



PROSPECTUS

High Point Urban Area MPO

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Introduction

The Municipalities of High Point, Thomasville, Archdale, Jamestown, Trinity, Lexington, Denton, Wallburg, County of Guilford, County of Davidson, County of Randolph, County of Forsyth, 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 High Point Urban Area as required by Section 134 (a), Title 23, United States Code. A Memorandum of Understanding approved by the municipalities, the counties, 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 Prospectus contained herein is primarily a reference document for the transportation planning staff. Its purpose is to provide sufficiently detailed descriptions of work tasks so that staff and agencies responsible for doing the work understand what needs to be done, how it is to be done, and who does it.

A secondary purpose of the Prospectus is to provide sufficient documentation of planning work tasks and the planning organization and procedures so that documentation is minimized in a required annual Planning Work Program (PWP). The 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 Federal Transit Administration (FTA) of the U.S. Department of Transportation.

The Metropolitan Planning Organization (MPO) is responsible for carrying out the transportation planning process in the High Point Urban Area. The MPO is an organization consisting of the representatives of general purpose local government and the North Carolina Department of Transportation, including, but not limited to a Transportation Advisory Committee (TAC), a Technical Coordinating Committee (TCC), and the various agencies and units of local and State government participating in transportation planning for the area.

The respective governing boards (the City Council or County Board of Commissioners) 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 board and the N.C. Department of Transportation have implementation authority for construction, improvement, and maintenance of streets and highways.

The Memorandum of Understanding established a Transportation Advisory Committee (TAC) composed of representatives from the policy boards to provide policy direction for the planning process, and to improve communications and coordination between the several Policy Boards. The TAC is responsible for (1) review and approval of the PWP; (2) review and approval of the area's Metropolitan Transportation Improvement Program (MTIP) which ensures coordination

between local and State programs; (3) review of the National Highway System, review and approval of changes to the Functional Classification Designation (as it pertains to the Surface Transportation Program) and review and approval of the Metropolitan Area Boundary; (4) endorsement, review, and approval of the Prospectus; (5) guidance on transportation goals and objectives; and (6) review and approval of changes to the adopted Metropolitan Transportation Plan (MTP). As required by North Carolina General Statutes 136-66.2, revisions to the Comprehensive Transportation Plan must be jointly approved by the TAC and the North Carolina Department of Transportation.

A Technical Coordinating Committee (TCC), also established by the Memorandum of Understanding, is responsible for supervision, guidance, and coordination of the continuing planning process, and for making recommendations to the local and State governmental agencies and the Transportation Advisory Committee regarding any necessary action. The TCC is also responsible for review of the National Highway System and for development, review, and recommendation for approval of the Prospectus, PWP, TIP, Functional Classification Designation (as it pertains to the Surface Transportation Program), Metropolitan Area Boundary revisions, and technical reports of the transportation study. The membership of the TCC consists of, but is not limited to, the North Carolina Department of Transportation, Federal Highway Administration, the counties, transit operators, and the municipalities.

The City of High Point 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 High Point is the primary local recipient of planning funds received from USDOT for the High Point Urban Area. The Piedmont Triad Council of Government serves as the E.O.12372 intergovernmental review agency.

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 the planning process. Involvement is sought through such techniques as goals and objective surveys, neighborhood forums, drop-in centers, workshops, seminars, and public hearings. Elected or appointed city and town representatives and municipal and county planning boards should serve as primary sources in gaining public understanding and support for the transportation planning activity.

An organization chart for continuing transportation planning for the High Point Urban Area is shown in Figure 1. The chart shows the relationship between the various organizations who support the MPO. The history and status of transportation planning is given in Appendix A. The following are contact agencies for information concerning the transportation planning process.

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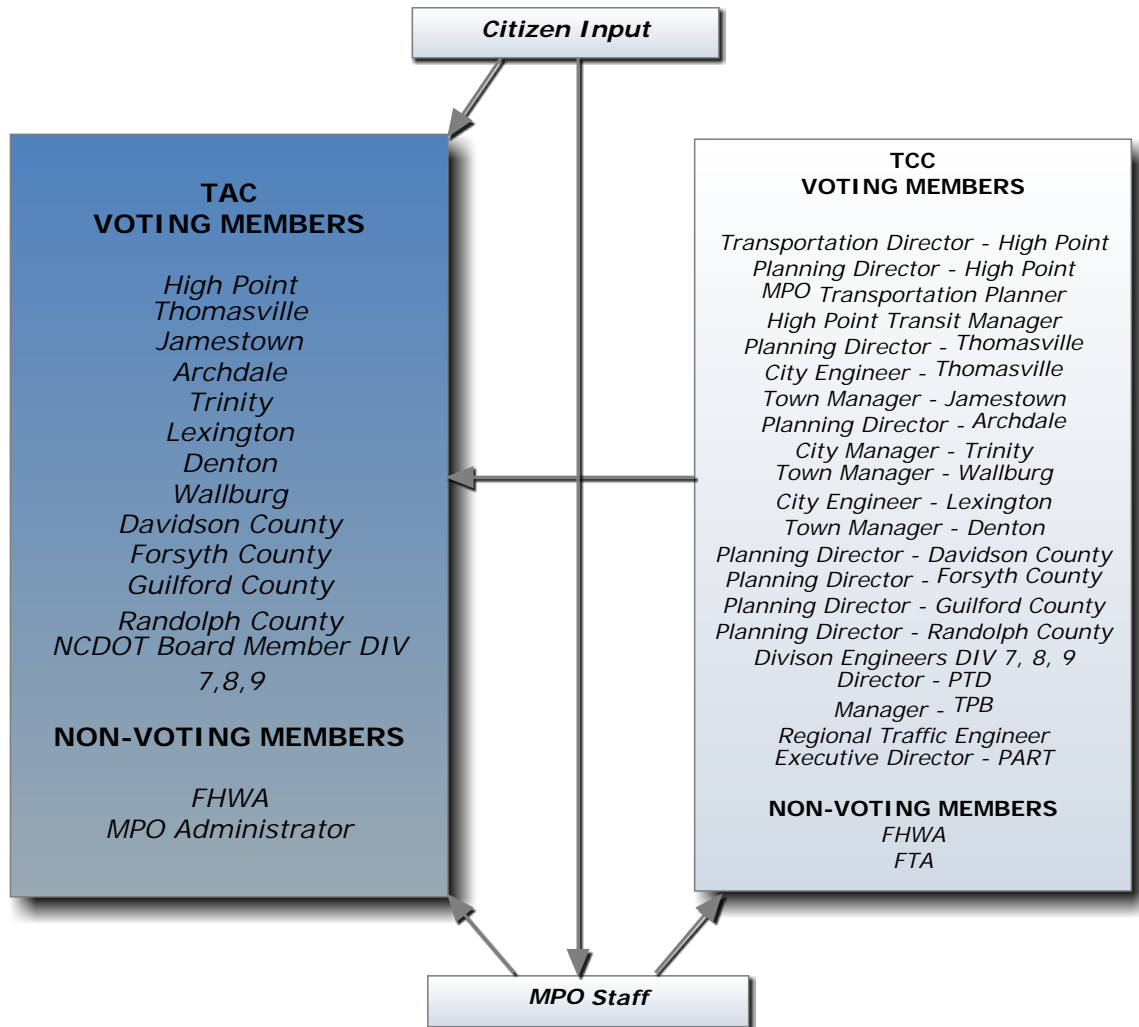
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FIGURE 1

