

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

Tuesday, November 4, 2008, at 10:00 a.m.

Public Works Conference Room

Actions to be taken in bold italics

- I. Approval of Agenda; ***approve***
- II. Approval of Minutes of July 29, 2008, Meeting (Attachment 1); ***approve***
- III. Public Comment Period
- IV. New Business
 - A. 2009-2015 Metropolitan Transportation Improvement Program (MTIP) (Attachment 2) – Resolution No. 2008-07-GUAMPO; ***recommend to TAC for adoption***
 - B. 2009-2015 Metropolitan Transportation Improvement Program (MTIP) (Attachment 3) – Resolution No. 2008-08-GUAMPO; ***recommend to TAC for adoption***
 - C. Resolution of Support for update to Greenville Urban Area Bicycle Master Plan grant application (Attachment 4) – Resolution No. 2008-09-GUAMPO; ***recommend for TAC adoption***
 - D. Resolution of Support for Safe Routes to School Infrastructure grant application (Attachment 5) – Resolution No. 2008-10-GUAMPO; ***recommend for TAC adoption***
 - E. “Draft” Update to the MPO’s Public Involvement Plan (Attachment 6) – Resolution No. 2008-11-GUAMPO; ***review, comment, and recommend for TAC adoption***
 - F. Resolution of Support for Development of a Coordinated Public Transit-Human Services Transportation Plan for Pitt County and Endorsement of grant application for funds to be used in the development of such plan. (Attachment 7) – Resolution No. 2008-12-GUAMPO; ***recommend for TAC adoption***
 - G. Resolution of Support for Safe Routes to School Non-Infrastructure grant application (Attachment 8) – Resolution No. 2008-13-GUAMPO; ***recommend for TAC adoption***
 - H. Review of the General Assembly’s 21st Century Transportation Committee proposal to transfer 5,000 linear miles of state roads within municipal boundaries to local municipalities (Attachment 9); ***Discuss***
- V. Information Items:
 - A. Project Informational Updates:
 - Southwest Bypass

- Fire Tower Road
- Tenth Street Connector
- Greenville Urban Area MPO Travel Demand Model
- Long Range Transportation Plan Update

B. Date, Time, and Place of TAC Meeting

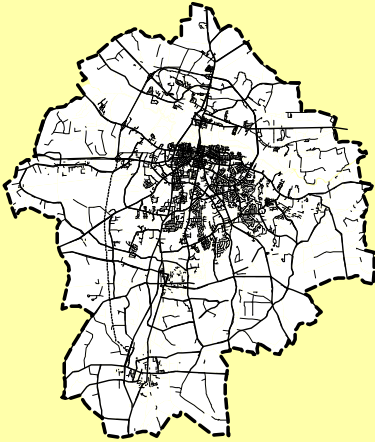
- *Tuesday, December 2, 2:00 p.m. in the Greenville Public Works Conference Room*

C. Actions Taken at Last TAC Meeting (Attachment 10)

VI. Adjourn

ATTACHMENT 1

MINUTES OF THE JULY 29, 2008 TECHNICAL COORDINATING COMMITTEE MEETING



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

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

July 29, 2008

Members of the Technical Coordinate Committee met on the above date at 2:00 p.m. in the Public Works Conference Room. Mr. Wesley B. Anderson, TCC Chairman, called the meeting to order. The following attended the meeting:

Mr. Alan Lilley, Planning Director, Town of Winterville
 Mr. David Brown, City Engineer, City of Greenville
 Ms. Nancy Harrington, Transit Manager, City of Greenville
 Mr. Daryl Vreeland, Transportation Planner, City of Greenville
 Mr. Chris Padgett, Planning Director, Town of Ayden
 Mr. Adam Mitchell, Town Manager, Town of Ayden
 Mr. Tom Harwell, Town Engineer, Town of Winterville
 Mr. Eddy Davis, Mid-East Commission
 Mr. David C. Boyd, Jr., Mayor, Village of Simpson
 Mr. Neil Lassiter, NCDOT
 Mr. James Rhodes, Pitt County
 Mr. Jeff Crouchley, NCDOT
 Ms. Elena Talanker, NCDOT
 Ms. Loretta Barren, FHWA
 Mr. Steve Hamilton, NCDOT
 Ms. Betty Caldwell, NCDOT
 Mr. Travis Marshall, NCDOT
 Mr. Bill Bagnell, ECU

OTHERS PRESENT:

Ms. Stacey Pigford, Assistant Traffic Engineer, City of Greenville
 Ms. Amanda Braddy, Administrative Secretary, City of Greenville

Before beginning the meeting, Mr. Anderson expressed appreciation for those in attendance.

I. AGENDA

Mr. Anderson asked for any changes to the proposed agenda. There being none, Mr. Adam Mitchell made a motion to approve the agenda as distributed. Mr. Tom Harwell seconded and the motion passed unanimously.

II. MINUTES:

Mr. David Brown made a motion to approve the minutes of the March 4, 2008 meeting. Mr. Adam Mitchell seconded and the motion passed unanimously.

III. NEW BUSINESS

A. 2009-2015 Metropolitan Transportation Improvement Program (MTIP)

Mr. Anderson turned the meeting over to Mr. Daryl Vreeland, Transportation Planner for the City of Greenville. Mr. Vreeland gave a summary on the 2009-2015 Metropolitan Transportation Improvement Program (MTIP). Mr. Chris Padgett asked if the Southwest Bypass was shown in three sections. Mr. Vreeland confirmed the project was broken down by each phase and its projected start and finish time frames. Mr. David Brown made a motion to recommend the MTIP to TAC for adoption. The motion was seconded by Mr. Adam Mitchell and passed unanimously.

B. “Draft” Highway Map of the Comprehensive Transportation Plan

Mr. Anderson turned the meeting over to Mr. Daryl Vreeland, Transportation Planner for the City of Greenville. Mr. Vreeland gave a summary of the Comprehensive Transportation Plan and the update process for the “Draft” Highway Map. Mr. Vreeland explained that members of the TCC had expressed interest in updating the Thoroughfare Map. As a result of recently enacted state legislation, the State no longer recognizes Thoroughfare Maps, and has mandated the creation of Comprehensive Transportation Plans that encompass many forms of surface transportation. Ms. Elena Talanker with NCDOT gave a Power Point presentation on the Comprehensive Transportation Plan. Once completed, this plan will be multi-modal and consider transportation modes besides roadway such as pedestrian, bicycle, public transportation, and rail. As a result of time constraints/conflicts with the Long Range Transportation Plan update, only the Highway element of the CTP is presented for the committee’s consideration. The Highway Map of the CTP will replace the current Thoroughfare Plan. Development of remaining maps of the CTP is expected to commence after the update of the Long Range Transportation Plan.

Mr. Adam Mitchell requested that the portion of NC 102 between NC 11 and the SW Bypass interchange be indicated as “needs improvement”. Discussion ensued concerning the depiction of the Firetower Road extension project as it appeared to be shown as two separate projects. The committee agreed the line work should be cleaned up so the project appears as only one project instead of two.

Discussion ensued regarding the various definitions of current roadway descriptions. Mr. Steve Hamilton led a discussion centered on the idea that more of the heavily-travelled roadways should be classified as “Boulevard” or “Expressway”. After further discussion among the group, Mr. Eddy Davis made a motion to forward the plan as originally presented along with the amendments to Firetower Road and NC 102 to TAC and the motion was seconded by Mr. Tom Harwell and passed by majority.

C. “Draft” Update to the MPO’s Public Involvement Plan

Mr. Anderson again turned the meeting over to Mr. Vreeland. Mr. Vreeland explained the current Public Involvement Plan used by the MPO and discussed the changes presented. Upon further deliberation, a change was made to the public comment policy. The change as recommended by TCC would allow each chairperson the right to determine a proper public comment period within the confines of their meeting.

Another change requested by TCC was the removal of pages 18-22 of the proposed plan. The Public Involvement Plan was an adaptation of procedures already established by other State and Federal agencies and the pages were deemed unnecessary for inclusion in the MPO’s plan.

A motion was made by Mr. Adam Mitchell to forward the Updated Public Involvement Plan to TAC for approval. The motion was seconded by Jeff Crouchley and the motion passed unanimously.

D. Amendment to 2007-2013 Metropolitan Transportation Improvement Program (MTIP) for Transit Projects

Mr. Anderson turned the meeting over to Mr. Vreeland. Mr. Vreeland explained when the City submits its yearly grant application for operating and capital funds to the Federal Transit Administration, the amounts applied for must match those in MTIP and STIP. This year the City is applying for funds greater than those indicated in the MTIP and STIP. In order for the application to be approved, the MTIP and STIP must be amended to reflect the amount applied for.

Mr. Vreeland stated that the Board of Transportation will consider a similar amendment for the

STIP during their August 7, 2008 meeting. For the City to receive its applied-for funding, this item requires a recommendation by TCC and forwarding to TAC for approval. A motion was made by Mr. Tom Harwell with a second by Adam Mitchell. The motion to forward to TAC for approval was passed unanimously.

IV. Information Items:

A. Status of Projects

- **Southwest Bypass** – Record of Decision is scheduled for August 2008. A corridor protection/design public hearing is tentatively scheduled for September/October 2008. Right of way acquisition is set for Fiscal Year 2009.
- **Fire Tower Road** – This project is currently under construction and to date is ahead of schedule. A tentative completion date is October 2009.
- **Tenth Street Connector** – In June 2008, City Council voted on an amendment in the contract with Kimley-Horn. This amendment was approved for Phase II of the project for environmental documentation and design. Right of way acquisition is scheduled for 2010 and construction should be set for 2010-2012.
- **Greenville Urban Area MPO Travel Demand Model** – Network has been updated with the new alignment for the Southwest Bypass. The model is up and ready to be used.

B. Date, Time, and Place of TAC Meeting

The members were reminded the next TAC meeting would be held on Tuesday, August 12, 2008 at 10:00 a.m. in the Public Works Conference Room.

C. Actions Taken at Last TAC Meeting

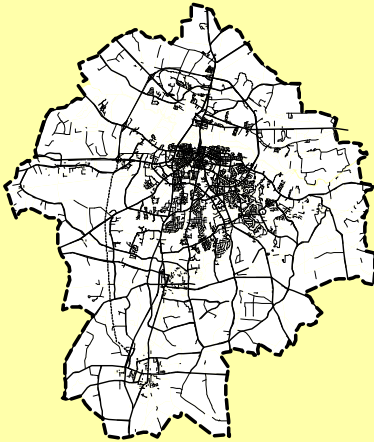
This information was included in the agenda package as Attachment 6.

