

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

Tuesday, March 16, 2010, at 10:00 a.m.
City of Greenville, Public Works Conference Room, 1500 Beatty St.
Actions to be taken in bold italics

- I. Approval of Agenda; ***approve***
- II. Approval of Minutes of August 11, 2009, Meeting (Attachment 1); ***approve***
- III. Election of new Chairperson and Vice-Chairperson; ***conduct election***
- IV. Public Comment Period
- V. New Business / Action Items:
 - A. Self-Certification of Greenville Urban Area Metropolitan Planning Organization Transportation Planning Process (Attachment 2) – Resolution No. 2010-01-GUAMPO; ***recommended for TAC adoption***
 - B. 2010-2011 Planning Work Program (Attachment 3) – Resolution No. 2010-02-GUAMPO; ***recommended for TAC adoption***
 - C. Amendment to 2009-2015 Metropolitan Transportation Improvement Program (MTIP) for Transit Projects (Attachment 4) – Resolution No. 2010-03-GUAMPO; ***recommended for TAC adoption***
 - D. Amendment to 2009-2015 Metropolitan Transportation Improvement Program (MTIP) for Transit Projects (Intermodal Center) (Attachment 5) – Resolution No. 2009-04-GUAMPO; ***recommended for TAC adoption***
 - E. Prioritization of “shovel-ready” projects in preparation for potential future stimulus funding. (Attachment 6) – 2010-05-GUAMPO, 2010-06-GUAMPO, 2010-07-GUAMPO; ***recommended for TAC adoption***
 - F. Policy detailing administrative modifications to MPO planning documents. (Attachment 7) – 2010-08-GUAMPO; ***recommended for TAC adoption***
 - G. Proposed modifications to the 2009-2015 Metropolitan Transportation Improvement Program (MTIP) for inclusion of “shovel-ready” projects in preparation for potential, future stimulus funding. (Attachment 8) – Resolution No. 2009-09-GUAMPO; ***recommended for TAC adoption***
- VI. Non-Action Items:
 - A. Project Informational Updates
 - Bicycle & Pedestrian Master Plan

B. Information

- Update on NCDOT's development of loop project prioritization criteria.
- Update on NCDOT's (SPOT office) ranking of Highway and Non-Highway projects.
- Letter from NCAMPO regarding rescission of unobligated PL funds.
- Letter from NCDOT responding to NCAMPO's letter.
- Equity Formula—North Carolina General Assembly seeks comments and recommendations
- MPO Roles and Responsibilities (prepared by FHWA)

C. Presentations:

- Presentation by FHWA regarding statewide rescission of unobligated PL funds
- Presentation by NCDOT on NC 21st Century Commission on Transportation

VII. Adjourn

ATTACHMENT 1

MINUTES OF THE AUGUST 11, 2009 TRANSPORTATION ADVISORY COMMITTEE MEETING



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES
August 11, 2009**

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

Mayor Patricia C. Dunn, City of Greenville
Mayor Doug Jackson, Town of Winterville
Mayor David C. Boyd, Jr., Village of Simpson
Mayor Stephen W. Tripp, Town of Ayden

TECHNICAL COORDINATING COMMITTEE MEMBERS PRESENT:

Mr. Alan Lilley, Town of Winterville
Mr. Daryl Vreeland, City of Greenville
Mr. Wesley Anderson, TCC Chairman
Mr. David Brown, City of Greenville
Mr. Neil Lassiter, NCDOT
Mr. Chris Padgett, Town of Ayden
Mr. James Rhodes, Pitt County
Mr. Merrill Flood, City of Greenville
Ms. Elena Talanker, NCDOT (conference call)
Mr. Behshad Norowzi, NCDOT (conference call)

OTHERS PRESENT:

Mr. Wayne Bowers, City Manager, City of Greenville
Ms. Amanda Braddy, City of Greenville

I. AGENDA:

The Item identified as Modification of Comprehensive Transportation Plan Highway Map was added to the agenda as New Business Item D. A motion was made by Mayor Jackson and seconded by Mayor Tripp to add this item to the agenda. The motion passed unanimously.

II. MINUTES:

Mayor Dunn made a motion to approve the minutes of the March 23, 2009 meeting as presented. The motion was seconded by all, and the motion passed unanimously.

III. PUBLIC COMMENT PERIOD

There was no public comment.

IV. NEW BUSINESS:

A. AMENDMENT TO 2009-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR ROADWAY AND SIDEWALK PROJECTS

Mayor Dunn turned the meeting over to Mr. Daryl Vreeland. Mr. Vreeland explained that due to stimulus funding from the American Recovery and Reinvestment Act of 2009, the North Carolina Board of Transportation has amended the 2009-2015 State Transportation Improvement Plan (STIP) during their June, 2009 meeting for inclusion of projects U-5060 and U-5061. Project U-5060 provides for the construction of an additional Left Turn lane at the intersection of Arlington Boulevard and Stantonsburg Road. Project U-5061 provides for the construction of sidewalks as detailed in the resolution under consideration.

To follow proper protocol for the expenditure of Federal funds, the 2009-2015 MTIP must be amended to correspond with projects in the STIP.

A motion was made by Mayor David Boyd and seconded by Mayor Jackson to approve the amendment as presented. The motion passed unanimously.

B. ADOPTION OF THE TRAVEL MODEL NETWORK, TRAFFIC ANALYSIS ZONES (TAZ), AND SOCIOECONOMIC DATA USED AS MODEL INPUTS

Mr. Vreeland noted the North Carolina Department of Transportation (NCDOT) has worked in cooperation with the MPO to update the travel demand model for the Greenville Urban Area. The travel demand model is a tool for forecasting impacts of urban developments on travel patterns as well as testing various transportation alternative solutions to traffic patterns for the urbanized area.

The MPO's previous travel demand model was developed by NCDOT in the 1990's and used a different software platform. The previous model had a base year of 1996 and a forecast year of 2025.

To meet federal requirements in future planning efforts, the model was updated using the year 2000 decennial Census data with a base year of 2006 (with some minor modifications and technical updates in July 2009) and a design year of 2035. The updated travel demand model has been developed in the TransCAD software package with a new interface.

As part of the recent updates, the model was modified to include a more accurate Traffic Analysis Zone (TAZ) structure to better simulate area conditions. These modifications were coordinated between representatives from the MPO-member communities and NCDOT.

A motion was made by Mayor Boyd to adopt the revised travel demand model as a part of its update of the Long Range Transportation Plan. A second was made by Mayor Tripp and the motion passed unanimously.

C. “DRAFT” 2009-2035 LONG RANGE TRANSPORTATION PLAN UPDATE

Every five years, Metropolitan Planning Organizations are required by federal law to update their long-range transportation plans (LRTP). The Greenville Urban Area Metropolitan Planning Organization last adopted its LRTP in August, 2004. The *2009-2035 Long-Range Transportation Plan* updates the 2004-2030 LRTP to a Year 2035 planning horizon; summarizes the transportation-related plans, statistics, activities, and programs of the Greenville Urban Area MPO and its member agencies; and includes a financial plan.

The major changes presented in the *2009-2035 LRTP Update* are the new sections added (as required by Federal Regulations), which include discussion of environmental justice and other environmental concerns, as well as potential mitigation efforts on a regional basis for the urbanized area.

Development of the “draft” document was coordinated with NCDOT. The “draft” document was presented to Federal Highway Administration for initial input. Their edits and comments have been incorporated within the attached “Draft” 2009-2035 LRTP.

A motion was made by Mayor Boyd and seconded by Mayor Tripp to adopt the “Draft” 2009-2035 LRTP. The motion passed unanimously.

D. MODIFICATION OF COMPREHENSIVE TRANSPORTATION PLAN HIGHWAY MAP

NCDOT requested (in a letter dated August 11, 2009) that the Greenville Urban Area MPO modify their adopted CTP Highway Map. The requested modification changes the classification of the following portions of NC 11 from “Expressway” to “Freeway”: NC 11 north of the proposed NE Bypass and NC 11 South of the proposed SE Bypass.

This modification provides consistency with NCDOT’s Strategic Highway Corridor Map which indicates a classification of “Freeway” for the roadway sections under consideration.

Mayor Tripp asked if the “Freeway” designation would restrict areas of highways and limit access to properties along those roadways. It was confirmed that some accessibility would be limited. Mayor Tripp asked if the public was aware of the designation being changed and was told the development of the Strategic Highway Corridors plan included meetings held for public comments and did notify the public of the plans for “Freeway” designation.

A motion was made by Mayor Jackson and seconded by Mayor Boyd to adopt the modification of the Comprehensive Transportation Plan Highway Map to change the classification of the roadways under consideration from “Expressway-Needs Improvement” to “Freeway-Needs Improvement”. The motion passed by majority.

V. NON-ACTION ITEMS

- **Firetower Road** – Firetower Road is on schedule and could allow final traffic flow this weekend (August 14th -15th)

- **Highway 43 Gateway Project** – The bid for this project was below Engineers Estimate and will proceed accordingly.

VI. ADJOURNMENT:

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

ATTACHMENT 2

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

- Memo From Daryl Vreeland to Wesley B. Anderson
- Self Certification Checklist
- Resolution 2010-01-GUAMPO



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

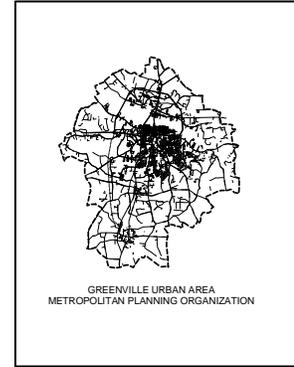
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, AICP, Transportation Planner

DATE: February 5, 2010

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



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

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

Attached is *Resolution 2010-01-GUAMPO* for TAC consideration.

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

It is requested that TAC adopt the attached resolution self-certifying the MPO's transportation planning process as recommended by the TCC during their January 19, 2010 meeting.

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

Attachments

GREENVILLE URBAN AREA MPO **2010-2011 Self-Certification Checklist**

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)] **Yes**
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)] **Yes**
The policy board for the Greenville Urban Area is comprised of the Mayors of Greenville, Winterville, Simpson and Ayden, a County Commissioner representing the unincorporated area of Pitt County and the NCDOT Board Member for Division 2
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)] **Yes To meet the 20-yr forecast the Town of Ayden and Village of Simpson became MPO members in August of 2004**
4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? **Yes** 23 CFR 450.314
 - a. Is there an adopted prospectus? **Yes, adopted in 2001**
 - b. Are tasks and products clearly outlined? **Yes**
 - c. Is the U/PWP consistent with the LRTP? **Yes**
 - d. Is the work identified in the U/PWP completed in a timely fashion? **Yes,**
5. Does the area have a valid transportation planning process? **Yes** 23 CFR 450.322
 - a. Is the transportation planning process continuous, cooperative and comprehensive? **Yes, the TCC and TAC Boards meet as necessary and are open to the public and are advertised**
 - b. Is there a valid LRTP? **Yes, adopted in August 2009 for years 2009-2035**
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption? **Yes**
 - d. Does it address the 8-planning factors? **Yes**
 - e. Does it cover all modes applicable to the area? **Yes**
 - f. Is it financially constrained? **Yes**
 - g. Does it include funding for the maintenance and operation of the system? **Yes**
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable)? **N/A**
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)? **Yes, next plan slated for adoption in 2014**
6. Is there a valid TIP? **Yes, 2009-2015 MTIP** 23 CFR 450.324, 326, 328, 332
 - a. Is it consistent with the LRTP? **Yes**
 - b. Is it fiscally constrained? **Yes**
 - c. Is it developed cooperatively with the state and local transit operators? **Yes**
 - d. Is it updated at least every 4-yr and adopted by the MPO and the Governor? **Yes, the current 2009-2015 MTIP was adopted by the local TAC on August 12, 2008. The current STIP was adopted by the Board of Transportation on June 5, 2008.**
7. Does the area have a valid CMP? **N/A**(TMA only) 23 CFR 450.320

- a. Is it consistent with the LRTP? N/A
- b. Was it used for the development of the TIP? N/A
- c. Is it monitored and reevaluated to meet the needs of the area? N/A
8. Does the area have a process for including environmental mitigation discussions in the planning process? Yes(SAFETEA-LU)
How – Environmental mitigation is discussed in the 2009-2035 LRTP
9. Does the planning process meet the following requirements of 23 CFR 450.316 (2) (3), EO 12898? Yes.
- a. Title VI
- i. Are there procedures in place to address Title VI complaints and does it comply with federal regulation? [23 CFR 200.9 (b)(3)] Each MPO-member jurisdiction has procedures in place
- b. Environmental Justice (Executive Order 12898)
- i. Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process? Yes, in the 2009-2035 LRTP
- c. ADA
- i. Are there procedures in place to address ADA complaints of non-compliance and does it comply with federal regulation?[49 CFR 27.13] Yes, Each jurisdiction has procedures in place.
- d. DBE
- i. Does the MPO have a DBE policy statement that expresses commitment to the DBE program? [49 CFR 26.23] Yes, in the Public Involvement Plan
10. Does the area have an adopted PIP/Public Participation Plan? Yes
- a. Did the public participate in the development of the PIP? Yes
- b. Was the PIP made available for public review for at least 45-days prior to adoption? Yes
- c. Is adequate notice provided for public meetings? Yes
- d. Are meetings held at convenient times and at accessible locations? Yes, meetings are held during workdays and are held in public accessible locations.
- e. Is the public given an opportunity to provide oral and/or written comments on the planning process? Yes, the public may speak at a TCC or TAC meeting regarding transportation matters and provide written comments thru email or written correspondence. Each TCC/TAC meeting has a Public Comment Period.
- f. Is the PIP periodically reviewed and updated to ensure its effectiveness? Yes
- g. Are plans/program documents available in an electronic accessible format, i.e. MPO website? Yes, various items are available such as the Public Involvement Plan, TCC and TAC meeting agendas and minutes, MTIP, LRTP, PWP, bicycle master plan, and priority list.
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? Yes (SAFETEA-LU)
- a. How - Resource agency coordination is documented in Appendix A of the 2009-2035 LRTP.

RESOLUTION NO. 2010-01-GUAMPO**CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2010-2011**

WHEREAS, the Transportation Advisory Committee has found that the Greenville Urban Area Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S.D.O.T. implementing regulations; and

WHEREAS, the Transportation Plan has a planning horizon of 2035 and meets all the requirements for an adequate Transportation Plan;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization on this the 16th day of March, 2010.

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

Amanda Braddy, Secretary

ATTACHMENT 3

2010-2011 PLANNING WORK PROGRAM (PWP)

- Memo From Daryl Vreeland to Wesley B. Anderson
- Draft 2010-2011 PWP
- Draft 5-year work plan
- Resolution 2010-02-GUAMPO



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

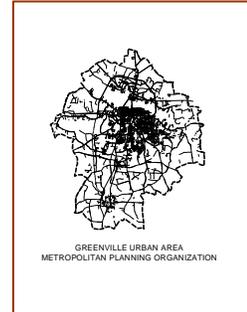
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, AICP, Transportation Planner

DATE: February 9, 2010

SUBJECT: 2010-2011 Greenville Urban Area MPO Planning Work Program (PWP)



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

Attached please find a copy of the draft 2010-2011 PWP, a 5-year work plan, and *Resolution 2010-02-GUAMPO*.

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

Major studies underway or anticipated to be initiated in the 2009-2010 PWP period and expected to be completed in the 2010-2011 PWP period include:

- Greenville Urban Area Bicycle and Pedestrian Master Plan
- Winterville East/West Connectivity Study
- Town of Ayden Primary Street Inventory and Long Range Plan

Major studies planned to be initiated in the 2010-2011 PWP period include:

- Community Transportation Plan for the Pitt Area Transit System (PATs)
- Pitt County Comprehensive Land Use Plan (Transportation Element)
- Winterville Connector Street Master Plan
- Winterville Boyd Street Study
- Regional Transit Study Update / Route Evaluation Study

Furthermore, NCDOT has requested that a 5-year work plan be submitted and updated to keep NCDOT abreast of long-range planning issues. This requirement was initiated by NCDOT last year (2009-2010 planning period). Similar to last year's effort, GUAMPO's 5-year plan is based on information provided by representatives of the MPO's participating communities and will be submitted along with the PWP.

The following are some special considerations that TCC members should keep in mind during their consideration of the 2010-2011 PWP:

- At present, there is no new Federal Legislation to replace the now-expired SAFETEA-LU highway bill.
- The MPO's unobligated balance has been eliminated, per a rescission clause written in the SAFTEA-LU legislation.

NCDOT has identified that it cannot be sure of funding amounts that will be approved. The NCDOT staff has presented the following guidance for the development of the 2010-2011 PWP:

- a) PL (planning) funding levels should be equivalent to the current PWP amounts (\$355,040—located in the Total of the “Sec. 104(f) PL, FHWA-80%” column in the PWP)
- b) GUAMPO has a balance of PL funds from the 2008-2009 planning period in the amount of \$154,117.78. These funds are on a “use-it-or-lose-it” basis. That is to say, any amounts from this balance that are unclaimed in the 2010-2011 PWP will be redistributed towards other NCDOT endeavors.

It is recommended that the TAC consider projects and work tasks in the PWP with the consideration that the NCDOT cannot commit due to unknown funding levels. It may be necessary to amend the PWP in the future to be consistent with the NCDOT's available funds. Therefore, MPO-member jurisdictions should not over commit to planning projects in the first half of the fiscal year due to the funding uncertainty.

It is requested that the TAC adopt the attached resolution approving the 2010-2011 PWP as recommended by the TCC during their January 19, 2010 meeting.

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

2010-2011 Planning Work Program



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Prepared by:
Greenville Public Works Department
City of Greenville

In cooperation with:

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

Adopted: March xx, 2010

INTRODUCTION

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

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

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

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

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

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

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

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

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

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

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

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

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

Figure 1: Greenville Urban Area Metropolitan Planning Organization

TRANSPORTATION ADVISORY COMMITTEE MEMBERS

*Patricia C. Dunn, Mayor
City of Greenville
Chairperson*

*Mark W. Owens, Jr.
Commissioner
County of Pitt*

*Steve Tripp, Mayor
Town of Ayden*

*Doug Jackson, Mayor
Town of Winterville*

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

*Leigh McNairy
Board of Transportation
NCDOT*

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

TECHNICAL COORDINATING COMMITTEE MEMBERS

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

*Merrill Flood
Director of
Community Development
City of Greenville*

*Nancy Harrington
Transit Manager
City of Greenville*

*David T. Brown, PE
City Engineer
City of Greenville*

*Richard Mullinax, PE, PTOE, CPM
Traffic Engineer
City of Greenville*

*Daryl Vreeland, AICP
Transportation Planner
City of Greenville*

*James Rhodes, AICP
Planning Director
County of Pitt*

*Phil Dickerson, PE
County Engineer
County of Pitt*

*Alan Lilley
Planning Director
Town of Winterville
Vice Chairman*

*Thomas Harwell, PE
Town Engineer
Town of Winterville*

*Adam Mitchell
Town Manager
Town of Ayden*

*Chris Padgett, AICP
Assistant Town Manager
Town of Ayden*

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

*Neil Lassiter, PE
Division Engineer
NCDOT*

*Steve Hamilton, PE
Division Traffic Engineer
NCDOT*

*Behshad Norowzi
Northeast Unit Supervisor
NCDOT*

*Mark Eatman, EI
Greenville MPO Coordinator
NCDOT*

*Haywood Daughtry, PE, CPM
Eastern Region Mobility & Safety
Field Operations Engineer
NCDOT*

*Jeff Crouchley
Public Transportation Rep.
NCDOT*

*Eddy Davis
Planning Director
Mid-East Commission*

*William Bagnell
Associate Vice Chancellor
Campus Operations
East Carolina University*

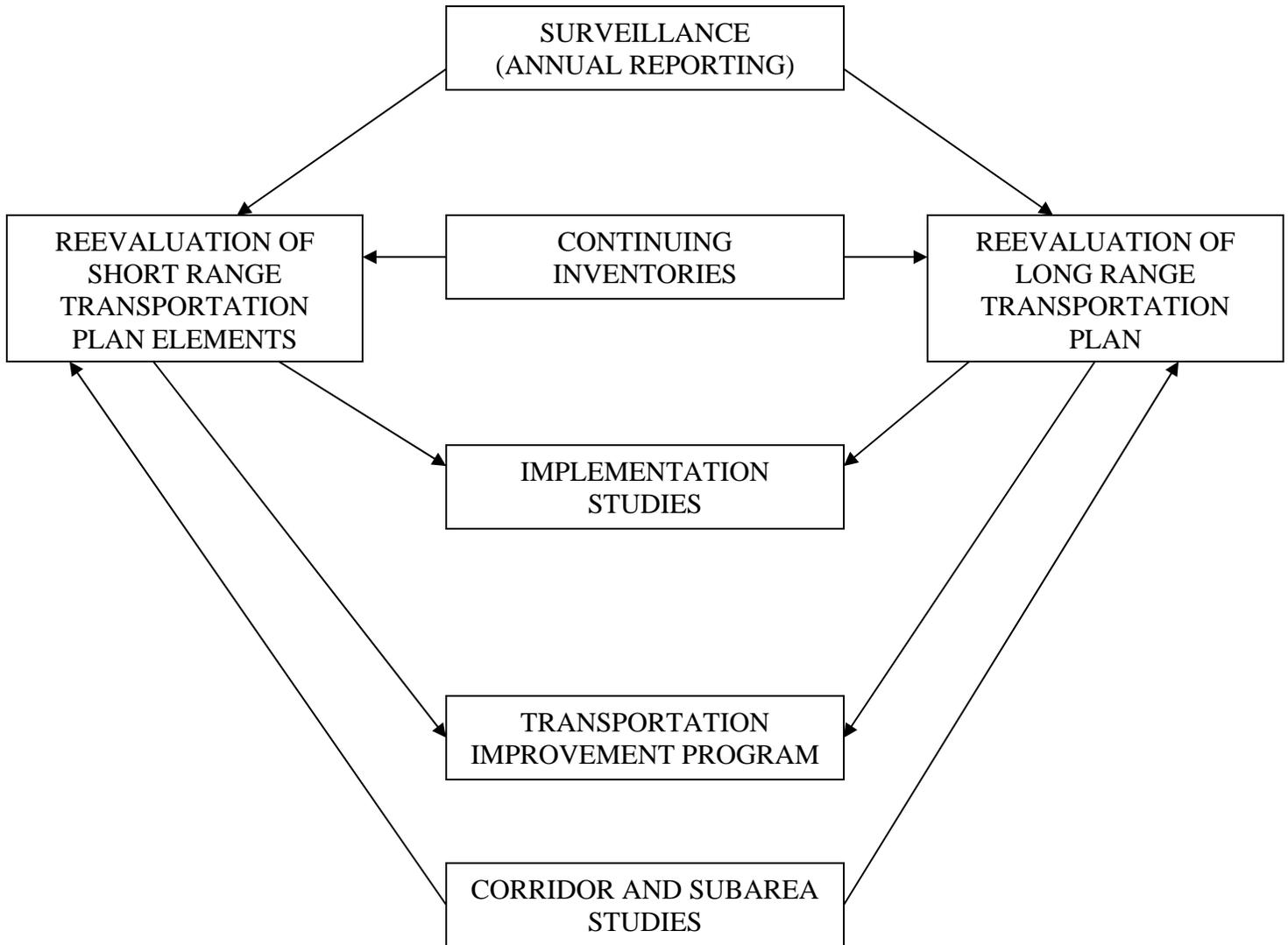
*Ron Lucas
Area Engineer
Federal Highway Administration
(non-voting)*

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

*Representative
Mid-East RPO
(non-voting)*

Membership as of February 22, 2010

FIGURE 2: CONTINUING TRANSPORATION PLANNING WORK FLOW



**GREENVILLE URBAN AREA MPO
SUMMARY OF THE 2010-2011 PLANNING WORK PROGRAM**

IIA Surveillance of Change

II-A-1 Traffic Volume Counts

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

II-A-2 Vehicle Miles of Travel

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

II-A-3 Street System Changes

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

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

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

II-A-10 Mapping

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

II-B Maintenance of Inventories

II-B-1 Collection of Base Year Data

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

II-B-2 Collection of Network Data

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

II-B-3 Travel Model Updates

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

II-B-4 Travel Surveys

Conduct surveys to attain information such as origins and destinations, travel behavior, transit ridership, workplace commuting, etc.

II-B-5 Forecast of Data to Horizon Year

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

II-B-6 Community Goals and Objectives

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

II-B-7 Forecast of Future Year Travel Patterns

Test alternative roadway network improvements for system benefit.

II-B-8 Capacity Deficiency Analysis

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

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

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

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

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

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

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

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

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

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

II-B-15 Freight Movement/Mobility Planning

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

II-B-16 Financial Planning

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

II-B-17 Congestion Management Strategies

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

II-B-18 Air Quality Planning / Conformity Analysis

Tasks may be performed a result of potential nonattainment designation include: assisting with conformity determination analysis, interagency consultation process, coordination with NCDENR in developing and maintaining mobile source emission inventories.

III-A Planning Work Program

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

III-B Transportation Improvement Program

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

III-C Civil Rights Compliance/Other Required Regulations**III-C-1 Title VI Compliance**

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

III-C-2 Environmental Justice

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

III-C-4 Planning for the Elderly and Disabled

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

III-C-5 Safety/Drug Control Planning

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

III-C-6 Public Involvement

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

III-D Incidental Planning/Project Development

III-D-2 Environmental and Pre-TIP Planning

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

III-D-3 Special Studies

Town of Ayden Primary Street Inventory and Long Range Plan - The Town of Ayden will develop this plan creating a Primary Streets Inventory and Long Range Plan. The Town desires a creative and useable plan that will include a Primary Streets Inventory; a Streets Functional Classification Analysis; and provide an analysis of the improvement needs associated with streets and highways located within the Town's Planning and Zoning Jurisdiction over multiple time horizons. This effort will include the use of the Greenville Urban Area MPO's traffic model and other data to be collected by the consultant. (\$50,000 for the 2010-2011 PWP)

Regional Transit Study Update / Route Evaluation Study – This project will provide the impetus for a coordinated GREAT/ECU system as well as address current unmet needs of the community to include modified or enhanced route structures and schedules relating to public transit, university transit, and countywide regional general public service. The City of Greenville will develop this plan. (\$100,000 for the 2010-2011 PWP)

Greenville Urban Area Bicycle and Pedestrian Master Plan – The existing 2002 Greenville Urban Area bicycle master plan is outdated and there is currently no MPO-area wide pedestrian master plan. A Bicycle and Pedestrian master plan for the MPO's Urbanized Area is needed to coordinate and prioritize needs for these alternative forms of transportation. The study will be developed by the City of Greenville and is expected to be performed by a consultant. (\$170,000 for the 2010-2011 PWP)

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

Pitt County Comprehensive Land Use Plan (Transportation element only) – As part of the plan update, the transportation element of the Comprehensive Land Use Plan will be updated. In addition to conducting an inventory of existing land uses, future transportation improvements will be identified and strategies for a better coordinated transportation network will be recommended. (\$10,000 for the 2010-2011 PWP)

Winterville East/West Connectivity Study - The Town of Winterville will conduct this study to plan for transportation corridor(s) through their jurisdiction for east - west connectivity. Plan development will provide for the following: 1) Ensure appropriate connectivity between the Southwest Bypass and NC Hwy 11. 2) Provide for appropriate connectivity between NC Hwy 11 and NC Hwy 43. 3) Identify appropriate corridor(s). 4) Project needed design cross sections. 5) Implement appropriate land use planning measures to preserve such corridor(s), to protect existing rights-of- way, and to reserve any needed additional rights-of- way (\$40,000 for the 2010-2011 PWP)

Boyd Street (SR 1126) Study (Winterville) - Boyd Street is a two-lane, undivided road running from NC Highway 11 to Railroad Street with a total length of approximately 2,100 feet. The east end of Boyd Street terminates in front of W.H. Robinson Middle School. Boyd Street currently serves as a “gateway” into the downtown of Winterville and serves as an important transportation corridor serving area residents, schools, and businesses. Current conditions result in poor drainage and safety concerns for pedestrian and bicycle traffic. Boyd Street is frequented by School Buses and other school related traffic accessing W.H. Robinson School. Boyd Street is a NCDOT maintained road (NCSR 1126). The proposed study would evaluate the operations, safety, access, levels of service and capacity. The study would examine the feasibility of appropriate widening, installation of curb and gutter, installation of subsurface drainage improvements, installation of pedestrian and bicycle facilities, and installation of landscaping improvements. The study would recommend appropriate treatments and strategies to improve safety, operation, levels of service, and drainage. The study would recommend typical cross sections and improvements and provide cost estimates for such improvements. The Town of Winterville will develop this plan. (\$25,000 for the 2010-2011 PWP)

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

III-D-4 Statewide and Regional Planning

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

III-E Management and Operations

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

- Tracking the status of transportation projects, status reports to the TCC, TAC, and interested

persons.

