

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

Tuesday, December 2, 2008, at 2:00 p.m.

Public Works Conference Room

Actions to be taken in bold italics

- I. Approval of Agenda; **approve**
- II. Approval of Minutes of August 12, 2008, Meeting (Attachment 1); **approve**
- III. Public Comment Period
- IV. New Business / Action Items
 - A. 2009-2015 Metropolitan Transportation Improvement Program (MTIP) (Attachment 2) – Resolution No. 2008-07-GUAMPO; **recommended for adoption**
 - B. 2009-2015 Metropolitan Transportation Improvement Program (MTIP) (Attachment 3) – Resolution No. 2008-08-GUAMPO; **recommended for adoption**
 - C. Resolution of Support for update to Greenville Urban Area Bicycle Master Plan grant application (Attachment 4) – Resolution No. 2008-09-GUAMPO; **recommended for adoption**
 - D. Resolution of Support for Safe Routes to School Infrastructure grant application (Attachment 5) – Resolution No. 2008-10-GUAMPO; **recommended for adoption**
 - E. “Draft” Update to the MPO’s Public Involvement Plan (Attachment 6) – Resolution No. 2008-11-GUAMPO **recommended for 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; **recommended for adoption**
 - G. Resolution of Support for Safe Routes to School Non-Infrastructure grant application (Attachment 8) – Resolution No. 2008-13-GUAMPO; **recommended for adoption**
 - H. Discussion 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**
 - I. Resolution of Support for Safe Routes to School Infrastructure grant application (Ayden) (Attachment 10) – Resolution No. 2008-14-GUAMPO; **recommended for adoption**

V. Non-Action 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. General Information

- 1) Tentative STIP Deadlines
 - i. Current Priority List
- 2) DENR notice of Potential Designation of Ozone Nonattainment Area

C. General Information (no discussion required)

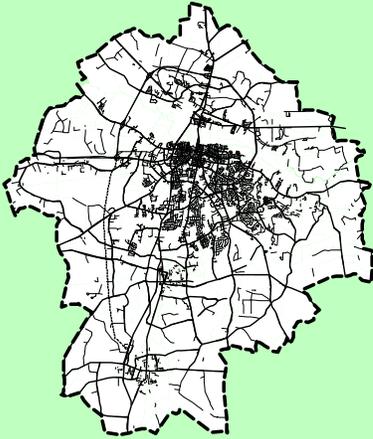
- 1) NCDOT Approval of MTIP
- 2) MPO/RPO Deadlines
- 3) Bicycle Commuter Benefits Act
- 4) Complete Streets
 - i. Complete streets policies require that the safety, interests, and convenience of all users – drivers, bicyclists, transit users and pedestrians of all ages and abilities – be considered in the design and construction of transportation projects
 - ii. Update on Senate and House Bill concerning “Complete Streets”
 - iii. California Complete Streets
- 5) AASHTO white paper with recommendations for next year’s authorization of federal highway and transit programs.
- 6) 2008 federal fiscal year authorizations.

D. Actions Taken at Last TCC Meeting (Attachment 11)

VI. Adjourn

ATTACHMENT 1

MINUTES OF THE AUGUST 12, 2008 TRANSPORTATION ADVISORY COMMITTEE MEETING



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES
August 12, 2008**

Members of the Transportation Advisory Committee met on the above date at 10:00 a.m. in the Conference Room of the Public Works Facility. Ms. Patricia C. Dunn, PE, Chairperson, called the meeting to order. The following attended the meeting:

Mayor Patricia C. Dunn, City of Greenville
Mayor Doug Jackson, Town of Winterville
Mayor David C. Boyd, Jr., Village of Simpson
Mr. Mark W. Owens, Pitt County Commissioner
Mr. Marvin K. Blount, III, NCDOT

TECHNICAL COORDINATING COMMITTEE MEMBERS PRESENT:

Mr. Alan Lilley, Town of Winterville
Mr. James Rhodes, County of Pitt
Mr. Daryl Vreeland, City of Greenville
Mr. Wesley Anderson, TCC Chairman
Mr. Neil Lassiter, NCDOT
Ms. Elena Talanker, NCDOT
Ms. Nancy Harrington, City of Greenville
Mr. David Brown, City of Greenville

OTHERS PRESENT:

Ms. Amanda Braddy, City of Greenville
Ms. Anne Briley, Citizen, Pitt County
Ms. Sandy Tripp, Citizen, Pitt County

I. AGENDA:

Commissioner Owens made a motion and Mayor David Boyd seconded to approve the agenda as distributed and the motion passed unanimously.

II. MINUTES:

Commissioner Owens made a motion to approve the minutes of the November 16, 2007 meeting as presented. Mayor Boyd seconded the motion, and the motion passed unanimously.

III. NEW BUSINESS:

A. 2009-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

Chairperson Mayor Pat Dunn turned the meeting over to Mr. David Brown, City Engineer for the City of Greenville. Mr. Brown gave a summary on the 2009-2015 Metropolitan Transportation Improvement Program (MTIP). Mr. Brown passed out a copy of an action adopted by the Board of Transportation to amend the STIP for the NC Highway 43 project. Commissioner Mark Owens made a motion to adopt the MTIP with the NC Highway 43 amendment. The motion was seconded by Mayor Boyd and passed unanimously.

B. “DRAFT” HIGHWAY MAP OF THE COMPREHENSIVE TRANSPORTATION PLAN

Chairperson Mayor Dunn turned the meeting over to Ms. Elena Talanker with NCDOT. 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. Marvin Blount expressed concern in regards to only presenting the Highway portion of the plan and stated he felt the plan in its entirety should be presented for public comment. Chairperson Dunn requested the plan be presented to the public for comments on highway, public transportation, greenways, rail, bikeways and not be limited to highway comments only.

Commissioner Owens made a motion to present the Comprehensive Transportation Plan for public comment. The motion was seconded by Mayor Jackson and passed unanimously.

C. “DRAFT” UPDATE TO THE MPO’S PUBLIC INVOLVMENT PLAN

Mr. Brown turned the meeting over to Mr. Daryl Vreeland, Transportation Planner for the City of Greenville. Mr. Vreeland explained the current process the MPO used for public comment did not comply with current Federal Highway Administration guidelines. In order to comply with these guidelines, a new public comment plan was drafted, presented to TCC for recommendation of approval by TAC.

Ms. Anne Briley suggested the City adopt a more liberal advertising strategy for public meetings. She voiced the concern that “everyday” people could potential have a hard time understanding which meetings would be an asset to attend. Her suggestion was a more noticeable display of meetings and a more detailed description of each meeting.

A motion was made by Mr. Blount, to adopt the proposed Public Involvement Plan. The motion was seconded by Mayor Jackson and passed unanimously.

D. AMENDMENT TO THE 2007-2013 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR TRANSIT PROJECTS.

Mr. Brown 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. Brown 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 for approval by TAC. A motion was made by Mayor Jackson with a second by Mayor Boyd. The motion to forward to TAC for approval was passed unanimously.

IV. INFORMATION ITEMS:

A. Status of Projects

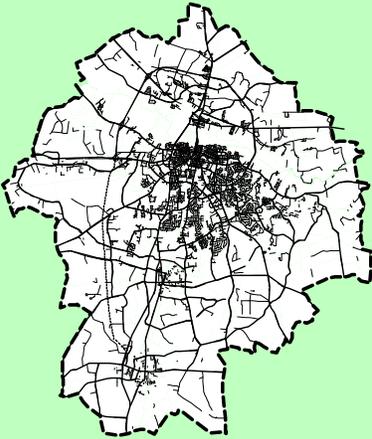
- **Southwest Bypass** – Record of Decision is scheduled for August 2008. A corridor protection/design public hearing is tentatively scheduled for September/October 2008. Right of way acquisition is set for Fiscal Year 2009.
- **Fire Tower Road** – This project is currently under construction and to 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. Actions Taken at Last TCC Meeting

V. ADJOURNMENT:

There was no other business or discussion. Mayor Jackson made a motion to adjourn the meeting. Mayor Boyd 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

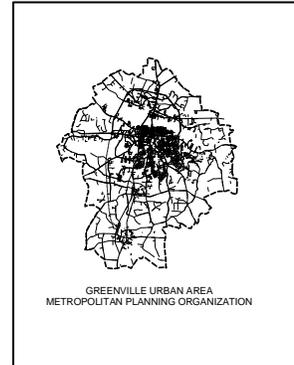
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: November 17, 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 approved amending the 2009-2015 STIP on this matter on November 6, 2008.

Attached for TAC'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 TAC consider adopting the amendment to the 2009-2015 MTIP as recommended by the TCC during their November 4, 2008 meeting.

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

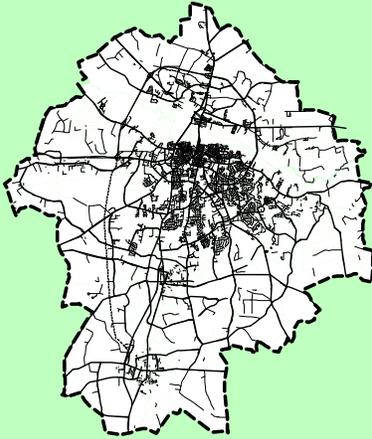
WHEREAS, the Transportation Advisory Committee has found the proposed amendment to be in conformity with the North Carolina State Implementation Plan for Air Quality;

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

ATTACHMENT 3



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

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

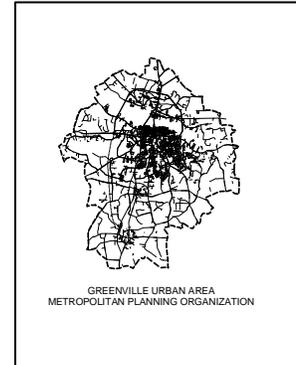
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: November 17, 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 TAC'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 TAC adopt the amendment to the 2009-2015 MTIP as recommended by the TAC during their November 4, 2008 meeting.

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:

Existing Amounts

Unfunded Project

	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 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

FISCAL YEARS

TOTAL PRIOR
PROJ YEARS
COST COST
(THOU) (THOU)

ROUTE/CITY ID LOCATION / DESCRIPTION
COUNTY NUMBER (LENGTH)

"DELIVERABLE STIP"

"DEVELOPMENTAL STIP"

"UNFUNDED"

		FUNDING SOURCE		FY 2009	FY 2010	FY 2011	FISCAL YEARS			FUTURE YEARS		
		FBUS	CP				FY 2012	FY 2013	FY 2014	FY 2015		
PUBLIC TRANSPORTATION PROJECTS												
GREENVILLE	TA-4773	EXPANSION BUSES.		800								
PITT		L	CP	80								
		STAT	CP	80								

GREENVILLE	TA-4965	2 - REPLACEMENT BUSES.		950								
PITT		L						CP	760			
		STAT						CP	95			
								CP	95			

UNFUNDED PROJECT

GREENVILLE	TA-4774	EXPANSION BUSES.		2700								
PITT		L				CP	680					
		STAT				CP	85					
						CP	85					

UNFUNDED PROJECT

GREENVILLE	TD-4716B	INTERMODAL TRANSPORTATION		6000								
PITT		L										
		STAT										

UNFUNDED PROJECT

GREENVILLE	TG-4767	PREVENTIVE MAINTENANCE AND MISC.		4550								
PITT		L										
		STAT										

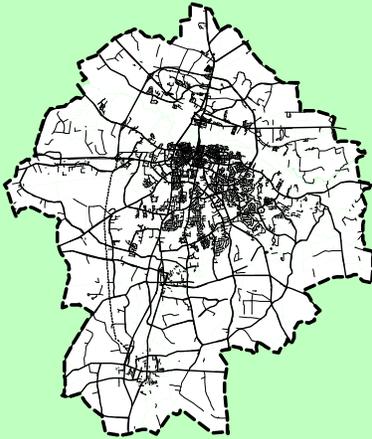
GREENVILLE	TO-4726	FEDERAL OPERATING ASSISTANCE AND STATE MAINTENANCE.		8329								
PITT		L										
		STAT										

STATEWIDE TM-5000 JOB ACCESS / REVERSE COMMUTE
CAPITAL PLANNING AND OPERATIONAL COST.

