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

Wednesday, January 14, 2009, at 10:00 a.m. Conference Room #337, City Hall *Actions to be taken in bold italics*

- I. Approval of Agenda; approve
- II. Approval of Minutes of November 4, 2008, Meeting (Attachment 1); approve
- III. Election of new Chairperson and Vice-Chairperson; conduct election
- IV. Public Comment Period
- V. New Business / Action Items:
 - A. Self-Certification of Greenville Urban Area Metropolitan Planning Organization Transportation Planning Process (Attachment 2) Resolution No. 2009-01-GUAMPO; *recommend for TAC adoption*
 - B. 2009-2010 Planning Work Program (Attachment 3) Resolution No. 2009-02-GUAMPO; *recommend for TAC adoption*
 - C. Revisions to Functional Classification Maps in MPO area to include SW Bypass (Attachment 4) Resolution No. 2009-03-GUAMPO; *recommend for TAC adoption*
 - D. Greenville Urban Area Metropolitan Planning Organization 2009-2010 Transportation Improvement Priorities (Attachment 5) Resolution No. 2009-4-GUAMPO; *recommend for TAC adoption*

VI. Non-Action Items:

- A. Project Informational Updates:
 - Greenville Urban Area MPO Travel Demand Model
 - Long Range Transportation Plan Update
- B. Date, Time, and Place of TAC Meeting
 - Tuesday, March 17, 10:00 a.m. in the Greenville Public Works Conference Room
- C. Actions Taken at Last TAC Meeting (Attachment 6)

VII. Adjourn

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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 1

MINUTES OF THE NOVEMBER 4, 2008 TECHNICAL COORDINATING COMMITTEE MEETING Page 4 Page 4

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

November 4, 2008

Members of the Technical Coordinate Committee met on the above date at 10:00 a.m. in the Public Works Conference Room. Mr. Wesley B. Anderson, TCC Chairman, called the meeting to order. The following attended the meeting:

- Mr. Alan Lilley, Planning Director, Town of Winterville
- Mr. David Brown, City Engineer, City of Greenville
- Ms. Nancy Harrington, Transit Manager, City of Greenville
- Mr. Daryl Vreeland, Transportation Planner, City of Greenville
- Mr. Merrill Flood, Planning Director, City of Greenville
- Mr. Chris Padgett, Planning Director, Town of Ayden
- Mr. Adam Mitchell, Town Manager, Town of Ayden
- Mr. Eddy Davis, Mid-East Commission
- Mr. Neil Lassiter, NCDOT
- Mr. James Rhodes, Pitt County
- Mr. Jeff Crouchley, NCDOT
- Ms. Elena Talanker, NCDOT
- Ms. Loretta Barren, FHWA
- Mr. Steve Hamilton, NCDOT
- Mr. Bill Bagnell, ECU

OTHERS PRESENT:

- Ms. Rebecca Clayton, Pitt Area Transit
- Mr. Wayne Bowers, City of Greenville
- Ms. Stacey Pigford, Assistant Traffic Engineer, City of Greenville
- Ms. Amanda Braddy, Administrative Secretary, City of Greenville

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

I. AGENDA

Mr. Anderson asked for any changes to the proposed agenda. There being none, Mr. James Rhodes made a motion to approve the agenda as amended. Mr. Eddy Davis seconded and the motion passed unanimously.

II. MINUTES:

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

III. PUBLIC COMMENT PERIOD

IV. NEW BUSINESS

A. 2009-2015 Metropolitan Transportation Improvement Program (MTIP) Resolution No. 2008-07 GUAMPO

Mr. Anderson turned the meeting over to Mr. Daryl Vreeland, Transportation Planner for the City of Greenville. Mr. Vreeland gave a summary on the 2009-2015 Metropolitan Transportation Improvement Program (MTIP) Resolution No. 2008-07 GUAMPO. There was no discussion on this item. Mr. Adam Mitchell made a motion to recommend the resolution amending the MTIP to TAC for adoption. The motion was seconded by Mr. James Rhodes and passed unanimously.

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B. 2009-2015 Metropolitan Transportation Improvement Program (MTIP) Resolution No. 2008-08 GUAMPO

Mr. Anderson turned the meeting over to Mr. Daryl Vreeland. Mr. Vreeland gave a summary on the 2009-2015 Metropolitan Transportation Improvement Program (MTIP) Resolution No. 2008-08 GUAMPO. There was no discussion on this item. Mr. Jeff Crouchley made a motion to recommend the resolution amending the MTIP to TAC for adoption. The motion was seconded by Mr. James Rhodes and passed unanimously.

C. Resolution of Support for Update to Greenville Urban Area Bicycle Master Plan Grant Application

Mr. Anderson again turned the meeting over to Mr. Vreeland. Mr. Vreeland gave a summary of the grant program along with the City's intent to submit a grant application. There was no discussion on this item. Mr. Adam Mitchell made motion to recommend the Resolution of Support for Update to Greenville Urban Area Bicycle Master Plan grant application to be presented to TAC for adoption. The motion was seconded by Mr. Merrill Flood and passed unanimously.

D. Resolution of Support for Safe Route to Schools Infrastructure Grant Application

Mr. Anderson again turned the meeting over to Mr. Vreeland. Mr. Vreeland gave a summary of the Support for the Safe Route to Schools infrastructure grant program. There was no discussion on this item. Mr. Chris Padgett made motion to recommend the Resolution of Support for Safe Route to Schools Infracture grant application to be presented to TAC for adoption. The motion was seconded by Mr. David Brown and passed unanimously.

E. "Draft" Update to the MPO's Public Involvement Plan Resolution No. 2008-11-GUAMPO

Mr. Anderson turned the meeting over to Mr. Vreeland. Mr. Vreeland explained the "draft" updates to the Public Involvement Plan for the MPO. Mr. Eddy Davis asked if all groups involved in the review process had completed their assessment. Mr. Vreeland confirmed that all reviews had been completed. Mr. Eddy Davis made a motion to recommend the "draft" update to the MPO's public involvement policy be presented to TAC for adoption.

F. Resolution in 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.

Resolution No. 2008-12-GUAMPO

Mr. Anderson turned the meeting over to Mr. Vreeland. Mr. Vreeland explained the need and benefits derived from the development of Coordinated Public Transit-Human Services Transportation Plan as well as the grant program NCDOT may have available for development of the plan. Mr. Adam Mitchell made a motion to recommend the resolution to TAC for adoption. Mr. David Brown seconded the motion. The motion passed unanimously.

G. Resolution of Support for Safe Routes to School Non-Infrastructure grant application

Mr. Anderson again turned the meeting over to Mr. Vreeland. Mr. Vreeland gave a summary of the Safe Route to School Non-Infrastructure grant program and identified Eastern Carolina Injury Prevention Program as the applicant for the grant. There was no discussion on this item. Mr. Eddy Davis made a motion to recommend the resolution to TAC for adoption. Mr. James Rhodes seconded and the motion passed unanimously.

H. Review of General Assembly's 21st Century Transportation Committee proposal to transfer 5,000 linear miles of state roads within municipal boundaries to local municipalities.

Mr. Anderson turned the meeting over to Mr. Vreeland. Mr. Vreeland gave a synopsis and update of the issues involved in a possible transfer of maintenance, operations, modernization and expansion of 5,000 miles of state roads within municipal boundaries from NCDOT to local municipalities. The general consensus of the group was not in favor of this proposal. This was a discussion item only and no motion was proffered.

I. Endorsement of Application for Safe Routes to School Infrastructure Grant Reimbursement Application to NCDOT

Mr. Anderson again turned the meeting over to Mr. Vreeland. Mr. Vreeland gave a summary of the Safe Route to Schools Non-Infrastructure grant program and identified the Town of Ayden as the applicant for the grant. There was no discussion on this item. Mr. Eddy Davis made a motion to recommend the resolution to TAC. Mr. James Rhodes seconded the motion. The motion passed unanimously.

V. Information Items:

A. Status of Projects

- **Southwest Bypass** Record of Decision was signed in August 2008. A public hearing for Corridor Protection has been scheduled for November 20, 2008.
- Fire Tower Road Construction continues with an October 2009 completion date.
- **Tenth Street Connector** Steering Committee met in October and work has moved into Phase 2 of the project. The Purpose and Need Document was also approved by the committee. An April 2009 timeline has been set for another Public Information meeting.
- Greenville Urban Area MPO Travel Demand Model TAZ updating is currently being discussed with NCOT.

B. Date, Time, and Place of TAC Meeting

The members were reminded the next TAC meeting would be held on Tuesday, December 2, 2008 at 10:00 a.m. in the Public Works Conference Room.

C. Actions Taken at Last TAC Meeting

This information was included in the agenda package as Attachment 10.

VI. ADJOURNMENT

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

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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 2

SELF-CERTIFICATION OF GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION PLANNING PROCESS

- Memo From Daryl Vreeland to Wesley B. Anderson
- Self Certification Checklist
- Resolution 2009-01-GUAMPO

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MEMORANDUM

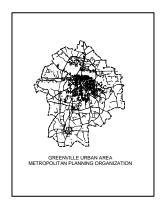
TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, AICP, Transportation Planner

DATE: January 2, 2009

SUBJECT: Self-Certification of the Greenville Urban Area MPO's

Transportation Planning Process



In accordance with federal regulations, all MPOs must certify their transportation planning process each year.

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

Attached is *Resolution 2009-01-GUAMPO* for TCC consideration and the TAC's approval.

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

It is requested that the committee recommend that TAC adopt the attached resolution self-certifying the MPO's transportation planning process.

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

Attachments

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GREENVILLE URBAN AREA MPO 2009-2010 Self-Certification Checklist

- Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)] <u>Yes</u>
- Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)] Yes
 The policy board for the Greenville Urban Area is comprised of the Mayors of Greenville, Winterville, Simpson and Ayden, a County Commissioner representing the unincorporated area of Pitt County and the NCDOT Board Member for Division 2
- Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)] Yes To meet the 20-yr forecast the Town of Ayden and Village of Simpson became MPO members in August of 2004
- Is there a currently adopted (Unified) Planning Work Program (U/PWP)? <u>Yes</u> 23 CFR 450.314
 - a. Is there an adopted prospectus? Yes, adopted in 2001
 - b. Are tasks and products clearly outlined? Yes
 - c. Is the U/PWP consistent with the LRTP? Yes
 - d. Is the work identified in the U/PWP completed in a timely fashion? Yes,
- 5. Does the area have a valid transportation planning process? **Yes** 23 CFR 450.322
 - a. Is the transportation planning process continuous, cooperative and comprehensive?

 Yes, the TCC and TAC Boards meet quarterly and are open to the public and are advertised
 - b. Is there a valid LRTP? Yes, adopted in August 2004 for years 2004-2030
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption? Yes
 - d. Does it address the 8-planning factors? Yes
 - e. Does it cover all modes applicable to the area? Yes
 - f. Is it financially constrained? Yes
 - g. Does it include funding for the maintenance and operation of the system? Yes, this is accomplished through the Management and Operation (III-E) Function of the PWP.
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable)? N/A
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)? <u>Yes, next</u> plan slated for adoption in 2009
- 6. Is there a valid TIP? **Yes 2009-2015 MTIP** 23 CFR 450.324, 326, 328, 332
 - a. Is it consistent with the LRTP? Yes
 - b. Is it fiscally constrained? Yes
 - c. Is it developed cooperatively with the state and local transit operators? Yes
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor? <u>Yes, the current 2009-2015 MTIP was adopted by the local TAC on August 12, 2008.</u>
 The current STIP was adopted by the Board of Transportation on June 5, 2008.