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

TASK CODE	TASK DESCRIPTION	SPR Highway			SEC. 104 (f) PL Highway / Transit			SECTION 5303 Transit / Highway				SECTION 5307 Transit				TASK FUNDING SUMMARY			
		NCDOT 20%	FHWA 80%	TOTAL	Local 20%	FHWA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	LOCAL	STATE	FEDERAL	TOTAL
II-A	Surveillance of Change																		
II-A-1	Traffic Volume Counts	240	960	1,200	6,000	24,000	30,000 *									6,000	240	24,960	31,200
II-A-2	Vehicle Miles of Travel	120	480	600	100	400	500								100	120	880	1,100	
II-A-3	Street System Changes	240	960	1,200	560	2,240	2,800								560	240	3,200	4,000	
II-A-4	Traffic Accidents	0	0	0	0	0	0								0	0	0	0	
II-A-5	Transit System Data				0	0	0												
II-A-6	Dwelling Unit, Pop. & Emp. Change	240	960	1,200	200	800	1,000								200	240	1,760	2,200	
II-A-7	Air Travel				0	0	0												
II-A-8	Vehicle Occupancy Rates				0	0	0												
II-A-9	Travel Time Studies				0	0	0												
II-A-10	Mapping	840	3,360	4,200	2,000	8,000	10,000								2,000	840	11,360	14,200	
II-A-11	Central Area Parking Inventory				0	0	0												
II-A-12	Bike & Ped. Facilities Inventory				2,000	8,000	10,000												
II-B	Long Range Transp. Plan																		
II-B-1	Collection of Base Year Data	1,000	4,000	5,000	1,400	5,600	7,000								1,400	1,000	9,600	12,000	
II-B-2	Collection of Network Data	600	2,400	3,000	400	1,600	2,000								400	600	4,000	5,000	
II-B-3	Travel Model Updates	2,640	10,560	13,200	2,000	8,000	10,000								2,000	2,640	18,560	23,200	
II-B-4	Travel Surveys				100	400	500								100	0	400	500	
II-B-5	Forecast of Data to Horizon Year	600	2,400	3,000	400	1,600	2,000								400	600	4,000	5,000	
II-B-6	Community Goals & Objectives	200	800	1,000	400	1,600	2,000								400	200	2,400	3,000	
II-B-7	Forecast of Future Travel Patterns	600	2,400	3,000	3,000	12,000	15,000								3,000	600	14,400	18,000	
II-B-8	Capacity Deficiency Analysis	600	2,400	3,000	400	1,600	2,000								400	600	4,000	5,000	
II-B-9	Highway Element of the LRTP	200	800	1,000	400	1,600	2,000								400	200	2,400	3,000	
II-B-10	Transit Element of the LRTP				200	800	1,000	1,200	1,200	9,600	12,000				1,400	1,200	10,400	13,000	
II-B-11	Bicycle & Ped. Element of the LRTP				10,000	40,000	50,000								10,000	0	40,000	50,000	
II-B-12	Airport/Air Travel Element of LRTP				0	0	0								0	0	0	0	
II-B-13	Collector Street Element of LRTP				0	0	0								0	0	0	0	
II-B-14	Rail, Water or Other Mode of LRTP				200	800	1,000								200	0	800	1,000	
II-B-15	Freight Movement/Mobility Planning				100	400	500								100	0	400	500	
II-B-16	Financial Planning				100	400	500								100	0	400	500	
II-B-17	Congestion Management Strategies				100	400	500								100	0	400	500	
II-B-18	Air Qual. Planning/Conformity Anal.				600	2,400	3,000								600	0	2,400	3,000	
III-A	Planning Work Program	120	480	600	1,769	7,077	8,846								1,769	120	7,557	9,446	
III-B	Transp. Improvement Plan/Priorities	400	1,600	2,000	3,560	14,240	17,800	400	400	3,200	4,000				3,960	800	19,040	23,800	
III-C	Cvl Rets. Cmp/Otr. Reg. Regs.																		
III-C-1	Title VI	120	480	600	100	400	500								100	120	880	1,100	
III-C-2	Environmental Justice				100	400	500								100	0	400	500	
III-C-3	Disadvantaged Business Enterprise																		
III-C-4	Planning for the Elderly & Disabled				200	800	1,000								200	0	800	1,000	
III-C-5	Safety/Drug Control Planning							100	100	800	1,000				100	100	800	1,000	
III-C-6	Public Involvement				500	2,000	2,500								500	0	2,000	2,500	
III-C-7	Private Sector Participation																		
III-D	Incidental Png./Project Dev.																		
III-D-1	Transportation Enhancement Png.				0	0	0								0	0	0	0	
III-D-2	Enviro. Analysis & Pre-TIP Png.	600	2,400	3,000	200	800	1,000								200	600	3,200	4,000	
III-D-3	Special Studies																		
	Regional Transit Study Update/Route Eval							10,000	10,000	80,000	100,000 *				10,000	10,000	80,000	100,000	
	Ayden Primary St. Study/Long Range Plan				10,000	40,000	50,000 *								10,000	0	40,000	50,000	
	Bicycle & Pedestrian Master Plan				34,000	136,000	170,000 *								34,000	0	136,000	170,000	
	Pitt County Comp Land Use (Trans Elem)				2,000	8,000	10,000 *								2,000	0	8,000	10,000	
	Community Transportation Plan for PATS				1,500	6,000	7,500 *								1,500	0	6,000	7,500	
	Winterville East-West Connectivity Study				8,000	32,000	40,000 *								8,000	0	32,000	40,000	
	Winterville Connector Street Master Plan				8,000	32,000	40,000 *								8,000	0	32,000	40,000	
	Winterville Boyd Street Study				5,000	20,000	25,000 *								5,000	0	20,000	25,000	
III-D-4	Regional or Statewide Planning	200	800	1,000	700	2,800	3,500								700	200	3,600	4,500	
III-E	Management & Operations	2,640	10,560	13,200	21,000	84,000	105,000	1,728	1,728	13,824	17,280				22,728	4,368	108,384	135,480	
TOTALS		12,200	48,800	61,000	127,289	509,157	636,446	3,428	3,428	27,424	34,280	10,000	10,000	80,000	100,000	138,717	25,628	657,381	821,726

* Includes consultant efforts/study

Charge Code	DESCRIPTION	TOTAL COST	FEDERAL	NCDOT	LOCAL STAFF
II. Continuing Transportation Planning Work Program Methodology, Responsibilities and Schedules					
II-A	<u>Surveillance of Change</u>				
II-A-1	Traffic Volume Counts	31,200	24,960	240	6,000
II-A-2	Vehicle Miles of Travel	1,100	880	120	100
II-A-3	Street System Changes	4,000	3,200	240	560
II-A-4	Traffic Accidents	0	0	0	0
II-A-5	Transit System Data				
II-A-6	Dwelling Unit, Pop. & Emp. Change	2,200	1,760	240	200
II-A-7	Air Travel	0	0	0	0
II-A-8	Vehicle Occupancy Rates	0	0	0	0
II-A-9	Travel Time Studies	0	0	0	0
II-A-10	Mapping	14,200	11,360	840	2,000
II-A-11	Central Area Parking Inventory	0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory	0	0	0	0
II-B	<u>Long Range Transp. Plan</u>				
II-B-1	Collection of Base Year Data	12,000	9,600	1,000	1,400
II-B-2	Collection of Network Data	5,000	4,000	600	400
II-B-3	Travel Model Updates	23,200	18,560	2,640	2,000
II-B-4	Travel Surveys	500	400	0	100
II-B-5	Forecast of Data to Horizon year	5,000	4,000	600	400
II-B-6	Community Goals & Objectives	3,000	2,400	200	400
II-B-7	Forecast of Future Travel Patterns	18,000	14,400	600	3,000
II-B-8	Capacity Deficiency Analysis	5,000	4,000	600	400
II-B-9	Highway Element of th LRTP	3,000	2,400	200	400
II-B-10	Transit Element of the LRTP	13,000	10,400	1,200	1,400
II-B-11	Bicycle & Ped. Element of the LRTP	50,000	40,000	0	10,000
II-B-12	Airport/Air Travel Element of LRTP	0	0	0	0
II-B-13	Collector Street Element of LRTP	0	0	0	0
II-B-14	Rail, Water or other mode of LRTP	1,000	800	0	200
II-B-15	Freight Movement/Mobility Planning	500	400	0	100
II-B-16	Financial Planning	500	400	0	100
II-B-17	Congestion Management Strategies	500	400	0	100
II-B-18	Air Qual. Planning/Conformity Anal.	3,000	2,400	0	600
III-A	<u>Planning Work Program</u>	9,446	7,557	120	1,769
III-B	<u>Transp. Improvement Plan/Priorities</u>	23,800	19,040	800	3,960
III-C	<u>Cvl Rgts. Cmp./Otr .Reg. Regs.</u>	0	0	0	0
III-C-1	Title VI	1,100	880	120	100
III-C-2	Environmental Justice	500	400	0	100
III-C-3	Disadvantaged Business Enterprise	0	0	0	0
III-C-4	Planning for the Elderly & Disabled	1,000	800	0	200
III-C-5	Safety/Drug Control Planning	1,000	800	100	100
III-C-6	Public Involvement	2,500	2,000	0	500
III-C-7	Private Sector Participation	0	0	0	0
III-D	<u>Incidental Plng./Project Dev.</u>	0	0	0	0
III-D-1	Transportation Enhancement Plng.	0	0	0	0
III-D-2	Enviro. Analysis & Pre-TIP Plng.	4,000	3,200	600	200
III-D-3	Special Studies	442,500	354,000	10,000	78,500
III-D-4	Regional or Statewide Planning	4,500	3,600	200	700
III-E	<u>Management & Operations</u>	135,480	108,384	4,368	22,728
	TOTALS	821,726	657,381	25,628	138,717

Note: Local Staff consists primarily of City of Greenville staff (Lead Planning Agency) and includes Town of Winterville, Town of Ayden, Village of Simpson, Pitt County and Mid-East Commission staff MPO activities
 03/03/10

1-	MPO						
2-	FTA Code	442100	442301	442500	442616	442400	
3-	Task Code	III-E	II-B-10	III-B	III-C-5	III-D-3	Total
4-	Title of Planning Task	Program Support/Admin	Transit Element of the LRTP	Transportation Improvement Program	Safety	Special Studies (Mobility Planning)	
5-	Task Objective	To prepare public information, provide local assistance, prepare PWP, public participation, DBE goals, improve system	Improve mobility	Develop 2011-2017 TIP	Safety and security	Improve Mobility	
6-	Tangible Product Expected	Transit system revenue, expense, ridership data, verification of DBEs and Goals as required, Systems management and operations planning	Mapping and Scheduling , Design, Route surveys, planning for public outreach, marketing of transit system to increase ridership, prepare surveys, support data	2011-2017 MTIP and TIP	Safety enhancements at bus stops etc.	Update of Regional Transit Study / Route Study	
7-	Expected Completion Date of Product(s)	6/30/2011	6/30/2011	6/30/2011	6/30/2011	6/30/2011	
8-	Previous Work	Preparation and analysis of data monthly, quarterly and annually, last PWP prepared for 2008-2009, DBE Goals Update; and MPO activities. Ongoing task to develop and improve system	Route expansion implemented November 2008. New maps and schedules designed.	2009-2015 MTIP and TIP	Safety meetings & preparation of safety information for transit drivers, and security enhancements	Feasibility Study Completed in 2003	
9-	Prior FTA Funds	\$12,832	\$9,600	\$3,200	\$800	\$100,000	\$126,432
10-	Relationship To Other Activities					Intermodal Transportation Center Project under 5307	
11-	Agency Responsible for Task Completion	City of Greenville	City of Greenville	City of Greenville	City of Greenville	City of Greenville	
12-	HPR - Highway - NCDOT 20%						
13-	HPR - Highway - FHWA 80%						
14-	Section 104 (f) PL Local 20%						
15-	Section 104 (f) PL FHWA 80%						
16-	Section 5303 Local 10%	\$1,728	\$1,200	\$400	\$100		\$3,428
17-	Section 5303 NCDOT 10%	\$1,728	\$1,200	\$400	\$100		\$3,428
18-	Section 5303 FTA 80%	\$13,824	\$9,600	\$3,200	\$800		\$27,424
	<i>Subtotal</i>	\$17,280	\$12,000	\$4,000	\$1,000		\$34,280
19-	Section 5307 Transit - Local 10%		\$0.00			\$10,000	\$10,000
20-	Section 5307 Transit - NCDOT 10%		\$0.00			\$10,000	\$10,000
21-	Section 5307 Transit - FTA 80%		\$0.00			\$80,000	\$80,000
	<i>Subtotal</i>		\$0.00			\$100,000	\$100,000
22-	Additional Funds - Local 100%						
	Grand total	\$17,280	\$12,000	\$4,000	\$1,000	\$100,000	\$134,280

Anticipated DBE Contracting Opportunities for FY 10-11

Name of MPO: Greenville Urban Area Metropolitan Planning Organization

Person Completing Form: Daryl Vreeland

Telephone Number: 252-329-4476

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3/442400	Special Study	City of Greenville, NC	Consultant	\$5,000	\$100,000

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

FY 10-11

Town of Ayden Primary Street Inventory and Long Range Plan - The Town of Ayden will develop this plan creating a Primary Streets Inventory and Long Range Plan. The Town desires a creative and useable plan that will include a Primary Streets Inventory; a Streets Functional Classification Analysis; and provide an analysis of the improvement needs associated with streets and highways located within the Town's Planning and Zoning Jurisdiction over multiple time horizons. This effort will include the use of the Greenville Urban Area MPO's traffic model and other data to be collected by the consultant. (\$50,000 for the 2010-2011 PWP)

Greenville Urban Area Bicycle and Pedestrian Master Plan – The existing 2002 Greenville Urban Area bicycle master plan is outdated and there is currently no MPO-area wide pedestrian master plan. A Bicycle and Pedestrian master plan for the MPO's Urbanized Area is needed to coordinate and prioritize needs for these alternative forms of transportation. The City of Greenville will develop this plan. (\$170,000 for the 2010-2011 PWP)

Regional Transit Study Update / Route Evaluation Study – This project will provide the impetus for a coordinated GREAT/ECU system as well as address current unmet needs of the community to include modified or enhanced route structures and schedules relating to public transit, university transit, and countywide regional general public service. The City of Greenville will develop this plan. (\$100,000 for the 2010-2011 PWP)

Pitt County Comprehensive Land Use Plan (Transportation element only) – As part of the plan update, the transportation element of the Comprehensive Land Use Plan will be updated. In addition to conducting an inventory of existing land uses, future transportation improvements will be identified and strategies for a better coordinated transportation network will be recommended. (\$10,000 for the 2010-2011 PWP)

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

Winterville East/West Connectivity Study - The Town of Winterville will conduct this study to plan for transportation corridor(s) through their jurisdiction for east - west connectivity. Plan development will provide for the following: 1) Ensure appropriate connectivity between the Southwest Bypass and NC Hwy 11. 2) Provide for appropriate connectivity between NC Hwy 11 and NC Hwy 43. 3) Identify appropriate corridor(s). 4) Project needed design cross sections. 5) Implement appropriate land use planning measures to preserve such corridor(s), to protect existing rights-of- way, and to reserve any needed additional rights-of- way (\$40,000 for the 2010-2011 PWP)

Boyd Street (SR 1126) Study (Winterville) - Boyd Street is a two-lane, undivided road running from NC Highway 11 to Railroad Street with a total length of approximately 2,100 feet. The east end of Boyd Street terminates in front of W.H. Robinson Middle School. Boyd Street

currently serves as a “gateway” into the downtown of Winterville and serves as an important transportation corridor serving area residents, schools, and businesses. Current conditions result in poor drainage and safety concerns for pedestrian and bicycle traffic. Boyd Street is frequented by School Buses and other school related traffic accessing W.H. Robinson School. Boyd Street is a NCDOT maintained road (NCSR 1126). The proposed study would evaluate the operations, safety, access, levels of service and capacity. The study would examine the feasibility of appropriate widening, installation of curb and gutter, installation of subsurface drainage improvements, installation of pedestrian and bicycle facilities, and installation of landscaping improvements. The study would recommend appropriate treatments and strategies to improve safety, operation, levels of service, and drainage. The study would recommend typical cross sections and improvements and provide cost estimates for such improvements. The Town of Winterville will develop this plan. (\$25,000 for the 2010-2011 PWP)

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

FY 11-12

Travel Demand Model Update – Update travel demand model with 2010 Census Data and for next LRTP update. The City of Greenville will manage this project. (\$75,000 for the 2011-2012 PWP)

FY 12-13

CTP Development – Develop Bicycle, Pedestrian, Transit, and Rail components of the Comprehensive Transportation Plan for the Greenville Urbanized Area. The City of Greenville will develop this plan. (\$150,000 for the 2012-2013 PWP)

FY 13-14

LRTP Update – Update Long-Range Transportation Plan in accordance with the latest Federal Legislation. The City of Greenville will develop this plan. (\$150,000 for the 2013-2014 PWP)

FY 14-15

Regional Transit Study / Route Evaluation Study (Update) – This project will update the previously developed plan, assuring proper coordination between the GREAT/ECU system as well as address current unmet needs of the community to include modified or enhanced route structures and schedules relating to public transit, university transit, and countywide regional general public service. The City of Greenville will develop this plan. (\$150,000 for the 2014-2015 PWP)

5-year plan

Charge Code	DESCRIPTION	09-10 proposed	10-11 proposed	11-12 proposed	12-13 proposed	13-14 proposed
II. Continuing Transportation Planning Work Program Methodology, Responsibilities and Schedules						
II-A	Surveillance of Change					
II-A-1	Traffic Volume Counts	31,200	31,200	31,200	31,200	31,200
II-A-2	Vehicle Miles of Travel	1,100	1,100	1,100	1,100	1,100
II-A-3	Street System Changes	4,000	4,000	4,000	4,000	4,000
II-A-4	Traffic Accidents	0				
II-A-5	Transit System Data					
II-A-6	Dwelling Unit, Pop. & Emp. Change	2,200	2,200	2,200	2,200	2,200
II-A-7	Air Travel	0				
II-A-8	Vehicle Occupancy Rates	0				
II-A-9	Travel Time Studies	0				
II-A-10	Mapping	14,200	7,200	7,200	7,200	7,200
II-A-11	Central Area Parking Inventory	0				
II-A-12	Bike & Ped. Facilities Inventory	0				
II-B	Long Range Transp. Plan					
II-B-1	Collection of Base Year Data	12,000	12,000	12,000	12,000	12,000
II-B-2	Collection of Network Data	5,000	5,000	5,000	8,000	13,000
II-B-3	Travel Model Updates	23,200	10,000	10,000	23,200	23,200
II-B-4	Travel Surveys	500	500	500	500	500
II-B-5	Forecast of Data to Horizon year	5,000	5,000	6,000	4,000	8,000
II-B-6	Community Goals & Objectives	3,000	3,000	3,000	3,000	3,000
II-B-7	Forecast of Future Travel Patterns	18,000	18,000	18,000	18,000	18,000
II-B-8	Capacity Deficiency Analysis	5,000	5,000	5,000	5,000	5,000
II-B-9	Highway Element of th LRTP	3,000	500	500	2,000	3,000
II-B-10	Transit Element of the LRTP	13,000	12,390	12,390	12,390	12,390
II-B-11	Bicycle & Ped. Element of the LRTP	50,000	10,000	10,000	10,000	10,000
II-B-12	Airport/Air Travel Element of LRTP	0				1,000
II-B-13	Collector Street Element of LRTP	0				500
II-B-14	Rail, Water or other mode of LRTP	1,000	1,000	500	500	500
II-B-15	Freight Movement/Mobility Planning	500	500	500	500	500
II-B-16	Financial Planning	500	500	500	500	500
II-B-17	Congestion Management Strategies	500	500	500	500	500
II-B-18	Air Qual. Planning/Conformity Anal.	3,000	3,000	5,000	5,000	3,000
III-A	Planning Work Program	9,446	6,000	6,000	6,000	6,000
III-B	Transp. Improvement Plan/Priorities	23,800	16,320	16,320	16,320	18,200
III-C	Cvl Rqts. Cmp/Otr .Req. Rqs.					
III-C-1	Title VI	1,100	1,100	1,100	1,100	1,100
III-C-2	Environmental Justice	500	500	500	500	2,000
III-C-3	Disadvantaged Business Enterprise	0		0	0	0
III-C-4	Planning for the Elderly & Disabled	1,000	1,000	1,000	1,000	1,000
III-C-5	Safety/Drug Control Planning	1,000	1,000	1,000	1,000	1,000
III-C-6	Public Involvement	2,500	2,500	2,500	2,500	2,500
III-C-7	Private Sector Participation	0				
III-D	Incidental Plng./Project Dev.					
III-D-1	Transportation Enhancement Plng.	0				
III-D-2	Enviro. Analysis & Pre-TIP Plng.	4,000	4,000	4,000	4,000	4,000
III-D-3	Special Studies	442,500	47,500	50,000	150,000	150,000
III-D-4	Regional or Statewide Planning	4,500	3,500	3,500	3,500	3,500
III-E	Management & Operations	135,480	99,200	99,200	99,200	99,200
	TOTALS	821,726	315,210	320,210	435,910	448,790

Note: Local Staff consists primarily of City of Greenville staff (Lead Planning Agency) and includes Town of Winterville, Town of Ayden, Pitt County and Mid-East Commission staff MPO activities
03/03/10

RESOLUTION NO. 2010-02-GUAMPO

APPROVING THE FY 2011 (2010-2011) PLANNING WORK PROGRAM OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting a continuing, cooperative, and comprehensive transportation planning program in order to insure that funds for transportation projects are effectively allocated to the Greenville Urban Area; and

WHEREAS, the City of Greenville has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program Funds; and

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for SFY 2011; and

WHEREAS, the Transportation Plan has a planning horizon of 2035 and meets all the requirements for an adequate Transportation Plan; and

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for SFY 2011 (2010-2011);

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves and endorses the Planning Work Program for SFY 2011 (2010-2011) for the Greenville Urban Area Metropolitan Planning Organization on this the 16th day of March 2010.

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

Amanda Braddy, Secretary

ATTACHMENT 4

AMENDMENT TO THE 2009-2015 MTIP FOR TRANSIT PROJECTS

- Memo From Daryl Vreeland to Wesley B. Anderson
- Resolution 2010-03-GUAMPO
- Page 6 of the 2009-2015 MTIP
- Previous Related Resolutions:
 - Resolution 2008-07-GUAMPO
 - Resolution 2009-08-GUAMPO



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

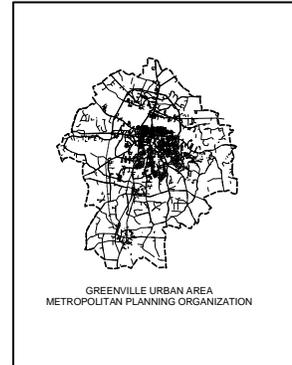
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, AICP, Transportation Planner

DATE: February 5, 2010

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



On September 30, 2009, NCDOT announced that operating assistance was added as an eligible category funded by the American Recovery and Reinvestment Act of 2009 (ARRA). The Greenville Area Transit System (GREAT) has coordinated with NCDOT and per Federal Transit Administration (FTA) guidelines and submitted a request for a budget line item revision in the TIP. This TIP amendment will result in savings and other benefits to the GREAT system as detailed below.

Previously, project TG-4767 provided for various projects, including a storage building for transit busses. However, the City acquired funding for the storage building project through other means. Therefore, the City of Greenville desires to transfer the cost of the storage building (\$99k) from capital items (project #TG-4767) to operating assistance and maintenance (project #TO-4726). The amount of \$99k shall be programmed over two fiscal years, \$49k in FY10 and \$50k for FY11. This amendment will enable the City and GREAT to realize an operating cost savings as result of a reduced local cost share. This amendment also adjusts the remaining ARRA funds from FY2009 to FY2010 for project TG-4767 to reflect the funding source of the reprogrammed amounts.

Additionally, this amendment includes an additional \$99k of stimulus funds for FY11. These funds were recently redistributed by NCDOT to MPO's throughout the state with eligible "shovel-ready" transit projects. The \$99k shall be applied towards the purchase and installation of surveillance equipment aboard Greenville Area Transit busses.

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

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

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

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

To ensure the FTA will approve the City's grant application, the amount requested must correspond to those presented in the 2009-2015 MTIP and STIP. Therefore, the 2009-2015 MTIP must be

amended. The North Carolina Board of Transportation considered amending the 2009-2015 STIP for these items on November 5, 2009.

Attached for TAC's consideration is *Resolution 2010-03-GUAMPO*, which details the changes. Also, attached is a copy of page 6 of 7 of the current 2009-2015 MTIP identifying the existing status of the aforementioned projects. Project TG-4767 was previously amended on December 2, 2008 for the purpose of changing the funding amounts, and on May 28, 2009 for the purpose of including ARRA stimulus funding. The resolutions detailing these previous modifications are attached in respective order.

For the upcoming TAC meeting, it is requested that the committee adopt the amendment to the 2009-2015 MTIP, as recommended by the TCC during their January 19, 2010 meeting.

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

Attachments

RESOLUTION NO. 2010-03-GUAMPO
AMENDING THE GREENVILLE URBAN AREA METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2009-2015

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP) and found the need to amend said document on page 6 of 7 for Project ID TG-4767 and TO-4726 so as to identify the allocation of stimulus funds towards these projects. Portions of project TO-4726 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 Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TG -4767 PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMS--SPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT, 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 -4726 FEDERAL OPERATING ASSISTANCE AND STATE MAINTENANCE									
	10,735	FUZ	525	550	575	625	675	725	775
		L	525	550	575	625	675	725	775
		SMAP	255	255	255	260	265	270	275

Amended MTIP:Amended Amounts (indicated in bold)

	Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TG -4767 PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMS--SPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT, CONCRETE PADS, ID CARD SYSTEM, OIL/WATER SEPARATOR, FACILITY IMPROVEMENTS									
	6,478	FUZ	640	660	680	700	720	760	800
		L	160	165	170	175	180	190	200
		FUZST		179	99				
TO -4726 FEDERAL OPERATING ASSISTANCE AND STATE MAINTENANCE									
	10,834	FUZ	525	550	575	625	675	725	775
		L	525	550	575	625	675	725	775
		SMAP	255	255	255	260	265	270	275
		FUZST		49	50				

WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO's 2035 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

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 Braddy, Secretary

GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"			"DEVELOPMENTAL STIP"				"UNFUNDED"		
						FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS		
PUBLIC TRANSPORTATION PROJECTS															
GREENVILLE PITT	TA-4773	EXPANSION BUSES. 2 - FY 2009	800		FBUS L STAT	CP CP CP	640 80 80								
GREENVILLE PITT	TA-4965	2 - REPLACEMENT BUSES.	950		FED L STAT						CP CP CP	760 95 95			
UNFUNDED PROJECT															
GREENVILLE PITT	TA-4774	EXPANSION BUSES. 2 - FY 2010 2 - FY 2011 2 - FY 2012	2700		FEDU L STAT		CP CP CP	680 85 85	CP CP CP	720 90 90	CP CP CP	760 95 95			
UNFUNDED PROJECT															
GREENVILLE PITT	TD-4716B	INTERMODAL TRANSPORTATION CENTER. DESIGN, LAND ACQUISITION - FY 2008 CONSTRUCTION - FY 2009.	6000		FED L STAT	CP CP CP	4800 600 600								
UNFUNDED PROJECT															
GREENVILLE PITT	TG-4767	PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMS--SPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT.	4550		FUZ L	CP CP	520 130	CP CP	520 130	CP CP	520 130	CP CP	520 130	CP CP	520 130
GREENVILLE PITT	TO-4726	FEDERAL OPERATING ASSISTANCE AND STATE MAINTENANCE.	8329		FUZ L SMAP	O O O	420 420 255	O O O	441 441 255	O O O	463 463 255	O O O	487 487 255	O O O	487 487 255
STATEWIDE	TM-5000	JOB ACCESS / REVERSE COMMUTE CAPITAL, PLANNING AND OPERATIONAL COST.													
IN PROGRESS															

* INDICATES INTRASTATE PROJECT

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

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

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

Existing MTIP:Existing Amounts

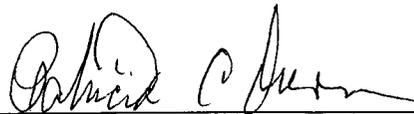
	Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TG -4767 PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMS--SPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT.									
	4550	FUZ	520	520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

Amended MTIP:Amended Amounts (indicated in bold)

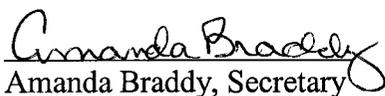
	Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TG -4767 PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMS--SPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT.									
	6,200	FUZ	640	660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

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

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



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



Amanda Braddy, Secretary

**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 Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TG -4767 PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMS--SPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT.									
	6,220	FUZ	640	660	680	700	720	760	800
		L	160	165	170	175	180	190	200
TA -4773 EXPANSION BUSES. 2 - FY 2009									
	800	FBUS	640						
		L	80						
		STAT	80						

Amended MTIP:Amended Amounts (indicated in bold)

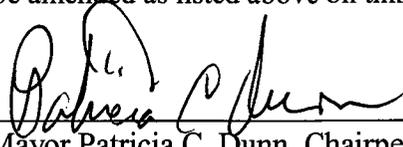
	Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TG -4767 PREVENTIVE MAINTENANCE AND MISC. CAPITAL ITEMS--SPARE PARTS, SHELTERS, BENCHES, GARBAGE CANS, COMPUTER, FACILITY IMPROVEMENT, ADA SERVICE, SURVEILLANCE EQUIPMENT, CONCRETE PADS, ID CARD SYSTEM, 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						
TA -4773 EXPANSION BUSES. 2 - FY 2009									
	1,200	FUZST	1,200						
		L	0						
		STAT	0						

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

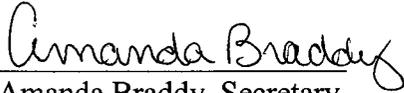
WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO's 2030 Long Range Transportation Plan, and

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

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

ATTACHMENT 5

AMENDMENT TO THE 2009-2015 MTIP FOR TRANSIT PROJECTS (INTERMODAL CENTER)

- Memo From Daryl Vreeland to Wesley B. Anderson
- Resolution 2010-04-GUAMPO
- Conceptual Project Budget
- Previous Amendment
 - Resolution 2008-08-GUAMPO



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

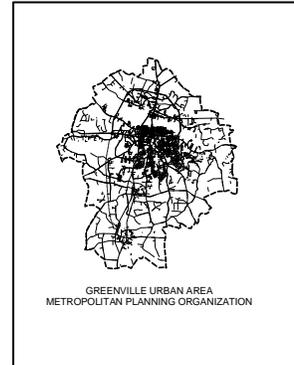
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, AICP, Transportation Planner

DATE: February 5, 2010

SUBJECT: Resolution to amend 2009-2015 MTIP to update costs for Project #4716B (Intermodal Center)



Recently, the City of Greenville completed the *Site Selection and Conceptual Design Study* dated February 13, 2009 for the subject project. This study incorporated the following work efforts: obtaining public input, space needs programming, site selection, development of building blocking plans, development of site design concepts, environmental work on the selected site, development of an operating model, and creation of a conceptual project budget.

