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

Thursday, March 4, 2011, at 10:00 a.m. Greenville City Hall, Room # 337, *Actions to be taken in hold italics*

	<i>1</i>)	Approval	of Agenda;	approve
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- 2) Approval of Minutes of January 20, 2011, Meeting (Attachment 1); approve
- 3) Public Comment Period
- 4) New Business / Action Items:
 - a) MPO Cost Share (Attachment 4a) -- Resolution No. 2011-04-GUAMPO; discuss and develop recommendation for TAC p. 7
 - b) Greenville Urban Area Metropolitan Planning Organization 2011-2012 candidate projects for Transportation Improvement Priorities (Attachment 4b) Resolution No. 2011-09-GUAMPO; *review and modify as needed. Recommend for TAC adoption* p. 24
 - c) Modifications to Federal Functional Classification Maps. (Attachment 4c) Resolution No. 2011-11-GUAMPO; review and recommend for TAC adoption p 40
 - **d**) Amendments to the 2009-2015 Metropolitan Transportation Improvement Program for projects TD-4716B (Intermodal Center) and TA-4773 (expansion busses) (Attachment 4d) Resolution No. 2011-12-GUAMPO; *review and recommend for TAC adoption* p 60
- 5) Date, Time, and Place of next TAC Meeting
 - March 17, 2011-- 1:30 p.m. in the Greenville Public Works Conference Room
- 6) Tentative schedule for upcoming TCC and TAC meetings.

 TCC
 TAC

 July 19, 2011 10am-noon
 August 9, 2011 10am-noon

 September 6, 2011 1:30pm-3:30pm
 October 25, 2011 1:30pm-3:30pm

7) Adjourn

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Attachment 1

Technical Coordinating Committee

Action Required

March 4, 2011

TO: Technical Coordinating Committee

FROM: Daryl Vreeland, AICP, Transportation Planner SUBJECT: Minutes from January 20, 2011 TCC meeting

<u>Purpose:</u> Review and approve the minutes from the previous TCC meeting.

<u>Discussion:</u> The draft minutes of the January 20, 2011 TCC meeting are included as Attachment 1 in the agenda package for review and approval by the TCC.

Action Needed: Adoption of January 20, 2011 TCC meeting minutes.

Attachments: January 20, 2011 TCC meeting minutes.

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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION TECHNICAL COORDINATING COMMITTEE (TCC) MINUTES January 20, 2011

Members of the Technical Coordinate Committee met on the above date at 1:30 p.m. at City Hall in Conference Room 337. Mr. Wesley B. Anderson, TCC Chairperson, called the meeting to order. The following attended the meeting:

- Mr. Daryl Vreeland, City of Greenville
- Mr. Chris Padgett, Town of Ayden
- Mr. Adam Mitchell, Town of Ayden
- Mr. Haywood Daughtry, NCDOT
- Mr. James Rhodes, Pitt County
- Mr. Steve Hamilton, NCDOT
- Mr. Merrill Flood, City of Greenville
- Mr. Bill Marley, FHWA
- Mr. Tom Harwell, Town of Winterville
- Mr. Mark Eatman, NCDOT
- Mr. Bryant Buck, Mid-East Commission
- Mr. Rik DiCesare, City of Greenville
- Mr. David Boyd, Village of Simpson
- Mr. Alan Lilley, Town of Winterville
- Ms. Nancy Harrington, City of Greenville
- Mr. Bill Bagnell, East Carolina University
- Mr. Neil Lassiter, NCDOT
- Mr. Chuck Flink, Alta/Greenways

OTHERS PRESENT:

Ms. Amanda Braddy, Administrative Secretary, City of Greenville

Mr. John Morrow, MD, Pitt County Schools

Ms. Jo Morgan, Pitt County Health Department

I. AGENDA

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

II. MINUTES

Mr. David Boyd made a motion to approve the minutes of the September 2, 2010 meeting. Mr. Merrill Flood seconded and the motion passed unanimously.

III. ELECTION OF CHAIRPERSON AND VICE-CHAIRPERSON

Mr. Tom Harwell made a motion to retain Mr. Wes Anderson as Chairperson and Mr. Alan Lilley as Vice-Chairperson. Mr. Adam Mitchell seconded the motion and the motion passed unanimously.

IV. PUBLIC COMMENT PERIOD

There was no public comment period.

V. NEW BUSINESS / ACTION ITEMS

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A. Self-Certification of Greenville Urban Area Metropolitan Planning Organization Transportation Planning Process

Mr. Daryl Vreeland explained that due to the population of the Greenville Urban Area being less than 200,000, it is permissible for the MPO to "self-certify" by completing a Self Certification Checklist and providing it to NCDOT. In addition to this checklist, it is also necessary for the MPO to adopt a resolution certifying the planning process' compliance with all applicable regulations.

No discussion ensued on this topic. Mr. James Rhodes made a motion to recommend the adoption of the resolution to TAC. Mr. Tom Harwell seconded the motion and the motion passed unanimously.

B. 2011-2012 Planning Work Program

Mr. Vreeland informed the committee of the proposed PWP for the PL-funded planning activities. He stated the activities were developed from information provided by representatives of the MPO's participating communities and NCDOT's Transportation Planning Branch regarding their State Planning and Research activities and budget.

Major studies that are underway or are anticipated to be initiated in the 2010-2011 period and expected to be completed in the 2011-2012 PWP period include the Greenville Urban Area Bicycle and Pedestrian Master Plan, the Winterville East/West Connectivity Study, and the Town of Ayden Primary Street Inventory and Long Range Plan. Major studies planned to be initiated in the 2011-2012 PWP period include the Community Transportation Plan for the Pitt Area Transit System (PATS), Pitt County Comprehensive Land Use Plan (Transportation Element), and the Regional Transit Study Update/Route Evaluation Study.

NCDOT has also requested that a 5-year work plan be submitted and updated to keep them abreast of long-range planning issues. This requirement was initiated by NCDOT for the 2009-2010 planning period. The information provided by representatives of the MPO's participating communities will be collected and submitted along with the PWP.

Mr. Chris Padgett asked if funds were allocated within the PWP for additional staffing. Mr. Vreeland confirmed that funds were included in the current plan and were also identified in future PWP planning. It was determined that if additional staffing levels were not funded by participating MPO communities, the PWP would be amended to reflect this change.

Mr. Adam Mitchell made a motion to recommend the resolution as presented to TAC. Mr. James Rhodes seconded and the motion passed unanimously.

C. Adoption of Greenville Urban Area MPO Bicycle and Pedestrian Master Plan

Mr. Vreeland explained the Bicycle and Pedestrian Master Plan focuses on creating a pedestrian and bicycle supportive environment through goals and policies, evaluation of existing conditions, the recommendation of a bicycle and pedestrian network, education and safety, and an implementation plan. When adopted, the bicycle and pedestrian plan will establish the MPO's official policy addressing the planning of facilities and programs to enhance the role of walking and bicycling throughout the MPO. Mr. Chuck Flink with Alta Greenways gave a presentation regarding the design and intent of the master plan.

The "draft" master plan will be taken to the member municipalities for adoption and if any substantive changes that alter the intent of the plan are made, it will need to be resubmitted to TCC before submission to TAC.

Mr. David Boyd made a motion to recommend the Bicycle and Pedestrian Master Plan to TAC

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for adoption. Mr. Steve Hamilton seconded and the motion passed unanimously.

D. MPO Cost Share Agreement

Mr. Vreeland informed the group that the City of Greenville currently funds all of the local match requirements for MPO expenditures associated with non-study elements of the PWP. MPO best management practices would include all of the member municipalities sharing equally in the cost of operating the MPO. Mr. Vreeland also informed the group that MPO planning costs are funded 80% by the Federal Government (administered by NDCOT) and 20% by local match.

Mr. Vreeland presented the group with information regarding a cost share analysis methodology suggested to be presented to TAC for adoption. The proposed cost share methodology for the local match would be based on a per-capita population percentage.

Mr. James Rhodes questioned the addition of a new staff position. He inquired if the new position could be shared by the member municipalities and leave current staffing positions as they are currently being funded. Mr. Harwell commented that he felt the new cost share changes should be amended to correspond with upcoming planning fiscal year. Mr. Hamilton asked what the consequences would be if a new position was not funded. Mr. Anderson commented that certain tasks currently assigned to Mr. Vreeland are being shifted to other staff personnel. He also commented that the tasks assigned to Mr. Vreeland have become more complex due to government reporting requirements and procedures.

Mr. Anderson asked for the group to come to an agreement on a timeline to be presented to TAC at their March 17th meeting. Mr. Chris Padgett asked if it would be permissible to have written verification of information to present to respective boards and councils. Mr. Anderson agreed to forward the cost share information of other MPO's along with the information requested on the cost share methodology presented.

This item was tabled for further discussion at a later appointed meeting.

E. Update prioritization of "shovel-ready" projects

Mr. Vreeland explained that no Federal stimulus monies have been funded; however, should there be a call for prioritized stimulus projects similar to the 2009 American Recovery and Reinvestment Act (ARRA) Stimulus Act, it is in the best interest of the MPO to have an updated and approved priority lists. The three resolutions attached to the agenda detailed the "shovel-ready" list as prioritized in 2010.

Mr. Vreeland noted that the West Fifth Street from NC 11 to Albemarle to mill and resurface would be removed due to the project being completed.

Mr. Chris Padgett made a motion to recommend the amended list with the prioritization being as listed in order as presented to TAC for adoption. The motion was seconded by Tom Harwell. The motion passed unanimously.

F. Proposed modifications to the 2009-2015 Metropolitan Improvement Program for inclusion of "shovel-ready" projects

Mr. Vreeland informed the group that the Metropolitan Transportation Improvement Program (MTIP) would need to be modified to include the "shovel-ready" prioritization list as identified in previous agenda Item E. Mr. James Rhodes made a motion to recommend the modification to the MTIP as presented. The motion was seconded by Mr. Adam Mitchell and passed unanimously.

G. Greenville Urban Area Metropolitan Planning Organization 2011-2012 Transportation

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Improvement Priorities

Mr. Vreeland gave a presentation on the new point system being implemented by NCDOT. After the presentation, it was determined that due to constraints of time, this item would be held over to a later appointed meeting.

VI. ACTIONS TAKEN AT LAST TAC MEETING

VI. INFORMATIONAL ITEM – PITT COUNTY BOARD OF HEALTH RESOLUTION

Dr. John Morrow spoke to the group regarding obesity in Pitt County and the effects of such on the population. Dr. Morrow informed the group that a resolution had been established with Pitt County Board of Health that would recommend a comprehensive strategy to promote healthy eating and active living in Pitt County. Dr. Morrow also informed the group that a grant had been received to obtain the goals of the resolution. He asked the group to support the resolution as presented and recommend to TAC for support also.

Mr. James Rhodes made a motion to support the resolution of the Pitt County Board of Health and to forward to TAC for recommendation also. Mr. Merrill Flood seconded the motion and the motion passed unanimously.

VII. DATE, TIME, PLACE OF NEXT TAC MEETING

a. March 17, 2011 – 1:30pm in the Greenville Public Works Conference Room

VIII. ADJOURN

With no other business or discussions, the meeting adjourned at 3:30pm.

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Attachment 4a

Technical Coordinating Committee

Action Required

March 4, 2011

TO: Technical Coordinating Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Recommended action regarding cost-sharing of local match of MPO funding for

TAC's consideration

<u>Purpose:</u> Recommended action regarding cost-sharing of local match of MPO funding for TAC's consideration

Discussion:

Federal law requires MPO's to provide 20% (the "local match") of the cost of transportation planning activities. The Federal Government provides the remaining 80%, in a reimbursable basis administered by local DOT's.

The Greenville Urban Area MPO is currently investigating an equitable cost-sharing arrangement of the local match of planning activities, as budgeted and described in the yearly PWP. On February 3, 2011, MPO staff emailed a white paper to TCC members providing an overview, justification and summary of the two proposed cost-sharing scenarios.

At the January 20, 2011 TCC meeting, the group requested an additional meeting prior to the March 17, 2010 TAC meeting. This additional meeting will allow TCC members more time to coordinate with their respective staff regarding the impacts of the two scenarios. Using this information, TCC is asked to develop a cost-sharing recommendation for TAC's consideration. Staff recommends that MPO-member jurisdictions share the local match on a per-capita basis.

<u>Action Needed:</u> TCC representatives develop a cost-sharing recommendation for TAC's consideration.

Attachments:

- White Paper and associated attachments
- Resolution 2011-04-GUAMPO (per-capita cost-share agreement)

MEMORANDUM

TO:

West III **Technical Coordinating Committee Members**

FROM:

Wesley B. Anderson, Chairperson

DATE:

February 1, 2011

RE:

White Paper Regarding Cost-Sharing of MPO's Local Match

A strong correlation exists between the size of an MPO's staff and the population of the planning area. In a recent nationwide survey (Staffing and Administrative Capacity of Metropolitan Planning Organizations, May 2010), results for similar-sized urban areas (100,000-200,000 population) determined the average number of employees is 5.5; the median number is 5. The minimum number of employees was reported as 3. Note that compared to the National survey, all MPO's have more staff than Greenville's. Statewide, all MPO's have more staff, regardless of their size or population served.

Thus, the Greenville Urban Area MPO is critically understaffed when compared to similar-sized MPO's throughout the State and Nation. Local demands, increasing regulatory burden, potential changes in air quality designation, increased attention to advocacy groups, coordination and implementation of the MPO's Bicycle and Pedestrian Master Plan, and changing and increasing State and Federal policies and requirements require the MPO increase its staff size or jeopardize Federal funding.

TAC amended the FY10-11 PWP for inclusion of funds in anticipation of an additional staff position on Sept 22, 2010. However TAC requested a justification of staffing levels. At the October 13, 2010 TAC meeting, TAC received the requested justification and agreed that there is a need for an additional staff position to perform MPO-related functions. This justification was documented in the "discussion" portion of item #4b in the October 13, 2010 TAC meeting agenda package. It is attached for reference (pages 1-5). In the justification, staff time estimates are cautious and tend to the low side and may not fully reflect the actual time necessary.

