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

Thursday, March 17, 2011, at 1:30 p.m. Greenville Public Works Conference Room, *Actions to be taken in hold italics* 

- 1) Approval of Agenda; approve
- 2) Approval of Minutes of October 13, 2010, Meeting (Attachment 1); approve
- 3) Election of Chairperson and Vice-Chairperson; *conduct election*
- 4) Public Comment Period
- 5) New Business / Action Items:
  - a) Self-Certification of Greenville Urban Area Metropolitan Planning Organization Transportation Planning Process (Attachment 5a) – Resolution No. 2011-01-GUAMPO; *recommended for TAC adoption* p.
  - **b)** 2011-2012 Planning Work Program (Attachment 5b) Resolution No. 2011-02-GUAMPO; *recommended for TAC adoption* p.
  - c) Adoption of Greenville Urban Area MPO Bicycle and Pedestrian Master Plan (Attachment 5c) Resolution No. 2011-03-GUAMPO; *recommended for TAC adoption* p.
  - **d)** MPO cost share of local match responsibilities (Attachment 5d) -- Resolution No. 2011-04-GUAMPO; *recommend for TAC adoption* p.
  - e) Update prioritization of "shovel-ready" projects. (Attachment 5e) 2011-05-GUAMPO, 2011-06-GUAMPO, 2011-07-GUAMPO; *recommended for TAC adoption* p.
  - **f**) Proposed modifications to the 2009-2015 Metropolitan Transportation Improvement Program (MTIP) for inclusion of "shovel-ready" projects (Attachment 5f) –2011-08-GUAMPO; *recommended for TAC adoption* p.
  - g) Greenville Urban Area Metropolitan Planning Organization 2011-2012 Candidate projects for Transportation Improvement Priorities (Attachment 5g) – Resolution No. 2011-09-GUAMPO; recommended for TAC adoption p.
  - **h**) Support of Pitt County Board of Health Resolution (Attachment 5h)—Resolution No 2011-10-GUAMPO; *recommended for TAC adoption* p
  - i) Modifications to Federal Functional Classification Maps. (Attachment 5i) Resolution No. 2011-11-GUAMPO; *recommended for TAC adoption* p

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**j**) Amendments to the 2009-2015 Metropolitan Transportation Improvement Program for projects TD-4716B (Intermodal Center) and TA-4773 (expansion busses) - (Attachment 5j) – Resolution No. 2011-12-GUAMPO; *recommended for TAC adoption* p 128

- k) Selection of top two urban loop segments for NCDOT analysis (SW Bypass—R-2250)– (Attachment 5k) discuss and select top two segments of urban loop project p 134
- l) Mobility Fund project selection -- (Attachment 5L) discuss and select projects p 137
- 6) Tentative schedule for upcoming TCC and TAC meetings.

TCC July 19, 2011 10am-noon September 6, 2011 1:30pm-3:30pm

TAC August 9, 2011 10am-noon October 25, 2011 1:30pm-3:30pm

7) Adjourn

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#### **Attachment 1**

#### **Technical Coordinating Committee**

### **Action Required**

March 17, 2011

TO: Technical Coordinating Committee

FROM: Daryl Vreeland, AICP, Transportation Planner SUBJECT: Minutes from October 13, 2010 TCC meeting

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

<u>Discussion:</u> The draft minutes of the October 13, 2010 TAC meeting are included as Attachment 1 in the agenda package for review and approval by the TAC.

Action Needed: Adoption of October 13, 2010 TAC meeting minutes.

Attachments: October 13, 2010 TAC meeting minutes.

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#### GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES October 13, 2010

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 Steve Tripp, Town of Ayden

Ms. Leigh McNairy, NCDOT Board Member

#### TECHNICAL COORDINATING COMMITTEE MEMBERS PRESENT:

Mr. Alan Lilley, Town of Winterville

Mr. Daryl Vreeland, City of Greenville

Mr. Wesley Anderson, TCC Chairman

Mr. James Rhodes, Pitt County

Mr. Mark Eatman, NCDOT

Mr. Steve Hamilton, NCDOT

Mr. Adam Mitchell, Town of Ayden

#### **OTHERS PRESENT:**

Mr. Wayne Bowers, City Manager, City of Greenville

Ms. Amanda Braddy, City of Greenville

Ms. Betty Ann Caldwell, NCDOT

#### I. AGENDA:

Ms. Leigh McNairy made a motion to accept the agenda as presented. Mr. Steve Tripp seconded the motion and the motion passed unanimously.