Organization Chart
3-C Transportation Planning Process



II-A: Data and Planning Support

II-A-1: Networks and Support Systems

This section covers data and processes used to support transportation planning related to transportation infrastructure. It includes (but is not limited to):

Traffic Volume Counts

Traffic counts will be taken on a biennial schedule at specified locations these summaries can also be calculated on an annual basis by TPB inside the transportation study area. Traffic data will be collected on weekdays for a minimum of 48 hours and converted to AADT counts. The respective municipal department is responsible for obtaining counts at specified locations on the municipal owned streets within the MPO region and for furnishing the raw daily traffic counts, count information, and location maps to the NCDOT Transportation Planning Branch the first week of November for each scheduled collection year. The Transportation Planning Branch is responsible for obtaining counts at specified locations on other segments of the major street system, for updating the count location map biennially to reflect any changes made in the major street system, for preparing the Annual Average Daily Traffic Volume Map, and for sending this information to the Lead Planning Agency. MPO counts will be available to the general public on the NCDOT web page in spring of each year. As a part of the required Congestion Management Process (CMP), the MPO may implement a Congestion Monitoring Program. Special counts may be taken during travel model updates or validations. These include counts at screen-line stations, external stations, major trip generators, and key intersections as needed. Traffic count types may include daily, hourly, vehicle classification, or turning movements. The Transportation Planning Branch will coordinate traffic data collection for these special counts.

Vehicle Miles of Travel (VMT)

Vehicle miles of travel are computed by multiplying the length of each link times the annual average daily traffic volume on that link. Vehicle miles of travel are tabulated annually by county and functional classification by NCDOT-TPB. MPO's may also choose to estimate VMT for the municipal limits in their MPA, urbanized area and/or the entire MPA on a regular basis.

Street System Changes

Records of improvements to the state highway system, whether planned, underway, or completed, are maintained by the Division Engineer of the NCDOT. Each municipality should maintain similar records for its municipal street system. The municipalities participating in the Powell Bill Program must certify city street mileage maintained annually. An inventory of the geometrics and signalization of the existing major street system for the planning area should be maintained by the MPO. Periodically or as changes or additions to the major street system occur, the inventory may be updated. This inventory will need to be current when the travel model is updated.

Traffic Crashes

North Carolina law requires that any traffic crash involving personal injury and/or property damage in excess of \$1000.00 be reported in detail to the Division of Motor Vehicles (DMV) of the NCDOT. The DMV also receives a detailed report on any crash investigated by a law officer. Copies of all these reports are forwarded to the Transportation Mobility and Safety Section of NCDOT, where the information is summarized and stored. Annual analysis is produced in online maps and are used to identify short term improvements, and identify problem areas for future improvements. High Frequency Crash location maps are available on NCDOT's website.

Transit System Data

Items to be considered are transit patronage, route changes, service miles, load factor, route ridership changes, boarding and alighting counts, headways, frequency, and service hours.

Air Travel

Data may be collected and analyzed to determine influence of local air travel on the area's transportation system and identify needs for additional services. Airport enplanements/deplanements may help relate air travel to ground travel in future updates. A ground transportation survey is a good example of this.

Central Area Parking Inventory

Inventories of both on and off street parking supply in the MPO central areas are maintained by the MPO. Periodic updates and inventories of other parking facilities in other areas will be performed as determined by the MPO through the development of the Planning Work Program. Data collected should include parking policies, ownership, and rates.

Bicycle and Pedestrian Facilities Inventory

An inventory of significant municipal, county and state, and bicycle and pedestrian transportation facilities shall be maintained. These systems shall be incorporated in the Metropolitan Transportation Plan update and analyzed in conjunction with other transportation performance measures.

Collection of Network Data

Collection of the transportation network data is necessary to build a base network for the travel model and for other planning purposes. Data may include, but not be limited to: 1) posted speed limit; 2) width / number of lanes; 3) segment length; 4) traffic signal locations. These items are generally the standard parameters required, but others may be needed as models become more sophisticated.

Capacity Deficiency Analysis

A system planning level capacity deficiency analysis will be made to determine existing and projected street deficiencies. Link capacities will be calculated in accordance with procedures based on the latest edition of the HIGHWAY CAPACITY MANUAL and other resources.

II-A-2: Travelers and Behavior

This section covers data and processes used to support transportation planning related to socio-economic data and conditions. It includes (but is not limited to):

Dwelling Unit, Population, and Employment Changes

Changes in population and development across the service area will be identified and evaluated to determine necessary restructuring of transportation services to meet current and forecasted demand. Census data, local parcel, zoning, and tax data records; Employment Security Commission; and private vendors are acceptable sources of information for this purpose. This item may include the development and maintenance of a GIS database.

Collection of Base Year Data

Collection of the following variables for existing conditions, by traffic zone, is required: (1) population; (2) housing units; and (3) employment. It is expected that re-projection of travel patterns, including transit, would require a re-tabulation of these factors used in developing the travel models. A GIS database may be used to maintain housing and land use information. The MPO will normally be responsible for providing socioeconomic data in spreadsheet form to TPB. This also includes creation & maintenance of traffic zones.

Travel Surveys

These surveys may be implemented to attain such items as origins and destinations, travel behavior, transit ridership, commercial vehicle usage, workplace commuting, freight movement, etc. Therefore, these surveys may be home interviews, cordon O/Ds, and on-board transit surveys to name a few. New surveys will be conducted at such time as is necessary for the reevaluation of travel models. Because these surveys are very cost prohibitive, the survey responsibility and funding sources will be determined at the onset of the study.

Vehicle Occupancy Rates (Counts)

Vehicle occupancy counts are collected across the service area to measure effectiveness of transportation investments and operations. Information will also be used to comply with the Clean Air Act and is useful in the trip generating process of modeling traffic during the travel modeling phase, as well as other parts of the Metropolitan Transportation Plan.

Travel Time Studies

Peak and off-peak travel time studies may be conducted for those street segments that are included in the Congestion Management Process. The travel time studies may be required during the travel model calibration phase as well to help refine the model speeds.