Included in the study are the most recent cost estimates for design, land acquisition, and construction. The attached resolution is a proposed amendment to the 2009-2015 MTIP that will update the cost for project # TD-4716B. This amendment also updates expenditures and programming for current and subsequent fiscal years.

In accordance with protocol, the 2009-2015 MTIP must be amended to correspond with projects in the STIP. The North Carolina Board of Transportation is anticipated to consider an amendment to the 2009-2015 STIP regarding this matter on January 7th 2010.

Attached for TCC's consideration is *Resolution 2010-04-GUAMPO*, which details the changes. Also attached is the conceptual project budget taken from the *Site Selection and Conceptual Design Study* dated February 13, 2009.

Attached is a previous amendment to this item on December 2, 2008 (Resolution 2008-08-GUAMPO).

For the upcoming TAC meeting, it is requested that the committee adopt the amendment to the 2009-2015 MTIP as recommended by the TCC during their January 19, 2010 meeting.

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

Attachments

RESOLUTION NO. 2010-03-GUAMPO
AMENDING THE GREENVILLE URBAN AREA METROPOLITAN
TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2009-2015

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

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

Existing MTIP:
 Unfunded Project

Existing Amounts

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

Amended MTIP:

Amended Amounts (indicated in bold)

	Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TD -4716B INTERMODAL TRANSPORTATION CENTER DESIGN, LAND ACQUISITION, and CONSTRUCTION – 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 Braddy, Secretary

GREENVILLE INTERMODAL

CONCEPTUAL PROJECT BUDGET

DESCRIPTION	BUDGET	REMARKS
Hard Costs		
Land Acquisition/Demolition/Environmental		
Land Cost	\$ 2,500,000.00	City estimate using 2006-7 Pitt County assessed values with a factor for 2008 reassessment
Demolition	\$ 210,000.00	City estimates based upon recent redevelopment project experience. 13 total structures.
Environmental	\$ 218,000.00	City estimates based upon recent redevelopment project experience. 13 total structures.
Construction		
Building	\$ 1,487,500.00	8500 GSF @ \$ 175/SF
Canopy	\$ 2,000,000.00	20,000 SF @ \$100/SF
Site Construction	\$ 2,328,000.00	11.64 Acres @ \$200,000/Acre
LEED Certification items	\$ 290,775.00	5% of construction cost
Other		
Furniture	\$ 45,000.00	3% of construction costs
Artwork/Accessories/Plants	\$ 5,000.00	Allowance
Data/Com Equipment & Wiring	\$ 22,000.00	\$2.50/SF Allowance
Misc. Equipment/Appliances	\$ 10,000.00	Allowance
Security Equipment & Wiring	\$ 170,000.00	\$2.00/SF Allowance
Audio Visual Equipment & wiring	\$ 5,000.00	Allowance
Window Coverings	\$ 5,000.00	Allowance
Subtotal	\$ 9,296,275.00	
Contingency @ 10%	\$ 929,627.50	
Subtotal of Hard Costs	\$ 10,225,902.50	
Soft Costs		
Surveys		
Topo	\$ 10,000.00	
Geotechnical	\$ 10,000.00	
Design Fees		
Programming/Feasibility Studies	\$ 115,030.00	Current contract
Building/Site/Canopy	\$ 581,550.00	10% of construction cost
FFE	\$ 5,000.00	Allowance
Re-imbursable Expenses	\$ 15,000.00	Allowance
Construction Testing	\$ 50,000.00	Allowance
Subtotal	\$ 786,580.00	
Contingency @ 5%	\$ 39,329.00	
Subtotal of Soft Costs	\$ 825,909.00	
PROJECT TOTAL	\$ 11,051,811.50	2008 Dollars



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

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

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

Existing MTIP:Existing Amounts

Unfunded Project

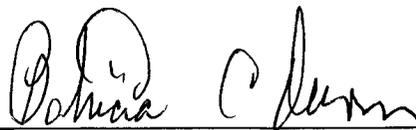
Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TD -4716B INTERMODAL TRANSPORTATION CENTER DESIGN, LAND ACQUISITION – FY 2008, CONSTRUCTION – FY 2009.								
6000	FED	4800						
	L	600						
	STAT	600						

Amended MTIP:Amended Amounts (indicated in bold)

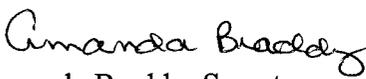
Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
TD -4716B INTERMODAL TRANSPORTATION CENTER DESIGN and LAND ACQUISITION - FY 2009 CONSTRUCTION – FY 2011.								
8,874	FED			4800				
	L	287		600				
	STAT	287		600				
	FBUS	2,300						

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

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



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


Amanda Braddy, Secretary

ATTACHMENT 6

PRIORITIZATION OF “SHOVEL-READY” PROJECTS IN PREPARATION FOR POTENTIAL FUTURE STIMULUS FUNDING

- Memo From Daryl Vreeland to Wesley B. Anderson
- Attachment A--Proposed
 - Resolution 2010-05-GUAMPO
 - Resolution 2010-06-GUAMPO
 - Resolution 2010-07-GUAMPO
- Attachment B –Existing
 - Resolution 2009-05-GUAMPO
 - Resolution 2009-06-GUAMPO
 - Resolution 2009-07-GUAMPO



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

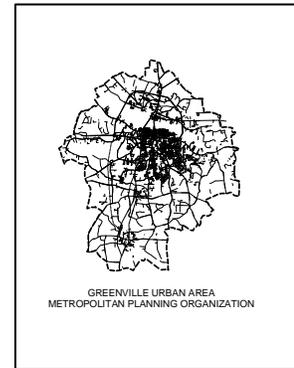
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, AICP, Transportation Planner

DATE: February 5, 2010

SUBJECT: Update to stimulus projects priority lists



Recently, the Federal House of Representatives passed a jobs bill which included \$48 billion for infrastructure. It is not known whether or not this bill will pass the Senate or if any additional conditions will be associated with it. 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 MPO's best interest to have updated and approved priority lists. In development of projects for inclusion in the update, the same assumptions, conditions, and criteria utilized in developing the MPO's prioritized list of projects for the first stimulus Act were applied to develop the updated list.

Projects submitted to NCDOT for the first Stimulus Act had to be "shovel-ready". This means that project plans and specifications are 98% to 100% complete, generally requiring no right-of-way acquisition, and do not have any utility conflicts. These requirements are to avoid issues that are time-intensive or would delay a project and expenditures of funds. Also, selected projects will have to comply with all federal contracting requirements.

Keeping with the previously established format, the projects are grouped in one of three categories: Roadway, Enhancement, or Public Transportation projects.

Per the existing, stimulus-funded project criteria, roadway projects are required to be located on Federal-aid eligible roadways, while enhancement projects (which include sidewalk projects) do not need to be on Federal-aid roadways.

The attached resolutions incorporate listings of proposed projects for roadway, enhancement, and transit "shovel-ready" projects proposed to be submitted to NCDOT for consideration in the event of additional stimulus funds. These attachments are identified as "Attachment A—proposed" and are *Resolutions 2010-05-GUAMPO, 2010-06-GUAMPO, and 2010-07-GUAMPO*.

For comparison purposes, attached are the resolutions adopted by the TAC on March 23, 2009 that identify the recommended stimulus projects. (Attachment B—existing)

It is requested that TAC review the attached "shovel-ready" projects to be considered for any future potential stimulus funding. The projects shown on the resolutions under consideration are prioritized as recommended by the TCC during their January 19, 2010 meeting.

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

RESOLUTION NO. 2010-05-GUAMPO

RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT ROADWAY PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 16th day of March 2010, to consider "shovel-ready" transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement roadway projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation roadway improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program:

PRIORITIZED SHOVEL-READY STIMULUS FUNDING ROADWAY PROJECTS

<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
1	Old NC11 (Lee St)	Intersections at NC102 (Third St) and Second St	N/A	Installation of decorative fixed-arm traffic signals with signalized pedestrian crossings and associated improvements	\$385,000
2	Worthington Rd	West of DH Conley High School	East of DH Conley High School	Provide continuous left turn lane and right turn lanes into DH Conley HS	\$300,000
3	Brownlea Drive, Phase 2	End of Existing Pavement	Fourteenth St	Construct new roadway to complete segment	\$725,000
4	Main Street (Winterville)	NC11	Graham	Mill and resurface	\$175,000
5	Tucker Road	Ivy Road	BlackJack-Simpson Road	Mill and resurface	\$240,000
6	NC 102	NC 11	NC 903	Mill and resurface	\$370,000

<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
7	Firetower Road	NC 43	Portertown Rd	Add continuous turn lane; mill & resurface; construct roundabout at Firetower Rd and Portertown Rd intersection	
8	W. Fifth St	NC 11	Abermarle Avenue	Mill and Resurface	\$200,000
9	NC 102	0.3 Miles West of Ayden Golf Club Rd	County Home Road	Mill and resurface	\$330,000
10	Arlington Blvd	Intersection of Evans Street	N/A	Road Infrastructure Improvements	\$25,000
11	Stantonsburg Road	NC 11	US 264	Mill and resurface	\$850,000
12	US264A (Greenville Blvd)	Intersection of Red Banks Road	N/A	Construct dedicated right turn lanes Eastbound and Westbound at Red Banks Road intersection.	\$300,000
13	Old Tar Road	Main St	Cooper St	Install drainage pipe in open ditch (west side)	\$295,000
14	King George Road	(Bridge #73421)	N/A	Bridge Replacement	\$505,000
15	Oxford Road	(Bridge #73419)	N/A	Bridge Replacement	\$500,000
16	Railroad Street	Worthington St	Vernon White Road	Install drainage pipe in open ditch (west side)	\$360,000
17	Signal Upgrades (Pedestrian)	(11 locations in Greenville City limits)	N/A	Install pedestrian crossing signal, roadway marking, related infrastructure improvements	\$150,000
18	Dickinson Ave	NC11	Reade Circle/ Greene St	Stormwater improvements	\$4,700,000

Adopted the 16th day of March 2010.

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

ATTEST: _____
 Amanda J. Braddy, TAC Secretary

RESOLUTION NO. 2010-06-GUAMPO**RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT ENHANCEMENT PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION**

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 16th day of March 2010, to consider “shovel-ready” transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation enhancement improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program’s enhancement category:

PRIORITIZED “SHOVEL-READY” STIMULUS FUNDING ENHANCEMENT/BICYCLE/PEDESTRIAN PROJECTS

<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>SIDE</u>	<u>COST</u>	<u>PROJECT DESCRIPTION</u>
1	Tenth St	Fifth St	Monroe Rd	North	\$50,000	Construct Sidewalk
	Church St	Main St	Approx 215 ft south of Main St	West	\$14,000	Construct Sidewalk
	Snow Hill St	Sixth St	Juanita Ave	West/ North	\$41,000	Construct Sidewalk
	Red Banks Rd	Greenville Blvd	Arlington Blvd	North side	\$112,000	Construct Sidewalk
	Cooper St	Church St	Approx 1,800 ft East of Church St	South	\$95,000	Construct Sidewalk
	Second Street	Verna Ave	Jolly Rd	South	\$62,000	Construct Sidewalk
	Red Banks Rd	NC 43 (Charles Blvd)	Arlington Blvd	North	\$80,000	Construct Sidewalk
	Railroad St	Worthington St	Approx 1,250 ft South of Worthington St	East	\$63,000	Construct Sidewalk
	Fourteenth St	Red Banks Rd	Greenville Blvd	West	\$87,000	Construct Sidewalk
	Worthington St	Railroad St	Jones St	North	\$22,000	Construct Sidewalk
	Arlington Blvd	Hooker Rd	Cherokee Dr.	South	\$46,000	Construct Sidewalk
	Worthington St	Railroad St	Jones St	South	\$19,000	Construct Sidewalk

<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>SIDE</u>	<u>COST</u>	<u>PROJECT DESCRIPTION</u>
	Firetower Rd	Old Firetower Rd	Wimbledon St	North	\$70,000	Construct Sidewalk
	Firetower Rd	Wimbledon St	Arlington Blvd	North	\$95,000	Construct Sidewalk
	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	North	\$81,000	Construct Sidewalk
	Greenville Blvd.	Bismark Dr.	NC 11 (Memorial Blvd)	North	\$98,000	Construct Sidewalk
Total cost					\$1,025,000	

2	Thackery Dr	Cantata Dr.	NC 43 (Charles Blvd)	South	\$39,000	Construct Sidewalk
	Firetower Rd	Old Firetower Rd	Wimbledon St	South	\$79,000	Construct Sidewalk
	Firetower Rd	Wimbledon St	Arlington Blvd	South	\$103,000	Construct Sidewalk
	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	South	\$85,000	Construct Sidewalk
	Dickinson Rd	Spring Forest Rd	Arlington Blvd	North	\$99,000	Construct Sidewalk
	Charles Blvd	Red Banks Rd	Hyde Dr	West	\$155,000	Construct Sidewalk
	Charles Blvd	Hyde Dr	Firetower	West	\$204,000	Construct Sidewalk
	Evans St	Arlington Blvd	Red Banks Rd	West	\$187,000	Construct Sidewalk
Total cost					\$951,000	

3	WH Smith	Dickinson Rd	Stantonsburg Rd	East	\$185,000	Construct Sidewalk
	Red Banks Rd	Greenville Blvd	Evans St	North	\$134,000	Construct Sidewalk
	Charles Blvd	Firetower Rd	Signature Dr	West	\$157,000	Construct Sidewalk
	Tucker Rd	Red Banks Rd	Fantasia Dr	West	\$93,000	Construct Sidewalk
	Tucker Rd	Fantasia Dr	Largo Dr	West	\$75,000	Construct Sidewalk
	Tucker Rd	Largo Dr	Cantata Dr	West	\$114,000	Construct Sidewalk
Greenville Blvd	Kristin Dr	Williams Dr	East	\$189,000	Construct Sidewalk	
Total cost					\$947,000	

<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>SIDE</u>	<u>COST</u>	<u>PROJECT DESCRIPTION</u>
4	Greenville Blvd	Kristin Dr	NC 11 (Memorial Blvd)	East	\$208,000	Construct Sidewalk
	Greenville Blvd	Williams Dr	Dickinson Ave	East	\$179,000	Construct Sidewalk
	Fifth St Bridge	@ Green Mill Run (Bridge #73094)	N/A	North	\$340,000	Bridge Pedestrian Modification
Total cost					\$727,000	

Adopted the 16th day of March 2010.

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

ATTEST:

 Amanda J. Braddy, TAC Secretary

RESOLUTION NO. 2010-07-GUAMPO

RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT PUBLIC TRANSPORTATION PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 16th day of March 2010, to consider “shovel-ready” public transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following public transportation improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program:

PRIORITIZED “SHOVEL-READY” STIMULUS FUNDING PUBLIC TRANSPORTATION PROJECTS

<u>PRIORITY</u>	<u>MUNICIPALITY/SYSTEM</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
1	City of Greenville/GREAT	Intermodal Transportation Center—a design/build project to include design, land acquisition, and construction.	\$8,179,000
2	City of Greenville/GREAT	Bus schedule/information holders (30 shelters total)	\$15,000

Adopted the 16th day of March 2010.

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

ATTEST:

 Amanda J. Braddy, TAC Secretary

RESOLUTION NO. 2009-05-GUAMPO

RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT ROADWAY PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 23rd day of March 2009, to consider "shovel-ready" transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement roadway projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation roadway improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program:

PRIORITIZED SHOVEL-READY STIMULUS FUNDING ROADWAY PROJECTS

<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
1	Arlington Blvd	US 264	Approx 275ft South of US 264	Construct Additional Left Turn Lane	\$225,000
2	Main Street (Winterville)	Ragland Road	Graham Street	Widen to a 3-lane cross section, construct Curb & Gutter, sidewalk	\$600,000
3	County Home Road	Pitt County Center for Aging	Existing 3-lane section at Wintergreen Elementary School	Provide continuous left turn lane and right turn lanes into Pitt County Center for Aging and Pitt County waste collection site	\$325,000
4	NC 102	NC 11	NC 903	Mill and resurface	\$370,000
5	Tucker Road	Ivy Road	BlackJack-Simpson Road	Mill and resurface	\$240,000
6	Brownlea Drive, Phase 2	End of Existing Pavement	Fourteenth St	Construct new roadway to complete segment	\$725,000
7	W. Fifth St	NC 11	Abermarle Avenue	Mill and Resurface	\$200,000

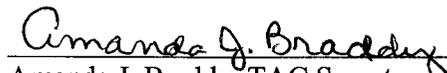
<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
8	NC 102	0.3 Miles West of Ayden Golf Club Rd	County Home Road	Mill and resurface	\$330,000
9	Arlington Blvd	Intersection of Evans Street	N/A	Road Infrastructure Improvements	\$25,000
10	Stantonsburg Road	NC 11	US 264	Mill and resurface	\$850,000
11	Firetower Road	NC 43	Portertown Road	Mill and resurface	\$225,000
12	Firetower Road	Corey Rd	NC 43	Mill and resurface	\$425,000
13	US264A (Greenville Blvd)	Intersection of Red Banks Road	N/A	Construct dedicated right turn lanes Eastbound and Westbound at Red Banks Road intersection.	\$300,000

Adopted the 23rd day of March 2009.



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

ATTEST:


Amanda J. Braddy, TAC Secretary

RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT ENHANCEMENT PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 23rd day of March 2009, to consider "shovel-ready" transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following transportation enhancement improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program's enhancement category:

PRIORITIZED "SHOVEL-READY" STIMULUS FUNDING ENHANCEMENT/BICYCLE/PEDESTRIAN PROJECTS

<u>PRIORITY</u>	<u>ROUTE</u>	<u>FROM</u>	<u>TO</u>	<u>SIDE</u>	<u>COST</u>	<u>PROJECT DESCRIPTION</u>
1	Arlington Blvd	Mulberry Lane	Firetower Rd	East	\$184,000	Construct Sidewalk
	Main Street	Graham St	Railroad St	South	\$55,000	Construct Sidewalk
	Lee St / Old NC 11	Country Aire Dr	First St	West	\$151,000	Construct Sidewalk
	Baker St	Bridge	Avery St	North	\$79,000	Construct Sidewalk
	Avery St	Baker St	Jarvis St	North		Construct Sidewalk
	Jarvis St	Avery St	Willow St	North		Construct Sidewalk
	Woodlawn St	Willow St	Start of Greenway	North		Construct Sidewalk
	Main Street	Mill St	NC 11	South	\$75,000	Construct Sidewalk
	Lee St / Old NC 11	Allen Drive	MLK Dr (Old Venters Rd)	West	\$66,000	Construct Sidewalk
	Arlington Blvd	Stantonsburg Rd	US 13 (Dickinson Ave)	East	\$178,000	Construct Sidewalk
	NC 43 (Charles Blvd)	Greenville Blvd	Red Banks Rd	West	\$101,000	Construct Sidewalk
	Greenville Blvd	Hooker Rd	Evans St	North	\$108,000	Construct Sidewalk
NC 43 (Charles Blvd)	Tenth St	Fourteenth St	East	\$63,000	Construct Sidewalk	

PRIORITY	ROUTE	FROM	TO	SIDE	COST	PROJECT DESCRIPTION
	Greenville Blvd	Red Banks Rd	Arlington Blvd	North	\$81,000	Construct Sidewalk
	Red Banks Rd	Greenville Blvd	Arlington Blvd	North side	\$100,000	Construct Sidewalk
	Greenville Blvd	Evans St	Red Banks Rd	North side	\$99,000	Construct Sidewalk

Total cost \$1,340,000

2	Cotanche Street / Reade Circle Streetscape	E. Fifth Street Cotanche Street	Reade Circle Cotanche Street	N/A	\$400,000	Construct various streetscape and landscape improvements
	Evans St	Red Banks Rd	Greenville Blvd	West	\$152,000	Construct Sidewalk
	Tenth St	Fifth St	Monroe Rd	North	\$45,000	Construct Sidewalk
	NC 11	Statonsburg Rd	Moye Blvd	West	\$98,000	Construct Sidewalk
	Greenville Blvd	Cherry Ct	Tenth St	North	\$56,000	Construct Sidewalk
	Greenville Blvd	Fourteenth St	Lucci Dr	North	\$125,000	Construct Sidewalk
	Red Banks Rd	NC 43 (Charles Blvd)	Arlington Blvd	North	\$201,000	Construct Sidewalk

Total cost \$1,077,000

3	Firetower Rd	Old Firetower Rd	Wimbledon St	North	\$59,000	Construct Sidewalk
	Firetower Rd	Wimbledon St	Arlington Blvd	North	\$81,000	Construct Sidewalk
	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	North	\$68,000	Construct Sidewalk
	Firetower Rd	Old Firetower Rd	Wimbledon St	South	\$63,000	Construct Sidewalk
	Firetower Rd	Wimbledon St	Arlington Blvd	South	\$83,000	Construct Sidewalk
	Red Banks Rd	Arlington Blvd	NC 43 (Charles Blvd)	North	\$100,000	Construct Sidewalk
	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	South	\$68,000	Construct Sidewalk
	Charles Blvd	Hyde Dr	Firetower Rd	West	\$119,000	Construct Sidewalk
	Evans St	Arlington Blvd	Red Banks Rd	West	\$138,000	Construct Sidewalk
	Arlington Blvd	Stantonsburg Rd	Firetower Rd	West	\$603,000	Construct Sidewalk

Total cost \$1,382,000

<small>Page 75 of 165</small> PRIORITY	ROUTE	FROM	TO	SIDE	COST	<small>Page 75 of 165</small> PROJECT DESCRIPTION
-------------------------------------------	-------	------	----	------	------	------------------------------------------------------

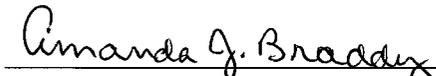
4	Greenville Blvd	Dickinson Ave	NC 11	Both sides	\$51,900	Construct Sidewalk
	Stantonsburg Rd	Bethesda Dr	B's Barbeque Rd	Both sides	\$192,000	Construct Sidewalk
	Stantonsburg Rd	NC 11	Moye Blvd	South side	\$54,000	Construct Sidewalk
	Moye Blvd	Stantonsburg Rd	NC 11	Both sides	\$108,000	Construct Sidewalk
	NC 11	Hooker Rd	Firetower Rd	Both sides	\$1,113,000	Construct Sidewalk
Total cost					\$1,518,000	

5	Red Banks Rd	NC 43 (Charles Blvd)	Greenville Blvd	South side	\$116,000	Construct Sidewalk
	Red Banks Rd	Greenville Blvd	Evans St	Both sides	\$103,000	Construct Sidewalk
	Evans St	Fourteenth St	Greenville Blvd	East side	\$251,000	Construct Sidewalk
	Tenth St	Greenville Blvd	Forest Hill Circle	South side	\$135,000	Construct Sidewalk
	NC 33 (Tenth St)	Port Terminal Rd	Black Jack-Simpson Rd	Both sides	\$589,000	Construct Sidewalk
Total cost					\$1,194,000	

Adopted the 23rd day of March 2009.


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

ATTEST:


 Amanda J. Braddy, TAC Secretary

RESOLUTION NO. 2009-07-GUAMPO**RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S PRIORITIZED LIST OF TRANSPORTATION IMPROVEMENT PUBLIC TRANSPORTATION PROJECTS TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR STIMULUS FUNDING CONSIDERATION**

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 23rd day of March 2009, to consider "shovel-ready" public transportation improvement priorities; and

WHEREAS, The Transportation Advisory Committee of the Greenville Urban Area reviewed and evaluated transportation improvement projects within the urbanized area which were proposed by participating members of the MPO taking into consideration the criteria determining project eligibility as established by the American Recovery and Reinvestment Act; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area that the following public transportation improvement projects, listed in order of priority, are recommended to the North Carolina Department of Transportation for the specific purpose of funding consideration by the Federal Stimulus Program:

PRIORITIZED "SHOVEL-READY" STIMULUS FUNDING PUBLIC TRANSPORTATION PROJECTS

<u>PRIORITY</u>	<u>MUNICIPALITY/SYSTEM</u>	<u>PROJECT DESCRIPTION</u>	<u>ESTIMATED COST</u>
1	City of Greenville/GREAT	2 expansion hybrid buses	\$1,200,000
2	City of Greenville/GREAT	Benches/shelters for bus stop upgrades, concrete pads at transfer center, ID system for disabled and senior photo cards, Oil/water separation for facility, storage building for transit supplies, facility improvements.	\$278,464

Adopted the 23rd day of March 2009.



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

ATTEST:



Amanda J. Braddy, TAC Secretary

ATTACHMENT 7

POLICY DETAILING ADMINISTRATIVE MODIFICATIONS TO MPO PLANNING DOCUMENTS

- Memo From Daryl Vreeland to Wesley B. Anderson
- Resolution 2010-08-GUAMPO



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

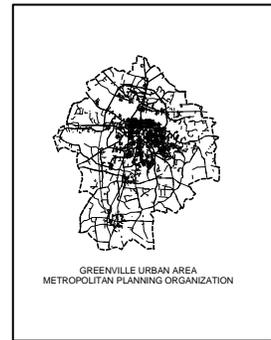
MEMORANDUM

TO: Wesley Anderson, TCC Chairman

FROM: Daryl Vreeland, AICP Transportation Planner

DATE: February 5, 2010

SUBJECT: Policy detailing administrative modifications to MPO planning documents



In response to recent events involving NCDOT's redistribution of certain stimulus funds, it has been identified that the MPO's Public Involvement Plan (PIP) does not specifically detail a process for or discuss administrative amendments to the MPO's planning documents. Occasionally, certain circumstances may arise that can be performed administratively without requiring formal actions by the committees or going through a public involvement process. However, such matters are not identified in the MPO's PIP. Therefore, it is necessary that a policy statement be adopted and issued to indicate procedures for administrative amendments. The PIP will be amended at a later date to incorporate this amendment. Attached is Resolution 2010-08-GUAMPO detailing the proposed policy statement.

The proposed policy statement would allow for administrative staff level modifications to adopted planning documents. Administrative modifications do not require a formal public involvement process. Administrative modifications involve the following:

- Minor modifications in project description
- Minor modifications to project cost and funding source
- Adjustment of a project start and completion date

Administrative modifications would be reported to TCC and TAC members during regularly scheduled meetings.

In preparation, it is requested that committee members review the attached for discussion and comments.

It is requested that the TAC adopt Resolution 2010-08-GUAMPO as recommended by the TCC during their January 19, 2010 meeting.

Attachments

**RESOLUTION NO. 2010-08-GUAMPO
ADOPTING A POLICY DETAILING ADMINISTRATIVE MODIFICATIONS TO
PLANNING DOCUMENTS FOR THE GREENVILLE URBAN AREA METROPOLITAN
PLANNING ORGANIZATION**

WHEREAS, The Greenville Urban Area Metropolitan Planning Organization (MPO) was formed to coordinate transportation planning in the Greenville urbanized area; and

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

WHEREAS, the MPO adopted a Public Involvement Plan on December 2, 2008 which provides for a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans; and

WHEREAS, that the MPO recognizes that certain circumstances may occasionally arise that can be addressed administratively; and

WHEREAS, the MPO intends to include this policy within the next update to its Public Involvement Plan; and

NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area MPO that it does hereby adopt the following policy:

The following may be performed at the administrative staff level to adopted MPO planning documents such as the Metropolitan Transportation Improvement Program (MTIP) or Planning Work Program (PWP) and do not require a formal public involvement process:

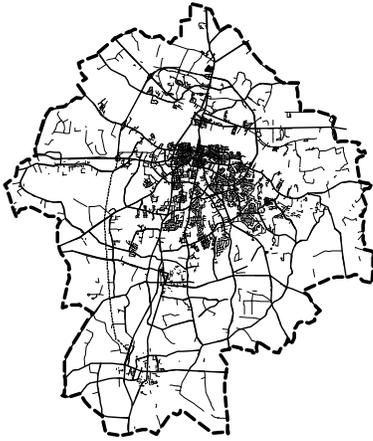
- Minor modifications in project description
- Minor modifications to project cost and funding source
- Adjustment of a project start and completion date
- Administrative modifications will be reported to TCC and TAC members during regularly scheduled meetings.

This 16th day of March, 2010.

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

Amanda Braddy, Secretary

ATTACHMENT 8



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

PROPOSED MODIFICATIONS TO THE 2009-2015 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR INCLUSION OF “SHOVEL- READY” PROJECTS IN PREPARATION FOR POTENTIAL, FUTURE STIMULUS FUNDING

- Memo From Daryl Vreeland to Wesley B. Anderson
- Resolution 2010-09-GUAMPO

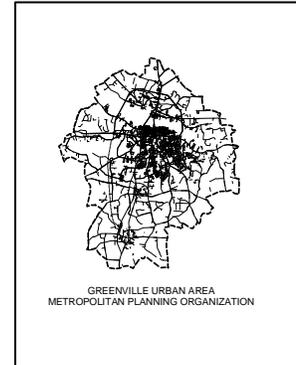
MEMORANDUM

TO: Wesley B. Anderson, TCC Chairman

FROM: Daryl Vreeland, AICP, Transportation Planner

DATE: February 10, 2010

SUBJECT: Proposed modifications to the 2009-2015 Metropolitan Transportation Improvement Program (MTIP) for inclusion of “shovel-ready” projects in preparation for potential, future stimulus funding.