#### II. MINUTES:

Mayor Tripp made a motion to approve the minutes of the September 22, 2010 meeting as presented. The motion was seconded by Ms. McNairy, and the motion passed unanimously.

#### III. PUBLIC COMMENT PERIOD

There was no public present for comments.

#### IV. NEW BUSINESS/ACTION ITEMS

#### A. Develop 2012-2018 STIP Strategies

Mr. Wes Anderson led the discussion by asking the MPO members to present ideas for consideration to be taken to the November 3, 2010 meeting with NCDOT at 11:00 a.m. at the Transportation Building in Raleigh in Room 117.

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Ms. Leigh McNairy asked what criteria would be considered to reposition projects currently on the STIP and would available funds be the number one criteria. Mayor Dunn questioned if traffic was considered to advance projects and if so, how were the demands identified. Mr. Mark Eatman commented a traffic demand model was used and included traffic coming into, going out of, and within the MPO areas. Ms. McNairy asked when the count was done and if the Global TransPark was considered in the count. Mark Eatman reported the base year of the count is from 2006, and the Global TransPark was included in the counts. Mayor Tripp asked if Greenville was compared to other areas on the same base year and if recounts could be done in the future to take into consideration the census count. Mr. Steve Hamilton answered by commenting other areas base years could be different; however, adjustments could be made based on census information. Mayor Tripp asked if the formula can be changed to reflect the individuality of various areas. Mr. Anderson clarified there were two formulas that could be used; one being the equity formula and the other formula used to determine the loop projects.

Ms. McNairy commented she felt the short term project for mobility funds would be used to fund the Yadkin River project, and the long term project would be to create economic development and connectivity between entities. Mr. Anderson asked if there was an asset connection that had not been considered previously that could move the Southwest Bypass Project up on the priorities list. Mayor Tripp commented the asset connection would be the southern portion of Pitt County and Kinston to the medical university area of Greenville. Ms. McNairy commented a document should be created to present to NCDOT with documentation verifying that the connectivity to other areas within the medical district is imperative for this MPO area.

Mayor Tripp pointed out that the MPO group needed to strategize for protection. Mr. Mitchell added to the comment by stressing the importance of not allowing more projects to be added to the priority list until a majority of projects listed were completed.

Ms. McNairy suggested that the MPO have NCDOT explain the formula moving the mobility funds. For example, how can information be added reflecting Eastern NC's needs based on distance of travel and time savings. Ms. McNairy proposed the MPO contact Mr. John Chaffee to obtain data on studies completed for Eastern NC.

Mayor Dunn reiterated that the concept of protecting the priority list from additional projects being added until a percentage of the current projects listed on the list are completed. Mayor Dunn and Mr. Mitchell assented to this assertion. Mayor Tripp commented that the MPO needs to converse with NCDOT to ascertain responsibilities of the MPO to maintain the current level of prioritization.

Mr. Mitchell commented on the change in formula with each gubernatorial election. He stated he agreed with the concept of the new formula with the 95% completion rate; however, he felt with each new governor came the possibility of a new formula and this could be detrimental to MPOs. Mr. Anderson suggested the group take the position of agreement with the model and the process of prioritization and would like the model to remain the same through various gubernatorial administrations.

Mr. Anderson summarized key highlights from the discussion as follows:

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- 1. Make sure formula is accurate for micropolitan-type areas.
- 2. Adjust weight to support regionalization benefits particularly focusing on rural areas.
- 3. Protecting current loop list and not adding additional projects until current projects are completed.
- 4. Stress partnership with NCDOT and determine the MPOs responsibility in helping them.
- 5. Stress that although we disagree with elements of the model we agree with the model's intent.

The discussion turned to long range planning strategies. Mr. Anderson asked how we should begin putting MPOs projects together for the future. He questioned what type of model the MPO would like to use to forward projects to NCDOT for future consideration. Mr. Vreeland explained the current process as TCC members introduce a project for the priority list and agree upon a ranking. The list is then forwarded to the TAC for amendment or adoption. Mayor Tripp commented his feelings were to leave the current process in place.

**B.** Discussion ensued about the non-attainment issue for the MPO area. Mr. Anderson commented TAC would have to give guidance to TCC as to how to spend CMAQ money. Mr. Bowers asked how certain non-attainment for the MPO area. Mr. Eatman informed the group that non-attainment was almost certain. Ms. McNairy asked if non-attainment was a criterion for mobility funds. Mr. Eatman stated that the non-attainment status could possibly affect the mobility funds within a two year planning period.