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- 7. Does the area have a valid CMP? N/A (TMA only) 23 CFR 450.320
 - a. Is it consistent with the LRTP? N/A
 - b. Was it used for the development of the TIP? N/A
 - c. Is it monitored and reevaluated to meet the needs of the area? N/A
- 8. Does the area have a process for including environmental mitigation discussions in the planning process? **Yes**(SAFETEA-LU)
 - How Through the LEDPA process and meeting with environmental groups to gain input on future projects.
- Does the planning process meet the following requirements of 23 CFR 450.316 (2) (3), EO 12898? Yes, each of the four items is included with the MPO's Public Involvement Process.
 - a. Title VI
 - i. Are there procedures in place to address Title VI complaints and does it comply with federal regulation? [23 CFR 200.9 (b)(3)]
 - b. Environmental Justice (Executive Order 12898)
 - i. Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process?
 - c. ADA
 - i. Are there procedures in place to address ADA complaints of non-compliance and does it comply with federal regulation? [49 CFR 27.13]
 - d. DBE
 - i. Does the MPO have a DBE policy statement that expresses commitment to the DBE program? [49 CFR 26.23]
- 10. Does the area have an adopted PIP/Public Participation Plan? Yes
 - a. Did the public participate in the development of the PIP? Yes
 - b. Was the PIP made available for public review for at least 45-days prior to adoption? Yes
 - c. Is adequate notice provided for public meetings? Yes
 - d. Are meetings held at convenient times and at accessible locations? <u>Yes, meetings</u> are held during workdays and are held in public accessible locations.
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? Yes, the public may speak at a TCC or TAC meeting regarding transportation matters and provide written comments thru email or written correspondence. Each TCC/TAC meeting has a Public Comment Period.
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? Yes
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website? Yes, various items are available such as the local thoroughfare plan, a link to the State Transportation Improvement Program (STIP) as well as updates on other transportation related activities
- 11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? <u>Yes</u> (SAFETEA-LU)
 - a. How Through the creation of Stakeholders groups for projects.

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RESOLUTION NO. 2009-01-GUAMPO

CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2009-2010

- WHEREAS, the Transportation Advisory Committee has found that the Greenville Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and
- WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and
- WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and
- WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S.D.O.T. implementing regulations; and
- WHEREAS, the Transportation Plan has a planning horizon of 2030 and meets all the requirements for an adequate Transportation Plan;

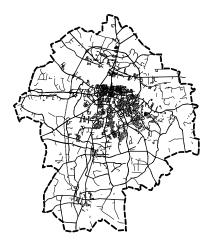
NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization on this the 17th day of March, 2009.

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

Amanda Braddy, Secretary

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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 3

2008-2009 PLANNING WORK PROGRAM (PWP)

- Memo From Daryl Vreeland to Wesley B. Anderson
- Draft 2009-2010 PWP
- Draft 5-year work plan
- Resolution 2009-02-GUAMPO

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MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, AICP, Transportation Planner

DATE: January 2, 2009

SUBJECT: 2009-2010 Greenville Urban Area MPO Planning Work

Program (PWP)



Per Federal regulations, all MPOs must adopt a Planning Work Program each year.

Attached please find a copy of the draft 2009-2010 PWP, a 5-year work plan, and *Resolution* 2009-02-GUAMPO.

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

Major studies underway in the 2008-2009 PWP period and expected to be completed in the 2009-2010 PWP period include:

- Intermodal Transportation Center Site Selection and Facility Programming Study
- Avden Subarea Study

Major studies planned to be initiated in the 2009-2010 PWP period include:

- Corridor Land Use Plan for NC 43 South
- Hazard Mitigation Plan (PWP funds to be used for Transportation Element/Section only)
- Greenville Urban Area Bicycle and Pedestrian Master Plan
- Winterville East/West Connectivity Study

The MPO has a balance of unprogrammed MPO PL funds. Therefore, NCDOT has requested the Greenville Area MPO to provide a 5-year work plan indicating how the excess funds will be expended. Otherwise, these funds will be transferred. In follow-up to NCDOT's request, the attached 5-year work plan was developed based on information provided by representatives of the MPO's participating communities and is proposed to be submitted to NCDOT.

It is requested that the committee recommend that TAC adopt the attached resolution approving the 2009-2010 PWP.

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

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2009-2010 Planning Work Program



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Prepared by: Greenville Public Works Department City of Greenville

In cooperation with:

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

Adopted:

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INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

1

Figure 1: Greenville Urban Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEMBERS

Patricia C. Dunn, Mayor City of Greenville Chairperson

> Steve Tripp, Mayor Town of Ayden Vice-Chairman

Melvin McLawhorn Commissioner County of Pitt

Doug Jackson, Mayor Town of Winterville

David C. Boyd, Jr., Mayor Village of Simpson

Marvin K. Blount III Board of Transporattion NCDOT

John F. Sullivan III
Federal Highway Administration
(non-voting)

Membership as of January 1, 2009

TECHNICAL COORDINATING COMMITTEE MEMBERS

Wesley B. Anderson Director of Public Works City of Greenville Chairman

Merrill Flood
Director of
Community Development
City of Greenville

Nancy Harrington Transit Manager City of Greenville

David T. Brown, PE City Engineer City of Greenville

Traffic Engineer
City of Greenville

Daryl Vreeland, AICP Transportation Planner City of Greenville

James Rhodes, AICP Planning Director County of Pitt

County Engineer
County of Pitt

Alan Lilley
Planner
Town of Winterville
Vice Chairman

Thomas Harwell, PE Town Engineer Town of Winterville

Adam Mitchell Town Manager Town of Ayden

Chris Padgett Town Planner Town of Ayden

David C. Boyd, Jr. Mayor Village of Simpson

Neil Lassiter, PE Division Engineer NCDOT

Steve Hamilton, PE Division Traffic Engineer NCDOT

Behshad Norowzi Northeast Unit Supervisor NCDOT Elena Talanker Transportation Engineer NCDOT

Jeff Crouchley Public Transportation Rep. NCDOT

Haywood Daughtry Regional Traffic Support Engineer NCDOT

Eddy Davis
Planning Director
Mid-East Commission

William Bagnell
Director of Engineering and AS
East Carolina University

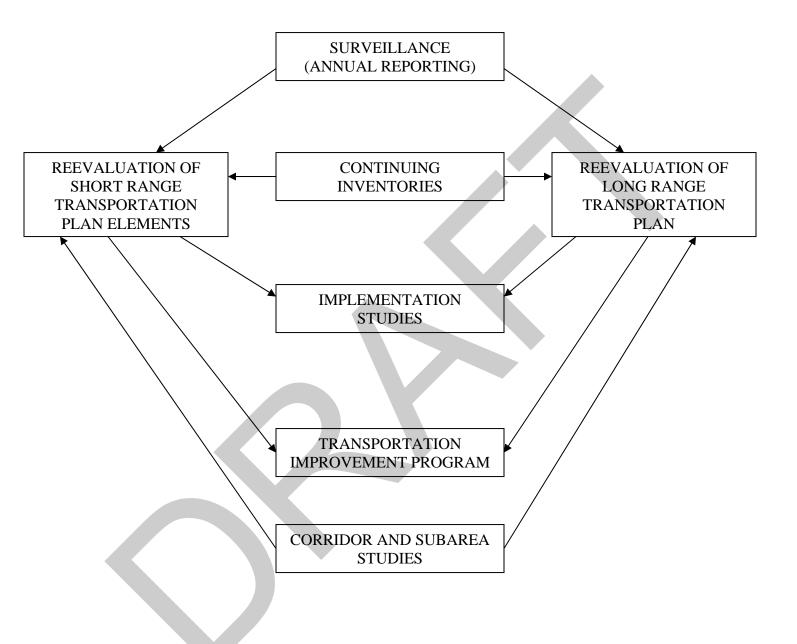
Ron Lucas Area Engineer Federal Highway Administration (non-voting)

Bill Marley Community Planner Federal Highway Administration (non-voting)

> Representative Mid-East RPO (non-voting)

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FIGURE 2: CONTINUING TRANSPPORTATION PLANNING WORK FLOW



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GREENVILLE URBAN AREA MPO SUMMARY OF THE 2009-2010 PLANNING WORK PROGRAM

IIA Surveillance of Change

II-A-1 Traffic Volume Counts

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

II-A-2 Vehicle Miles of Travel

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

II-A-3 Street System Changes

Update the GIS Street Database as needed. Due to Pitt County administering the zoning ordinance for Village of Simpson, a portion of expenses will be needed to cover transportation related issues (\$2,000 for 2009-2010 PWP).

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

Determine which Transportation Analysis Zones (TAZ) would need updating based on development trends.

II-A-10 Mapping

Keep Geographic Information System transportation files current and produce maps on an as-needed basis for transportation related projects.

II-B Maintenance of Inventories

II-B-1 Collection of Base Year Data

Monitor significant changes in land use for the Greenville Urban Area MPO for the purpose of updating TAZ files as needed.

II-B-2 Collection of Network Data

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

II-B-3 Travel Model Updates

Review of the recently delivered travel model using the Transcad software. Update socioeconomic, roadway, and travel data. LPA staff will attend training and technical support relating to the model. LPA staff will also review the model for any network and coding inconsistencies.

II-B-5 Forecast of Data to Horizon Year

Review major land use changes and modify future TAZ files accordingly.

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II-B-6 Community Goals and Objectives

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

II-B-7 Forecast of Future Year Travel Patterns

Test alternative roadway network improvements for system benefit.

II-B-8 Capacity Deficiency Analysis

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

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

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

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

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

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

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

Bicycle and Pedestrian elements – LPA staff will provide coordination for projects and provide updates to the existing facilities inventory. LPA staff will also provide coordination with "Safe Route to Schools" programs.

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

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

II-B-15 Freight Movement/Mobility Planning

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

II-B-16 Financial Planning

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

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II-B-17 Congestion Management Strategies

Develop strategies to address and manage congestion by developing alternative mode solutions and transportation system management strategies. Provide documentation of the process to be used in updating the LRTP.

III-A Planning Work Program

Develop and adopt the 2010-2011 PWP, coordinating with the MPO members regarding any special transportation studies envisioned for the upcoming fiscal year as well as helping determine an estimated cost. LPA Staff will also submit a draft PWP to NCDOT's Transportation Planning Branch for comments. Transportation Coordinating Committee (TCC) and Transportation Advisory Committee meetings will be scheduled as required for adoption.

III-B Transportation Improvement Program

Using an extensive public involvement process, comments for the development of priorities for the 2011-2017 State Transportation Improvement Program will be developed.

III-C Civil Rights Compliance/Other Required Regulations

III-C-1 Title VI Compliance

Work to insure compliance with the requirements of Title VI in urban area policies and practices.

III-C-2 Environmental Justice

Provide analysis to insure that transportation projects comply with Environmental Justice policies.

III-C-4 Planning for the Elderly and Disabled

Provide efforts focusing on complying with the key provisions of the ADA. Plan transportation facilities and services that can be utilized by persons with limited mobility.

III-C-5 Safety/Drug Control Planning

Work to be accomplished includes performing safety audits, developing safety/security improvements, and developing policies and planning for safety, security, and emergency preparedness issues.

III-C-6 Public Involvement

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

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III-D Incidental Planning/Project Development

III-D-2 Environmental and Pre-TIP Planning

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

III-D-3 Special Studies

Ayden Subarea Study - The study is expected to be performed by a consultant. This study will be performed based on the new travel model that was completed in the 2007-2008 PWP period. (\$50,000 for the 2009-2010 PWP)

Corridor Land Use Plan for NC 43 South - Corridor is experiencing rapid non-residential growth, causing access management issues and numerous rezoning requests. Pitt County along with the MPO will develop a corridor land use plan addressing transportation related issues. (\$5,000 for the 2009-2010 PWP).

Multi-jurisdictional Hazard Mitigation Plan (Transportation System Element only) – As a part of this plan update, the transportation system will be examined to assess its vulnerability to various natural and manmade events. Pitt County will develop this plan which may encompass Ayden, Simpson, and Winterville. (\$7,500 for the 2009-2010 PWP)

Intermodal Transportation Center Site Selection and Facility Programming Study - This effort is being performed by a consultant, and funded with Section 5307 funds. Work includes continuing completion of environmental analysis on the selected site as well as initial property appraisals. The City of Greenville is developing this plan.

Greenville Urban Area Bicycle and Pedestrian Master Plan – The existing 2002 Greenville Urban Area bicycle master plan is outdated and there is currently no MPO-area wide pedestrian master plan. A Bicycle and Pedestrian master plan for the MPO's Urbanized Area is needed to coordinate and prioritize needs for these alternative forms of transportation. (\$125,000 for the 2009-2010 PWP)

Winterville East/West Connectivity Study - The Town of Winterville will conduct this study to plan for transportation corridor(s) through their jurisdiction for east - west connectivity. Plan development will provide for the following: 1) Ensure appropriate connectivity between the Southwest Bypass and NC Hwy 11. 2) Provide for appropriate connectivity between NC Hwy 11 and NC Hwy 43. 3) Identify appropriate corridor(s). 4) Project needed design cross sections. 5) Implement appropriate land use planning measures to preserve such corridor(s), to protect existing rights-of- way, and to reserve any needed additional rights-of- way (\$40,000 for the 2009-2010 PWP)

III-D-4 Statewide and Regional Planning

Coordinate statewide and regional initiatives with the Greenville Urban Area activities.