V. ADJOURNMENT

Mr. Vreeland asked the committee about sending future agenda packages as a PDF file by email to save on printing and mailing costs. There being no dissenting comments or negative opinions presented during the ensuing discussion, Mr. Vreeland stated that future agenda packages intended for delivery to TCC members will be sent electronically.

With no other business or discussions; Mr. Steve Hamilton made a motion to adjourn the meeting. Mr. Jeff Crouchley seconded the motion and the motion passed unanimously.

ATTACHMENT 2



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

2009-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

- Memo From Daryl Vreeland to Wesley B. Anderson
- Resolution 2008-07-GUAMPO
- Page 6 of 2009-2015 MTIP

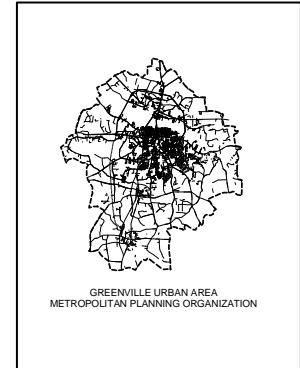
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: October 15, 2008

SUBJECT: Amendment to 2009-2015 Metropolitan Transportation Improvement Program (MTIP) for Transit Projects



Each year, the City of Greenville submits an application for operating/planning and capital funds to the Federal Transit Administration (FTA) to assist with the operation of the Greenville Area Transit System (GREAT) for the next fiscal year. In order for the application to be approved by FTA, it must reflect the approved MTIP and State Transportation Improvement Program (STIP).

Greenville is applying for a Section 5307 grant for an amount greater than originally indicated in the MTIP adopted on August 12, 2008. The projects affected are:

- Preventative maintenance and misc. capital items (ID No. TG-4767)
- Federal operating assistance and State maintenance (ID No. T0-4726)

These projects will assist the City of Greenville with small capital and operating expenses associated with operating a bus system. The grant funds are used to reimburse the City for one-half the operating deficit and eighty percent of capital expenditures.

To ensure the FTA will approve the City's grant application, the amount requested must correspond to those presented in the 2009-2015 MTIP and STIP. Therefore, the 2009-2015 MTIP must be amended. The North Carolina Board of Transportation is scheduled to consider amending the 2009-2015 STIP on this matter on November 6, 2008.

Attached for TCC's consideration is *Resolution 2008-07-GUAMPO*, which details the changes. Also attached is a copy of page 6 of the current 2009-2015 MTIP identifying the existing status of the aforementioned projects.

It is requested that the committee review and recommend that TAC adopt the amendment to the 2009-2015 MTIP.

If you have any questions, please do not hesitate to call me at 329-4476.

Attachments

RESOLUTION NO. 2008-07-GUAMPO
AMENDING THE GREENVILLE URBAN AREA METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2009-2015

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP) and found the need to amend said document on page 6 of 7 for Project ID TG-4767 and TO-4726 so as to match the FTA Section 5307 allocation and the items contained in the grant being applied for;

WHEREAS, the following amendment has been proposed for *FTA Section 5307* funds:

Existing MTIP:

Existing Amounts

	Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TG -4767 PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMS--SPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT.									
	4550	FUZ	520	520	520	520	520	520	520
		L	130	130	130	130	130	130	130
TO -4726 FEDERAL OPERATING ASSISTANCE AND STATE MAINTENANCE.									
	8329	FUZ	420	441	463	487	487	487	487
		L	420	441	463	487	487	487	487
		SMAP	255	255	255	255	255	255	255

Amended MTIP:

Amended Amounts (indicated in bold)

	Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TG -4767 PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMS--SPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT.									
	6,200	FUZ	640	660	680	700	720	760	800
		L	160	165	170	175	180	190	200
TO -4726 FEDERAL OPERATING ASSISTANCE AND STATE MAINTENANCE.									
	10,735	FUZ	525	550	575	625	675	725	775
		L	525	550	575	625	675	725	775
		SMAP	255	255	255	260	265	270	275

WHEREAS, the Transportation Advisory Committee has found the proposed amendment to be in conformity with the North Carolina State Implementation Plan for Air Quality;

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Metropolitan Transportation Improvement Program for FY 2009-2015, adopted August 12, 2008 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the 2nd day of December, 2008.

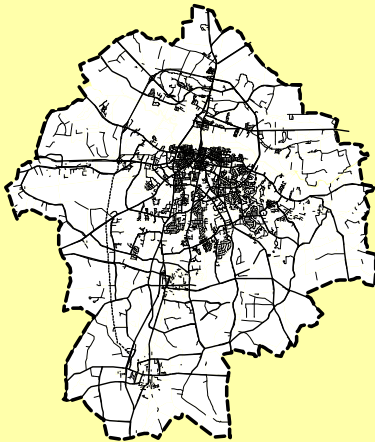
 Mayor Patricia C. Dunn, Chairperson
 Transportation Advisory Committee, Greenville Urban Area

 Amanda Braddy, Secretary

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST COST (THOU) (THOU)	FUNDING		"DELIVERABLE STIP"				"DEVELOPMENTAL STIP"				"UNFUNDED"			
				SOURCE	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS	FUTURE YEARS				
PUBLIC TRANSPORTATION PROJECTS																	
GREENVILLE PITT	TA-4773	EXPANSION BUSES. 2 - FY 2009	800	FBUS	CP	640											
				L	CP	80											
				STAT	CP	80											
GREENVILLE PITT	TA-4965	2 - REPLACEMENT BUSES.	950	FED													
				L													
				STAT													
UNFUNDED PROJECT																	
GREENVILLE PITT	TA-4774	EXPANSION BUSES. 2 - FY 2010 2 - FY 2011 2 - FY 2012	2700	FEDU				CP	680		CP	720					
				L				CP	85		CP	90					
				STAT				CP	85		CP	90					
UNFUNDED PROJECT																	
GREENVILLE PITT	TD-4716B	INTERMODAL TRANSPORTATION CENTER. DESIGN, LAND ACQUISITION - FY 2008 CONSTRUCTION - FY 2009.	6000	FED	CP	4800											
				L	CP	600											
				STAT	CP	600											
UNFUNDED PROJECT																	
GREENVILLE PITT	TG-4767	PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMS--SPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT.	4550	FUZ	CP	520		CP	520		CP	520		CP	520		
				L	CP	130		CP	130		CP	130		CP	130		
UNFUNDED PROJECT																	
GREENVILLE PITT	TO-4726	FEDERAL OPERATING ASSISTANCE AND STATE MAINTENANCE.	8329	FUZ	O	420		O	441		O	463		O	487		
				L	O	420		O	441		O	463		O	487		
				SNAP	O	255		O	255		O	255		O	255		



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 3

2009-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

- Memo From Daryl Vreeland to Wesley B. Anderson
- Resolution 2008-08-GUAMPO
- Page 6 of 2009-2015 MTIP

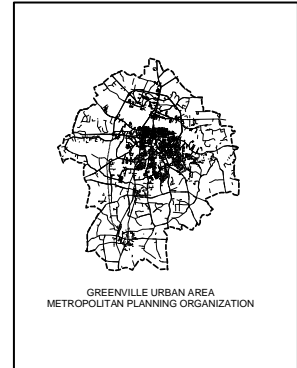
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: October 15, 2008

SUBJECT: Amendment to 2009-2015 Metropolitan Transportation Improvement Program (MTIP) for Transit Projects



To provide funding for the City of Greenville's efforts in the development of the Intermodal Transportation Center, the City must submit an application for design, land acquisition, and construction funds to the Federal Transit Administration (FTA) to assist with continued development of this facility. In order for the application to be approved by FTA, it must reflect the approved MTIP and State Transportation Improvement Program (STIP).

Greenville is applying for a Section 5309 grant for an amount greater than originally indicated in the MTIP adopted on August 12, 2008. The project affected is:

- Intermodal Transportation Center: design, land acquisition, and construction. (ID No. TD-4716B)

This project will assist the City of Greenville with expenses associated in the design and land acquisition phases of development of the planned intermodal transportation center.

To ensure the FTA will approve the City's grant application, the amount requested must correspond to those presented in the 2009-2015 MTIP and STIP. Therefore, the 2009-2015 MTIP must be amended. The North Carolina Board of Transportation is not yet scheduled to consider amending the 2009-2015 STIP on this matter; however, this amendment has been developed in close coordination with NCDOT officials and is expected to be presented to the Board early 2009.

Attached for TCC's consideration is *Resolution 2008-08-GUAMPO*, which details the changes. Also attached is a copy of page 6 of the current 2009-2015 MTIP identifying the existing status of the aforementioned projects.

It is requested that the committee review and recommend that TAC adopt the amendment to the 2009-2015 MTIP.

If you have any questions, please do not hesitate to call me at 329-4476.

Attachments

RESOLUTION NO. 2008-08-GUAMPO
AMENDING THE GREENVILLE URBAN AREA METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2009-2015

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP) and found the need to amend said document on page 6 of 7 for Project ID TD-4716B so as to match the FTA Section 5309 allocation and the items contained in the grant being applied for;

WHEREAS, the following amendment has been proposed for *FTA Section 5309* funds: (estimated cost in thousands)

Existing MTIP:

Unfunded Project

Existing Amounts

	Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TD -4716B INTERMODAL TRANSPORTATION CENTER DESIGN, LAND ACQUISITION – FY 2008, CONSTRUCTION – FY 2009.									
	6000	FED	4800						
		L	600						
		STAT	600						

Amended MTIP:

Amended Amounts (indicated in bold)

	Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TD -4716B INTERMODAL TRANSPORTATION CENTER DESIGN and LAND ACQUISITION - FY 2009 CONSTRUCTION – FY 2011.									
	8,874	FED			4800				
		L	287		600				
		STAT	287		600				
		FBUS	2,300						

WHEREAS, the Transportation Advisory Committee has found the proposed amendment to be in conformity with the North Carolina State Implementation Plan for Air Quality;

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Metropolitan Transportation Improvement Program for FY 2009-2015, adopted August 12, 2008 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the xth day of November, 2008.