#### C. Discussion of MPO Staffing Levels

Mr. Vreeland presented the group with a justification for an additional MPO staff position to perform MPO related tasks. The justification for this position involves increased workload due to increasing requirements from local advocacy groups, new tasks associated with NCDOT's project prioritization process, potential action from the EPA designating Pitt County as non-attainment in their air quality standards, updating MPO travel demand model, and other necessary tasks. On a typical monthly basis, the current MPO staff person must prepare traffic reports and attend the Greenville Planning and Zoning Commission meetings. Upon release of the upcoming Census data, it will be the responsibility of the MPO staff to prepare a Limited English Proficiency (LEP) plan which will involve conducting analysis, report, plan development, and adoption resolution preparation for this plan. Mr. Vreeland also offered the group a draft work plan for the City of Greenville's Bike and Pedestrian Plan and the Transportation Conformity Process to elaborate on the necessities of additional MPO staff.

Additionally, Mr. Vreeland presented the group a summary of other North Carolina MPO's detailing their population and staff levels. Mr. Vreeland explained based on population, the Greenville Urban Area MPO should have a minimum of one (1) additional staff person.

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Mr. Anderson explained the group needed to determine if they were interested in proceeding with hiring additional staff. If the interest is present, the topic must be brought before City Council and funding for the position would have to be determined. Funding would be on an 80%/20% plan with federal government paying 80% and the MPO members dividing the remaining 20% based on a formula developed by the group. It was determined the group would like to have more detailed information on the figures for a permanent position and how the monies would be split between the MPO members.

A motion was made by Mayor Tripp to have the City of Greenville research and present information to City Council for consideration of an additional staff member to the MPO section and have the information brought back to TAC for further deliberation. A second was made by Mayor Jackson and the motion passed unanimously.

Mr. Vreeland directed the groups' attention to a map located on page 13 of the agenda package. Mr. Vreeland explained the map divided the Southwest Bypass Project into three (3) sections of construction. Mr. Vreeland asked the group to comment on the order of construction for the project explaining NCDOT's request for this information. Mr. Rhodes commented if Section A was built in the beginning there would be no connectivity to another source for use. Mayor Tripp commented he would like to see the project completed in its entirety and not broken down into sections. Mr. Hamilton stated the way the project was designed, the sections would be complete or in construction when other phases were to begin. Ms. McNairy agreed with Mayor Tripp and stated she would like to see the project completed in its entirety regardless of which section would be begin the process. Mr. Hamilton asked the group, if funding were not an issue, what order of construction would the group like to see. The final statement to be presented to NCDOT on this issue from the group would be to complete the project in the timeliest manner in its entirety.

#### D. Comment on Mobility Fund Project Criteria

Mr. Vreeland informed the group that NCDOT is seeking comment for the two proposed options for scoring of mobility funds. The two options are "Needs-based Approach" and the "Benefit-Cost Approach." The details of the options were presented in the agenda package on pages 75 and 76.

Ms. McNairy commented she felt the MPO would not benefit on the percentage of congestion on either option. Discussion developed regarding two lane traffic versus interstate traffic and the level of congestion both entailed. Mr. Eatman explained the mobility funds, at this point, would not be used to fund big budget projects due to lack of funds. Mr. Hamilton commented the intent of the mobility funds would be to lessen congestion. Vreeland suggested the group comment that mobility funds could be used to fund loop projects. Mr. Eatman stated he felt mobility funds could be used on loop projects. Mr. Hamilton presented the thought that higher density areas would come out ahead compared to smaller areas on the Statewide Tier Facility/Strategic Highway Corridor due to more projects being considered in the larger areas.

Ms. McNairy also commented on the possibility of merging the two plans together and choosing the options and percentages based on the MPO desires. Mr. Hamilton stated

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he felt congestion should be weighted in the mobility fund as that was the intent; however, he felt the weight should be less in the total percentage of the criterion in the Benefit-Cost Approach. He also stated funding leverage weight in the Needs-Based Approach is another area that could be changed due to the level of funds available from the MPO.

Ms. McNairy furthered the discussion by commenting on the percentages of the Needs-Based Approach. Mayor Dunn questioned the funding leverage percentage and asked if it could be reduced. Mr. Anderson replied and suggested removing the funding leverage component completely. Ms. McNairy stated the Economic Vitality/Attractiveness should be weighted the same as congestion. Mr. Hamilton suggested pulling the Statewide Tier Facility from the Benefit-Cost Approach and combining it with the Needs-Based Approach. Mr. Mitchell mentioned contacting Mr. John Chaffee and Ms. Wanda Yuhas with the Pitt County Development Commission to obtain input for the measurement of economic development in Pitt County.

