
Location:	
TIP No.:	
Project Description:	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the Greenville Urban Area MPO assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of its programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to MPO Title VI Coordinator or mail it to the MPO office at 1500 Beatty St, Greenville, NC 27834.

All forms will remain on file at the MPO as part of the public record.

Zip Code: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Street Name: (i.e. Main Street) _____	Age:
Total Household Income:	<input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64
<input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999	<input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older
<input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999	<input type="checkbox"/> 30-44
<input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999	Disabled: <input type="checkbox"/> Yes <input type="checkbox"/> No
<input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	National Origin: (if born outside the U.S.)
Race/Ethnicity:	<input type="checkbox"/> Mexican
<input type="checkbox"/> White	<input type="checkbox"/> Central American: _____
<input type="checkbox"/> Black/African American	<input type="checkbox"/> South American: _____
<input type="checkbox"/> Asian	<input type="checkbox"/> Puerto Rican
<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Chinese
<input type="checkbox"/> Native Hawaiian/Pacific Islander	<input type="checkbox"/> Vietnamese
<input type="checkbox"/> Hispanic/Latino	<input type="checkbox"/> Korean
<input type="checkbox"/> Other (please specify): _____	<input type="checkbox"/> Other (please specify): _____

For more information regarding Title VI or this request, please contact the Greenville Urban Area MPO at (252)-329-4470, or by email at jpenrose@greenvillenc.gov. Thank you for your participation!

TÍTULO VI ENCUESTA DE PARTICIPACIÓN PÚBLICA

El llenado de este formato es completamente voluntario. Usted no está obligado a proporcionar la información solicitada con el fin de participar en esta reunión.

Tipo de Reunión:	Fecha:
Lugar de la Reunión:	
TIP No.:	
Descripción del Proyecto:	

De conformidad con el Título VI del Acta de Derechos Civiles de 1964 y otras disposiciones de derechos civiles de la ley Federal estatutaria, el MPO de Greenville (MPO por sus siglas en inglés) asegura que ninguna persona(s) afectada por sus programas, políticas o actividades, quedarán excluidos de su participación en, negada de los beneficios de, o sometidos a la discriminación por motivos de raza, color, origen nacional, discapacidad, edad, ingresos o género.

Este formato ayuda a que el Departamento de Transporte del Estado (DOT) cumpla con sus obligaciones legales para la recopilación de datos y la participación del público en virtud del Título VI y NEPA. Por favor deposite el formato llenado en la casilla designada en la mesa de registro, someterlo a Title VI Coordinador del MPO, o envíe por correo a 1500 Beatty St, Greenville, NC 27834.

Los formatos completados serán guardados en los archivos de MPO como parte del registro público.

Código Postal: _____	Sexo: <input type="checkbox"/> Masculino <input type="checkbox"/> Femenino
Nombre de la Calle: (ej. Main Street) _____	Edad: <input type="checkbox"/> Menor de 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 o Mayor <input type="checkbox"/> 30-44
Ingreso Total del Hogar: <input type="checkbox"/> Menos de \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 o Mayor	Discapacidad: <input type="checkbox"/> Si <input type="checkbox"/> No
Raza/Etnicidad: <input type="checkbox"/> Blanco <input type="checkbox"/> Afro Americano <input type="checkbox"/> Asiático <input type="checkbox"/> Indio Americano/Nativo de Alaska <input type="checkbox"/> Nativo de Hawaii/Islas del Pacifico <input type="checkbox"/> Hispano/Latino <input type="checkbox"/> Otra (por favor especifique): _____	Nacionalidad de Origen: (Si nació fuera de los EU) <input type="checkbox"/> Mexicano <input type="checkbox"/> Centro Americano: _____ <input type="checkbox"/> Sudamericano: _____ <input type="checkbox"/> Puertorriqueño <input type="checkbox"/> Chino <input type="checkbox"/> Vietnamita <input type="checkbox"/> Coreano <input type="checkbox"/> Otro (por favor especifique): _____

Para más información relacionada con el Título VI o este proceso, por favor contacte a Greenville Urban Area MPO al teléfono (252)-329-4470, o por correo electrónico jpenrose@greenvillenc.gov

¡Gracias por su cooperación!

APPENDIX F

DISCRIMINATION COMPLAINT PROCESS

INTRODUCTION

The complaint procedures outlined herein apply to the Greenville Urban Area MPO and other primary recipients and sub-recipients of Federal financial assistance. These procedures cover discrimination complaints filed under Title VI of the Civil Rights Act of 1964, Civil Rights Restoration Act of 1987, Section 504 of the Rehabilitation Act of 1973, and other nondiscrimination authorities relating to any program, services, or activities administered by the MPO and its sub-recipients, consultants, and contractors.

The Greenville Urban Area MPO will make every effort to obtain early resolution of complaints at the lowest level possible. Complaints of alleged discrimination will be investigated by the appropriate authority. The option of informal mediation meeting(s) between the affected parties and the MPO's Title VI Coordinator may be utilized for resolution. Upon completion of each investigation, the MPO's Title VI Coordinator will inform every complainant of all avenues of appeal.

PURPOSE

The purpose of the discrimination complaint procedures is to describe the process used by the MPO for processing complaints under Title VI of the Civil Rights Act of 1964, related statutes and authorities.

FILING OF COMPLAINTS

1. **Applicability** – The complaint procedures apply to the beneficiaries of the MPO's programs, activities, and services, including but not limited to the public, contractors, subcontractors, consultants, and other sub-recipients of federal and state funds.
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, sex, age, national origin, or disability may file a written complaint with the MPO's Title VI Coordinator. 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.