IN PROGRESS

* 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

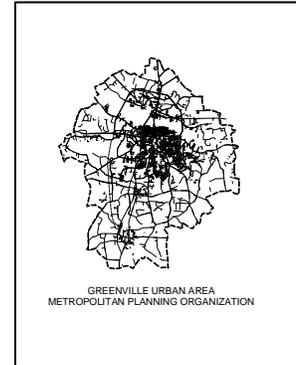
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: November 17, 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 TAC's consideration is *Resolution 2008-09-GUAMPO*, stating the MPO's endorsement of the City's grant application.

It is requested that the TAC adopt the attached resolution of support as recommended by the TCC during their November 4, 2008 meeting.

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;

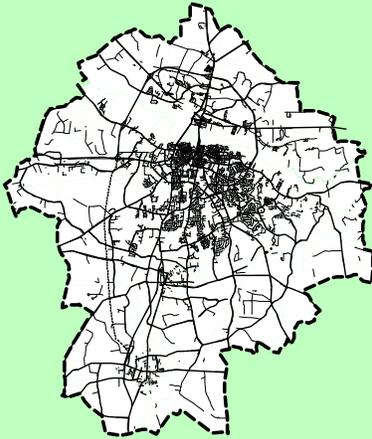
NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby support and endorse submission of an application for grant funding to NCDOT for the purpose of updating the 2002 Greenville Urban Area Bicycle Master Plan.

This 2nd day of December, 2008.

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

Amanda Braddy, Secretary

ATTACHMENT 5



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION OF SUPPORT FOR SAFE ROUTES TO SCHOOL INFRASTRUCTURE GRANT APPLICATION

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

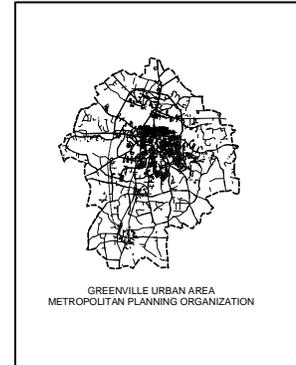
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: November 17, 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. The City has identified a project for the installation of sidewalk along the north side of Red Banks Road from Charles Street to Fourteenth Street to support pedestrian school access for E. B. Aycock Middle School. The Public Works Department estimates that this project will cost approximately \$200,400. The Eastern Carolina Injury Prevention Program supports this infrastructure proposal.

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

It is requested that the TAC adopt the attached resolution of support as recommended by the TCC during their November 4, 2008 meeting.

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

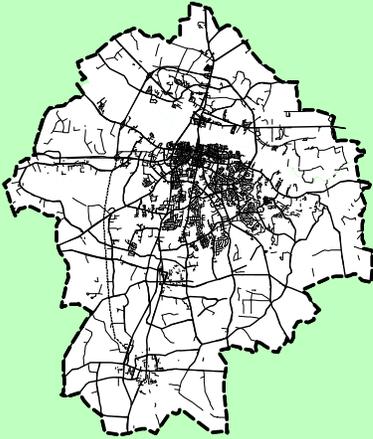
WHEREAS, if awarded, the City Greenville will support and administer the Safe Routes to School Infrastructure grant reimbursement funds; and

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

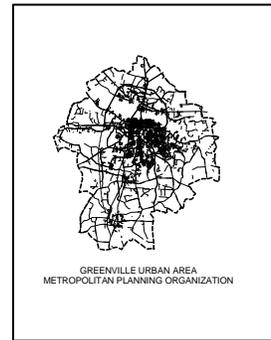
MEMORANDUM

TO: Wesley Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: November 17, 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.

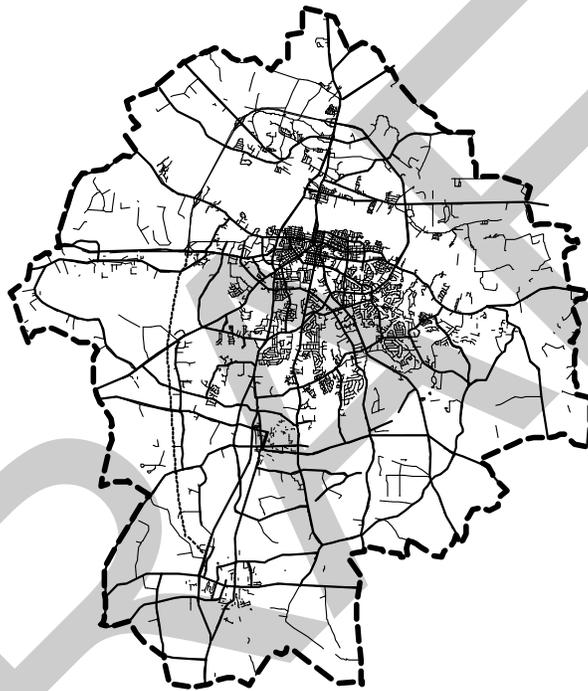
The public comment period was from 8/25/08 through 10/24/08. No written comments were received. The attached draft document is the proposed Public Involvement Plan for the Greenville Urban Area MPO.

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

It is requested that TAC adopt the "Draft" PIP as recommended by the TCC during their November 4, 2008 meeting.

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

Appendix B – MPO Contact List

TCC Member Contact Info								
Name	Governmental Agency	Title	Phone #	Email	Address	City	State	Zip
Wesley B. Anderson, Chair	City of Greenville	Public Works Director	329-4520	wbanderson@greenvillenc.gov	PO Box 7207	Greenville	NC	27835
Merrill Flood	City of Greenville	Director of Planning	329-4500	mflood@greenvillenc.gov	PO Box 7207	Greenville	NC	27835
Nancy Harrington	City of Greenville	Transit Manager	329-4047	nharrington@greenvillenc.gov	PO Box 7207	Greenville	NC	27835
David Brown	City of Greenville	City Engineer	329-4525	dbrown@greenvillenc.gov	PO Box 7207	Greenville	NC	27835
James Rhodes	Pitt County	Planning Director	902-3250	jrhodes@pittcountync.gov	1717 West Fifth Street	Greenville	NC	27834
Phil Dickerson	Pitt County	County Engineer	902-3170	pgdickerson@pittcountync.gov	1717 West Fifth Street	Greenville	NC	27834
Alan Lilley, Vice-Chair	Town of Winterville	Town Planner	756-7875	alanl@wintervillenc.com	PO Box 1459	Winterville	NC	28590
Thomas Harwell	Town of Winterville	Town Engineer	756-8440	cbinc@coastalnet.com	102 Oakmont Drive	Greenville	NC	27834
Adam Mitchell	Town of Ayden	Town Manager	746-7031	amitchell@ayden.com	P O Box 219	Ayden	NC	28513
Chris Padgett	Town of Ayden	Town Planner	746-7077	cpadgett@ayden.com	P O Box 219	Ayden	NC	28513
David Boyd	Village of Simpson	Village Mayor	757-1430	mayor.vos@suddenlinkmail.com	P O Box 10	Simpson	NC	27879
Neil Lassiter	NCDOT	Division Engineer	830-3490	nlassiter@ncdot.gov	P O Box 1587	Greenville	NC	27835
Steve Hamilton	NCDOT	Division Traffic Engineer	830-3490	shamilton@ncdot.gov	P O Box 1587	Greenville	NC	27835
Behshad Norowzi	NCDOT	Northeast Unit Supervisor	(919) 733-4705	bnorowzi@ncdot.gov	Mail Service Center 1554	Raleigh	NC	27699
Elena Talanker	NCDOT	Transportation Engineer	(919) 733-4705	etalanker@ncdot.gov	Mail Service Center 1554	Raleigh	NC	27699
Jeff Crouchley	NCDOT	Public Safety Rep	(919) 733-4713 ext 236	jcrouchley@ncdot.gov	Mail Service Center 1550	Raleigh	NC	27699
Haywood Daughtry	NCDOT	Regional Traffic Suppor Eng	(252) 296-3541	hdaughtry@ncdot.gov	P O Box 3165	Wilson	NC	27895
Eddy Davis	Mid-East Commission	Planning Director	(252) 974-1843	edavis@mideastcom.org	P O Drawer 1787	Washington	NC	27889
William Bagnell	ECU	Director of Engineering	328-6858	bagnellw@ecu.edu	1001 E 4th St	Greenville	NC	27858
Bill Marley	Fed Hwy Admin	Community Planner	(919) 747-7028	bill.marley@fhwa.dot.gov	310 New Bern Ave, Suite 410	Raleigh	NC	27601
Daryl Vreeland	City of Greenville	Transportation Planner	329-4476	dvreeland@greenvillenc.gov	PO Box 7207	Greenville	NC	27835
TAC Member Contact Info								
Patricia C. Dunn, Chair	City of Greenville	Mayor	329-4422	pcdunn@greenvillenc.gov	City Mayor's Office - City Hall	Greenville	NC	27834
Doug Jackson	Town of Winterville	Mayor	756-2221	dougj@wintervillenc.com	PO Box 1459	Winterville	NC	28590
Mark W. Owens	Pitt County	Commissioner	902-2950	knwoodard@pittcountync.gov	1717 West Fifth Street	Greenville	NC	27834
Steve Tripp, Vice-Chair	Town of Ayden	Mayor	746-7030	cdunn@ayden.com	P O Box 219	Ayden	NC	28513
David Boyd	Village of Simpson	Mayor	757-1430	mayor.vos@suddenlinkmail.com	P O Box 10	Simpson	NC	27879
Marvin K. Blount, III	NCDOT	Boardmember	752-6000	Missy@BlountLegal.com	P O Drawer 58	Greenville	NC	27835

**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

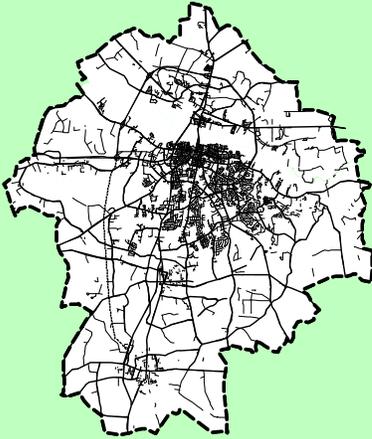
WHEREAS, the Metropolitan Planning Organization Transportation Advisory Committee did review and comment on the Public Involvement Plan

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

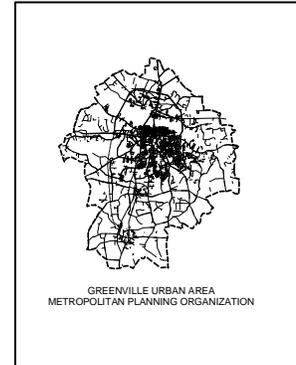
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: November 17, 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 TAC'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 TAC adopt the attached resolution of support as recommended by the TCC during their November 4, 2008 meeting.

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

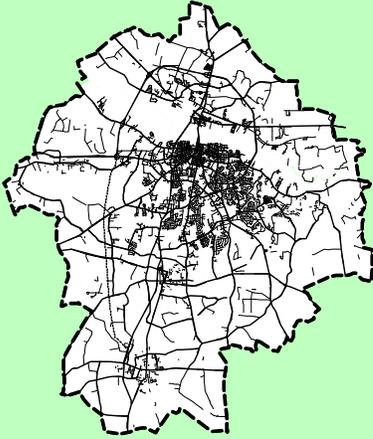
WHEREAS, the collaborative efforts of local transportation service providers, human services agencies and the MPO culminates in the production of a coordinated Plan, the development of the framework for the competitive selection process, and endorsement of the County of Pitt to serve as the designated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

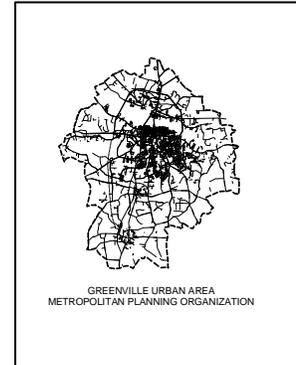
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: November 17, 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 (ECIPP) 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. ECIPP intends to apply for a grant amount of approximately \$10,000 to purchase reflective vests, personal safety lights, bicycle racks, bicycle helmets, educational DVD's, activity sheets, and other items to support education, enforcement, evaluation, and encouragement efforts. This non-infrastructure grant will focus on the Ridgewood Elementary School located near Thomas Langston Road in the City of Greenville.