A pending change in air quality standards may result in Pitt County being classified as "non-attainment" of those standards. More detailed information concerning this issue will be known once the EPA issues new air quality standards (expected by July, 2011). An increased regulatory burden will be placed upon MPO staff should Pitt County's air quality designation change. This regulatory burden will require MPO staff to undertake the Transportation Conformity process. An overview of this complex and timeconsuming process is documented in an attachment entitled the Transportation Conformity Process (pages 6-7). These tasks, in and of itself, necessitate an increase to the MPO's current staffing levels.

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There are severe ramifications should the MPO miss a State or Federal deadline for required reports and planning documents. It could result in the delay of release of funds and even the withholding of all Federally-funded projects for a period of time. Federal funding for all transportation projects in the area would be jeopardized should the MPO not meet any deadline in the process.

MPO staff functions are funded 80% by the Federal Government and 20% by a local match. Currently, the City of Greenville pays the entirety of the local match. However, as the MPO expands (both in staff and population), this places an undue financial responsibility upon the City of Greenville. Best practice is for all MPO-member communities to share the cost of the local match in proportion to the population of their community.

While the MPO is in agreement for the need to increase staff, there is not yet consensus as to how to fund the local match. All MPO member communities benefit from the work MPO staff performs, and thus should share the cost of the MPO's planning tasks. As the area's population continues to grow, the MPO must have an adequate staff to ensure the proper oversight of the entire transportation planning process, intergovernmental coordination, and adherence to report deadlines to ensure that all State and Federal requirements are met.

There are 17 other MPO's in the state. Attached (page 8) is a summary of NC MPO's and their funding structure. Of them, 10 cost share and 7 fund the full amount. Of the 7 that fund the full amount of the local share, the majority are large cities (ex: Greensboro, Durham, Charlotte). One is a very small MPO (less than half the size of Greenville's). Therefore, of the minority of MPO's that are funded by a single entity, the majority are either among the largest of communities in the State, with sufficient resources, or among the smallest. There are 10 MPO's that contribute to the local share in a percapita manner.

Below is a summary of the tables staff presented at the Jan 20, 2011 TCC meeting indicating the cost-share distribution based on the current vs. a per-capita cost-shared methodology. More detailed information can be found on Table 1 (page 9) and Table 2 (page 10).

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Current cost-share distribution

	_	
Jurisdiction	Percent	Amount
Greenville	100%	\$ 98,634
Winterville	0	\$ -
Ayden	0	\$ -
Simpson	0	\$ -
Pitt County	0	\$ -
	100.00%	\$ 98,634

MPO Staff proposed percapita cost share distribution

Jurisdiction	Population Percent of MPO	Amount
Greenville	64.60%	\$ 63,719
Winterville	7.16%	\$ 7,064
Ayden	3.90%	\$ 3,849
Simpson	0.39%	\$ 384
Pitt County	23.95%	\$ 23,618
	100.00%	\$ 98,634

Table 1 lists the most recent population for the area, and the percent each jurisdiction is of the total MPO. This percent was then applied to the total local match amount on Table 2. Table #2 identifies member communities' local match cost share distributed on a per-capita basis. These amounts reflect those programmed in the Draft 2011-2012 PWP, and do not include any special studies, as these are member-municipality-specific in scope. Some special studies or other documents may be regional in nature. The cost of such studies would be shared in a per-capita basis. The recent MPO Bicycle and Pedestrian Master Plan is an example. The cost of the local match for this plan was funded on a per-capita basis.

At the 1/20/11 TCC meeting, the County representative proposed an alternative method of funding the local match: The City of Greenville fund 1 staff position, while the local match for additional staff position(s) is cost shared in a per-capita fashion. The proposed funding structure for the additional position would allow for an initial period (for example: 3 years) wherein the member costs would increase incrementally over a

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period of time culminating in the cost-shared arrangement reflected in the MPO staff proposed cost-shared methodology summarized above. After the initial period, the funding amount of the local match (of additional staff) would be distributed in a percapita manner. For example:

- Year 1: The MPO would cost-share 33% the cost of additional staff in a percapita manner.
- Year 2: The MPO would cost-share 66% the cost of additional staff in a percapita manner.
- Year 3: The MPO would cost-share the full amount of additional staff in a percapita manner.
- If future staff additions are needed in the first three years, there would be no phase-in period, and be cost-shared based upon the percentages indicated.
 Beyond these first 3 years, future staff additions would be cost-shared in a percapita manner.

An example of this proposal using a hypothetical cost of salary and benefits of \$80,000 is as follows. For this example, the 20% local match amounts to \$16,000:

County proposed cost share methodology: City of Greenville pays for 1 position, while addition position(s) are cost shared on a per-capita basis. Initial year of first new position is phased-in as indicated.

Jurisdiction	Per Capita Percent	Per Capita Cost Share	Year 1	Year 2	Year 3 and any additional staff
Greenville	64.60%	\$ 10,336	\$ 14,131	\$ 12,222	\$ 10,336
Winterville	7.16%	\$ 1,146	\$ 378	\$ 764	\$ 1,146
Ayden	3.90%	\$ 624	\$ 206	\$ 416	\$ 624
Simpson	0.39%	\$ 62	\$ 21	\$ 41	\$ 62
Pitt County	23.95%	\$ 3,831	\$ 1,264	\$ 2,555	\$ 3,831
	100.00%	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000

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All MPO-member jurisdictions benefit from a properly staffed MPO. Recently, the FHWA held training relating to a soon-to-be-required Federal planning document. The MPO's insufficient staff size prevented the current MPO staff person from attending. Lack of training may cause this document to be incorrectly prepared which may result in not meeting FHWA's deadline. Missing a Federal deadline has serious ramifications, including a freeze on the area's Federal funding for transportation projects.

In conclusion, there are currently two cost-share proposals: one where member communities share MPO costs on a per-capita basis, similar to the majority of MPO's in the State, and another where the City of Greenville pays the entire local match for one staff position and the first new additional staff position is cost shared in a per-capita manner after an initial phase-in period. After the initial phase-in period, future staff positions would be cost-shared in a per-capita manner.

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Item #4b

Transportation Advisory Committee

Action Required

October 13, 2010

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Proposed addition to MPO staff

<u>Purpose:</u> Justification for additional MPO staff position to perform current and foreseeable MPO-related tasks.

Discussion: Over the past two years, the MPO workload has been steadily increasing due to increasing requirements from local advocacy groups, new tasks associated with NCDOT's project prioritization process, and other recent regulatory requirements. Potential action from the EPA designating Pitt County as non-attainment in their new air quality standards further compounds the current staffing situation. Additionally, there are new State or Federal requirements that continually arise, such as refinement of criteria for NCDOT's prioritization process, loop project prioritization, criteria development for Mobility Fund projects, etc. NCDOT's new process for submitting transportation improvement projects through their online input tool requires significant data collection and preparation prior to their actual online submittal.

On a (typically) monthly basis, the current MPO staff person must prepare traffic reports that quantify the differential in traffic volumes as a result of requested parcel rezoning. Staff also attends the Greenville Planning and Zoning Commission meetings for those months when rezoning requests are under consideration, should any traffic-related questions arise. The volume of work associated with these tasks varies depending upon the volume of rezoning requests for a given month.

The MPO travel demand model needs periodical updating. This is specialized, technical work which demands a thorough review process and coordination with NCDOT and MPO memberagencies. The travel demand model will have to be updated with new socioeconomic data from the new Census data, and updated prior to the Long Range Transportation Plan (LRTP) updates.

Upon release of the upcoming Census data, MPO's will need to prepare a Limited English Proficiency plan. The purpose of a Limited English Proficiency (LEP) Plan is to demonstrate compliance with Title VI of the Civil Rights Act of 1964 and Executive Order 13166 (ensuring accessibility to programs and services to otherwise eligible persons who are not proficient in the English language). The LEP Plan is for persons who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English. MPO staff will need to conduct an analysis, report, plan development, and adoption resolution preparation for a Limited English Proficiency plan.

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Further regulatory requirements will likely be brought forth resulting from a new Federal Transportation Bill. Currently, Congress is operating on a "continuing resolution" basis, which provides funding for a specified, short-term timeframe. Once Congress advances a new six-year Federal transportation bill, there are likely to be numerous new goals, objectives, reporting, coordination, and documentation required, similar to new requirements implemented in the previous transportation bill. Evidence of the continual expansion of staff requirements resulting from these requirements can be witnessed by examining the Long Range Transportation Plan (LRTP) of 2004-2030 vis-à-vis the 2009-2035 plan. The simplest way to compare these reports is by comparing their number of pages. The 2004 plan contains 50 pages, and was developed before the previous Transportation Bill was enacted in 2005. The 2009 plan contains 158 pages. Subtracting 50 pages from 158 pages reveals that 108 additional pages were newly created. New requirements established in the previous Transportation Bill require an additional 108 pages to address. These requirements must now be continuously addressed and updated in every future update to the LRTP. The Public Involvement Plan (PIP) is another example of increasing regulatory burden. In 2008, the MPO adopted an update to the previous PIP. The 2008 version is 24 pages long. The previous version was 2 pages long. Additional regulations and requirements resulted in a 12-fold size increase. These, too, must be continuously addressed and updated. The trend is very clear: Federal regulations impose an increasing amount of requirements and those requirements are becoming more complex in nature. Therefore, an increasing amount of staff time is required for research, development, coordination, and production of required planning documents. Tasks resulting from additional and future regulatory requirements require approximately 0.4 FTE staff positions.

During the last few years, MPO-area residents have increasingly expressed an interest in bicycling and pedestrian issues. Resulting from this interest, several new advocacy groups have formed that are related to non-motorized modes of transportation. These organizations include Friends of Greenville Greenways (FROGGS), Eastern Carolina Injury Prevention Program, Pedestrian Safety Task Force, Safe Communities Coalition, and EC Velo. Furthermore, in September 2009, the City of Greenville Bicycle and Pedestrian Commission was established by Greenville City Council. Attendance, research, and preparation of topics for these groups have compounded over time, increasingly adding to staff time and requirements. A draft work plan proposed by the commission is attached highlighting examples of work tasks that the Bicycle and Pedestrian Commission plans to accomplish. A majority of tasks in the draft work plan will require input from MPO staff.

Addressing bicycling and pedestrian issues/groups/commission along with related MPO work requires an additional staff person. Currently, the sole full-time MPO staff person performs some of this work, but there are requests that simply cannot be addressed due to staff time constraints. In addition to those tasks, the MPO staff person must perform the usual and customary MPO tasks, manage special projects, such as the development of the bicycle and pedestrian master plan, along with special report preparation, such as the MPO's upcoming work on the Comprehensive Transportation Plan, as outlined in the PWP's 5-year work calendar.

Usually, the formation of a dedicated, permanent bicycle and pedestrian commission, by itself, necessitates the addition of a staff person to coordinate, prepare agenda items and conduct research into best industry practices for requested items, such as new ordinances, city codes, etc.

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Asheville, Raleigh, Wilmington, Greensboro, and Charlotte are a few communities in North Carolina with active bicycle/pedestrian groups that have staff dedicated to servicing those groups. This is also in keeping with best practices. Additionally, having a bicycling program manager is a factor in determining a city's eligibility to be classified as a "Bicycle Friendly Community" by the League of American Bicyclists. Tasks resulting from increased public interest in bicycling and pedestrian issues require approximately 0.75 FTE staff positions.

The Environmental Protection Agency (EPA) is in the process of implementing stricter air quality standards that may have Pitt County deemed as "non-attainment" of those standards. The current ozone standard is now 0.08 ppm. Exceeding this value places an area in "nonattainment" status. In January 2010, the EPA proposed new ozone standards (currently under consideration) ranging from 0.06-0.07 ppm. Pitt County's 3-year (2007-2009) average reading is 0.074 ppm, exceeding even the highest value of the proposed range, and likely to result in Pitt County being classified as "non-attainment". The new standards are anticipated to be announced by the EPA by October 31, 2010. After that, the State Division of Air Quality will submit areas of proposed "non-attainment" designation to the EPA. By August 2011, EPA is expected to release the final designations in the Federal Register. If Pitt County becomes designated "nonattainment", then the MPO will be immediately required to begin the Conformity Determination Report process. This involves coordination with the State's Division of Air Quality, area RPO's, NCDOT, report and adoption resolution preparation, development of modeling data for State Implementation Plan, and regional emission analysis. Projects eligible for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program need to be identified and prioritized. An application for each project would need to be prepared (including documentation of air quality benefits), and submitted to NCDOT for review. The work tasks described above relating to the Conformity Determination Report and management of the CMAQ program would be new, ongoing tasks that would require continual updating. These tasks are not currently performed by the MPO.

The existing MPO staff person will have a large amount of additional tasks should Pitt County be designated as "non-attainment". Current work demand already exceeds capacity, thus a "nonattainment" designation would further compound matters. Those tasks require substantial amounts of work, such as updating the Long Range Transportation Plan, preparation of a Conformity Determination Report, and implementation and management of the CMAQ Program. Development of the MTIP would require an air quality conformity process. The travel demand model and LRTP would have to be updated for interim horizon years. A "non-attainment" designation requires the LRTP be updated every 4 years instead of every 5 years. The travel demand model would have to be updated prior to the transportation conformity process, so that the latest socioeconomic data is available for modeling emissions. With the travel demand model update taking about 6 months to 1 year (depending upon difficulty and degree of update needed), and transportation conformity process taking about 1 year, and updating the LRTP taking 1 to 1.5 years, there is an almost continual new workload associated with a "non-attainment" designation. The workload resulting from the potential "non-attainment" designation is in addition to current workload of MPO agenda preparation, quarterly reporting, statewide and regional coordination, and preparation of all of the MPO's required documentation. Tasks resulting from pending EPA actions require approximately 0.5 FTE staff positions. Due to the MPO not yet having been exposed to the process, the staff time required will initially be greater than this 0.5 estimate.