II-A-3: Transportation Modeling

This section covers data and processes used to forecast future conditions for planning horizons. It includes (but is not limited to):

Travel Model Updates

For each MTP update, a “Modeling Agreement” between the MPO and TPB will be adopted, and it will become a part of the Prospectus or a stand-alone document. There are different kinds of models applied at different scales; the right balance of model types will be agreed upon by each MPO with TPB. The responsibility for building and applying the model will also be negotiated between each MPO and TPB as part of the Modeling Agreement.

Forecast of Data to Horizon Year

The travel models determine what planning data must be projected to a new design year. In general, the procedure will be to project population and socio-economic factors independently on an area-wide basis, to cross check these projections and convert them to land use quantities if required, and to distribute the projected planning data to traffic zones on the basis of land capabilities, accessibility, and community goals as implemented through land use controls. The MPO will provide the approved socioeconomic forecasts.

Forecasts of Future Travel Patterns

The forecast of future travel patterns will result from using the forecasted planning data as input to the travel demand models. The models are sensitive to changes in trip generation, trip purpose, trip length, vehicle occupancy, travel mode, and patterns of daily travel. The forecast of travel patterns will include a review of these factors and comparison to community goals and objectives to determine if changes in assumptions are warranted. The network development process is included in this task item.

Financial Planning

As required by MAP-21, the MTP must have a financial plan. Project cost estimates, and revenue forecasts are required. Federal regulations allow flexibility in the methodologies used for analysis, but they must include estimates for maintenance and operations as well as construction. This item also covers identifying new and alternative funding sources, including new taxing strategies, impact fees, and public-private partnerships. This also includes a financial analysis for the TIP.

II-B: Planning Process

II-B-1 Targeted Planning

This section includes non-modal specific planning, and focuses on themes across modes. It can include (but is not limited to):

Air Quality Planning/Conformity Analysis

Official air quality conformity determinations on the MTP are not required of every NC MPO at this time. However, due to the interest of local and state governments in the quality of the environment, including air quality, an analysis on the MTP may be performed.

In non-attainment and maintenance areas, the transportation sector is a key participant in the development and application of the State Implementation Plan (SIP) for air quality.

MPOs have the responsibility to make a determination as to whether or not the MTP and TIP conform to the intent of the State Implementation Plan (SIP). Elements involved in this task include, but are not limited to: Participation in interagency consultation process as part of SIP development and conformity determination development; Providing assistance to NCDENR in developing and maintaining mobile source emission inventories; Participating in development of TCM's for the SIP; Implementation of TCM's as appropriate; and Performing analysis and approving conformity determination as required (the MPO must approve conformity determination).

Alternative Fuels/Vehicles

MPOs can support transportation projects that reduce mobile source emissions and reduce vulnerability of fuel supplies and enhance fuel security in times of extreme weather events or other reasons for petroleum scarcity. Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels, among others. Alternative fuel projects for the public and private sector fleet can include coordination of education and incentive programs and/or planning for the provision of fueling or charging infrastructure and pipeline security.

Hazard Mitigation and Disaster Planning

Conduct analysis in areas related to climate change and extreme weather adaptation such as assessments of transportation vulnerability to extreme weather events, or to develop options for improving resiliency of transportation facilities or systems related to climate changes and/or extreme weather events.

Congestion Management Strategies

The 3-C Transportation Planning Process, as enhanced by MAP-21, stresses efficient system management and operations. Transportation Management Areas are required to develop a Congestion Management Process (CMP). Planning for congestion management strategies such as these are included in this item: Congestion Management System (CMP), Transportation Demand Management (TDM), Intelligent Transportation System (ITS), High Occupancy Vehicle lanes or priorities (HOV), Access Control and Management, Traffic Operations Improvements, Incident Management, Growth Management. This item covers the costs associated with planning for these items, coordination with public and private stakeholders, and marketing or public education.

Freight Movement/Mobility Planning

As one of the MAP21's eight planning factors, emphasis is placed on increasing accessibility and mobility options available to people and freight. Tasks included in this category may be a survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and identifying acceptable truck routes.

II-B-2 Regional Planning

This element includes development and creation of both the Comprehensive Transportation Plan (NC Requirement) and Metropolitan Transportation Plan (MAP-21 Requirement). To be valid and useful for corridor protection and other uses, the CTP must be mutually adopted by both the MPO and NCDOT.

Community Goals and Objectives

In the evaluation of community goals and objectives, the MPO will formulate policies ensuring local goals and objectives are discerned and addressed during the development and implementation of the Metropolitan Transportation Plan.

Highway Element of the CTP/MTP

The Comprehensive Transportation Plan (a subset of which is the highway element of the CTP/MTP) will be evaluated in terms of projected travel, capacity deficiencies, travel safety, physical conditions, costs, design, travel time, and possible disruption of people, businesses, neighborhoods, community facilities, and the environment. The evaluation will include an analysis of the MTP and the interrelationship between alternative travel modes. Recommendations should include adequate right-of-way for improvements consistent with the Bicycle & Pedestrian Plan, Transit Plan and other intermodal connection facilities along logical corridors. If major deficiencies are found with the existing plan, alternative plans will be evaluated. In non-attainment areas, it should be noted that any regionally significant Metropolitan Transportation Plan revisions must be analyzed for conformity with the SIP in non-attainment/maintenance areas.

Transit Element of the CTP/MTP

Transit planning incorporates all vehicular modes other than trucks and the single occupant automobile, including (but not limited to) fixed-route bus service, ridesharing, fixed-guideway transit, and demand responsive transit. The transit plan describes existing transit service and unmet needs, and identifies any additional potential markets. New types, and areas of service may be recommended, supported by ridership forecasts and other analyses. Assumptions and implications related to land use, travel behavior, parking policies and other variables are clearly defined. Establishing objective measures of effectiveness is critical for evaluating transit alternatives. Measures of transit effectiveness include both the reduction of auto use and congestion, and the broadening of mobility options.

Bicycle and Pedestrian Element of CTP/MTP

A bikeway and pedestrian plan is an essential part of the multi-modal CTP/MTP for an urban area. The report entitled, Incorporating Bicycle and Pedestrian Elements into Transportation Plans, produced by the Transportation Planning Branch, describes the essentials of this task. At a minimum, an update to the inventory of existing and proposed bicycle and pedestrian elements should be included in the CTP/MTP.

Airport/Air Travel Element of CTP/MTP

The Airport Master Plan may be coordinated with the MPO (where feasible), and be an element of the CTP/MTP.

Collector Street Element of CTP/MTP

Collector street planning will be conducted as required to develop standards and preliminary locations for collector streets in advance of development. The objective of this planning activity is to ensure optimum traffic operations for the developing street system and transit accessibility to developing areas.