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

Attached for TAC'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 TAC adopt the attached resolution of support as recommended by the TCC during their November 4, 2008 meeting.

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

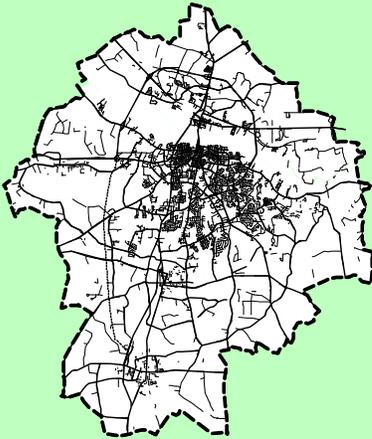
WHEREAS, if awarded, the Eastern Carolina Injury Prevention Program will support and administer the Safe Routes to School Non-Infrastructure grant reimbursement funds; and

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
- Letter from NC Metropolitan Coalition in opposition of transference
- Draft Proposal (main ideas) along with various talking points and concerns
- October 28, 2008 newspaper article entitled "Cities resist taking on state roads"
- October 31, 2008 newspaper article entitled "Cities to N.C. roads proposal: 'Hell No'"
- Resolution from the Durham-Chapel Hill-Carrboro MPO establishing a priority list for the 21st Century Transportation Committee

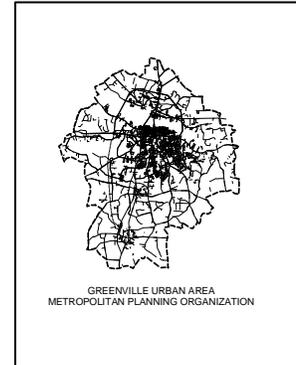
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: November 17, 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 except 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. Attached is a letter issued by the Coalition on November 14, 2008 stating their opposition concerning the transference of state roads to municipalities.

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

Also attached are newspaper articles originally published in the Herald-Sun (Durham, NC) entitled "*Cities resist taking on state roads*" (October 28, 2008) and "*Cities to N.C. roads proposal: 'Hell No'*" (October 31, 2008) along with a resolution from the Durham-Chapel Hill-Carrboro MPO establishing a priority list for 21st Century Transportation Committee-related

issues. Concerning this issue, 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.”

At their November 4, 2008 meeting, the TCC discussed this item.

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

Discussion talking points may entail the following:

- 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?

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

Attachments



NORTH CAROLINA


METROPOLITAN COALITION
BUILDING LIVABLE CITIES *for* NORTH CAROLINA'S FUTURE
**EXECUTIVE
COMMITTEE**
CHAIR

 Kevin Foy
MAYOR, CHAPEL HILL

VICE CHAIR

 William V. "Bill" Bell
MAYOR, DURHAM

TREASURER

 Susan W. Kluttz
MAYOR, SALISBURY

AT LARGE

 Terry Bellamy
MAYOR, ASHEVILLE

 Scott Padgett
MAYOR, CONCORD

 Bill Saffo
MAYOR, WILMINGTON

 Jennifer Stultz
MAYOR, GASTONIA

IMMEDIATE PAST CHAIRS

 Allen Joines
MAYOR, WINSTON-SALEM

 Pat McCroly
MAYOR, CHARLOTTE

MEMBER CITIES

APEX

ASHEVILLE

BOONE

BURLINGTON

CARRBORO

CARY

CHAPEL HILL

CHARLOTTE

CONCORD

DURHAM

FAYETTEVILLE

GASTONIA

GOLDSBORO

GREENSBORO

GREENVILLE

HICKORY

HIGH POINT

HUNTERSVILLE

JACKSONVILLE

KANNAPOLIS

RALEIGH

ROCKY MOUNT

SALISBURY

WILMINGTON

WILSON

WINSTON-SALEM

 WWW.NCMETROS.ORG
215 N. DAWSON STREET
RALEIGH, NC 27603
P.O. BOX 3069 (27602-3069)
(919) 715-7895
FAX (919) 733-9519

Dear 21st Century Transportation Committee member,

The North Carolina Metropolitan Coalition thanks you for your service on the 21st Century Transportation Committee. The work you are doing to solve our transportation challenges is to be commended. We look forward to your final report.

The N.C. Metropolitan Coalition is a mayor-led organization representing twenty-six of the largest cities in the state, including cities such as Charlotte and Durham, as well as Rocky Mount, Asheville and Jacksonville, among others.

We write to share our concerns on the proposal to shift the responsibility of 5,000 miles of state roads to municipalities. We want to be certain the Committee understands that this is not a Metropolitan Coalition proposal nor a city-initiated proposal. It is our fear, in fact, that this is simply a proposal to shift costs away from the state to cities. We also fear that the Committee has not been fully briefed on all of the ramifications of this decision.

While cities do not believe the State is currently doing enough to maintain these state roads, cities are not in a better financial position to accept the responsibility for them. In fact this transfer would have the direct effect of increasing the burden on municipal property taxpayers.

Proposals to supplement financial resources to support this burden provide little comfort. The Coalition is concerned that any monies tied to the transfer of these roads would have the potential to be undone by future General Assemblies, withheld by the state and used to balance the budget during difficult financial times, or diminish in value over time. Powell Bill funding, purported to cover the cost of maintaining the streets cities are already responsible for, is woefully inadequate and shrinking. Yet proposals to redirect this funding source away from municipalities continue to arise during the legislative process. To be frank, the State's record in this area does not provide comfort.

Current law allows cities to individually negotiate with the Department of Transportation when considering the transfer of a state road to a city. The current process is working well and should remain.

We respectfully ask that the Committee ask staff for a more complete written briefing on this topic and explore the proposal completely, vigorously questioning the advantages. Who does this transfer of state roads to cities benefit? Who ultimately pays? If it benefits cities, why don't the cities support the proposal? Which cities does the proposal include? What is the Department of Transportation's position on the transfer? What is the role of counties in assuming road miles?

We feel confident that after the Committee spends sufficient time understanding both the motivations and ramifications of the proposal they too will see that transferring state roads to cities is not a transportation solution and has no place among the recommendations of the Committee.

Instead of increasing the burden on cities, we hope that you will consider recommendations to address the current Powell Bill funding shortfall for the roads cities currently maintain. The Powell Bill formula only covers about one-third of the cost of maintaining city roads while cities provide the remaining two-thirds. We believe that addressing the current road funding deficit must be the priority and the proposed transfer does nothing to accomplish this. That is why the mayors of the Metropolitan Coalition feel confident that upon closer examination you will share our opposition to transferring state roads to municipalities.

We thank you in advance for considering the perspective of the twenty-six largest cities in the state. The 3 million citizens that live in our cities appreciate your efforts.

Sincerely,

Mayor Keith Weatherly, Apex
Mayor Terry Bellamy, Asheville
Mayor Loretta Clawson, Boone
Mayor Ronnie Wall, Burlington
Mayor Mark Chilton, Carrboro
Mayor Harold Weinbrecht, Cary
Mayor Kevin Foy, Chapel Hill
Mayor Pat McCrory, Charlotte
Mayor Scott Padgett, Concord
Mayor Bill Bell, Durham
Mayor Tony Chavonne, Fayetteville
Mayor Jennifer Stultz, Gastonia
Mayor Al King, Goldsboro
Mayor Yvonne Johnson, Greensboro
Mayor Pat Dunn, Greenville
Mayor Rudy Wright, Hickory
Mayor Rebecca Smothers, High Point
Mayor Jill Swain, Huntersville
Mayor Sammy Phillips, Jacksonville
Mayor Bob Misenheimer, Kannapolis
Mayor Charles Meeker, Raleigh
Mayor David Combs, Rocky Mount
Mayor Susan Kluttz, Salisbury
Mayor Bill Saffo, Wilmington
Mayor Bruce Rose, Wilson
Mayor Allen Joines, Winston-Salem

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

DRAFT



[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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Subject: RE: Cities to N.C. roads proposal: 'Hell, no'

Cities to N.C. roads proposal: 'Hell, no'

By Ray Gronberg : The Herald-Sun

gronberg@heraldsun.com

Oct 31, 2008

DURHAM -- City managers from around the state continue to speak out against the possibility that a legislative study will recommend handing cities responsibility for maintaining 5,000 miles of state-owned roads.

Managers from Greensboro, Apex, Asheville, Hickory, Kannapolis, Goldsboro and Fayetteville have weighed in, adding their names to a chorus of opposition that began in Raleigh, Chapel Hill, Carrboro, Concord, Gastonia and Wilson.

Greensboro City Manager Mitch Johnson's response to the study group's idea drew praise from several of his colleagues.

"We should reduce our e-mail response to the most classic of all refusals," Johnson said Wednesday in a message to his colleagues. "Tell them, 'Hell no, strong letter to follow.'"

Durham Manager Tom Bonfield also weighed in, saying his government sees the proposal as an "unfunded mandate" unless the state gives cities "considerable flexibility in establishing a new, dedicated revenue stream" to pay for repairs to the added mileage.

The proposal has been floated by officials working with the "21st Century Transportation Committee." That is a panel N.C. House Speaker Joe Hackney, D-Orange, and N.C. Senate President Pro Tem Marc Basnight, D-Dare, formed last year to study the state's long-term highway and transit needs.

The group appears serious about proposing a shift of the responsibility for maintaining in-city roads that aren't part of the interstate, U.S. or formal N.C. route systems.

In Durham, the city government would receive some of the 308 miles of roads the state owns here -- arteries such as East Club Boulevard and Cornwallis Road that are heavily traveled even though they aren't part of what the state sees as its main road networks.

Supporters of the transfer have suggested the state might back it by offering the cities maintenance subsidies. But opposing city managers are skeptical.

The leading doubter, Apex Town Manager Bruce Radford, warned against trusting state officials to honor any subsidy agreement.

"At a time when the upcoming state budget is anticipated to be up to \$2 billion short, how much long-term comfort could we have?" he asked, rhetorically. "My experience is that when the state has made seemingly irrevocable commitments to municipalities and counties, these promises have not been kept."

Radford cited the past handling of state-shared revenue and the Highway Trust Fund as examples of state-government perfidy.

"Past practice has demonstrated that when the state needs money, they immediately reach for the low-hanging fruit," he said. "In every case, the municipalities of our great state have been defenseless. We should not be lured down this path. If we are, then local tax rates will clearly rise significantly and our citizens will suffer as a result of the poor planning of the state and the inability of some municipalities to pay the freight."

He added that since only the N.C. Department of Transportation can secure major economies of scale from contractors when it comes to maintenance, it should retain the roads in question.

**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

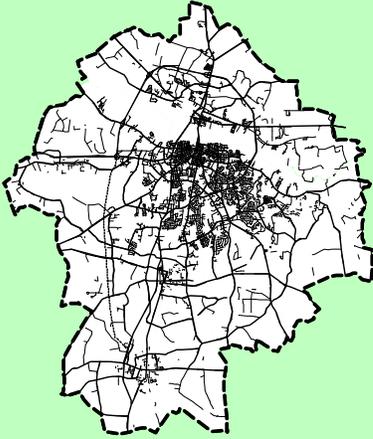
STATE of: North Carolina
 COUNTY of: _____

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)



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 10

RESOLUTION OF SUPPORT FOR SAFE ROUTES TO SCHOOL INFRASTRUCTURE GRANT APPLICATION

- Memo From Daryl Vreeland to Wesley B. Anderson
- Resolution 2008-14-GUAMPO

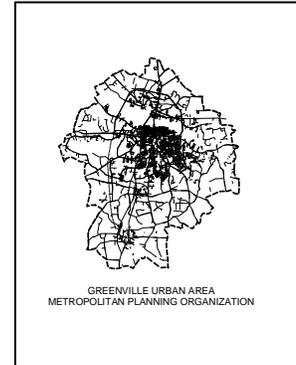
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: November 17, 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 Town of Ayden 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 Ayden 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 Town of Ayden is working with the Eastern Carolina Injury Prevention Program and other stakeholders to formalize a project scope for this grant. The proposed project generally involves the installation of sidewalks, including ADA compliant sidewalk ramps, in the vicinity of the Ayden Elementary and Middle School campuses connecting to nearby residential neighborhoods and developments.