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A strong correlation exists between the size of an MPO's staff and the population of the planning area. In a recent nationwide survey (*Staffing and Administrative Capacity of Metropolitan Planning Organizations*, May 2010), results for similar-sized urban areas (100,000-200,000 population) the average number of total employees is 5.5; the median number is 5. The minimum number of employees was reported as 3.

In an April 2010 survey conducted by MPO staff (attached), of all 17 MPO's in North Carolina, among similarly sized MPO's (those MPO's with a population less than 200,000), the average was 55,389 people per one full-time MPO position. The Greenville Urban Area MPO has an estimated population of 120,000, based upon 2007 population estimates. Based on the State average and using updated population numbers, the Greenville Urban Area MPO should be staffed with about 2.5 full time (equivalent) staff positions. This MPO is the only one in the State of North Carolina staffed with only one full-time position. The Jacksonville MPO is of comparable size to the Greenville MPO and is staffed with 2 full-time positions, and considering the addition of a third position. Their MPO staff does not have a lead responsibility for staffing a local bike/ped advocacy group or commission, nor does it have existing or pending air-quality issues. Census 2000 data for the MPO serving Gainesville, FL indicates a population of 159,000 residents of that MPO. They have four full-time (or FTE) staff positions and additionally, currently employ 2 part-time interns. Similarly, MPO staff serving the Gainesville, FL region does not have lead duties in a bicycle/pedestrian commission, nor have existing air-quality issues.

Another consequence of present staffing levels is the ability to participate in training, conferences, and statewide coordination meetings. Throughout the year, there are various training opportunities held by NCDOT and/or FHWA. A Statewide MPO conference is also usually held once a year. There are also other planning conferences held yearly. However staff cannot attend the majority of these opportunities due to workload demands. The Statewide association of MPO's currently has 8 working groups. MPO staff cannot attend the majority of quarterly meetings, let alone participate in any of the work groups as a result of current workload. Additional MPO staff will help to ensure attendance in conferences, statewide coordination meetings, and training sessions.

The new person would serve as a single point of contact for MPO members concerning bicycling and pedestrian issues and coordination. This position would become the technical expert on these issues, and serve to prepare grant applications seeking funding for related projects. The position would serve as project manager for related planning projects. This position would coordinate and attend public outreach activities related to bicycling and pedestrian events. Establishing such a position would help to ensure that the MPO does not miss out on any opportunities to apply for and receive grant money for bicycle or pedestrian projects. Further, having a position to focus on bicycle/pedestrian issues brings the MPO closer to the forefront of livability and sustainability programming. Due to the specialized knowledge and experience required of this position, it is not suitable to be staffed at an intern-level.

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In summary, the following chart specifies future and existing tasks and the estimated FTE work load to accomplish those tasks.

Task	Estimated Full-Time Equivalent
	(FTE) work load
Bicycling/Pedestrian-related tasks (+ grant writing)	0.75
Air Quality/Transportation Conformity	0.5
Other tasks associated with recently established State or	0.4
Federal policy (SPOT process, Mobility Fund, Loop	
prioritization, develop CTP, develop Limited English Plan)	
Standard MPO duties (develop PWP, TIP, LRTP, PIP,	1.25 or greater, depending upon
meeting agendas, coordination, travel demand modeling,	the amount of concurrent tasks.
etc) along with preparation of rezoning traffic reports.	
	Total = 2.9

The current and projected work load totals require approximately 2.9 FTE staff-positions for work tasks required and anticipated by the MPO. An additional MPO-position would be 80% reimbursable with MPO-planning funds, with a net 20% required for the local match. Should the MPO approve the creation of an additional position, City Manager and Public Works Director must determine available funding and Greenville City Council would have to approve funding and creation of a new City staff position.

<u>Action Needed</u>: MPO to approve creation of additional transportation planner position. After MPO approval, the City Manager and Public Works Director must determine available funding and Greenville City Council would have to approve funding and creation of a new City staff position.

Attachments:

- Bicycle and Pedestrian Commission draft work plan
- Description of continuous Transportation Conformity process
- Survey of North Carolina MPO staffing levels per population

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Transportation Conformity Process

Once the MPO TAC approves a list of projects (or amended projects) in a non-attainment or maintenance area (pending a transportation conformity determination) then the transportation conformity process can begin. On average, the transportation conformity process takes nine to twelve months from the initial kick-off meeting to the final USDOT transportation conformity determination. This schedule reflects a **12**-month process, which assumes each step occurs sequentially.

1. Kick-Off Interagency Consultation Meeting (14 days)

The initial IC meeting should include staff participation from, but is not limited to: MPO, Rural Planning Organization (RPO), local air agency, North Carolina Department of Transportation (NCDOT), North Carolina Department of the Environment and Natural Resources Division of Air Quality (NCDENR-DAQ), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Environmental Protection Agency (EPA). These agencies need to agree on 17 data items that make up the Transportation Conformity Pre-analysis Consensus Plan (TCPCP). Agency concurrence and all decisions from the meeting should be accurately documented for inclusion in the Conformity Determination Report (CDR). A follow-up meeting may be needed if concurrence is not reached on all items or not all agencies are able to attend the meeting.

2. Project List Review (30 days)

The MPO submits the LRTP/TIP project list to all agency partners for review and comment. The agencies provide comments on regional significance, exempt status and financial constraint. The MPO submits a response to all comments. This should be documented and included in the CDR. Ideally, the MPO TAC should adopt the project list (pending a transportation conformity determination) to ensure their concurrence. This entire process is about 30 days.

3. Transportation Modeling (70 days)

The MPO/NCDOT runs the travel demand model (TDM) in order to extract speed and vehicle miles traveled (VMT) data. This information is used to develop the emission factors.

4. Emissions Factors Development (20 days)

Once NCDOT/MPO completes the transportation modeling process, all VMT and speeds are submitted to NCDENR. NCDENR uses this information to develop emission factors using the latest approved emissions model.

5. Emissions Estimation (15 days)

NCDENR-DAQ submits the emissions factors to the MPO/NCDOT. The MPO/NCDOT uses the emissions factors to estimate vehicle emissions. These estimated vehicle emissions are compared to the motor vehicle emissions budget (MVEB) in the State Implementation Plan (SIP) or interim emission test if there are no MVEB available for that area. If the estimated emissions are less than the MVEB, then the MPO/NCDOT can proceed with the draft CDR. If the estimated emissions are greater than the MVEB, then

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the MPO may have to revise the project list and then go back through the TDM and emissions factors development process.

6. Draft Conformity Determination Report (30 days)

The MPO with the assistance of NCDOT prepares the draft CDR. They can start drafting sections of the report earlier in the process.

7. NCDENR Review (21 days)

North Carolina State Law mandates that NCDENR-DAQ has 21 days to review and comment on the draft CDR. During this time, a draft is also sent to all Federal agency partners for review and comment. This is a critical juncture in the process to address and resolve major conformity issues. MPO/NCDOT provides responses to all NCDENR-DAQ and Federal partner comments.

8. Interagency Consultation Meeting (5 days)

MPO, NCDOT and FHWA should meet to review and respond to unresolved agency comments.

9. NCDENR Review and Comment Letter (7 days)

If all NCDENR comments have been addressed, they will submit a "clean" review letter to be included in the final CDR.

10. Final CDR (15 days)

The MPO/NCDOT creates the final CDR that is inclusive of comments from all agency partners. During this step, the MPO/NCDOT should be preparing newspaper ads to announce the public review and comment period.

11. Public Review and Comment Period (30 days)

The public and other interested entities have 30 days to review and comment on the final CDR. The MPO should make the CDR available in accordance with their public involvement plan. The agency partners should also receive the final CDR.

12. Respond to Public Comments (30 days)

The MPO/NCDOT should address <u>all</u> public comments. These responses should be documented and included in the final CDR.

13. MPO TAC Makes the Transportation Conformity Determination (30 days)

The MPO TAC makes a conformity determination and adopts the LRTP/TIP. These resolutions need to be documented and included in the final CDR.

14. Federal Review Process (30 days)

The MPO submits the final CDR and LRTP to EPA, FHWA and FTA for the 30 day Federal review period. EPA submits a review and comment letter to FHWA and FTA. FHWA and FTA sign a joint letter for the USDOT conformity determination.

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Cost share summary

	MPO	Lead Planning Agency	Offices Located	20% Match paid by
1	Burlington-Graham MPO	City of Burlington	City of Burlington Planning	City of Burlington
2	Cabarrus Rowan	City of Concord	Separate Office Building	Per Capita of Local Member Governments
3	Capital Area	City of Raleigh Public Works	Separate Office Building	Per Capita of Local Member Governments
4	Durham-Chapel Hill-Carrboro	City of Durham	City of Durham Office Building	City of Durham
5	Fayetteville Area	Cumberland County	City/County Planning Department (County office building)	Per Capita of Local Member Governments
6	French Broad River	Land of Sky Regional Council	Land of Sky Regional Council	Per Capita of Local Member Governments (smaller local governments covered by County)
7	Gaston Urban Area	City of Gastonia	City of Gastonia	City of Gastonia
8	Goldsboro MPO	City of Goldsboro	City of Goldsboro	Per Capita of Local Member Governments
9	Greater Hickory MPO	Western Piedomont COG	Western Piedomont COG	Per Capita of Local Member Governments
10	Greensboro Urban Area	City of Greensboro	Greensboro DOT	City of Greensboro
11	Greenville MPO	City of Greenville	City of Greenville Public Works Dept	City of Greenville
12	High Point	City of High Point	High Point Public Works	Per Capita % of Local Member Governments
13	Jacksonville UA	City of Jacksonville	City of Jacksonville	City of Jacksonville (and County pays a percentage)
14	Mecklenburg Union	City of Charlotte	Charlotte-Mecklenburg Offices	City of Charlotte
15	Rocky Mount UA	City of Rocky Mount	Engineering Department	City of Rocky Mount
16	Wilmington	City of Wilmington	City of Wilmington	Per Capita of Local Member Governments
17	Winston-Salem	City of Winston Salem	City Department of Transportation	Per Capita of Local Member Governments (smaller local governments covered by County)

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Table 1 MPO Cost Share Analysis -- 2011-2012 UPWP

Member Jurisdiction	2009 Estimated Population	% of Total MPO Population	re (Total local share esponsibility represents 0% of gross costs)
Greenville	82569	64.60%	_	63,719
Winterville	9154	7.16%	_	7,064
Ayden	4987	3.90%		3,849
Simpson	497	0.39%	6 \$	384
Pitt County (Area within MPO boundary)*	30605	23.95%	6 \$	23,618
	00000	20.007	σψ	20,010
Total	127812	100%	6 \$	98,634 *
	Total gross PWP budget (not including \$267.5k in special studies) = 20% PWP =	\$ 493,168 \$ 98,634	_	
	80% PWP =	\$ 394,534	_	

^{*}methodology to obtain Pitt County's unincorporated MPO population estimate documented below

Step 1. Obtain average population growth over known MPO municipalities 2009 pop est 2007 pop est % diff

	2009 pop est	2007 pop est	76 UIII
Greenville	82569	76222	7.69%
Winterville	9154	8586	6.20%
Ayden	4987	4923	1.28%
Simpson	497	487	2.01%
	_	average =	4.30%

Step 2. Apply 4.3% to Pitt County's 2007 pop estimate 2007 pop est 2009 pop grow % diff

	2007 pop est	2009 pop grow	% diff
Pitt County	29343	30605	4.30%

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^{**}This value represents the local-match (20% of the gross PWP budget)

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Table 2
Analysis of existing vs proposed local MPO costs for FY (11-12) UPWP
All costs shown represent the 20% local match. Federal Government provides remaining 80%.

Current share of MPO local match

			+Special	+Bi	ike/Ped	•	ement Costs Ped Master		+Transit Study /	Ċ	GRAND
Jurisdiction	Percent	Amount	Studies	Mas	ster Plan	F	Plan	TOTAL	Tasks	7	TOTAL
Greenville	100%	\$ 98,634		\$	5,100	\$ 4,000)	\$ 107,734	\$ 13,428	\$	121,162
Winterville	0	\$ -	\$ 8,000	\$	575			\$ 8,575		\$	8,575
Ayden	0	\$ -	\$ 10,000	\$	329			\$ 10,329		\$	10,329
Simpson	0	\$ -		\$	33			\$ 33		\$	33
Pitt County	0	\$ -	\$ 3,500	\$	1,963			\$ 5,463		\$	5,463
	100.00%	\$ 98,634		\$	8,000	\$ 4,000		\$ 132,134		\$	145,562

Proposed per-capita cost share

						+	Management Costs			+Transit		
			+Special	+B	ike/Ped	fc	r Bike/Ped Master			Study /	(SRAND
Jurisdiction	Percent	Amount	Studies	Mas	ster Plan		Plan		TOTAL	Tasks	-	TOTAL
Greenville	64.60%	\$ 63,719		\$	5,100	\$	2,584	,	71,403	\$ 13,428	\$	84,831
Winterville	7.16%	\$ 7,064	\$ 8,000	\$	575	\$	286	0,	15,926		\$	15,926
Ayden	3.90%	\$ 3,849	\$ 10,000	\$	329	\$	156	0,	\$ 14,334		\$	14,334
Simpson	0.39%	\$ 384		\$	33	\$	16		\$ 432		\$	432
Pitt County	23.95%	\$ 23,618	\$ 3,500	\$	1,963	\$	958	,	\$ 30,039		\$	30,039
	100.00%	\$ 98,634		\$	8,000	\$	4,000		\$ 132,134		\$	145,562

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RESOLUTION NO. 2011-04-GUAMPO

APPROVING THE MPO'S ADMINISTRATIVE COST SHARING AGREEMENT FOR 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 ensure 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 yearly adopted Planning Work Program (PWP) will effectively advance transportation planning; and
- WHEREAS, it is the desire of MPO-member agencies that the local share of staffing and administrative costs identified in the PWP be shared by a per-capita cost sharing methodology; and

NOW THEREFORE, BE IT RESOLVED that

- The local match for MPO transportation planning costs detailed in the PWP shall be shared by member jurisdictions based upon a per-capita, proportional cost-sharing distribution. Attached to this resolution are the current population estimates for member jurisdictions and member funding responsibilities based upon the percent of MPO population residing within their jurisdiction and the anticipated total local match identified in the yearly PWP.
- Population estimates will be updated on a yearly basis based upon available data from the State Demographer's web site.
- MPO population in unincorporated areas is based upon a methodology established by Pitt County Planning Office, and updated in an agreed-upon methodology.
- Special studies shall not be included in this cost sharing agreement, except for MPO area wide studies or plans agreed upon by the MPO (ie model updates, LRTP, CTP, etc.)
- This agreement shall remain in effect until such time the MPO's Memorandum of Understanding is amended to include this language within.