Title VI complaints may be submitted to the following entities:

- **Greenville Urban Area MPO**, City of Greenville, Public Works-Engineering, 1500 Beatty St, Greenville, NC 27834
- **North Carolina Department of Transportation**, Office of Civil Rights, Title VI/EO Contract Compliance Section, 1511 Mail Service Center, Raleigh, NC 27699-1511; 919-508-1830 or toll free 800-522-0453
- **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

Federal Highway Administration, Office of Civil Rights, 1200 New Jersey Avenue, SE, 8th Floor, E81-314, Washington, DC 20590, 202-366-0693 / 366-0752

Federal Highway Administration, North Carolina Division Office, 310 New Bern Avenue, Suite 410, Raleigh, NC 27601, 919-747-7010

Federal Transit Administration, Office of Civil Rights, ATTN: Title VI Program Coordinator, East Bldg. 5th Floor – TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590

Federal Aviation Administration, Office of Civil Rights, 800 Independence Avenue, SW, Washington, DC 20591, 202-267-3258

- **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 will be reduced to writing and provided to the complainant for confirmation or revision before processing (see **“Complaint Form” in Appendix G**). 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
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
Color	Color of skin, including shade of skin within a racial group	Black, White, light brown, dark brown, etc.
National Origin	Place of birth. Citizenship is not a factor. Discrimination based on language or a person’s accent is also covered by national origin.	Mexican, Cuban, Japanese, Vietnamese, Chinese
Sex	Gender	Women and Men
Age	Persons of any age	21 year old person
Disability	Physical or mental impairment, permanent or temporary, or perceived.	Blind, alcoholic, para-amputee, epileptic, diabetic, arthritic

INTERNAL COMPLAINT PROCESS

1. **Initial Contact** – As resources, the MPO’s Title VI coordinator will provide complainants with an explanation of the filing options, information concerning the discrimination complaint process and a Title VI Discrimination Complaint Form.
2. **The Complaint Review Process**
 - a. The Public Works Director, MPO Title VI coordinator, or designee, will review complaints upon receipt to ensure that relevant information is provided, the complaint is timely, and satisfies jurisdictional requirements.
 - b. All complaints shall be investigated unless:
 - The complaint is withdrawn;
 - The complainant fails to provide required information in a timely manner;
 - The complaint is not filed timely; and

- Any issues that do not involve discrimination, or are not based on a protected basis will be directed to the appropriate entity. Under no circumstances will complainants be discouraged from filing a complaint.
- c. The Public Works Director, MPO Title VI coordinator, or designee, will investigate all complaints filed against the MPO's contractors, subcontractors, consultants, and other sub-recipients. These complaints will be forwarded to NCDOT upon request.
- d. Complaints filed against the MPO will be forwarded to NCDOT for processing and investigation.
- e. Upon determination that the complaint warrants an investigation, the complainant is sent a certified letter acknowledging receipt of the complaint within 10 days of receipt of the complaint. The name of the investigator is provided as well as the complainant's rights under Title VI and related statutes.
- f. The respondent is notified by certified mail that he/she has been named in a complaint and is provided with his/her rights under Title VI and related statutes. The letter identifies the investigator's name and informs the respondent that he/she will be contacted for an interview.

INVESTIGATION

1. Investigative Plan

The investigator shall prepare an investigative plan that includes, but is not limited to the following:

- Complainant(s) name and address;
- Respondent(s) name and address;
- Applicable law(s);
- Basis for the complaint;
- Allegations, events or circumstances that caused the person to believe that he/she has been discriminated against;
- Appropriate information needed to address the issue;
- Name of persons to be interviewed and issues of which they have first-hand knowledge;
- Questions for the complainant, respondent, and witness(es);
- Evidence to be obtained during the investigation; and
- Remedy sought by the complainant.

2. Conducting the Investigation

- The investigation will address only those issues relevant to the allegations in the complaint.
- Confidentiality will be maintained to the fullest extent possible.
- Interviews will be conducted to obtain the facts and evidence regarding the allegations in the complaint. The investigator will ask questions to elicit information about aspects of the case that the witness can provide firsthand information.
- Interviews are taped/recorded with the interviewee's consent.
- A chronological contact sheet is maintained in the case file throughout the investigation.
- The investigation working papers are completed, cross-referenced and indexed.
- The interviewee may have representation of his/her choice at the interview.

3. Informal Resolution

The Alternative Dispute Resolution (ADR) process is offered as an alternative for resolving Title VI complaints. During the investigative process, the investigator will make every effort to assist the parties with reaching a voluntary, negotiated resolution. During the initial interviews with the complainant and respondent, the investigator will request information regarding specifically requested relief and settlement opportunities. The attempts to resolve complaints using ADR are required by the Alternative Dispute Resolution Act of 1998.

4. Investigation Reporting Process

- Within 60 days of conducting the investigation, the investigator will prepare an investigative report and submit the report and supporting documentation to the Public Works Director, or designee for review. The investigative report should include recommended decisions.
- The investigative report should outline the following complaint details: Date of written complaint, contract number, contractor and/or subcontractor name, and the complaint basis (race, color, national origin, etc).
- The Public Works Director, or designee will review the file and investigative report. If a designee conducts the review, then subsequent to the review, the designee will submit the investigative reports, investigative files, and recommended decisions to the Public Works Director.
- Upon the Director's approval, the investigative report and recommended decisions shall be forwarded to NCDOT or FHWA for a final agency decision.

RECORDS

All records and investigative working files will be maintained within the MPO offices, or at a location as directed by the Public Works Director. Records are kept for four years internally.