In follow-up to discussions with representatives from the Federal Transit Authority (FTA), it is recommended that MPOs prepare their Metropolitan Transportation Improvement Programs (MTIP) for modifications in anticipation of a prospective, second round of stimulus funding.

In preparation for receipt of potential, future stimulus funding from the Federal Government (similar to the 2009 American Recovery and Reinvestment Act (ARRA) Stimulus Act), the FTA representatives advised that MPOs should amend their 2009-2015 Metropolitan Transportation Improvement Program (MTIP) for the inclusion of the projects identified as “shovel-ready”. These projects were previously considered in resolutions 2010-05-GUAMPO, 2010-06-GUAMPO, and 2010-07-GUAMPO. In accordance with Federal requirements, the 2009-2015 MTIP must be amended to include the referenced projects for the expenditure of Federal funds. NCDOT will be responsible for amending the State Transportation Improvement Program (STIP) in the event a project receives funding. For any project that may receive funding, staff will administratively modify the MTIP to correspond with the STIP, such as identifying a State TIP project number, project description, or project costs.

The public comment period for the proposed changes to the MTIP is from Feb 15, 2010 to March 15, 2010. Any public comments received will be distributed at the TAC meeting as an attachment to this agenda item.

The attached resolution will provide the necessary changes to the 2009-2015 MTIP that will permit any expenditure of the potential, future stimulus funding within the urbanized area.

Attached for TAC’s consideration is *Resolution 2010-9-GUAMPO*, which details the changes.

For the upcoming TAC meeting, it is requested that the committee approve the amendment to the 2009-2015 MTIP.

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

Attachments

RESOLUTION NO. 2010-09-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 determined the need to amend said document for the inclusion of projects identified as “shovel-ready” in anticipation and preparation for receipt of potential, future stimulus funding from the Federal Government Those projects are subject to funding and are as follows:

Existing MTIP:

Total Project Cost (Thousands)	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Projects not currently in MTIP								

Amended MTIP:Estimated cost in \$000's

ID No.	County	Funding Source	Total Project Cost (000's)	Location/Description		FY 2010	FY 2011
	Pitt	ST	385	Ayden: Old NC11 (Lee St)--Intersections at NC102 (Third St) and Second St Installation of decorative fixed-arm traffic signals with signalized pedestrian crossings and associated improvements	C		385
	Pitt	ST	300	Worthington Rd—from West of DH Conley High School to East of DH Conley High School Provide Continuous left turn lane and right turn lanes into DH Conley High School	C		300
	Pitt	ST	725	Greenville: Brownlea Drive (Phase 2)—from end of existing pavement to Fourteenth St Construct new roadway to complete segment	C		725
	Pitt	ST	175	Winterville: Main Street –from NC11 to Graham St Mill and Resurface	C		175
	Pitt	ST	240	Simpson: Tucker Rd—from Ivy Rd to BlackJack-Simpson Rd Mill and Resurface	C		240
	Pitt	ST	370	Ayden: NC102--from NC11 to NC903 Mill and Resurface	C		370

ID No.	County	Funding Source	Total Project Cost (000's)	Location/Description	FY 2010	FY 2011
	Pitt	ST		Greenville: Firetower Rd—from NC43 to Portertown Rd Add continuous turn lane; mill & resurface; construct roundabout at Firetower Rd and Portertown Rd intersection	C	
	Pitt	ST	200	Greenville: W. Fifth St – from NC11 to Abermarle Avenue Mill and resurface	C	200
	Pitt	ST	330	Ayden: NC102—from 0.3 miles west of Ayden Golf Club Rd to County Home Rd Mill and resurface	C	330
	Pitt	ST	25	Greenville: Arlington Blvd—at intersection of Evans St Road Infrastructure Improvements	C	25
	Pitt	ST	850	Greenville: Stantonsburg Rd—from NC11 to US264 Mill and resurface	C	850
	Pitt	ST	300	Greenville: US264A (Greenville Blvd)—at intersection of Red Banks Rd Construct dedicated right turn lanes Eastbound and Westbound at Red Banks Road intersection.	C	300
	Pitt	ST	295	Winterville: Old Tar Road—from Main St to Cooper St Install drainage pipe in open ditch (west side)	C	295
	Pitt	ST	505	Greenville: King George Road—at Bridge #73421 Bridge Replacement	C	505
	Pitt	ST	500	Greenville: Oxford Road—at Bridge #73419 Bridge Replacement	C	500
	Pitt	ST	360	Winterville: Railroad St—from Worthington St to Vernon White Rd Install drainage pipe in open ditch (west side)	C	360
	Pitt	ST	150	Greenville: Pedestrian Signal Upgrades at 11 locations within Greenville City limits Install pedestrian crossing signal, roadway marking, related infrastructure	C	150

ID No.	County	Funding Source	Total Project Cost (000's)	Location/Description	FY 2010	FY 2011
	Pitt	ST	4700	Greenville: Dickinson Ave—from NC11 to Reade Circle/Greene St Stormwater improvements	C	4700
	Pitt	STE	50	Greenville: Tenth St—from Fifth St to Monroe Rd; North side—construct sidewalk	C	50
	Pitt	STE	14	Winterville: Church St—from Main St to approx 215 south of Main St; West side—construct sidewalk	C	14
	Pitt	STE	41	Ayden: Snow Hill St—from Sixth St to Juanita Ave; West/North side—construct sidewalk	C	41
	Pitt	STE	112	Greenville: Red Banks Rd—from Greenville Blvd to Arlington Blvd; North side—construct sidewalk	C	112
	Pitt	STE	95	Winterville: Cooper St—from Church St to approx 1,800 ft East of Church St; South side—construct sidewalk	C	95
	Pitt	STE	62	Ayden: Second St—from Verna Ave to Jolly Rd; South side—construct sidewalk	C	62
	Pitt	STE	80	Greenville: Red Banks Rd—from NC43 (Charles Blvd) to Arlington Blvd; North side—construct sidewalk	C	80
	Pitt	STE	63	Winterville: Railroad St—from Worthington St to approx 1,250 ft South of Worthington St; East side—construct sidewalk	C	63
	Pitt	STE	87	Greenville: Fourteenth St—from Red Banks Rd to Greenville Blvd; West side—construct sidewalk	C	87
	Pitt	STE	22	Winterville: Worthington St—from Railroad St to Jones Rd; North side—construct sidewalk	C	22
	Pitt	STE	46	Greenville: Arlington Blvd—from Hooker Rd to Cherokee Dr.; South side—construct sidewalk	C	46
	Pitt	STE	19	Winterville: Worthington St—from Railroad St to Jones St; South side—construct sidewalk	C	19
	Pitt	STE	70	Greenville: Firetower Rd—from Old Firetower Rd to Wimbleton St; North side—construct sidewalk	C	70
	Pitt	STE	95	Greenville: Firetower Rd—from Wimbleton St to Arlington Blvd; North side—construct sidewalk	C	95

ID No.	County	Funding Source	Total Project Cost (000's)	Location/Description		FY 2010	FY 2011
	Pitt	STE	81	Greenville: Firetower Rd—from Arlington Blvd to NC43 (Charles Blvd); North side—construct sidewalk	C		81
	Pitt	STE	98	Greenville: Greenville Blvd—from Bismark Dr. to NC11 (Memorial Blvd); North side—construct sidewalk	C		98
	Pitt	STE	39	Greenville: Thackery Dr—from Cantata Dr to NC43 (Charles Blvd); South side—construct sidewalk	C		39
	Pitt	STE	79	Greenville: Firetower Rd—from Old Firetower Rd to Wimbleton St; South side—construct sidewalk	C		79
	Pitt	STE	103	Greenville: Firetower Rd—from Wimbleton St to Arlington Blvd; South side—construct sidewalk	C		103
	Pitt	STE	85	Greenville: Firetower Rd—from Arlington Blvd to NC43 (Charles Blvd); South side—construct sidewalk	C		85
	Pitt	STE	99	Greenville: Dickinson Rd—from Spring Forest Rd to Arlington Blvd; North side—construct sidewalk	C		99
	Pitt	STE	155	Greenville: Charles Blvd—from Red Banks Rd to Hyde Dr; West side—construct sidewalk	C		155
	Pitt	STE	204	Greenville: Charles Blvd—from Hyde Dr to Firetower Rd; West side—construct sidewalk	C		204
	Pitt	STE	187	Greenville: Evans St—from Arlington Blvd to Red Banks Rd; West side—construct sidewalk	C		187
	Pitt	STE	185	Greenville: WH Smith Blvd—from Dickinson Rd to Stantonsburg Rd; East side—construct sidewalk	C		185
	Pitt	STE	134	Greenville: Red Banks Rd—from Greenville Blvd to Evans St; North side—construct sidewalk	C		134
	Pitt	STE	157	Greenville: Charles Blvd—from Firetower Rd to Signature Dr; West side—construct sidewalk	C		157
	Pitt	STE	93	Greenville: Tucker Rd—from Red Banks Rd to Fantasia Dr; West side—construct sidewalk	C		93

ID No.	County	Funding Source	Total Project Cost (000's)	Location/Description	FY 2010	FY 2011
	Pitt	STE	75	Greenville: Tucker Rd—from Fantasia Dr to Largo Rd; West side—construct sidewalk	C	75
	Pitt	STE	114	Greenville: Tucker Rd—from Largo Dr to Cantata Dr; West side—construct sidewalk	C	114
	Pitt	STE	189	Greenville: Greenville Blvd—from Kristin Dr to Williams Dr; East side—construct sidewalk	C	189
	Pitt	STE	208	Greenville: Greenville Blvd—from Kristin Dr to NC 11 (Memorial Blvd); East side—construct sidewalk	C	208
	Pitt	STE	179	Greenville: Greenville Blvd—from Williams Dr to Dickinson Ave; East side—construct sidewalk	C	179
	Pitt	STE	340	Greenville: Fifth St Bridge—at Green Mill Run (Bridge # 73094); North side—construct Bridge Pedestrian Modification	C	340
	Pitt	ST	15	Greenville: Bus schedule/information holders (30 shelters total)	C	15

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 as part of this MTIP modification, and

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 Braddy, Secretary

NON-ACTION ITEMS



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

- Update and informational slides on NCDOT's efforts to develop criteria for loop projects.
- Update on NCDOT's (SPOT office) ranking of Highway and Non-Highway projects.
- Letter from NCAMPO regarding recission of unobligated PL funds.
- Letter from NCDOT responding to NCAMPO's letter.
- Equity Formula
- MPO Roles and Responsibilities (prepared by FHWA)

Loop Project Criteria Development Information



Urban Loop Projects

Separate Prioritization Process

Public Comment Period Closes February 26

Proposed Criteria Includes:

Congestion and Safety Deficiencies

Travel time savings, Economic Development, Freight, Multi-modal,
Protected Right of Way, Non-Loop Funding

Costs

Results Not Available until April/May 2010



Urban Loop Prioritization Projects

TIP #	Area	Route	Improvement Type	Description	Length (miles)	Total Remaining R/W Cost	Total Remaining Const. Cost	Total Remaining Cost
I-2513	Asheville	I-26 Connector	Part Existing, Part New Location	I-26 To US 19/23/70	4.7	\$88,000,000	\$389,000,000	\$477,000,000
R-211EC	Charlotte	I-485	New Interchange	New Interchange at Weddington Road		\$6,000,000	\$15,000,000	\$21,000,000
R-4902	Charlotte	I-485	Existing	I-77 South To US 521	6.6	\$1,000,000	\$59,000,000	\$60,000,000
I-4743	Durham	I-85	Existing	US 70 To SR 1632 (Red Mill Road)	6.4	DCHC 2035 L RTP	DCHC 2035 L RTP	\$76,107,334
U-0071	Durham	East End Connector	Part Existing, Part New Location	NC 147 To North Of NC 98	2.5	\$50,000,000	\$137,000,000	\$187,000,000
U-4720	Durham	US 70	Existing	Lynn Road To The Proposed Northern Durham Parkway	7.8	DCHC 2035 L RTP	DCHC 2035 L RTP	\$128,731,026
U-4721	Durham	Northern Durham Parkway	Part Existing, Part New Location	I-540 To US 501 (Roxboro Road)	18.1	DCHC 2035 L RTP	DCHC 2035 L RTP	\$113,643,868
U-4722	Durham	US 501 (Roxboro Road)	Existing	US 501 Bypass (Duke Street) To SR 1640 (Goodwin Road)	4.4	DCHC 2035 L RTP	DCHC 2035 L RTP	\$40,962,074
U-2519	Fayetteville	I-295	New Location	I-95 South Of Fayetteville To West Of NC 24/87 (Bragg Boulevard)	22.5	\$46,440,000	\$418,800,000	\$465,240,000
X-0002C	Fayetteville	I-295	New Location	East Of NC 210 (Murchison Rd) To US 401 (Ramsey St)	4.08	\$0	\$213,600,000	\$213,600,000
R-2608	Gastonia	Garden Parkway	New Location	I-85 West Of Gastonia To US 321 North Of Gastonia	7.5	\$24,000,000	\$77,000,000	\$101,000,000
U-3321	Gastonia	Garden Parkway	New Location	I-85 West Of Gastonia To NC 150 In Mecklenburg County	21.5	\$200,000,000	\$1,100,000,000	\$1,300,000,000
U-2524 (C&D&F)	Greensboro	I-840 (Western Loop)	New Location	North Of Bryan Blvd To Lawndale Drive	5.7	\$20,000,000	\$189,000,000	\$209,000,000
U-2525 (B&C&D)	Greensboro	I-840 (Eastern Loop)	New Location	Lawndale Drive To US 70	10.1	\$23,000,000	\$245,000,000	\$268,000,000
R-2250	Greenville	Greenville Southwest Bypass	New Location	NC 11 To US 264 Greenville Bypass	12.2	\$37,835,000	\$208,700,000	\$246,535,000
R-2721/R-2828	Raleigh	NC 540 (Southern Wake Freeway)	New Location	NC 55 (South) To I-40	16.5	NCTA	NCTA	\$798,000,000
R-2829	Raleigh	NC 540 (Eastern Wake Freeway)	New Location	I-40 To US 64/264 Bypass	10.8	NCTA	NCTA	\$710,000,000
R-2633B	Wilmington	1-140/US 17	New Location	NC 87 South Of Bishop To US 421 North Of Wilmington	7.6	\$0	\$221,100,000	\$221,100,000
U-4434	Wilmington	Independence Blvd Ext.	Part Existing, Part New Location	Randall Parkway to the Martin Luther King Jr. Parkway	1.7	\$17,180,000	\$20,000,000	\$37,180,000
U-4436	Wilmington	I-140	New Interchange	New Interchange at Blue Clay Road		\$2,375,000	\$8,700,000	\$11,075,000
U-4738	Wilmington	Cape Fear Skyway	New Location	US 17 In Brunswick County To US 421 In New Hanover County	9.5	\$222,700,000	\$863,200,000	\$1,085,900,000
R-2247	Winston-Salem	Northern Beltway - Western Section	New Location	I-40 To US 52	14.8	\$68,000,000	\$323,000,000	\$391,000,000
U-2579	Winston-Salem	I-74 (Northern Beltway - Eastern Section)	New Location	US 52 To US 311	17.1	\$217,000,000	\$570,000,000	\$787,000,000

Urban Loop Pilot Prioritization Process (DRAFT)

- **Proposed Changes**

- **Initial Criterion**

- Infrastructure Health
- Environmental Readiness
- Air Quality Conformity
- Land Use
- *(New)*

- **Revised Criterion**

- Removed
- Removed
- Removed
- Replaced w/Protected Right of way
- Non-Loop Funding

- **Department commits to work with MPO staff on data inputs**

Urban Loop Pilot Prioritization Process (DRAFT)

◎ Methodology

- Benefit Cost – type Approach
- Needs Factors – What are the deficiencies (Congestion/Safety)?
- Benefit Factors- What are the benefits gained?
- Costs- Capital Expenditures remaining to complete the Loop Program

Draft Scoring System

⦿ Needs Factors

- Congestion needs 10%
- Safety needs 5%

⦿ Benefits Factors

- Travel time savings 30%
- Economic Development 20%
- Freight Volume 5%
- Multi-modal 5%
- Protected Right-of-way 5%
- Non-Loop Funding 20%

⦿ Cost

Urban Loop Pilot Prioritization Process (DRAFT)

- **Needs Factors**

- Infrastructure Health factor removed
- **Congestion and Safety factors** retained
 - ◇ Congestion (10%)- V/C ratio plus AADT. (Note: peak hour factor used in V/C ratio).
 - ◇ Safety (5%)- Same as prior- critical crash rates, crash severity, crash density
- Data from NCDOT databases- similar to overall Strategic Prioritization process

Urban Loop Pilot Prioritization Process (DRAFT)

- **Benefit Factors**
- **Economic Development** (20%)
 - Department of Commerce Staff
 - DOC Slides Next

Travel Time Savings (30%)

- Travel Demand Models
- Vehicle hours of travel saved by users
- Points presently proposed assigned based on comparison of one project vs. another project

Urban Loop Pilot Prioritization Process (DRAFT)

Freight Volume (5%)

- Explosive growth expected

- Diverts traffic from Central Business District
 - ◇ Increases safety
 - ◇ Reduces Congestion
 - ◇ Extends service life of pavements

Points assigned based on forecast year truck volumes from travel demand models.

Urban Loop Pilot Prioritization Process (DRAFT) *Feb 12 2010*

Protected Right of Way (5%)

Replaces “land use” factor

If right of way already protected or purchased, project is closer to construction

- | | |
|---------------------------------------------------------|------------------|
| – No right of way protected or purchased | 0 points |
| – Right of way protected but none purchased | 50 points |
| – Right of way partially purchased | 50 points |
| → Right of way partially purchased and protected | 75 points |
| – Right of way fully purchased or authorized | 100 points |

Urban Loop Pilot Prioritization Process (DRAFT)

Non-Loop Funding (20%)

- Department desires to move projects to construction where use of loop funds can be supplanted/minimized
- Examples include but not limited to: tolling, TIFIA, GARVEE, innovative financing, non-loop funds, others?

Caveat: Limitations in G.S. 136-66 and 143B - No disadvantage to any other project in TIP

Points awarded based on commitment to use non-loop funds to supplant loop funds.

Urban Loop Pilot Prioritization Process (DRAFT)

- **Multi-modal** (5%)
 - Promotes efficiency in network
 - HOV/HOT, Light rail, bus rapid transit within right of way
 - Connection to other transportation terminal(s)

60 points if HOV/HOT, light rail, bus

30 points if terminal within one mile of project.

10 points if two or more terminals served.

Urban Loop Pilot Prioritization Process (DRAFT)

<i>Need Factors</i>	<i>Benefit Factors</i>
Congestion Needs	Travel Time Savings
Safety Needs	Non-Loop Funding
	Economic Development
	Multi-Modal
	Freight Volume
	Protected Right-of-way



(Needs Factors + Benefits Factors)

Capital Expenditures

Economic Development Methodology and Components

Economic
Development
Component

```
graph TD; A[Economic Development Component] --- B[Construction Impacts]; A --- C[Existing Economic Characteristics]; A --- D[Future Impacts];
```

Construction
Impacts

Existing
Economic
Characteristics

Future Impacts

Economic Development Components

Economic Development is one of eight criteria NCDOT is using to prioritize urban loop projects. The economic development component of the prioritization process will produce results that are quantifiable, valid, impartial, and within the operating limitations of data and tools at this time. Economic Impact Analysis (EIA) provides valuable information in prioritizing projects, “EIA results are helpful for informing decision makers and the public about how and in what form the benefits and costs of the project will ultimately be distributed within the economy” (Economic Analysis Primer, USDOT pg. 34). The Department of Commerce proposes that NCDOT assess the economic impacts by looking at three components: Construction Impacts; Analysis of Existing Economic Characteristics; and Future Economic Impacts.

I. Construction Impacts (Short-term benefits that occur when the project is being constructed)

Construction Impacts will be measured using IMPLAN Software. More detailed information on IMPLAN is available on the internet at www.implan.com and also in Section IV of this document.

For this project, construction impacts focus on employment. IMPLAN estimates direct employment, the workers employed in constructing the road, by using project investment and standard industry ratios. Utilizing industry and geographic specific multipliers, IMPLAN software estimates the indirect and induced employment resulting from the original investment (cost of construction). Detailed definitions of direct, indirect, and induced employment, as well as an example of how IMPLAN calculates economic impacts, are in Section IV of this document. The combined direct, indirect and induced employment is the total project employment. The variables to be measured are listed below.

IMPACTS
Total Project Employment (Direct, Indirect and Induced)
Total Project Employment Divided By Project Region Employment
Estimated Number of Re-employed Workers

II. Existing Economic Characteristics

This component of the economic development score will be formed by analyzing economic variables within the project’s geographic region. Analysis on existing economic conditions in the projects specific location will help determine the economic affect a project will likely have on existing industry, employment, and the underlying population. This will be an analysis process not an economic impact. It will entail gathering economic data from state and federal sources, such as the N.C. Employment Security Commission, the U.S. Census, and Bureau of Labor Statistics., and will not entail the use of IMPLAN.

No one variable is able to determine the complete effect of an improved transportation network. Therefore, multiple variables are proposed to be analyzed for each loop project. This approach was derived from the method Wisconsin uses to determine existing business attributes.

VARIABLES INCLUDED IN THE EXISTING CONDITIONS METRIC

Economic Development Components

Variable	Why Should This Variable Be Measured?
Employment in Region	Will likely benefit either directly or indirectly from project
Employment in Distribution + Logistics + Manufacturing Employment	These industries are heavily dependent on the transportation network
Establishments in 1 mile Buffer of Road	Provides an indication of benefit to existing businesses near proposed roadways
Population in Region	Will likely benefit either directly or indirectly from project (differs slightly from employment in how benefit will be received)
Projected 10 Year Population Growth in Region	More uniform figure than employment projections
State and Local Tourism Tax Receipts in Region	Tourism is dependent on the transportation network, and tax receipts from tourism are largely inflow dollars to the state coffers

The proposed variables are similar to variables used in Wisconsin's model. Each variable attempts to measure a different facet of economic condition. Many other states use identical or similar variables to prioritize road projects.

Note: Wisconsin has been doing benefit-cost transportation analysis since the 1980s. Wisconsin incorporates economic impact in their model under the economic metric, which is weighed more than any other metric— economic (40%), Safety (20%), Traffic Flow (20%), environmental (10%) and community input (10%). Wisconsin's economic component includes connectivity to other transportation infrastructure, existing

business attributes, increases to productivity, and accommodates growth in business sectors, and facilitates exports bringing in outside dollars. Some of these impacts will be measured through other NCDOT criteria such as multi-modal and travel time savings. Other states look at economic development only within the benefit-cost model (i.e.: Economic benefits associated with travel time savings). Additionally, Georgia considers economic development as the change in state GDP through reductions in congestion and whether the project-county is economically disadvantaged. Alaska measures whether the project is endorsed as an economic development project by a regional governmental agency. Still other states consider similar variables to the ones we propose such as; population and retail sales (Iowa), manufacturing and commercial activity (Kentucky), population, employment and retail sales (Kansas), employment, capital investment and state GDP (Arizona), employment and local economic priorities (Maine), and proximity to industrial facilities and existing infrastructure (including rail, water and sewer)(South Carolina).

III. Future Impacts

Estimating future impacts is the most challenging component of this analysis. The goal of the future impact metric is to assess the economic development impact the project may have in the area adjacent to the road. In theory, a new, high-occupancy road built in an urban area will increase the appeal of locating a business in the immediate vicinity due to improved transportation connectivity. NCDOT and the Department of Commerce are working to develop a land use template for interchanges in North Carolina. This template would be used for all new interchanges on each loop road segment.

Once a template is developed, the impacts of the projected future development will be analyzed with IMPLAN software. Model inputs would be the incremental employment growth numbers by industry for the typical interchange model. IMPLAN software will apply multipliers to the direct employment to generate total employment resulting from a typical interchange development. This figure would be

Economic Development Components

multiplied by the number of interchanges for the loop. This process would be conducted for each loop project in the state.

Since the proposal is to create a typical North Carolina interchange model, the specific industry at each interchange would be the same. What will differentiate one loop project from another are:

- 1) The geographic multiplier effect (multipliers are geographic and industry specific)
- 2) The number of interchanges for a particular loop

This component of the economic development score is the least developed at this point and we are in the process of researching and confirming the validity of this approach. In the future, software programs such as Tredis¹ and REMI's TranSight² should be considered; however, at this time budgetary constraints do not allow them to be viable options.

IV. What Is IMPLAN and How It Works

The North Carolina Department of Commerce uses IMPLAN 3.0 software for their economic impact modeling. IMPLAN is a type of economic impact analysis software developed by the Minnesota Implan Group (MIG). IMPLAN allows researchers to develop local level input-output models to estimate the economic impact of new firms moving into an area, plant closures, recreation and tourism, construction and many more activities. This model is widely used by local and state governments around the country. Using data for more than 500 individual industries, IMPLAN produces impacts measurable in multiple ways including output, value-added, and employment. Each of these variables uses a multiplier to estimate the economic impacts resulting from the action to be measured. IMPLAN calculates industry multipliers for all 100 counties in the state, for North Carolina as a whole, and the entire nation. Additionally, the software allows the user the ability to make geographic regions by combining multiple counties. Multipliers are the driving force behind the IMPLAN software, and they differ based on geography and industry sector. These multipliers allow the modeler to estimate not only the direct, but also the indirect and induced effects of an action. Direct effects are the impacts an initial investment, hiring event, or change-in-output have upon the economic area. Indirect effects are the change in demand regional suppliers will experience because of the initial project investment. Induced effects are the changes in household purchasing due to changes in compensation. The IMPLAN model used to evaluate economic impacts contains information for all 100 counties in the state, for North Carolina as a whole, and the entire nation. (<http://www.implan.com/>)

¹ The "Transportation Economic Development Impact System" (TREDIS) is a web-based program that enables transportation planners and consultants to conduct economic development impact evaluation and benefit-cost analysis for transportation investments. It can be used for highway, bus rail, aviation and marine projects, as well as multi-modal projects. It is also applicable for both freight and passenger transportation projects, and accounts for rural accessibility as well as urban congestion factors. The system also distinguishes generative and distributive effects of transportation on regional economic growth. This is done using sophisticated economic geography tools that integrate GIS with the LEAP economic analysis system to account for threshold effects associated with changes in service areas, market access and travel times. (<http://www.tredis.com/product-info/>)

² TranSight is a REMI based tool for evaluating the total economic effects of changes to transportation systems. The tool, grounded in over 20 years of transportation modeling experience, provides an integrated system for comprehensive evaluation of transportation systems. This approach allows analysts to more fully describe the far-reaching economic and operational effects of transportation projects. As with PI+, TranSight is used by government agencies, consulting firms, and universities. (<http://www.remi.com/index.php/?page=transight>)

Update on NCDOT Highway and Non-Highway project Ranking

February 2010



TRANSPORTATION REFORM

Update for the public and stakeholders

What is “Transportation Reform”?

The public demanded that old-fashioned politics be removed from transportation planning in North Carolina. Governor Perdue heard the people and has supported NCDOT in taking the necessary steps to transform how NCDOT does business.

This led to the creation of the NCDOT 20 year business plan. That plan is broken into three segments — the five year, the ten year, and the 20 year. Modeled after successful private sector plans, this plan defines clearly what the department will do with anticipated resources and sets clear goals.

This is what we call moving from “policy to projects”.

NCDOT will now tell the public what will get done and when. This new, open and transparent approach will help NCDOT achieve its goal of delivering projects when promised 95% of the time as opposed to 60% of the time, which was common in the past.

- NCDOT developed and published a five-year work program last year that outlines how all transportation dollars will be spent.
- The program is available on the web at <http://www.ncdot.gov/performance/reform/>.
- The work program outlines all tasks for all departments, (e.g. road construction, Division of Motor Vehicles, administrative work, just to name a few).
- NCDOT staff can target efforts on specific tasks, saving staff time and making better use of our limited resources.

How Construction Projects Fit in Transportation Reform:

- Construction projects found in the State Transportation Improvement Plan (STIP) now have a new process for evaluation and scheduling.
- Evaluation is data-driven and justifiable.
- Takes politics out of transportation planning.
- Projects NOT found in the five year work program will follow a new process that is data-driven, not politically motivated, and easy to understand.



Transportation Reform Steps

- 1 Highway projects submitted.
Projects evaluated and ranked based on data (qualitative and quantitative).
Non-highway construction projects (rail, aviation, transit, etc.) ranked based on need, with NCDOT working closely with local officials to examine each project.

This step has been completed.

Over 1,100 potential highway construction projects were prioritized for years 2015–2020. If NCDOT funded all of these projects, the estimated cost would be more than \$45 BILLION! NCDOT will only have an estimated \$9 billion to spend during this time period.

Over 900 non-highway construction projects were prioritized for years 2015–2020. If NCDOT funded all of these projects, the estimated cost would be more than \$9 BILLION! NCDOT will only have an estimated \$1.5 billion to spend during this time period.