Rail, Waterway, or Other Mode of the CTP/MTP

Some MPO's may have additional transportation elements that link to the multi-modal CTP/MTP. The MPO should provide documentation to be included in the CTP/MTP.

II-B-3 Special Studies

This element includes mode-specific plans and special studies that do not fall under Operational Planning

Special Studies

During the regular reevaluation of the Metropolitan Transportation Plan, there occasionally is a need to make a specific study of a transportation corridor to determine the best solution to a problem. While this may include development of a simple functional design for corridor protection, more detailed studies may include evaluations of alternative modes or alignments for cost, feasibility, environmental screening, and functional designs. In a similar manner, special problems may arise in relation to major land use changes when large-scale traffic generators (hospitals, regional malls, etc.) will either be developed or closed. These land use changes could significantly affect the regional distribution and/or amount of traffic that could require changes to the Metropolitan Transportation Plan to accommodate the newly forecasted growth. The extent, responsibility, and cost for a corridor or sub-area study, which should be conducted within the work plan of the TCC, would be determined prior to its initiation.

III-A Unified Planning Work Program

III-A-1: Unified Planning Work Program

Development of Unified Planning Work Program and Five-Year Plan

A Unified Planning Work Program (PWP) will be prepared annually by the MPO in cooperation with other participating agencies and under the guidance of the Technical Coordinating Committee. The PWP will present the proposed planning work program for the next year and review the most recent accomplishments of the planning process. The PWP will be cross-referenced to the Prospectus to minimize repetitive documentation. The PWP will be reviewed and approved by the MPO Policy Board, the North Carolina Department of Transportation, and Federal agencies providing planning funds for continuing transportation planning. These Federal planning funds are provided by FHWA (Section 104(f)) and FTA (Section 5303). Preparation of a Section 5303 Grant application is also required in addition to the PWP to receive planning funds from FTA. The MPO must annually certify their 3-C Transportation Planning Process annually as part of the PWP adoption. This is used for the submittal of the STIP to FHWA. This should be a separate resolution that is then included in the PWP.

A 5-year plan that shows basic assumptions for work to be performed in future PWPs for the current year and subsequent 4 years should also be developed. This will reflect the high-level PWP categories and show the progression of projects that require more than one year to complete and ongoing maintenance tasks.

III-A-2: Metrics and Performance Measures

Metrics & Performance Measures: This is a new section; waiting for MAP-21 guidance. Each metropolitan planning organization shall establish performance targets and measures that address performance of the transportation system. MPOs shall coordinate with appropriate State and transit agencies in developing targets for the transportation system. The MPO shall integrate in the metropolitan planning process directly or by reference the goals, objectives performance measures and targets described in other State transportation plans and processes, as well as, any plans developed under chapter 53 of title 49 by providers of public transportation, required as part of a performance-based program.

III-B: Transportation Improvement Program

III-B-1 Prioritization

The MPO list of projects to evaluate under NCGS § 136-18 (42) is developed biennially to communicate the MPO's priorities regarding the funding schedule on already programmed projects, the acceleration of long term projects into the program, and the addition of new projects to the STIP. The List may include cost estimates, purpose and need statements, and other supporting materials. A prioritization process is a key step in cooperative TIP development between the MPO, the transit operator, and NCDOT. Local processes for prioritization such as STP-DA, TA or CMAQ projects should also be included here.

III-B-2 Metropolitan TIP (TIP)

Every 2 years, the MPO will prepare a metropolitan programming document (TIP) which is coordinated with the State Transportation Improvement Program (STIP). The local programming document is a short range, five to ten-year multi-modal program which identifies transportation improvements recommended for advancement during the program period, identifies priorities, groups improvements into staging periods, includes estimated costs and revenues, and is fiscally constrained.

As conditions change, it may be necessary to amend the TIP to ensure consistency with the STIP. The MPO will coordinate with NCDOT to keep the documents aligned and bring modifications/amendments before the MPO boards as needed.

The MPO will coordinate with local governments to include major non-NCDOT projects in the TIP, with a blanket local STIP identifier to be assigned by NCDOT. The MPO will develop criteria to define "major" along with NCDOT and federal partners.

III-B-3 Merger and Project Development

The proposed Comprehensive Transportation Plan (CTP) and selected alternative plans will be evaluated based on criteria established by the goals and objectives reevaluation study and impact on the environment. The Airport Master Plan or other modal plan not included in the CTP should also be evaluated on these criteria. It is anticipated that the evaluation will be in the following areas: efficiency in serving travel demands; energy conservation; cost; and impact on the physical, social, and economic environment. The physical environmental evaluation will include air quality, water quality, soils and geology, wildlife and vegetation. The social environmental considerations will include housing and community cohesion, low-income and minority populations, noise, churches and educational facilities, parks and recreational facilities, historic sites, public health and safety, national defense, and aesthetics. Effects on business, employment and income, land development patterns, and public utilities will be studied as part of the economic environmental evaluation.

Merger Process

Merger is a process to streamline the project development and permitting processes, agreed to by the USACE, NCDENR (DWQ, DCM), FHWA and NCDOT and supported by other stakeholder agencies and local units of government. To this effect, the Merger process provides a forum for

appropriate agency representatives to discuss and reach consensus on ways to facilitate meeting the regulatory requirements of Section 404 of the Clean Water Act during the NEPA/SEPA decision-making phase of transportation projects.

Each project team will consist of appropriate primary signatory agencies and partnering signatory agencies. The composition of agencies on each project team will vary depending on the specific project's location and scope.

FHWA, USACE, NCDOT and NCDENR are the primary signatories for the Merger Process agreement and are also known as the process owners or sponsors. The partnering agencies are as follows: U. S. Environmental Protection Agency; U. S. Fish and Wildlife Service; National Marine Fisheries Service; N. C. Wildlife Resources Commission; N. C. Department of Cultural Resources; U. S. Coast Guard, U. S. Forest Service; Tennessee Valley Authority; National Park Service; Metropolitan Planning Organizations (MPO's); and the Eastern Band of Cherokee Nation. Some of the partnering agencies will participate only when the project is in their respective geographic area of responsibility or statutory authority.

Feasibility Studies

MPOs will participate as needed in NCDOT-sponsored feasibility studies identified in the STIP/TIP.

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

Civil Rights Compliance (Title VI) and Other Regulatory Requirements

III-C-1 Title VI

Provide update of Civil Rights statistics report for submittal to FTA to determine MPO compliance to civil rights provisions. Title VI states: The MPO shall comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 Stat. 252), 49 U.S.C. 2000D TO 2000-D-4; the Regulations of DOT issued thereafter in the Code of Federal Regulations (commonly and herein referred to as CFR) Title 49, Subtitle A, Part 21), and the assurance by the MPO pursuant thereto.