PROCESO DE QUEJAS POR DISCRIMINACIÓN

INTRODUCCIÓN

Los procedimientos de quejas presentadas en este documento se aplican al Organización Metropolitana de Planificación de Greenville (Greenville Urban Area MPO) otros destinatarios principales y los sub-receptores que reciben ayuda Federal. Estos procedimientos se aplicarán a las quejas por discriminación presentadas en virtud del Título VI del Acta de Derechos Civiles de 1964, Ley de Restauración de Derechos Civiles de 1987, la Sección 504 del Acta de Rehabilitación de 1973, y autoridades de la no discriminación en relación con cualquier otro actividades, programa, o servicios administrados por el MPO y sus sub-receptores, consultores y contratistas.

El Greenville Urban Area MPO hará todo lo posible para obtener pronta resolución de las quejas en el nivel más bajo posible de administración. Denuncias de presunta discriminación serán investigadas por las autoridades competentes. La opción de reunión(es) de mediación informal entre las partes afectadas y el MPO Title VI Coordinador puede ser utilizada para su resolución. Al término de cada investigación, el MPO Title VI Coordinador informará a cada demandante todas las vías de recurso.

PROPÓSITO

El propósito de los procedimientos de denuncia por discriminación es describir el proceso utilizado por el MPO para tramitar las quejas en virtud del Título VI del Acta de Derechos Civiles de 1964, relacionados con los estatutos y las autoridades.

PRESENTACIÓN DE QUEJAS

1. **Aplicación** – Los procedimientos de queja aplican a los beneficiarios de los programas de el MPO, actividades y servicios, incluyendo pero no limitando a la opinión pública, contratistas, subcontratistas, consultores y otros sub-receptores de fondos federales y estatales.
2. **Eligibilidad** – Cualquier persona o grupo de personas que crea haber sido objeto de discriminación o represalia prohibida por alguna de las autoridades de Derechos Civiles, basada en la raza, color, sexo, edad, origen nacional o discapacidad, puede presentar una queja por escrito al Title VI coordinator del MPO. La ley prohíbe la intimidación o represalias de ningún tipo. La denuncia podrá ser presentada por la persona afectada o un representante y debe ser por escrito.
3. **Plazos y opciones de presentación** – La queja debe ser presentada a más tardar 180 días naturales después de lo siguiente:

- La fecha del supuesto acto de discriminación; o
- La fecha en que la persona(s) se dió cuenta de la supuesta discriminación; o
- Cuando ha sido un curso continuo de conducta, la fecha en que dicho comportamiento se interrumpió o en el último ejemplo de dicha conducta.

Título VI las quejas podrán presentarse a las siguientes entidades:

- **Greenville Urban Area MPO**, City of Greenville, Public Works-Engineering, 1500 Beatty St, Greenville, NC 27834
- **North Carolina Department of Transportation**, Office of Civil Rights, Title VI/EO Contract Compliance Section, 1511 Mail Service Center, Raleigh, NC 27699-1511; 919-508-1830 or toll free 800-522-0453
- **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
 - Federal Highway Administration**, Office of Civil Rights, 1200 New Jersey Avenue, SE, 8th Floor, E81-314, Washington, DC 20590, 202-366-0693 / 366-0752
 - Federal Highway Administration**, North Carolina Division Office, 310 New Bern Avenue, Suite 410, Raleigh, NC 27601, 919-747-7010
 - Federal Transit Administration**, Office of Civil Rights, ATTN: Title VI Program Coordinator, East Bldg. 5th Floor – TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590
 - Federal Aviation Administration**, Office of Civil Rights, 800 Independence Avenue, SW, Washington, DC 20591, 202-267-3258
- **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. **Formato de Quejas** – Las denuncias deberán ser **por escrito y firmadas** por el denunciante (s) o un representante, e incluir el nombre del autor, dirección y número de teléfono. Las denuncias recibidas por fax o correo electrónico serán confirmadas y procesadas. Las denuncias recibidas por teléfono serán transcritas y proporcionadas al denunciante para la confirmación o su revisión antes de ser procesadas. **(Se consulte Appendix G)**. Quejas seran aceptadas en otros lenguajes, incluyendo Braille.
5. **Fundamento de la Queja**– Las denuncias deberán basarse en cuestiones relacionadas con la raza, color, origen nacional, sexo, edad o discapacidad. El término "fundamento" se refiere a la pertenencia del autor de la queja en una categoría del grupo protegido.

Grupo Protegido	Definición	Ejemplos
Raza	Un individuo perteneciente a uno de los grupos raciales aceptados; o la percepción, basada generalmente en las características físicas de que una persona es miembro de un grupo racial.	Afro Americano, Hispano/Latino, Asiático, Indio Americano/Nativo de Alaska, Nativo de Hawai/Islas del Pacífico, Blanco.
Color	Cólor de piel, incluyendo tono de piel dentro de un grupo racial.	Negro, blanco, moreno claro, moreno oscuro, etc.
Origen Nacional	Lugar de Nacimiento. La ciudadanía no es un factor. La discriminación basada en el idioma o acento de una persona también está cubierta por el origen nacional.	Mexicanos, cubanos, japoneses, vietnamitas, chinos.
Sexo	Género.	Mujer y hombre.
Edad	Personas de cualquier edad.	Personas de 21 años
Discapacidad	Disabilidad física o mental, permanente o temporal, o percibida.	Ciego, alcohólico, para-amputado, epilépticos, diabéticos, artríticos

APPENDIX G

Greenville Urban Area MPO DISCRIMINATION COMPLAINT FORM

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"/> RELIGION <input type="checkbox"/> DISABILITY <input type="checkbox"/> SEX/GENDER					
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).					
Name Address Telephone					
1.					
2.					
3.					
4.					

DISCRIMINATION COMPLAINT FORM

Page 2

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.