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 TAC's consideration is *Resolution 2008-14-GUAMPO*, stating the MPO's endorsement of the Town's grant application.

It is requested that TAC adopt the attached resolution of support as recommended by the TCC during their November 4, 2008 meeting.

Attachments

**RESOLUTION NO. 2008-14-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 Town of Ayden will partner with the Eastern Carolina Injury Prevention Program in coordination with Pitt County Schools to submit an application by the January 30, 2009 submission deadline; and

WHEREAS, the Town of Ayden 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

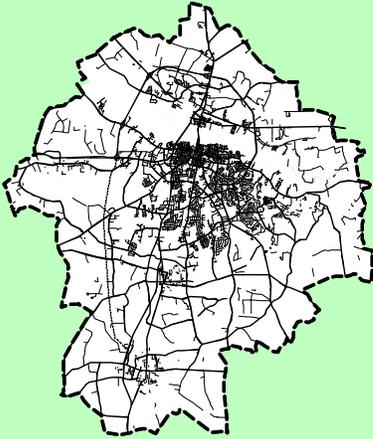
WHEREAS, if awarded, the Town of Ayden will support and administer the Safe Routes to School Infrastructure grant reimbursement funds; and

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

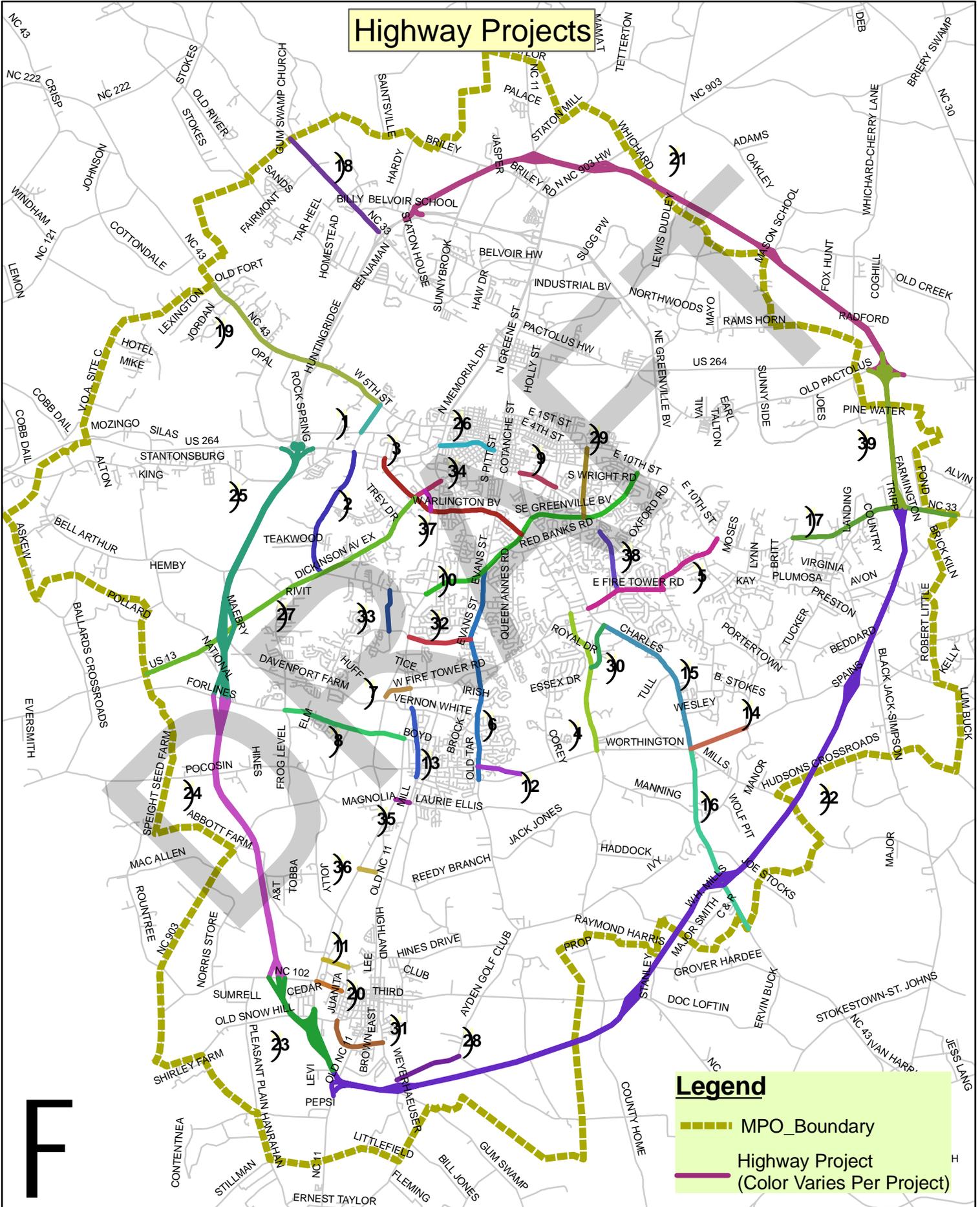
PROJECT INFORMATIONAL UPDATES

- 1) Long Range Transportation Plan Update
 - i. Draft Map of Projects in the Transportation Model
 - ii. Draft List of Projects identified on Map
 - iii. Current Fiscally Constrained Project List

Greenville Urban Area MPO 2035 Long Range Transportation Plan

Draft Version for Agency Consultation Use Only

Highway Projects



Greenville Urban Area MPO Draft 2035 LRTP Highway Projects

Project ID	Project Name	From	To	Project Description*
1	Allen Road Extension	NC 43	MacGregor Downs Rd	New 2L
2	Allen Road Widening	Dickinson Ave	US 264	From 2L to 4L
3	Arlington Blvd Widening	Stantonsburg Rd	Greenville Blvd	From 4L to 6L
4	County Home Widening	Firetower Rd	Worthington Rd	From 2L to 4L
5	Firetower Rd / Portertown Rd	Charles Blvd	NC 33	From 2L to 4L
6	Evans St Widening	Greenville Blvd	Worthington Rd	From 2L to 4L
7	Firetower Rd Extension	Reedy Branch Rd	NC 11	New 4L
8	Forlines Rd Widening	Frog Level Rd	Memorial Dr	From 2L to 4L
9	14th St Widening	Charles Blvd	Elm St	From 2L to 4L
10	Greenville Blvd Widening	NC 11	E 10th St.	From 4L to 6L
11	Hines Rd Extention	NC 11	Juanita Ave	New 2L
12	Main St Extension	Old Tar Rd	Cooper St	New 2L
13	Mill St Widening	NC 11	Blount St	From 2L to 4L
14	Mobley Bridge Rd Extension	NC 43 South	Ivy Rd	New 2L
15	NC 43 East Widening	Bells Fork Rd	Worthington Rd	From 2L to 4L
16	NC 43 East Widening	Worthington Rd	Lester Mills Rd	From 2L to 4L
17	NC 33 East Widening	Blackjack Simpson Rd	Avon Rd	From 2L to 4L
18	NC 33 West Widening	US 264	Briley Rd	From 2L to 4L
19	NC 43 West Widening	Paladin Drive	VOA Site C Rd	From 2L to 4L
20	NC 102- 3RD Street Widening	NC 11	Verna Rd	From 2L to 4L
21	Northeast Bypass	US 264 West	US 264 East	New 4L
22	Southeast Bypass	NC 11	US 264 East	New 4L
23	Southwest Bypass (Section A)	NC 11	South of NC 102	New 4L
24	Southwest Bypass (Section B)	South of NC 102	South of Forlines Rd	New 4L
25	Southwest Bypass (Section C)	South of Forlines Rd	US 264	New 4L
26	Tenth Street Connector	Memorial Drive	Tenth Street	New 4L
27	Dickinson Ave Widening	Arlington Blvd	Speight Seed Farm Rd	From 2L to 4L
28	Ayden Southern Loop	Weyerhaeuser Rd	Ayden Golf Club	New 2L
29	Brownlea Drive Extension	Fifth Street	Greenville Blvd	New 2L
30	Signature Drive	NC 43	County Home Rd	New 2L
31	Juanita Ave Extension	Snow Hill St	Weyerhaeuser Rd	New 2L
32	Thomas Langston Rd Extention	Memorial Dr	Evans St	New 4L
33	Tabacco Rd Extension	End of Pavement	Thomas Langston Rd	New 2L
34	Dickinson Avenue Widening	Memorial Dr/NC 11	Arlington Blvd	From 2L to 4L
35	Laurie Ellis Connector	NC 11	South Mill Street	New 2L
36	Reedy Branch Rd Extension	NC 11	Reedy Branch Rd	New 2L
37	W H Smith Extension	Dickinson Avenue	Arlington Blvd	New 4L
38	E 14th Street Widening	Wellons Drive	Firetower Rd	From 2L to 4L
39	US 264-NC 33 Connector	US 264	NC 33	New 4L

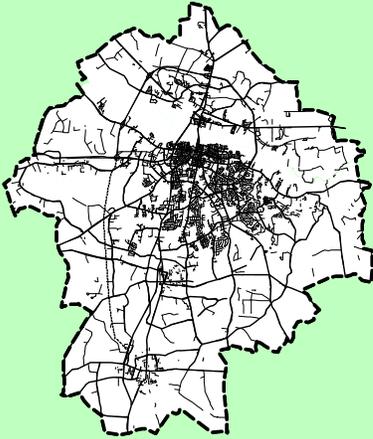
* This list is to indicate projects within the MPO boundary. Some projects may extend beyond the MPO boundary.
Number of Lanes indicates travel lanes only, not turn lanes or continuous turn lanes

Figure 6-2

Thoroughfare Projects Expected to Be Funded in 2004-2030

MPO Priority	Project ID No.	Project Description	From	To	Length (Miles)	Cross Section	ROW Width	Const. Cost (\$k)	ROW Cost (\$k)	Total Cost (\$k)
	1 R-2250	Southwest Bypass *	US 264 Northwest Bypass	NC 11 Ayden	7.8	A	250	90,000	25,000	115,000
	2 U-3613	Fire Tower Road Phase 1 (SR 1708)	NC11/903 Memorial Drive	SR 1709 Corey Road	2.42	C & E	90	10,700	4,700	15,400
	3 U-3315	Tenth Street Connector	Memorial Drive	Tenth Street	0.6	C	90	10,500	6,700	17,200
	4 U-2817	Evans Street and Old Tar Road (SR 1700)	US 264A Greenville Blvd	SR 1711 Worthington Rd	3.8	C/D	100	12,900	3,400	16,300
	5 U-4737	Arlington Boulevard Extension	Beasley Drive	NC 43	0.4	G	70	1,488	221	1,709
	6 U-3613	Fire Tower Road Phase II	NC 11	SR 1128 Davenport Farm Road	0.78	C	90	5,100	1,300	6,400
	7	Main Street Widening, Winterville	NC 11	SR 1711 Worthington Rd	1	H	70	3,652	25	3,677
	8 U-3430	US 264/NC 33 Connector	US 264	NC 33	2.9	B	200	18,500	1,100	19,600
	9 R-3407	NC-33, Greenville to Tarboro *	US 264 Northwest Bypass	End of MPO planning area	0.5	B	200	2,250	393	2,643
	10	Main Street/Worthington Road Connector	Main Street	Worthington Road	1	F-B	60	3,807	115	3,922
	11	Fire Tower Road Phase III	NC 43	Fourteenth St.	0.57	C-B/D-B	100	1,529	80	1,609
	12	Fourteenth Street (SR 1703 and SR 1704)	Red Banks Road	Fire Tower Road	1.44	D-B	100	5,914	203	6,117
	13	Fire Tower Road Phase IV and Portertown Rd	Fourteenth Street	NC-33 East	1.4	D-B	90	3,900	125	4,025
	14	NC 43 South Widening	Bells Fork Plaza	Lester Mills Road	7.94	C-B	90	4,798	262	5,060
	17 State	NC 43 North Safety Improvements	B's BBQ Rd	MPO Boundary	3.42	K	100	1,000	0	1,000
	20 U-3316	New College Hill Drive	Fourteenth Street	Existing College Hill Drive	0.1	H	60	318	0	318
		* Major project			36.07			176,356	43,624	219,980
		<u>Unfunded "Other" Thoroughfare Projects</u>								