The Transportation Advisory Committee for the Greenville Urban Area hereby approves and endorses the cost-sharing of MPO activities identified in the PWP on a per-capita basis, as detailed in Table 1 and Table 2 on this the 17th day of March, 2011.

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

Amanda Braddy, Secretary

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Attachment 4b

Technical Coordinating Committee

Action Required

March 4, 2011

TO: Technical Coordinating Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: 2011-2012 Transportation Improvement Priorities—Candidate project

identification.

<u>Purpose:</u> Identify projects for future prioritization for as a part of the Priorities List update process.

Discussion:

NCDOT, on January 14, 2011, released a new methodology and tentative timeline on developing the bi-annual transportation project priorities list. MPO staff has received additional guidance on the process since then and it significantly changes the process that was briefed to the TCC at their January 20, 2011 meeting.

NCDOT's new methodology (attachment 1) now provides MPO's NCDOT's quantitative score for each project an MPO is submitting for consideration in the State's Transportation Improvement Plan (TIP) prior to the MPO's prioritization process. This change impacts the process for both the TCC and the TAC. The critical change for the MPO is that it must now submit its list of projects in March and will submit a prioritization of that list (by assignment of points) in October, 2011.

This new process/schedule provides the MPO the opportunity to prioritize the projects to maximize the points these projects earn which increase their potential for funding.

One critical change to the new system is that NCDOT has established a formal system for MPO's to use in prioritizing their projects. Each MPO is given a total of 1300 points that can be spread among all of the highway transportation projects. Each project can be given no more than 100 points by an MPO. It is through this mechanism that MPO's will effectively "rank" candidate projects.

Conceptually, an MPO can improve the funding potential of a project by awarding more points to those projects that have received a higher score through NCDOT's quantitative scoring process. For example: The MPO is considering the ranking of two roadway widening projects, project x and project y. NCDOT calculates a quantitative score of 90 for project x and 50 for project y. The MPO may choose to strategically rank project x higher than project y to maximize the project's funding potential.

Attached is the tentative schedule for the new process. The following is a synopsis of when critical activities occur.

- 1. Public involvement process (Jan)
- 2. TCC/TAC meeting to develop eligible projects for priorities list submission (Jan-March)
- 3. MPO staff submit the projects to NCDOT (June)

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4. NCDOT calculates quantitative score for each project and makes it available to MPO staff. (Aug)

5. TCC/TAC rank projects. (Sept – Oct)

Staff has developed an implementation plan by merging MPO best management practices into NCDOT's new methodology. The following is the proposed plan:

After initial public input in January, TCC members obtain their local governing body's approval of candidate projects for inclusion in the priority list, if necessary. These candidate projects are then submitted to the MPO for TCC and TAC consideration. TCC members review, modify, and recommend a project priority list. TAC members approve the merged list and direct MPO staff to submit the project list to NCDOT. NCDOT determines each project's quantitative points and provides that information to MPO's in the July-August period. MPO staff will analyze the results and prepare a draft distribution of points for TCC's consideration. TCC members review proposed distribution of points and recommend approval of point distribution to the TAC. TCC members obtain their local governing body's approval of the proposed ranking system, if necessary. At the following TAC meeting, TAC members review and adopt the ranked priority list. MPO staff transmits the list through NCDOT's online software.

A tentative timeline of this process is attached for visual reference.

At the March 4, 2011 TCC meeting, TCC members will be expected to recommend a list of candidate projects for TAC's consideration.

<u>Action Needed:</u> Recommend TAC adopt Resolution 2011-09-GUAMPO identifying the candidate transportation improvement projects.

Attachments:

- Tentative Timeline of Priority list development process.
- Timeline of remaining steps from the previous TIP cycle
- Resolution 2011-09-GUAMPO: Candidate projects (known by MPO staff as of print date) for the 2011-2012 Transportation Improvement Priorities list. (subject to change at TCC/TAC meeting)
- 2009-2010 Priorities list
- Public comments received are located on page 61 of the January 20, 2011 TCC agenda package

Transportation Improvement Project Priority List Development Tentative Timeline

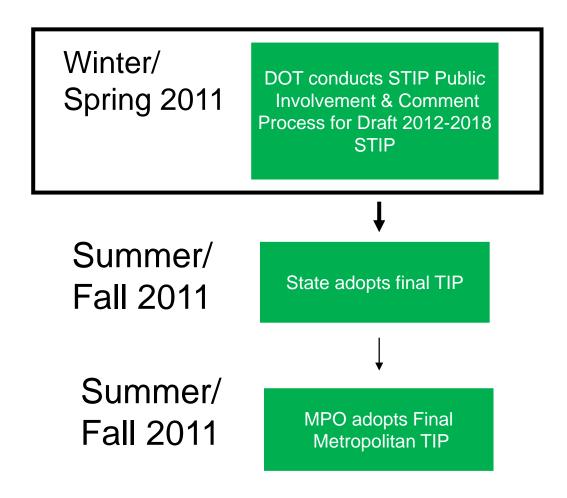
2011-2013 Cycle

MPO staff provide draft point distribution to Early Sept. **MPO** conducts Priorities Jan 2011 maximize funding potential Public Involvement & knowing NCDOT's 2011 **Comment Process** quantitative score Local governing bodies TCC consider ranking of Sept – Oct provide guidance to candidate projects and Feb - early respective TCC coordinate with local 2011 representative regarding March 2011 governing bodies candidate projects TAC consider ranking of Oct 2011 TCC consider candidate candidate projects March 2011 projects for priority list. MPO staff submit ranked Oct 2011 TAC consider candidate March 2011 project list to NCDOT projects for priority list. NCDOT releases project Late Fall 2011 NCDOT calculates July-Aug 2011 rankings quantitative scores for candidate projects NCDOT Announces "Draft" Fall 2012 State TIP • Fall 2013 State adopts final TIP

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Two-Year Transportation Improvement Program Process

Steps remaining from 2009-2011 Cycle



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RESOLUTION NO. 2011-09-GUAMPO

RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S 2011-2012 CANDIDATE TRANSPORTATION IMPROVEMENT PROJECTS

TO BE SUBMITTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR FUTURE PRIORITIZATION

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization held public informational meetings on January 11th and January 12th and a 30-day comment period to receive citizens' input on the Transportation Improvement Projects; and

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 17th day of March 2011, to consider needed transportation improvement projects;

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation improvement projects, listed by category, will be submitted to the North Carolina Department of Transportation for future prioritization:

2011-2012 TRANSPORTATION IMPROVEMENT PROJECTS

HIGHWAY IMPROVEMENTS

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)

GREENVILLE BOULEVARD (US 264A/NC-43) – Widen to six travel lanes including bicycle and pedestrian facilities and improve intersections from Memorial Drive (NC-11/903) to Tenth St. (4.5 miles).

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 Frog Level Road (SR1127) (1.6 miles) (**ID No. U-5006**).

BOYD STREET (SR-1126) - (Modernization Project) Widen to meet tolerable lane width requirements, provide bicycle and pedestrian facilities, construct curb and gutter and associated drainage structures, and construct turn lanes to allow the facility to serve as a connector between NC11 and Railroad St. (0.41mi)

FROG LEVEL ROAD (SR-1127) – (Modernization Project) Widen to meet tolerable lane width

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requirements, construct 5-foot wide paved shoulders, and construct turn lanes to allow the facility to serve as a connector between US 13/US 264A and NC-903.

NC-33 WEST - Widen roadway to a multi-lane rural section facility and construct 5-foot wide paved shoulders from US-264A (Greenville Blvd) to SR-1415 (Briley Road, MPO Boundary) southeast of Tarboro (4.5 miles) (ID No. R-3407C).

FIRE TOWER ROAD PHASE III, EAST FIRE TOWER ROAD (SR-1708) FROM CHARLES BOULEVARD (NC-43) TO FOURTEENTH STREET EXTENSION (SR-1704) - Widen existing two-lane roadway to a multi-lane urban section facility including bicycle and pedestrian facilities from Charles Boulevard (NC-43) to Fourteenth Street Extension (SR-1704) (0.6 miles).

FOURTEENTH STREET (**SR-1704**) - Widen existing two-lane roadway to a multi-lane urban section facility including bicycle and pedestrian facilities with intersection improvements from Red Banks to East Fire Tower Road (SR-1708) (1.12 miles).

US264 – NC33 CONNECTOR – construct new bridge over Tar River, East of Greenville (U-3430)

NORTHEAST BYPASS - Construct a four-lane, median divided, limited access facility on new location from US-264 Northwest Bypass to US-264 East

FIRE TOWER ROAD PHASE IV, EAST FIRE TOWER ROAD (SR-1708) 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-1708) East 10th Street/NC 33 (1.43 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.

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).

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-1467) to US-13/264A (2.3 miles).

IVY ROAD (SR-2241), TUCKER ROAD (SR-1759), AND AYDEN GOLF CLUB ROAD (SR-1723) – (Modernization Project) Widen to meet tolerable lane width requirements, including straightening and realigning intersections, construction of 5-ft wide paved shoulders and sidewalk in accordance with the MPO's Bike/Ped master plan, construct turn lanes to allow the facility to serve as a connector between NC-102, NC-43 South, and NC-33 East.

NC 102, from NC 11 to Verna Avenue, widen to a multi-lane facility with sidewalks and bicycle facilities.

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FORLINES ROAD (**SR 1126**), from SW Bypass Interchange to NC 11, Widen existing two-lane roadway to multi-lane urban section facility including bicycle and pedestrian facilities.

NC 903, from NC 11 to Greene County Line - Distance 7.6 miles – (Modernization Project) Widen existing pavement to 32 ft (4 ft widening either side to accommodate Bicycle) - Utility relocation, structure improvements, widen typical roadway section, various intersection improvements.

NC-33 WEST - Widen roadway to a multi-lane rural section facility from NC42 at Scott's Crossroads to NC222 at Belvoir Crossroads southeast of Tarboro (ID No. R-3407B).

NC-33 WEST - Widen roadway to a multi-lane rural section facility from US64 in Tarboro to NC42 at Scott's Crossroads (ID No. R-3407A).

DICKINSON AVE. (US13) – (Modernization Project) Memorial Drive (NC 11) to Reade Circle (Pitt-Greene Connector, SR 1610) – demolition and replacement of subgrade, asphalt, and curb & gutter, demolition of concrete slab beneath roadway; as necessary provide drainage repairs and upgrades, removal/replacement of existing sidewalk and construction of wheelchair ramps to meet current ADA requirements.

ARLINGTON BLVD. – (Modernization Project) Firetower Rd (SR 1708) to NC43. Upgrade drainage facilities, construct medians/channelized turn lanes, bicycle facilities, and sidewalk.

LAURIE ELLIS RD EXTENSION/CONNECTOR –NC11 to Mill St (SR1149) - Construct on new location 2-lane roadway with bicycle and pedestrian facilities. Construct intersection with NC11 turn lane improvements and traffic light installation. (.21mi)

RAIL PROJECTS

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.

HIGHWAY SPOT SAFETY IMPROVEMENTS

NC-11/DAVENPORT FARM ROAD (SR-1128) INTERSECTION - Improve safety and capacity at this intersection in Winterville.

SOUTH CENTRAL HIGH SCHOOL AND CREEKSIDE ELEMENTARY SCHOOL SAFETY IMPROVEMENTS – Improve safety on Forlines Road (SR-1126) in the vicinity of these schools.

NC-11 SOUTH/OLD SNOW HILL ROAD (SR-1113) INTERSECTION - Improve safety and capacity at this intersection on the southwest side of Ayden.

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NC-11 SOUTH/ELLIOT DIXON ROAD (SR-1154) INTERSECTION - Improve safety and capacity at this intersection south of Ayden.

FORLINES ROAD/FROG LEVEL ROAD - Improve safety and capacity at this intersection in Winterville.

NC 43/IVY ROAD - Improve safety and capacity at this intersection in Winterville.

SR 1708 (Firetower Rd) at SR 1726 (Portertown Rd) in Greenville – Construct Roundabout

NC903 at SR1131 (Reedy Branch Rd) west of Winterville – Construct Roundabout

BICYCLE PROJECTS

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**)

SOUTH TAR RIVER PHASE III – Construct new bicycle path from the western edge of Town Common to intersection with Harris Mill Trail

SCHOOLHOUSE BRANCH GREENWAY & COMPLETION OF 3RD STREET CONNECTOR – Construct multi-use path along Schoolhouse Branch from South Tar River Trail to medical complex area.

SOUTH TAR RIVER, PHASE II – Construct new bicycle path from new recreational area purchased by the City near the cemetery on NC33 to the trial head for the connector trail running south to the Green Mill Run Greenway.

TAR RIVER TO HARDEE CREEK – Construct new bicycle path from South Tar River Trail to Hwy 33 intersection with Bells Branch.