III-C-2 Environmental Justice

Executive Order (E. O.) 12898, Federal Actions to Address Environmental Justice in Minority Populations, requires all Federal agencies to identify and address Title VI and Environmental Justice requirements. Recipients of federal funds, including NCDOT and the MPO's, must assure compliance with these requirements. As mandated by the FHWA, planning activities should focus on complying with E. O. 12898 and the three basic principles of Environmental Justice as follows: a. ensure public involvement of low-income and minority groups in decision making; b. prevent disproportionately high and adverse impacts to low-income and minority groups resulting from decisions made; and c. assure low-income and minority groups receive a proportionate share of benefits resulting from decisions made. Specific tasks include mapping of populations, and businesses, conducting quantitative analysis of the benefits and burdens the transportation system/programs have on the MLI communities, etc.

III-C-3 Minority Business Enterprise Planning (MBE)

There is a continuing need to address the Minority Business Enterprise (MBE) as a part of the planning and programming phases of project development. Areas are encouraged to give full consideration to the potential services that could be provided by MBE's in the development of transit plans and programs, and the provision of transit service. Transit properties with established MBE programs are encouraged to work with MPO's, utilizing transportation planning funds to update existing MBE programs as necessary.

III-C-4 Planning for the Elderly and Disabled

The Americans with Disabilities Act of 1990 (ADA) ensures that persons with disabilities enjoy access to the mainstream of American life. The ADA expands on the Section 504 program to comprehensively address mobility needs of persons with disabilities. Joint FHWA and FTA regulations require that the urban transportation planning process include activities specifically emphasizing the planning, development, evaluation and reevaluation of transportation facilities and services for the elderly and disabled, consistent with ADA. This process should include an analysis of inventories of disabled persons, their locations, and special transportation services needed. These regulations emphasize estimation of travel needs through statistical analysis and a self-identification process. Both thoroughfare and transit planning activities should focus on complying with the key provisions of the ADA, and include special efforts to plan transportation facilities and services that can be effectively utilized by persons with limited mobility, such as: a.

Public transit authorities providing fixed route transit service must provide comparable level paratransit service to disabled individuals who cannot otherwise use the fixed route service; b. Transit authorities providing elderly and disabled oriented demand responsive service must also buy or lease accessible vehicles unless it can be demonstrated that the system provides a level of service to the disabled equivalent to that provided to the general public; and c. New facilities built must be accessible and existing facilities with major alterations must be made accessible to the maximum extent feasible. d. Planning for better mobility through such items as wheelchair curb cuts, longer pedestrian crosswalk times at certain intersections, and special parking spaces and rates for cars with one or more transportation disadvantaged occupant(s).

III-C-5 Safety/Drug Control Planning

MPO's may pass planning funds through to transit operators for use in performing safety audits and in the resultant development of safety/ security improvement and in alcohol/drug control planning, programming, and implementation. Attention should be given to the development of policies and planning for the proper safety related maintenance of transit vehicles, fire safety, substance abuse where it affects employee performance in critical safety related jobs, emergency preparedness to improve the capability to respond to transit accidents/incidents, security to reduce theft and vandalism of transit property and to counter potential politically motivated terrorism directed against transit users, facilities, and equipment.

Additionally, two of the eight planning factors for metropolitan planning is to *increase the safety of the transportation system for motorized and non-motorized user*, and to *increase the security of the transportation system for motorized and non-motorized users*.

III-C-6 Public Participation

An effective public involvement process provides for an open exchange of information and ideas between the public and transportation decision-makers. The overall objective of an area's public involvement process is that it be proactive, provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement (23CFR450.212(a) and 450.316(b)(1)). It also provides mechanisms for the agency or agencies to solicit public comments and ideas, identify circumstances and impacts which may not have been known or anticipated by public agencies, and, by doing so, to build support among the public who are stakeholders in transportation investments which impact their communities. The MPO should have a formalized, written and adopted public participation process.

III-C-7 Private Sector Participation

Federal regulations require that private operators be afforded the "maximum feasible opportunity" to participate in the planning and provision of local transportation services. The purpose of the private sector participation requirement is to give private operators the opportunity to initiate involvement. In an effort to more effectively address this requirement, the evaluation of private sector service alternatives has been incorporated into the transportation planning process. The general criteria for making public/private service decisions may include but is not limited to: a. comparative cost of private versus public services in similar situations; b. perceived quality and reliability of service; c. local control of services; d. responsiveness and flexibility of operators; and e. private operator financial stability.

III-D: Statewide and Extra-Regional Planning

This section covers planning and policy development outside the region and support of state and national user groups and organizations. Legislative issues also covered.

Statewide and Extra-Regional Planning

Coordinate with state and federal agencies involved in transportation planning activities on the regional, state, and national levels. Examples of such activities include: Functional Reclassification of roads, designation of Urban Area Boundaries, National Highway System coordination, participation in statewide planning such as the Vision Plan, Highway Performance Monitoring System activities, and regional transit coordination. Involvement could include, but is not limited to: collection and compilation of data; participation in related workshops, conferences, and meetings; and review and administrative approval or endorsement of documentation. Extra-regional plans might include corridor plans that span multiple region boundaries (US 70, US 17), large-area transit plans that span multiple areas, or similar bike/trail plans (ECG, MTST, Carolina Thread Trail)

Statewide and Federal Policy Development and Implementation

Coordinate with state and federal agencies as a partner for developing policy direction and implementation. Examples include participation in SPOT, CMAQ or other NCDOT workgroups to develop scoring criteria, provide technical expertise to AMPO, AASHTO, ITE or other organizations at the national and state level that provide policy development assistance; responding to requests from NCGA or individual legislators as needed.

III-E: Management, Operations, and Program Support Administration

Board Support

Support of advisory and governing bodies, including maintenance of membership and appointments, meeting planning, agenda preparation and posting, conducting meetings & hearings, minutes preparation, and compliance with Open Meetings & Public Records statutes.

Subcommittee Support

Same as above for standing and ad-hoc subcommittees. Examples include Citizen's Advisory Committee, Complete Streets Subcommittee, Data and Modeling Subcommittee, Bike/Ped Subcommittee

Workgroup Support

This includes support of staff-level committees that do not trigger Open Meetings/Public Records requirements. Examples include the Transit Operators' Workgroup, the Triangle's SE Data Workgroup.

Member Services

This includes responding to specific members' needs not covered in other items. It includes presentations to local boards on MPO business and mission, assistance with transportation-related grant applications, or local staff technical assistance as examples.