Mayor Dunn suggested the State Tier Facility/Strategic Highway Corridor be incorporated to the Needs-Based Approach and the percentages of the remaining criterion be suggested by MPO staff via email to the MPO members for further comment.

#### E. Prioritization Version 2

Mr. Vreeland explained that NCDOT is attempting to improve on their prioritization process and will be holding a meeting to receive comments in four "listening sessions" across North Carolina. Mr. Vreeland asked if the TCC and TAC chair would be attending one of the meetings. Mr. Anderson, TCC Chair, will be attending and Mayor Dunn, TAC Chair, will check her schedule for the November 8<sup>th</sup> meeting. Mr. Bowers asked if comments from the group are desired and if so, how these comments would be presented in the meeting. Mr. Vreeland stated comments would be solicited and sent to NCDOT by email as well as those brought to the sessions by the TCC and TAC chair. Ms. McNairy suggested regional linkage and economic development as topics to be discussed.

#### V. NON-ACTION ITEMS

#### A. Reminders

- i. Next TCC meeting scheduled for Thursday, January 20, 2011 (1:30pm 3:30pm)
  - 1. TAC following this TCC meeting is scheduled for March 17, 2011 (1:30pm 3:30 pm)

#### B. Prepare to update stimulus-funded project list next TCC meeting (Jan. 20, 2011)

i. The list is included in the minutes of the January 14, 2010 TCC meeting attached to this agenda package.

#### C. Transportation Priorities to be updated beginning next January.

- i. Open House public input sessions anticipated 1<sup>st</sup> week of January, 2011
  - 1. Greenville (Sheppard Memorial Library)
  - 2. Winterville Town Hall

#### D. Date, Time, and Place of next TAC meeting

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• Thursday, March 17, 2011 at 1:30 p.m. in the Greenville Public Works Conference Room

#### VI. ADJOURNMENT

There being no further discussion, the meeting adjourned at 12:30 p.m.

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#### Attachment 5a

#### Transportation Advisory Committee

#### **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

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

**Process** 

<u>Purpose:</u> To Self-Certify the MPO's Transportation Planning process.

<u>Discussion:</u> 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 2011-01-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

This item was recommended for TAC adoption at the January 20, 2011 TCC meeting.

Action Needed: Adopt Resolution 2011-01-GUAMPO.

Attachments: Resolution 2011-01-GUAMPO, and the Self-Certification Checklist

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#### **RESOLUTION NO. 2011-01-GUAMPO**

### CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2011-2012

- 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 17th day of March, 2011.

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

Amanda Braddy, Secretary

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# GREENVILLE URBAN AREA MPO 2011-2012 Self-Certification Checklist

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

    Yes, the TCC and TAC Boards meet 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)? <u>Yes, next</u> plan slated for adoption in 2014
- 6. Is there a valid TIP? <u>Yes, 2009-2015 MTIP</u> 23 CFR 450.324, 326, 328, 332
  - a. Is it consistent with the LRTP? Yes
  - b. Is it fiscally constrained? Yes
  - c. Is it developed cooperatively with the state and local transit operators? Yes
  - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor? <u>Yes, the current 2009-2015 MTIP was adopted by the local TAC on August 12, 2008.</u>
    The current STIP was adopted by the Board of Transportation on June 5, 2008.
- 7. Does the area have a valid CMP? **N/A**(TMA only) 23 CFR 450.320

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- 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** <u>jurisdiction has procedures in place</u>
  - 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? <u>Yes, in</u> <u>the 2009-2035 LRTP</u>
  - 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] <u>Yes, Each</u> 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? <u>Yes, meetings</u> <u>are held during workdays and are held in public accessible locations.</u>
  - 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? <u>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.</u>
- 11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? <u>Yes</u> (SAFETEA-LU)
  - a. How Resource agency coordination is documented in Appendix A of the 2009-2035 LRTP.

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#### Attachment 5b

#### Transportation Advisory Committee

#### **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: 2011-2012 Greenville Urban Area MPO Planning Work Program (PWP)

<u>Purpose:</u> Adopt the 2011-2012 Planning Work Program.