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III-E Management and Operations

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

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



* Includes consultant efforts/study

COG-#799103-v1-2009-2010_PWP_Tables.XLS

TASK	TASK	SPR Highway			SEC. 104 (f) PL Highway / Transit			SECTION 5303 Transit / Highway					ION 5307		TASK FUNDING SUMMARY				
CODE	DESCRIPTION	NCDOT 20%	FHWA 80%	TOTAL	Local 20%	FHWA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	LOCAL	STATE	FEDERAL	TOTAL
I-A	Surveillance of Change	20%	80%		20%	80%		10%	10%	80%		10%	10%	80%					
	Traffic Volume Counts	240	960	1,200	6,000	24,000	30,000 *									6,000	240	24,960	31,200
II-A-2	Vehicle Miles of Travel	120	480	600	100	400	500									100	120	880	1,100
II-A-3	Street System Changes	240	960	1,200	560	2,240	2,800									560	240	3,200	4,000
	Traffic Accidents	0	0	0	0	0	0									0	0	0	
	Transit System Data	240	960	4 200	0	0	1,000			4						200	240	4.700	2.20
	Dwelling Unit, Pop. & Emp. Change Air Travel	240	900	1,200	200	800	0 1,000									200	240	1,760	2,20
II-A-8	Vehicle Occupancy Rates				0	0													
II-A-9	Travel Time Studies				0	0	0												
	Mapping	840	3,360	4,200	600	2,400	3,000									600	840	5,760	7,20
II-A-11	Central Area Parking Inventory				0	0	0												
II-A-12	Bike & Ped. Facilities Inventory				0	0	0												
II-B	Long Range Transp. Plan				0	0													
	Collection of Base Year Data	1,000	4,000	5,000	1,400	5,600	7,000									1,400	1,000	9,600	12,00
II-B-2	Collection of Network Data	600	2,400	3,000	400	1,600	2,000									400	600	4,000	5,00
	Travel Model Updates	2,640	10,560	13,200	2,000	8,000	10,000									2,000	2,640	18,560	23,20
	Travel Surveys				100	400	500									100	0	400	50
II-B-5 II-B-6	Forecast of Data to Horizon Year Community Goals & Objectives	600 200	2,400 800	3,000 1,000	400 400	1,600 1,600	2,000 2,000									400 400	600 200	4,000 2,400	5,00 3,00
	Forecast of Future Travel Patterns	600	2,400	3,000	3,000	12,000	15,000									3,000	600	14,400	18,000
II-B-8	Capacity Deficiency Analysis	600	2,400	3,000	400	1,600	2,000									400	600	4,000	5,000
	Highway Element of the LRTP	200	800	1,000	400	1,600	2,000									400	200	2,400	3,000
	Transit Element of the LRTP				200	800	1,000	1,139	1,139	9,112	11,390					1,339	1,139	9,912	12,390
	Bicycle & Ped. Element of the LRTP				5,000	20,000	25,000				-					5,000	0	20,000	25,00
	Airport/Air Travel Element of LRTP				100 400	400 1,600	500 2, 000									100 400	0	400 1,600	2,000
	Collector Street Element of LRTP Rail, Water or Other Mode of LRTP				200	800	1,000									200	0	800	1,00
	Freight Movement/Mobility Planning				100	400	500									100	0	400	500
	Financial Planning				100	400	500									100	0	400	50
II-B-17	Congestion Management Strategies				100	400	500									100	0	400	50
II-B-18	Air Qual. Planning/Conformity Anal.				600	2,400	3,000									600	0	2,400	3,000
	Diamain a Wash Day was	120	480	600	1,000	4,000	5,000									1.000	120	4,480	F CO.
II-A	Planning Work Program	120	400	600	1,000	4,000	5,000									1,000	120	4,400	5,600
III-B	Transp. Improvement Plan/Priorities	400	1,600	2,000	2,400	9,600	12,000	432	432	3,456	4,320					2,832	832	14,656	18,320
						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					,					,		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-,-
III-C	Cvl Rgts. Cmp./Otr .Reg. Regs.																		
	Title VI	120	480	600	100	400	500									100	120	880	1,100
	Environmental Justice				100	400	500						-			100	0	400	500
	Disadvantaged Business Enterprise Planning for the Elderly & Disabled				200	800	1,000						1			200	Λ	800	1,000
	Safety/Drug Control Planning		1		200	000	1,000	100	100	800	1,000				-	100	100	800	1,000
	Public Involvement				500	2,000	2,500				,					500	0	2,000	2,500
III-C-7	Private Sector Participation																		
III-D III-D-1	Incidental Ping./Project Dev. Transportation Enhancement Ping.				0	0	0									0	0	0	,
	Enviro. Analysis & Pre-TIP Plng.	600	2,400	3,000	200	800	1,000									200	600	3,200	4,000
	Special Studies	330	2,400	3,000	200	550	.,000									250	550	5,200	7,000
	Ayden Subarea Study				10,000	40,000	50,000 *									10,000	0	40,000	50,000
	Trans. Element of Hazard Mitigation Plan				1,500	6,000	7,500 *									1,500	0	6,000	7,500
	Corridor Land Use Plan for NC 43 South				1,000	4,000	5,000 *					4.057	4.057	00.050	40.570	1,000	0	4,000	5,000
	Intermodal Transportation Center Bicycle & Pedestrian Master Plan				25,000	100,000	125,000 *					4,857	4,857	38,856	48,570	4,857 25,000	4,857	38,856 100,000	48,570 125,000
	Winterville East-West Connectivity Study		-		8,000	32,000	40,000 *					1	1		1	8,000	0	32,000	40,000
	The contract of the contract o				3,000	52,000	-0,000								1	3,000	U	52,000	-10,000
III-D-4	Regional or Statewide Planning	200	800	1,000	500	2,000	2,500									500	200	2,800	3,500
III-E	Management & Operations	2,640	10,560	13,200	14,000	56,000	70,000	1,600	1,600	12,800	16,000					15,600	4,240	79,360	99,200
II-E TOTALS	Management & Operations	2,640 12,200		13,200 61,000	14,000 87,260	56,000 349,040		1,600 3,271	1,600 3,271	12,800 26,168	16,000 32,710	4,857	4,857	38,856	48,570	15,600 95,388		79,360 462,864	

Charge Code	DESCRIPTION	TOTAL COST	FEDERAL	NCDOT	LOCAL STAFF
II. Contin	uing Transportation Planning Work Program M	ethodology, Re	esponsibiliti	es and Sche	edules
II-A	Surveillance of Change				
II-A-1	Traffic Volume Counts	31,200	24,960	240	6,000
II-A-2	Vehicle Miles of Travel	1,100	880	120	100
II-A-3	Street System Changes	4,000	3,200	240	560
II-A-4	Traffic Accidents	0	0	0	0
II-A-5	Transit System Data				
II-A-6	Dwelling Unit, Pop. & Emp. Change	2,200	1,760	240	200
II-A-7	Air Travel	0	0	0	0
II-A-8	Vehicle Occupancy Rates	0	0	0	0
II-A-9	Travel Time Studies	0	0	0	0
II-A-10	Mapping	7,200	5,760	840	600
II-A-11	Central Area Parking Inventory	0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory	0	0	0	0
II-B	Long Range Transp. Plan				
II-B-1	Collection of Base Year Data	12,000	9,600	1,000	1,400
II-B-2	Collection of Network Data	5,000	4,000	600	400
II-B-3	Travel Model Updates	23,200	18,560	2,640	2,000
II-B-4	Travel Surveys	500	400	0	100
II-B-5	Forecast of Data to Horizon year	5,000	4,000	600	400
II-B-6	Community Goals & Objectives	3,000	2,400	200	400
II-B-7	Forecast of Futurel Travel Patterns	18,000	14,400	600	3,000
II-B-8	Capacity Deficiency Analysis	5,000	4,000	600	400
II-B-9	Highway Element of th LRTP	3,000	2,400	200	400
II-B-10	Transit Element of the LRTP	12,390	9,912	1,139	1,339
II-B-11	Bicycle & Ped. Element of the LRTP	25,000	20,000	0	5,000
II-B-12	Airport/Air Travel Element of LRTP	500	400	0	100
II-B-13	Collector Street Element of LRTP	2,000	1,600	0	400
II-B-14	Rail, Water or other mode of LRTP	1,000	800	0	200
II-B-15	Freight Movement/Mobility Planning	500	400	0	100
II-B-16	Financial Planning	500	400	0	100
II-B-17	Congestion Management Strategies	500	400	0	100
II-B-18	Air Qual. Planning/Conformity Anal.	3,000	2,400	0	600
III-A	Planning Work Program	5,600	4,480	120	1,000
III-B	Transp. Improvement Plan/Priorities	18,320	14,656	832	2,832
				•	
III-C	Cvl Rgts. Cmp./Otr .Reg. Regs.	0	0	0	0
III-C-1	Title VI	1,100	880	120	100
III-C-2	Environmental Justice	500	400	0	100
III-C-3	Disadvantaged Business Enterprise	0	0	0	0
III-C-4	Planning for the Elderly & Disabled	1,000	800	0	200
III-C-5	Safety/Drug Control Planning	1,000	800	100	100
III-C-6	Public Involvement	2,500	2,000	0	500
III-C-7	Private Sector Participation	0	0	0	0
III-D	Incidental Ping./Project Dev.	0	0	0	0
III-D-1	Transportation Enhancement Plng.	0	0	0	0
III-D-2	Enviro. Analysis & Pre-TIP Plng.	4,000	3,200	600	200
III-D-3	Special Studies	276,070	220,856	4,857	50,357
III-D-4	Regional or Statewide Planning	3,500	2,800	200	500
	- G	3,000	=,000	200	550
III-E	Management & Operations	99,200	79,360	4,240	15,600
	TOTALS	578,580	462,864	20,328	95,388

Note: Local Staff consists primarily of City of Greenville staff (Lead Planning Agency) and includes Town of Winterville,
Town of Ayden, Village of Simpson, Pitt County and Mid-East Commission staff MPO activities #799103-v1-2009-2010_PWP_Tables.XLS 01/08/09

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Anticipated DBE Contracting Opportunities for FY 09-10

Name of MPO: Greenville Urban Area Metropolitan Planning Organization

Person Completing Form: Daryl Vreeland Telephone Number: 252-329-4476

Prospectus Task	Prospectus		Type of Contracting	Federal funds to	Total Funds to be
Code	Description	Contracting Out	Opportunity	be Contracted Out	Contracted Out
			(Consultant, etc.)		
None anticipated	at this time				

Greenville Urban Area MPO FY 2009-2010 Planning Work Program Transit Task Narrative