Administration

This includes day-to-day operational necessities not directly related to the UPWP. Examples include filling out paperwork for finance departments, including timesheets, leave requests, expense reports, benefit forms, etc. Staff meetings may fall under this category, particularly if they include non-MPO staff. Updates to the MOU, Prospectus, or other tasks that do not have another category are also covered here.

APPENDIX A - PLANNING HISTORY

TRANSPORTATION PLANNING HISTORY AND STATUS

The development and adoption of a Thoroughfare Plan was provided for in North Carolina General Statutes 136-66 that were enacted by the State Legislature in 1959. These General Statutes require State-municipal cooperative development of a Thoroughfare Plan, provide for State-municipal adoption of the plan, require State-municipal agreement on street and highway system responsibilities, define State and municipal responsibilities, and provide for revision of the plan.

In 1962, Section 134, Title 23 of the United States Code was enacted by Congress which required a continuing and comprehensive transportation planning process carried on cooperatively by states and local communities for all urban areas over 50,000 (3C Planning Process). The Federal Highway Act of 1973 provided for Federal planning funds to be disbursed through the States to MPOs for the purpose of accomplishing the transportation planning, and for the first time, permits limited use of Federal highway funds for urban mass transit projects.

LOCAL AREA TRANSPORTATION PLANNING HISTORY

The first thoroughfare plan for the High Point area was adopted in 1962. It was based on a 1960 origin and destination study and included High Point, Jamestown, Archdale, and part of Guilford County. In 1965 comprehensive planning in the area was formalized by a Memorandum of Understanding between High Point, Jamestown, Guilford County, and the North Carolina State Highway Commission, in cooperation with the United States Department of Commerce – Bureau of Public Roads, which established a Technical Coordinating Committee.

The High Point Urban Area Thoroughfare Plan was updated in 1968 and revised in 1977, based on a 1973 origin and destination study. A Thomasville Thoroughfare Plan was developed in 1969. In the 1970's Archdale, Thomasville, Davidson County, and Randolph County were formally added to the High Point Urban Area, High Point was designated as the lead planning agency, and a Technical Advisory Committee was established. The High Point Urban Area Thoroughfare Plan was updated in 1980, revised in 1982, and updated again in 1989. The High Point MPO was a cooperating partner in the development of the 1994 Piedmont Triad Regional Travel Demand Model which has been continually updated. In 1999, the City of Trinity was added to the High Point Urban Area. The High Point MPO approved its first Long Range

Transportation Plan (LRTP) in 1999. The LRTP was updated again in 2001 and 2004. In 2001, the Thoroughfare Plan was updated and approved. It was again updated and approved in 2007. At this point NCDOT began the process to migrate from the old Thoroughfare Plans to what is now the CTP which stands for Comprehensive Transportation Plan. The CTP represents the MPO's consensus on the future transportation system (including the existing system and improvements) needed to support anticipated growth and development over a 25-30 year timeframe. A CTP is a mutually adopted legal document between the state and the local area partner(s). Both the processes for developing a CTP and the products (CTP maps and document) are different than the thoroughfare plan. While roads will always be an important part of our transportation system, communities across North Carolina want to consider how other transportation modes can support their economic and quality-of-life goals. To reflect the desire to expand transportation planning options in North Carolina, the North Carolina General Assembly amended the state transportation planning law in 2001 [NCGS 136-66.2]. This amendment replaced the thoroughfare plan requirement with the multi-modal Comprehensive Transportation Plan. The CTP provides a technically sound, comprehensive and integrated planning process for looking at the full range of solutions to address an area's future transportation needs. The CTP is a multi-modal plan that identifies the existing and future transportation system, including highways, public transportation, rail, bicycle, and pedestrian facilities needed to serve the current and anticipated travel demand. The CTP process has additional emphasis on being environmentally and community friendly. It strengthens the connections between an area's transportation plan, adopted local land development plan, and community vision. The CTP was developed and approved for the MPO in 2010.

In 2010 the Census did not require that the High Point MPO make changes to either its boundaries or to our governing documents. However, conditions outside our boundaries led us to change our boundary and to add two new members. The Bureau of Census added the City of Lexington to the Winston-Salem Urbanized Area. However, because of its unusual position, near both High Point and Winston-Salem, the Lexington City Council asked to be included in the High Point MPO rather than the Winston-Salem MPO. After Lexington made its request the Davidson County Commission asked the High Point MPO also accept the remainder of Davidson County into the MPO. Because of Davidson County's request we also needed to include the Town of Denton as a voting member. At its regularly scheduled November 27th meeting the MPO's Board of Directors (the Transportation Advisory Committee) approved these additions. The High Point MPO update the LRTP again in 2009 and 2013. In 2015 the MPO approved the Metropolitan Transportation Plan (MTP), which is the LRTP with an updated name.

The way NCDOT and the MPO rank projects has gone through a significant change over the past few years. NCDOT has been working with internal and external stakeholders to revamp the process. Significant changes have been made to the process and were driven by House Bill 817 also known as Strategic Transportation Investments (STI) in 2013. The bill established funding categories (Statewide, Regional, and Division) and allocations across all modes.

The prioritization process, the primary input for the State Transportation Improvement Program (STIP), is a multi-modal process that evaluates highway, transit, bicycle and pedestrian,

and rail project needs. NCDOT uses a transparent, systematic, and data-driven process for prioritizing the major transportation in the state and making investment decisions. Projects are evaluated based on their merit through an analysis of the existing and future conditions, the benefits the project is expected to provide, the project's multi-modal characteristics and how the project fits in with local priorities. Each of the Department's six modes of transportation (highway, ferry, rail, public transportation, bicycle & pedestrian, and aviation) uses a data-driven approach for ranking projects. The outcome of the Strategic Prioritization Process serves as input to the Draft State Transportation Improvement Program (STIP).

The NCDOT and North Carolina legislature have required that all metropolitan and rural planning organizations develop a ranking process to evaluate all eligible project categories (highway, non-motorized, public transportation, aviation, rail and ferry). This process must be approved by the NCDOT to ensure compliance with the legislative intent of the mandate. The process will apply to all projects ranked by the MPO that fall in the "regional" and "division" levels.

APPENDIX B - GOALS AND OBJECTIVES

Goals and objectives are not interchangeable. Goals are what we want, objectives are the defined steps needed to reach a goal. Congress included, in Title 23 of the United States Code, planning factors for Metropolitan Planning Organizations (MPOs) to consider when making transportation plans. In 1991, Congress asked MPOs to consider fifteen factors when making transportation plans. Later Congresses changed the number of planning items to seven and then to eight. The eight "planning factors" are goals for the federal long-range transportation planning process. The MPO believes that these goals provide the basis for determining local goals and objectives. The High Point Urban Area also has local goals that guide local transportation decisions.

Support the economic vitality of the metropolitan area.