MPO Priority	Project ID	Project Description	From	To	Length (miles)	Cross Section	Row Width	Const Cost (\$K)	Row Cost(\$K)	Total Cost(\$K)
	15	Allen Road Widening	Stantonsburg Road	US 13	2.29	D-B	90	4,878	380	5,258
	16	NC-33 East Widening	Blackjack Simpson Road	MPO Boundary	2.92	F	90	10,590	337	10,927
	18	SR 1127 Frog Level Road Safety Improvements	US 13/264A	NC 903	2.3	K	100	2,165	334	2,499
	19	Ivy Road, Tucker Road, Ayden Golf Club Rd	NC-102	Simpson	10.97	K	60	3,000	0	3,000
		3rd St/102 Widening, Ayden	NC 11	Verna Street	0.48	I	60/100	1,887	75	1,962
		Allen Road Extension	US 264	NC 43	0.57	F-B	70	2,685	57	2,742
		Brownlea Drive Extension	Fifth Street	Tenth Street, Fourteenth Street	1.78	A-B	70	6,776	117	6,893
		Dickinson Avenue Widening	Allen Road	Arlington Blvd	2.18	C-B	100	7,580	428	8,008
		Eastern Loop, Winterville	NC 11	County Home Road	7.68	K	100	1,950	69	2,019
		Ernest Loftin Road Extension	Weyerhaeuser Road	NC 102, Hines Dr., and NC 11	3.48	K	60	12,052	230	12,282
		Fire Tower Road Extension	NC 11	Forlines Road	3.97	C-B	90	4,928	140	5,068
		First Street Extension, Greenville	Pitt Street	Arlington Blvd	1.85	G	70	5,582	1,688	7,270
		Fourteenth Street Improvements	Charles Blvd	Elm Street	1.11	E-B	90	2,975	192	3,167
		Greenville Blvd, Greenville	Memorial Drive	Charles Blvd	2.32	C-6	90	11,654	329	11,983
		Juanita Avenue Extension, Ayden	Snow Hill Road	Ernest Loftin Road	1.55	K	60	5,900	74	5,974
		Laurie Ellis Road/NC 11 Connector, Winterville	Mill Street	NC 11	0.24	K	70	875	61	936
		Mill Street Widening, Winterville	NC 11/Vernon White Road	SR 1131 Reedy Branch Road	6.88	C	90	6,521	0	6,521
		NC 43 North Widening	End of the Five Lane	MPO Boundary	3.42	C-B	100	7,126	373	7,499
		NC-33 East Widening	Blackjack Simpson Road	MPO Boundary	2.92	F	250	10,590	337	10,927
		NC-903 Widening, Winterville	Southwest Bypass	NC 11	1.81	K	100	2,834	51	2,885
		Old NC 11 Widening, Winterville	Davenport Farm Road	Worthington Road	1.11	C-B	100	3,792	209	4,001
		US 13 Widening	Frog Level Road	Speight Farm Road	2.63	C-B	100	8,714	352	9,066
		W H Smith Extension	Dickinson Avenue	Arlington Blvd	0.34	H	70	1,396	73	1,469
		Totals			64.8			126,450	5,906	132,356



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

GENERAL INFORMATION

- 1) Tentative STIP Deadlines
 - i. Current Priority List
- 2) DENR notice of Potential Designation of Ozone Non-attainment Area
 - i. What is non-attainment?

TENTATIVE DATES FOR A FINAL 2011–2017 STIP

JUNE 5, 2008

- FINAL 2009-2015 STIP WAS PRESENTED TO BOARD OF TRANSPORTATION
- 2009-2015 STIP WAS APPROVED BY NCBOT AND RELEASED TO PUBLIC
- FINAL 2009-2015 STIP PRESENTED TO FHWA AND FTA FOR FEDERAL APPROVAL

SEPTEMBER 30, 2008

- RECEIVED LETTER FROM FHWA AND FTA APPROVING THE 2009-2015 STIP

JANUARY – FEBRUARY - MARCH 28, 2009

- MPO/RPO AND PUBLIC TO PROVIDE PRIORITIZED PROJECT REQUESTS FOR CONSIDERATION IN DRAFT 2011-2017 STIP UPDATE PROCESS
- IF PRIORITIZED REQUESTS ARE NOT AVAILABLE FOR DRAFT CONSIDERATION, PLEASE PROVIDE INFORMATION BY FEBRUARY 26, 2010, FOR FINAL 2011-2017 STIP CONSIDERATION

FEBRUARY – MARCH – APRIL, 2009

- PUBLIC MEETINGS IN EACH HIGHWAY DIVISION TO SOLICIT INPUT FOR CONSIDERATION DURING THE 2011-2017 STIP UPDATE

MAY 1, 2009

- FPC TO PROVIDE APPROVED STIP BUDGET AND INFLATION FACTORS

JUNE – AUGUST, 2009

- REVIEW PROPOSED 2011-2017 DRAFT STIP WITH NCBOT MEMBERS AND DIVISION ENGINEERS

NOVEMBER 5, 2009

- DRAFT 2011-2017 STIP PRESENTED TO THE NCBOT AND PUBLIC FOR REVIEW/COMMENT
- DRAFT 2011-2017 STIP PLACED ON PROGRAM DEVELOPMENT BRANCH WEB SITE
- 2011-2017 MPO/RPO DRAFT DOCUMENTS WILL BE RELEASED TO RESPECTIVE AGENCIES

JANUARY – FEBRUARY, 2010

- PUBLIC MEETINGS IN EACH OF THE HIGHWAY DIVISIONS TO SOLICIT COMMENTS ON THE DRAFT 2011-2017 STIP RELEASED ON NOVEMBER 5, 2009

FEBRUARY – MARCH – APRIL, 2010

- REVIEW PROPOSED FINAL 2011-2017 STIP WITH NCBOT MEMBERS AND DIVISION ENGINEERS AND MPO'S

JUNE 3, 2010

- FINAL 2011-2017 STIP TO BOARD OF TRANSPORTATION FOR APPROVAL
- 2011-2017 STIP APPROVED BY NCBOT AND RELEASED TO MPO'S/RPO'S AND PUBLIC
- FINAL 2011-2017 STIP PRESENTED TO FHWA AND FTA FOR FEDERAL APPROVAL

--- SCHEDULES SUBJECT TO CHANGE ---

RESOLUTION NO. 2007-04-GUAMPO

**RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN
PLANNING ORGANIZATION'S 2007-2008 TRANSPORTATION IMPROVEMENT
PRIORITIES
TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION**

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization held public informational meetings on October 2 and October 3 and a 45-day comment period to receive citizens' input on the Transportation Improvement Priorities; and

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 16th day of November 2007, to consider needed transportation improvement priorities;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation improvements, listed by category in order of priority, are recommended to the North Carolina Department of Transportation for inclusion in the Transportation Improvement Program:

2007-2008 TRANSPORTATION IMPROVEMENT PRIORITIES

HIGHWAY IMPROVEMENTS

1. **SOUTHWEST BYPASS** - Construct a four-lane, median divided, limited access facility on new location from US-264 west of Greenville to NC-11 near Ayden with a bypass of Winterville (7.8 miles) (ID No. R-2250).
2. **TENTH STREET CONNECTOR** - Improve existing multi-lane, curb and gutter facility with sidewalk, bicycle, and landscaping improvements on Farmville Boulevard from Memorial Drive (NC-11/43/903) to Fourteenth Street; and new location multi-lane urban section facility from Fourteenth Street to Dickinson Avenue (SR-1598) at Tenth Street (SR-1598) with a grade separation at CSX Railroad (0.9 miles) (ID No. U-3315).
3. **EVANS STREET AND OLD TAR ROAD (SR-1700)** - Widen existing two/three-lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements from Greenville Boulevard (US-264A) to Worthington Road/Cooper Street (SR-1711) (3.8 miles) (ID No. U-2817; programmed for planning and environmental studies only for the entire section).
4. **NC 43** - Widen existing two-lane roadway to a four-lane divided facility from Memorial Drive (NC 11/US 13) to US 264 (2.5 miles) (ID No. U-5018).

* Project is an UNMET NEED, where funding has not been programmed in the TIP for the project.

- 5.* **GREENVILLE BOULEVARD (US 264A/NC-43)** – Widen to six travel lanes and improve intersections from Memorial Drive (NC-11/903) to Charles Blvd. (2.3 miles).
- 6.* **FIRE TOWER ROAD PHASE II (SR-1708)** - Construct a multi-lane urban section facility on new location with sidewalk, bicycle, and landscaping improvements from Memorial Drive (NC-11/903) to Forlines Road (1.6 miles) (**ID No. U-3613**).
- 7.* **MAIN STREET (SR-1133)** - Reconstruct existing curb and gutter portion with sidewalk, landscaping, and bicycle improvements from NC-11 to the end of curb and gutter; widen existing two-lane roadway to a multi-lane urban section facility with sidewalk, landscaping, and bicycle improvements from the end of existing curb and gutter to the end of the existing pavement east of Old Tar Road (SR-1700).
- 8.* **FROG LEVEL ROAD (SR-1127)** – Widen to meet tolerable lane width requirements and to serve as a connector between US 13/US 264A and NC-903.
9. **NC-33 WEST** - Widen roadway to a multi-lane rural section facility from US-264 in Greenville to US-64 southeast of Tarboro (17.9 miles) (**ID No. R-3407**).
- 10.* **FIRE TOWER ROAD PHASE III, EAST FIRE TOWER ROAD (SR-1725) FROM CHARLES BOULEVARD (NC-43) TO FOURTEENTH STREET EXTENSION (SR-1704)** - Widen existing two-lane roadway to a multi-lane urban section facility from Charles Boulevard (NC-43) to Fourteenth Street Extension (SR-1704) (0.6 miles).
- 11.* **FOURTEENTH STREET (SR-1704)** - Widen existing two-lane roadway to a multi-lane urban section facility with intersection improvements from York Road to East Fire Tower Road (SR-1725) (0.9 miles).
- 12.* **NORTHEAST BYPASS INCLUDING THE US-264/NC-33 EAST CONNECTOR** - Construct a four-lane, median divided, limited access facility on new location from US-264 Northwest Bypass to NC-33 East with a new bridge over the Tar River east of Greenville (9.2 miles) (**ID No. U-3430**).
- 13.* **FIRE TOWER ROAD PHASE IV, EAST FIRE TOWER ROAD (SR-1725) FROM FOURTEENTH STREET EXTENSION (SR-1704) TO PORTERTOWN ROAD (SR 1726) AND PORTERTOWN ROAD** - Widen existing two-lane roadways to multi-lane urban section facilities on East Fire Tower Road from Fourteenth Street Extension (SR-1704) to Portertown Road (SR-1726) (.75 miles), and Portertown Road from East Fire Tower Road (SR-1725) to just east of the railroad tracks (1.2 miles). Includes intersection improvements at East Fire Tower Road and Portertown Road to change the primary movement to East Fire Tower Road and the northern leg of Portertown Road.
- 14.* **CHARLES BOULEVARD (NC-43 South)** – Widen existing two-lane and three-lane roadway to a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements from Bell's Fork to Worthington Road (SR-1711) (3.0 miles).

- 15.* **ALLEN ROAD (SR-1203)** - Widen existing two and three lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements from Stantonsburg Road (SR-1200) to US-13/264A (2.3 miles).
- 16.* **IVY ROAD (SR-2241), TUCKER ROAD (SR-1759), AND AYDEN GOLF CLUB ROAD (SR-1723)** - Widen to meet tolerable lane width requirements, including straightening and realigning intersections, to serve as a connector between NC-102, NC-43 South, and NC-33 East.
17. **NEW COLLEGE HILL DRIVE** - Construct a multi-lane urban section facility on new location from Fourteenth Street to College Hill Drive (0.3 miles) with link to Green Mill Run Greenway/Bicycle Path (ID No. U-3316).

LOCAL PROJECTS

THOMAS LANGSTON ROAD EXTENSION – Construct on new location a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements from Memorial Drive (NC-11/903) at Thomas Langston Road (SR-1134) to Evans Street Extension (SR-1700)(1.14 miles).