US Equal Employment Opportunity Commission _____

Federal Highway Administration _____

US Department of Transportation _____

Federal or State Court _____

NCDOT _____

Other _____

Have you discussed the complaint with any NCDOT representative? If yes, provide the name, position, and date of discussion.

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

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

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

COMPLAINANT'S SIGNATURE _____	DATE _____
--------------------------------------	-------------------

MAIL COMPLAINT FORM TO:

GREENVILLE URBAN AREA MPO Title VI Coordinator
 CITY OF GREENVILLE
 PUBLIC WORKS-ENGINEERING
 1500 BEATTY ST
 GREENVILLE, NC 27834

FOR OFFICE USE ONLY

Date Complaint Received: _____

Processed by: _____

Case #: _____

Referred to: NCDOT Date Referred: _____

Greenville Urban Area MPO FORMATO DE QUEJAS POR DISCRIMINACIÓN

Apellido:		Nombre:		<input type="checkbox"/> Hombre
				<input type="checkbox"/> Mujer
Dirección:		Ciudad	Estado	Código Postal
Teléfono de Casa:	Teléfono de Trabajo:	Dirección de correo electrónico		
Identificar la categoría de la Discriminación:				
<input type="checkbox"/> RAZA	<input type="checkbox"/> COLOR	<input type="checkbox"/> ORIGEN NACIONAL	<input type="checkbox"/> EDAD	
<input type="checkbox"/> RELIGIÓN	<input type="checkbox"/> DISCAPACIDAD	<input type="checkbox"/> SEXO/GÉNERO		
Identificar la Raza del Demandante				
<input type="checkbox"/> Afro Americano	<input type="checkbox"/> Blanco	<input type="checkbox"/> Hispano	<input type="checkbox"/> Asiático Americano	
<input type="checkbox"/> Indio Americano	<input type="checkbox"/> Nativo de Alaska	<input type="checkbox"/> Islas del Pacífico	<input type="checkbox"/> Otra _____	
Fecha y lugar de la acción discriminatoria alegada(s). Por favor, incluya la fecha más antigua de la discriminación y la fecha más reciente de la discriminación.				
Nombre de las personas responsables de la acción discriminatoria (s):				
¿Cómo fué discriminado? Describir la naturaleza de la acción, decisión, o condiciones de la supuesta discriminación. Explicar lo más claramente posible lo que ocurrió y por qué usted cree que su condición de protección (fundamento) fué un factor en la discriminación. Incluya de qué manera otras personas fueron tratadas de manera diferente a usted. (Si es necesario adjunte páginas adicional (es)).				
La ley prohíbe la intimidación o represalias contra cualquier persona porque él o ella ha tomado medidas, o ha participado activamente, para garantizar los derechos protegidos por estas leyes. Si usted siente que ha sido víctima de represalias, además de la supuesta discriminación, por favor explique las circunstancias a continuación. Explique qué medidas tomó usted que cree que fueron la causa de las supuestas represalias.				
Nombre de las personas (testigos, compañeros de trabajo, supervisores, u otros) que podemos contactar para obtener información adicional y apoyar o aclarar su queja: (Adjuntar pagina(s) adicional(es), si es necesario).				
Nombre Dirección Teléfono				
1.				
2.				
3.				
4.				

FORMATO DE QUEJAS POR DISCRIMINACIÓN

Página 2

¿Ha presentado o tiene intenciones de presentar una queja con respecto a cualquiera de las siguientes cuestiones planteadas? En caso afirmativo, indique la fecha de presentación. Marque todas las que aplican.

- US Comisión de Igualdad de Oportunidades de empleo _____
- Administración de Carreteras Federales _____
- US Departamento de Transporte _____
- Corte Federal o Estatal _____
- NCDOT _____
- Otros _____

¿Ha discutido la denuncia con algún representante de NCDOT? En caso afirmativo, indique el nombre, puesto, y fecha de la discusión.

Por favor proporcione cualquier información adicional que considere usted pueda ayudar a una investigación.

Explique brevemente qué remedio, o acción, está usted buscando debido a la supuesta discriminación.

**** NO PODEMOS ACEPTAR QUEJAS SIN FIRMAR. POR FAVOR INCLUYA SU FIRMA Y FECHA EN EL SIGUIENTE FORMATO.**

FIRMA DEL SOLICITANTE

FECHA

ENVÍE SU FORMATO DE QUEJA A:

GREENVILLE URBAN AREA MPO Title VI Coordinator
CITY OF GREENVILLE
PUBLIC WORKS-ENGINEERING
1500 BEATTY ST
GREENVILLE, NC 27834

FOR OFFICE USE ONLY

Date Complaint Received: _____

Processed by: _____

Case #: _____

Referred to: NCDOT Date Referred: _____

Appendix H - Greenville Urban Area MPO Complaint Log

Case No.	Complainant	Respondent	Race, color, sex, or national origin	Receiving Agency	Date Filed	Basis	Date of Report	Determination

DRAFT

APPENDIX I

Letter Acknowledging Receipt of Complaint

Today's Date

Ms. Jane Doe

1234 Main St.

Greenville, NC 27834

Dear Ms. Doe:

This letter is to acknowledge receipt of your complaint against the Greenville Urban Area MPO alleging _____ in the _____ program

An investigation will begin shortly. If you have additional information you wish to convey or questions concerning this matter, please feel free to contact this office by telephoning 252-329-4425, or writing to me at this address.

Sincerely,

<Name>,

Public Works Director

APPENDIX J

Letter Notifying Complainant That Complaint is Substantiated

Today's Date

Ms. Jane Doe

1234 Main St.

Greenville, NC 27834

Dear Ms. Doe:

The matter referenced in your letter of _____ (date) against the Greenville Urban Area MPO alleging denial of participation of minorities in the _____ program has been investigated.