Next Steps

- 2 NCDOT staff must now examine these scores and apply financial and scheduling constraints.
These considerations include complying with Federal and State laws regarding funding distribution and air quality standards, as well as taking into consideration which projects are technically ready.
The resulting list will become the draft STIP.
- 3 At the June 2010 Board of Transportation meeting, the Board will vote to adopt the five-year and 10-year work programs. By doing so, the Board will authorize NCDOT staff to take the draft STIP included in the 10 year work program to the public for comment.
After June 2010, NCDOT will have one-on-one meetings with the local planning organizations (MPOs and RPOs) to review this list and make any necessary adjustments.
The public has about nine months to comment.
- 4 After receiving public comment, NCDOT will make any necessary adjustments to the draft list.
Final list will be published. (April 2011)
- 5 Board of Transportation will vote to approve plan. (June 2011)



Strategic Prioritization Process

Project Rankings for Years 2015–2020

Highways

Approx. \$9 Billion in Avail. Revenue

Data-driven

MPO and RPO ranked projects

Division Engineers ranked projects

Total Needs = \$45 Billion

STIP Projects = 1100 (\$38 Billion)

Other Highway Needs = \$7 Billion

Bridges, Resurfacing, and Safety

Non-Hwy Transportation Divisions

Approx. \$1.5 Billion in Avail. Revenue

Units establish priorities

Coordinated with MPOs

Aviation & Rail - data-driven

Total Needs = \$9 Billion

900 Non-Highway Projects

\$54 Billion in Total Transportation Needs

Approx. \$10.5 Billion in Revenue





Highway Projects: Prioritization Model

Total Score per Hwy Project = Quantitative Score + Qualitative Score + Multimodal Score

Quantitative score derived from **condition data**

Congestion Score (volume/capacity + Average Daily Traffic)

Pavement Score (Pavement Condition Rating)

Safety Score (Critical Crash Rate, Crash Severity, Crash Density)

Qualitative score driven by local rank of top 25 projects

MPO/RPO Rank — use local methodology to rank order priorities

Division Rank — use knowledge of local area to rank order priorities

Multimodal score driven by inclusion of multimodal elements in highway project





Highway Projects

Ranked by Goal and Tier

Goals

Safety

Mobility

Infrastructure Health

Tier

Statewide Tier

Regional Tier

Subregional Tier



Final Scoring Matrix for Highway Projects

		<u>Quantitative</u>		<u>Qualitative</u>	
<u>GOAL</u>	<u>TIER</u>	<u>Weighted Condition Data Percentage</u>		<u>Weighted Division Rank Percentage</u> <i>Top 25 Projects</i>	<u>Weighted MPO/RPO Rank Percentage</u> <i>Top 25 Projects</i>
MOBILITY	Statewide	70%		20%	10%
	Regional	50%		25%	25%
	Subregional	0%	40%	60%	
SAFETY	Statewide	70%		20%	10%
	Regional	70%		15%	15%
	Subregional	50%		20%	30%
INFRASTRUCTURE HEALTH	Statewide	70%		20%	10%
	Regional	70%		15%	15%
	Subregional	50%		20%	30%

NCDOT Strategic Prioritization Results (Highway)

February 19, 2010

The Strategic Prioritization rankings represent initial results based on data and need, which have not been subject to funding, legal, and scheduling constraints. This list includes proposed projects that may end up being funded through other programs besides the State Transportation Improvement Plan. Therefore, while they appear in this initial listing, some of these projects will ultimately NOT be included in the Draft State Transportation Improvement Plan. This is only the first of many steps to creating the Draft State Transportation Improvement Plan.

As part of the NCDOT's new Transportation Reform process, a more data-driven approach is being used to score projects across the state. In order to score projects against similar projects within NCDOT's new prioritization process, each project is classified under one of the Department's three primary goals (Safety, Mobility, Infrastructure Health) and three tiers (Statewide, Regional, and Subregional). Projects classified as Infrastructure Health were further classified by Submode (Interstate Pavement, Modernization, and Highway Miscellaneous). The following pages contain a listing of highway projects statewide and by NCDOT Division.

Please refer to Project Classification section below to see how these projects were classified within each NCDOT Goal, Tier, and Submode.

Please navigate this document in the following manner:

For Highway Projects:

1. To view project rankings on a statewide basis start by clicking on the “plus” sign next to “All Inclusive Report”. This will bring up NCDOT’s three Goals of Health, Mobility, and Safety.
2. Click on the “plus” sign again to view the NCDOT’s Tiers in the following order, Regional, Statewide, and Subregional.
3. Click on the “plus” sign again to view the Submode.
4. Click on the Submode name to view the specific projects. *Please note that for Mobility projects, the Submode is Highway.*
5. Use the same approach to navigate through the projects by the 14 NCDOT Divisions.

Project Classifications for Prioritization

Goal

Safety

Projects where the *primary* purpose is to improve safety. A safety project may also improve the condition of the facility or mobility along the corridor. Examples include:

- Guardrail projects
- Rail crossing and safety projects
- Upgrade roadway projects to improve safety, where no additional capacity or lanes are included
- Traffic signals
- Rumble strips
- Runway lighting

Mobility

Projects where the *primary* purpose is to improve mobility or improve access. This includes the majority of projects which add capacity or improve travel time, even if the safety or condition of the facility is also improved. Examples include:

- Widening projects (including projects with incorporate a bridge replacement project)
- New location projects (unless a project is to relocate a facility to improve safety)
- Convert grade-separation to interchange projects
- Signal system coordination projects
- Variable message signs and traffic cameras
- New multi-use trail projects
- New buses for a new bus route
- New passenger/commuter/light rail service
- Adding double track to a rail line
- New ferry vessel for expanded ferry service
- Runway extension to accommodate larger planes

Infrastructure Health

Projects where the *primary* purpose is to improve the condition of the infrastructure. Projects that improve the health of the infrastructure and safety of the facility are typically classified as infrastructure health, unless the primary purpose is to improve safety. Examples include:

- Reconstruction, rehabilitation, resurfacing, repair, replacement, or preservation projects
- Rest area projects
- Replacing an aging ferry vessel (as opposed to a new ferry for new service)
- Replacing an aging bus (as opposed to a new bus for new service)
- Repaving an airport runway

Tier

Mode	Statewide Tier	Regional Tier	Subregional Tier
Highways	The Strategic Highway Corridors (SHC) as approved by the Board of Transportation	All primary routes (US and NC) not on the Statewide Tier	All secondary routes (SR) not on the Statewide Tier
Rail (Passenger & Commuter)	All intercity (including out-of-state) passenger rail service and station facilities associated with intercity services	Commuter rail service and associated station facilities which serve commuters <i>between</i> two or more counties	Commuter and light rail service and associated station facilities which serve commuters <i>within</i> a county
Rail (Freight)	Rail lines of strategic importance as determined by the Rail Division	All remaining rail lines not included on the Statewide Tier	N/A
Ferry	Ferry routes connecting Statewide Tier Highway facilities	Ferry routes connecting Regional Tier Highway facilities	Ferry routes connecting Subregional Tier Highway facilities
Aviation	Commercial service airports with at least 100,000 annual enplanements	Commercial service airports (Part 139 Certificated) with less than 100,000 annual enplanements <i>or</i> General aviation airports with at least 25 based aircraft	General Aviation airports with fewer than 25 based aircraft
Public Transportation	Bus service and associated station facilities which serve out-of-state travel	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>between</i> two or more counties	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>within</i> a county
Bicycle and Pedestrian	NC bicycling highways (on-road)	NCDOT designated multi-county regional routes (on-road) <i>or</i> Off-road facilities spanning multiple jurisdictions with a length of at least 20 miles	Off-road facilities with a length shorter than 20 miles <i>or</i> Town, city, or county on-road bicycle networks <i>or</i> All sidewalks

If a project is located at the intersection of more than one tier, the project is classified by the higher tier. An exception is at an intersection, interchange, or grade separation where the project only improves one of the facilities. In this case, the project is classified according to the facility in which the improvement is located. For example, a project that converts a grade separation to an interchange (on a freeway) is classified by the tier of facility which currently does not have access to the freeway.

Mode

Highway

Projects where the *primary* purpose is to improve the highway system.

Bicycle and Pedestrian

Projects where the *primary* purpose is to enhance the Bicycle and Pedestrian system. Projects which include improving a roadway facility and enhancing bicycle access (such as a resurfacing project which includes adding wide outside shoulders) are classified as highway projects. Standalone projects which add wide outside shoulders are classified as bicycle and pedestrian projects.

Rail

Projects where the *primary* purpose is to improve passenger and freight rail service. Rail safety projects may be classified as a rail project or a highway project, depending how they are classified in the STIP.

Ferry

Projects where the *primary* purpose is to improve the ferry system.

Aviation

Projects where the *primary* purpose is to improve the publicly-owned airports.

Public Transportation

Projects where the *primary* purpose is to improve the public transportation system and regional/urban/rural transit systems.

Submode

The submode classification applies primarily to highway projects classified as safety or infrastructure health.

Safety

Safety (I, R, U)

Safety projects which are typically classified as an interstate, rural, or urban project in the State Transportation Improvement Program (STIP). Generally, these are larger and more costly safety projects than Hazard Elimination or Spot Safety Projects (see below). These projects are not scored by the Mobility and Safety Division.

Infrastructure Health

Interstate Pavement

Projects which resurface, rehabilitate, repair, or reconstruct pavement on interstates.

Modernization

Projects which upgrade the roadway to meet the latest design standards. These projects generally include resurfacing the roadway, but also may include adding shoulders, straightening curves, adding turn lanes, widening the existing travel lanes, raising the elevation of the roadway, etc.

Miscellaneous

Projects which are not classified as Interstate Pavement, Modernization, or Rest Areas, such as lighting and weigh stations.

Highway Improvement Priorities SPOT rankings -- Feb 2010 unveiling

SPOT Statewide RANK (within respective category)	LOCAL RANK	SPOT rank entry	TIP # (will be prepopulated by SPOT)	ROUTE	FROM	TO	DESCRIPTION
*	1	loop project	R-2250	SW Bypass			
**	2	fully- funded	U-3315	10th Street Connector			
7(c)	3	1	U-2817	SR 1700 Evans St/Old Tar Rd	US 264A Greenville Blvd	SR-1711 Worthington Rd/Cooper St	widen to multi-lane with sidewalk/bicycle accommodations
	4	fully- funded	U-5018	NC 43	NC 11	US 264	widen 2L to 4L
23(a)	5	2		US 264A	NC 11	NC 33	widen 4L to 6L
17(c)	6	3	U-5006	SR 1708 Firetower Rd ph 2	NC 11	SR 1126 Forlines Rd (FROG LEVEL in TIP)	new 4L
51(c)	7	4		SR 1133 Main Street	NC 11	End of existing Pavement East of Old Tar Rd SR 1700	widen 2L to 4L
66(c)	8	5		SR 1127 Frog Level Rd	US 13/264A	NC 903	widen to tolerable lane width and add continuous 2WLTL
63(a)	9	6	R-3407C	NC 33	US 264A Greenville Blvd	US 64 in Tarboro (SR 1415 Briley Rd- MPO boundary)- NC222 at Belvoir Crossroads to US264 Bypass	widen 2L to 4L
70(c)	10	7		SR 1708 Firetower Rd ph 3	NC 43	SR 1704 Fourteenth St	widen 2L to 4L
83(c)	11	8		SR 1704 Fourteenth St	Red Banks Rd	SR 1708 Firetower Rd	widen 2L to 4L
80(c)	not ranked	9	U-3430	264-NC33 bridge			Construct Bridge on new location
237(b)	12	10		Northeast Bypass	US 264	NC 33	new 4L
103(c)	13	11		SR 1708/1726 Firetower Rd ph 4	SR 1704 Fourteenth St	NC 33	widen 2L to 4L

Page 126 of 165		Highway Improvement Priorities SPOT rankings -- Feb 2010 unveiling						Page 126 of 165	
SPOT Statewide RANK (within respective category)	LOCAL RANK	SPOT rank entry	TIP # (will be prepopulated by SPOT)	ROUTE	FROM	TO	DESCRIPTION		
<u>66 (a)</u>	14	12		NC 43	Approx 500 ft North of Signature Drive	SR 1711 Worthington Rd	widen 2L to 4L		
<u>124 (c)</u>	15	13		SR 1203 Allen Road	SR 1467 Stantonsburg Rd	US 13/264A	widen 2L to 4L		
<u>142 (c)</u>	16	14		SR2241/SR 1759/SR1723	NC 102	NC 33	align intersections / lane width widening		
<u>160 (a)</u>	17	15		NC 102	NC 11	Verna Ave	widen 2L to 4L		
***	18	Do not rank	U-3839	SR 1704 Fourteenth St	At Beatty Street		RR Grade Separation		
<u>167 (c)</u>	19	16		SR 1126 Forlines Rd	SW Bypass Interchange	NC 11	widen 2L to 4L		
<u>61 (a)</u>	20	17		NC 903	NC 11	Greene County Line (Abbott Farm Rd--MPO Boundary)	widen pavement to 32 ft, utility improvement, intersection improvements		
<u>45 (a)</u>	not ranked	18	U-3407A	NC33	US 264A Greenville Blvd	US 64 in Tarboro - US64 in Tarboro to NC42 at Scott's Crossroads	widen 2L to 4L		
<u>106 (a)</u>	not ranked	19	U-3407B	NC33	US 264A Greenville Blvd	US 64 in Tarboro - NC42 at Scott's Crossroads to NC222 at Belvoir Crossroads	widen 2L to 4L		
****	same as U-5006	Do not rank	U-3613A	Firetower Road	NC11	Davenport Farm Road			
(a) Black = mobility, regional, highway									
(b) Red = mobility, statewide, highway									
(c) Blue = mobility, subregional, highway									
(*) Loop projects will be ranked amongst themselves. Criteria currently under development.									
(**) The 10th St Connector project is currently funded in the TIP. This ranking is for unfunded projects.									
(***) RR grade separation is accomplished in 10th St Connector project.									
(****) This project duplicates project U-5006 (Firetower Rd extension)									



Bike/Pedestrian Project Ranking Process

Over 600 bike and pedestrian projects received

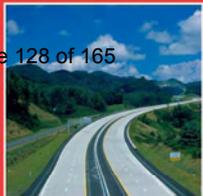
Staff established contact with all regional planning organizations to solicit additional input on priority projects

Based on information received from MPOs & RPOs, 159 projects were ranked





Page 128 of 165



Page 128 of 165



Bike/Pedestrian Project Ranking Process

Criteria included:

Local priority ranking

Estimated cost

Available right-of-way

Connectivity

Inclusion in a bike/pedestrian plan

Population of region served



NCDOT Strategic Prioritization Results (Non-Highway)

February 19, 2010

The Strategic Prioritization rankings represent initial results based on data and need, which have not been subject to funding, legal, and scheduling constraints. This list includes proposed projects that may end up being funded through other programs besides the State Transportation Improvement Plan. Therefore, while they appear in this initial listing, some of these projects will ultimately NOT be included in the Draft State Transportation Improvement Plan. This is only the first of many steps to creating the Draft State Transportation Improvement Plan.

As part of the NCDOT's new Transportation Reform process, a more data-driven approach is being used to score projects across the state. In order to score projects against similar projects within NCDOT's new prioritization process, each project is classified under one of the Department's three primary goals (Safety, Mobility, Infrastructure Health) and three tiers (Statewide, Regional, and Subregional). The following pages contain a listing of non-highway transportation projects statewide and by NCDOT Division.

Please refer to Project Classification section on the next page to see how these projects were classified within each NCDOT Goal, Tier, and Mode (except highways).

Please navigate this document in the following manner:

For Non-Highway Projects

1. To view project rankings on a statewide basis start by clicking on the "plus" sign next to "All Inclusive Report". This will bring up NCDOT's five non-highway transportation modes: Aviation, Bicycle and Pedestrian, Ferry, Public Transportation, and Rail.
2. Click on a specific non-highway transportation mode to view the projects.
3. Use the same approach to navigate through the projects by the 14 NCDOT Divisions.

Please note that the rankings in the All Inclusive Report are statewide rankings and rankings in the Division list are the rankings within the Division.

Project Classifications for Prioritization

Goal

Safety

Projects where the *primary* purpose is to improve safety. A safety project may also improve the condition of the facility or mobility along the corridor. Examples include:

- Guardrail projects
- Rail crossing and safety projects
- Upgrade roadway projects to improve safety, where no additional capacity or lanes are included
- Traffic signals
- Rumble strips
- Runway lighting

Mobility

Projects where the *primary* purpose is to improve mobility or improve access. This includes the majority of projects which add capacity or improve travel time, even if the safety or condition of the facility is also improved. Examples include:

- Widening projects (including projects with incorporate a bridge replacement project)
- New location projects (unless a project is to relocate a facility to improve safety)
- Convert grade-separation to interchange projects
- Signal system coordination projects
- Variable message signs and traffic cameras
- New multi-use trail projects
- New buses for a new bus route
- New passenger/commuter/light rail service
- Adding double track to a rail line
- New ferry vessel for expanded ferry service
- Runway extension to accommodate larger planes

Infrastructure Health

Projects where the *primary* purpose is to improve the condition of the infrastructure. Projects that improve the health of the infrastructure and safety of the facility are typically classified as infrastructure health, unless the primary purpose is to improve safety. Examples include:

- Reconstruction, rehabilitation, resurfacing, repair, replacement, or preservation projects
- Rest area projects
- Replacing an aging ferry vessel (as opposed to a new ferry for new service)
- Replacing an aging bus (as opposed to a new bus for new service)
- Repaving an airport runway

Tier

Mode	Statewide Tier	Regional Tier	Subregional Tier
Highways	The Strategic Highway Corridors (SHC) as approved by the Board of Transportation	All primary routes (US and NC) not on the Statewide Tier	All secondary routes (SR) not on the Statewide Tier
Rail (Passenger & Commuter)	All intercity (including out-of-state) passenger rail service and station facilities associated with intercity services	Commuter rail service and associated station facilities which serve commuters <i>between</i> two or more counties	Commuter and light rail service and associated station facilities which serve commuters <i>within</i> a county
Rail (Freight)	Rail lines of strategic importance as determined by the Rail Division	All remaining rail lines not included on the Statewide Tier	N/A
Ferry	Ferry routes connecting Statewide Tier Highway facilities	Ferry routes connecting Regional Tier Highway facilities	Ferry routes connecting Subregional Tier Highway facilities
Aviation	Commercial service airports with at least 100,000 annual enplanements	Commercial service airports (Part 139 Certificated) with less than 100,000 annual enplanements <i>or</i> General aviation airports with at least 25 based aircraft	General Aviation airports with fewer than 25 based aircraft
Public Transportation	Bus service and associated station facilities which serve out-of-state travel	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>between</i> two or more counties	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>within</i> a county
Bicycle and Pedestrian	NC bicycling highways (on-road)	NCDOT designated multi-county regional routes (on-road) <i>or</i> Off-road facilities spanning multiple jurisdictions with a length of at least 20 miles	Off-road facilities with a length shorter than 20 miles <i>or</i> Town, city, or county on-road bicycle networks <i>or</i> All sidewalks

If a project is located at the intersection of more than one tier, the project is classified by the higher tier. An exception is at an intersection, interchange, or grade separation where the project only improves one of the facilities. In this case, the project is classified according to the facility in which the improvement is located. For example, a project that converts a grade separation to an interchange (on a freeway) is classified by the tier of facility which currently does not have access to the freeway.

Mode

Highway

Projects where the *primary* purpose is to improve the highway system.

Bicycle and Pedestrian

Projects where the *primary* purpose is to enhance the Bicycle and Pedestrian system. Projects which include improving a roadway facility and enhancing bicycle access (such as a resurfacing project which includes adding wide outside shoulders) are classified as highway projects. Standalone projects which add wide outside shoulders are classified as bicycle and pedestrian projects.

Rail

Projects where the *primary* purpose is to improve passenger and freight rail service. Rail safety projects may be classified as a rail project or a highway project, depending how they are classified in the STIP.

Ferry

Projects where the *primary* purpose is to improve the ferry system.

Aviation

Projects where the *primary* purpose is to improve the publicly-owned airports.

Public Transportation

Projects where the *primary* purpose is to improve the public transportation system and regional/urban/rural transit systems.

Bike/Ped SPOT rankings -- Feb. 2010 unveiling						
SPOT Statewide RANK (among bike/ped projects)	LOCAL RANK	SPOT rank entry	Name	TIP #	Notes	Cost estimate
Project is funded	1	do not rank	South Tar River Greenway	EB-4702	funded	\$2,200,000
<u>64</u>	2	1	Bikeway System Improvements		Cost estimate for bike signs per 2002 master plan, with updated signage costs	\$85,000
Funding allocated for this project	3	2	Green Mill Run Greenway	EB-4996		\$1,200,000
	4	3	Parkers Creek Greenway	EB-4997		\$1,300,000
Not submitted to SPOT	5	do not rank	Green Mill Run, Natural Corridor		NOT RANKED- This project is considered part of EB-4996	
<u>96</u>	6	4	Schoolhouse Branch Greenway			\$825,000

NCDOT Strategic Prioritization Results (Non-Highway)

Mode Public Transport

RANK	SPOT ID	TIP #	DIV	COUNTY(S)	LOCATION	DESCRIPTION
8	46245		02	PITT	(GREENVILLE AREA TRANSIT),	REPLACEMENT BUSES FY15--4, \$2.6; FY16--\$1.5; FY19--2--\$1.6
37	46291	TA-4965	02	PITT	(GREENVILLE AREA TRANSIT),	REPLACEMENT BUSES.
44	46318	TA-4774	02	PITT	(GREENVILLE AREA TRANSIT),	EXPANSION BUSES: FY15--2 --\$1.3 FY16--2--\$1.5 FY20--2--\$1.6
91	46330		02	PITT	(GREENVILLE AREA TRANSIT),	FACILITY: BUS BAYS AT SELECT LOCATION
99	46364	TA-4773	02	PITT	(GREENVILLE AREA TRANSIT),	EXPANSION BUSES.
107	46338		02	PITT	(GREENVILLE AREA TRANSIT),	FACILITY: TRANSFER STATION
146	46378	TD-4716	02	PITT	(GREENVILLE AREA TRANSIT),	FACILITY: INTERMODAL TRANSPORTATION

These rankings represent initial results based on data and need, which have not been subject to legal, and scheduling constraints. This list includes proposed projects that may end up being funded through other programs besides the State Transportation Improvement Plan. Therefore, while they are on this initial listing, some of these projects will ultimately NOT be included in the Draft State Transportation Improvement Plan. This is only the first of many steps to creating the Draft State Transportation Improvement Plan.

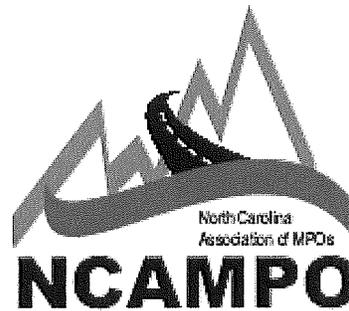
NCDOT Strategic Prioritization Results (Non-Highway)

Mode Rail

RANK	SPOT ID	TIP #	DIV	COUNTY(S)	LOCATION	DESCRIPTION
65	44414		02	PITT		FEASIBILITY/PLANNING STUDY FOR PASSENGER SERVICE FROM RALEIGH TO GREENVILLE, NCDOT'S 2001 NORTH CAROLINA RAIL PLAN.
67	44015		02	CARTERET		REPLACEMENT OF THE RAIL BASCULE BRIDGE OVER NEWPORT RIVER.
unranked	42830	P-5000	02	PITT	GREENVILLE	TRACK IMPROVEMENTS AT NORFOLK SOUTHERN TRANSPORTATION RAILROADS. STREAMLINE NETWORK TO MINIMIZE BLOCKING OF HIGHWAYS AT GRADE CROSSINGS.

These rankings represent initial results based on data and need, which have not been subject to legal, and scheduling constraints. This list includes proposed projects that may end up being funded through other programs besides the State Transportation Improvement Plan. Therefore, while they are on this initial listing, some of these projects will ultimately NOT be included in the Draft State Transportation Improvement Plan. This is only the first of many steps to creating the Draft State Transportation Improvement Plan.

Recission Letters



December 4, 2009

Secretary Eugene Conti
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, North Carolina 27699-1501

Subject: Rescission of Metropolitan Planning/Transportation Funds in North Carolina

Dear Secretary Conti:

The North Carolina Department of Transportation serves as the banker for Metropolitan Planning Organizations with the Congestion Mitigation and Air Quality (CMAQ) program, Surface Transportation Programming Direct Allocation (STP D-A) and Section 104 (f) PL planning funds. The MPOs were not notified early enough on the effects of the potential rescission and were impacted significantly with a high loss in funding. Better communication from NCDOT could have helped MPOs to develop strategies to reduce the impacts of this rescission on the local partners.

Congress failed to send re-authorization of the surface transportation bill to the President in September. As a result, the SAFETEA-LU \$8.7 billion rescission went into effect on October 1st. This rescission has cost North Carolina approximately \$250 million and will have a negative impact on North Carolina's ability to provide adequate transportation today and into the future. As originally proposed, the rescission would have rescinded approximately \$1.4 million in unobligated Section 104 (planning fund) balances; however, based on the final rescissions North Carolina's Metropolitan Planning Organizations lost over \$5.4 million. Based on the final rescission (2009-EISA P.L. 110-140), municipalities also lost approximately \$55 million in CMAQ and approximately \$66 million in STP-DA funding.

The 104 (f) PL unobligated fund balances served as a savings account for MPOs to complete major transportation planning activities and initiatives within their planning area boundaries. The rescission is punishing MPOs for being good stewards of public money and without these balances it will be difficult for MPOs to meet the federal and state requirements. This rescission will also have a negative impact on the private sector since these funds are often dispersed to consultants to assist with the development of long range transportation plans, corridor studies, collector street plans and other special studies. CMAQ and STP-DA funding is used to construct

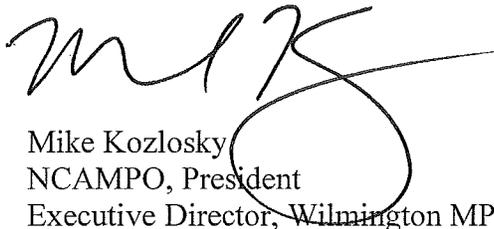
important transportation projects within the MPO planning area boundaries. The rescission of these funds will reduce the construction of much needed transportation projects.

Based on the proposed and actual rescission amounts, it appears that NCDOT has protected some of their core programs and did not communicate the impacts of the rescission to the Metropolitan Planning Organizations. This lack of communication has resulted in a dramatic loss for North Carolina of over \$5.4 million in rescinded PL, \$55 million in CMAQ and \$66 million in STP-DA funding.

The North Carolina Association of Metropolitan Planning Organizations requests an explanation from NCDOT and Federal Highway Administration (FHWA) of how this rescission occurred and what knowledge was known prior to the actual rescission. The Association would also request an explanation of the steps taken by NCDOT and FHWA to communicate these issues to your partners at the Metropolitan Planning Organizations. Based on these experiences, the Association requests that NCDOT and FHWA change their policies and procedures in order to open the lines of communication with your partners at the MPO level.

If you have any additional questions regarding this request or require additional information, please contact me at (910) 342-2781 or via e-mail at mike.kozlosky@wilmingtonnc.gov.

Sincerely,



Mike Kozlosky
NCAMPO, President
Executive Director, Wilmington MPO

cc: Jim Trogdon, Chief Operating Officer, NCDOT
Mark Foster, Chief Financial Officer, NCDOT
Susan Coward, Deputy Secretary of Intergovernmental Affairs and Budget, NCDOT
John Sullivan, Division Administrator, FHWA
NCAMPO members



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

EUGENE A. CONTI, JR.
SECRETARY

February 4, 2010

Mr. Mike Kozlosky
President - NCAMPO
Executive Director, Wilmington MPO
305 Chestnut Street, 4th Floor
Wilmington, North Carolina 28402

Dear Mr. Kozlosky:

Thank you for your letter requesting an explanation of how the latest rescission occurred and how the North Carolina Department of Transportation (NCDOT), the Federal Highway Administration (FHWA), and the North Carolina Association of Metropolitan Planning Organizations (NCAMPO) can better communicate these and other potential issues in the future.

Federal rescissions occur when highway trust fund receipts cannot support legislative commitments. As an apportioned federal program under Chapter 1 of Title 23, by law Metropolitan Planning funding is not exempted from rescissions. As evidenced on their website, the Association of Metropolitan Planning Organizations (AMPO) was actively following the rescission issue throughout 2009 and publishing all FHWA information for their members at the same time state departments of transportation were receiving it.

During SAFETEA-LU, there were 11 rescissions of apportionment. Prior to the August 31, 2009, rescission, FHWA provided the states with flexibility to determine the amounts of unobligated apportionment, including Metropolitan Planning, to rescind. In the ten previous rescissions, the Department held harmless the MPO's Surface Transportation Programming-Direct Allocation (STP-DA) and Metro Planning funds. In the last rescission, FHWA performed the calculation. Although the FHWA cut was significant, a review of the cumulative North Carolina rescission totals since 2003 (\$690 million) shows that STP-DA deductions for MPO's with a population greater than 200,000 were less than 7 percent of the total and Metro Planning cuts were less than 1 percent.

It is also important to analyze where and how much apportionment remained after the last rescission. The MPO STP >200K DA unobligated balance was \$73.8 million or over 80 percent of the remaining balance in the Surface Transportation Program. The majority of other core programs such as the National Highway System, Interstate Maintenance, and Bridge were left with \$0 of unobligated balances.

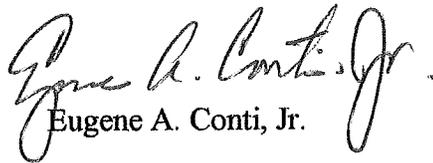
Mr. Mike Kozlosky
February 4, 2010
Page 2

Until insufficient federal revenues supporting the program is addressed, all programs are vulnerable to future cuts. The latest rescission highlighted the importance of project delivery as no projects that had federally approved planning documents were subject to cuts. It also demonstrated the importance of collaboration and information sharing between state DOT's, MPO/RPO's, and FHWA to understand the federal program complexities and protect vital North Carolina funding.

To initiate this endeavor, a transportation reauthorization working group consisting of local, state, and federal participants was formed to address North Carolina's transportation program reforms. The output of this group will provide talking points for legislators and local and state officials. This initiative will allow an opportunity to create other intergovernmental work groups to improve communication and suggest better ways to accomplish critical goals.

The Department recognizes that the MPO's are vital to the delivery of critical transportation solutions and pledge continued support. Thank you, and I look forward to a successful year for the state.