1- MPO

1-	MPO	110:55		1		1	
2-	FTA Code	442100	442301	442500	442616	442400	
3-	Task Code	III-E	II-B-10	III-B	III-C-5	III-D-3	Total
4-	Title of Planning Task	Program Support/Admin	Transit Element of the LRTP	Transportation Improvement Program	Safety	Special Studies (Mobility Planning)	
5-	Task Objective	To prepare public information, provide local assistance, prepare PWP, public participation, DBE goals, improve system	Improve mobility	Develop 2011-2017 TIP	Safety and security	Improve Mobility	
6-	Tangible Product Expected	Transit system revenue, expense, ridership data,verification of DBEs and Goals as required, Systems management and operations planning	Mapping and Scheduling , Design, Route surveys, planning for public outreach, marketing of transit system to increase ridership	2011-2017 MTIP and TIP	Safety enhancements at bus stops etc.	Phase II - Intermodal Transportation Center Finalize Location, Complete Environmental Analysis, Appraisals	
7-	Expected Completion Date of Product(s)	6/30/2010	6/30/2010	6/30/2010	6/30/2010	6/30/2010	
8-	Previous Work	Preparation and analysis of data monthly, quarterly and annually, last PWP prepared for 2008- 2009, DBE Goals Update; and MPO activities. Ongoing task to develop and improve system	Route expansion implemented November 2008. New maps and schedules designed.	2009-2015 MTIP and TIP	Safety meetings & preparation of safety information for transit drivers, and security enhancements	Phase II - Interest group meetings, site selection and conceptual design study complete	
9-	Prior FTA Funds	\$12,800	\$8,000	\$3,760	\$800	\$40,000	\$65,360
10-	Relationship To Other Activities	ψ12,000	\$0,000	φ3,700	, poor	Phase II - Funded under Task Code 442400	ψ00,300
11-	Agency Responsible for Task Completion	City of Greenville	City of Greenville	City of Greenville	City of Greenville	City of Greenville	
12-	HPR - Highway - NCDOT 20%						
13-	HPR - Highway - FHWA 80%						
14-	Section 104 (f) PL Local 20%)			
15-	Section 104 (f) PL FHWA 80%						
16-	Section 5303 Local 10%	\$1,600	\$1,139	\$432	\$100		\$3,271
17-	Section 5303 NCDOT 10%	\$1,600	\$1,139		\$100		\$3,271
18-	Section 5303 FTA 80%	\$12,800 \$46,000	\$9,112 \$44,200			·	\$26,168
19-	Subtotal Section 5307 Transit - Local 10%	\$16,000	\$11,390 \$0.00	\$4,320	\$1,000	\$4,857	\$32,710 \$4,857
	Section 5307 Transit - NCDOT 10%		\$0.00			\$4,857	\$4,857
	Section 5307 Transit - FTA 80%		\$0.00			\$38,856	\$38,856
-1-	Subtotal		\$0.00			\$48,570	\$48,570
22-	Additional Funds - Local 100%		¥333			, 2,010	
	Grand total	\$16,000	\$11,390	\$4,320	\$1,000	\$48,570	\$81,280

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

FY 09-10

Ayden Subarea Study - The study is expected to be performed by a consultant. This study will be performed based on the new travel model to be adopted by the MPO. (\$50,000 for the 2009-2010 PWP)

Corridor Land Use Plan for NC 43 South - Corridor is experiencing rapid non-residential growth, causing access management issues and numerous rezoning requests. Pitt County along with the MPO will develop a corridor land use plan addressing transportation related issues. (\$5,000 for the 2009-2010 PWP)

Greenville Urban Area Bicycle and Pedestrian Master Plan – The existing 2002 Greenville Urban Area bicycle master plan is outdated and there is currently no MPO-area wide pedestrian master plan. A Bicycle and Pedestrian master plan for the MPO's Urbanized Area is needed to coordinate and prioritize needs for these alternative forms of transportation. (\$125,000 for the 2009-2010 PWP)

Multi-Jurisdictional Hazard Mitigation Plan (Transportation element only) - As part of the plan update, the transportation system will be examined to assess its vulnerability to various natural and manmade events. Pitt County will develop this plan which may encompass Ayden, Simpson, and Winterville. (\$7,500 for the 2009-2010 PWP)

Winterville East/West Connectivity Study - The Town of Winterville will conduct this study to plan for transportation corridor(s) through their jurisdiction for east - west connectivity. Plan development will provide for the following: 1) Ensure appropriate connectivity between the Southwest Bypass and NC Hwy 11. 2) Provide for appropriate connectivity between NC Hwy 11 and NC Hwy 43. 3) Identify appropriate corridor(s). 4) Project needed design cross sections. 5) Implement appropriate land use planning measures to preserve such corridor(s), to protect existing rights-of- way, and to reserve any needed additional rights-of- way (\$40,000 for the 2009-2010 PWP)

Intermodal Transportation Center Site Selection and Facility Programming Study - This effort is being performed by a consultant, and funded with Section 5307 funds. Work includes continuing completion of environmental analysis on the selected site as well as initial property appraisals. The City of Greenville is developing this plan. (\$48,570 for the 2009-2010 PWP)

FY 10-11

Community Transportation Plan for the Pitt Area Transit System (PATS) - The plan will identify, evaluate, develop, recommend and implement strategies that provide planning elements for meaningful mobility options for the general public and targeted populations. Pitt County will develop this plan. (\$7,500 for the 2010-2011 PWP)

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Winterville Connector Street Master Plan – The Town of Winterville will develop this plan to develop an appropriate network of connector streets. Plan development will provide for the following: 1) Identify typical cross sections and design standards for connector streets for large land tract development as expected to occur. 2) Establish cross section and design standards appropriate to projected abutting land uses and the functional classification of such connector streets. (\$40,000 for the 2010-2011 PWP)

FY 11-12

Travel Demand Model Update – Update travel demand model with 2010 Census Data and for next LRTP update. (\$50,000 for the 2011-2012 PWP)

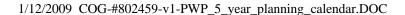
FY 12-13

There are no studies planned for this fiscal year at the time this document was written.

FY 13-14

LRTP Update – Update Long-Range Transportation Plan in accordance with the latest Federal Legislation (\$60,000 for the 2013-2014 PWP)

*Retain \$100,000 in additional funds in case additional programmed funds are needed.



5-year plan

Charge		09-10	10-11	11-12	12-13	13-14
Code	DESCRIPTION	proposed	proposed	proposed	proposed	proposed

II. Continuing Transportation Planning Work Program Methodology, Responsibilities and Schedules

II-A	Surveillance of Change					
II-A-1	Traffic Volume Counts	31,200	31,200	31,200	31,200	31,200
II-A-2	Vehicle Miles of Travel	1,100	1,100	1,100	1,100	1,100
II-A-3	Street System Changes	4,000	4,000	4,000	4,000	4,000
II-A-4	Traffic Accidents	,,,,,,	.,	,,,,,,,	1,000	1,000
II-A-5	Transit System Data					
II-A-6	Dwelling Unit, Pop. & Emp. Change	2,200	2,200	2,200	2,200	2,200
II-A-7	Air Travel	_,	_,	_,	_,	
II-A-8	Vehicle Occupancy Rates					
II-A-9	Travel Time Studies					
II-A-10	Mapping	7,200	7,200	7,200	7,200	7,200
II-A-11	Central Area Parking Inventory	.,	1,200	1,200	.,_55	,,_0
II-A-12	Bike & Ped. Facilities Inventory					
1177 12	Site a real resimiles inventory					
II-B	Long Range Transp. Plan					
II-B-1	Collection of Base Year Data	12,000	12,000	12,000	12,000	12,000
II-B-2	Collection of Network Data	5,000	5,000	5,000	8,000	13,000
II-B-3	Travel Model Updates	23,200	10,000	10,000	23,200	23,200
II-B-4	Travel Surveys	500	500	500	500	500
II-B-5	Forecast of Data to Horizon year	5,000	5,000	6,000	4,000	8,000
II-B-6	Community Goals & Objectives	3,000	3,000	3,000	3,000	3,000
II-B-7	Forecast of Futurel Travel Patterns	18,000	18,000	18,000	18,000	18,000
II-B-8	Capacity Deficiency Analysis	5,000	5,000	5,000	5,000	5,000
II-B-0	Highway Element of th LRTP	3,000	500	500	2,000	3,000
II-B-10	Transit Element of the LRTP	12,390	12,390	12,390	12,390	12,390
II-B-10	Bicycle & Ped. Element of the LRTP	25,000	20,000	10,000	10,000	10,000
II-B-11	Airport/Air Travel Element of LRTP	500	20,000	10,000	10,000	1,000
II-B-12	Collector Street Element of LRTP	2,000	500	500	500	500
II-B-13	Rail, Water or other mode of LRTP	1,000	1,000	500	500	500
II-B-14	Freight Movement/Mobility Planning	500	500	500	500	500
II-B-15	Financial Planning	500	500	500	500	500
II-B-10	Congestion Management Strategies	500	500	500	500	500
II-B-17	Air Qual. Planning/Conformity Anal.	3,000	3,000	5,000	5,000	3,000
II-D-10	All Qual. Planning/Comornity Anal.	3,000	3,000	5,000	5,000	3,000
III A	Diamain a World Drogram	F 600	6,000	6,000	6,000	6.000
<u>III-A</u>	Planning Work Program	5,600	6,000	6,000	6,000	6,000
III-B	Transport Discount Di	40.220	40.000	40.000	40.000	40.000
III-D	Transp. Improvement Plan/Priorities	18,320	16,320	16,320	16,320	18,200
	Cod Parts Cours (Otto Parts Parts					
III-C	Cvl Rgts. Cmp./Otr .Reg. Regs.	4.400	4.400	4.400	4.400	4.400
III-C-1	Title VI	1,100	1,100	1,100	1,100	1,100
III-C-2	Environmental Justice	500	500	500	500	2,000
III-C-3	Disadvantaged Business Enterprise	4.000	4.000	0	0	4.000
III-C-4	Planning for the Elderly & Disabled	1,000	1,000	1,000	1,000	1,000
III-C-5	Safety/Drug Control Planning	1,000	1,000	1,000	1,000	1,000
III-C-6	Public Involvement	2,500	2,500	2,500	2,500	2,500
III-C-7	Private Sector Participation					
III-D	Incidental Ping./Project Dev.					
III-D-1	Transportation Enhancement Plng.		Ì			
III-D-2	Enviro. Analysis & Pre-TIP Plng.	4,000	4,000	4,000	4,000	4,000
III-D-3	Special Studies	276,070	47,500	50,000	.,550	60,000
III-D-4	Regional or Statewide Planning	3,500	3,500	3,500	3,500	3,500
	Ţ Ţ	2,355	-,-	-,-	-,	
III-E	Management & Operations	99,200	99,200	99,200	99,200	99,200
	TOTALO	570 500	005.740	200.740	000 440	050.700
	TOTALS	578,580	325,710	320,710	286,410	358,790

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

01/08/09

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RESOLUTION NO. 2009-02-GUAMPO

APPROVING THE FY 2010 (2009-2010) PLANNING WORK PROGRAM OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

- WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting a continuing, cooperative, and comprehensive transportation planning program in order to insure that funds for transportation projects are effectively allocated to the Greenville Urban Area; and
- WHEREAS, the City of Greenville has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program Funds; and
- WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for SFY 2010; and
- WHEREAS, the Transportation Plan has a planning horizon of 2030 and meets all the requirements for an adequate Transportation Plan; and
- WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for SFY 2010 (2009-2010);

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves and endorses the Planning Work Program for SFY 2010 (2009-2010) for the Greenville Urban Area Metropolitan Planning Organization on this the 17th day of March 2009.

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

Amanda Braddy, Secretary

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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 4

REVISIONS TO FUNCTIONAL CLASSIFICATION MAPS IN MPO AREA TO INCLUDE SW BYPASS

- Memo From Daryl Vreeland to Wesley B. Anderson
- Proposed Functional Classification maps
- NCDOT letter requesting approval of changes to functional classification maps
- Resolution 2009-03-GUAMPO

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Page 43 Page 43

MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, Transportation Planner

DATE: January 2, 2009

SUBJECT: Revisions to Functional Classification Maps in MPO area

to include SW Bypass



The North Carolina Department of Transportation (NCDOT) is proposing to revise its Functional Classification System for inclusion of the Southwest Bypass Project (TIP project # R-2250) located within the MPO. Functional Classification is the process by which streets and highways are grouped into classes (or systems) according to the character of service they are intended to provide. This system is primarily used for: assessing the extent, conditions, and performance of the highway system; as a planning tool for planning activities including Section 134 planning requirements; for appropriation of funds; and to establish jurisdictional responsibility and design criteria. The proposed changes to the functional classification maps are presented on the attached maps. NCDOT has requested the MPO's approval of the changes.