(An/Several) apparent violation(s) of Title VI of the Civil Rights Act of 1964, including those mentioned in your letter (was/were) identified. Efforts are underway to correct these deficiencies.

Thank you for calling this important matter to our attention. You were extremely helpful during our review of the program. (If a hearing is requested, the following sentence may be appropriate.) You may be hearing from this office, or from federal authorities, if your services should be needed during the administrative hearing process.

Sincerely,

<Name>,

Public Works Director

APPENDIX K

Letter Notifying Complainant that the Complaint Is Not Substantiated

Today's Date

Ms. Jane Doe

1234 Main St.

Greenville, NC 27834

Dear Ms. Doe:

The matter referenced in your complaint of _____ (date) against the Greenville Urban Area MPO alleging _____ in the _____ program has been investigated.

The results of the investigation did not indicate that the provisions of Title VI of the Civil Rights Act of 1964, had in fact been violated. As you know, Title VI prohibits discrimination based on race, color, or national origin in any program receiving federal financial assistance.

The City of Greenville has analyzed the materials and facts pertaining to your case for evidence of the city's failure to comply with any of the civil rights laws. There was no evidence found that any of these laws have been violated.

I therefore advise you that your complaint has not been substantiated, and that I am closing this matter in our files.

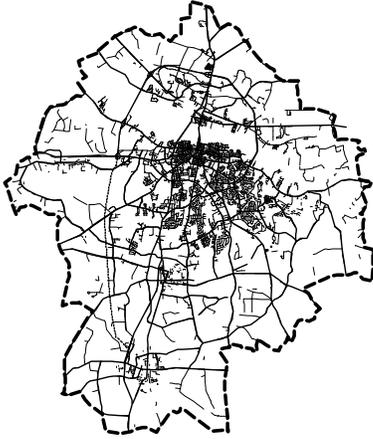
Thank you for taking the time to contact us. If I can be of assistance to you in the future, do not hesitate to call me.

Sincerely,

<Name>,

Public Works Director

INFORMATIONAL ITEMS



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Daryl Vreeland

From: Daryl Vreeland
Sent: Wednesday, January 18, 2012 2:12 PM
To: Daryl Vreeland
Subject: sept 2011 halt EPA new air quality

September 2, 2011

Obama Administration Abandons Stricter Air-Quality Rules

By [JOHN M. BRODER](#)

WASHINGTON — [President Obama](#) abandoned a contentious new air pollution rule on Friday, buoying business interests that had lobbied heavily against it, angering environmentalists who called the move a betrayal and unnerving his own top environmental regulators.

The president rejected a proposed rule from the [Environmental Protection Agency](#) that would have significantly reduced emissions of smog-causing chemicals, saying that it would impose too severe a burden on industry and local governments at a time of economic distress.

Business groups and Republicans in Congress had complained that meeting the new standard, which governs emissions of so-called ground-level ozone, would cost billions of dollars and hundreds of thousands of jobs.

The White House announcement came barely an hour after another weak jobs report from the Labor Department and in the midst of an intensifying political debate over the impact of federal regulations on job creation that is already a major focus of the presidential campaign.

The president is planning a major address next week on new measures to stimulate employment. Republicans in Congress and on the campaign trail have harshly criticized a number of the administration's environmental and health regulations, which they say are depressing hiring and forcing the export of jobs.

The E.P.A., following the recommendation of its scientific advisers, had proposed lowering the so-called ozone standard of 75 parts per billion, set at the end of the Bush administration, to a stricter standard of 60 to 70 parts per billion. The change would have thrown hundreds of American counties out of compliance with the [Clean Air Act](#) and required a major enforcement effort by state and local officials, as well as new emissions controls at industries across the country.

The administration will try to follow the more lenient Bush administration standard set in 2008 until a scheduled reconsideration of acceptable pollution limits in 2013. Environmental advocates vowed on Friday to challenge that standard in court, saying it is too weak to protect public health adequately.

Ozone, when combined with other compounds to form smog, contributes to a variety of ailments, including heart problems, [asthma](#) and other lung disorders.

Lisa P. Jackson, the E.P.A. administrator, has pushed hard for a tougher ozone standard, telling associates that it was one of the most important regulatory initiatives she would handle during her tenure. But she found herself on the losing end of a fight with top White House economic and political advisers, who were persuaded by industry arguments that the 2008 ozone rule was due to be reviewed in two years anyway and who were concerned about the impact on state, local and tribal governments that would bear much of the burden of compliance.

The impact would have been felt heavily in a band of Midwest and Great Plains states that are not themselves major sources of ozone pollution and that will be critical 2012 electoral battlegrounds.

In [a statement](#), the president reiterated his commitment to environmental concerns, but added: “At the same time, I have continued to underscore the importance of reducing regulatory burdens and regulatory uncertainty, particularly as our economy continues to recover. With that in mind, and after careful consideration, I have requested that Administrator Jackson withdraw the draft Ozone National Ambient Air Quality Standards at this time.”

In words of reassurance directed at Ms. Jackson and the agency she heads, the president said that his commitment to the work of the agency was “unwavering.”

“And my administration will continue to vigorously oppose efforts to weaken E.P.A.’s authority under the Clean Air Act or dismantle the progress we have made,” he said.

Ms. Jackson accepted the White House decision with a terse statement: “We will revisit the ozone standard, in compliance with the Clean Air Act.”

She pointed with pride to the administration’s record of establishing a range of other air quality safeguards for power plants, manufacturing facilities and vehicles that will also help to reduce ozone pollution across the country.