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

Amanda Braddy, Secretary

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

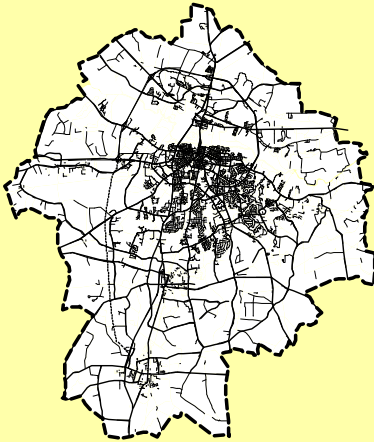
TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST COST (THOU) (THOU)	FUNDING			"DELIVERABLE STIP"			FISCAL YEARS			"UNFUNDED"		
				SOURCE	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS			
PUBLIC TRANSPORTATION PROJECTS															
GREENVILLE PITT	TA-4773	EXPANSION BUSES. 2 - FY 2009	800	FBUS	CP	640									
				L	CP	80									
				STAT	CP	80									
GREENVILLE PITT	TA-4965	2 - REPLACEMENT BUSES.	950	FED											
				L											
				STAT											
										CP	760				
										CP	95				
										CP	95				
UNFUNDED PROJECT															
GREENVILLE PITT	TA-4774	EXPANSION BUSES. 2 - FY 2010 2 - FY 2011 2 - FY 2012	2700	FEDU				CP	680						
				L				CP	85						
				STAT				CP	85						
UNFUNDED PROJECT															
GREENVILLE PITT	TD-4716B	INTERMODAL TRANSPORTATION CENTER. DESIGN, LAND ACQUISITION - FY 2008 CONSTRUCTION - FY 2009.	6000	FED	CP	4800									
				L	CP	600									
				STAT	CP	600									
UNFUNDED PROJECT															
GREENVILLE PITT	TG-4767	PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMS--SPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT.	4550	FUZ	CP	520		CP	520		CP	520		CP	520
				L	CP	130		CP	130		CP	130		CP	130
GREENVILLE PITT	TO-4726	FEDERAL OPERATING ASSISTANCE AND STATE MAINTENANCE.	8329	FUZ	O	420		O	441		O	487		O	487
				L	O	420		O	441		O	487		O	487
				SWAP	O	255		O	255		O	255		O	255

* INDICATES INTRASTATE PROJECT

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

ATTACHMENT 4



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION OF SUPPORT FOR UPDATE TO GREENVILLE URBAN AREA BICYCLE MASTER PLAN GRANT APPLICATION

- Memo From Daryl Vreeland to Wesley B. Anderson
- Resolution 2008-09-GUAMPO

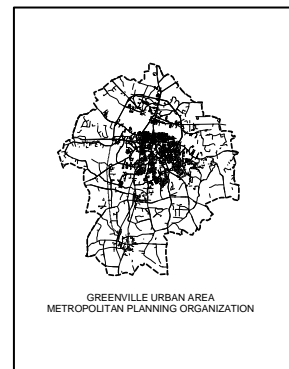
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: October 15, 2008

SUBJECT: Endorsement of Application for Bicycle and Pedestrian Grant Funds application to NCDOT



The Division of Bicycle and Pedestrian Transportation of the North Carolina Department of Transportation (NCDOT) has issued a call for and is accepting grant applications for a matching grant program that allows municipalities to create or update bicycle or pedestrian master plans.

To facilitate bicycle facility planning, the City intends to submit an application for the purpose of updating the bicycle master plan.

Staff estimates the cost for plan development to be \$95,000. The grant is a 60/40 cost share. NCDOT's share of the grant provides for 60 percent of project plan development, which is \$57,000. The City of Greenville's share is estimated to be \$38,000. NCDOT will notify municipalities of grant award in June, 2009. If awarded, it is then required that the City execute a municipal reimbursement agreement (MRA) with NCDOT within 90 days of grant award notification. It is required that the plan update be completed within 15 months after execution of the MRA by NCDOT.

Greenville City Council recently created a Bicycle Friendly Task Force and appointed committee members. The facilitation of these types of grants is one of the stated goals of this task force. If the City is successful and receives a grant for this update, this committee will be participating in the development of this study.

A requirement of the grant is the submittal of a resolution of support from both the municipality applying for the grant and local MPO endorsement of the application

Attached for TCC's consideration is *Resolution 2008-09-GUAMPO*, stating the MPO's endorsement of the City's grant application.

It is requested that the committee recommend that TAC adopt the attached resolution of support.

If you have any questions, please do not hesitate to call me at 329-4476.

Attachments

RESOLUTION NO. 2008-09-GUAMPO
SUPPORTING AND ENDORSING THE SUBMISSION OF AN APPLICATION FOR NORTH
CAROLINA DEPARTMENT OF TRANSPORTATION BICYCLE AND PEDESTRIAN GRANT
FUNDS FOR UPDATING THE GREENVILLE URBAN AREA BICYCLE MASTER PLAN

WHEREAS, On September 4, 2008, The North Carolina Department of Transportation (NCDOT) issued a call for proposals for grant applications for their Bicycle and Pedestrian Planning Grant Initiative, setting aside \$400,000 in total for this upcoming call for proposals; and

WHEREAS, an updated Bicycle Master Plan will enhance bicycle facility planning within the City of Greenville; and

WHEREAS, a comprehensive, progressive, and continuing transportation planning program must be carried out cooperatively in order to insure that funds for transportation projects are effectively allocated to jurisdictions within the Greenville Urban Area;

WHEREAS, NCDOT's grant initiative provides for 60 percent of the cost to hire a consultant for plan development with the locality providing the remaining 40 percent share match; and

WHEREAS, the estimated cost to update the Greenville Urban Area 2002 Bicycle Master Plan is \$95,000 and the grant will provide a maximum funding cap of \$57,000; and

WHEREAS, the existing Greenville Urban Area Bicycle Master Plan was adopted by the MPO in February, 2003 and is eligible to be updated per NCDOT's grant award criteria; and

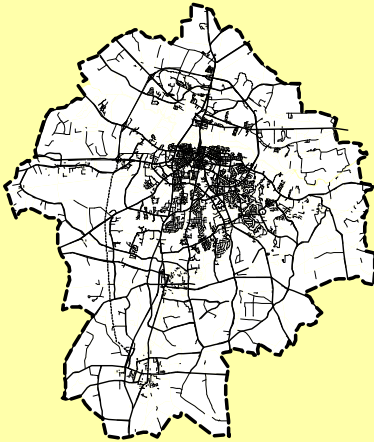
WHEREAS, if awarded, the Public Works Department will oversee the development of the update to the master plan and will coordinate with the Bicycle Friendly Task Force;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby support and endorse submission of an application for grant funding to NCDOT for the purpose of updating the 2002 Greenville Urban Area Bicycle Master Plan.

This 2nd day of December, 2008.

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

 Amanda Braddy, Secretary



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 5

RESOLUTION OF SUPPORT FOR SAFE ROUTES TO SCHOOL INFRASTRUCTURE GRANT APPLICATION

- Memo From Daryl Vreeland to Wesley B. Anderson
- Resolution 2008-10-GUAMPO

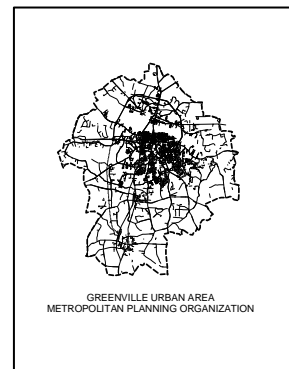
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: October 15, 2008

SUBJECT: Endorsement of Application for Safe Routes to School Infrastructure Grant Reimbursement Program application to NCDOT



The Division of Bicycle and Pedestrian Transportation of the North Carolina Department of Transportation (NCDOT) has issued a call for and is accepting grant applications for a reimbursement program that allows municipalities to fund infrastructure projects that encourage children to walk and bike to school. The City of Greenville intends to submit an application.

The Safe Routes to School program provides funds to implement identified improvements that can help make bicycling and walking to and from school a safe and healthy transportation alternative. Grant eligible infrastructure-related improvements include the construction of new sidewalk, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle and pedestrian facilities, and traffic calming and speed reduction improvements.

The grant program guidelines allow for funding requests that range from \$100,000 to \$300,000. This grant program is a 100% federally funded reimbursement program with no local match required. If awarded, the City of Greenville will incur no net cost. Funds must be spent on projects that are within 2 miles of a school serving K-8 grades within the public right-of-way or on a permanent easement. This may include projects on private land with public access easements. The City is working with the Eastern Carolina Injury Prevention Program to identify potential areas for this grant.

A submittal requirement of the grant application is the inclusion of a resolution of support from both the municipality applying for the grant in addition to local MPO endorsement of the application

Attached for TCC's consideration is *Resolution 2008-10-GUAMPO*, stating the MPO's endorsement of the City's grant application.

It is requested that the committee recommend that TAC adopt the attached resolution of support.

If you have any questions, please do not hesitate to call me at 329-4476.

Attachments

**RESOLUTION NO. 2008-10-GUAMPO
SUPPORTING AND ENDORSING THE SUBMISSION OF AN APPLICATION FOR
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S SAFE ROUTE TO
SCHOOL INFRASTRUCTURE GRANT REIMBURSEMENT PROGRAM FUNDS**

WHEREAS, the North Carolina Department of Transportation is accepting applications for the Safe Routes to School Infrastructure Grant Reimbursement Program; and

WHEREAS, the purpose of the Safe Routes to School program is to enable and encourage children to walk and bicycle to school; and,

WHEREAS, the Safe Routes to School program provides funds to implement identified improvements that can help make bicycling and walking to and from school a safe and healthy transportation alternative; and

WHEREAS, the Greenville Urban Area MPO recognizes the importance of a balanced transportation network to the economic and social well-being of the community; and

WHEREAS, upon submitting a Safe Routes to School grant application, a resolution expressing support for the application is needed from Greenville Urban Area MPO; and

WHEREAS, the City of Greenville will partner with the Eastern Carolina Injury Prevention Program to submit an application by the January 30, 2009 submission deadline; and

WHEREAS, the City of Greenville will be the lead agency and is willing and able to enter into a reimbursement agreement with NCDOT and has the authority to construct and/or install and maintain infrastructure; and

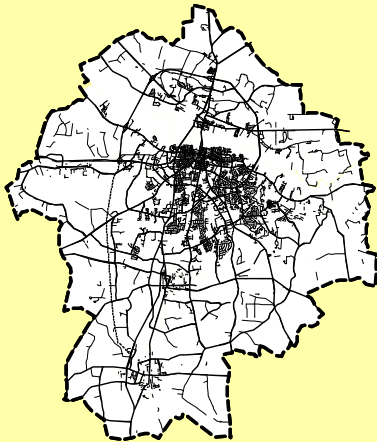
WHEREAS, if awarded, the City Greenville will support and administer the Safe Routes to School Infrastructure grant reimbursement funds; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby support and endorse submission of an application for the Safe Routes to School Infrastructure Grant Reimbursement Program.

This 2nd day of December, 2008.