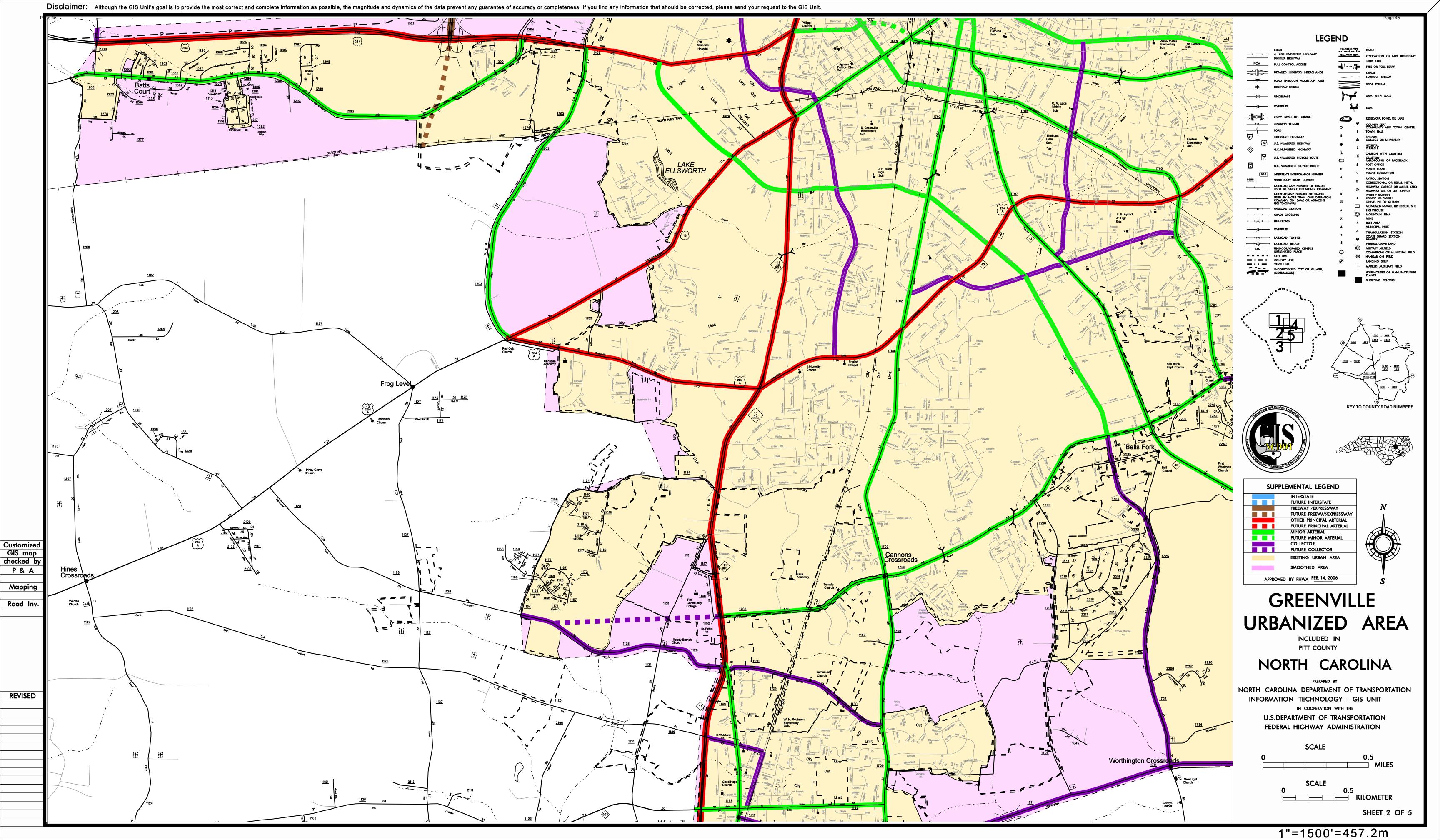
Attached for TCC's consideration is *Resolution 2009-3-GUAMPO* supporting NCDOT's and Federal Highway Administration (FHWA's) adoption of the functional classification maps to include the necessary changes associated with the Southwest Bypass Project.

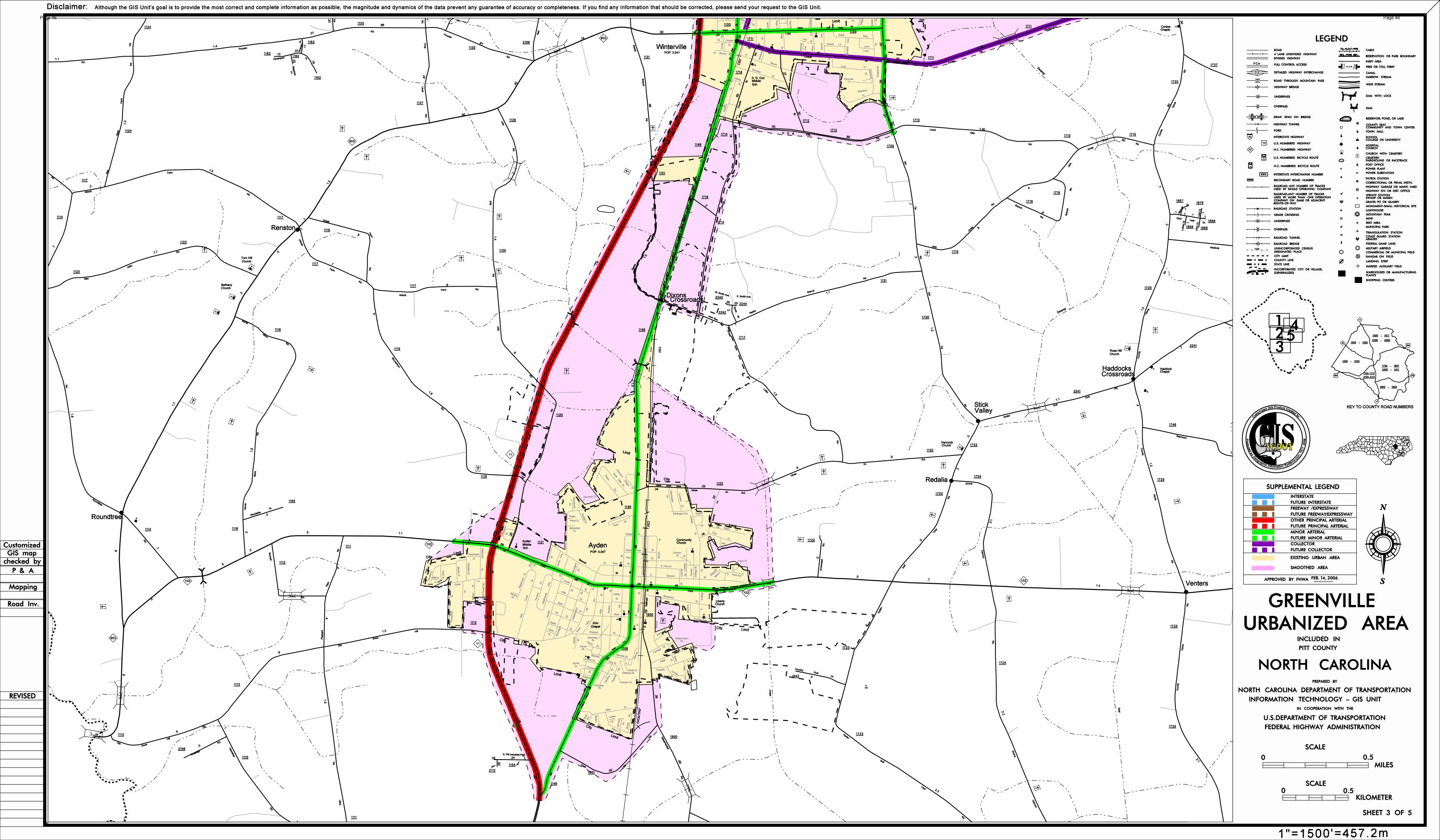
It is requested that the committee recommend that TAC adopt the attached resolution of support.

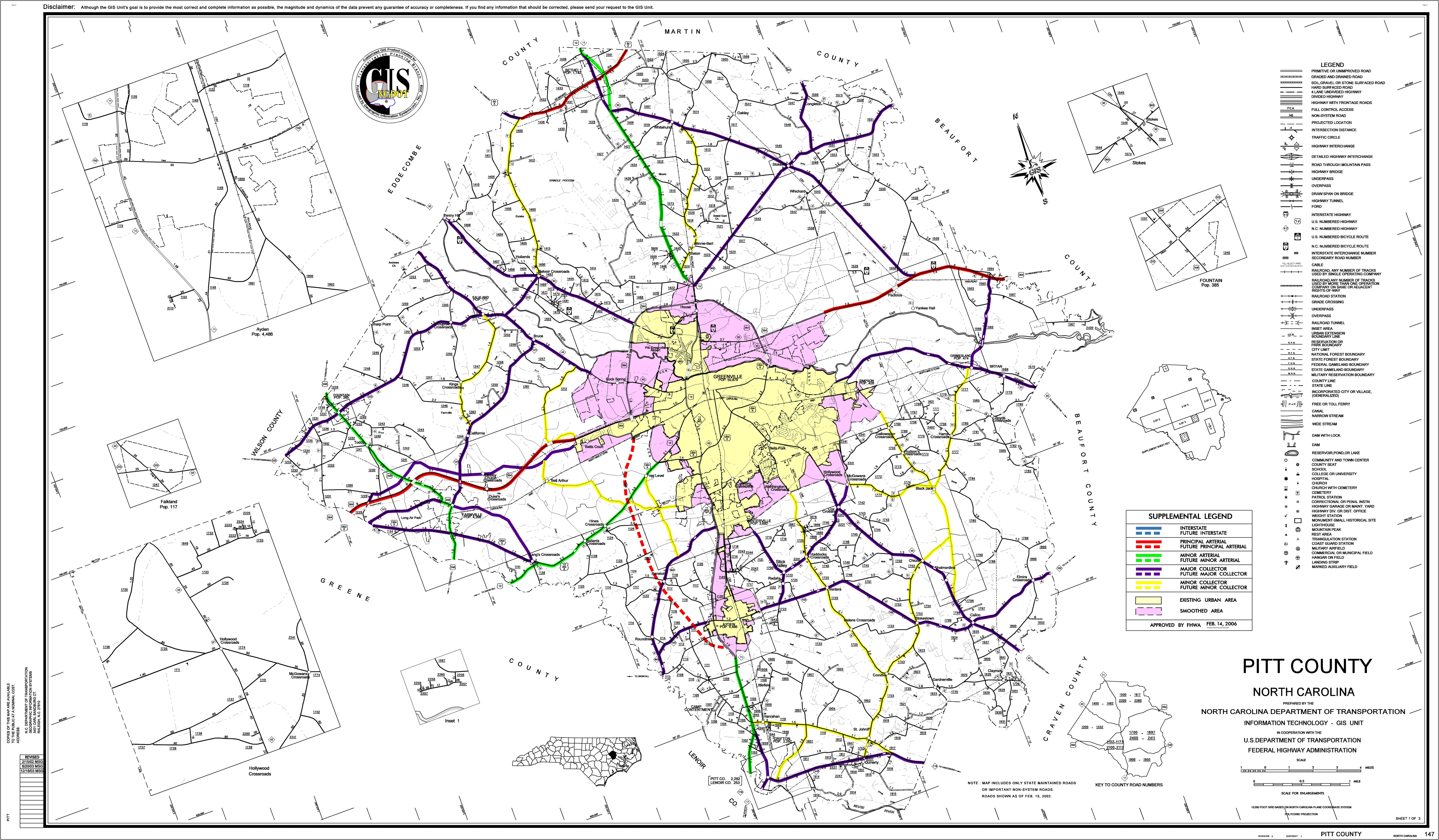
If you have any questions, please do not hesitate to call me at 329-4476.

Attachments

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RESOLUTION NO. 2009-03-GUAMPO SUPPORTING ADOPTION OF FUNCTIONAL CLASSIFICATION MAP CHANGES INDICATING ADDITION OF SW BYPASS PROJECT (TIP # R-2250) BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION AND FEDERAL HIGHWAY ADMINISTRATION

WHEREAS, the Transportation Advisory Committee is the governing body of the Greenville Urban Area Metropolitan Planning Organization; and

WHEREAS, Functional Classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide; and

WHEREAS, the classifications are based on whether the area is rural or urban and is grouped into arterials, collectors and local streets, and

WHEREAS, the functional classification maps are being revised to reflect the Southwest Bypass Project (TIP project number R-2250)

WHEREAS, the Metropolitan Planning Organization Transportation Advisory Committee did review the Functional Classification System maps attached to this resolution.

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby support the revision and adoption of the North Carolina Functional Classification Maps for the Greenville Urbanized Area and Pitt County detailing the addition of the Southwest Bypass Project (TIP # R-2250) by the North Carolina Department of Transportation and Federal Highway Administration..

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

Amanda Braddy, Secretary

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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 5

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION 2009-2010 TRANSPORTATION IMPROVEMENT PRIORITIES

- Memo From Daryl Vreeland to Wesley B. Anderson
- Draft 2009-2010 Priorities List (Resolution 2009-04-GUAMPO)
- **-** 2007-2008 Priorities List

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MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, AICP, Transportation Planner

DATE: January 9, 2009

SUBJECT: Greenville Urban Area Metropolitan Planning Organization

2009-2010 Transportation Improvement Priorities



As you know, the Greenville Urban Area Metropolitan Planning Organization (MPO) has begun its Transportation Improvement Priorities public involvement process. This begins what is normally a two-year process to develop the State Transportation Improvement Program (STIP) and the Greenville Urban Area MPO's Metropolitan Transportation Improvement Program (MTIP). Attached is the timetable showing the complete STIP/MTIP process.