<u>Discussion:</u> 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 2010-2011 PWP period and expected to be completed in the 2011-2012 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 2011-2012 PWP period include:

- Community Transportation Plan for the Pitt Area Transit System (PATS)
- Pitt County Comprehensive Land Use Plan (Transportation Element)
- Regional Transit Study Update / Route Evaluation Study (City of Greenville/GREAT)

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 for the 2009-2010 planning period. Similar to last year's effort, this 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 TAC members should keep in mind during their consideration of the 2011-2012 PWP:

• At present, there is no new Federal Legislation to replace the now-expired SAFETEA-LU highway bill. Funding is provided by a "continuing resolution".

NCDOT has identified that it cannot be sure of funding amounts that will be approved. Thus, funding levels in the current PWP shall serve as guidance for development of the FY11-12 PWP.

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

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necessary to have future amendments to the PWP 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.

This item was recommended for TAC adoption at the January 20, 2011 TCC meeting.

Action Needed: Adopt Resolution 2011-02-GUAMPO.

Attachments: Draft 2011-2012 PWP, a 5-year work plan, and Resolution 2011-02-GUAMPO.

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## 2011-2012 Unified Planning Work Program



GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

Prepared by: Greenville Public Works Department City of Greenville

In cooperation with:

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

Adopted:

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#### INTRODUCTION

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

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

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

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

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

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

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

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

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

Citizen participation is an important element of the transportation planning process and is achieved by making study documents and information available to the public and by actively seeking citizen participation during plan reevaluation. Involvement is sought through techniques such as goals and objectives surveys, neighborhood forums, open houses, workshop seminars, and public hearings. Funding for PWP activities generally come from the following 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%.
- 4. Section 5307 these funds are used for transit planning, capital, and operational needs in the urban area. For transit planning, FTA provides 80%, NCDOT provides 10%, and the LPA provides 10%.

For the sake of this PWP, the fund sources will be known as SPR, PL, Sec. 5303, and Sec. 5307; 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.

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### Figure 1: Greenville Urban Area Metropolitan Planning Organization

### TRANSPORTATION ADVISORY COMMITTEE MEMBERS

Patricia C. Dunn, Mayor
City of Greenville
Chairperson

Tom Johnson Commissioner Pitt County

Steve Tripp, Mayor Town of Ayden Vice Chairman

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)

Membership as of March 17, 2011

#### 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

Scott P.M. Godefroy, P.E. City Engineer City of Greenville

Richard DiCesare, P.E., PTOE City 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, El Greenville MPO Coordinator NCDOT

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

Public Transportation Rep. NCDOT

Bryant Buck
Planning Director
Mid-East Commission

William Bagnell
Associate Vice Chancellor
Campus Operations
East Carolina University

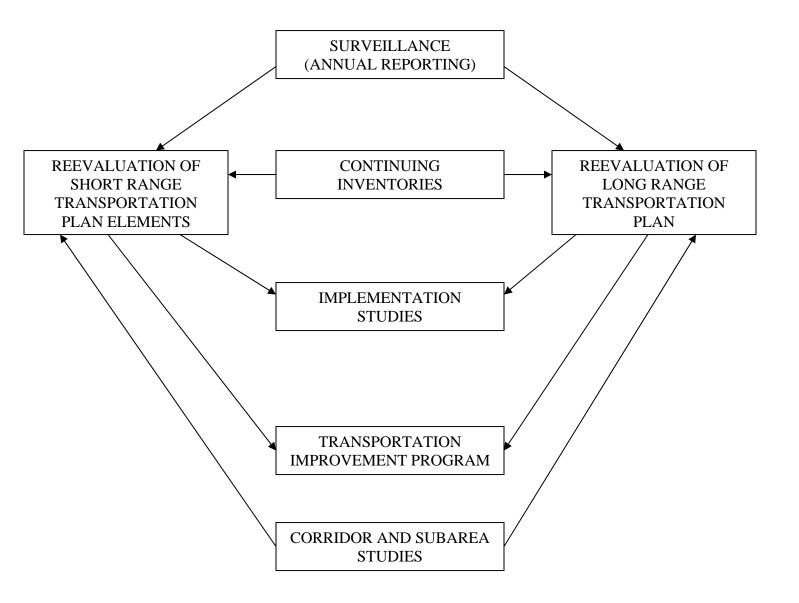
Ron Lucas Area Engineer Federal Highway Administration (non-voting)

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

> Representative Mid-East RPO (non-voting)

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FIGURE 2: CONTINUING TRANSPPORTATION PLANNING WORK FLOW



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#### GREENVILLE URBAN AREA MPO SUMMARY OF THE 2011-2012 UNIFIED 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 2011-2012 PWP).