Good transportation is critical to our quality of life. Transportation lets us go to work, shop, go to the doctor, and brings goods and services to us from around the world. *In America, the model for transportation is that government fosters the infrastructure while citizens or businesses provide most of the services or rolling stock.* For example, state and local governments operate roads; contractors build roads and residents own and operate cars.

Improve access to the Piedmont Triad Airport.

It is important for cities and counties that are members of the High Point MPO to be connected to the world. The Piedmont Triad International Airport is our gateway to the world. Although few residents go to the airport regularly many benefit from our proximity to the airport (McPhee, 2006). Just as businesses,

industries and warehouses clustered around ports and railheads in earlier eras they need and look for the competitive advantage provided by easy access to airports (Glaser, 2011). For the High Point MPO that means working on four objectives over the next ten to twenty years:

OBJECTIVE: Monitor congestion along NC 68 North (Eastchester Drive),

OBJECTIVE: Reduce bottlenecks along NC 68 North (Eastchester Drive),

OBJECTIVE: Complete the Environmental Document for Johnson Street between Skeet Club Road and I-40 (U-4758), and

OBJECTIVE: Preserve options for widening Sandy Ridge Road to improve airport access from northeast Davidson County.

Improve access to the Interstate Highway System.

Good access to the Interstate Highway system is important for prosperity in today's economy. The High Point MPO benefits by touching Interstate 40, Interstate 74, and Interstate 85. However, access to these corridors is constrained by distance or congestion. The objectives below are intended to help improve access to the Interstate Highway System

OBJECTIVE: Support completing I—74 in Forsyth County.

OBJECTIVE: Replace the interchange of NC 68 and I-74/US 311 as quickly as possible (U-5169).

OBJECTIVE: Develop a new interchange of Kivett Drive and I-85 as a gateway into High Point.

OBJECTIVE: Support widening I-40 between Greensboro and Winston-Salem to reduce congestion and maintain system reliability.

Collaborate with organizations devoted to maintaining, improving or enhancing regional competitiveness, productivity, and efficiency.

OBJECTIVE: Work with Davidson County and Davidson Technical Community College to improve access to their new south campus.

OBJECTIVE: Work with the Piedmont Crescent Partnership to improve transportation in the Piedmont Crescent.

Improve transportation safety.

Reduce the crash rate for MPO Counties to below the state average crash rate.

OBJECTIVE: Annually, report to the Board of Directors comparing the crash rate in the MPO counties with that of North Carolina.

OBJECTIVE: Improve the accident analysis program for the MPO

OBJECTIVE: Include safety as a metric in project selection

Reduce the fatality rate for MPO Counties below the state average fatality rate.

OBJECTIVE: Annually, report to the Board of Directors comparing the fatality rate in the MPO counties with that of North Carolina.

OBJECTIVE: Develop a multi-disciplinary approach to fatality reduction in the MPO service area.

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of users.

Identify parts of the transportation system that, if disrupted would seriously disrupt travel or freight delivery.

Develop contingency plans for minimizing the disruption associated with loss of these links.

Identify cargo links or nodes that could cause significant loss to lives or property in the event of a catastrophic accident or other event.

Increase the accessibility and the mobility of people and freight

Improve access to the Triad's other urban centers.

Eighty-nine percent of the respondents to our goals and objectives survey indicated that we needed better roads to Greensboro and fifty-eight percent of respondents believe we need better transit access to Greensboro.

OBJECTIVE: Support projects that improve access to Greensboro.

OBJECTIVE: Provide additional transit service in the High Point to Jamestown Corridor

OBJECTIVE: Support transit service from downtown High Point to the PART Hub on NC 68.

OBJECTIVE: Support additional transit service in the NC 68, Skeet Club Rd and Wendover Ave corridors.

Improve freight access to plants, warehouses, showrooms, and distribution centers.

OBJECTIVE: Continue working with the logistics industry to ensure that their needs are understood and included in the planning process.

Support improvements to the North Carolina Railroad

The North Carolina Railroad is a key resource for the state and the Triad, providing efficient intermodal service along a crescent from Goldsboro to Charlotte. At one time the railroad industry was declining, but it is resurgent as the freight carriers have focused on their better, more efficient routes.

OBJECTIVE: Support double tracking the Main Line of the NCRR through the Triad.

OBJECTIVE: Support a rail line connecting the two state ports at Wilmington and Morehead City.

Protect and enhance the environment, conserve energy, improve the quality of life, and promote consistency between transportation improvements and local growth and economic development patterns.

Consider the member land use plans when developing the long-range transportation plan and the transportation improvement program.

Use access management to support land use plans.

Document the efforts made in the planning process to avoid and minimize impacts to the natural and human environment.

Improve the accessibility of nonmotorized users to destinations such as employment centers, hospitals, libraries, parks and schools.

Consider local context in the planning process to integrate transportation facilities into the environment.

Seek energy efficient alternatives.

Support Implementation of NCDOT's Complete Streets Policy.

Enhance the integration and connectivity of the transportation system across modes for people and freight.

Add representatives of logistics and manufacturing as stakeholders in the transportation planning process.

Add representatives of private transportation providers as stakeholders in the transportation planning process.

Promote efficient system management and operation.

The MPO continually looks for options to maximize the transportation system through innovative management and operation.

Include projects to update or replace the coordinated signal system in our transportation plan.

Eighty-five percent of the respondents to our goals and objectives survey rated having an up to date signal system as very important or desirable.

OBJECTIVE: Include the scheduled update of the signal management system in current and future long range transportation plans and in Transportation Improvement Programs.

Develop a complete street policy for the MPO.

Continue to work with Hitran and PART to establish new transit service and remove vehicle trips through the utilization of park and ride facilities.

Emphasize the preservation of the existing transportation system.

The MPO is committed to preserving the investment that federal, state, and local governments have made in our transportation system over the last century.

OBJECTIVE: Develop an asset condition and management program for the US 29/70 (I-85 Business) Corridor between I-85 and Lexington.

Work with NCDOT to improve pavement condition in the MPO's member counties.

Ninety-eight percent of the respondents to our goals and objectives survey rated well maintained roads as very important or desirable.

OBJECTIVE: Support NCDOT's efforts to maintain and improve pavement so that pavements in the MPO service area meet or exceed NCDOT's goals for pavement condition.

Work with NCDOT to replace old or substandard bridges.

Ninety-two percent of the respondents to our goals and objectives survey rated replacing obsolete bridges as very important or desirable.

OBJECTIVE: Include bridge replacement projects in our, biennial, prioritized list of project needs.

Include projects to replace revenue service vehicles and improve passenger amenities in our transportation plan.

OBJECTIVE: Include the scheduled update of the transit rolling stock in current and future long range transportation plans, and as needed in Transportation Improvement Programs.