The Greenville Urban Area MPO public involvement process solicits input, ideas, and concerns regarding transportation from area citizens. Open House information sessions were held in the Winterville Town Hall (January 7th) and Sheppard Memorial Library (January 9th). We obtained written comments through a variety of means. Please find attached public comments received by the City of Greenville.

Also, please find attached a copy of the "draft" 2009-2010 Transportation Improvement Priorities list. On January 14, 2009, the MPO's Technical Coordinating Committee (TCC) will review the "draft" Greenville Urban Area MPO 2009-2010 Transportation Improvement Priorities list and revise as appropriate (Resolution 2009-04-GUAMPO, attached). Also, please find attached our 2007-2008 Priorities list adopted by the TAC on November 16, 2007.

Not much has changed since the 2007-2008 Priorities list was adopted. The changes are reflected in the "LPA draft" 2009-2010 list. Proposed changes and edits are presented as follows:

Recommended changes to the Highway Improvement Priorities list are:

- Remove Priority #17: New College Hill Drive. This project intended to construct a multilane urban section facility on new location from Fourteenth Street to College Hill Drive with a link to the Green Mill Run greenway.
- Add new project: NC102, from NC 11 to Verna Avenue, widen to multi-lane with sidewalks. Improve existing section to a 5 lane facility near NC-11 and tapering down to a 3-lane facility heading east towards Verna Avenue.
- Modify description of priority #3 as indicated (to match STIP): 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).

Page 54 Page 54

• Add new project (to match STIP): Fourteenth Street, Railroad grade separation at CSX Transportation crossing 641, 641E (ID No. U-3839).

Recommended changes to the Local Projects list are:

• Remove: 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).

Recommended changes to the Bridge Replacement Improvements list are:

- Remove priority #1 (project has been constructed): NC-102 BRIDGE NO. 53 Replacement of an existing bridge over Swift Creek east of Ayden (ID No. B-4231).
- Add new project: NC-903 BRIDGE NO. 9 Replacement of an existing bridge over Swift Creek east of Ayden (ID No. B-4232).
- Add new project: KING GEORGE ROAD BRIDGE NO. 421 Replacement of an existing bridge over Meeting House Branch. (ID No. B-5100)

There are no changes regarding the Highway Spot Safety list.

Regarding the Bicycle/Enhancement Project list:

- Recommend renaming this section to Bicycle and Pedestrian Projects (to match STIP)
- Modify project (to correct STIP number): South Tar River Greenway construct new bicycle path/greenway from Town Common to Green Mill Run Greenway (3 miles) (ID No. EB-4702)
- Modify project (to match TIP): GREEN MILL RUN GREENWAY PHASE II
 COMPLETION Construct new bicycle path from Charles Boulevard to Hooker Road
 Evans Park (1.0 miles). (ID No. EB-4996)
- Modify project (to match STIP): PARKERS CREEK GREENWAY/BICYCLE PATH Construct new bicycle path along Parkers Creek from SR-1579 (Staton Road) to River Park North (3.4 miles). (**ID No. EB-4997**)
- Add project: **GREEN MILL RUN, NATURAL CORRIDOR** Construct new multiuse path from terminus of existing Green Mill Run greenway to where main stem of Green Mill Run meets a southern fork of the creek system, just East of Evans Road. Corridor would provide connectivity to the Green Mill Run Greenway.
- Add project: SCHOOLHOUSE BRANCH GREENWAY & COMPLETION OF 3RD
 STREET CONNECTOR Construct multi-use path along Schoolhouse Branch from
 South Tar River Trail to medical complex area.

Recommended changes to the Public Transportation list (indicated in bold):

- Intermodal Transportation Center Design, acquire land, and construct a multimodal transfer center for intercity buses, GREAT, ECU Student Transit, PATS, taxis, and possibly passenger rail (ID No. TD-4716B).
- OPERATING, PLANNING AND CAPITAL ASSISTANCE For Transit operations from 07-01-079 through 06-30-15
- TRANSIT CAPITAL ITEMS Projects listed in 20079-20135 MTIP
- Relocation of CSX Rail Switching Station. This project will include the relocation of the CSX switching station and track improvements on the Norfolk Southern and CSX systems.

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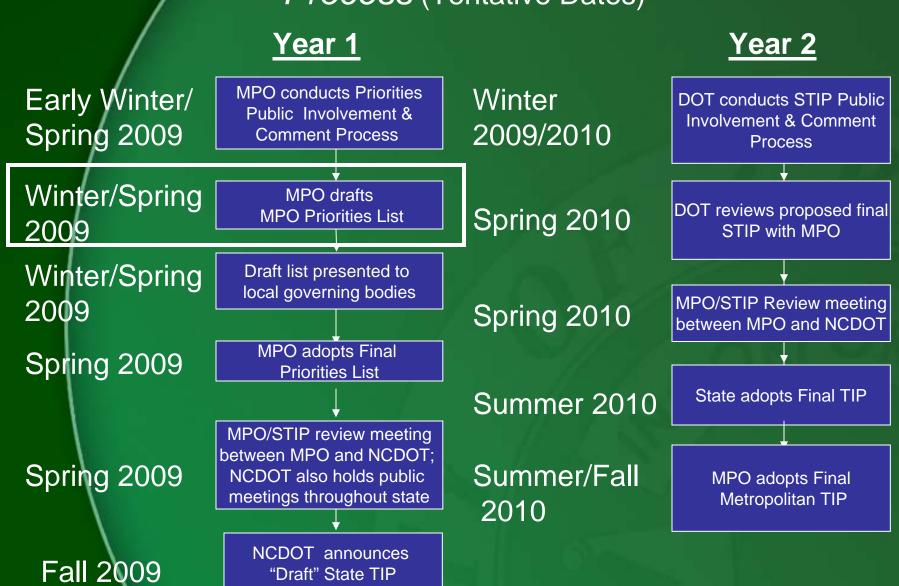
As is custom, the "draft" Transportation Improvement Priorities (as revised by the TCC) is presented to the local governing bodies before the MPO's Transportation Advisory Committee (TAC) formally considers the Priorities on March 17, 2009.

It is requested that the TCC review and recommend a draft version of the priorities list for adoption by the TAC.

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

Attachments

Two-Year Transportation Improvement Program Process (Tentative Dates)



COMMENT SHEET TRANSPORTATION PRIORITIES OPEN HOUSE PUBLIC MEETING SHEPPARD MEMORIAL LIBRARY JANUARY 9, 2009

COMMENTS:				
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	(elinte	rville	

COMMENT SHEET TRANSPORTATION PRIORITIES OPEN HOUSE PUBLIC MEETING SHEPPARD MEMORIAL LIBRARY JANUARY 9, 2009

COMMENTS:
Priority #5 should be moved up to at least #3.
Greenville Blad is terribly conjusted and a source of
motorest frustration possebly resulting in accidents.
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the conjection of theenville Blad. There is near
grid-lock mow on game days and clering the
noteday shopping season. Hease more this
project up on the priority lest. This project is much more necessary than either # 4 or # 3
is much more necessary than either # 4 or # 3
OPTIONAL:
NAME ADDRESS TELEPHONE 252-353-9095
Janes Raperto 702 Carnoustic D) 27858 22-353-9093
V

Daryl Vreeland

From: Donna [smartdiva@suddenlink.net]

Sent: Tuesday, January 06, 2009 3:34 PM

To: Daryl Vreeland

Subject: Transportation improvement - Winterville

January 6, 2009

I noted the opportunity for public input regarding transportation in the Winterville/Greenville area.

There are multiple issues that should be given priority.

The four way stop signs on Forlines Road, Reedy Branch and Frog Level are safety hazards. The four way stop signs should be replaced as soon as possible with traffic lights.

The traffic pattern on Forlines Road should be carefully evaluated. There are two schools, residential on Forlines Road and our subdivision that primarily depend on access via the bridge on Forlines between Reedy Branch and Red Forbes. Closure of the bridge on Forlines Road creates a safety problem for this area. When the bridge is closed all school traffic requires to be re routed. In the case of an emergency

access to this area for emergency vehicles is more difficult.

The intersection of Hwy 903, Red Forbes and Poccosin needs to be redesigned. That intersection is a safety hazard and when the Forlines bridge is closed their have been many accidents. The intersection alignment does not offer a line of sight for anyone traveling on 903 into Winterville. If the bridge on Forlines Road is closed most of the school traffic funnels through that intersection.

South Central High School and Manchester subdivision only have access from Forlines Road. If for any reason Forlines is closed between Red Forbes and Frog Level emergency vehicle access will be extremely limited.

The Forlines bridge should be reassessed as far as capacity. The bridge has a limited weight capacity but every afternoon school buses sit on the bridge as they wait to proceed through the four way stop at Reedy Branch.

There are very limited walkways and pathways in our area. The development of sidewalks and walking paths should be a priority.

Donna Smart Manchester Subdivision Winterville Daryl Vreeland Page 63

From: Prati, Robert [PRATIR@ecu.edu]

Sent: Tuesday, January 06, 2009 6:20 PM

To: Daryl Vreeland

Subject: GREENVILLE TRANSPORTATION

Greenville Urban Area MPO, c/o Public Works Dept., PO Box 7207, Greenville, NC 27835-7207

Comments/suggestions:

You are surely well-aware that local traffic has rapidly reached nightmare congestion in merely the past 3-4 years. Some suggested areas needing priority attention:

- Evans/Old Tar needs to be widened (like Firetower) from Greenville Blvd all the way south into Winterville. With more and more
 housing popping up unchecked everywhere, the traffic continues to flow nonstop, or until it becomes a parking lot north and south of
 Firetower on this road. It's unbelievable! More and more people are free-wheeling through the Lynndale and Bedford
 neighborhoods in effort of finding shortcuts and avoiding the parking-lot-roads.
- Widening Firetower was a great idea/much needed, but also needs to continue through to Portertown, because Firetower is already a major E-W thoroughfare
- Then Portertown also needs to be widened up north through to 10th Street, allowing a nearly complete circle of most of the city with a four lane road system. All major cities have a loop to help massive traffic flows and commuters. Loops are key to reducing congestion.
- Timing the light signals better would also be nice shouldn't there be a team of engineers to work this? Computerization? Subsurface signal trips?
- A light is BADLY needed at the egress of the new Ashcroft subdivision onto Firetower road (right across from the actual old metal Fire-Tower on Firetower road). I know of more people complaining about almost getting killed there than anywhere else in town. This has been the case for several years. I've personally seen at least two accidents there recently, though surely there have been many more.
- A 10th street connector (old topic of discussion) to Stantonsburg/264 is still desperately needed and probably still more than a decade off.... But worth mentioning nonetheless.

If more than one of these happen in the next five years, I'll be very impressed. Thanks for reading and considering requests from frustrated motorists.

(And this is coming from a patient driver who used to drive regularly in Atlanta, Dallas and San Diego – some of the more congested cities in the country.)

Dr. Robert Prati
Department of Finance
College of Business, Bate 3131
East Carolina University
Greenville, NC 27858
Phone: (252) 328-6560
Email: PratiR@ecu.edu



"Do what you can, with what you have, where you are." President Theodore Roosevelt, 1901

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Daryl Vreeland Page 64

From: Tom L. Adkisson [pivomaker@hotmail.com]
Sent: Wednesday, January 07, 2009 9:14 AM

To: Daryl Vreeland

Subject: Transportation Planning for Greenville

I would just like to voice my support for more bike friendly additions to our fair city. Bike lanes, greenways, etc., would be a welcome sight! The benefits are numerous. A more fit population, reducing pollution and dependence on oil, and family entertainment are just a few of these benefits.

Thanks for taking my views into consideration.

Tom Adkisson 202 Lancelot Drive Greenville, NC 27858 558-1919

Windows LiveTM: Keep your life in sync. Check it out.