Sincerely,



Eugene A. Conti, Jr.

EAC/mf

cc: John Sullivan, FHWA, NC Division Administrator
Jim Trogdon, P.E., Chief Operating Officer
Mark Foster, Chief Financial Officer
Susan Coward, Deputy Secretary

Equity Formula

March 1, 2010

**North Carolina General Assembly
Joint Legislative Transportation Oversight Committee**

Distributing Transportation Funds

April 6, 2010

2:00 pm

Room 544 Legislative Office Building

The Joint Legislative Transportation Oversight Committee, chaired by Representative Nelson Cole and Senator Steve Goss, invites comments and recommendations on

**Issues Related to the State's Method for Distributing Transportation Funds
(S.L. 2009-574 Section 4.4)**

Of particular interest are comments and recommendations on:

1. The current transportation funding distribution formula, set out in G.S. 136-17.2, and commonly known as the "Equity Formula."
2. The effects of the current formula on transportation needs in urban, suburban, and rural parts of the State.
3. The best ways to utilize the State's limited transportation funds.

Persons or organizations wishing to be heard should contact Bob Weiss, Fiscal Research Division, bobw@ncleg.net or 919-733-4910 by March 31. Written submissions (by email) are also welcome.

Please forward this message to colleagues or others who might wish to participate.

A 21st Century Transportation System Requires a Modern Funding Formula

North Carolina's transportation system is overdue for change. North Carolina's ability to continue to compete in a global economy will be challenged if we fail to protect and improve our transportation infrastructure and quality of life. The challenge in our transportation system is not new, but the current economic conditions have compounded the situation. Cities are fighting traffic congestion, stagnant state funding and construction inflation while accommodating growing populations.

The N.C. Metropolitan Mayors Coalition has long been a partner in efforts to reform and improve transportation in our state. Our cities and towns share the responsibility of building and maintaining a multi-modal transportation system with the State. Cities have sole responsibility for maintaining nearly 20 percent of public roads in our state. They invest nearly \$1 billion of city revenues on transportation — roughly equal to the annual federal investment in our state transportation system. From 2001–2007 cities increased investments in roads by 51 percent, yet still struggled to meet the growing demand of transportation. Conversely, state funding for locally-maintained roads has been relatively stagnant.

The need for action is reaching a critical point. Traffic conditions are steadily eroding. Our urban interstates are ranked third most congested in the nation. State investments in transportation have not matched demand as transportation funding sources — the gas and car sales taxes and federal aid — stagnates or declines. Transportation construction costs are experiencing high inflation which has further exacerbated the problem. We have a growing backlog of maintenance for repaving and renovation projects for our roads and bridges leading the American Society of Civil Engineers to grade North Carolina's roads a "D" and our bridges a "C-." The State and our cities struggle to meet demand for investments for new roads and

The American Society of Civil

Engineers grades North

Carolina's roads a "D"

and our bridges a "C-."

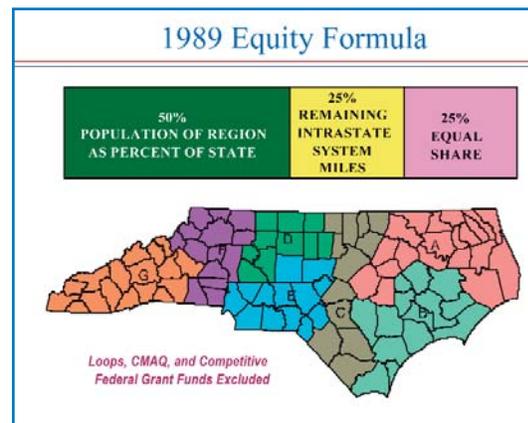
expanded public transportation to accommodate a steadily growing and increasingly urban population. North Carolina recently became the 10th most populous state in the nation and is expected to grow to seventh by 2030.

One critical aspect of the transportation decision-making process that deserves more attention is the formula used to distribute state transportation dollars for the all-important Transportation Improvement Program. The equity formula allocates transportation dollars among seven geographic funding regions. The formula was developed in 1989, when the N.C. Highway Trust Fund was created, with the goal of ensuring equitable distribution of funds across the

state and focus funding on completing the Intrastate System. The formula does not apply to public transportation investments, the urban loop program or routine maintenance.

The Equity Formula

The formula conceived in the 1980s is inadequate for a state that has grown so much in the interim. The 2000 census was a watershed moment in North Carolina history — for the first time more



North Carolinians lived in cities and towns than in unincorporated areas. In the 1980s, North Carolina was largely a rural state dominated by an agricultural and manufac-

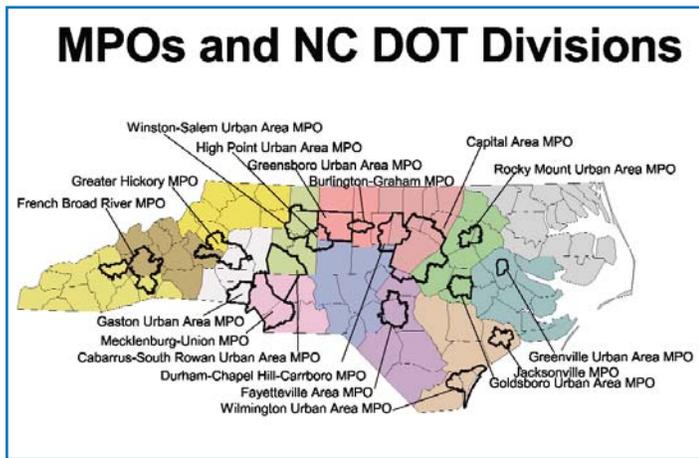
turing base of dispersed textile mills, furniture factories and farms. The state has entered the 21st Century as an urban state with three large metropolitan regions and eight emerging metropolitan regions. Projections show that 88 percent of the state's population growth from 2000-2030 will be in the metropolitan regions that make up the N.C. Metropolitan Mayors Coalition membership. This transition to a metropolitan state and the 21st Century knowledge-based economy demands different things from our transportation system and thus it is time to examine the methods we use to allocate our transportation dollars. **The distribution formula has three primary elements that divide available funding — 1) miles to complete the intrastate system; 2) equal share; and, 3) regional population.** Unfortunately, none of the components of the formula includes traffic or congestion.

INTRASTATE SYSTEM — 25 percent intrastate road miles to complete

In 1989, Governor Martin's Administration proposed the North Carolina Intrastate System, a construction program intended to put a four-lane road within 10 miles of all North Carolinians. When the General Assembly created the Highway Trust Fund it drew a map of the Intrastate System and identified over 1,700 miles of roads on the system that were designated for construction or improvement to four lanes or better. The formula designates 25 percent of the

equity formula funds be allocated based on the miles “to be completed.” The concept was that a region receives money for this work until their projects are complete. When 90 percent of the projects listed in G.S. 136-179 are completed, this part of the equity formula is eliminated. Although funds are allocated based on the “miles to complete,” the funds are not required to be spent on those projects. Because of this, the formula provides a disincentive for completing the projects listed in statute.

As regions of the state complete their designated intrastate highway miles they have less funding available from this part of the formula. This was the case when Division 12 completed all of the Division’s intrastate projects. The statute was then amended in



2003 to add projects to Division 12. Division 8 has the most miles to be completed (94.6 miles). At the current delivery rate, it will require nine years to complete its remaining portion of the Intrastate System. However, 60.4 miles of the remainder has yet to complete environmental work (NEPA) and it seems unlikely that these projects will be delivered by 2018.

Because the equity formula applies to both Highway Fund dollars and Highway Trust Fund dollars, it limits our ability to address critical projects that are not specifically included in the 1989 Highway Trust Fund Legislation. North Carolina has an immense legacy investment in Interstate Highways and major bridges that are not eligible for the Highway Trust Fund. Large non-trust fund projects push money away from their Funding Regions and Highway Divisions. Examples of key intrastate roads that do not qualify for this calculation include the expansion of I-85 in Cabarrus County, the Yadkin Bridge in Rowan and Davidson County and the interchange for I-40 and I-77 in Iredell County. Failing to accommodate such economically-critical projects in the funding distribution formula is a serious flaw.

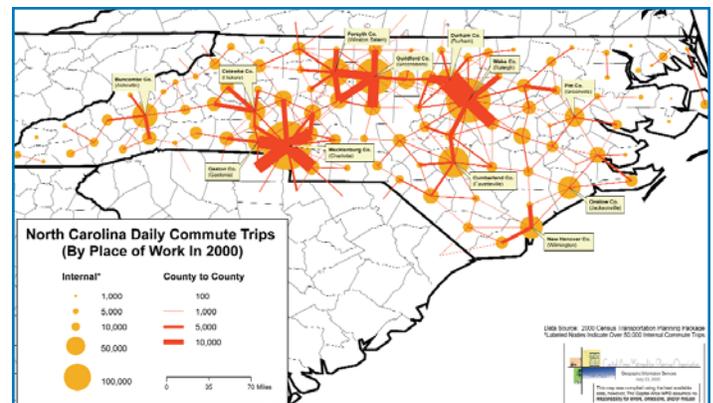
EQUAL SHARE – 25 percent equal share among the seven regions

Each funding region is made up of two of the long-standing state highway divisions. The highway divisions were not drawn around a common or specific transportation identity, but instead to match NCDOT’s maintenance operations to the Department of Correc-

tions’ administrative system that existed 50 years ago. In today’s North Carolina such regional boundaries have little to do with modern transportation flow or needs. These nonsensical regional boundaries create complications and disjointed planning and projects that don’t meet regional needs. As currently drawn they fail to reflect important modern regional identifiers such as commuting patterns, air quality planning or modern patterns of commerce. For example: Wake, Durham, Orange, Chatham and Johnston County – five counties that are all closely linked in commuting and economic patterns and share responsibility for improving air quality reside in four different funding regions.

POPULATION IN REGIONS – 50 percent allocated on the population in each “distribution region”

The population portion of the formula reflects how many residents there are in a defined geographic region. This portion of the formula is designated to direct transportation funds “to where the people are.” Unfortunately, as the formula is currently designed it does not fully reflect the location of the traffic. For example, each



day 23,000 commuters drive into Guilford County from Randolph County, but since they are in different funding regions the traffic impact is not recognized in Guilford’s equity formula allocation. Neither does this portion of the formula reflect the relative expense of projects in less densely populated regions that include critical transportation corridors such as I-95 in the southeastern counties, or I-40 and I-77 in the northwestern counties.

Summary

The time has come to complete a meaningful study of the way we allocate transportation dollars across the State. A study will provide the opportunity to better educate legislators and the public on our current funding allocation methods and options for the future. It would provide the opportunity to debunk long-held myths about the equity formula including who would be a beneficiary of change or that this is a rural/urban debate.



NCDOT Spending by County

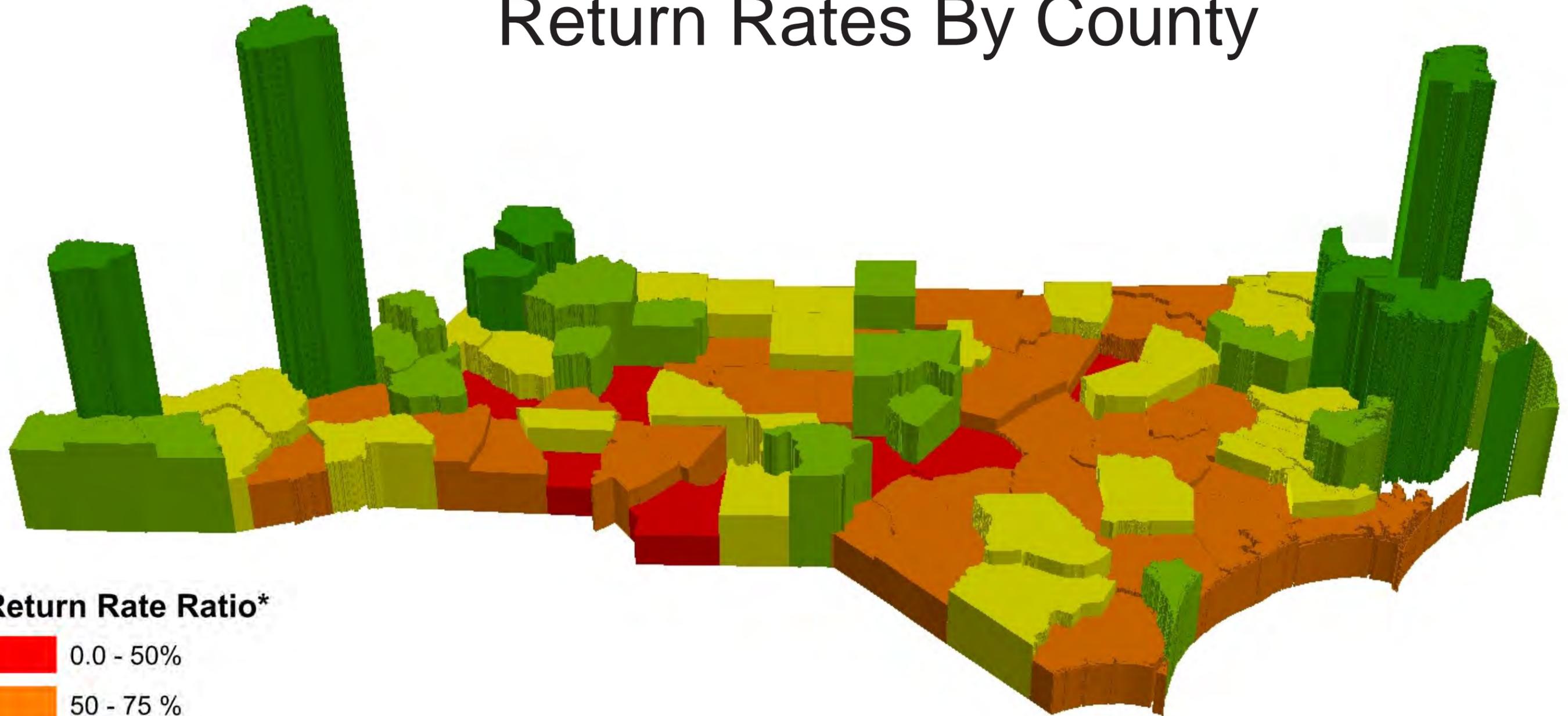
NCDOT Spending by County																
FY 1991-2009											Statewide					
	MAINTENANCE	CONSTRUCTION	POWELL BILL	Statewide RAIL	Statewide PTD	EPP	FEMA	Population Average	% of Total Pop	by Total Pop Ave	Admin Exp	Trans to Agencies	Debt Service	Gen Fund Trans	Total Expenditures	% of Total
LENOIR	92,739,070.01	162,293,369.08	16,681,858.56	2,766,620.66	1,581,439.13	206,341.25	182,236.92	57.776	0.75%	14,820,973.81	30,152,155.06	27,397,915.27	4,863,211.18	27,808,206.93	381,493,397.86	0.71%
LINCOLN	77,971,754.22	185,999,194.99	5,846,192.93	670,710.11	916,021.56	0.00	198,498.78	59,924	0.78%	15,371,988.97	31,273,153.90	28,416,516.80	5,044,015.97	28,842,062.31	380,550,110.54	0.70%
MACON	73,693,374.13	133,552,217.87	3,181,310.61	0.00	1,986,854.61	269,611.88	1,208,290.81	39,428	0.51%	10,114,257.74	20,576,695.68	18,697,123.43	3,318,794.84	18,977,118.23	285,575,649.82	0.53%
MADISON	75,493,784.51	437,905,973.58	1,959,272.74	0.00	1,277,056.74	7,022.91	851,229.25	28,027	0.37%	7,189,619.10	14,626,738.61	13,290,663.45	2,359,132.16	13,489,694.95	568,450,187.99	1.05%
MARTIN	64,169,913.68	147,653,413.98	6,461,280.45	0.00	1,707,468.27	365,304.43	203,514.09	18,625	0.24%	4,777,645.16	9,719,759.27	8,831,910.71	1,567,690.33	8,964,171.11	254,422,071.47	0.47%
MCDOWELL	86,481,000.23	219,406,615.55	3,911,915.74	138,823.42	484,313.87	190,216.42	1,914,209.01	24,829	0.32%	6,369,252.96	12,957,765.47	11,774,142.18	2,089,945.14	11,950,463.34	357,668,663.32	0.66%
MECKLENBURG	228,678,768.97	2,340,268,530.78	342,545,913.17	56,112,251.51	142,468,412.75	3,842,116.47	681,382.62	653,722	8.54%	167,695,742.71	341,164,359.45	310,000,800.83	55,026,061.12	314,643,151.94	4,303,127,492.31	7.95%
MITCHELL	43,162,924.48	60,907,185.37	1,841,598.65	0.00	1,198,098.98	488,254.04	949,092.02	15,157	0.20%	3,888,017.34	7,909,878.46	7,187,352.93	1,275,776.45	7,294,985.61	136,103,164.33	0.25%
MONTGOMERY	74,103,865.07	86,648,220.63	5,374,577.06	104,383.08	689,467.08	3,397,201.49	88,078.83	25,359	0.33%	6,505,211.07	13,234,362.02	12,025,473.09	2,134,557.12	12,205,558.01	216,510,954.55	0.40%
MOORE	123,879,362.55	96,066,139.50	22,742,354.65	226,919.73	1,865,463.12	205,331.64	138,637.39	69,934	0.91%	17,939,673.43	36,496,914.56	33,163,114.58	5,886,551.15	33,659,741.75	372,270,204.03	0.69%
NASH	141,286,513.87	134,303,578.63	34,595,126.92	2,404,223.91	1,773,800.02	812,514.79	1,386,435.79	84,111	1.10%	21,576,424.77	43,895,611.29	39,885,979.52	7,079,879.60	40,483,283.53	469,483,372.64	0.87%
NEW HANOVER	110,363,472.91	619,790,760.35	49,247,638.30	1,810,446.05	7,223,896.55	2,934,420.91	494,131.86	150,321	1.96%	38,561,056.57	78,449,565.57	71,283,612.95	12,653,052.61	72,351,105.54	1,065,163,160.17	1.97%
NORTHAMPTON	74,001,230.17	65,948,264.80	4,326,702.86	128,400.26	3,482,695.97	0.00	377,259.57	21,286	0.28%	5,460,385.77	11,108,743.64	10,094,018.70	1,791,718.24	10,245,179.53	186,964,599.53	0.35%
ONSLOW	112,539,505.20	365,276,377.00	38,973,135.01	0.00	2,263,850.95	2,552,515.72	642,365.05	153,793	2.01%	39,451,710.49	80,261,533.90	72,930,067.56	12,945,303.19	74,022,216.29	801,858,580.36	1.48%
ORANGE	94,986,917.26	297,533,478.47	34,656,580.43	17,446,940.92	26,285,944.76	519,468.66	1,711,044.45	107,827	1.41%	27,660,165.68	56,272,524.01	51,132,326.76	9,076,139.58	51,898,048.06	669,179,579.04	1.24%
PAMLICO	29,469,154.95	112,723,318.27	2,164,564.18	0.00	322,317.29	0.00	87,761.65	12,218	0.16%	3,134,219.36	6,376,333.26	5,793,888.96	1,028,432.47	5,880,654.12	166,980,644.51	0.31%
PASQUOTANK	56,549,132.15	108,591,117.90	9,407,751.43	0.00	2,599,804.63	62,511.85	273,037.26	35,090	0.46%	9,001,453.39	18,312,779.02	16,640,003.58	2,953,649.96	16,889,192.42	241,280,233.59	0.45%
PENDER	96,996,570.89	119,870,997.28	3,915,585.50	803,983.72	988,788.58	944.90	909,973.50	37,697	0.49%	9,670,085.14	19,673,059.97	17,876,030.07	3,173,048.33	18,143,728.75	292,022,796.64	0.54%
PERQUIMANS	34,937,781.35	56,854,170.01	1,614,486.46	0.00	403,873.00	0.00	363,346.63	11,301	0.15%	2,898,857.91	5,897,508.10	5,358,801.95	951,203.23	5,439,051.55	114,719,080.20	0.21%
PERSON	72,418,397.93	63,767,128.33	4,642,444.48	0.00	975,513.40	32,898.13	953,145.04	33,653	0.44%	6,632,699.06	17,562,576.12	15,958,327.74	2,832,650.48	16,197,308.29	203,973,089.01	0.38%
PITT	149,814,735.69	275,283,997.47	44,802,983.49	0.00	3,467,614.78	3,052.68	297,569.86	125,844	1.64%	32,281,972.06	65,675,241.01	59,676,155.33	10,992,694.48	60,569,822.92	702,466,839.77	1.30%
POLK	49,945,823.12	85,126,184.57	2,621,344.30	0.00	1,259,343.68	29,262.11	1,316,135.43	16,732	0.22%	4,292,172.07	8,732,100.84	7,934,469.65	1,408,391.88	8,053,290.61	170,718,518.28	0.32%
RANDOLPH	188,767,545.16	344,168,058.67	23,482,321.36	47,092.65	2,518,661.71	989,204.69	862,721.90	121,915	1.59%	31,274,086.33	63,624,773.39	57,812,987.08	10,261,976.59	58,678,753.18	782,488,182.71	1.45%
RICHMOND	82,058,350.67	334,435,945.37	12,066,654.10	0.00	1,783,009.43	1,234,863.85	29,643.88	45,594	0.60%	11,695,861.07	23,794,348.55	21,620,860.74	3,837,766.87	21,944,639.34	514,501,943.87	0.95%
ROBESON	218,492,748.47	452,348,401.47	23,441,699.02	0.00	2,448,008.69	2,094,897.31	10,696.83	116,433	1.52%	29,867,817.66	60,763,825.70	55,213,371.82	9,800,537.17	56,040,207.93	910,522,212.06	1.68%
ROCKINGHAM	162,820,871.66	220,167,305.96	22,479,939.89	0.00	1,725,218.50	749,036.77	-173,850.96	88,941	1.16%	22,815,439.30	46,416,293.04	42,176,410.33	7,486,437.86	42,808,014.20	569,471,116.56	1.05%
ROWAN	146,022,346.06	512,029,345.57	27,057,313.46	18,055,110.36	7,057,446.68	100,392.61	465,568.07	121,972	1.59%	31,288,836.50	63,654,781.51	57,840,254.11	10,266,816.57	58,706,428.55	932,544,640.04	1.72%
RUTHERFORD	115,267,899.50	138,488,260.84	12,673,821.42	73,175.94	2,016,999.60	3,881,638.29	557,240.83	60,130	0.79%	15,424,704.80	31,380,400.29	28,513,966.81	5,061,313.64	28,940,971.66	382,280,383.62	0.71%
SAMPSON	174,699,500.34	81,920,400.04	8,311,511.56	2.27	1,685,438.51	32,968.96	321,791.74	55,432	0.72%	14,219,551.54	28,928,606.74	26,286,131.62	4,665,866.29	26,679,774.00	367,751,543.61	0.68%
SCOTLAND	55,461,192.98	61,742,619.61	10,521,856.35	0.00	996,258.95	382,209.59	46,114.07	35,301	0.46%	9,055,451.85	18,422,634.82	16,739,824.63	2,971,368.50	16,990,508.32	193,330,039.67	0.36%
STANLY	108,383,827.30	219,882,389.12	17,086,985.10	0.00	1,782,971.52	106,957.47	163,510.39	55,339	0.72%	14,195,694.74	28,880,071.87	26,242,030.16	4,658,038.15	26,635,012.10	448,017,487.91	0.83%
STOKES	100,604,128.23	104,149,237.21	4,519,306.20	0.00	553,748.72	65,210.12	250,784.84	41,729	0.54%	10,704,521.19	21,777,542.20	19,788,278.98	3,512,478.18	20,084,614.15	286,000,850.02	0.53%
SURRY	148,152,663.79	285,973,812.84	9,254,059.25	0.00	711,717.00	274.74	160,599.41	67,366	0.88%	17,281,046.14	35,156,986.94	31,945,582.25	5,670,435.55	32,423,976.53	566,744,894.43	1.05%
SWAIN	36,362,771.15	56,792,861.88	892,462.10	13,739.99	1,887,015.90	40,902.46	120,877.31	12,427	0.16%	3,187,704.77	6,485,145.30	5,892,761.60	1,045,982.65	5,981,007.40	118,889,492.52	0.22%
TRANSYLVANIA	49,022,340.27	68,400,090.47	4,128,692.40	0.00	1,075,054.54	113,829.62	1,476,328.88	27,700	0.36%	7,105,735.51	14,456,083.76	13,135,597.01	2,331,607.41	13,332,306.35	164,577,662.22	0.32%
TYRRELL	33,922,864.39	95,680,204.07	509,461.94	0.00	267,099.85	3,046,583.77	379,796.08	4,030	0.05%	1,033,666.47	2,102,916.59	1,910,826.29	339,177.33	1,938,441.46	141,131,858.23	0.26%
UNION	170,795,050.81	235,980,547.75	30,184,843.52	0.00	2,245,040.11	563,940.18	79,864.94	122,771	1.60%	31,493,799.77	64,071,763.85	58,219,147.33	10,334,071.24	59,090,995.79	663,715,983.35	1.23%
VANCE	60,354,620.34	134,929,082.28	9,878,298.83	656,918.06	2,707,709.04	0.00	564,618.24	41,258	0.54%	10,583,698.03	21,531,736.59	19,564,926.41	3,472,832.44	19,857,916.81	305,249,571.80	0.56%
WAKE	390,976,583.59	2,028,505,406.20	247,980,075.09	21,803,132.79	98,431,072.19	412,921.13	1,025,091.75	590,673	7.71%	151,522,113.90	308,260,326.67	280,102,380.04	49,719,002.80	284,296,993.69	3,841,888,888.12	7.10%
WARREN	63,176,844.14	41,829,742.80	1,465,767.99	656,918.06	454,839.00	65,473.93	1,222,704.14	18,740	0.24%	4,807,273.77	9,780,036.45	8,886,681.88	1,577,412.38	9,019,762.49	142,286,538.97	0.26%
WASHINGTON	38,186,954.83	132,648,898.88	3,045,792.23	0.00	1,001,195.92	226,011.06	508,201.86	13,708	0.18%	3,516,312.98	7,153,673.94	6,500,223.68	6,597,566.40	200,539,644.36	0.37%	
WATAUGA	81,938,249.46	290,856,868.30	10,820,656.85	0.00	10,601,672.99	375,768.67	2,339,150.80	39,943	0.52%	10,246,367.99	20,845,464.02	18,941,341.21	3,362,144.21	19,224,993.24	472,452,572.01	0.87%
WAYNE	127,392,132.93	277,008,849.06	28,320,141.10	2,899,894.26	2,775,281.01	15,380.61	657,966.57	110,190	1.44%	28,266,461.92	57,505,988.05					

Info for table on next page

Developed for each of North Carolina's 100 counties to estimate the total gross amount of gas and highway use taxes generated by each county (before transfers, estimated using vehicle miles travel data reported by NCDOT in the Highway Performance Monitoring System (HPMS)) to compare to the net total amount of NCDOT spending (after transfers) since the beginning of the 1989 North Carolina Highway Trust Fund Act. This covers a period from FY 1990-1991 through FY 2004-2005.

CAUTION: The information contained in the map and table are estimates based on reported data and in the case of motor fuel taxes, currently cannot be verified at the county level. CAMPO is not responsible for errors or misuse.

North Carolina Transportation Tax Return Rates By County



Return Rate Ratio*

- 0.0 - 50%
- 50 - 75 %
- 75 - 100%
- 100 - 150%
- 150 - 549%

Created by
NC Capital Area MPO
Source Data Provided By NCDOT

*NOTE: These figures are based on the sum of the NC Gas Tax, the US Gas Tax, and the NC Highway Use Tax (3% Net of Vehicles purchases only, does not include 3% of long-term leases or 8% of short-term leases). Gas tax figures are based on an estimation of the amount of gas consumed in a county calculated using NCDOT HPMS data.