OBJECTIVE: Include the scheduled replacement of passenger shelters and benches in future long range transportation plans, and as needed in Transportation Improvement Programs.

Include projects to update transit facilities in our transportation plan

OBJECTIVE: Include the scheduled update of transit facilities in future long range transportation plans, and as needed in Transportation Improvement Programs.

Cut the Time Needed to Deliver Projects

Focus on delivering projects that the MPO's Board of Directors (the Transportation Advisory Committee) decides are most important.

OBJECTIVE: Use a prioritization process that accounts for both technical and non-technical criteria.

OBJECTIVE: Use locally available planning funds to move priority projects along in the project development process.

Develop an objective project ranking process to serve as the basis for the MPO's project selection process.

OBJECTIVE: Develop a local project ranking process that uses both user benefits, and decision-maker perception to rank projects.

OBJECTIVE: Any project ranking process should be transparent, documentable, and flexible enough to respond to changing conditions.

Produce planning products that are useful later in the project development process.

OBJECTIVE: Write short project summaries, planning reports and feasibility studies so that it is clear what problem we are trying to solve, what alternatives we have studied, the rationale for the preferred alternative, and the reasons why other alternatives are rejected.

Maintain up-to-date estimates of project costs for projects in the long-range transportation plan.

Use historical revenues to develop estimates of revenues.

Work with others to develop new funding sources.

Improve the effectiveness of the public involvement process.

We need to communicate with our stakeholders as well as comply with regulatory requirements. The MPO believes that if we communicate well then we will have complied with the regulations but that complying with the regulations may not lead us to good communications.

Develop a public involvement plan that covers developing our next long range transportation plan, our next two candidate projects lists and our next two transportation improvement programs.

The technical requirements of transportation planning (*e.g.*, Program development, travel model development, or transportation conformity) can drive transportation planning and to set the list of

projects to be built. It is more effective to engage our residents and get them to help us identify transportation issues and solutions.

OBJECTIVE: Convene a panel of public involvement experts to recommend a comprehensive, four year long, public involvement process that integrates public involvement for the long range plan, needs lists, and transportation improvement programs.

OBJECTIVE: Base transportation plans on a strategic estimate of future conditions.

Mainstream Title VI and Environmental Justice

We are committed to serving residents equitably. Because much of our work involves federal money we need to ensure that those we work with are aware that we are trying to be fair and whom to speak with if they believe that we are being unfair.

OBJECTIVE: Include in our public involvement plan the steps we intend to take to involve groups that have been ignored in the past.

OBJECTIVE: Include a Title VI statement in our major reports and documents.

OBJECTIVE: Include in the Public involvement Plan an objective, repeatable process for determining which documents need to be translated into other languages.

Improve public involvement in the provision of public transportation services

OBJECTIVE: Develop citizens' advisory groups for fixed route and paratransit services.

OBJECTIVE: Attend neighborhood association meetings, public fairs, and similar events to provide information and seek public input.

Write short, clear documents that are easy to read.

We will communicate clearly. The MPO's target audience is a typical resident of our region.

OBJECTIVE: Write documents shorter than five pages.

OBJECTIVE: Write documents a high school student can understand.

OBJECTIVE: Avoid using engineer speak, planner speak, or lawyer speak.

OBJECTIVE: Document our sources.

Simplify and improve the tables and figures used to communicate with the public and decision-makers.

Information is only valuable when we understand it (Few, 2009). Over the past twenty years there has been a lot of effort put into developing tables and figures that are clear and easy to understand.

OBJECTIVE: Produce figures and tables the way our minds work.

OBJECTIVE: Avoid information clutter.

OBJECTIVE: Include data context.

Translate documents to other languages or handicapped accessible media based on a formal repeatable method of determining demand.

Improve our understanding of stakeholder goals by performing goals and objectives surveys for specific segments of the stakeholder group.

OBJECTIVE: Include a goals and objectives survey in developing our public involvement plan.

Use stakeholder goals and objectives to inform our transportation planning.

Comply with the open meetings law and the public records law.

APPENDIX C – UPWP TASKS AND RESPONSIBILITIES

AGENCY RESPONSIBILITY FOR UPWP TASKS		HPMPO	HIGH POINT TRANSIT	NCDOT TPB	NCDOT PTD
II-A	Data & Planning Support				
II-B	Planning Process				
III-A	Planning Work Program				
III-B	Transportation Improvement Program				
III-C	Civil Rights Compliance & Othe Regulatory Requirements				
III-D	Statewide & Extra-Regional Planning				
III-E	Management, Operations & Program Support Administration				
	Primary Responsibility				
	Supporting Responsibility				

APPENDIX D – RESOLUTION OF ADOPTION



- High Point
- Archdale
- Denton
- Jamestown
- Lexington
- Thomasville
- Trinity
- Wallburg
- Davidson County
- Forsyth County
- Guilford County
- Randolph County

**RESOLUTION
ADOPTING THE HIGH POINT METROPOLITAN PLANNING ORGANIZATION
PROSPECTUS FOR
COOPERATIVE, COMPREHENSIVE, AND CONTINUING
TRANSPORTATION PLANNING**

WHEREAS, the High Point Metropolitan Planning Organization (MPO), its member governments, the North Carolina Department of Transportation (NCDOT) entered into a Memorandum of Understanding for Cooperative, Comprehensive, and Continuing Transportation Planning, last amended in November, 2015 regarding the MPO;

WHEREAS, the MPO is required to develop a Metropolitan Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program in cooperation with NCDOT, the Federal Highway Administration, and the Federal Transit Administration, and in accordance with 23 U.S.C., Section 134, any subsequent amendments to that statute, and any implementing regulations; and a Comprehensive Transportation Plan as per Chapter 136, Article 3A, Section 136-66.2(a) of the General Statutes of North Carolina; and

WHEREAS, the transportation plans, once adopted shall serve as the basis for future transportation improvements within the MPO; and

WHEREAS, this Prospectus is the guide for the MPO to program work tasks to plan, implement, and monitor the progress and success of transportation improvements in the region;

NOW THEREFORE, be it resolved the MPO adopts the Prospectus for the High Point Metropolitan Planning Organization.

A motion was made by TAC member McQuerry and seconded by TAC member Myers for the adoption of the above resolution, adopted this the 28th day of February 2017.

Neal Grimes
Neal Grimes
Chairman, Transportation Advisory Committee



High Point

Archdale

Denton

Jamestown

Lexington

Thomasville

Trinity

Wallburg

Davidson
County

Forsyth
County

Guilford
County

Randolph
County

Subscribed and sworn to me this the 28th day of February 2017.

Tabatha J'Arrante
Notary Public

My commission expires 5/1/2020