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

Amanda Braddy, Secretary



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 6

PROPOSED UPDATE TO PUBLIC INVOLVEMENT PLAN

- Memo From Daryl Vreeland to Wesley B. Anderson
- Proposed "Draft" Public Involvement Plan
- Resolution 2008-11-GUAMPO

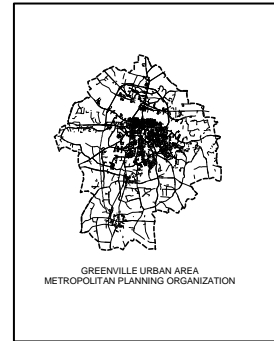
MEMORANDUM

TO: Wesley Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: October 15, 2008

SUBJECT: GUAMPO's "Draft" Public Involvement Plan (PIP)



The FHWA reviewed the current Greenville Urban Area MPO Public Involvement Policy and indicated that the current policy needed to be revised to be in compliance with Federal requirements. The attached "Draft" Public Involvement Plan was developed to address the Federal public involvement requirements per SAFETEA-LU.

The process for updating the PIP follows:

- The TCC will review and discuss the proposed "Draft" PIP. (Completed)
- The TAC will consider presenting the "Draft" PIP for public comment. (Completed)
- After the TCC and TAC have commented, the Lead Planning Agency shall update the PIP, as necessary, and make it available for public review and comment. (Completed)
- After a 45-day public comment period, the Lead Planning Agency shall present the PIP along with public comments to the TCC for further review and discussion to be recommended to the TAC for consideration and adoption.

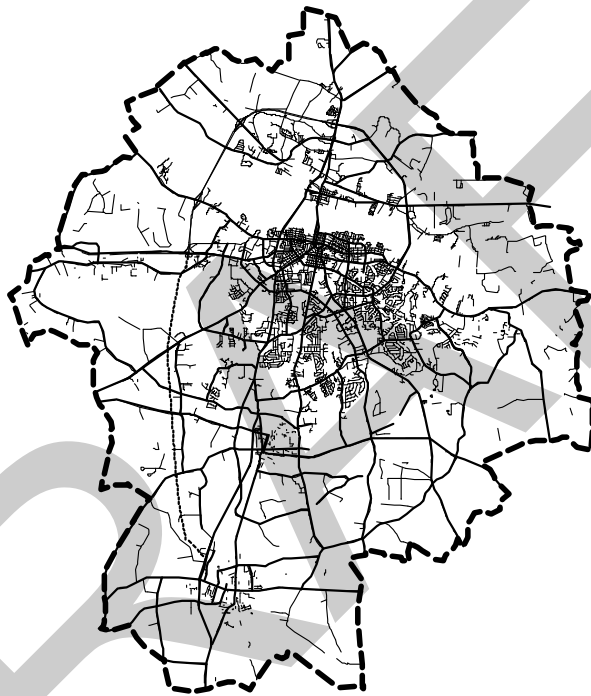
The public comment period was from 8/25/08 through 10/24/08. No written comments were received. The attached draft document is the proposed Public Involvement Plan for the Greenville Urban Area MPO.

Also, attached for TCC's consideration is *Resolution 2008-11-GUAMPO*, by which the MPO adopts the Public Involvement Plan.

It is requested that committee members review, comment, and recommend that TAC adopt the attached resolution adopting the "Draft" PIP.

Attachments

THE GREENVILLE URBAN AREA MPO PUBLIC INVOLVEMENT PLAN



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Adopted:

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PUBLIC INVOLVEMENT PLAN

Executive Summary

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

The objectives of the MPO's Public Involvement Plan are to:

Inform the public of transportation meetings and other events.

Educate the public regarding their role in the transportation planning and decision-making process.

Involve the public by providing opportunities early and often in the transportation planning and decision-making process.

Reach out to all communities in the planning area to inform, educate, and involve

Improve the public involvement process by updating this document in accordance with federal guidelines.

This PIP is reviewed periodically, at least every five years, to ensure our planning process provides full and open access to all segments of the population serviced by the MPO.

Contained herein are the MPO's current public involvement objectives, policies, and techniques.

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

Greenville Urban Area MPO

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

GUAMPO is governed by the Transportation Advisory Committee (TAC) and the Technical Coordinating Committee (TCC) which serves as an advisory group. Details concerning membership of these committees are available on the MPO's website and are available from the City of Greenville's Public Works Department.

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

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

Intent of Plan

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

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

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

Federal Requirements for Public Participation

The public involvement process requirements in 23 CFR450, Section 450.316 (a), are listed below. These requirements encourage a proactive public involvement process and support early and continuing involvement of the public in the planning process. A reference to the section of this plan and/or a response describing how the Greenville Urban Area MPO meets these requirements is included following each criterion listed below.

Section 450.316 (a) (1):

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

- Reference *Major Planning Documents* below for public comment periods for the TIP and LRTP.

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

- Notice requirements for TCC and TAC meetings are specified in the *Public Involvement Opportunities* section. TCC and TAC meeting notices will be advertised in the *Daily Reflector* newspaper at least five (5) calendar days prior to the meeting. Information concerning transportation issues and processes is publicly available at the City of Greenville Public Works Department located at 1500 Beatty Street, Greenville NC, 27834 and/or is available on the MPO's web site. Refer to *Major Planning Documents* for details concerning availability and comment periods for each of the major documents produced by the MPO.

(iii) *Employing visualization techniques to describe metropolitan transportation plans and TIP's;*

- The MPO uses Geographical Information System (GIS) technology to create maps and proper visualization tools to describe transportation plans to the public.

(iv) *Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;*

- Meeting agendas and any technical information, such as regularly-issued products from the MPO or project-specific information will be available from the MPO's web site.

(v) *Holding any public meetings at convenient and accessible locations and times;*

- TCC and TAC meetings are typically held at the City of Greenville's Public Works Department Main Conference Room. This facility is ADA-compliant and is conveniently located near a bus stop. TCC and TAC meetings are held during regular office hours from 8 am to 5 pm. Other meetings, such as informational workshops or open-house events, may be held from late afternoon through early evening and could be held as a single drop-in session to allow those with traditional work schedules to attend as well as allowing those who work in the evenings or on weekends to attend. Any presentation to local governing Council meetings will be held at that jurisdiction's regular meeting location at the regularly-scheduled date and time for those Council meetings. Both the TCC and TAC meetings shall be advertised in the *Daily Reflector* newspaper at least five (5) calendar days prior to the meeting
- Meetings concerning the LRTP, CTP, or other planning document (as referenced in *Major Planning Documents* below) may be held concurrently with other plan/project-related meetings.

(vi) *Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;*

- A specified public comment period (defined in *Major Planning Documents* for each of the major documents produced by the MPO) in reference to a transportation plan or project will be announced by public notice. Public comment will also be solicited via the MPO's web site. The public is encouraged to provide comments at any time regarding any transportation-related issue or document through the MPO's web site.
- Member jurisdictions involved in the development or amendment of the local (metropolitan) TIP shall also notify citizens of the opportunity for public comment by any of the following means:
 - during regularly scheduled board and council meetings
 - distribute email notification to resident contacts or posting information on web site.
 - a posting at the city hall or other publicly recognized location where government notices are usually posted
- Public comments will be taken into consideration with the appropriate plan/project. A summary of public comments and staff response will be provided to the TAC and the TCC. Any comments received during a meeting of the MPO's TCC or TAC will be included in the meeting

minutes. Also, any comments received during a public comment period held by the MPO's TAC will be included in the meeting minutes. Comments received during workshops, open houses, or presentations to civic organizations will be summarized, presented to the TCC and TAC, and kept on file. Results of surveys will be compiled, summarized, presented to the TCC and TAC, and kept on file.

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

- As part of the transportation planning process to meet the requirements of Title VI, and to better serve the community, the Greenville Urban Area MPO will reach out to members of the low-income, minority, and disadvantaged communities to ensure participation. Whenever practicable, public open-house meetings to discuss transportation issues will be held at Sheppard Memorial Library to encourage participation. Meetings or other public outreach efforts may also take place in the Town of Winterville, the Village of Simpson, the Town of Ayden, or in unincorporated Pitt County at ADA-compliant venues. Public notifications outlined in this document will be conducted to attempt to get the word out about upcoming meetings and public workshops via a number of methods. Citizens that express interest will be put on a mailing list to be notified of other meetings and any proposed actions. For those without transportation and the disabled, the Greenville Urban Area MPO will hold meetings and public workshops during times when public transit and para-transit service is available. Meetings held at the City of Greenville Public Works Department, City Hall, or Sheppard Memorial Library are all serviced by para-transit and public transit with bus stops located conveniently nearby each location. When possible, public meetings and open-house workshops are held at facilities offering free public parking and accessibility to transit. All meetings and workshops of the MPO are held in ADA-compliant venues. If an interpreter is needed for deaf or hearing impaired citizens, please call 252-329-4522 (voice) or 252-329-4060 (TDD) no later than two business days prior to the meeting.

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

- The Greenville Urban Area MPO shall provide for an additional public comment period of at least 10 calendar days if the final LRTP or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonable have foreseen from the public involvement efforts.

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part;

- The Greenville Urban Area MPO regularly consults with agencies and officials responsible for other planning activities within the MPA that are affected by transportation, such as State officials, local government representatives, local economic development representatives, local municipal planning agency representatives, local transit planning agency representatives, etc.

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

- This public involvement plan shall be reviewed at least every five (5) years for this purpose.
- The MPO will consider comments on this plan at any time as part of a periodic and ongoing review of its effectiveness. Other data that might be used for evaluation purposes include attendance at meetings, the quantity of comments, and Web site usage statistics.

Section 450.316 (a) (2):

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

- When significant written and oral comments are received on the Long-Range Transportation Plan and on the MTIP (including the financial plans), a summary of the comments will be provided within those documents (or in an appendix therein) along with any disposition to comments.

Section 450.316 (a) (3):

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

- It shall be the MPO's policy to have a minimum of a 45 calendar day public comment period before the initial or revised public involvement plan is adopted by the MPO. This document shall be posted on the MPO's web site and distributed to any interested persons.

Major Planning Documents

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

Planning Work Program (PWP)

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

The MPO begins developing the PWP in January each year. NCDOT establishes a deadline each year stating when the MPO must submit a draft document to their staff that reviews the PWP to ensure that the narrative reflects all required activities and that the budget contains sufficient, but constrained, funding. The draft PWP shall be available for public comment for a period of at least 10 calendar days prior to consideration by the TCC and TAC. The draft PWP is submitted to the TCC for review and recommendation. Following the above-mentioned public comment period and positive recommendations from its advisory board (the TCC), the MPO's TAC approves the PWP for each coming fiscal year that commences on July 1. Once the final version of the PWP is approved, it shall be made available to the public and posted on the MPO's web site.

The following summarizes public involvement opportunities in the PWP process:

- A draft version of the PWP will be available for public review for at least 10 calendar days prior to its consideration by the TCC.
- The public may present comments during the public comment period at the regular TCC and TAC meetings.
- The final approved version will be available on the MPO's web site.