Ms. Jackson had made clear her intention to follow her scientific advisers and set a new standard within the more restrictive range by the end of this year. She has told associates that her success in addressing this problem would be a reflection of her ability to perform her job. The agency sent the now-rejected standards to the White House in July with the expectation that they would be issued by Aug. 31.

While some senior agency officials expressed disappointment with the decision, they also said they understood that it was their job to offer their best technical advice to the White House and that the ultimate decision rested with the president, who has to stand for re-election and consider other factors.

Reaction from environmental advocates ranged from disappointment to fury, with several noting that in just the past month the administration had tentatively approved drilling in the Arctic, given an environmental green light to the 1,700-mile Keystone XL [oil](#) pipeline from Alberta, Canada, to Texas and opened 20 million more acres of the Gulf of Mexico to drilling.

Daniel J. Weiss, senior fellow at the Center for American Progress, said, “Today’s announcement from the White House that they will retreat from implementing the much-needed — and long-overdue — ozone pollution standard is deeply disappointing and grants an

item on Big Oil's wish list at the expense of the health of children, seniors and the infirm." The center is a liberal research group with close ties to the White House.

Bill McKibben, an activist leading a two-week White House protest against the pipeline project which has resulted in more than 1,000 arrests, said that the latest move was "flabbergasting."

"Somehow we need to get back the president we thought we elected in 2008," he said.

Cass R. Sunstein, who leads the White House office that reviews all major regulations, said he was carefully scrutinizing proposed rules across the government to ensure that they are cost efficient and based on the best current science. He said in a [letter to Ms. Jackson](#) that the studies on which the E.P.A.'s proposed rule is based were completed in 2006 and that new assessments were already under way.

The issue had become a flashpoint between the administration and Republicans in Congress, who held up the proposed ozone rule as a test of the White House's commitment to [regulatory reform](#) and job creation. Imposing the new rule before the 2012 election would have created political problems for the administration and for Democrats nationwide seeking election in a brittle economy.

Leaders of major business groups — including the U.S. Chamber of Commerce, the National Association of Manufacturers, the American Petroleum Institute and the Business Roundtable — met with Ms. Jackson and with top White House officials this summer seeking to moderate, delay or kill the rule. They told William M. Daley, the White House chief of staff, that the rule would be very costly to industry and would hurt Mr. Obama's chances for a second term.

John Engler, a former governor of Michigan and chairman of the Business Roundtable, said Friday in a statement: "Creating U.S. jobs and providing more economic certainty for all Americans, especially on the heels of today's news that the U.S. unemployment rate remains persistently high, is our greatest challenge. If President Obama's speech next week is as positive as this decision was today, it will be a success."

Representative Eric Cantor, the majority leader, said this week that the House would review the ozone rule, which he called the most onerous of all proposed regulations.

"This effective ban or restriction on construction and industrial growth for much of America is possibly the most harmful of all the currently anticipated Obama administration regulations," Mr. Cantor wrote. He said that the impact would be felt across the economy and cost as much as \$1 trillion and millions of jobs over the next decade.

Leslie Kaufman contributed reporting from New York.

Daryl Vreeland, AICP
Transportation Planner
Greenville Urban Area MPO
1500 Beatty Street
Greenville, NC 27834
Phone: 252-329-4476

FACT SHEET

Proposed Rule - Implementation of the 2008 National Ambient Air Quality Standards for Ozone: Nonattainment Area Classifications Approach and Attainment Deadlines

Action

- On February 7, 2012, the U.S. Environmental Protection Agency (EPA) proposed a rule that would take a necessary step to implement the 2008 National Ambient Air Quality Standards (NAAQS) for ground-level ozone. EPA set those standards at 0.075 parts per million (ppm) on March 12, 2008.
- Implementation of the ozone standards is the shared responsibility of the EPA and the governments of states, tribes, and communities. This proposal would establish an approach for classifying ozone nonattainment areas – those areas not meeting the 2008 ozone standards. The EPA also seeks comment on options for schedules for each nonattainment area to meet the standards.
- This proposal is the first of two rules that will guide implementation of the 2008 ozone standards. An upcoming proposed rule will address other implementation issues such as anti-backsliding, State Implementation Plan deadlines, and policies on required control measures..
- The EPA classifies nonattainment areas based on the severity of their ozone problem. Under this graduated system, nonattainment areas with the worst air quality will have both the longest time to meet the standard and the largest set of mandatory planning and emissions control requirements. Classified areas fall into five categories: Marginal, Moderate, Serious, Severe, or Extreme.
 - The EPA is proposing to use a "percent-above-the-standard" approach to calculate the thresholds for these classifications. Under this approach, the EPA would apply the percentages that Congress laid out in the Clean Air Act for the 1-hour ozone standard to develop classification levels for the 2008 ozone standard.
 - The proposed rule also would set the deadlines for attainment for each classification. The EPA is taking comment on the date in a future year that a nonattainment area should be expected to attain by: either on the effective date of designations, or at the end of the calendar year.
 - The table below summarizes EPA’s proposed ozone air quality ranges for classifying nonattainment areas for the 2008 ozone standards. It also provides the proposed length of time each type of area would be expected to attain by.