PEDESTRIAN PROJECTS

CITY OF GREENVILLE PEDESTRIAN SIGNALS AND HIGH-VISIBILITY CROSSWALKS--

Purchase, construction, and installation of pedestrian crosswalk signals and/or high-visibility crosswalk roadway markings at the following 15 locations:

	<u>Intersection</u>	<u>Location</u>	<u>Upgrade</u>
a)	Evans St/Arlington Blvd	N	Ped signal
b)	14 th St/Charles Blvd	E,W,N,S	Crosswalk and Ped signals
c)	Greenville Blvd/Arlington	N	Ped signal
d)	10 th St/Greenville Blvd	N, E	Ped signal
e)	Greenville Blvd/Charles Blvd	N,W	Crosswalk and Ped signals
f)	Greenville Blvd/Elm St	W	Ped signal
g)	14 th St/Evans St	N,W	Ped signal
h)	14 th St/Dickinson Ave	E,W,N,S	Ped signal
i)	NC43/Arlington Blvd	S,W	Crosswalk and Ped signal

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j)	NC43/Moye Blvd	S	Crosswalk and Ped signal
k)	Greenville Blvd/Evans St	N	Crosswalk and Ped signal
1)	Greenville Blvd/Landmark St	N,W	Crosswalk and Ped signal
m)	Greenville Blvd/Bismark St	N	Crosswalk and Ped signal
n)	Memorial Blvd/Arlington Blvd	N	Crosswalk and Ped signal
o)	Dickinson Ave/Arlington Blvd	W	Crosswalk and Ped signal

TOWN OF AYDEN HAWK PEDESTRIAN SIGNAL ON THIRD ST NEAR AYDEN MIDDLE AND ELEMENTARY SCHOOLS

Construct new handicapped-accessible curb ramps near Ayden Middle School driveway, replace existing crosswalk across Third St with high-visibility crosswalk, install high-visibility pedestrian warning signs on Third St, install HAWK pedestrian signal. Will provide a connection between Ayden Middle and Ayden Elementary Schools.

COUNTY HOME ROAD MID-BLOCK CROSSING AND SIDEWALK CONSTRUCTION

Construct sidewalk parallel to County Home Road to connect end of existing trail to proposed mid-block crossing location (both sides of roadway). Installation of high visibility pedestrian warning signs with flashing beacon on County Home Road. Construction of handicapped-accessible ramps. Installation of HAWK pedestrian signal.

TOWN OF WINTERVILLE - SIDEWALK CONSTRUCTION

Construct sidewalk on both sides of Mill St (Old NC11) from Vernon White Rd to Main Street.

VILLAGE OF SIMPSON – SIDEWALK CONSTRUCTION

Construction of sidewalk on Telfaire St, Queen St, Virginia St, and Simpson St to create a walking trail connection to local Community Park and Post Office.

PUBLIC TRANSPORTATION PROJECTS

INTERMODAL TRANSPORTATION CENTER – Environmental assessment, design, land acquisition, and construction of a multimodal transfer center for intercity buses, GREAT, ECU Student Transit, PATS, taxis, and possibly passenger rail (**ID No. TD-4716**).

REPLACEMENT BUSSES (TA-4965)

- FY14 4 busses
- FY16 1 bus
- FY17 2 busses
- FY19 2 busses

EXPANSION BUSSES (TA-4773)

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- FY12 2 busses
- FY13 2 busses
- FY14 2 busses
- FY15 2 busses
- FY16 2 busses
- FY17 2 busses
- FY18 2 busses
- FY19 2 busses
- FY20 2 busses

TECHNOLOGY - VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIOIRTY, ETC. (TT-5208)

- FY14 \$250,000
- FY15 \$50,000
- FY16 \$50,000
- FY17 \$50,000

Adopted the 17th day of March 2011.

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

ATTEST:

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Amanda J. Braddy, TAC Secretary

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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**).
- 5.* **GREENVILLE BOULEVARD** (**US 264A/NC-43**) Widen to six travel lanes and improve intersections from Memorial Drive (NC-11/903) to Tenth St. (4.5 miles).

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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 Red Banks to East Fire Tower Road (SR-1725) (1.12 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) East 10th Street/NC 33 (1.43 miles). Includes intersection improvements at East Fire Tower Road and Portertown Road to change the primary movement to East Fire Tower Road and the northern leg of Portertown Road.
- 14.* **CHARLES BOULEVARD (NC-43 South)** Widen existing two-lane and three-lane roadway to a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements from Bell's Fork to Worthington Road (SR-1711) (3.0 miles).
- 15.* **ALLEN ROAD (SR-1203)** Widen existing two and three lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements from Stantonsburg Road (SR-1200) to US-13/264A (2.3 miles).

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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 a multi-lane facility with sidewalks.
- 18. * **FOURTEENTH STREET**, Railroad grade separation at CSX Transportation crossing 641, 641E (ID No. U-3839).
- 19. * **FORLINES ROAD**, from SW Bypass Interchange to NC 11, Widen existing two-lane roadway to multi-lane urban section facility including bicycle and pedestrian facilities.
- 20. * NC 903, from NC 11 to Greene County Line Distance 7.6 miles Widen existing pavement to 32 ft (4 ft widening either side to accommodate Bicycle) Utility relocation, structure improvements, widen typical roadway section, various intersection improvements.

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**).

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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**).
- 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.

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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.
- 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

- 1. **SOUTH TAR RIVER GREENWAY** Construct new bicycle path along south side of Tar River from Greenville Bridge over Town Creek to Green Mill Run Greenway (3.0 miles). (**ID No. 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).
- 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 06-30-17.
- 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

^{*} Projects space UNMET NEED, where funding has not been programmed in the TIP for the project. Page 39 of 65

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Attachment 4c

Technical Coordinating Committee

Action Required

March 4, 2011

TO: Technical Coordinating Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Modifications to Federal Functional Classification Maps.

<u>Purpose:</u> Modifications to Federal Functional Classification Maps

Discussion:

The Greenville Urban Area MPO is requesting a revision of the Functional Classification System for the roadway segments identified in the attached table. All of the requested changes are for travel segments located within the MPO's Urbanized Area.

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 location of the proposed changes to the functional classification maps are presented on the attached map. Detail of the changes are presented in the attached table.

The Federal Functional classification maps are also used to determine those roadways that are Federal-Aid eligible. On the Rural (Pitt County) map, only those roadways classified as Major Collector or higher are Federal-Aid eligible. In the Urbanized Area, any roadway that is functionally classified is Federal-Aid eligible. Please refer to the legends of these respective maps for information on the different roadway classifications.

At the March 4, 2011 TCC meeting, members will consider recommending TAC adopt the attached resolution modifying the Federal Functional Classification Maps in the manner identified in the attached tables.

Modification is not complete until approved by NCDOT.

<u>Action Needed:</u> TCC consider recommending TAC adopt resolution 2011-11-GUAMPO modifying the Federal Functional Classification maps as indicated.

Attachments:

- Table describing proposed modifications to Functional Classification Maps.
- Maps indicating locations and proposed modification changes.
- Federal Functional Classification Maps
- Resolution 2011-11-GUAMPO

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Page 1 of 4

Attachment number	Мар	Road Name	From	То	Current Classification	Requested Classification	Justification
1	Pitt County	Frog Level Road (SR 1127)	US13	NC903	Minor Collector	Major Collector	Roadway serves numerous recently-constructed residential subdivisions. Will serve an increasingly important role in the area as a connector due to the fact that the SW Bypass project has no interchange at NC903. This road will provide the only direct North-South connection between US13 and NC903. Roadway corridor provides access to schools, parks, shopping, and other traffic generators. Serves important intracounty travel corridors and provides vital regional connectivity.
2	Pitt County	Forlines Road (SR 1126)	NC11	SR1124 (Speight Seed Farm Road)	None	Minor Arterial	Roadway serves 2 public schools and numerous subdivision and multifamily developments. Will provide the only connection for Winterville residents to the SW Bypass Loop Project (programmed in NCDOT's 10-year work plan; R-2250). Roadway design and speed limits allow this corridor to provide vital connections to residential subdivision developments with schools, shopping, and other generators. Provides regional connectivity.
3	Pitt County	Davenport Farm Road (SR 1128)	Thomas Langston Rd (SR 1134)	US13	Minor Collector	Major Collector	Roadway provides residents of recently-constructed subdivision and multifamily residential development the most direct

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							access to shopping, dining, and other destinations. Also serves as access route to Community. College for drivers coming from areas to the South and West
4	Greenville Urbanized Area Sheet 5	SR1759 (Tucker Rd)	NC33	SR1755 (Blackjack – Simpson Rd)	None	Collector	Recent subdivision construction has altered the use of this roadway since the last time the Functional Class Map was updated. Roadway segment serves as a collector for the residents living in subdivisions directly accessing Tucker Rd. Corridor serves to collect traffic from local streets in residential neighborhoods and channel it into the arterial system.
5	Greenville Urbanized Area Sheet 2	Thomas Langston Rd (SR 1134)	Davenport Farm Road (SR 1128)	Old Tar Rd (SR 1700)	None	Minor Arterial	Segment from NC11 to SR1700 currently under construction, as a 4-lane divided facility with sidewalk and bicycle facilities. Construction expected to be completed end of 2011. Numerous subdivisions have been built along this road, changing the character and nature of its use. Road provides access to single family and numerous multi-family residential developments Serves as a primary route to connect the residential development in this area with shopping, work centers, and public schools. Provides regional connectivity.
6	Greenville	Main St	NC11	Old Tar	Minor Arterial	Collector	Roadway is residential in nature,

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	Urbanized Area Sheet 2	(SR 1133)		Rd (SR 1700)			with some historic homes and mature trees. Area that the roadway serves is mostly developed, with little room left for additional growth directly adjacent to the roadway. Roadway is generally fronted by single-family homes, and entrances to some subdivisions. Roadway has a 35mph speed limit.
7	Greenville Urbanized Area Sheet 3	Laurie Ellis Rd (SR 1713)	NC11	NC1149 Mill St/Old NC11	None	Future Collector	Future land use, development patterns, access management practices, and posted speed limits and roadway design characteristics allow this roadway to serve as a Minor Arterial. Corridor serves to collect traffic from local streets in residential neighborhoods and channel it into the arterial system.
8	Pitt County	Laurie Ellis Rd (SR 1713)	Future intersectio n of Laurie Ellis Rd (SR1713) at NC 11	Reedy Branch Rd (SR 1131)	None	Future Major Collector	Construction of this segment will provide future regional connectivity in accordance with anticipated adopted future land-use maps. Will link traffic generators with larger towns in the area. Serves important intracounty travel corridors. Future land use and development patterns will allow this roadway to serve as a Future Major Collector.
9	Pitt County	Laurie Ellis Rd (SR 1713)	NC1149 Mill St/Old NC11	Jack Jones Road (SR 1715)	None	Major Collector	Provides a direct connection and regional connectivity. Roadway provides connection to important intra-county travel corridors.

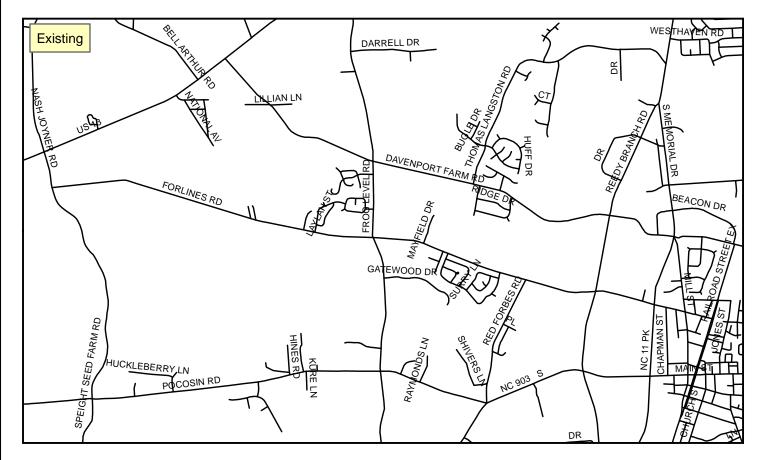
Requested Federal Functional Classification Map Modifications

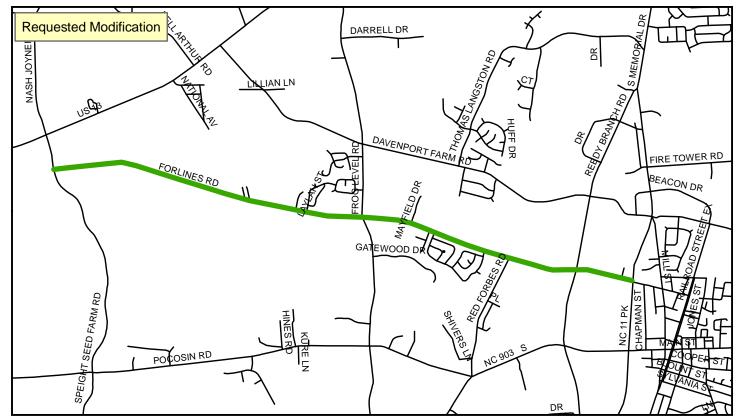
							Provides alternate access to Town in the MPO Urbanized Area. Corridor links nearby larger town to routes with equivalent or higher classification. Roadway serves important intracounty travel corridors. Current and future development patterns support the requested classification.
10	Pitt County	Reedy Branch Rd (SR 1131)	Davenport Farm Road (SR 1128)	NC11 (Southern Terminus)	None	Major Collector	Roadway serves as a Major Collector in accordance with future land use, development patterns, and regional connectivity. Roadway serves important intra- county travel corridors and provides alternate connection to major traffic generators such as: Pitt Community College, shopping, schools, and residential subdivisions.
11	Pitt County	Jack Jones Road (SR 1715)	Laurie Ellis Rd (SR 1713)	County Home Road (SR 1725)	None	Major Collector	Provides a direct connection and regional connectivity. Roadway provides connection to important intra-county travel corridors. Provides alternate access to Town in the MPO Urbanized Area. Corridor links nearby larger town to routes with equivalent or higher classification. Roadway serves important intracounty travel corridors. Current and future development patterns support the requested classification.