Long-Range Transportation Plan (LRTP)

The LRTP is a future "vision" of the community's transportation needs. The LRTP is updated every five years to reflect the changing public interest. The LRTP is financially constrained and includes transportation projects for upgrading the transportation infrastructure within the next twenty years.

The Greenville Urban Area MPO uses the LRTP to 1) estimate future needs and services for the highway network, 2) guide the expenditure of transportation funds, 3) ensure new transportation improvements meet community values, and 4) promote safe and efficient transportation services. Local and state planning officials

use the LRTP to select projects for inclusion in their work programs. Developers and planning firms use it to help develop land use proposals.

Before adopting an LRTP, the Greenville Urban Area MPO conducts public outreach to ensure maximum public participation and to build consensus in this planning effort. Outreach for the LRTP may consist of open-house meetings and/or presentations throughout the plan development process to explain the issues, describe the potential solutions and the impacts associated with each, and to receive input from the public.

A number of public relations tools are used to communicate with the public, providing information on the progress of the plan development, and generating public input in an effort to develop consensus. These tools focus on notification and communication and could include newspaper articles and advertisements, web pages, and/or interactive public workshops.

The following summarizes the update process for the LRTP:

- Draft document(s) are presented to the TCC. The TCC reviews, comments, and recommends that the TAC consider and present the draft document(s) to the public.
- Draft document(s) are presented to TAC which will consider presenting the draft document(s) to the public.
- After the TCC and TAC have commented, the document(s) will be updated, as necessary. Following approval of the draft document by the TAC, a draft version of the LRTP will be available for comment for at least 30 calendar days.
- The document(s) are once again presented to the TCC along with a summary of public comments. The TCC will consider recommending the document(s) for TAC adoption.
- The document(s) are presented to the TAC for their consideration and adoption.
- The Greenville Urban Area MPO shall provide for an additional public comment period of at least 10 calendar days if the final LRTP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonable have foreseen from the public involvement efforts.
- The final adopted version of the LRTP shall be made available to the public and on the MPO's web site.

Metropolitan Transportation Improvement Program (MTIP)

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

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

Year 1:

- In the first year, the MPO conducts a public involvement and comment process. The public will have a comment period of at least 30 calendar days to submit comments and suggest transportation-related projects that they would like to have included in the MPO's priority list.
 - This ensures public participation and public comments are obtained from the very first step in the process
 - The public will be notified of the comment period by newspaper notification and by notification on the MPO's web site.
- The MPO drafts a priority listing of projects
- The draft priority list is presented to local governing bodies.
- The MPO adopts the priorities list.
- NCDOT may hold public meetings throughout the state for the State Transportation Improvement Program (STIP).

Year 2:

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

Public Involvement Plan (PIP)

To ensure all interested persons have the opportunity to comment, before adopting or amending the PIP, the MPO provides a public comment period of forty-five (45) days. The MPO publishes notices in the Greenville-based *Daily Reflector* newspaper, explaining that the draft PIP is available for public comment. The draft PIP is also posted on the MPO's website. Those interested persons requesting a printed copy of the draft PIP may call 252-329-4476. Once the MPO approves the PIP it is placed on the MPO web site.

- Before it was adopted, this plan was available for public review and comment from August 25, 2008 through October 24, 2008. (at least 45 days) Appendix A summarizes comments received before October 24, 2008.

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

Please submit comments to:

The Greenville Urban Area MPO
c/o Greenville Public Works Department
1500 Beatty St.
Greenville, NC 27834
Fax: (252) 329-4535
Online:
http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510

The PIP shall be reviewed at least every five (5) years. The MPO will consider comments on this plan at any time as part of a periodic and ongoing review of its effectiveness. Other data that might be used for evaluation purposes include attendance at meetings, the quantity of comments, and Web site usage statistics.

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

- Draft document(s) are presented to the TCC. The TCC reviews, comments, and recommends that the TAC consider and present the draft document(s) to the public.
- Draft document(s) are presented to TAC which will consider presenting the draft document(s) to the public.
- After the TCC and TAC have commented, the document(s) will be updated, as necessary. Following approval of the draft document by the TAC, A draft version of the PIP will be available for comment for at least 45 calendar days.
- The document(s) are once again presented to the TCC along with a summary of public comments. The TCC will consider recommending the document(s) for TAC adoption.
- The document(s) are presented to the TAC for their consideration and adoption.

Comprehensive Transportation Plan (CTP)

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

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

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

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

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

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

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

- Draft document(s) are presented to the TCC. The TCC reviews, comments, and recommends that the TAC consider and present the draft document(s) to the public.
- Draft document(s) are presented to TAC which will consider presenting the draft document(s) to the public.
- After the TCC and TAC have commented, the document(s) will be updated, as necessary. Following approval of the draft document by the TAC, there shall be a 30-day public comment period along with public hearing(s) which may be held during each of the local jurisdiction’s regularly scheduled Council meeting. Notice of these meetings will be advertised in local print media, as well as in the MPO’s web site).
- The document(s) are once again presented to the TCC along with a summary of public comments. The TCC will consider recommending the document(s) for final TAC adoption.
- The document(s) are presented to the TAC for their consideration and adoption.

- The document(s) are presented to NCDOT's Board of Transportation for adoption.

Modifications to Planning Documents

Occasionally, the need may arise which requires minor modifications to the MTIP, LRTP, PWP, PIP, CTP, or PWP. Changes can be categorized in two ways: Minor Amendments or Major Amendments.

- A Minor Amendment shall be considered to be minor in nature. Examples include minor changes in the cost / funding, or starting / ending date of included projects. Other examples are Administrative modifications to the MTIP or LRTP, small projects with few impacts, and technical/preliminary/exploratory studies.
 - These do not require a formal public involvement process outside the regular meeting structure of the MPO. Members of the TAC will represent residents in making decisions.
 - Residents may also attend and speak at each TAC meeting upon recognition by the TAC Chair, who may impose a reasonable time limit for speakers.
- A Major Amendment shall be considered to be significant enough so as to require public review and comment. Examples include the addition or deletion of a regionally significant project or a substantial change in the design concept or design scope of a project included in the plan.
 - These types of amendments require a 10-calendar day formal public comment period. This shall be advertised in the local newspaper and on the MPO's web site.

Public Involvement Opportunities

The Greenville Urban Area Metropolitan Planning Organization

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

Meetings of the TAC and TCC are open to the public, and meeting minutes are public record. Past minutes are available upon request from the LPA or from the MPO's web site. Meeting agendas will be available on the MPO's web site prior to the meeting date or a copy can be obtained from the City of Greenville's Public Works Department located at 1500 Beatty Street, Greenville, NC 27834. TAC and TCC agendas will be available from the MPO's web site prior to the respective meeting.

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

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

- The TCC and TAC shall have an open formal public comment period during each meeting at the determination of the chairperson. Public comment shall occur as established in this policy.
- The Public Comment Period is a period reserved for comments by the public. A total of 30 minutes is allocated. The allowable duration of each speaker's time shall be determined by the chairpersons of the TCC and TAC, recommended not to exceed three (3) minutes per speaker.
- It is the policy of the TCC and TAC that public comment will be received and is to occur only during the designated public comment periods in the course of TCC and TAC meetings. During TCC and TAC meetings, comments by members of the public outside of the designated public comment period will not be tolerated and will be considered as a disruption to the meeting, which will result in the removal of the offender from the meeting room.

The TCC and TAC meetings shall be advertised in the *Daily Reflector* newspaper a minimum of five (5) calendar days prior to the meeting. If an interpreter is needed for deaf or hearing impaired citizens, please call 252-329-4522 (voice) or 252-329-4060 (TDD) no later than two business days prior to the meeting.

Transportation Advisory Committee (TAC)

The Transportation Advisory Committee has the responsibility for serving as a forum for cooperative transportation planning decision making for the Metropolitan Planning Organization. They approve all federal aid transportation funds in the metropolitan area. The Transportation Advisory Committee has the responsibility for keeping the public informed of the status and requirements of the transportation planning process; assist in the dissemination and clarification of its decisions, inclinations, and policies; and ensures meaningful citizen participation in the transportation planning process.

Technical Coordinating Committee (TCC)

The Technical Coordinating Committee is responsible for providing technical assistance and advice to the Transportation Advisory Committee. The Technical Coordinating Committee provides the general

review, guidance, and coordination of the transportation planning process for the planning area and has the responsibility for making recommendations to the Transportation Advisory Committee regarding any actions relating to the continuing transportation planning process.

The committee shall be responsible to develop, review, and make recommendations for revisions to the Long Range Transportation Plan; approval of the Prospectus, Metropolitan Transportation Improvement Program, Planning Work Program, Metropolitan Planning Area Boundary; planning citizen participation and documentation reports of GUAMPO.

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

Ongoing Public Involvement Opportunities

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

- **Planning Documents** - All documents, agendas, resolutions, meeting minutes, etc. adopted by the GUAMPO are kept at the City of Greenville Public Works Department (LPA) offices at 1500 Beatty Street, Greenville, NC. These documents will be made available for public review upon request and will be available on the MPO's web site.
- **Meetings** - Regular meetings of the GUAMPO's Transportation Coordinating Committee (TCC) and Transportation Advisory Committee (TAC) are open to the public, and will include opportunity for public comment. Notification of the meetings will be posted on a publicly-accessible bulletin board in the City of Greenville's City Hall, along with prior notification in the local *Daily Reflector* newspaper and the MPO's web site.
- **Web Site** – The web site provides an ongoing opportunity for public comment via email. The GUAMPO website, (http://www.greenvillenc.gov/departments/public_works_dept/information/default.aspx?id=510), is an easy and convenient way for the public to be informed and involved in the transportation planning process. The website will be maintained and routinely updated by GUAMPO staff. The website contains the following information:
 - Available information on specific projects that are currently in the planning stages
 - Organization Chart of MPO members
 - Staff contacts
 - Publications
 - Information / Links to Area Highway Projects / Other Agencies

- Links to allow the public to provide comment to any MPO-related matter.
- MPO related documents such as: LRTP, PWP, MTIP, PIP
- Meeting minutes & agendas
- **Fax comments to 252-329-4535**
- **Drop off comments in person to** - City of Greenville, Public Works Department, 1500 Beatty Street, Greenville, North Carolina, 27834. This may be done Monday-Friday, between 8:00 am through 5:00 pm.
- **Mail** - Comments may be mailed to City of Greenville, Public Works Department, 1500 Beatty Street, Greenville, North Carolina, 27834
- **Surveys** - Surveys are used to obtain general input from the public on transportation matters. They ask the public about transportation issues and concerns and some demographic information. Surveys are also used to gather specific technical data during planning studies. For example, the 2006 Origins and Destinations study surveyed people driving within the GUAMPO area about their travel habits.
- **Comment Forms** - Comment forms are used to solicit general public comments at open-house meetings and/or other public meetings. Comments may also be submitted on the GUAMPO website to solicit input regarding any current or future project. Comment forms can be either general or very specific in nature. A comment form may request general feelings about any aspect of transportation or to help identify preferred alignment alternatives considered during a corridor study.
- **Public Workshops** - Public Workshops are used to both present information and solicit public comment on a plan or issue being considered by GUAMPO. Public comments are recorded and a summary provided to the Transportation Advisory Committee. Public workshops include visual aids such as maps, aerial photographs, and drawings to facilitate public understanding

Response to Public Input

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

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

Availability of MPO Planning Documents (PWP, LRTP, MTIP, CTP, PIP)

The MPO planning documents outlined in the *Major Planning Documents* section will be available at the following locations:

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

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

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

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

Documents are also available from the MPO's web site as detailed above.