This map was compiled using the best available data, however, CAMPO is not responsible for errors, omissions, and/or misuse

FY 1991-2005 RETURN RATIO BY COUNTY SORTED ALPHABETICALLY
TOTAL NCDOT SPENDING (AFTER TRANSFERS) VS. ESTIMATED TOTAL TAX REVENUE GENERATED* (BEFORE TRANSFERS)

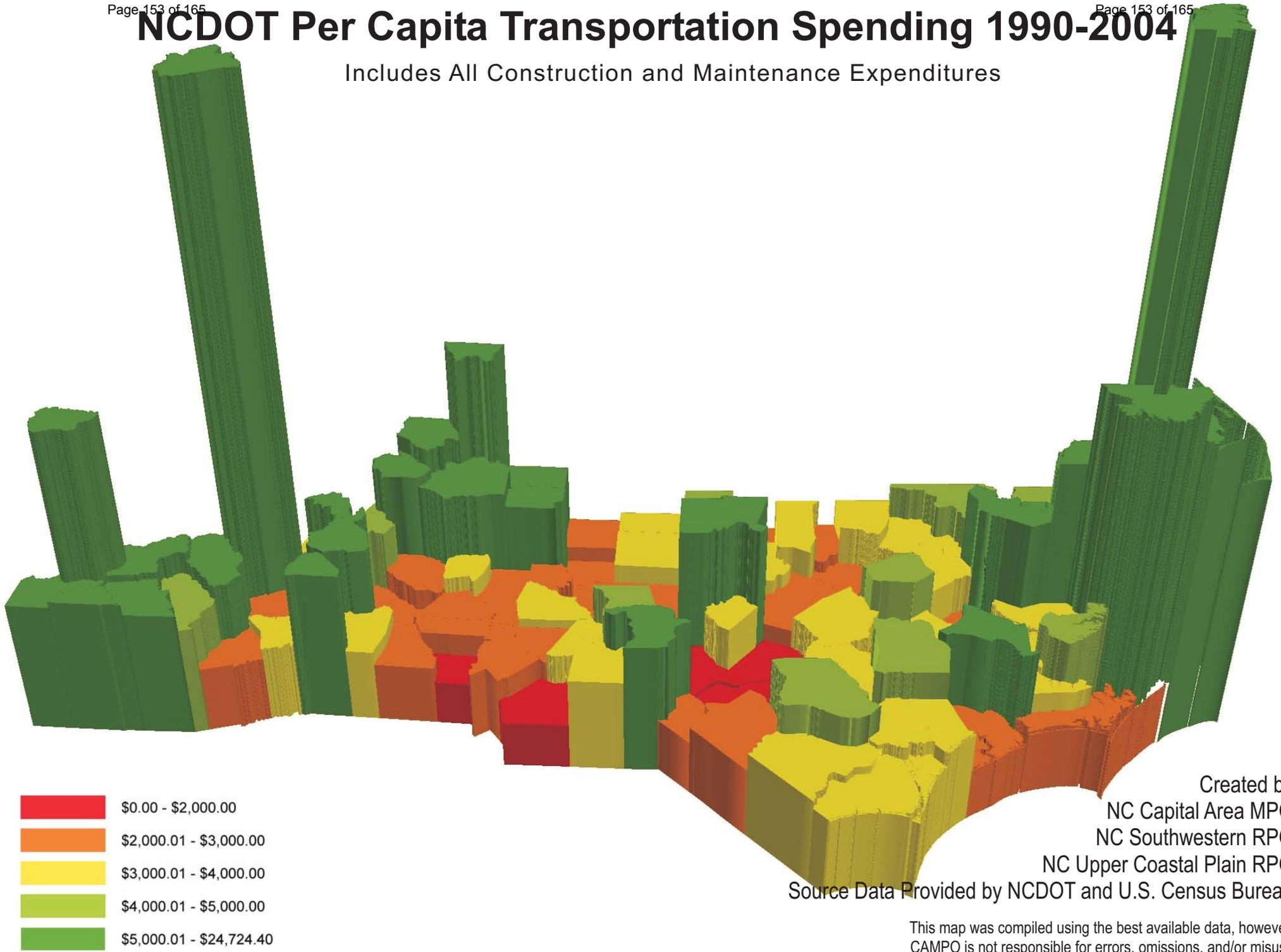
County	Total Taxes Generated	Total Taxes Generated Annually	NCDOT Spending (FY 1991-2005)	NCDOT Spending Annually	Generated VS. Received	Generated VS. Received Annually	Return Ratio
ALAMANCE	\$548,517,103	\$39,179,793	\$365,119,060	\$26,079,933	(\$183,398,043)	(\$13,099,860)	66.56%
ALEXANDER	\$102,797,208	\$7,342,658	\$113,736,876	\$8,124,063	\$10,939,668	\$781,405	110.64%
ALLEGHANY	\$43,553,432	\$3,110,959	\$105,025,898	\$7,501,850	\$61,472,466	\$4,390,890	241.14%
ANSON	\$125,370,749	\$8,955,053	\$96,773,908	\$6,912,422	(\$28,596,841)	(\$2,042,631)	77.19%
ASHE	\$99,078,292	\$7,077,021	\$188,191,257	\$13,442,233	\$89,112,965	\$6,365,212	189.94%
AVERY	\$87,431,434	\$6,245,102	\$80,652,635	\$5,760,902	(\$6,778,799)	(\$484,200)	92.25%
BEAUFORT	\$192,637,906	\$13,759,850	\$145,003,555	\$10,357,397	(\$47,634,351)	(\$3,402,454)	75.27%
BERTIE	\$113,538,855	\$8,109,918	\$109,895,817	\$7,849,701	(\$3,643,038)	(\$260,217)	96.79%
BLADEN	\$172,105,387	\$12,293,242	\$171,607,912	\$12,257,708	(\$497,476)	(\$35,534)	99.71%
BRUNSWICK	\$413,433,368	\$29,530,955	\$247,673,031	\$17,690,931	(\$165,760,337)	(\$11,840,024)	59.91%
BUNCOMBE	\$909,691,649	\$64,977,975	\$553,692,231	\$39,549,445	(\$355,999,418)	(\$25,428,530)	60.87%
BURKE	\$390,693,725	\$27,906,695	\$189,142,851	\$13,510,204	(\$201,550,874)	(\$14,396,491)	48.41%
CABARRUS	\$581,250,170	\$41,517,869	\$381,501,116	\$27,250,080	(\$199,749,054)	(\$14,267,790)	65.63%
CALDWELL	\$279,136,148	\$19,938,296	\$240,490,301	\$17,177,879	(\$38,645,847)	(\$2,760,418)	86.16%
CAMDEN	\$46,298,032	\$3,307,002	\$35,409,568	\$2,529,255	(\$10,888,464)	(\$777,747)	76.48%
CARTERET	\$288,115,264	\$20,579,662	\$171,599,651	\$12,257,118	(\$116,515,613)	(\$8,322,544)	59.56%
CASWELL	\$90,911,249	\$6,493,661	\$106,903,158	\$7,635,940	\$15,991,909	\$1,142,279	117.59%
CATAWBA	\$663,596,689	\$47,399,763	\$389,269,908	\$27,804,993	(\$274,326,780)	(\$19,594,770)	58.66%
CHATHAM	\$249,877,503	\$17,848,393	\$344,411,563	\$24,600,826	\$94,534,060	\$6,752,433	137.83%
CHEROKEE	\$108,331,792	\$7,737,985	\$129,897,682	\$9,278,406	\$21,565,890	\$1,540,421	119.91%
CHOWAN	\$53,809,110	\$3,843,508	\$105,903,379	\$7,564,527	\$52,094,269	\$3,721,019	196.81%
CLAY	\$37,665,189	\$2,690,371	\$49,923,458	\$3,565,961	\$12,258,269	\$875,591	132.55%
CLEVELAND	\$400,245,160	\$28,588,940	\$243,933,111	\$17,423,794	(\$156,312,049)	(\$11,165,146)	60.95%
COLUMBUS	\$260,797,815	\$18,628,415	\$209,055,629	\$14,932,545	(\$51,742,186)	(\$3,695,870)	80.16%
CRAVEN	\$383,927,441	\$27,423,389	\$323,749,712	\$23,124,979	(\$60,177,729)	(\$4,298,409)	84.33%
CUMBERLAND	\$1,199,291,694	\$85,663,692	\$619,514,613	\$44,251,044	(\$579,777,081)	(\$41,412,649)	51.66%
CURRITUCK	\$127,326,913	\$9,094,780	\$136,601,154	\$9,757,225	\$9,274,240	\$662,446	107.28%
DARE	\$232,000,235	\$16,571,445	\$307,220,779	\$21,944,341	\$75,220,544	\$5,372,896	132.42%
DAVIDSON	\$646,604,586	\$46,186,042	\$374,578,392	\$26,755,599	(\$272,026,194)	(\$19,430,442)	57.93%
DAVIE	\$194,412,997	\$13,886,643	\$102,453,250	\$7,318,089	(\$91,959,747)	(\$6,568,553)	52.70%
DUPLIN	\$265,326,590	\$18,951,899	\$225,136,498	\$16,081,178	(\$40,190,092)	(\$2,870,721)	84.85%
DURHAM	\$932,806,981	\$66,629,070	\$764,967,832	\$54,640,559	(\$167,839,150)	(\$11,988,511)	82.01%
EDGECOMBE	\$233,387,845	\$16,670,560	\$208,284,784	\$14,877,485	(\$25,103,061)	(\$1,793,076)	89.24%
FORSYTH	\$1,270,567,462	\$90,754,819	\$653,111,924	\$46,650,852	(\$617,455,538)	(\$44,103,967)	51.40%
FRANKLIN	\$191,053,597	\$13,646,685	\$107,918,332	\$7,708,452	(\$83,135,265)	(\$5,938,233)	56.49%
GASTON	\$776,432,915	\$55,459,494	\$332,839,642	\$23,774,260	(\$443,593,273)	(\$31,685,234)	42.87%
GATES	\$51,945,879	\$3,710,420	\$47,442,988	\$3,388,785	(\$4,502,890)	(\$321,635)	91.33%
GRAHAM	\$29,133,851	\$2,080,989	\$95,986,730	\$6,856,195	\$66,852,879	\$4,775,206	329.47%
GRANVILLE	\$248,382,146	\$17,741,582	\$177,758,344	\$12,697,025	(\$70,623,802)	(\$5,044,557)	71.57%
GREENE	\$84,625,882	\$6,044,706	\$62,547,947	\$4,467,711	(\$22,077,935)	(\$1,576,995)	73.91%
GUILFORD	\$1,736,070,918	\$124,005,066	\$1,599,019,205	\$114,215,658	(\$137,051,713)	(\$9,789,408)	92.11%
HALIFAX	\$285,168,924	\$20,369,209	\$193,605,099	\$13,828,936	(\$91,563,824)	(\$6,540,273)	67.89%
HARNETT	\$362,639,440	\$25,902,817	\$174,148,691	\$12,439,192	(\$188,490,748)	(\$13,463,625)	48.02%
HAYWOOD	\$334,435,522	\$23,888,252	\$296,208,248	\$21,157,732	(\$38,227,274)	(\$2,730,520)	88.57%
HENDERSON	\$362,682,954	\$25,905,925	\$277,517,611	\$19,822,686	(\$85,165,343)	(\$6,083,239)	76.52%
HERTFORD	\$90,783,651	\$6,484,547	\$79,714,548	\$5,693,896	(\$11,069,103)	(\$790,650)	87.81%
HOKE	\$117,722,600	\$8,408,757	\$61,400,675	\$4,385,763	(\$56,321,925)	(\$4,022,995)	52.16%
HYDE	\$28,202,918	\$2,014,494	\$67,037,723	\$4,788,409	\$38,834,805	\$2,773,915	237.70%
IREDELL	\$708,389,434	\$50,599,245	\$328,302,047	\$23,450,146	(\$380,087,387)	(\$27,149,099)	46.34%
JACKSON	\$186,858,271	\$13,347,019	\$150,563,572	\$10,754,541	(\$36,294,698)	(\$2,592,478)	80.58%

County	Total Taxes Generated	Total Taxes Generated Annually	NCDOT Spending (FY 1991-2005)	NCDOT Spending Annually	Generated VS. Received	Generated VS. Received Annually	Return Ratio
JOHNSTON	\$705,325,100	\$50,380,364	\$382,406,482	\$27,314,749	(\$322,918,618)	(\$23,065,616)	54.22%
JONES	\$75,726,882	\$5,409,063	\$47,310,147	\$3,379,296	(\$28,416,735)	(\$2,029,767)	62.47%
LEE	\$233,419,332	\$16,672,809	\$241,344,522	\$17,238,894	\$7,925,190	\$566,085	103.40%
LENOIR	\$259,505,278	\$18,536,091	\$184,327,564	\$13,166,255	(\$75,177,714)	(\$5,369,837)	71.03%
LINCOLN	\$237,147,019	\$16,939,073	\$185,564,589	\$13,254,613	(\$51,582,430)	(\$3,684,459)	78.25%
MACON	\$140,686,653	\$10,049,047	\$158,433,837	\$11,316,703	\$17,747,184	\$1,267,656	112.61%
MADISON	\$79,647,658	\$5,689,118	\$437,443,625	\$31,245,973	\$357,795,967	\$25,556,855	549.22%
MARTIN	\$138,391,376	\$9,885,098	\$172,583,146	\$12,327,368	\$34,191,770	\$2,442,269	124.71%
MCDOWELL	\$235,827,029	\$16,844,788	\$236,883,306	\$16,920,236	\$1,056,277	\$75,448	100.45%
MECKLENBURG	\$2,793,547,688	\$199,539,121	\$1,976,130,971	\$141,152,212	(\$817,416,717)	(\$58,386,908)	70.74%
MITCHELL	\$59,042,178	\$4,217,298	\$82,597,207	\$5,899,801	\$23,555,029	\$1,682,502	139.90%
MONTGOMERY	\$142,668,438	\$10,190,603	\$119,352,951	\$8,525,211	(\$23,315,486)	(\$1,665,392)	83.66%
MOORE	\$332,985,718	\$23,784,694	\$153,177,176	\$10,941,227	(\$179,808,543)	(\$12,843,467)	46.00%
NASH	\$535,177,896	\$38,226,993	\$186,800,546	\$13,342,896	(\$348,377,350)	(\$24,884,096)	34.90%
NEW HANOVER	\$548,880,654	\$39,205,761	\$569,062,512	\$40,647,322	\$20,181,858	\$1,441,561	103.68%
NORTHAMPTON	\$134,180,168	\$9,584,298	\$99,988,786	\$7,142,056	(\$34,191,382)	(\$2,442,242)	74.52%
ONSLow	\$511,512,882	\$36,536,634	\$352,257,770	\$25,161,269	(\$159,255,112)	(\$11,375,365)	68.87%
ORANGE	\$510,922,940	\$36,494,496	\$296,210,556	\$21,157,897	(\$214,712,384)	(\$15,336,599)	57.98%
PAMLICO	\$54,853,554	\$3,918,111	\$75,220,663	\$5,372,904	\$20,367,109	\$1,454,793	137.13%
PASQUOTANK	\$115,137,031	\$8,224,074	\$135,536,588	\$9,681,185	\$20,399,557	\$1,457,111	117.72%
PENDER	\$243,210,764	\$17,372,197	\$157,590,763	\$11,256,483	(\$85,620,001)	(\$6,115,714)	64.80%
PERQUIMANS	\$56,279,952	\$4,019,997	\$69,110,718	\$4,936,480	\$12,830,766	\$916,483	122.80%
PERSON	\$128,061,348	\$9,147,239	\$94,963,470	\$6,783,105	(\$33,097,877)	(\$2,364,134)	74.15%
PITT	\$480,566,903	\$34,326,207	\$286,957,402	\$20,496,957	(\$193,609,501)	(\$13,829,250)	59.71%
POLK	\$110,361,843	\$7,882,989	\$109,693,392	\$7,835,242	(\$668,450)	(\$47,746)	99.39%
RANDOLPH	\$564,015,949	\$40,286,853	\$389,105,049	\$27,793,218	(\$174,910,900)	(\$12,493,636)	68.99%
RICHMOND	\$205,763,477	\$14,697,391	\$279,499,817	\$19,964,273	\$73,736,341	\$5,266,881	135.84%
ROBESON	\$631,211,689	\$45,086,549	\$360,310,811	\$25,736,487	(\$270,900,878)	(\$19,350,063)	57.08%
ROCKINGHAM	\$387,502,894	\$27,678,778	\$299,749,393	\$21,410,671	(\$87,753,501)	(\$6,268,107)	77.35%
ROWAN	\$539,788,423	\$38,556,316	\$433,788,548	\$30,984,896	(\$105,999,875)	(\$7,571,420)	80.36%
RUTHERFORD	\$249,558,501	\$17,825,607	\$186,604,257	\$13,328,875	(\$62,954,245)	(\$4,496,732)	74.77%
SAMPSON	\$301,400,707	\$21,528,622	\$181,726,984	\$12,980,499	(\$119,673,723)	(\$8,548,123)	60.29%
SCOTLAND	\$167,966,461	\$11,997,604	\$85,453,416	\$6,103,815	(\$82,513,045)	(\$5,893,789)	50.88%
STANLY	\$224,668,306	\$16,047,736	\$203,753,040	\$14,553,789	(\$20,915,266)	(\$1,493,948)	90.69%
STOKES	\$154,683,556	\$11,048,825	\$135,737,325	\$9,695,523	(\$18,946,230)	(\$1,353,302)	87.75%
SURRY	\$382,117,208	\$27,294,086	\$364,085,972	\$26,006,141	(\$18,031,236)	(\$1,287,945)	95.28%
SWAIN	\$76,501,989	\$5,464,428	\$66,099,332	\$4,721,381	(\$10,402,657)	(\$743,047)	86.40%
TRANSYLVANIA	\$123,654,518	\$8,832,466	\$81,830,623	\$5,845,044	(\$41,823,895)	(\$2,987,421)	66.18%
TYRRELL	\$21,188,180	\$1,513,441	\$106,756,008	\$7,625,429	\$85,567,828	\$6,111,988	503.85%
UNION	\$526,292,084	\$37,592,292	\$237,069,093	\$16,933,507	(\$289,222,991)	(\$20,658,785)	45.05%
VANCE	\$192,448,906	\$13,746,350	\$120,610,449	\$8,615,032	(\$71,838,457)	(\$5,131,318)	62.67%
WAKE	\$2,608,847,899	\$186,346,279	\$1,854,200,767	\$132,442,912	(\$754,647,132)	(\$53,903,367)	71.07%
WARREN	\$89,713,489	\$6,408,106	\$73,555,447	\$5,253,961	(\$16,158,042)	(\$1,154,146)	81.99%
WASHINGTON	\$65,875,649	\$4,705,403	\$142,462,652	\$10,175,904	\$76,587,003	\$5,470,500	216.26%
WATAUGA	\$171,327,918	\$12,237,708	\$287,699,160	\$20,549,940	\$116,371,243	\$8,312,232	167.92%
WAYNE	\$435,156,508	\$31,082,608	\$282,671,922	\$20,190,852	(\$152,484,587)	(\$10,891,756)	64.96%
WILKES	\$281,326,170	\$20,094,726	\$403,938,814	\$28,852,772	\$122,612,644	\$8,758,046	143.58%
WILSON	\$374,344,583	\$26,738,899	\$340,940,744	\$24,352,910	(\$33,403,839)	(\$2,385,988)	91.08%
YADKIN	\$198,246,389	\$14,160,456	\$214,405,843	\$15,314,703	\$16,159,455	\$1,154,247	108.15%
YANCEY	\$67,772,683	\$4,840,906	\$69,892,199	\$4,992,300	\$2,119,516	\$151,394	103.13%

*NOTE: Figures are based on the sum of the NC and US Gas Taxes and the NC Highway Use Tax (3% Net of Vehicle purchases only, does not include percent from leases). Gas tax figures based on gas consumed in a county estimated using HPMS data.

NCDOT Per Capita Transportation Spending 1990-2004

Includes All Construction and Maintenance Expenditures



Created by

NC Capital Area MPO

NC Southwestern RPO

NC Upper Coastal Plain RPO

Source Data Provided by NCDOT and U.S. Census Bureau

This map was compiled using the best available data, however, CAMPO is not responsible for errors, omissions, and/or misuse

Total NCDOT Expenditures 1990-2004*, Per Capita Expenditures, Average Daily Vehicle Miles Traveled (2000-2003)***, and Per VMT Expenditures by County**

County	2000 Population	Total Expenditure	Per Capita Expenditure	Per Capita Exp. Rank	Average Daily VMT	Expenditure Per 1000 VMT/Day	VMT Exp. Rank
ALAMANCE	124,525	\$344,159,008	\$2,764	75	3,064,000	\$112,323	69
ALEXANDER	32,357	\$110,252,000	\$3,407	52	419,000	\$263,131	14
ALLEGHANY	9,719	\$101,198,000	\$10,412	6	208,000	\$486,529	4
ANSON	23,912	\$93,173,200	\$3,897	40	664,000	\$140,321	49
ASHE	24,138	\$171,432,992	\$7,102	9	467,000	\$367,094	7
AVERY	15,721	\$71,615,904	\$4,555	37	432,000	\$165,778	35
BEAUFORT	43,709	\$135,200,992	\$3,093	62	1,124,000	\$120,286	63
BERTIE	20,044	\$103,548,000	\$5,166	26	575,000	\$180,083	26
BLADEN	30,847	\$151,411,008	\$4,908	32	886,000	\$170,893	30
BRUNSWICK	70,813	\$237,291,008	\$3,351	53	2,793,000	\$84,959	92
BUNCOMBE	196,018	\$539,553,984	\$2,753	76	5,194,000	\$103,880	79
BURKE	85,651	\$175,332,992	\$2,047	93	2,129,000	\$82,355	96
CABARRUS	123,404	\$337,383,008	\$2,734	79	3,262,000	\$103,428	81
CALDWELL	76,178	\$223,752,992	\$2,937	69	1,332,000	\$167,983	32
CAMDEN	6,398	\$32,654,200	\$5,104	29	248,000	\$131,670	52
CARTERET	61,405	\$163,048,992	\$2,655	82	1,542,000	\$105,739	76
CASWELL	22,691	\$96,486,200	\$4,252	39	451,000	\$213,938	21
CATAWBA	133,979	\$370,456,992	\$2,765	74	3,280,000	\$112,944	68
CHATHAM	47,577	\$333,423,008	\$7,008	11	1,304,000	\$255,692	15
CHEROKEE	23,190	\$126,195,000	\$5,442	23	575,000	\$219,470	19
CHOWAN	14,465	\$102,301,000	\$7,072	10	242,000	\$422,731	6
CLAY	8,414	\$47,857,400	\$5,688	18	206,000	\$232,317	17
CLEVELAND	92,620	\$228,314,000	\$2,465	85	2,190,000	\$104,253	78
COLUMBUS	52,649	\$193,580,992	\$3,677	47	2,047,000	\$94,568	85
CRAVEN	91,111	\$315,265,984	\$3,460	51	2,306,000	\$136,716	50
CUMBERLAND	299,459	\$555,736,000	\$1,856	98	6,449,000	\$86,174	90
CURRITUCK	17,590	\$137,596,992	\$7,822	8	884,000	\$155,653	40
DARE	29,569	\$311,079,008	\$10,520	5	1,296,000	\$240,030	16
DAVIDSON	145,574	\$334,771,008	\$2,300	86	3,527,000	\$94,917	84
DAVIE	32,669	\$97,444,304	\$2,983	67	1,122,000	\$86,849	89
DUPLIN	45,430	\$226,202,000	\$4,979	30	1,456,000	\$155,359	42
DURHAM	204,298	\$671,606,976	\$3,287	55	5,582,000	\$120,317	62
EDGECOMBE	54,617	\$204,539,008	\$3,745	46	1,200,000	\$170,449	31
FORSYTH	296,098	\$640,297,984	\$2,162	91	7,737,000	\$82,758	95
FRANKLIN	46,022	\$103,183,000	\$2,242	88	998,000	\$103,390	82
GASTON	182,322	\$333,536,992	\$1,829	99	4,639,000	\$71,899	99
GATES	10,113	\$45,283,800	\$4,478	38	254,000	\$178,283	28
GRAHAM	7,599	\$88,779,800	\$11,683	4	143,000	\$620,838	3
GRANVILLE	44,684	\$171,244,992	\$3,832	43	1,389,000	\$123,287	60
GREENE	18,504	\$56,109,700	\$3,032	64	450,000	\$124,688	59
GUILFORD	396,728	\$1,437,289,984	\$3,623	49	10,830,000	\$132,714	51
HALIFAX	55,117	\$180,904,992	\$3,282	57	1,551,000	\$116,638	64
HARNETT	86,485	\$165,810,000	\$1,917	96	1,862,000	\$89,049	87
HAYWOOD	52,736	\$271,860,992	\$5,155	27	2,071,000	\$131,270	53
HENDERSON	82,784	\$262,372,000	\$3,169	59	2,016,000	\$130,145	55
HERTFORD	21,533	\$77,942,600	\$3,620	50	436,000	\$178,767	27
HOKE	31,025	\$56,431,200	\$1,819	100	493,000	\$114,465	66
HYDE	5,251	\$65,001,000	\$12,379	3	142,000	\$457,754	5
IREDELL	115,190	\$306,839,008	\$2,664	81	4,105,000	\$74,748	98
JACKSON	29,815	\$136,903,008	\$4,592	36	1,208,000	\$113,330	67

County	2000 Population	Total Expenditure	Per Capita Expenditure	Per Capita Exp. Rank	Average Daily VMT	Expenditure Per 1000 VMT/Day	VMT Exp. Rank
JOHNSTON	111,780	\$367,299,008	\$3,286	56	4,274,000	\$85,938	91
JONES	8,672	\$46,353,900	\$5,345	24	443,000	\$104,636	77
LEE	51,014	\$191,558,000	\$3,755	45	1,512,000	\$126,692	58
LENOIR	59,223	\$178,327,008	\$3,011	65	1,386,000	\$128,663	56
LINCOLN	60,932	\$169,472,000	\$2,781	73	1,121,000	\$151,179	44
MACON	29,276	\$153,315,008	\$5,237	25	772,000	\$198,595	23
MADISON	18,882	\$432,447,008	\$22,903	2	608,000	\$711,262	2
MARTIN	25,570	\$171,562,000	\$6,710	12	755,000	\$227,234	18
MCDOWELL	41,296	\$238,756,992	\$5,782	17	1,447,000	\$165,001	37
MECKLENBURG	648,305	\$1,840,130,048	\$2,838	71	16,969,000	\$108,441	73
MITCHELL	14,781	\$81,621,600	\$5,522	20	290,000	\$281,454	13
MONTGOMERY	24,929	\$117,130,000	\$4,699	33	1,064,000	\$110,085	71
MOORE	73,196	\$143,611,008	\$1,962	94	1,586,000	\$90,549	86
NASH	90,843	\$170,876,000	\$1,881	97	3,014,000	\$56,694	100
NEW HANOVER	155,595	\$509,814,016	\$3,277	58	3,264,000	\$156,193	39
NORTHAMPTON	20,807	\$96,306,200	\$4,629	35	739,000	\$130,320	54
ONSLow	150,410	\$326,944,992	\$2,174	89	2,307,000	\$141,719	46
ORANGE	111,982	\$280,732,992	\$2,507	84	3,161,000	\$88,812	88
PAMLICO	12,187	\$60,546,000	\$4,968	31	211,000	\$286,948	12
PASQUOTANK	35,862	\$130,051,000	\$3,626	48	598,000	\$217,477	20
PENDER	40,329	\$154,723,008	\$3,837	42	1,404,000	\$110,202	70
PERQUIMANS	11,178	\$71,516,000	\$6,398	14	244,000	\$293,098	11
PERSON	33,938	\$86,762,800	\$2,557	83	558,000	\$155,489	41
PITT	130,849	\$283,531,008	\$2,167	90	2,466,000	\$114,976	65
POLK	17,097	\$107,683,000	\$6,298	15	657,000	\$163,901	38
RANDOLPH	128,118	\$364,604,992	\$2,846	70	3,524,000	\$103,463	80
RICHMOND	45,979	\$251,216,000	\$5,464	22	1,619,000	\$155,167	43
ROBESON	115,282	\$338,763,008	\$2,939	68	4,034,000	\$83,977	93
ROCKINGHAM	90,270	\$285,966,016	\$3,168	60	2,240,000	\$127,663	57
ROWAN	127,595	\$394,279,008	\$3,090	63	2,798,000	\$140,915	47
RUTHERFORD	60,140	\$180,856,000	\$3,007	66	992,000	\$182,315	25
SAMPSON	54,631	\$182,251,008	\$3,336	54	1,479,000	\$123,226	61
SCOTLAND	35,451	\$79,862,096	\$2,253	87	1,048,000	\$76,204	97
STANLY	56,498	\$178,643,008	\$3,162	61	1,066,000	\$167,583	33
STOKES	44,943	\$125,945,000	\$2,802	72	762,000	\$165,282	36
SURRY	68,738	\$353,508,000	\$5,143	28	2,040,000	\$173,288	29
SWAIN	12,393	\$68,325,800	\$5,513	21	411,000	\$166,243	34
TRANSYLVANIA	28,705	\$78,685,600	\$2,741	77	728,000	\$108,085	74
TYRRELL	3,572	\$88,315,504	\$24,724	1	108,000	\$817,736	1
UNION	115,095	\$221,416,000	\$1,924	95	2,663,000	\$83,145	94
VANCE	41,980	\$114,841,000	\$2,736	78	1,056,000	\$108,751	72
WAKE	606,403	\$1,626,300,032	\$2,682	80	15,208,000	\$106,937	75
WARREN	18,368	\$70,948,800	\$3,863	41	479,000	\$148,119	45
WASHINGTON	12,879	\$117,765,000	\$9,144	7	328,000	\$359,040	8
WATAUGA	41,954	\$270,006,016	\$6,436	13	783,000	\$344,835	9
WAYNE	116,027	\$246,190,000	\$2,122	92	2,509,000	\$98,123	83
WILKES	64,407	\$390,488,992	\$6,063	16	1,255,000	\$311,147	10
WILSON	69,753	\$323,188,000	\$4,633	34	2,295,000	\$140,823	48
YADKIN	36,873	\$203,820,992	\$5,528	19	1,004,000	\$203,009	22
YANCEY	16,667	\$63,345,800	\$3,801	44	324,000	\$195,512	24