Classification	Ozone Concentration Range (Parts Per Billion)	Attainment Date
Marginal	76 up to 86	3 years
Moderate	86 up to 100	6 years
Serious	100 up to 113	9 years

Severe-15	113 up to 119	15 years
Severe-17	119 up to 175	17 years
Extreme	Equal to or greater than 175	20 years

- The EPA also is proposing to:
 - Revoke the 1997 ozone standards one year after designations for the 2008 standards are effective. This revocation would be for purposes of transportation conformity only. Transportation conformity requires local transportation and air quality officials to coordinate planning to ensure that transportation related emissions from projects, such as road construction, do not interfere with an area’s ability to reach its clean air goals.
 - Allow voluntary area reclassifications under the 1997 ozone standards to be the same as the areas’ classification for the 2008 standards unless otherwise requested. This would apply to areas in California only.
- The EPA will work closely with states to provide assistance in implementing the 2008 ozone standards. For more information about the 2008 ozone standards, go to <http://www.epa.gov/air/ozonepollution/actions.html>

Background

- On March 12, 2008, the EPA revised its National Ambient Air Quality Standards for ozone by strengthening both the primary standard, designed to protect public health, and the secondary standard, set to protect the environment, to a level of 0.075 parts per million (ppm). These standards are in effect and EPA is moving forward with implementing the standards as required by the Clean Air Act. The 2008 ozone standards will provide additional public health benefits while the agency continues to work on the next regular review of the ozone standards.
- Breathing air containing ozone can reduce lung function and increase respiratory symptoms, aggravating asthma or other respiratory conditions. Ozone exposure also has been associated with increased susceptibility to respiratory infections, medication use by asthmatics, doctor visits, and emergency department visits and hospital admissions for individuals with respiratory disease. Ozone exposure may also contribute to premature death, especially in people with heart and lung disease.
- History shows us that better health and cleaner air go hand-in-hand with economic growth. Working closely with the states and tribes, EPA is implementing the 2008 ozone standards using a common sense approach that improves air quality and minimizes burden on state and local governments. As part of this routine process, EPA is working closely with the states to identify areas in the country that meet the standards and those that need to take steps to reduce air pollution.
- After EPA sets a new NAAQS or revises an existing standard, the Agency works with the states and some tribes to formally identify or “designate” areas as “unclassifiable/attainment” (meeting

the standard or expected to be meeting the standard despite a lack of monitoring data), “nonattainment” (not meeting the standard), or “unclassifiable” (insufficient data).

- The designation process begins with state governors evaluating air quality monitoring data across their state along with other factors such as sources of pollutants that form ozone, and weather patterns, then making recommendations to EPA for how all areas in the state should be designated. Tribal leaders may also make area recommendations but they are not required to do so.
- States and tribes provided their initial designation recommendations for the 2008 ozone standards in 2009 based on the most recent three years of air quality monitoring data – generally 2006 to 2008. Many states and tribes recently provided EPA with updates to these original recommendations. EPA plans to make final designations in Spring 2012 using air quality monitoring data from 2008, 2009 and 2010. The Agency will consider data through 2011 if a state certifies it as complete and submits it for consideration by February 29, 2012.
- Once designations take effect, they govern what subsequent regulatory actions states, tribes, and EPA must take in order to improve or preserve air quality in each area. EPA is working with the states and tribes to share the responsibility of reducing ozone air pollution. Current and upcoming federal standards and safeguards, including pollution reduction rules for power plants, vehicles and fuels, will assure steady progress to reduce smog-forming pollution and will protect public health in communities across the country.

How to Comment:

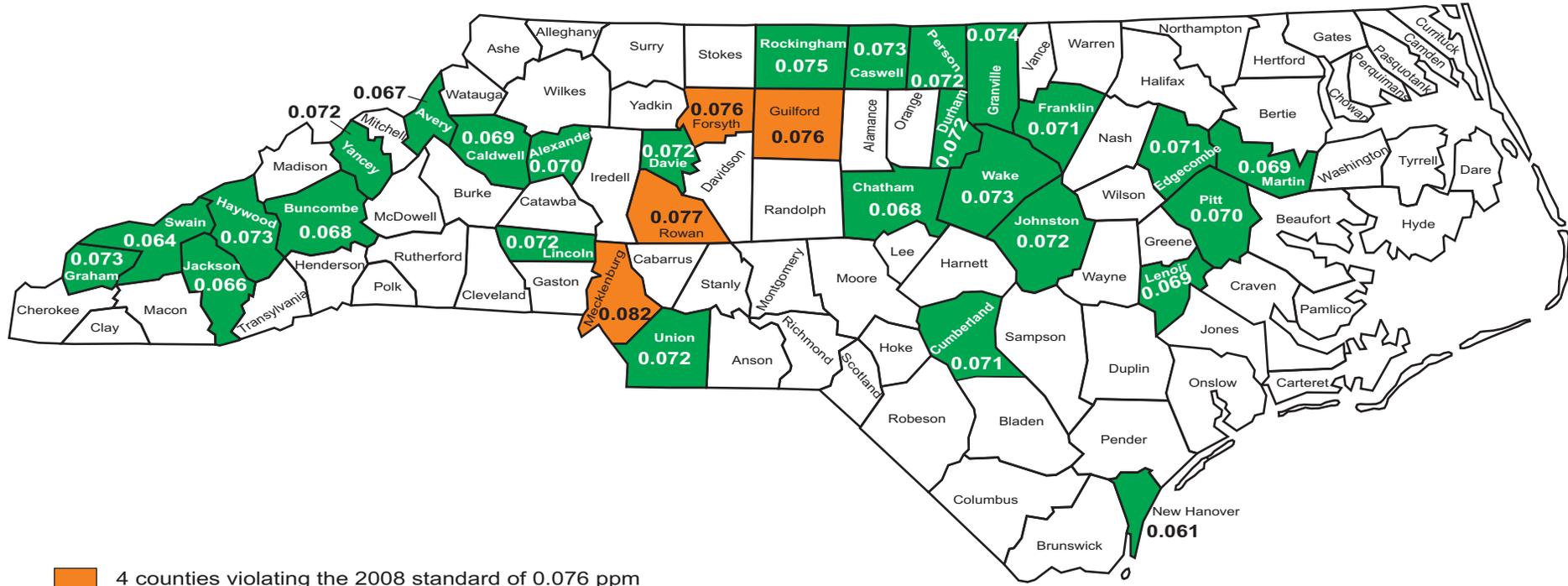
- EPA will accept comment on this proposal for 30 days following publication in the Federal Register.
- Comments should be identified by Docket ID No. EPA-HQ-OAR-2010-0885 and submitted by one of the following methods:
 - Federal eRulemaking Portal (<http://www.regulations.gov>),
 - e-mail (a-and-r-docket@epa.gov),
 - Mail (EPA Docket Center, Environmental Protection Agency, Mail code 6102T, 1200 Pennsylvania Avenue, NW, Washington, DC 20460), or
 - Hand delivery (EPA Docket Center, Environmental Protection Agency, Room 3334, 1301 Constitution Avenue, NW, Washington, DC).