Disadvantaged Business Enterprise (DBE) Policy Statement

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

The policy of the Greenville Urban Area MPO is:

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

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

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

Contact

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

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

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

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

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

Annual Obligations Listing Available To Public

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

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

List of Acronyms

ADA - Americans with Disabilities Act

CTP - Comprehensive Transportation Plan

DBE – Disadvantaged Business Enterprise

DOT – Department of Transportation

EJ – Environmental Justice

EPA - Environmental Protection Agency

FHWA – Federal Highway Administration

GIS - Geographical Information System

GUAMPO - Greenville Urban Area Metropolitan Planning Organization

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

LRTP - Long Range Transportation Plan

MPA - Metropolitan Planning Area

MPO - Metropolitan Planning Organization

MTIP - Metropolitan Transportation Improvement Program

NCDOT - North Carolina Department of Transportation

PIP - Public Involvement Plan

PWP - Planning Work Program

STIP - State Transportation Improvement Program

TAC - Transportation Advisory Committee

TCC - Technical Coordinating Committee

TIP - Transportation Improvement Program

UCP - Unified Certification Program

Appendix A – Public Comments Received

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

DRAFT

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**RESOLUTION NO. 2008-11-GUAMPO
ADOPTING AN UPDATE TO THE PUBLIC INVOLVEMENT PLAN FOR THE
GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION**

WHEREAS, The Greenville Urban Area Metropolitan Planning Organization was formed to coordinate transportation planning in the Greenville urbanized area

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

WHEREAS, MPO Policy Committee developed a Public Involvement Plan which provides for a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans; and

WHEREAS, the MPO provided a 45-day notice of the adoption of the Public Involvement Plan; and

WHEREAS, the Transportation Advisory Committee oversees Transportation Planning Activities for the Greenville Urban Area Metropolitan Planning Organization, and

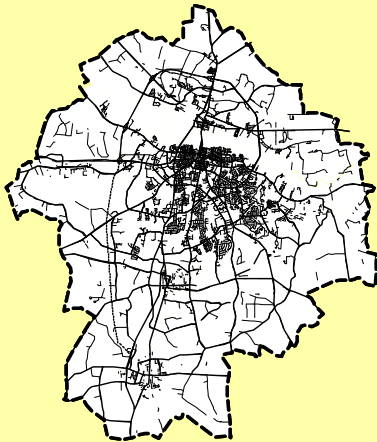
WHEREAS, the Metropolitan Planning Organization Transportation Advisory Committee did review and comment on the Public Involvement Plan

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the update to the Greenville Urban Area MPO's Public Involvement Plan

This 2nd day of December, 2008.

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

Amanda Braddy, Secretary



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 7

RESOLUTION OF SUPPORT FOR DEVELOPMENT OF A COORDINATED PUBLIC TRANSIT- HUMAN SERVICES TRANSPORTATION PLAN FOR PITT COUNTY AND ENDORSEMENT OF GRANT APPLICATION FOR FUNDS TO BE USED IN THE DEVELOPMENT OF SUCH PLAN

- Memo From Daryl Vreeland to Wesley B. Anderson
- Resolution No. 2008-12-GUAMPO

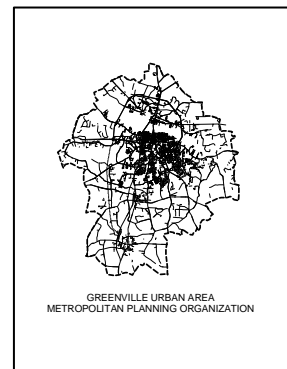
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: October 15, 2008

SUBJECT: Support of the Development of a Coordinated Public Transit-Human Services Transportation Plan for Pitt County and Endorsement of a Grant Application for Funds to be Used in the Development of Such a Plan.



The Public Transportation Division of the North Carolina Department of Transportation (NCDOT) has funding available for and accepts applications for federal funds from the US Department of Transportation and the Federal Transit Administration for transportation needs of individuals with disabilities, older adults, and people with low incomes. These funds are for use in providing transportation services to residents in non-urbanized areas and in small urban areas (populations between 50,000 and 200,000). There is a separate allocation of funds for each area.

The three Federal Transit Administration (FTA) programs - New Freedom (Federal Section 5317), Job Access and Reverse Commute (Federal Section 5316), and the Elderly and Persons with Disabilities Program (Federal Section 5310) – require a locally developed, coordinated public transit-human services transportation plan. A synopsis of each of these grants is below:

- Federal Section 5310 – Elderly and Disabled Persons: The objective of these funds is to provide transportation services that meet the special needs of elderly persons and persons with disabilities for whom mass transportation services are unavailable, insufficient or inappropriate. The purchase of vehicles and related capital equipment and for operating costs to provide transportation services that meet the special needs of elderly persons and persons with disabilities for whom mass transportation services are unavailable, insufficient or inappropriate.
- Federal Section 5316 – Job Access and Reverse Commute: The purpose of the JARC grant program is to assist in developing new or expanded transportation services such as shuttles, vanpools, guaranteed rides home or connector/feeder services that connect employee to jobs and other employee related services. Job Access project are targeted at developing new or expanded transportation services for welfare recipients and/or low income persons. Reverse commute projects can provide transportation services to sub-urban or rural employment locations for all populations. The primary objective is to provide connectivity to welfare recipients and other low-income persons to jobs and other support services. The program is related to the operation of transportation services designed to transport residents from small urban areas, and non-urbanized areas to suburban employment opportunities.
- Federal Section 5317 – New Freedom: The purpose of the program is to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). New Freedom grants are intended to provide additional tools to overcome existing barriers facing persons with disabilities that are seeking integration into the work force and full participation in society. Funds are available to support the capital and operating costs of new public transportation service targeted toward people with disabilities or public transportation alternatives that go beyond those required by the ADA.

The coordinated plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation. A locally and regionally coordinated transit-human service plan is developed through a process that includes public input as well as input from public, private, non-profit and human services providers.

The Pitt Area Transit System (PATs) is submitting a grant application to NCDOT for the purpose of developing a Coordinated Public Transit-Human Services Transportation Plan. This grant does not require a local match and would cover 100% of the project costs.

A submittal requirement of the grant application is to include a resolution of support from the local MPO endorsing the grant application and supporting the development of a locally developed, Coordinated Public Transit- Human Services Transportation Plan.

Attached for TCC's consideration is *Resolution 2008-12-GUAMPO*, that presents the MPO's endorsement of the County's grant application and supports PATs' objective to develop a Coordinated Public Transit- Human Services Transportation Plan.

It is requested that the committee recommend that TAC adopt the attached resolution of support.

If you have any questions, please do not hesitate to call me at 329-4476.

Attachments

RESOLUTION NO. 2008-12-GUAMPO
RESOLUTION SUPPORTING THE DEVELOPMENT OF A COORDINATED PUBLIC TRANSIT -
HUMAN SERVICES TRANSPORTATION PLAN FOR PITT COUNTY AND ENDORSEMENT OF
GRANT APPLICATION FOR FUNDS TO BE USED IN THE DEVELOPMENT OF SUCH PLAN

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU), requires the development of a locally developed coordinated plan that identifies the transportation needs of individuals, older adults, and people with low incomes, and strategies and priorities for meeting these local needs; and

WHEREAS, under SAFETEA-LU, three Federal Transit Administration (FTA) human service transportation programs have been established: 1) Elderly Individuals and Individuals with Disabilities (Section 5310); 2) Job Access and Reverse Commute (JARC, Section 5316); and 3) New Freedom (Section 5317); and

WHEREAS, in order for the County of Pitt to receive federal funds for these three programs, the following requirements must be met: a “locally developed coordinated plan” must be drafted through a process that includes representatives of public, private, and non-profit transportation providers, as well as human service agencies and representatives from low-income populations, persons with disabilities and older adults; funding for projects from all three programs must derive from the coordinated plan; JARC and New Freedom projects must be selected on a competitive basis; and the recipient of JARC and New Freedom funds for the rural area must be designated by the Governor of North Carolina; and

WHEREAS, local transportation service providers, human services agencies and the MPO will work together to: 1) assess the needs of the target population, 2) assess available services and identify current transportation providers, 3) identify gaps between current services and needs, and 4) develop and prioritize strategies to address identified gaps; and

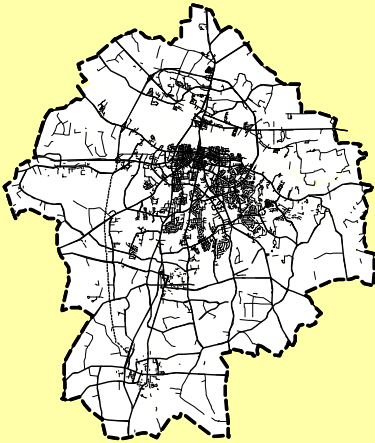
WHEREAS, the collaborative efforts of local transportation service providers, human services agencies and the MPO culminates in the production of a coordinated Plan, the development of the framework for the competitive selection process, and endorsement of the County of Pitt to serve as the designated recipient for JARC and New Freedom funds for rural areas.

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does approve of the development of a Coordinated Public Transit-Human Services Transportation Plan for Pitt County. The MPO also endorses and supports any grant application whose funds will assist in the development of said plan.

This 2nd day of December, 2008.