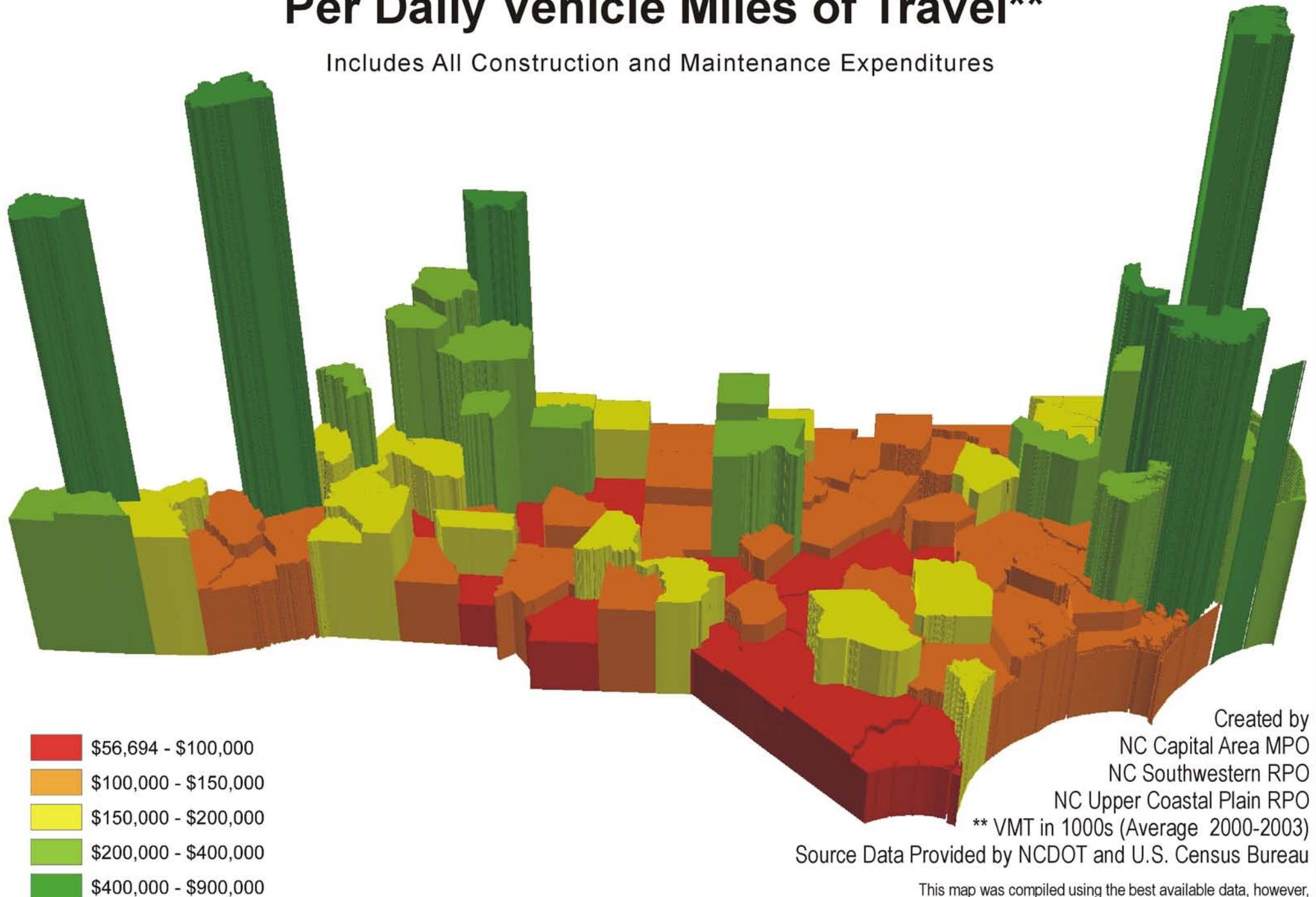
* NCDOT Expenditure Including Construction + Maintenance Report 3/7/05

** Population Based on 2000 U.S. Census

*** Source: NCDOT HPMS County Data (2000-2003) Derived from FHWA Report 3/4/05

NCDOT Transportation Spending 1990-2004 Per Daily Vehicle Miles of Travel**

Includes All Construction and Maintenance Expenditures



Created by
 NC Capital Area MPO
 NC Southwestern RPO
 NC Upper Coastal Plain RPO
 ** VMT in 1000s (Average 2000-2003)

Source Data Provided by NCDOT and U.S. Census Bureau

This map was compiled using the best available data, however, CAMPO is not responsible for errors, omissions, and/or misuse

Total NCDOT Expenditures 1990-2004*, Per Capita Expenditures, Average Daily Vehicle Miles Traveled (2000-2003)***, and Per VMT Expenditures by County**

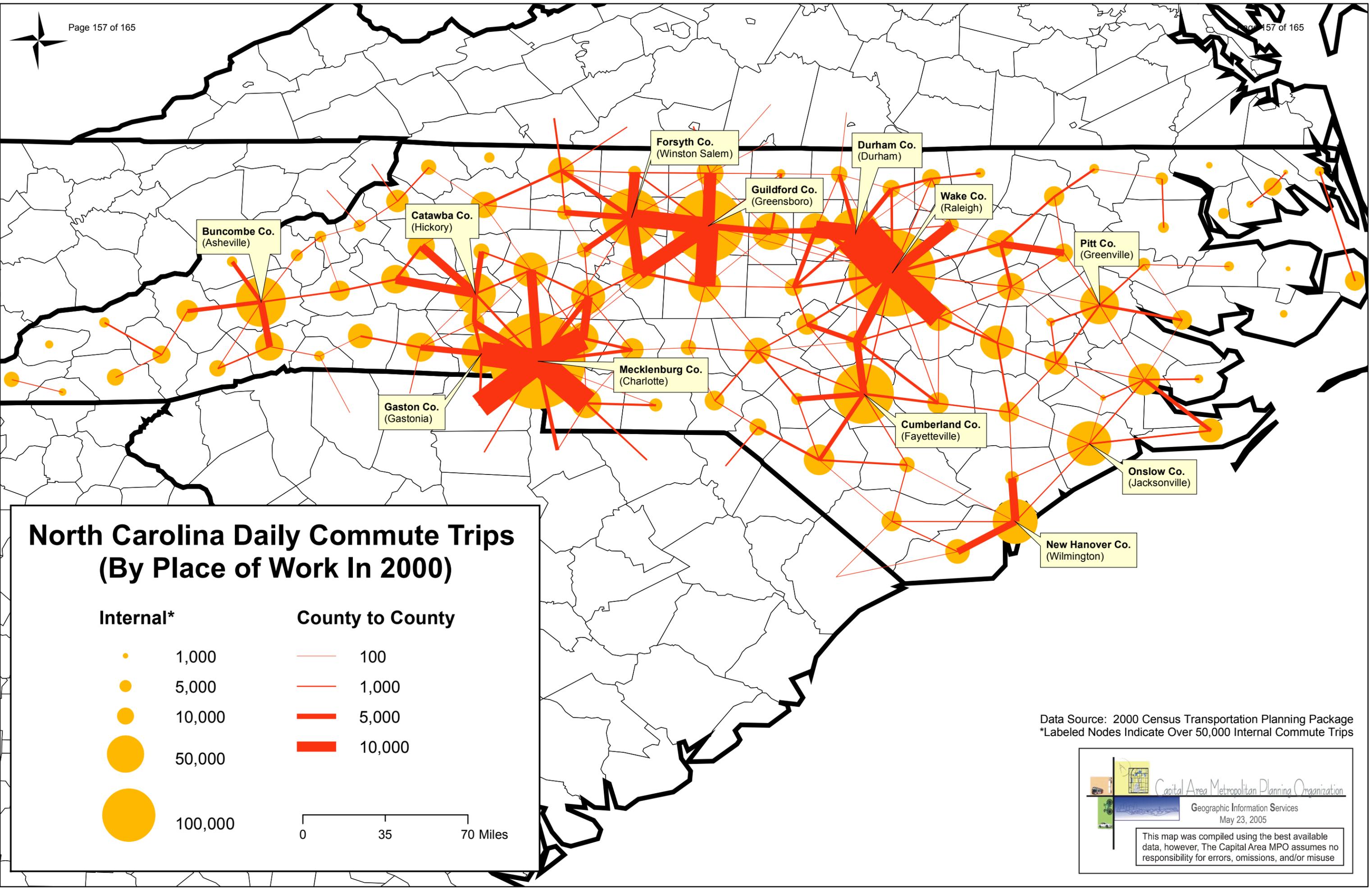
County	2000 Population	Total Expenditure	Per Capita Expenditure	Per Capita Exp. Rank	Average Daily VMT	Expenditure Per 1000 VMT/Day	VMT Exp. Rank
ALAMANCE	124,525	\$344,159,008	\$2,764	75	3,064,000	\$112,323	69
ALEXANDER	32,357	\$110,252,000	\$3,407	52	419,000	\$263,131	14
ALLEGHANY	9,719	\$101,198,000	\$10,412	6	208,000	\$486,529	4
ANSON	23,912	\$93,173,200	\$3,897	40	664,000	\$140,321	49
ASHE	24,138	\$171,432,992	\$7,102	9	467,000	\$367,094	7
AVERY	15,721	\$71,615,904	\$4,555	37	432,000	\$165,778	35
BEAUFORT	43,709	\$135,200,992	\$3,093	62	1,124,000	\$120,286	63
BERTIE	20,044	\$103,548,000	\$5,166	26	575,000	\$180,083	26
BLADEN	30,847	\$151,411,008	\$4,908	32	886,000	\$170,893	30
BRUNSWICK	70,813	\$237,291,008	\$3,351	53	2,793,000	\$84,959	92
BUNCOMBE	196,018	\$539,553,984	\$2,753	76	5,194,000	\$103,880	79
BURKE	85,651	\$175,332,992	\$2,047	93	2,129,000	\$82,355	96
CABARRUS	123,404	\$337,383,008	\$2,734	79	3,262,000	\$103,428	81
CALDWELL	76,178	\$223,752,992	\$2,937	69	1,332,000	\$167,983	32
CAMDEN	6,398	\$32,654,200	\$5,104	29	248,000	\$131,670	52
CARTERET	61,405	\$163,048,992	\$2,655	82	1,542,000	\$105,739	76
CASWELL	22,691	\$96,486,200	\$4,252	39	451,000	\$213,938	21
CATAWBA	133,979	\$370,456,992	\$2,765	74	3,280,000	\$112,944	68
CHATHAM	47,577	\$333,423,008	\$7,008	11	1,304,000	\$255,692	15
CHEROKEE	23,190	\$126,195,000	\$5,442	23	575,000	\$219,470	19
CHOWAN	14,465	\$102,301,000	\$7,072	10	242,000	\$422,731	6
CLAY	8,414	\$47,857,400	\$5,688	18	206,000	\$232,317	17
CLEVELAND	92,620	\$228,314,000	\$2,465	85	2,190,000	\$104,253	78
COLUMBUS	52,649	\$193,580,992	\$3,677	47	2,047,000	\$94,568	85
CRAVEN	91,111	\$315,265,984	\$3,460	51	2,306,000	\$136,716	50
CUMBERLAND	299,459	\$555,736,000	\$1,856	98	6,449,000	\$86,174	90
CURRITUCK	17,590	\$137,596,992	\$7,822	8	884,000	\$155,653	40
DARE	29,569	\$311,079,008	\$10,520	5	1,296,000	\$240,030	16
DAVIDSON	145,574	\$334,771,008	\$2,300	86	3,527,000	\$94,917	84
DAVIE	32,669	\$97,444,304	\$2,983	67	1,122,000	\$86,849	89
DUPLIN	45,430	\$226,202,000	\$4,979	30	1,456,000	\$155,359	42
DURHAM	204,298	\$671,606,976	\$3,287	55	5,582,000	\$120,317	62
EDGECOMBE	54,617	\$204,539,008	\$3,745	46	1,200,000	\$170,449	31
FORSYTH	296,098	\$640,297,984	\$2,162	91	7,737,000	\$82,758	95
FRANKLIN	46,022	\$103,183,000	\$2,242	88	998,000	\$103,390	82
GASTON	182,322	\$333,536,992	\$1,829	99	4,639,000	\$71,899	99
GATES	10,113	\$45,283,800	\$4,478	38	254,000	\$178,283	28
GRAHAM	7,599	\$88,779,800	\$11,683	4	143,000	\$620,838	3
GRANVILLE	44,684	\$171,244,992	\$3,832	43	1,389,000	\$123,287	60
GREENE	18,504	\$56,109,700	\$3,032	64	450,000	\$124,688	59
GUILFORD	396,728	\$1,437,289,984	\$3,623	49	10,830,000	\$132,714	51
HALIFAX	55,117	\$180,904,992	\$3,282	57	1,551,000	\$116,638	64
HARNETT	86,485	\$165,810,000	\$1,917	96	1,862,000	\$89,049	87
HAYWOOD	52,736	\$271,860,992	\$5,155	27	2,071,000	\$131,270	53
HENDERSON	82,784	\$262,372,000	\$3,169	59	2,016,000	\$130,145	55
HERTFORD	21,533	\$77,942,600	\$3,620	50	436,000	\$178,767	27
HOKE	31,025	\$56,431,200	\$1,819	100	493,000	\$114,465	66
HYDE	5,251	\$65,001,000	\$12,379	3	142,000	\$457,754	5
IREDELL	115,190	\$306,839,008	\$2,664	81	4,105,000	\$74,748	98
JACKSON	29,815	\$136,903,008	\$4,592	36	1,208,000	\$113,330	67

County	2000 Population	Total Expenditure	Per Capita Expenditure	Per Capita Exp. Rank	Average Daily VMT	Expenditure Per 1000 VMT/Day	VMT Exp. Rank
JOHNSTON	111,780	\$367,299,008	\$3,286	56	4,274,000	\$85,938	91
JONES	8,672	\$46,353,900	\$5,345	24	443,000	\$104,636	77
LEE	51,014	\$191,558,000	\$3,755	45	1,512,000	\$126,692	58
LENOIR	59,223	\$178,327,008	\$3,011	65	1,386,000	\$128,663	56
LINCOLN	60,932	\$169,472,000	\$2,781	73	1,121,000	\$151,179	44
MACON	29,276	\$153,315,008	\$5,237	25	772,000	\$198,595	23
MADISON	18,882	\$432,447,008	\$22,903	2	608,000	\$711,262	2
MARTIN	25,570	\$171,562,000	\$6,710	12	755,000	\$227,234	18
MCDOWELL	41,296	\$238,756,992	\$5,782	17	1,447,000	\$165,001	37
MECKLENBURG	648,305	\$1,840,130,048	\$2,838	71	16,969,000	\$108,441	73
MITCHELL	14,781	\$81,621,600	\$5,522	20	290,000	\$281,454	13
MONTGOMERY	24,929	\$117,130,000	\$4,699	33	1,064,000	\$110,085	71
MOORE	73,196	\$143,611,008	\$1,962	94	1,586,000	\$90,549	86
NASH	90,843	\$170,876,000	\$1,881	97	3,014,000	\$56,694	100
NEW HANOVER	155,595	\$509,814,016	\$3,277	58	3,264,000	\$156,193	39
NORTHAMPTON	20,807	\$96,306,200	\$4,629	35	739,000	\$130,320	54
ONSLow	150,410	\$326,944,992	\$2,174	89	2,307,000	\$141,719	46
ORANGE	111,982	\$280,732,992	\$2,507	84	3,161,000	\$88,812	88
PAMLICO	12,187	\$60,546,000	\$4,968	31	211,000	\$286,948	12
PASQUOTANK	35,862	\$130,051,000	\$3,626	48	598,000	\$217,477	20
PENDER	40,329	\$154,723,008	\$3,837	42	1,404,000	\$110,202	70
PERQUIMANS	11,178	\$71,516,000	\$6,398	14	244,000	\$293,098	11
PERSON	33,938	\$86,762,800	\$2,557	83	558,000	\$155,489	41
PITT	130,849	\$283,531,008	\$2,167	90	2,466,000	\$114,976	65
POLK	17,097	\$107,683,000	\$6,298	15	657,000	\$163,901	38
RANDOLPH	128,118	\$364,604,992	\$2,846	70	3,524,000	\$103,463	80
RICHMOND	45,979	\$251,216,000	\$5,464	22	1,619,000	\$155,167	43
ROBESON	115,282	\$338,763,008	\$2,939	68	4,034,000	\$83,977	93
ROCKINGHAM	90,270	\$285,966,016	\$3,168	60	2,240,000	\$127,663	57
ROWAN	127,595	\$394,279,008	\$3,090	63	2,798,000	\$140,915	47
RUTHERFORD	60,140	\$180,856,000	\$3,007	66	992,000	\$182,315	25
SAMPSON	54,631	\$182,251,008	\$3,336	54	1,479,000	\$123,226	61
SCOTLAND	35,451	\$79,862,096	\$2,253	87	1,048,000	\$76,204	97
STANLY	56,498	\$178,643,008	\$3,162	61	1,066,000	\$167,583	33
STOKES	44,943	\$125,945,000	\$2,802	72	762,000	\$165,282	36
SURRY	68,738	\$353,508,000	\$5,143	28	2,040,000	\$173,288	29
SWAIN	12,393	\$68,325,800	\$5,513	21	411,000	\$166,243	34
TRANSYLVANIA	28,705	\$78,685,600	\$2,741	77	728,000	\$108,085	74
TYRRELL	3,572	\$88,315,504	\$24,724	1	108,000	\$817,736	1
UNION	115,095	\$221,416,000	\$1,924	95	2,663,000	\$83,145	94
VANCE	41,980	\$114,841,000	\$2,736	78	1,056,000	\$108,751	72
WAKE	606,403	\$1,626,300,032	\$2,682	80	15,208,000	\$106,937	75
WARREN	18,368	\$70,948,800	\$3,863	41	479,000	\$148,119	45
WASHINGTON	12,879	\$117,765,000	\$9,144	7	328,000	\$359,040	8
WATAUGA	41,954	\$270,006,016	\$6,436	13	783,000	\$344,835	9
WAYNE	116,027	\$246,190,000	\$2,122	92	2,509,000	\$98,123	83
WILKES	64,407	\$390,488,992	\$6,063	16	1,255,000	\$311,147	10
WILSON	69,753	\$323,188,000	\$4,633	34	2,295,000	\$140,823	48
YADKIN	36,873	\$203,820,992	\$5,528	19	1,004,000	\$203,009	22
YANCEY	16,667	\$63,345,800	\$3,801	44	324,000	\$195,512	24

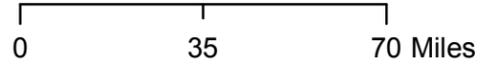
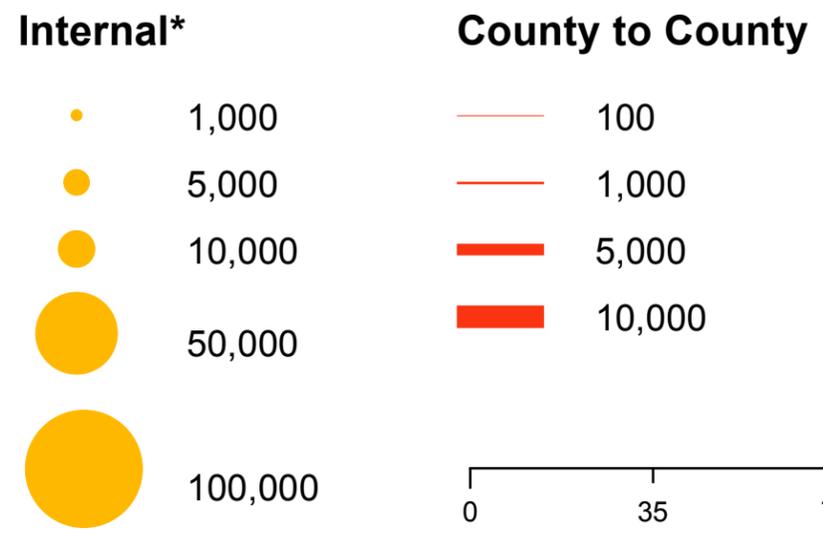
* NCDOT Expenditure Including Construction + Maintenance Report 3/7/05

** Population Based on 2000 U.S. Census

*** Source: NCDOT HPMS County Data (2000-2003) Derived from FHWA Report 3/4/05



North Carolina Daily Commute Trips (By Place of Work In 2000)

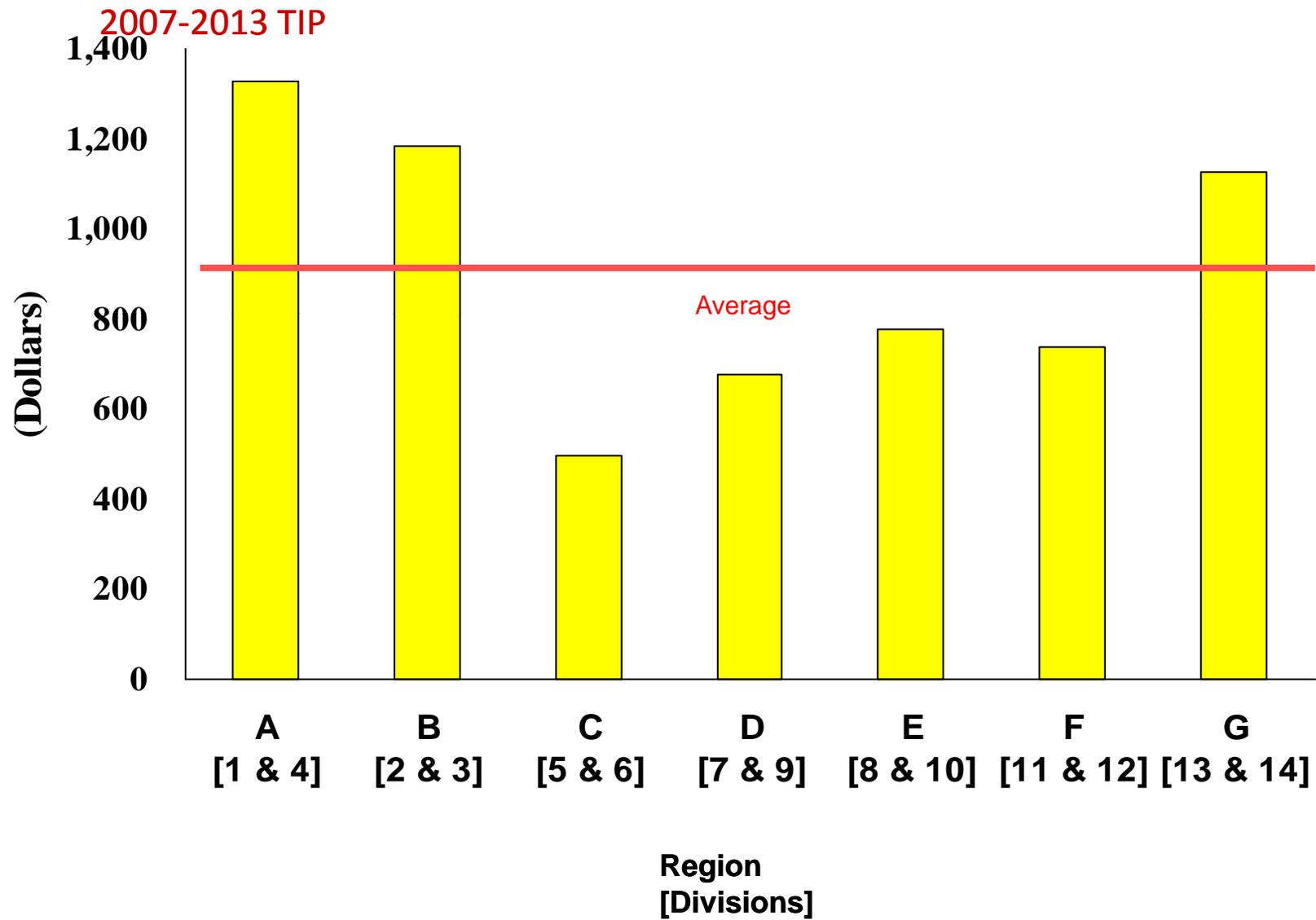


Data Source: 2000 Census Transportation Planning Package
*Labeled Nodes Indicate Over 50,000 Internal Commute Trips

Capital Area Metropolitan Planning Organization
Geographic Information Services
May 23, 2005

This map was compiled using the best available data, however, The Capital Area MPO assumes no responsibility for errors, omissions, and/or misuse

TIP Equity Formula per Capita Allocations



MPO Roles and Responsibilities

Metropolitan Planning Organization Roles and Responsibilities

What is a Metropolitan Planning Organization?

A Metropolitan Planning Organization (MPO) is a transportation policy-making body made up of representatives from local government and transportation agencies with authority and responsibility in metropolitan planning areas. Federal legislation passed in the early 1970s required the formation of an MPO for any urbanized area (UA) with a population greater than 50,000.

What is responsibility of the MPO?

MPOs were created in order to ensure that existing and future expenditures for transportation projects and programs were based on a continuing, cooperative and comprehensive (3-C) planning process. [23 U.S.C. 134](#)

What is the transportation planning process?

Transportation planning is a cooperative process designed to foster involvement by all users of the system, such as the business community, community groups, environmental organizations, the traveling public, freight operators, and the general public, through a proactive public participation process conducted by the Metropolitan Planning Organization (MPO), state Department of Transportation (state DOT), and transit operators.

What are the typical functions of the MPO?

Establish a setting: Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan area.

Identify and evaluate alternative transportation improvement options: Use data and planning methods to generate and evaluate alternatives.

Prepare and maintain a Metropolitan Transportation Plan (MTP)/(LRTP): Develop and update a Metropolitan transportation plan (MTP) for the metropolitan area covering a planning horizon of at least twenty-years (20) that fosters (1) mobility and access for people and goods, (2) efficient system performance and preservation, and (3) good quality of life.

Develop a Transportation Improvement Program (TIP): Develop a short-range (four-year) program of transportation improvements based on the metropolitan transportation plan; the TIP should be designed to achieve the area's goals, using spending, regulating, operating, management, and financial tools.

Involve the public: Involve the general public and other affected constituencies in the four essential functions listed above.

What are key documents produced by the metropolitan and statewide planning processes?

The Unified Planning Work Program (UPWP): The UPWP lists the transportation studies and tasks to be performed by the MPO staff or a member agency. The UPWP covers a one- to two-year period. It typically contains several elements:

- The planning tasks (e.g., data collection and analysis, public outreach, and preparation of the plan and TIP), the supporting studies, and the products that will result from these activities;
- All federally funded studies as well as all relevant state and local planning activities conducted without federal funds;
- Funding sources identified for each project;
- A schedule of activities; and
- The agency responsible for each task or study.

The Metropolitan Transportation Plan (MTP)/(LRTP): In metropolitan areas, the transportation plan is the statement of the ways the region plans to invest in the transportation system. Per the federal regulations, the plan shall "include both long-range and short-range program strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods."

The plan addresses, for example:

- Policies, strategies, and projects for the future;
- A systems level approach by considering roadways, transit, non-motorized transportation, and intermodal connections;
- Projected demand for transportation services over 20 years;
- Regional land use, development, housing, and employment goals and plans;
- Cost estimates and reasonably available financial sources for operation, maintenance, and capital investments (see Part II section on Financial Planning and Programming); and
- Ways to preserve existing roads and facilities and make efficient use of the existing system.

The Transportation Plan and the long-range statewide transportation plan must be consistent with each other. The MTP must be updated every four years in air quality non-attainment and maintenance areas and five years in attainment areas.

Transportation Improvement Program (TIP): In the TIP, the MPO identifies the transportation projects and strategies from the MTP that it plans to undertake over the next four years. All projects receiving federal funding must be in the TIP. The TIP is the region's way of allocating its limited transportation resources among the various capital and operating needs of the area.

Under federal law, the TIP:

- Covers a minimum four-year period of investment;
- Is updated at least every four years;
- Fiscally constrained, i.e. Is realistic in terms of available funding and is not just a "wish list" of projects.
- Conforms with the SIP for air quality in nonattainment and maintenance areas;
- Is approved by the MPO and the governor; and
- Is incorporated directly, without change, into the Statewide Transportation Improvement Program (STIP).

In accordance with federal regulations, the MPO is required to carry out metropolitan transportation planning in cooperation with the state and with operators of publicly owned transit services. The MPO approves the transportation plan. Both the governor and the MPO approve the TIP.

Most MPOs will not take the lead in implementing transportation projects, but will provide an overall coordination role in planning and programming

What are the relationships among the MPO, the state DOT, and other agencies involved in transportation planning and project implementation?

Transportation planning must be cooperative because no single agency has responsibility for the entire transportation system. For example, some roads that are part of the Interstate Highway System (IHS) are subject to certain standards and are usually maintained by a state DOT. Others are county arterials or city streets which are designed, operated, and maintained by counties or local municipalities. Transit systems are often built, operated, and maintained by a separate entity.

In metropolitan areas, the MPO is responsible for actively seeking the participation of all relevant agencies and stakeholders in the planning process; similarly, the state DOT is responsible for activities outside metropolitan areas. The MPO and state DOT also work together. For example, a state DOT staff person may sit on the MPO board.

What is the relationship between transportation and air quality?

Usage of the transportation system is an influential factor in a region's air quality. Therefore, the estimated emission of pollutants from motor vehicles is a key consideration in transportation planning. Regions that have nonattainment or maintenance air quality status are required to ensure that emissions from transportation investments are consistent, or in conformity with, levels set forth in state air quality plans. Therefore, state DOTs and MPOs need to have a clear understanding of the air quality-related transportation planning requirements.

What is the role of the MPO in air quality planning?

The MPO must ensure that transportation investments in the region do not contribute to the degradation of air. The MPO must analyze the emission from the LRTP and the TIP to demonstrate that motor vehicle emissions do not exceed the emissions levels in the State Implementation Plan. This is a conformity determination.

What is financial planning?

Financial planning takes a long-range look at how transportation investments are funded, and at the possible sources of funds. State DOTs, MPOs, and public transportation operators must consider funding needs over both the 20-year period of the metropolitan transportation plan and the 4-year period of TIPs and STIPs. In the MTP MPOs must develop a financial plan that identifies funding sources for needed investments, and demonstrates the reasonably reliable means to maintain and operate the existing federally funded transportation system.

What is financial programming?

Financial programming is different from financial planning because programming involves identifying funding sources and implementation timing for specific projects in the State Transportation Improvement Program (STIP) and metropolitan Transportation Improvement Program (TIP), which must cover a period of at least four years and be updated at least every four years. Programming also includes notifying FHWA and FTA of the sources of the funds that will likely be used to support each individual transportation project.

What is fiscal Constraint?

Fiscal constraint is a demonstration of sufficient funds (federal, state, local and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.

How is the public involved?

Throughout the entire transportation planning process the MPO must provide the public with reasonable opportunity to participate, comment and be heard. The MPO must develop a public involvement plan that outlines for the public their opportunities to be involved in the transportation planning process.

- MPOs must prepare a public participation plan
- Plan must be proactive and provide for:
 - Complete information and timely public notice
 - Early and continuous involvement
 - Full public access to key decisions
 - Explicit consideration and response to input
 - Consider the needs of all populations