BROWNLEA DRIVE EXTENSION PHASE II – Construct primarily on new location a multi-lane urban section facility with sidewalk from Tenth Street to Fourteenth Street (0.8 miles).

BROWNLEA DRIVE EXTENSION PHASE III – Construct primarily on new location a multi-lane urban section facility with sidewalk from Sixth Street to Tenth Street (0.2 miles).

MAIN STREET EXTENSION - Construct new multi-lane urban section facility with sidewalk, landscaping, and bicycle improvements from end of roadway to Worthington Road (SR-1711).

BRIDGE REPLACEMENT IMPROVEMENTS

1. **NC-102 BRIDGE NO. 53** - Replacement of an existing bridge over Swift Creek east of Ayden (ID No. B-4231).
2. **MEMORIAL DRIVE (US 13/NC-11/903) OVER TAR RIVER BRIDGE NO. 38** - Replacement of existing bridges over the Tar River and overflow (ID No. B-4786).
3. **MT. PLEASANT CHURCH ROAD (SR-1418) BRIDGE 171** - Replacement of an existing bridge over Johnson's Mill Run (ID No. B-4788).
4. **STANTONSBURG ROAD (SR-1200) BRIDGE NO. 65** - Replacement of an existing bridge over Pinelog Branch (ID No. B-4233).
5. **JACK JONES ROAD (SR-1715) BRIDGE NO. 29** - Replacement of an existing bridge over Fork Swamp (ID No. B-4603).
6. **OLD RIVER ROAD (SR-1401) BRIDGE NO. 95** – Replacement of an existing bridge over Johnson's Mill Run (ID No. B-4787).

7. **AYDEN GOLF CLUB ROAD (SR-1723) BRIDGE NO. 25** - Replacement of an existing bridge over east branch of Swift Creek east of Ayden (ID No. B-4237).
8. **WEYERHAEUSER ROAD (SR-1900) BRIDGE NO. 154** - Replacement of an existing bridge over branch of Swift Creek (ID No. B-4791).
9. **PORTERTOWN ROAD (SR-1726) BRIDGE NO. 219** – Replacement of an existing bridge over Hardee Creek, .2 miles east of King George Road (ID No. B-4238).
10. **WORTHINGTON ROAD (SR-1711) BRIDGE NO. 28** – Replacement of an existing bridge over Fork Swamp (ID No. B-4602).
11. **FISHPOND ROAD (SR-1214) BRIDGE NO. 64** - Replacement of an existing bridge over Pinelog Creek with culvert (ID No. B-4601).

RAILROAD CROSSING IMPROVEMENTS - In full support of railroad crossing improvements listed in the State TIP.

HIGHWAY SPOT SAFETY IMPROVEMENTS

- 1.* **NC-11/DAVENPORT FARM ROAD (SR-1128) INTERSECTION** - Improve safety and capacity at this intersection in Winterville.
- 2.* **NC-11/THOMAS LANGSTON ROAD (SR-1134) INTERSECTION** - Improve safety and capacity at this intersection in Greenville.
- 3.* **FIRE TOWER ROAD (SR-1708)/ARLINGTON BLVD AND COUNTY HOME ROAD (SR-1725) INTERSECTION** - Improve safety and capacity at this intersection in Greenville.
- 4.* **OLD TAR ROAD/MAIN STREET INTERSECTION**- Improve safety and capacity at this intersection; design and construct in anticipation of and accommodation of future widening on Old Tar Road (SR-1700) and Main Street (SR-1133) in Winterville.
5. **COUNTY HOME ROAD (SR-1725) SAFETY IMPROVEMENTS** – Improve safety on County Home Road from Bells Chapel Road to Wintergreen Intermediate School, including adding a continuous turn lane.
- 6.* **D.H. CONLEY HIGH SCHOOL SAFETY IMPROVEMENTS** – Improve safety on Worthington Road (SR-1711) in front of D. H. Conley High School.
- 7.* **SOUTH CENTRAL HIGH SCHOOL AND CREEKSIDE ELEMENTARY SCHOOL SAFETY IMPROVEMENTS** – Improve safety on Forlines Road (SR-1126) in the vicinity of these schools.

* Project is an UNMET NEED, where funding has not been programmed in the TIP for the project.

- 8.* **NC-11 SOUTH/OLD SNOW HILL ROAD (SR-1113) INTERSECTION** - Improve safety and capacity at this intersection on the southwest side of Ayden.
- 9.* **NC-11 SOUTH/ELLIOT DIXON ROAD (SR-1154) INTERSECTION** - Improve safety and capacity at this intersection south of Ayden.
- 10.* **FORLINES ROAD/FROG LEVEL ROAD** - Improve safety and capacity at this intersection in Winterville.
- 11.* **NC 43/IVY ROAD** - Improve safety and capacity at this intersection in Winterville.

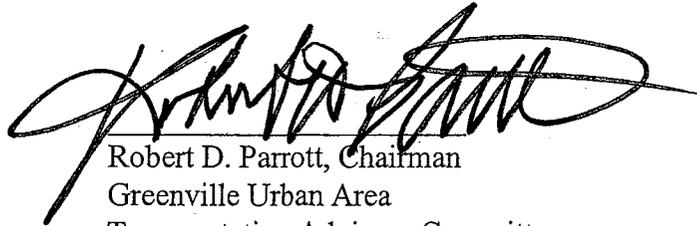
BICYCLE/ENHANCEMENT PROJECTS

- 1. **SOUTH TAR RIVER GREENWAY** – Construct new bicycle path along south side of Tar River from Greenville Bridge over Town Creek to Green Mill Run Greenway (3.0 miles).
(ID No. E-4702).
- 2.* **BIKEWAY SYSTEM IMPROVEMENTS** – Signs, pavement markings, maps, and brochures to develop the short-term “Bikeway 2000” system.
- 3.* **GREEN MILL RUN GREENWAY PHASE II COMPLETION** - Construct new bicycle path from Charles Boulevard to Hooker Road (1.0 miles).
- 4.* **PARKERS CREEK GREENWAY/BICYCLE PATH** - Construct new bicycle path along Parkers Creek from SR-1579 (Staton Road) to River Park North (3.4 miles).

PUBLIC TRANSPORTATION

- 1. **RELOCATION OF CSX RAIL SWITCHING STATION** – Relocation of CSX switching station and track improvements on the Norfolk Southern and CSX systems (P-5000)
- 2.* **INTERMODAL TRANSPORTATION CENTER** – Design and construct a multimodal transfer center for intercity buses, GREAT, ECU Student Transit, PATS, taxis, and possibly passenger rail (ID No. TD-4716).
- 3.* **PASSENGER RAIL SYSTEM (RALEIGH TO GREENVILLE)** – Feasibility/planning study for passenger rail service from Raleigh to Greenville, as described in NCDOT’s 2001 North Carolina Rail Plan.
- 4. **OPERATING, PLANNING AND CAPITAL ASSISTANCE** - For Transit operations from 07-01-07 through 06-30-15.
- 5.* **TRANSIT CAPITAL ITEMS** – Projects listed in 2007-2013 MTIP.

Adopted the 16th day of November 2007.



Robert D. Parrott, Chairman
Greenville Urban Area
Transportation Advisory Committee

ATTEST:


Amanda J. Braddy, PAC Secretary

Daryl Vreeland

From: Laura.Boothe [Laura.Boothe@ncmail.net]
Sent: Tuesday, November 04, 2008 9:21 AM
To: Daryl Vreeland
Cc: mildred.mitchell
Subject: Potential Ozone Nonattainment Information

Daryl

It was good talking with you yesterday. I think that we will probably work with the Mid-East Commission Council of Governments to set up the meeting for the planners and elected officials in Pitt County, but I did want to give you some information for your TCC meeting today.

First, the US Environmental Protection Agency (EPA) lowered the ozone standard in March 2008. The new standard is 0.075 parts per million (ppm). To determine the design value of a region you would take the 4th highest value for each of 3 years and average them, anything higher than 0.075 ppm the area is said to violate the standard.

Pitt County has a monitor located in Greenville that is violating the standard with 0.076 ppm based on 2006-2008 data. It does not really matter where the monitor is located in the County since EPA prefers to designate whole counties and their presumptive boundary is the whole Metropolitan Statistical Area. There is a chance that with the 2009 data that the 3-year average may drop below the standard, however, I feel it is important that the planners and elected officials are aware now that there is a very real chance the area may be designated as nonattainment.

So what does nonattainment mean. First it will mean that the area will have to do transportation conformity on its transportation plans. The first conformity determination will be due 1 year after designation (which will occur in 2010) and then every time you update the plan or the STIP changes with a minimum of every 4 years. This will be done for at least 20 years after an area attains the standard and is redesignated back to attainment/maintenance by EPA. A simplistic explanation of conformity is where the emissions from motor vehicles in the county are estimated for all of the years in the LRTP and is compared it to some emission level set by the State. If you are at or below the emission level then you conform, if you are above the level then changes need to be made so that you can show you conform. The consequence of not meeting the deadline to show conformity is that projects might not be able to move forward and the potential hold on federal highway funds until the area can demonstrate they conform.

Another issue with nonattainment is New Source Review. This is for new sources entering into an area or for a source that is planning a major modification. These sources will have to put on the most stringent of control equipment, regardless of cost, and find offsets of their emissions in the region. Basically, most sources will decide to locate in a region that does not have the nonattainment stigma.

The State must make its recommendation of nonattainment boundaries by March 2009 and EPA will make the designations by March 2010. I would be happy to come and talk with your MPO's TCC or TAC to explain more, but I do plan to come to the region in the next couple of month and talk with the Pitt County elected officials and hopefully planners.

Let me know if you have any other questions Laura Boothe

--

Laura Boothe
Attainment Planning Branch Supervisor
NCDENR, Division of Air Quality
Planning Section
1641 Mail Service Center
Raleigh, NC 27699-1641

(919) 733-1488
(919) 715-7476 FAX
www.ncair.org

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Records Law and may be disclosed to third parties.

Daryl Vreeland

From: Eddy Davis [EDavis@mideastcom.org]
Sent: Wednesday, November 05, 2008 1:50 PM
To: Daryl Vreeland
Cc: James Rhodes
Subject: FW: Potential ozone boundary meeting

Hey Guys,

Here is the email from Laura.

Check out the dates if you will.

Eddy

-----Original Message-----

From: Laura.Boothe [mailto:Laura.Boothe@ncmail.net]
Sent: Tuesday, November 04, 2008 3:27 PM
To: Tim Ware; Alex Rickard
Cc: Judy Hills; Eddy Davis
Subject: Potential ozone boundary meeting

Tim and Alex

It was great talking with both of you. As I explained on the phone, the US Environmental Protection Agency (EPA) lowered the ozone standard in March 2008. The new standard is 0.075 parts per million (ppm). To determine the design value of a region you would take the 4th highest value for each of 3 years and average them, anything higher than 0.075 ppm the area is said to violate the standard.

Pitt County has a monitor located in Greenville that is violating the standard with 0.076 ppm based on 2006-2008 data. It does not really matter where the monitor is located in the County since EPA prefers to designate whole counties and their presumptive boundary is the whole Metropolitan Statistical Area (MSA). The MSA for Greenville is Greene and Pitt Counties. So there is the possibility that both counties could be designated as nonattainment for ozone. There is a chance that with the 2009 data that the 3-year average may drop below the standard, however, I feel it is important that the planners and elected officials are aware now that there is a very real chance the area may be designated as nonattainment.

When I talked with Tim, he suggested that maybe he and Alex could coordinate together on organizing one meeting for the elected officials and planners for both counties. That would be great from my point of view since I will be having similar meetings throughout the State. I would like to try and have something prior to the end of the year, because in January and potentially early February we will be scheduling public meetings to talk about this issue through out the State.

I have sent an informational email to Daryl Vreeland with the Greenville MPO letting him know about the possibility that the area may be designated as nonattainment, and told him that I would be working with your two groups to get the word out to the elected officials and county/city planners.