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Daryl Vreeland

From: G. Dennis Massey [dmassey@email.pittcc.edu]

Sent: Wednesday, January 07, 2009 9:09 AM

To: Daryl Vreeland

Cc: Gary Evans; Brian Miller; Donald Spell; Kathy Carnes; Pamela Hilbert; Susan Everett; Susan

Nobles; Wayne Bowers; Kelly Barnhill

Subject: Pitt Community College

On Friday I plan to attend the meeting related to NCDOT priorities at the Sheppard Memorial Library. I would like to present safety concerns related to the growing Pitt Community College campus, its students, employees, and visitors.

This afternoon Dr. Brian Miller, Assistant to the President, will attend the Winterville meeting and speak briefly to our Winterville neighbors about increasing traffic due to construction west of Reedy Branch Road as well as the new Herman Simon Health Sciences Building on Fulford Drive.

We remain eager to experience the increased traffic volume of Firetower Road. However, the extension of Firetower to Reedy Branch between our campus and Sam's Club appears a logical path to avoid congestion and get the bulk of traffic towards the Southwest Bypass and points west of Memorial Parkway. This would also minimize the traffic on Reedy Branch and work towards closing the road to through traffic on the south end of our campus.

Thanks for your assistance in facilitating our speaking at these hearings.

G. Dennis Massey
President, Pitt Community College
PO Drawer 7007
Greenville, NC 27835
(252) 493-7220
dmassey@email.pittcc.edu

umasseywemaii.pittcc.edu

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Daryl Vreeland

From: jcnelson83@suddenlink.net
Sent: jcnelson83@suddenlink.net
Friday, January 09, 2009 11:36 AM

To: Daryl Vreeland

Subject: DOT Priorities-No to South West Bypass-2250

Good Morning Daryl: My name is Catherine Nelson. I am a landowner in the Renston Historic District and have been a resident of Pitt County all of my life. You met my husband, Joe at the town meeting in Winterville earlier this week. I understand that you are new to the MPO and do not have a great deal of history about the SW Bypass. This highway is not necessary in an area with such a small population density. It is going to destroy prime farmland and timber, displace families, and cause urban sprawl. Our local policy makers have not been leaders in this process..only followers of large building contractors that managed to get our commissioners and local town boards to change their minds about the corridor..and instead, ram it through a federally qualified rural historic district. They never read the environmental impact study and no questions were asked to the DOT.

My father, Kenneth Dews was a member of the MPO for many years until his death in 2001. He would have never thought something like this would have been handled so poorly by our community and the DOT. It's a disgrace. Let me provide an example. In November 2008, participants attending a local public hearing recently voiced concerns about the venue used to discuss the Southwest Bypass. It was conducted in a church sanctuary, maps were taped to the sanctuary walls, and the public comment podium was placed directly in front of the Lord's Table.

Although I live in the historic district and the bypass will come within 150 feet of my mother's home which is in the national register of historic places, there are larger issues that should override the need for this highway. With economic conditions as they are, this bypass is an extravagance NC cannot afford. No money has been appropriated to build this useless Bypass so why should NCDOT begin acquiring land until they have the money in hand to build it?

Any support the MPO can provide to stop the acquisition of land and building of this highway to nowhere would be greatly appreciated.

Thank You!

Catherine Dews Nelson P.O. Box 3 Winterville, NC 28590 Daryl Vreeland Page 67

From: bkane2@suddenlink.net

Sent: Monday, January 12, 2009 2:16 PM

To: Daryl Vreeland

Subject: FW: MPO Comments

Daryl,

Initially I mistyped your email address. I resend this now, hoping I have it correctly written now.

Barney Kane

From: bkane2@suddenlink.net [mailto:bkane2@suddenlink.net]

Sent: Monday, January 12, 2009 12:54 PM

To: dvreeland@greenville.gov Cc: 'Mercer, Calvin'; 'Pat Dunn' Subject: MPO Comments

Mr. Daryl Vreeland, Transportation Planner

MPO Coordinator, City of Greenville.

Dear Mr. Vreeland

I attended the MPO Public Input at Sheppard Library last Friday. I thank you for providing the current priority listings, maps, and information. I particularly appreciate the open invitation for public input.

My input:

1. All proposals for transport which project long-term benefits should be required to address sustainability of fuel supplies. We should not be funding transportation plans that cannot be sustained for the proposed benefit period. Certainly, where possible, we should develop and select alternatives that will clearly have longer term sustainability. If, for example, the Southwest By-Pass (Priority #1) has a project design/benefit period through 2030 with 50,000 vehicles per day, what would be the proposed fuel supply?

Support for this project is in clear conflict with the U.S. Energy Information Agency's* projections for fuel availability (*EIA, An official, non-agenda based, U.S. government agency). The EIA predicts that in the year 2034 world petroleum supplies will be reduced to only 10 year's supply remaining. The agency acknowledges there is a 50% chance they could be wrong. Thus there is a 50% chance the limits will occur sooner.

The issue of scarcity of fuel is frought with wishful thinking. Some may hope that ethanol, biofuels, hybrid or electric vehicles, or shale oil will be our saviour. But the Greenville City Council and the MPO can do little about those hopes. The City Council even seems shamefully helpless to influence DOT mandates and priorities. But Greenville does not have to wilt before the challenges nor the opportunities of future planning that are within its purview. We can choose more sustainable transportation plans. Our choice depends upon our willingness to rise to the opportunities presented, our willingness to be realistic, our wisdom to choose in favor of economic and environmental sustainability.

In my first comment I have only listed fuel supplies as a consideration for sustainability. Embedded in that choice are many other issues, including climate change, balance of trade, dependence upon foreign oil, and quality of life. We are, as Adali Stevenson noted, passengers on this little space-ship Earth dependent upon its vulnerable reserves, for security and peace by the love and care we give our fragile craft (paraphrased). Such care begins locally with the choices we can and should make.

2. The Southwest By-Pass (Priority #1) promotes sprawl. The plan itself acknowledges this, only it refers to the sprawl as "development." It will actually result in the last and best vestiges of rural, sustainable, agricultural heritage being converted the very kind of sprawl that is wreaking havoc with our economy, with our school systems, with our sense of community and which increases our dependence upon the

automobile_{Page 68}

The DOT plan relies on "local authorities to control sprawl and regulate appropriate development." These being the same local authorities that created the ugly scar of Memorial Blvd from 264 to Winterville, we hardly have any reason to trust southwestern Pitt County to those "local authorities." We are not currently any more prepared to control the forces of exploitation and growth than we were in the past.

- 4. The unsustainable Southwest By-Pass is prohibitively expensive (\$240 million construction costs). This is equal to about eight years of funding allocation from the Pitt County General Fund for schools (\$33 million this year). If that is not sufficient perspective, we should note that it is equal to roughly 240 years of funding for the GREAT Transit System. And that only accounts for the capital costs of the By-Pass. It does not include the estimated annual cost of travel on that corridor, which would be roughly \$30 to \$40 million. For that annual expense we could operate a Greenville Area Transit System expanded about 35 fold a system with much greater sustainability and utility.
- 5. Not only is the Southwest By-Pass expensive, because it does not qualify for the 80% federal match, it will drawdown the scarce (or non-existent) NC DOT highways funds at a rate five-fold greater than other more viable and useful projects.
- 6. The Southwest By-Pass will serve as a connector to Cutter Creek. Thus it will enhance the value of those properties, promoting development and increased ad valorem taxes in a neighboring county rather than in our own economic domain.
- 7. The Southwest By-Pass will, if I read the proposal correctly, shave only about five minutes travel time from the current corridor by the year 2030.
- 8. A better plan than the Southwest By-Pass would be to build a system of satellite park-and-ride lots. (Perhaps one lot should be out near Ayden.) People could quickly drive out to that lot, catch buses to the Medical complex and to schools, including Pitt Community College and public schools.

As it is, they drive through congested Memorial Blvd to parking lots at the medical complex where space is at a premium. There, they park in lots so large they must then board University Health System buses which snake slowly from lot to lot and building to building to their final destination. People would be better served driving out to a park-and-ride lot, there to catch a high speed bus into the medical complex. Premium properties at the medical complex, PCC and ECU which are now used for parking could then serve better uses.

Properly designed park-and-rides with enclosed shelters could also serve as collector nodes for Pitt County School Buses. Children riding with parents to a common destination could be conveniently, safely, and more economically transported to school than by using a system that must travel to and from every neighborhood and to and from every school.

- 9. It seems to me that the sources creating the demand for highway improvements should share some obligation for relieving the demand. PCC, ECU, University Health Systems, Public Schools and other places that are destinations, and the folks travelling to these sites, join in a chorus for more efficient and rapid transportation corridors. There should be a better system of addressing the needs. A coordinated effort would be reasonable. Perhaps monies allocated to parking on-site could be used to develop a system of satellite parking and public transport. It may not be an issue of "perhaps." In view of the energy and economic crisis we may have no other choice.
- 10. "To relieve congestion by building larger highways and by-passes is akin to relieving obesity by loosing one's belt." (Sorry I cannot attribute the source but this quote is not mine.)

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Pitt Community College Comments For Greenville Urban Area Metropolitan Planning Organization January 7, 2009

Pitt Community College is growing at a documented pace of 15% during last five years.

Pitt Community College has the 7th largest credit enrollment in NC.

Preliminary spring 2009 enrollment: 18% increase above last year.

Phase I construction of the Facilities Master Plan will be underway in 2010.

Pedestrian and vehicle safety are priorities for the following areas:

- 1. Reedy Branch Road between Tice Road and Davenport Farm Road
- 2. Intersection of Firetower Road/Dr. Fulford Drive and Memorial Drive
- 3. Possible extension of Firetower Road west to intersect with Reedy Branch Road
- 4. The Opening of two buildings on campus will increase pedestrian and vehicle traffic:
 - a. Goess Student Center (located on east side of Reedy Branch Road)
 - b. Herman Simon Building (located on Dr. Fulford Road)

The College looks forward to the new Firetower Road intersection and the benefits it will bring to present and future students.

January 13, 2009

Mr. Daryl Vreeland, AICP Transportation Planner City of Greenville 1500 Beatty Street Greenville, NC 27834

Dear Mr. Vreeland:

I would like to comment on the Greenville Urban Area Thoroughfare Plan of Highway Improvements as presented by the Greenville Urban Area Metropolitan Planning Organization. My concern is Priority Number 12- Northeast Bypass including the US-264/NC-33 connector (ID No. U-3430).

Our family lives at 5170 US Highway 264 East just beyond the "proposed" interchange. We also own and farm land all around this area. We are definitely against having a new overpass at the proposed location. We would appreciate the Department of Transportation evaluating other locations along Highway 264 East to determine if in **20-30 years** this interchange will be the correct location for movement of traffic and projected growth pattern. Realizing the entire bypass is within the metropolitan boundary, positioning a bypass outside of the boundary may have a more positive effect on traffic patterns in the future. According to earlier maps, the bypass has already experienced changes in the Northern section; as well as, the Southwest proposed loop (ID No. R-2250). Traffic movement will not be as efficient if the Northeast Bypass remains in the current location on the map dated December 13, 2004. The industrial complex traffic will not drive north to get on the bypass as it is not conveniently located. The previous location of this interchange would have been more conducive for traffic flow, but that changed with expansion of industrial needs.

We do not believe the current location of the interchange and the Northeast Bypass will serve the future traffic needs for Pitt County. It will once again fence in the growth pattern of Greenville and surrounding communities inside the perimeter of the proposed completed bypass. If the bypass stays between Simpson and Grimesland it will have the same effect on growth in these areas.

Please present these suggestions to the Greenville Urban Area Metropolitan Planning Organization for their consideration.

Sincerely,

Anne Briley

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Dear Mr. Vreeland,

Allow me to introduce myself. My name is Bruce R. Tripp, Jr. and I live with my wife and daughter at 5130 US 264 East, Greenville, NC. My dental practice is located next door at 5076 US 264 E. I have lived and worked in the immediate area of the intersection of US 264 and Rams Horn Road all of my life. The proposed location of TIP project ID No. U-3430 causes much concern for our family as well as our neighbors.

Upon review of the "proposed" location of this Northeast Bypass we are obviously concerned with the proximity to our home and to my office. We feel there are better locations that should be examined for this future bypass. We have been told this "dotted" line is NOT a definitive location for the proposed Northeast Bypass - Tar River Bridge project; however, to date this is the ONLY location we have found on any map. There would be no TIP number had the DOT not already completed studies that would confirm acceptability of the current "proposed" location for this bridge.