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Attachment 1 Page 45 of 65 **Requested Modification** Existing RIVIT ST WEST STAR ST RIVIT ST WAINRIGHT LN W<mark>A</mark>INRIGHT LN DARRELL DR DARRELL DR OSBORNE LN JLLIAN LN DAVENPORT FARM RD DAVENPORT FARM RD FORLINES FORLINES RE GATEWOOD DR ATEWOOD DR SUTTERS PLACE DR SUTTERS PLACE DR POCOSIN RD JRE LN POCOSIN RD 3REVARD RD NC 903 S NC 903 **Functional Classification** Frog Level Rd (SR1127) Major Collector Minor Collector US 13 to NC 903 Page 45 of 65 Page 45 of 65

Attachment 2





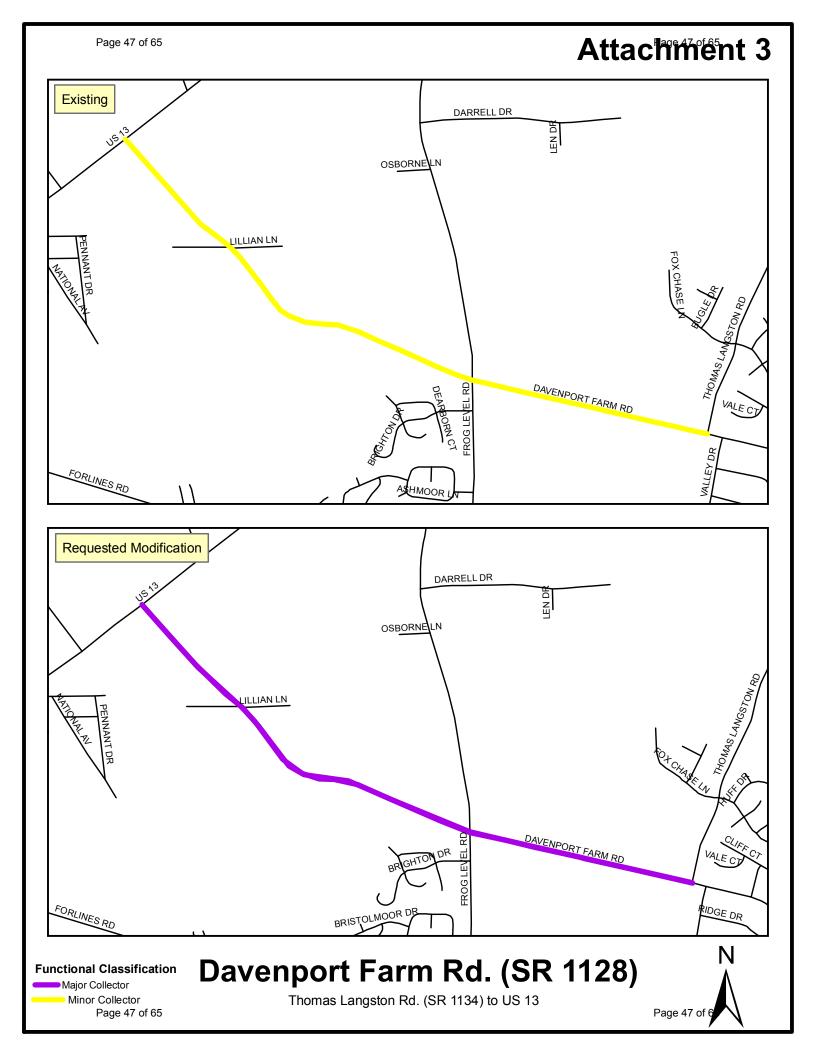
Functional Classification

Forlines Road (SR 1126)

Minor Arterial
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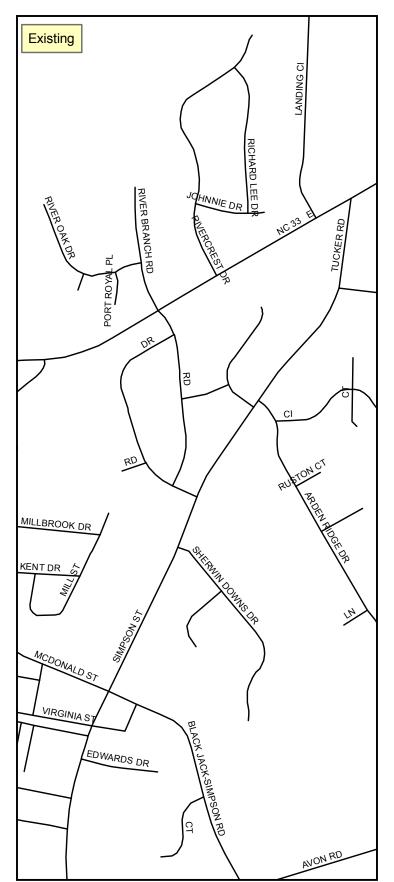
NC 11 to Speight Seed Farm Rd. (SR 1700)

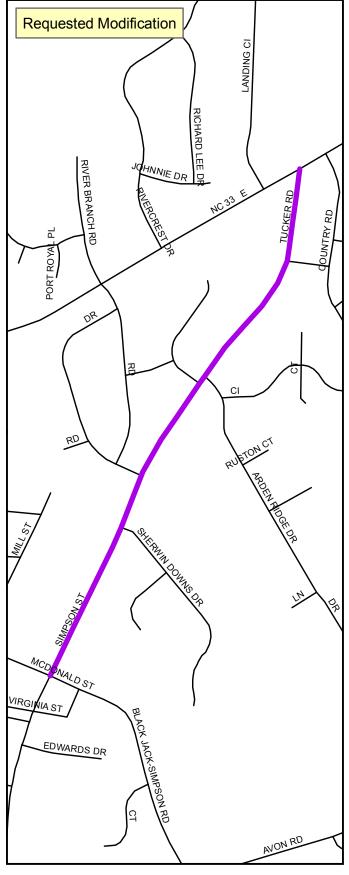




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Attachment 4





Functional Classification

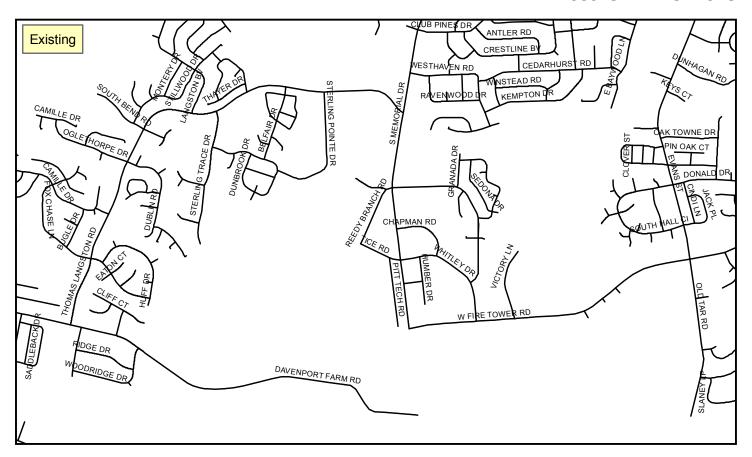
Tucker Road (SR1759)

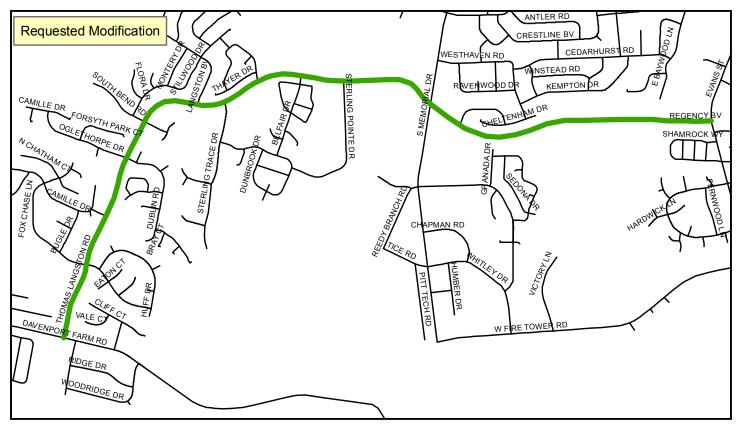
NC 33 to Black Jack Simpson Rd (SR 1755)



Collector
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Attachment 5





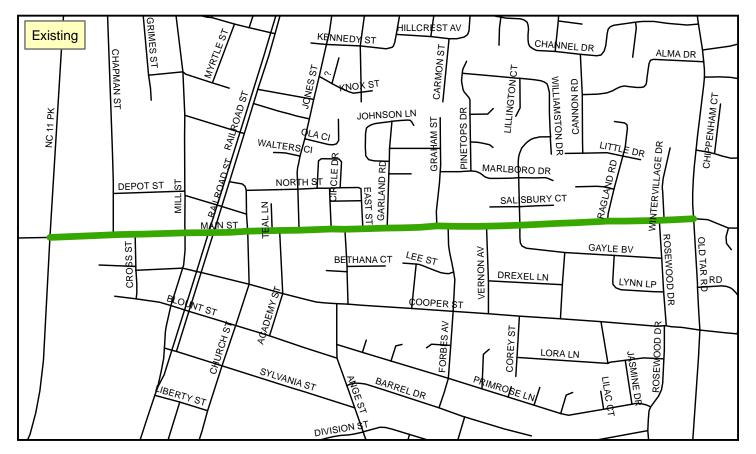
Functional Classification Thomas Langston (SR 1700)

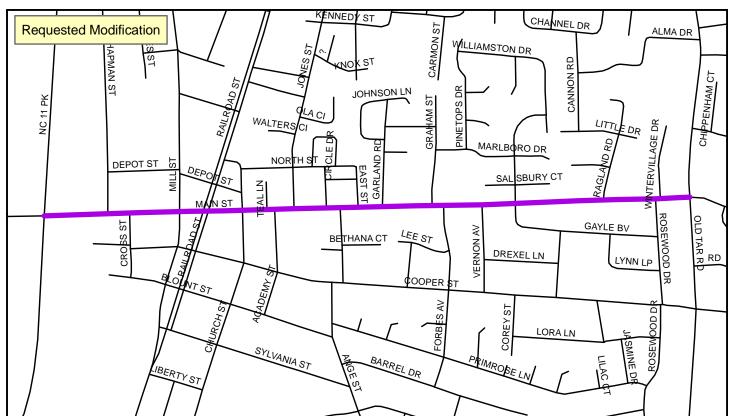
Minor Arterial
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Davenport Farm Rd (SR 1128) to Old Tar Rd (SR 1700)



Attachment 6





Functional Classification

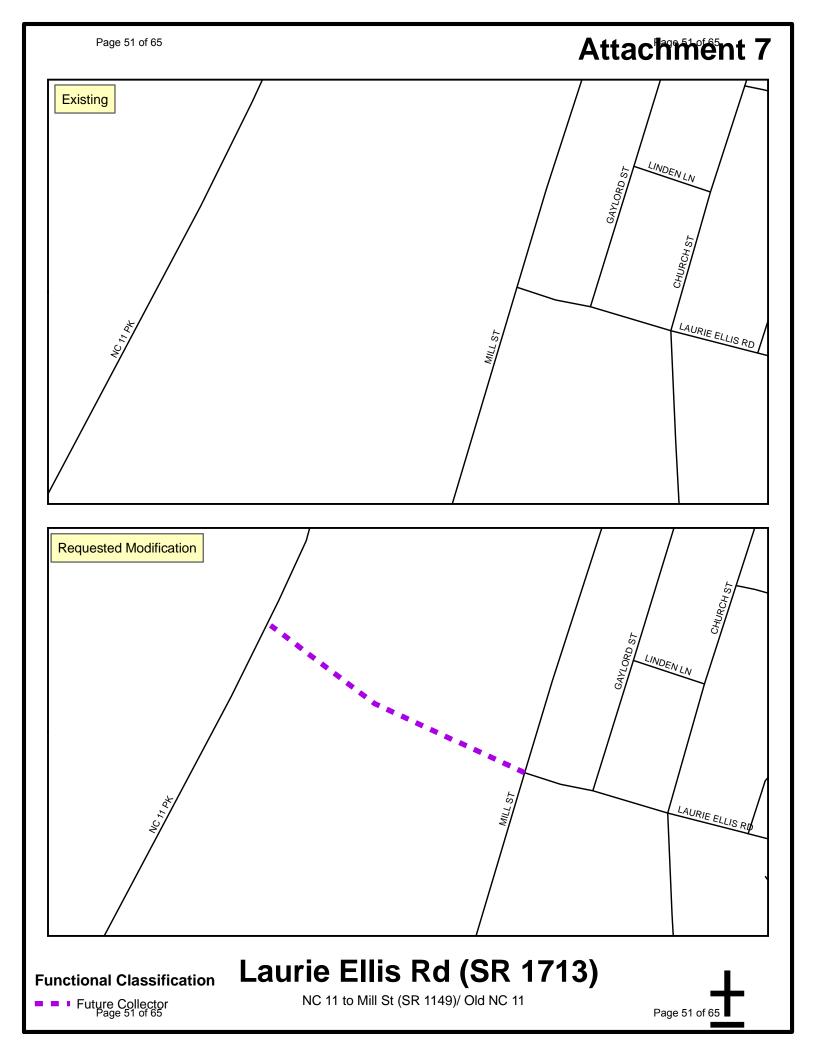
Main Street (SR 1133)

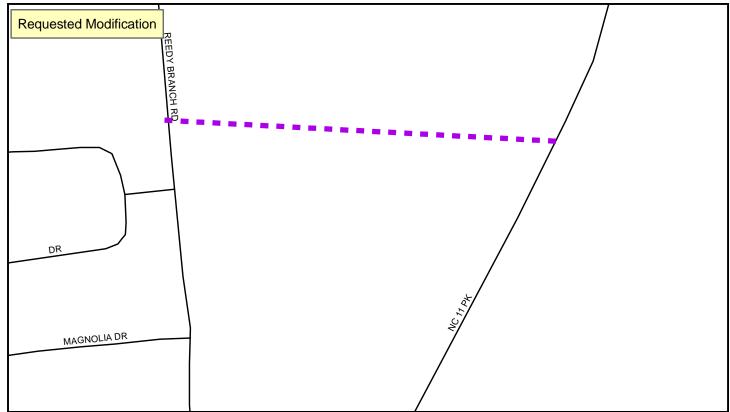
Collector

Minor Arterial
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NC 11 to Old Tar Rad (SR 1700)