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

 Amanda Braddy, Secretary



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 8

RESOLUTION OF SUPPORT FOR SAFE ROUTES TO SCHOOL NON- INFRASTRUCTURE GRANT APPLICATION

- Memo From Daryl Vreeland to Wesley B. Anderson
- Resolution No. 2008-13-GUAMPO

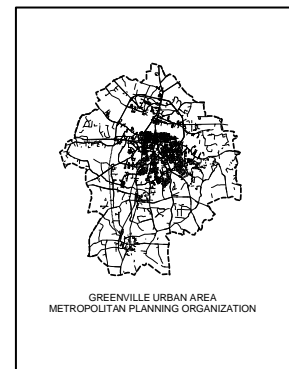
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: October 15, 2008

SUBJECT: Endorsement of Application for Safe Routes to School
Non-Infrastructure Grant Reimbursement Program
application to NCDOT



The Division of Bicycle and Pedestrian Transportation of the North Carolina Department of Transportation (NCDOT) has issued a call for and is accepting grant applications for a reimbursement program that allows municipalities to fund non-infrastructure projects that encourage children to walk and bike to school. The East Carolina Injury Prevention Program intends to submit a grant application by the January 30, 2009 submission deadline and will be the lead sponsoring agency for this grant.

The Safe Routes to School program provides funds to implement identified improvements that can help make bicycling and walking to and from school a safe and healthy transportation alternative.

The grant program guidelines allow for funding requests that range from \$10,000 to \$50,000. This grant program is a 100% federally funded reimbursement program with no local match required.

Non-infrastructure grants provide funds for education, encouragement, enforcement, and evaluation programs and activities. Non-infrastructure projects include programs and activities that, when implemented, aim to shift community behavior, attitudes and social norms through education, encouragement and enforcement strategies. These projects should also support increased safety and convenience for children to walk and/or bicycle to school.

A requirement of the grant is the submittal of a resolution of support from the local MPO endorsing the grant application.

Attached for TCC's consideration is *Resolution 2008-13-GUAMPO*, stating the MPO's endorsement of the Eastern Carolina Injury Prevention Program's grant application.

It is requested that the committee recommend that the TAC adopt the attached resolution of support.

If you have any questions, please do not hesitate to call me at 329-4476.

Attachments

**RESOLUTION NO. 2008-13-GUAMPO
SUPPORTING AND ENDORSING THE SUBMISSION OF AN APPLICATION FOR
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION'S SAFE ROUTE TO
SCHOOL NON-INFRASTRUCTURE GRANT REIMBURSEMENT PROGRAM FUNDS**

WHEREAS, the North Carolina Department of Transportation is accepting applications for the Safe Routes to School Non-Infrastructure Grant Reimbursement Program; and

WHEREAS, the purpose of the Safe Routes to School program is to enable and encourage children to walk and bicycle to school; and,

WHEREAS, the Safe Routes to School program provides funds to implement identified improvements that can help make bicycling and walking to and from school a safe and healthy transportation alternative; and

WHEREAS, the Greenville Urban Area MPO recognizes the importance of a balanced transportation network to the economic and social well-being of the community; and

WHEREAS, upon submitting a Safe Routes to School grant application, a resolution expressing support for the application and a willingness to enter into an agreement with NCDOT is needed from the lead sponsoring agency and a resolution of support is needed from the Greenville Urban Area MPO; and

WHEREAS, the Eastern Carolina Injury Prevention Program will partner with the City of Greenville to submit an application by the January 30, 2009 deadline for submission; and

WHEREAS, the Eastern Carolina Injury Prevention Program will be the lead agency and is willing and able to enter into a reimbursement agreement with NCDOT; and

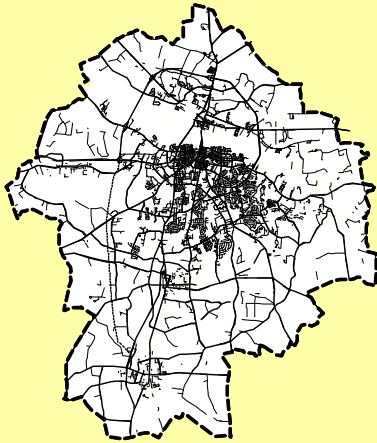
WHEREAS, if awarded, the Eastern Carolina Injury Prevention Program will support and administer the Safe Routes to School Non-Infrastructure grant reimbursement funds; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby support and endorse submission of an application for the Safe Routes to School Non-Infrastructure Grant Reimbursement Program.

This 2nd day of December, 2008.

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

Amanda Braddy, Secretary



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 9

GENERAL ASSEMBLY'S 21ST CENTURY TRANSPORTATION COMMITTEE PROPSAL TO TRANSFER 5,000 LINEAR MILES OF STATE ROADS TO LOCAL MUNICIPALITIES

- Memo From Daryl Vreeland to Wesley B. Anderson
- Draft Proposal (main ideas) along with various talking points and concerns
- October 28, 2008 newspaper article entitled "Cities resist taking on state roads"
- Resolution from the Durham-Chapel Hill-Carrboro MPO (Triangle region) establishing a establishing a priority list for the 21st Century Transportation Committee

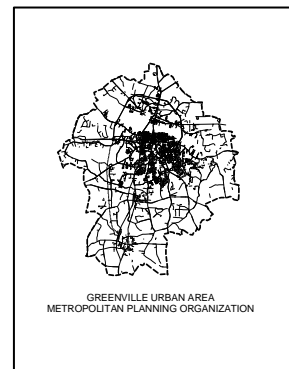
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: October 28, 2008

SUBJECT: 21st Century Transportation Committee 5,000 mile proposal



In 2007, the North Carolina General Assembly established the 21st Century Transportation Committee to study the transportation infrastructure needs of the State. The 21st Century Transportation Committee was asked to report on several topics, including innovative funding methods, local funding options, urban congestion relief, the division of transportation infrastructure between State and local governments, multi-modal needs, and energy conservation. The 21st Century Transportation Committee will submit a final report to the General Assembly by December 31, 2008.

The 21st Century Transportation Committee has put forth a proposal for the transfer to municipalities of 5,000 linear miles of state roads that are within municipal boundaries. Municipalities would upon transfer assume responsibilities for maintenance, operations, modernization and expansion. Once transferred, these roads are no longer eligible for TIP funds while bridges on these roads will continue to be state responsibility.

The North Carolina Metropolitan Coalition was founded in 2001 by large city mayors and today represents the state's 26 largest cities and more than three million citizens. The Coalition remains a nonpartisan, mayor-driven organization advocating on urban issues that affect many cities in a fast-growing state. The Coalition intends to issue a letter outlining their thoughts on this proposal and any other desired items to the 21st Century Transportation Committee for inclusion in their recommendations to the General Assembly.

The coalition's Transportation Working Group believes that the 21st Century Transportation Committee feels very strongly about transferring of these roadway miles. The State Transportation Plan identifies state roads as either Tier 1 – Statewide, Tier 2 – Regional, or Tier 3 – Sub-regional. DOT has indicated to some cities that they are going to spend less and less time and money on "Tier 3" roads, instead focusing their resources on "Tier 1" roads. The Transportation Working Group generally concurred that cities are going to bear responsibility for these roads whether by DOT's de facto abandonment of them, or a formal legislative transfer.

Attached are the draft proposal and a summary of talking points, concerns, and other viewpoints detailing the 21st Century Transportation Committee's proposal for the transfer of 5,000 linear miles of state roads to local municipalities.

Also attached is an October 28, 2008 newspaper article originally published in the Herald-Sun (Durham, NC) entitled “*Cities resist taking on state roads*” along with a resolution from the Durham-Chapel Hill-Carrboro MPO (Triangle region) establishing a priority list for 21st Century Transportation Committee-related issues. Note that it states “Any transference of maintenance and construction responsibilities for Tier II or III highways from the State to the local governments must provide continuing funding sources for those roadways at a level acceptable to local governments.”

The TCC is asked to provide comments / recommendations to TAC for their consideration and discussion:

- 1) Do local municipalities want or welcome the responsibility for maintenance, operations, modernization, and expansion of these roads? Under what circumstances?
- 2) Is there an appropriate package of the right resources and other items wherein local municipalities would then support a modified version of the 21st Century’s proposal?

It is requested that the committee review and discuss the attachments.

If you have any questions, please do not hesitate to call me at 329-4476.

Attachments

21st Century Transportation 5,000 mile proposal

Proposal by Jim Trogdon, staff to Sen. Jenkins and the 21st Century Transportation Committee:

Philosophy behind the transfer: The DOT would transfer the responsibility for and the current state revenues spent on 5,000 linear miles of state roads within city boundaries.

- Municipalities assume responsibility for 5,000 linear miles of state roads within municipal boundaries including maintenance, operations, modernization and expansion. (Once transferred they are no longer eligible for TIP funds.) (Bridges on these streets continue to be state responsibility.)
- State will provide current Powell Bill funding formula + \$38 million (from the Highway Fund and the Highway Trust Fund) = \$7,548 per linear mile. Jim says they will add to this figure what the DOT is spending currently on schedule C&D on these specific roads as well but has no estimate on that figure at this time. Jim says he recognizes the need to increase the \$38 million here, but has not specified by how much.
- State will establish a Municipal Infrastructure Fund (MIF) with \$56 million annually (funded by lifting the gas tax cap) or 6.5% of the VMT (\$31.2m) whichever is greater for 50% matching competitive grants. All municipal road mileage is eligible. Projects selected based on benefit/state cost share by the NC Board of Transportation plus municipal representation weighted to reflect the 5,000 miles. State will establish a state bank for 0% financing option for municipal 50% match.

Jim also proposes allowing transit projects to compete for the MIF funds. He would anticipate a bigger figure than \$56 million if transit projects were included.

He again proposes that as much as DOT is currently spending on transit would go into this fund (\$76 million). Remember this would require transit projects to be funded through the 50/50 match.

Concerns and talking points

- Lane miles are a more accurate measure of roads, not center line miles that are currently used.
- The Powell Bill per mile allocation is insufficient for the roads it currently supports, so it is even more insufficient for these main arteries.

- The formula proposed does not take into account traffic volumes or heavily used truck routes which affect cost.
- The revenues the proposal is built on are not projected to grow at the rate of construction inflation.
- Public transportation needs its own source of revenues, should not be mixed into the MIF pot.
- The MIF pot is for all roads, not just the 5,000 miles, so completely insufficient.
- What are you going to do with the “paper” towns that have these miles?
- Secondary roads don’t begin and end at municipal boundaries – how will this proposal ensure consistent road system quality as roads cross from city boundaries?
- Putting the BOT as the decision maker on the competitive grants injects more politics into roads.
- The MIF is too small and therefore makes cities compete against one another over an insufficient funding source.
- What will be the counties role in roads?

It is generally understood that the majority of secondary roads are not currently in an acceptable condition. Currently cities accept roads from the state system only when the condition has been brought up to standard quality. There needs to be a major infusion of funding to bring them up to an acceptable level of condition before they could be considered at a level that municipalities would normally accept them as their own.