For Further Information:

- To download a copy of the notice, go to EPA’s Worldwide Web site at: <http://www.epa.gov/air/ozonepollution/actions.html#impl>.
- Today’s proposed rule and other background information are also available either electronically at <http://www.regulations.gov>, EPA’s electronic public docket and comment system, or in hardcopy at the EPA Docket Center’s Public Reading Room.

- The Public Reading Room is located at EPA Headquarters, room number 3334 in the EPA West Building, 1301 Constitution Avenue, NW, Washington, DC. Hours of operation are 8:30 a.m. to 4:30 p.m. eastern standard time, Monday through Friday, excluding Federal holidays.
- Visitors are required to show photographic identification, pass through a metal detector, and sign the EPA visitor log. All visitor materials will be processed through an X-ray machine as well. Visitors will be provided a badge that must be visible at all times.
- Materials for this proposed action can be accessed using Docket ID No. EPA-HQ-OAR-2010-0885.
- For more information on the proposed rule, contact either Dr. Karl Pepple at (919)-541-2683 or e-mail at pepple.karl@epa.gov or Mr. Butch Stackhouse at (919)-541-5208 or e-mail at stackhouse.butch@epa.gov.

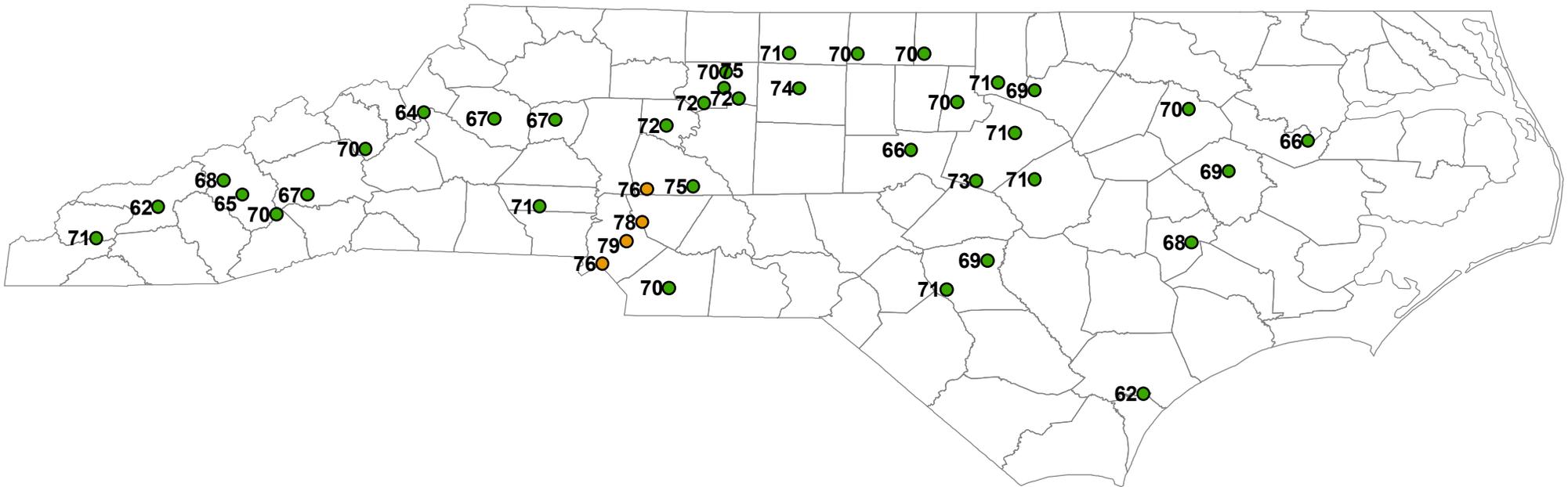
North Carolina Counties with 8-Hour Ozone Violations, 2008-2010



- 4 counties violating the 2008 standard of 0.076 ppm
 - 27 counties attaining the 2008 standard of 0.076 ppm
- *sampling did not satisfy EPA summary criteria; design value shown is provisional

NOTE:
 – additional counties may be involved in emission reduction strategies
 – nonattainment designations may differ from county boundaries

N.C. DENR
 DAQ/Statistical Services
 using TIBCO Spotfire S+(R)
 Not To Scale
 Fri Mar 11 09:53:59 EST 2011
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(The following info sourced from phone call to NCDENR, Division of Air Quality)

Timeline

- 2013 - Propose new NAAQS
- 2014 - Finalize/adopt new NAAQS
- 2015 - boundary recommendation submitted by NCDENR
- 2016 - EPA designation of areas in non-conformity
(if designated, MPO begins Transportation Conformity)

Statewide 8-Hour Ozone Design Values

2009-2011 8-Hour Ozone Design Values

- Attaining (75 ppb or less)
- Nonattaining (76 ppb or greater)