Our additional concern is that the proposed bridge location is too close to W. Arthur Tripp Bridge that currently crosses the Tar River as part of the Northeast Greenville Blvd. To claim the need for this Northeast Bypass is a project that anticipates future growth in the Greenville area is commendable. Yet the current congestion being experienced on the NE Greenville Blvd will never be solved by the proposed location of the Northeast Bypass. The point I would like to make is NO ONE is going to exit out of the Industrial Park travel west on Greenville Blvd, exit off G Blvd onto NC Hwy 11/13 drive over a mile north then get onto the Northeast Bypass and drive to Simpson when their destination is Greenville. The Northeast Bypass project as currently proposed is simply too close to Greenville and does not serve the true future needs of northeast Pitt County.

While examining the collective purposes of a bridge crossing the Tar River to serve the transportation needs of the community and maximizing the use of taxpayer funds the Grimesland Bridge area has to be at the top of any list. The old Grimesland Bridge on is too narrow, too old and too small. It sorely needs replacing. Build a new bridge in that area keeping the existing bridge so as not to have to detour current traffic. This would provide an excellent foundation for a future Northeast Bypass around not only Greenville but all of northeast Pitt County. Furthermore, the proposed Beaufort County US Hwy 264 East Bypass would be accessible to this highway system.

All we ask is the committee and the NCDOT please consider all viable locations for building this future bridge and Northeast Bypass. Finally, please do not "fence" in the current growth that is occurring in the Northeast and Southeast sections of Pitt County with bypasses too close to Greenville.

Thank you,

Sandy Tripp

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Proposal for a Regional Transportation Center

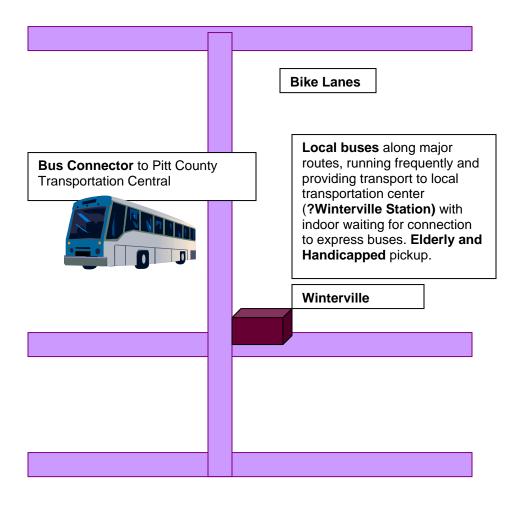
For further information, contact:

Lillian Burke 596 Bayberry LN Winterville, NC 28590 258 6978 lpburke@peerlessmail.net

If you would like a copy, please notify me, preferably by email or postal mail. Email copies are preferred.

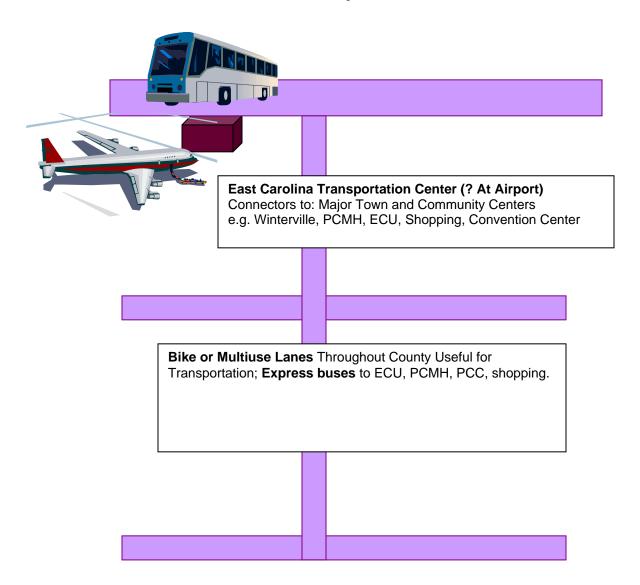
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Winterville Plan



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Pitt County Plan



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Regional Plan

Eastern Regional Transport Center



Bus Connector (eventually Rail?) To Major Centers out of East Carolina including Charlotte, Raleigh, Richmond, All Airports, Washington DC Easy Airport Connections to Washington DC, Chicago, Atlanta, and Major US Cities

Bus Connectors along Interstate and Major Highways to Eastern NC and Regional Cities between East Carolina Transportation Center and Areas such as:

Outer Banks Myrtle Beach

Interstate Connector along Major Highways

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Summary of Goals, Objectives, Funding

Primary Goals

Improve Traditional Transportation in Eastern North Carolina Improve access to services including education, shopping, medical, recreation, and arts Provide infrastructure for commercial development Provide transportation with potential goal of developing E. NC as retirement area Keeping cost of living low in our community Minimizing dependence on gas/oil

Details of Transportation Goals

Improve Traditional Transportation in Eastern North Carolina

Traditional transportation is defined as using easily available resources, with minimal infrastructure development as a first step. For instance, the airport might serve as a Regional Transportation Center (RTC). Express buses coming into the RTC from the Outer Banks and major Eastern NC communities would promote use of the airport and make it more cost-effective for USAir to increase jet service to the community. We could also run buses directly to the Raleigh airport and possibly to Richmond and/or Charlotte. Any loss of revenue from airport fees could be compensated by a RTC fee to cover needed services. Although theoretically this is present now, examination of bus schedules shows that it takes hours to get from Greenville to RDU and might involve several bus transfers (RDU to Raleigh, Raleigh to Rocky Mt, and Rocky Mt to GV). An overall plan with buses running on, e.g. 264, with stops only along the highway

Improve access to services including education, shopping, medical, recreation, arts

Many people can get transportation to a local stop, e.g. at Washington or Manteo, but have difficulty getting into Greenville for medical services or other purposes. There could be express buses running from towns on the major highways and just making one stop in each town.

Provide infrastructure for commercial development

Good and inexpensive transportation has several advantages for companies:

They are able to build up a business and get their goods to market at a lower cost
Workers can live in their own communities and get to work at less cost
Desirable living with bike trails, greenways, parks, environmentally friendly waterways
Helps on recruitment of executive and professional talent

Provide transportation with potential goal of developing E. NC as retirement area

E. NC would be an ideal retirement area but we are limited by transportation for people who cannot drive. This area has a low cost of living, moderate climate, access to excellent medical care. There would be other needs such as the need for overall planning for development of waterways, access to arts, etc. However, access to transportation is a basic need

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Keeping cost of living low in our community

Transportation, as a major cost, provides assistance to many members of the community. Development of an overall plan might make

Minimizing dependence on gas/oil

Ultimately, we can expect that gas and oil will get higher or be limited. This is a good time to think about regional planning due to the possible infrastructure development money that might become available.

Potential Funding

Federal

Funding for bicycle transportation lanes

Potential infrastructure funds available as part of economic stimulus

State

Special funding available for bicycle lanes (most has gone to Asheville) Application for specialized grants

Regional

Companies and institutions that might benefit from access

e.g. University Health Systems might collaborate on a medical transportation system to the Heart Center and other regional services

Companies might collaborate on services needed to bring in workers and ship in/out goods and supplies.

Support from towns in region who might wish to incorporate this into their own transportation system (e.g. by making the Outer Banks more accessible for vacationers).

User Fees

User fees incorporated into ticket fees for express buses using infrastructure transportation system

Ticket fees

Parking fees at regional transportation center

Future Ideas

Further development of low cost transportation ideas:

Could we have a transportation system that allows people to use mini-vehicles, such as golf carts, for transportation to the local regional transportation center? This would be practical for people who are not likely to bicycle or walk.

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Steps

Consider the possibility of a regional transportation center by local planning commissions and governments

If a possibility, establish working group to develop an initial proposal including:

Potential scope

Stakeholder identification

Initial contact with other regional governments to see if they are interested in collaboration

Consider whether any local plans can be initiated immediately:

e.g. local bike transportation

If further development needed:

Invite stakeholders, representatives from interested regional governments

Develop final overall plan

Develop priorities

Establish working groups for various parts of plan

Example working groups:

Bicycle Plans (in progress already)

Planning for Regional Transportation Center

Express Bus Plans

Future transportation options

Group to coordinate with other regional governments

Determine plans for each component

Get approvals needed

Seek funding

RESOLUTION NO. 2009-04-GUAMPO

RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S 2009-2010 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 January 7th and January 9th and a 30-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 17th day of March 2009, 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:

2009-2010 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)
- 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

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

- 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.* **NC 102**, from NC 11 to Verna Avenue, widen to multi-lane with sidewalks. Improve existing section to a 5 lane facility near NC-11 and tapering down to a 3-lane facility heading east towards Verna Avenue.
- 18. * **FOURTEENTH STREET**, Railroad grade separation at CSX Transportation crossing 641, 641E (ID No. U-3839).

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).

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. **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**).
- 2. **MT. PLEASANT CHURCH ROAD (SR-1418) BRIDGE 171** Replacement of an existing bridge over Johnson's Mill Run (**ID No. B-4788**).
- 3. **STANTONSBURG ROAD (SR-1200) BRIDGE NO. 65** Replacement of an existing bridge over Pinelog Branch (**ID No. B-4233**).
- 4. **JACK JONES ROAD (SR-1715) BRIDGE NO. 29** Replacement of an existing bridge over Fork Swamp (**ID No. B-4603**).
- 5. **OLD RIVER ROAD (SR-1401) BRIDGE NO. 95** Replacement of an existing bridge over Johnson's Mill Run (**ID No. B-4787**).
- 6. **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**).
- 7.* **WEYERHAEUSER ROAD (SR-1900) BRIDGE NO. 154** Replacement of an existing bridge over branch of Swift Creek (**ID No. B-4791**).

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

- 8. **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**).
- 9.* **WORTHINGTON ROAD (SR-1711) BRIDGE NO. 28** Replacement of an existing bridge over Fork Swamp (**ID No. B-4602**).
- 10. **FISHPOND ROAD (SR-1214) BRIDGE NO. 64** Replacement of an existing bridge over Pinelog Creek with culvert (**ID No. B-4601**).
- 11. **NC-903 BRIDGE NO. 9** Replacement of an existing bridge over Swift Creek east of Ayden (**ID No. B-4232**)
- 12. **KING GEORGE ROAD BRIDGE NO. 421** Replacement of an existing bridge over Meeting House Branch. (**ID No. B-5100**)

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

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

5

- schools.
- 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/PEDESTRIAN PROJECTS

- 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. EB-4702).
- 2.* **BIKEWAY SYSTEM IMPROVEMENTS** Signs, pavement markings, maps, and brochures to develop the short-term "Bikeway 2000" system.
- 3. **GREEN MILL RUN GREENWAY** Construct new bicycle path from Charles Boulevard to Evans Park. (**ID No. EB-4996**)
- 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). (**ID No. EB-4997**)
- 5.* **GREEN MILL RUN, NATURAL CORRIDOR** Construct new multi-use path from terminus of existing Green Mill Run greenway to where main stem of Green Mill Run meets a southern fork of the creek system, just East of Evans Road. Corridor would provide connectivity to the Green Mill Run Greenway.
- 6.* SCHOOLHOUSE BRANCH GREENWAY & COMPLETION OF 3RD STREET CONNECTOR Construct multi-use path along Schoolhouse Branch from South Tar River Trail to medical complex area.

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, acquire land, and construct a multimodal transfer center for intercity buses, GREAT, ECU Student Transit, PATS, taxis, and possibly passenger rail (**ID No. TD-4716B**).

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

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 07-01-09 through 06-30-15.
- 5.* **TRANSIT CAPITAL ITEMS** Projects listed in 2009-2015 MTIP.

Adopted the 17th day of March 2009.

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

ATTEST:

Amanda J. Braddy, TAC Secretary

COG-#799317-v1-Resolution_2009-04-GUAMPO_2009-2010_Priorities.DOC

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).

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- 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**).

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

- 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)**.

<u>RAILROAD CROSSING IMPROVEMENTS</u> - 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

- 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.

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

Adopted the 16th day of November 2007.

Robert D. Parrott, Chairman

Greenville Urban Area

Transportation Advisory Committee

ATTEST:

Amanda J. Braddy, PAC Secretary

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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

ATTACHMENT 6

ACTIONS TAKEN AT LAST TRANSPORTATION ADVISORY COMMITTEE (TAC) MEETING Page 92

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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 taken in hold italics

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

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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