Other viewpoints

Federal Government NOT the Answer

Since NC is likely to continue its role as a “donor state” we should not look to the federal government for solutions. However, we should remain vigilant to protect our interests at the federal level.

New Money – New Rules

Any new funding for transportation at the state level MUST FOCUS ON MEASURABLE RESULTS – and NOT use the current processes that simply divide money up geographically. This includes all new funding including any potential bonds or shift in current funding.

NCDOT should not Shift Responsibility

We will oppose any major shift in the financial or operational responsibility for transportation from NCDOT to local governments. NC DOT needs to modernize and better reflect an urbanizing and fast growing state, but having a state department act as the primary entity for building and maintaining our transportation system is seen as an efficient way to meet our transportation needs.

Local Option Funding should be for LOCAL NEEDS - NOT STATE RESPONSIBILITIES!

Actively support authorization for local option funding. *Local option funding should be focused solely on local or regional responsibilities* – such as the Charlotte/Mecklenburg local option sales tax for transit or the rental car tax in the Triangle and Triad (levied by a county for a local and regional purpose). Local option funding should *not be used to supplant state funds used for state responsibilities*.

Interstates Need Separate Funding Source

These high volume *major routes should be treated differently* – they serve the entire state and facilitate state-wide and national transportation and commerce needs. Counting the huge costs to develop and maintain these interstates against a region's equity formula unfairly penalizes a region by reducing funds needed for other uses.

New State Funding Should Invest in Multi-Modal Solutions

The *growing importance of public transportation* and multi-modal solutions means the North Carolina needs to “play catch up.” The current level in multi-modal investments is insufficient, so it is critical that any new funding should significantly increase the overall level of support for multi-modal uses such as bus systems, rail, bike and pedestrian solutions to mobility.

Support NC DOT reform

NC DOT is too centralized and decision-making processes are often criticized for being made “behind closed doors” and lacking justification. A NCDOT that operates in a transparent and measurable manner could find efficiencies and improve processes. This would improve the quality of service, reduce costs and give confidence to the citizens of North Carolina and demonstrate that their NCDOT is a high performing organization.

- *Decentralize decision making* – let Division Engineers and local leaders make more decisions on priorities and design without interference from a central office, especially for projects that are more local and regional in significance.
- *Transparency of decision-making and open processes are critical* - this requires high quality data and clear and objective project criteria and information AND a less political DOT Board of Transportation.

Important Issues for further development

- Potential role of NC Counties in transportation
- Ways to connect land use and transportation policy
- Comparative analysis with other states – financing and responsibility



[October 28, 2008]

Cities resist taking on state roads

(Herald-Sun, The (Durham, NC) Via Acquire Media NewsEdge) Oct. 28--
DURHAM -- A study commissioned by the General Assembly's leaders appears likely to recommend asking North Carolina's cities to pick up more of the tab for maintaining the state's roads.

Staff members of the Legislature's "21st Century Transportation Committee" are focusing specifically on 5,000 miles of state-maintained roads that lie within city borders but aren't a part of the interstate, U.S. or formal N.C. route systems.

If they get their way, the job of maintaining state-owned streets in Durham such as East Club Boulevard and Cornwallis Road would go to a city government that's acknowledged having trouble keeping up with its own street-paving needs. The city already owns and maintains 659 miles of streets.

Other cities would face the same problem -- and already are lining up against the idea.

The study group's emerging plan "would be a practical and financial disaster for cities," Raleigh City Manager Russell Allen said Monday in an e-mail to officials across the state. "Under no circumstances do cities want the responsibility for these roads, no matter how the proposal is structured.

Allen's e-mail quickly drew I-agree responses from Chapel Hill Town Manager Roger Stancil, Carrboro Town Manager Steve Stewart, Concord City Manager Brian Hiatt, Gastonia City Manager Jim Palenick and Wilson City Manager Grant Goings.

Durham City Manager Tom Bonfield's take isn't much different.

The state would be "giving us roads that in our case are pretty deplorable and saying, 'Now maintain them,'" he said in an interview. "The math doesn't work."

Still, it seems likely the proposal will go to the General Assembly early next year.

It's clear the study group "feels very strongly about the transfer of these miles," said Julie White, executive director of the N.C. Metropolitan Coalition.

The state government now owns and maintains 79,067 miles of paved roads -

Cities resist taking on state roads

- more than any other U.S. state save Texas. The total represents 76 percent of all North Carolina road mileage.

State dominance of the highway program here stems from the Depression-era collapse of local-government finances. The General Assembly at that time agreed to take over county road programs.

But the N.C. Department of Transportation doesn't have enough money to maintain all the roads in its portfolio, and wants to focus what it has on the most important arteries.

"One way to do that is reduce the number of roads you're responsible for," said Mark Ahrendsen, Durham's transportation manager.

The General Assembly's Fiscal Research Division, meanwhile, thinks city governments can step up.

Property taxes here, they note, are significantly lower than the U.S. average. Residents of Florida, Georgia, South Carolina, Texas and Virginia all pay more. Property-tax-paid contributions to road maintenance are lower here than the norm.

Study group members are discussing ways to subsidize the transition, but some city managers suspect that's just window-dressing.

If state leaders thought "sufficient maintenance money would be available in the future, I doubt they would be looking for cities to take over the responsibility," Goings said.

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**RESOLUTION OF SUPPORT FOR TRIANGLE REGIONAL PRIORITIES FOR
THE 21ST CENTURY TRANSPORTATION COMMITTEE**

A motion was made by TAC Member _____ and seconded by TAC Member _____ for the adoption of the following resolution, upon being put to a vote, was duly adopted.

WHEREAS, the state of North Carolina's rapid growth has placed an increased strain on the State's current transportation infrastructure; and

WHEREAS, the growth trend is expected to continue and the state of North Carolina is projected to have more than 12 million residents by 2030; and

WHEREAS, due to the increases in construction costs for steel, concrete, and asphalt the North Carolina Department of Transportation has experienced a significant funding shortfall over the past several years; and

WHEREAS, the State Transportation Plan identifies state roads as either Tier 1 – Statewide, Tier 2 – Regional, or Tier 3 – Sub-regional; and

WHEREAS, the North Carolina Department of Transportation has identified a \$65 billion funding shortfall in regard to statewide transportation needs over the next 20 years and additional funding sources are needed to construct important local, regional and statewide transportation projects; and

WHEREAS, relatively small projects have the ability to significantly improve the efficiency of the existing transportation system; and

WHEREAS, the current highway division structure – with funding allocated by highway division and with MPOs often located in two or more highway divisions – complicates the metropolitan transportation planning process; and

WHEREAS, traditional transportation funding sources have proved inadequate to address the multi-modal transportation needs of the State, especially transit, bicycle, and pedestrian facilities and the congestion relief needed in urban areas; and

WHEREAS, the needs of pedestrians, bicyclists, and transit, as well as automobiles and trucks, should be considered in all transportation projects; and

WHEREAS, the 2007 North Carolina General Assembly established the 21st Century Transportation Committee to study the transportation infrastructure needs of the State; and

WHEREAS, the 21st Century Transportation Committee was asked to report on several topics, including innovative funding methods, local funding options, urban congestion relief, the division of transportation infrastructure between State and local governments, multi-modal needs, and energy conservation; and

WHEREAS, the 21st Century Transportation Committee will submit a final report to the General Assembly by December 31, 2008.

NOW THEREFORE, be it resolved that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the following list as the Triangle Regional Priorities for the 21st Century Transportation Committee and strongly urges the Governor and the North Carolina General Assembly to work together to implement these priorities in order to address local, regional, and statewide multi-modal transportation needs.

1. Adopt the Congestion Relief/Intermodal Transportation Fund legislation to enable the Triangle to enact a local option sales tax and other authorized fee increases for transit, dependent upon a referendum, and provide state funding for transit.
2. The existing equity formula for the allocation of transportation funding should only apply to existing funding sources. New funding should be allocated to high priority congestion relief projects that are competitively awarded based on congestion and costs.
3. Any transference of maintenance and construction responsibilities for Tier II or III highways from the State to the local governments must provide continuing funding sources for those roadways at a level acceptable to local governments.
4. NCDOT's highway divisions and equity formula funding regions should be aligned with the State's cohesive metropolitan areas.
5. Adopt a complete streets policy for the State to ensure that facilities for bicyclists and pedestrians are included in all transportation projects.
6. Develop a corridor efficiency hot spot program that provides funding to NCDOT divisions and local governments to complete relatively low-cost projects that improve highway and transit network efficiency.
7. Support study of alternative transportation revenue options and other innovative sources of revenue.

TAC Chair

STATE of: North Carolina

COUNTY of: _____

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that Alice Gordon personally appeared before me on the ____ day of _____, 2008 to affix her signature to the foregoing document.

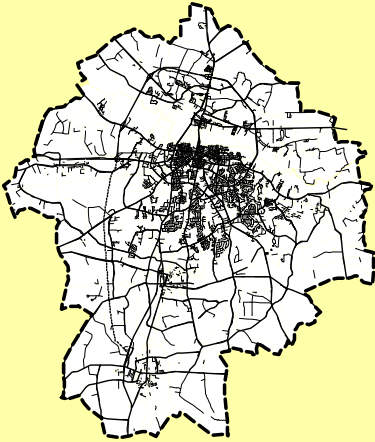
Notary Public

101 City Hall Plaza
Durham, NC 27701

(Seal)

ATTACHMENT 10

ACTIONS TAKEN AT LAST TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

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

Tuesday, August 12, 2008, at 10:00 a.m.

Public Works Conference Room

Actions taken in bold italics

- I. Approval of Agenda; ***approved***
- II. Approval of Minutes of March 20, 2008, Meeting (Attachment 1); ***approved***
- III. New Business
 - A. 2009-2015 Metropolitan Transportation Improvement Program (MTIP) (Attachment 2) – Resolution No. 2008-05-GUAMPO; ***adopted***
 - B. “Draft” Highway Map of the Comprehensive Transportation Plan (Attachment 3); ***recommended to present the draft document to the public and receive comment on all modes of transportation***
 - C. “Draft” Update to the MPO’s Public Involvement Plan (Attachment 4); ***recommended to present the draft PIP to the public***
 - D. Amendment to 2007-2013 Metropolitan Transportation Improvement Program (MTIP) for Transit Projects: (Attachment 5) – Resolution No. 2008-06-GUAMPO; ***adopted***
- IV. Information Items:
 - A. Project Informational Updates:
 - Southwest Bypass
 - Fire Tower Road
 - Tenth Street Connector
 - Greenville Urban Area MPO Travel Demand Model
 - B. Actions Taken at Last TCC Meeting (Attachment 6)
- V. Adjourn