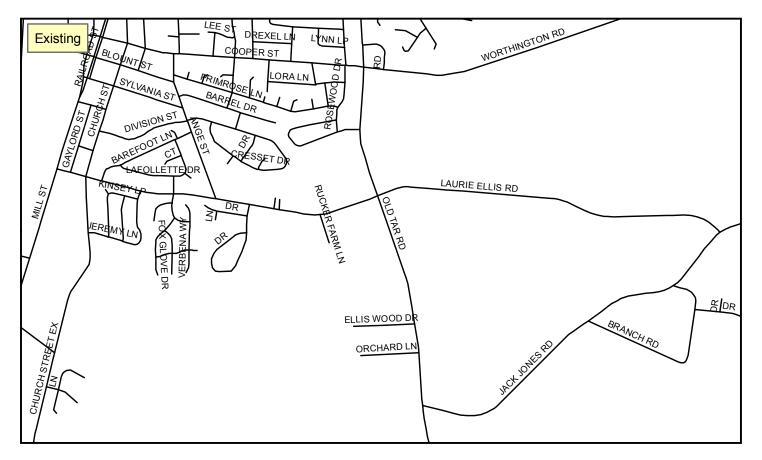
Functional Classification

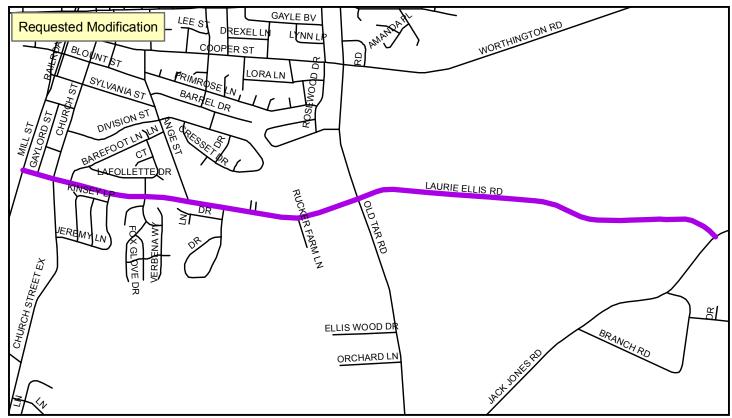
Laurie Ellis Rd (SR 1713)

Future Intersection of Laurie Ellis Rd (SR 1713) at NC 11 to Reedy Branch Rd (SR 1131)



Attachment 9



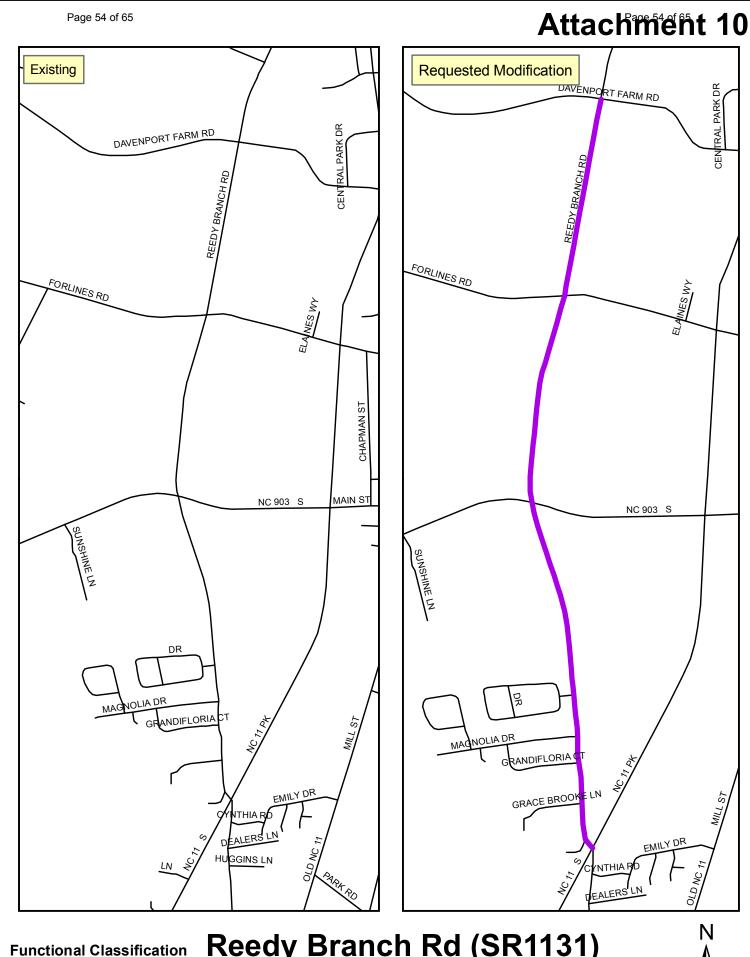


Functional Classification

Major Collector Page 53 of 65 Laurie Ellis Rd (SR 1713)

Mill St (SR 1149) to Jack Jones Rd (SR 1715)





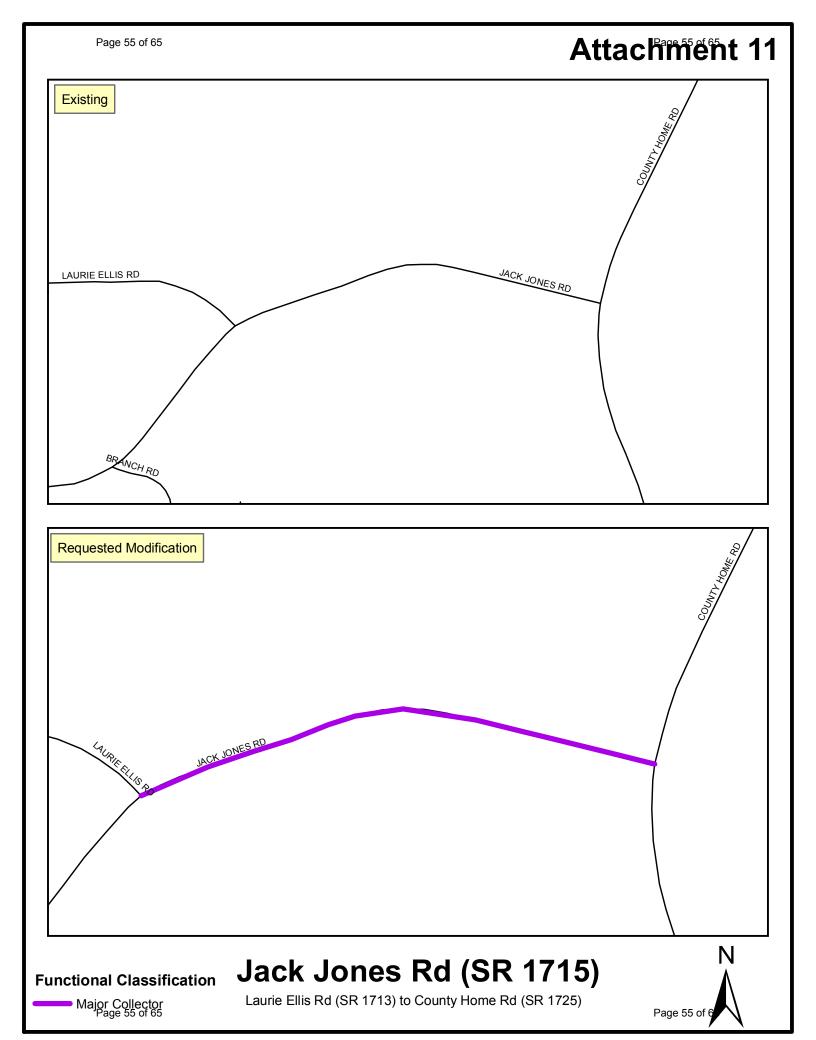
Major Collector

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Reedy Branch Rd (SR1131)

Davenport Farm Rd (SR 1128) to NC 11





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RESOLUTION NO. 2011-11-GUAMPO MODIFICATION OF FUNCTIONAL CLASSIFICATION MAPS FOR ROADWAYS SEGMENTS LOCATED WITH THE MPO AS INDICATED IN ATTACHED TABLE AND MAP 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 current and future roadway characteristics, and;

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

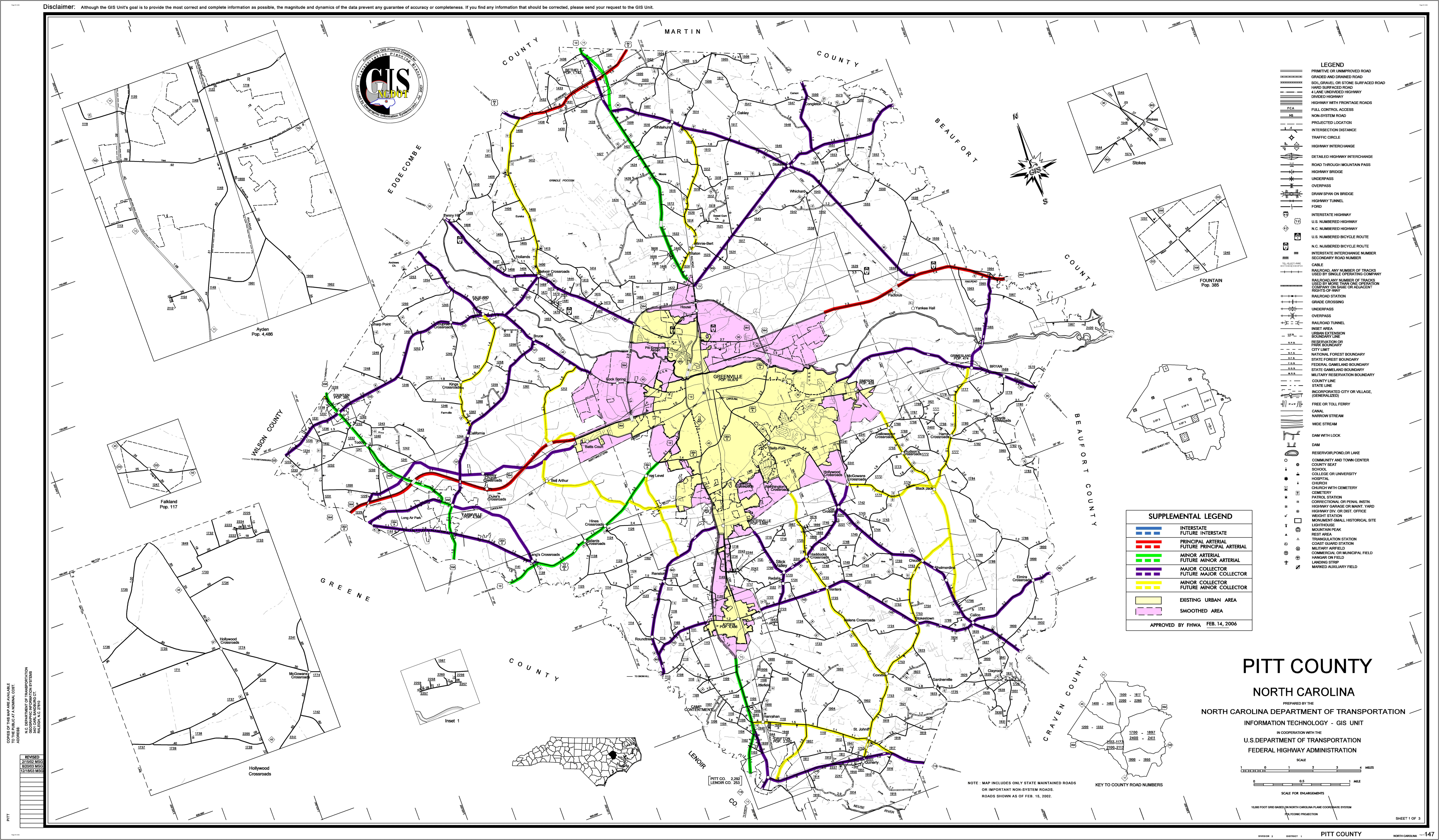
NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby modify, as detailed in the attached table and maps, the North Carolina Functional Classification Maps for the Greenville Urbanized Area and Pitt County by the North Carolina Department of Transportation and Federal Highway Administration.