Tim asked for the list of potential dates to work from, so looking at my calendar, the following dates are open:

Morning of Thursday, Nov. 20th
 Anytime Nov. 21, Dec. 2, 5, 8-12, 15, 18, and 19

I still have a couple of more meetings to schedule, plus other work related meetings that pop up all of the time, so the sooner we are able to lock a date the less likely this will change.

Thanks again for your help on this.

--

Laura Boothe
Attainment Planning Branch Supervisor
NCDENR, Division of Air Quality
Planning Section
1641 Mail Service Center
Raleigh, NC 27699-1641
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FOR EMPLOYERS: What is Non-Attainment?

[For Employers Home - Determining Commuter Needs - Developing Strategies and Solutions](#) [SC Member Employer Programs - What is Non-Attainment?](#) [Durham Commute Trip Reduction Ordinance](#)

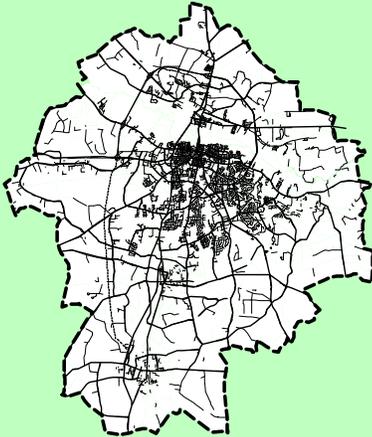
The U.S. Environmental Protection Agency (EPA) sets allowable concentration standards for a variety of air pollutants, including [ozone](#). These standards are designed to protect public health and are based on extensive health effects research, including research performed by EPA scientists and by independent researchers. For ozone, this National Ambient Air Quality Standard (NAAQS) is 0.085 parts per million (ppm) averaged over an 8-hour period.

The NC Division of Air Quality is responsible for monitoring pollutant concentrations in North Carolina, and for reporting monitoring results to the EPA. [Click here](#) to see locations of ozone monitors in the Triangle area. When monitored pollutant concentrations exceed the standard a certain number of times over a three-year period, even if at only one monitor in an area, that area must be designated a **non-attainment area** by the EPA.

A non-attainment designation carries certain regulatory consequences. These are the "teeth" in the Clean Air Act. First, a non-attainment area must prove that its long-range transportation plan (road building and widening, transit, etc.) will not result in increased pollution. This is called **transportation conformity** and is shown through transportation demand modeling, often performed by the Metropolitan Planning Organization (MPO). If an area cannot show transportation conformity, the area becomes ineligible to use or acquire new Federal highway funds.

Secondly, any "point source" industry (an industry that produces air emissions and requires an air quality permit) wishing to expand or locate within the non-attainment area faces strict **new source review**. New source review means that the industry might have to install the strictest available pollution controls, and purchase pollution offset credits from other industries in the area. In other words, industries will likely look elsewhere before trying to locate within a non-attainment area or before expanding its existing operations. This could negatively impact the region's employment and housing values and could create economic hardships in the area.

Finally, the NC Division of Air Quality must submit a State Implementation Plan (SIP) to the EPA, detailing how the state intends to reduce pollution in order to comply with the standard.



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

GENERAL INFORMATION

(No Discussion Required)

- 1) NCDOT Approval of MTIP
- 2) MPO/RPO Deadlines
- 3) Bicycle Commuter Benefits Act
- 4) Complete Streets
 - i. Complete streets policies require that the safety, interests, and convenience of all users – drivers, bicyclists, transit users and pedestrians of all ages and abilities – be considered in the design and construction of transportation projects
 - ii. Update on Senate and House Bill concerning “Complete Streets”
 - iii. California Complete Streets
- 5) AASHTO white paper with recommendations for next year’s authorization of federal highway and transit programs.
- 6) 2008 federal fiscal year authorizations.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Michael F. Easley
GOVERNOR

1501 Mail Service Center, Raleigh, NC 27699-1501

Lyndo Tippet
SECRETARY

September 30, 2008

The Honorable Patricia Dunn, Chair
Transportation Advisory Committee
Greenville Urban Area Metropolitan Planning Organization
P.O. Box 7207
Greenville, North Carolina 27835-7207

Dear Chairperson Dunn:

Subject: Greenville Urban Area Metropolitan Transportation Improvement Program

I have received your MPO's Transportation Improvement Program and a recommendation that I approve it from the Program Development Branch.

By the authority delegated to me by the Governor, I approve the FY 2009-2015 Greenville Urban Area Metropolitan Transportation Improvement Program dated August 12, 2008.

We look forward to working with you to implement the various transportation projects contained in this program.

Sincerely,

A handwritten signature in black ink, appearing to read "Lyndo Tippet".

Lyndo Tippet

cc: Governor Michael F. Easley
Marvin Blount, III, Member, Board of Transportation

MPO/ RPO Deadlines for FY 2009

July 1, 2008 – June 30, 2009

Dates	Tasks
July 1, 2008	Beginning of FY 2009 (for NCDOT & (U)PWP)
July 31, 2008	For RPOs only, Fourth quarter (Final) RPO invoice and work summary due for FY 2008
September 5, 2008	For MPOs only, Fourth quarter (Final) MPO PL invoice, work summary, and annual performance report (PL and SPR) due for FY 2008
September 30, 2008	For MPOs only, Final FY 2008 Section 5303 grant invoice, progress report and annual performance report due to Public Transportation Division (PTD)
October 1, 2008	Beginning of Federal FY 2009
October 31, 2008	First quarter PL invoice and work summary due For MPOs only, First quarter Section 5303 invoice and progress report due to PTD
November 12-14, 2008	MPO/RPO Conference in New Bern
Fall/Winter 2008/2009	Statewide TIP meetings held to solicit input on the Draft 2011-2017 TIP
December 31, 2008	For RPOs only, CTP update priorities list due
January 26, 2009	For MPOs only, Draft (U)PWP for FY 2010 due to TPB and Public Transportation Division
January 30, 2009	Second quarter PL invoice and work summary due For MPOs only, Second quarter Section 5303 invoice and progress report due to PTD
March 31, 2009	Final (U)PWP with resolution, 5-year planning calendar, and, for MPOs only, MPO self-certification of long range planning process due to TPB and Public Transportation Division
March 31, 2009	Last day to approve revisions to 2008-2009 (U)PWP; Revisions must be received by TPB before April 7, 2009
April 30, 2009	Third quarter PL invoice and work summary due For MPOs only, Third quarter Section 5303 invoice and progress report due to PTD

MPO-only tasks are in blue.

RPO-only tasks are in red.

Common tasks are in black

Bike commuter benefits is now USA law

October 3rd, 2008 by Fritz



President Bush signed the **Bicycle Commuter Benefits Act** into law today.

Congressman Blumenauer of Oregon included a bike commuter benefit provision in the \$700 billion Wall Street bailout package that passed both houses of Congress this week.

“We are delighted that the bicycle commuter benefits act has passed after a lengthy and persistent campaign spearheaded by Congressman Blumenauer (D-OR),” said League President Andy Clarke. “Bicycle commuters will now be extended similar benefits to people who take transit and drive to work – it’s an equitable and sensible incentive to encourage greater energy independence, improve air quality and health, and even help tackle climate change. Thanks to everyone who has helped reach this milestone, especially Walter Finch and Mele Williams, our government relations staff over the years who have worked tirelessly with Congressman Blumenauer, Senator Ron Wyden (D-OR) and many others in Congress.”

The benefit allows employers to reimburse bike commuters up to \$20 per month tax free for expenses related to their commute by bike. Bke commuters who receive other commuter benefits, such as a transit pass, are not eligible for further reimbursement.



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Let's Complete America's Streets!

EARLY SUCCESS STORIES | HOW TO GET TO COMPLETE STREETS | BENEFITS | RESOURCES | GET INVOLVED | WHO WE ARE | NEWS

FEDERAL POLICY - YOUR HELP NEEDED!

TAKE ACTION

Take 5 minutes and contact your member of Congress! [Use our form letter to show your support](#) for making our streets safe and accessible to people of all ages and abilities.

What's Happening on the Hill

A [Senate bill](#) was introduced in March by Senator Tom Harkin, and a [House bill](#) was introduced on May 1 by Congresswoman Doris Matsui. Your help is needed to build support for both of these bills!

Call or write to your Senator or Representative today! Download the letters below, and be sure to include why this legislation is important for your community. Check the [existing policies chart](#) (PDF) to find a local policy to mention.

The Coalition encourages you to ACT! Here are four things you can do:

1. Call your in-district office to set up a meeting.
2. Call your [member in DC](#) and ask to speak to the staffer working on transportation. [Talking points](#) (doc) to get you started.
3. Fax a letter to your member's office:
 - o [Senate Letter](#)
 - o [House Letter](#)
 - o [Contact info to reach your representatives](#)
4. Spread the word! Tell others about this federal action and how their support will make an impact!

The bills were introduced to ensure that all users of the transportation system, including pedestrians, bicyclists, and transit users as well as children, older individuals, and individuals with disabilities, are able to travel safely and conveniently on streets and highways.

SENATE

On Monday, March 3, 2008, Senator Tom Harkin (D-IA) introduced Senate bill S. 2686, The Complete Streets Act of 2008. This is a monumental step forward in the complete streets movement, and we hope to get as much support as possible for this bill.

Update 9/8/08: Senator Levin (MI) signs onto the Complete Streets Act of 2008! He joins Senator Coleman (MN), Senator Durbin (IL), and Senator Sanders (VT) as co-sponsors.

- [One-page summary of the bill](#) (doc)
- [Talking points](#) (doc)
- [Track the status of the Senate bill](#)



Fewer than 15% of children walk or bike any distance to school, often times because sidewalks and bicycle lanes are not accessible.

photo source: Dan Burden



Users of all ages and abilities should be able to cross the street safely.

photo source: Portland Office of Transportation

OTHER RESOURCES

Need more? Contact info@completestreets.org.

- [Complete Streets Q&A](#) (doc)
- [Existing Complete Street Policies Chart](#) (doc)

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- [Sample letter that you can send to your Senator](#) (doc)
- [Fact sheet](#) (pdf)
- [Text of S.2686](#) (pdf)
- [National letter of support](#) (doc)
- [Contact information for the US Senate](#)

- [Complete Streets Benefits Fact Sheets](#)

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HOUSE

Congresswoman Doris Matsui introduced complete streets legislation, the "Safe and Complete Streets Act of 2008", HR5951 on May 1.

Update 9/11/08: Representative Loeb sack (IA-2) signs onto the Complete Streets Act of 2008! Rep Blumenauer (OR-3), Rep Bordallo (GU), Rep Braley (IA-1), Rep Carnahan (MO-3), Rep Cleaver (MO-5), Rep Cohen (TN-9), Rep Grijalva (AZ-7), Rep Jackson-Lee (TX-18), Rep Lee (CA-9), Rep Lewis (GA-5), Rep Lipinski (IL-3), Rep Moran (VA-8), Rep Price (NC-4), Rep Shays (CT-4), Rep Stark (CA-13), Rep Tauscher (CA-10), Rep Waxman (CA-30), and Rep Woolsey (CA-6) have also signed on as co-sponsors.

Contact your representative today! Call their office, set up a meeting, fax in [a letter of support](#) (doc), or use [our online form](#) to send an email!

Resources:

- [One-page summary of the bill](#) (doc)
- [Talking points](#) (doc)
- [Track the status of the House bill](#)
- [Sample letter that you can send to your representative](#) (doc)
- [Analysis of the House bill](#) (pdf)
- [Benefits of complete streets](#) (pdf) to include in your talking points
- [National letter of support](#) (doc)

NEWS CORNER

[Representative Matsui Press Release](#)

Read the release by Matsui which looks to complete streets to ease congestion on our roads.

[Senator Harkin Press Release](#)

Read the original sponsor's statement on how complete streets is a "win-win for us all".

[Streetsblog](#)

The introduction of the bill was featured in NYC's Streetsblog on March 5.

**For Immediate Release**

October 3, 2008

For more information, contact:
Stephanie Potts, 202-207-3355 x 25

SIGN UP TODAY

Click here to sign up for
news & alerts from the
Complete Streets Coalition

California Passes Complete Streets Law

Major Victory for National Complete Streets Movement

Governor Schwarzenegger signed into law on September 30th [Assembly Bill 1358](#) (pdf), the California Complete Streets Act of 2008 authored by Assemblyman Mark Leno (D-San Francisco).