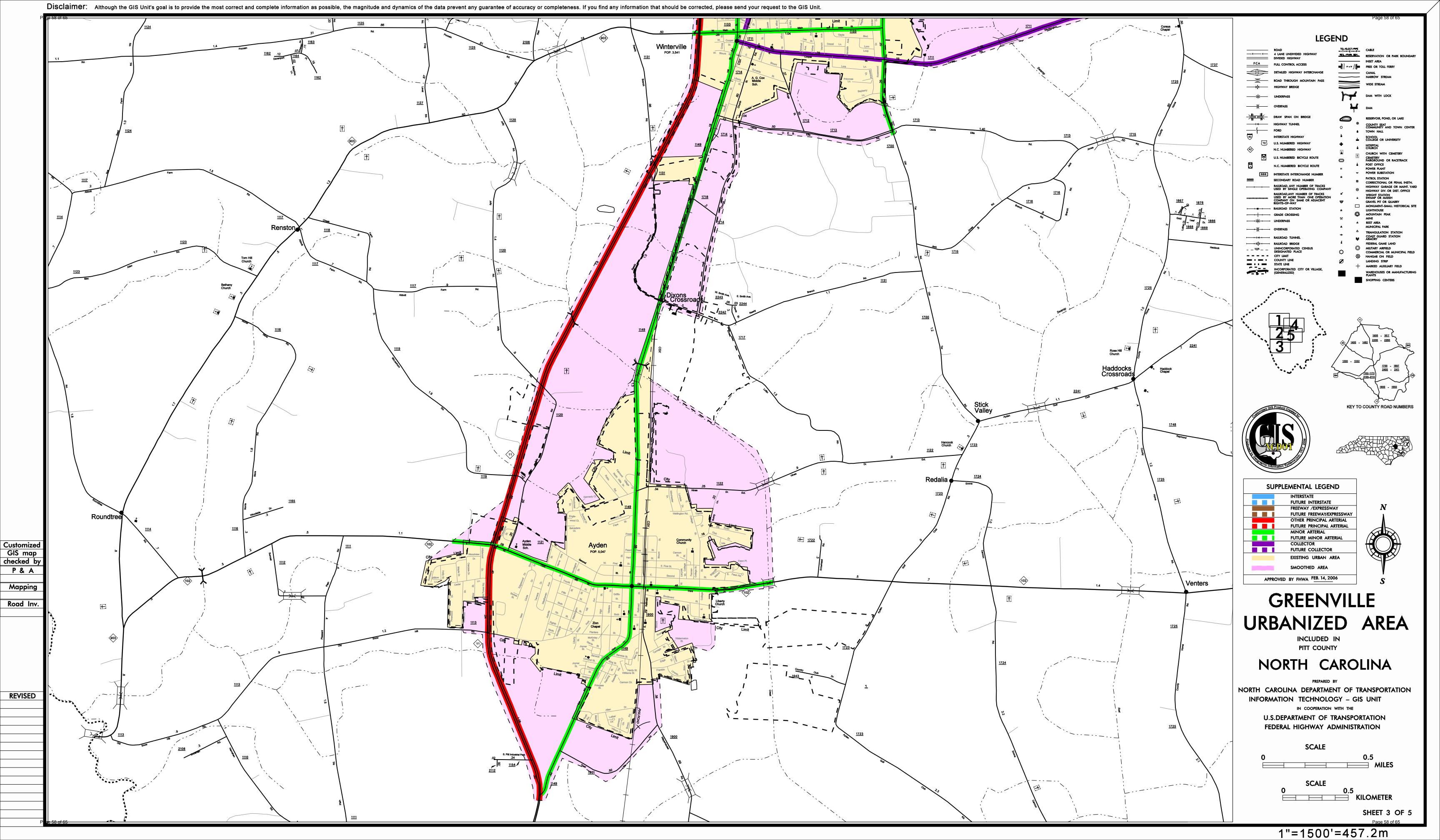
This 17th day of March, 2011.	
	Mayor Patricia C. Dunn, Chairperson Transportation Advisory Committee Greenville Urban Area

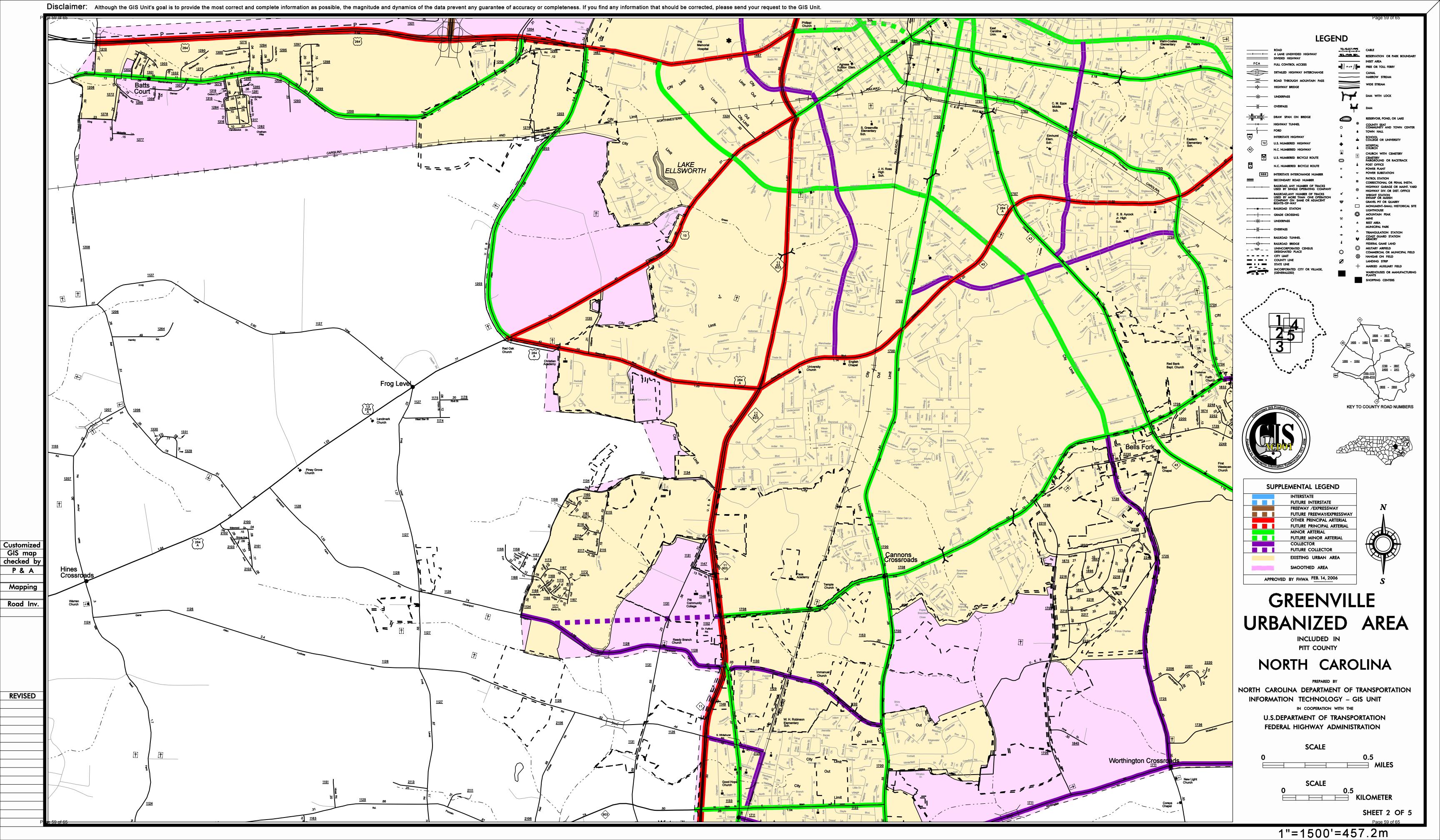
Amanda Braddy, Secretary

COG-#889787-v1-Resolution_2011_11-GUAMPO_requesting_modification_Funct_Class_Maps.DOC

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Attachment 4d

Technical Coordinating Committee

Action Required

March 4, 2011

TO: Technical Coordinating Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Amendments to 2009-2015 Metropolitan Transportation Improvement Program

(MTIP).

<u>Purpose:</u> Amendments to 2009-2015 MTIP for projects TD-4716B (intermodal center) and TA-4773 (expansion busses)

Discussion:

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

This amendment updates planned expenditures and programming for current and subsequent fiscal years for the following projects: The projects affected are:

- Intermodal Transportation Center: design, land acquisition, and construction. (ID No. TD-4716B)
- TA-4773: Expansion Busses

The 2009-2015 MTIP was originally adopted on August 12, 2008.

Project TD-4716B will assist the City of Greenville with expenses associated in the design and land acquisition phases of development of the planned intermodal transportation center. Project TD-4716B was last amended in the 2009-2015 MTIP in March, 2010.

Project TA-4773 will assist the City of Greenville with expenses associated with bus purchases to expand transit services. Project TA-4773 was last amended in the 2009-2015 MTIP in May, 2009.

To ensure the FTA will approve the City's grant application, the amount requested must correspond to those presented in the 2009-2015 MTIP and STIP. Therefore, the 2009-2015 MTIP must be amended. The North Carolina Board of Transportation is not yet scheduled to consider amending the 2009-2015 STIP on this matter; however, this amendment has been developed in close coordination with NCDOT officials and is expected to be presented to the Board April, 2011.

Attached is *Resolution 2011-12-GUAMPO*, which details the changes. Also attached is a copy of most recent amendments to these projects in the current 2009-2015 MTIP identifying the existing status of the aforementioned projects.

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<u>Action Needed:</u> TCC consider recommending TAC adopt resolution 2011-12-GUAMPO requesting NCDOT amend the 2009-2015 MTIP as indicated.

Attachments:

- Resolution 2011-12-GUAMPO
- Previous amendment to project TD-4716B
- Previous amendment to project TA-4773

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RESOLUTION NO. 2011-12-GUAMPO AMENDING THE GREENVILLE URBAN AREA METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2009-2015

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

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

Existing MTIP:	Existing Amounts

	Total Project	Funding	FY 2009	FY	FY	FY	FY	FY	FY
	Cost	Source		2010	2011	2012	2013	2014	2015
	(Thousands)								
TD -4	4716B INTERMODAL TR	ANSPORTATIO	ON CENTER						
	N, LAND ACQUISITION, and			.011					
	11,052	FEDU			6543				
		L	90	197	818				
		STAT	89	197	818				
		FBUS	715	1,585					
TA -4	1773 EXPANSION BUSSE	ES .							
	1,200	FEDST	1200						
		L	0						
		STAT	0						
		FBUS							

Amended MTIP:

Amended Amounts (indicated in bold)

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area

	Total Project	Funding	FY 2009	FY	FY	FY	FY	FY	FY
	Cost	Source		2010	2011	2012	2013	2014	2015
	(Thousands)								
TD -4	4716B INTERMODAL TR	ANSPORTATIO	N CENTER						
TD -4716B INTERMODAL TRANSPORTATION CENTER DESIGN, LAND ACQUISITION, and CONSTRUCTION									
	11,052	FEDU				6546			
		L	90	97	101	818			
		STAT	89	97	101	818			
		FBUS	715	775	805				
TA -4	4773 EXPANSION BUSSE	ES .							
	2,207	FEDST	1200						
		L	0		101				
		STAT	0		101				
		FBUS			805				

Metropolitan Transportation Improvement Program for FY 2009-2015, adopted August 12, 2008 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the 17th day of March, 2011.

Mayor Pat	ricia C. Duni	n, Chairperson
Transporta	tion Advisor	y Committee
Greenville	Urban Area	MPO

Amanda Braddy, Secretary

COG-#890168-v1-Reso_2011_12-GUAMPO-Intermodal_Center+Expansion_Buses_update.DOC

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RESOLUTION NO. 2010-04-GUAMPO AMENDING THE GREENVILLE URBAN AREA METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2009-2015

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

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

Existing MTIP: Unfunded Project

Existing Amounts

	Total Project	Funding	FY 2009	FY	FY	FY	FY	FY	FY
	Cost	Source		2010	2011	2012	2013	2014	2015
L	(Thousands)								
TD -4	716B INTERMODAL TE	RANSPORTATIO	ON CENTER						
	and LAND ACQUISITION								
CONST	RUCTION - FY 2011.				<u> </u>				
	8,874	FED			4800				
		L	287		600				
-		STAT	287		600				
		FBUS	2,300						

Amended MTIP:

Amended Amounts (indicated in bold)

	Total Project Cost	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
	(Thousands)	Boarce		2010	2011	2012	2013	2021	2010
TD -4	1716B INTERMODAL TR								
DESIGN	N, LAND ACQUISITION, and	CONSTRUCT	ION - FY 2009-	2011					
	11,052	FEDU			6543				
		L	90	197	818	-			
		STAT	89	197	818				
		FBUS	715	1,585					

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Metropolitan Transportation Improvement Program for FY 2009-2015, adopted August 12, 2008 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the 16th day of March, 2010.

Mayor Patricia C. Dunn, Chairperson

Transportation Advisory Committee, Greenville Urban Area

amanda Brad Amanda Braddy, Secretary

RESOLUTION NO. 2009-08-GUAMPO

AMENDING THE GREENVILLE URBAN AREA METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2009-2015

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP) and found the need to amend said document on page 6 of 7 for Project ID TG-4767 and TA-4773 so as to identify the allocation of stimulus funds towards these projects. The entirety of project TA-4773 and portions of project TG-4767 will be funded by the American Recovery and Reinvestment Act of 2009;

WHEREAS, the following amendment has been proposed to allow for the addition of Economic Recovery funds:

Existing MTIP:

Existing Amounts

	Total Project	Funding	FY	FY	FY	FY	FY	FY	FY
	Cost	Source	2009	2010	2011	2012	2013	2014	2015
	(Thousands)			E					
TG -4767 BENCHES, GAI EQUIPMENT.	PREVENTIVE MAINTENANCE A RBAGE CANS, COMPUTER, FACI	ND MISC. CAPITAL LITY IMPROVEMEN	ITEMS-SPARE F T, ADA SERVICE	PARTS, SHE E, SURVEILL	LTERS, ANCE				
	6,220	FUZ	640	660	680	700	720	760	800
		L	160	165	170	175	180	190	200
				a en la					
TA -4773	EXPANSION BUSSES. 2 - FY 20	009							
	800	FBUS	640						
Y'		L	80						
		STAT	80						

Amended MTID

Amended Amounts (indicated in hold)

Amended MTIP: Ame					nded Amounts (malcated in bold)				
	Total Project	Funding	FY	FY	FY	FY	FY	FY	FY
	Cost	Source	2009	2010	2011	2012	2013	2014	2015
	(Thousands)								
TG -4767 PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMSSPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT, CONCRETE PADS, ID CARD SYSTEM, OIL/WATER SEPARATOR, STORAGE BUILDING, FACILITY IMPROVEMENTS									
	6,478	FUZ	640	660	680	700	720	760	800
		L	160	165	170	175	180	190	200
		FUZST	278						
			To rinte.	allustrists		7740717 (III)))	Communication of the Communica		
TA -477	3 EXPANSION BUSSES. 2 – FY 2								
	1,200	FUZST	1,200						
		L	0				-		
		STAT	0						
1									

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

WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO's 2030 Long Range Transportation Plan, and

WHEREAS, exempt projects as identified in 40 CFR part 93 can be funded with Economic Recovery Funds and are too small to warrant inclusion in the LRTP, but are by this resolution being included in as part of this TIP modification, and

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NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Metropolitan Transportation Improvement Program for FY 2009-2015, adopted August 12, 2008 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the 28th day of May, 2009.

Mayor Patricia C. Dunn, Chairperson Transportation Advisory Committee

Greenville Urban Area

Amanda Braddy, Secretary