The new law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people, and disabled people, as well as motorists.

“Streets aren’t just for cars, they’re for people and with the Complete Streets Act local governments will plan for and build roadways that are safe and convenient for everyone— young or old, riding a bike or on foot, in a car or on a bus,” said Assemblyman Leno. “Getting people out of their cars and riding bicycles or the bus improves public health, air quality, eases congestion and reduces greenhouse emissions.”

Introduced in 2007 and cosponsored by the California Bicycle Coalition and AARP California, the bill passed the Senate on August 27, with the Assembly concurring with the Senate’s amendments on August 29. The new law will complement an existing policy, which directs Caltrans to “fully consider the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products.” Furthermore, by enacting this law, the State of California continues its groundbreaking commitment to reduce greenhouse gas emissions.

To date, more than 70 jurisdictions have adopted complete streets measures, and many others are considering them. In addition to California, five other states have complete streets legislation.

Beginning January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.

“California has taken a big step forward in helping make sure that streets are designed so that anyone can travel safely, whether by foot, bicycle, bus or car,” said David P. Sloane, AARP Senior Vice President of Government Relations and Advocacy. “More people are leaving their cars at home and walking since the gas crisis. They need their streets to be user friendly. AARP commends Governor Schwarzenegger and the California legislature for their foresight in adopting Complete Streets.”

Groups supporting complete streets have formed the National Complete Streets Coalition, with active participation from groups representing older persons, transit users, pedestrians, bicyclists, and disabled people, as well as smart growth proponents and professional organizations such as the American Planning Association and the Institute of Transportation Engineers. For more information, visit www.completestreets.org or call 202-207-3355.

This press release is also available as a Microsoft Word [document](#).



For Immediate Release
October 24, 2008

Contact: Tony Dorsey
202-624-3690

State Transportation Officials Set Course for Federal Program Reform

State transportation officials this week called for major reforms, accountability, and increased federal funding for the nation's transportation programs as Congress considers authorization legislation in the coming year.

Meeting in Hartford, Connecticut on Monday, the American Association of State Highway and Transportation Officials approved a slate of recommendations for next year's authorization of federal highway and transit programs. The current legislation expires September 30, 2009.

"This is not business as usual," said AASHTO President Allen Biehler, Secretary of the Pennsylvania Department of Transportation. "The American public has every right to see what they will get for increased transportation investment. We have to be accountable and we have to move to a performance-based program focused on national goals. That's where state transportation leaders want to go."

The comprehensive multi-modal package of recommendations urges that the federal program go "back to basics" by focusing on areas of national interest – preservation and renewal, interstate commerce, safety, congestion, system reliability, and enhanced environment and quality of life.

Increased federal funding would be coupled with national performance standards established to achieve the national goals. States would self-define targets that would deliver accountability for the investment of federal funds.

Among the goals called for in AASHTO's new transportation agenda are:

- Increasing funding for congestion relief projects and metro areas;

- Improving highway connections and transit access for rural America;
- Doubling transit ridership to 20 billion by 2030, and 50 billion by 2050;
- Trimming 6-12 months from project delivery time by expanding state environmental responsibilities and integrating planning;
- Dedicating federal funding for a fast and reliable intercity passenger rail network;
- Reducing highway traffic fatalities by half in two decades; and
- Moving as swiftly as practical from current funding methods to a distance-based user fee.

Reform proposals

The AASHTO recommendations call for:

- Streamlining of the current number of federal programs and concentrating 90 percent of federal dollars on “core programs” distributed to the states;
- Capping earmarks at no more than five percent of the federal program;
- Expanding the current congestion air quality program to include climate change initiatives;
- Creating a new “operations” program to fund low-cost, rapid deployment projects to reduce delay and improve reliability of the system;
- Providing dedicated federal funding for a national intercity passenger rail system including high speed rail corridors, regional corridors, and long distance service;
- Addressing expanding freight transportation needs through planning and investment programs; and
- Boosting transit funding and ridership while streamlining the federal program structure and grant processes.

\$545 Billion Six-Year Multi-modal Program Needed

Emphasizing the need to employ every kind of transportation to meet future demands, AASHTO calls for an overall \$545 billion investment from 2010 through 2015 for highways, transit, freight movement, and intercity passenger rail. Included are the following:

- \$375 billion for highways,
- \$93 billion for transit,
- \$42 billion for freight improvements (from sources outside the Highway Trust Fund), and
- \$35 billion dedicated funding for intercity passenger rail.

The proposal identifies a number of possible funding options for consideration by Congress and calls for maximum flexibility for state and local governments in the way the funds are used.

The policy positions approved by the AASHTO Board of Directors are available online at <http://downloads.transportation.org/2008policy.pdf>.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

Michael F. Easley
GOVERNOR

1534 Mail Service Center, Raleigh, NC 27699-1534

Lyndo Tippett
SECRETARY

November 4, 2008

The Honorable Patricia Dunn, Chair
Transportation Advisory Committee
Greenville Urban Area Metropolitan Planning Organization
Post Office Box 7207
Greenville, North Carolina 27835-7207

Dear Chairperson Dunn:

Pursuant to federal regulations (23USC134(h)(7)(B)) I am submitting a list of authorizations within your MPO counties that occurred during the 2008 federal fiscal year. The law states in part, "An annual listing of projects for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the metropolitan planning organization for public review." This law does not require that state funds be included in this list. However, we have included authorizations using solely state funds for your information.

The list we are submitting identifies the project number, date of the authorization, type of work, amount of work and whether it is state or federal funds. I would like to point out that this list includes every project within the counties that are in your MPO. Therefore, depending upon your MPO boundaries some of the projects on the list may not fall within your MPO's jurisdiction. There were some instances where all of the funds that were previously authorized was not needed. In these cases we removed a portion of the funding authorization and this negative value is denoted by parentheses.

If I can provide you with additional information, please let me know. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Calvin Leggett".

Calvin Leggett
Manager, Program Development Branch

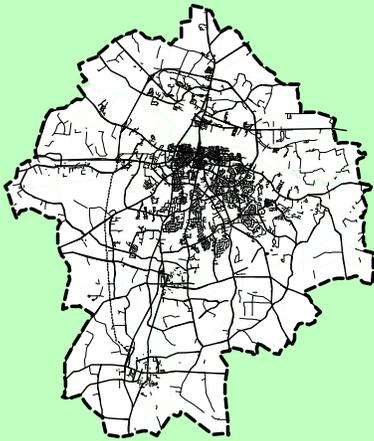
Enclosure

cc: Marvin Blount, III, Member, Board of Transportation
Mark Foster, Chief Financial Officer
Neil Lassiter, P.E., Division Engineer
Mike Bruff, P.E., Manager, Transportation Planning Branch
Eddie Dancausse, FHWA
Daryl Vreeland, Greenville MPO

COUNTY	PROJECT #	DATE	WORK	AMOUNT	FUNDING	DESCRIPTION
PITT	R-3407	01-May-08	P.E.	1,341,329.00	FEDERAL	NC 33 from US 264 Bypass in Greenville to US 64 southeast of Tarboro.
PITT	B-2225	04-Oct-07	CONSTRUCTION	152,000.00	FEDERAL	Replace Bridge #411 over the Tar River on SR 1531 in Greenville, 0.790 mile.
PITT	B-5111	04-Sep-08	P.E.	100,000.00	FEDERAL	Replace Bridge #111 over Briery Creek on SR 1588.
PITT	U-3613B	04-Sep-08	RIGHT-OF-WAY	738,202.00	FEDERAL	SR 1708 (Fire Tower Road) from NC 11-903 to SR 1709 (Corey Road).
PITT	B-4232	06-Dec-07	RIGHT-OF-WAY	107,000.00	FEDERAL	Replace Bridge #9 over Swift Creek on NC 903.
PITT	B-4020	10-Jul-08	CONSTRUCTION	2,750,000.00	FEDERAL	Replace Bridge #8 over Tranters Creek on SR 1403 and SR 1567, 0.222 mile.
PITT	U-5018	04-Sep-08	P.E.	250,000.00	STATE	NC 43 from US 264 to US 13-NC 11 (Memorial Drive).
PITT	B-4231	01-May-08	CONSTRUCTION	(727,083.00)	FEDERAL	Replace Bridge #53 over Swift Creek on NC 102, 0.152 mile.
PITT	B-4235	07-Aug-08	CONSTRUCTION	1,006,250.00	FEDERAL	Replace Bridge #118 over Grindle Creek on SR 1538, 0.180 mile.
PITT	B-4233	04-Sep-08	RIGHT-OF-WAY	20,000.00	FEDERAL	Replace Bridge #65 over Pinelog Branch on SR 1200.
PITT	W-5102	04-Sep-08	P.E.	130,000.00	FEDERAL	Safety improvements on SR 1711 (Worthington Road) from SR 1700 (Old Tar Road) to NC 43.
PITT	B-4231	07-Feb-08	CONSTRUCTION	2,650,000.00	FEDERAL	Replace Bridge #53 over Swift Creek on NC 102, 0.152 mile.
PITT	B-4237	04-Sep-08	RIGHT-OF-WAY	20,000.00	FEDERAL	Replace Bridge #25 over Fork Swamp on SR 1723.
PITT	B-4022	03-Apr-08	CONSTRUCTION	(262,913.00)	FEDERAL	Replace Bridge #90 over Tranters Creek on SR 1414 and SR 1556, 0.161 mile.
PITT	R-2250A	06-Mar-08	RIGHT-OF-WAY	25,000.00	STATE	GVILLE LOOP
PITT	SS-4902W	07-Aug-08	P.E.	7,000.00	FEDERAL	Intersection of SR 1708 (Firetower Road) at SR 1725 (County Home Road/Arlington Boulevard); and intersection of NC 43 (Charles Boulevard) at SR 1708 (Firetower Road).
PITT	SF-4902A	06-Mar-08	RIGHT-OF-WAY	5,000.00	FEDERAL	Intersection of SR 2241 (Ivey Road) and SR 1727 (Eastern Pines Road).
PITT	B-4786	05-Jun-08	P.E.	270,000.00	FEDERAL	Replace Bridge #38 over the Tar River on US 13 in Greenville.
PITT	U-3315	05-Jun-08	P.E.	802,341.00	FEDERAL	Stantonsburg Road - Tenth Street Connector from Memorial Drive to SR 1702 (Evans Street).
PITT	B-3684	04-Oct-07	P.E.	331,000.00	FEDERAL	Replace Bridges #127 and #129 over the Tar River on SR 1565.

ATTACHMENT 11

ACTIONS TAKEN AT LAST TECHNICAL COORDINATING COMMITTEE (TCC) MEETING



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

**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 taken in bold italics

- I. Approval of Agenda; ***approved as ammended***
- II. Approval of Minutes of July 29, 2008, Meeting (Attachment 1); ***approved***
- III. Public Comment Period
- IV. New Business
 - A. 2009-2015 Metropolitan Transportation Improvement Program (MTIP) (Attachment 2) – Resolution No. 2008-07-GUAMPO; ***recommended for TAC adoption***
 - B. 2009-2015 Metropolitan Transportation Improvement Program (MTIP) (Attachment 3) – Resolution No. 2008-08-GUAMPO; ***recommended for TAC adoption***
 - C. Resolution of Support for update to Greenville Urban Area Bicycle Master Plan grant application (Attachment 4) – Resolution No. 2008-09-GUAMPO; ***recommended for TAC adoption***
 - D. Resolution of Support for Safe Routes to School Infrastructure grant application (Attachment 5) – Resolution No. 2008-10-GUAMPO; ***recommended for TAC adoption***
 - E. “Draft” Update to the MPO’s Public Involvement Plan (Attachment 6) – Resolution No. 2008-11-GUAMPO; ***recommended 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; ***recommended for TAC adoption***
 - G. Resolution of Support for Safe Routes to School Non-Infrastructure grant application (Attachment 8) – Resolution No. 2008-13-GUAMPO; ***recommended 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); ***Discussed***
 - I. (AMENDED) Resolution of Support for Safe Routes to School Infrastructure grant application (Ayden) (Attachment 10) – Resolution No. 2008-14-GUAMPO; ***recommended for TAC adoption***

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