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

Determine which Transportation Analysis Zones (TAZ) would need updating based on development trends. Identify and evaluate changes in population and development throughout the MPO. Obtain, identify, and analysis of Census data, local parcel, zoning, and tax data records.

#### II-A-10 Mapping

Keep Geographic Information System transportation files current and produce maps on an as-needed basis to support transportation related plans, programs, or projects. Support street system survey of MPO planning area to evaluate changes in land use and transportation and network impacts.

#### II-A-12 Bicycle and Pedestrian Facilities Inventory

Update and maintain an inventory of bicycle and pedestrian facilities. Analysis of bicycle and pedestrian system components.

#### **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. Collection of the following variables, by traffic zone: 1) population, 2) housing units, and 3) employment. Update GIS database used to maintain housing and land use information.

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#### 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 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. Database update or other travel demand modeling work associated with keeping the model up-to-date. Some of this work to be performed by NCDOT's Transportation Planning Branch along with use of consultant effort.

#### 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 the travel demand model's 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. Evaluate transit alternatives, types and areas of service.

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

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

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**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. Coordinate with Greenville Bicycle and Pedestrian Commission, subcommittees and other community organizations interested in non-motorized travel, develop agendas and presentations, respond to commission and community requests, research best practices for related policies, and perform related work. Coordinate implementation of the bicycle and pedestrian master plan.

#### 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 2012-2013 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

Development of priority list for submittal to NCDOT. Tasks include: public involvement, intergovernmental coordination, preparation of priority list project descriptions, research and collection of data for entry into NCDOT's (SPOT) system, and preparation of associated TCC/TAC agenda material. Other tasks include work associated with refinement of NCDOT's prioritization

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process, amendments, research, or data collection or distribution relating to the TIP. Includes work associated with development of or amendments to the MTIP.

#### 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 is expected to be performed by a consultant and will include the use of the Greenville Urban Area MPO's traffic model and other data to be collected by the consultant. This plan is expected to be performed by a consultant. (\$50,000 for the 2011-2012 PWP)

Regional Transit Study Update / Route Evaluation Study – This project will provide the impetus

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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 and is expected to be performed by a consultant. (\$100,000 for the 2011-2012 PWP)

Greenville Urban Area Bicycle and Pedestrian Master Plan – A Bicycle and Pedestrian master plan for the MPO's Urbanized Area is under development. Funds in this task to be used for further study, plan development, or contract amendments. Funds may be used for contract amendments to allow for development and printing costs of public informational maps, traffic awareness, and/or safety information for public distribution and awareness of these alternative forms of transportation. The study and associated tasks will be developed by the City of Greenville and is expected to be performed by a consultant. (\$60,000 for the 2011-2012 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. Pitt County will develop this plan in-house. (\$10,000 for the 2011-2012 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 and is anticipated to be performed by a consultant. (\$7,500 for the 2011-2012 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 and is expected to be performed by a consultant. (\$25,000 for the 2011-2012 PWP)

**Town of Winterville Primary Street Inventory and Long Range Plan -** The Town of Winterville 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

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associated with streets and highways located within the Town's Planning and Zoning Jurisdiction over multiple time horizons. This effort is expected to be performed by a consultant and will include the use of the Greenville Urban Area MPO's traffic model and other data to be collected by the consultant. This plan is expected to be performed by a consultant. (\$50,000 for the 2011-2012 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).
- Grant writing.

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TASK	TASK		SPR Highway		Hig	EC. 104 (f) ghway / Tra	ansit		Tra	ON 5303 ansit			SECTION 5307 Transit				TASK FUNDING SUMMARY		
CODE	DESCRIPTION	NCDOT 20%	FHWA 80%	TOTAL	Local 20%	FHWA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	LOCAL	STATE	FEDERAL	TOTAL
II-A	Surveillance of Change																		
II-A-1	Traffic Volume Counts				4,000	16,000										4,000	0	16,000	20,00
II-A-2	Vehicle Miles of Travel				100	400	500									100	0	400	50
II-A-3	Street System Changes				560	2,240	2,800									560	0	2,240	2,80
II-A-4	Traffic Accidents				0	0	0									0	0	0	<u> </u>
II-A-5 II-A-6	Transit System Data				6,250	25,000	0 31,250									6,250	0	25,000	31,25
II-A-6	Dwelling Unit, Pop. & Emp. Change Air Travel				0,230	23,000	31,230									6,230	U	25,000	31,23
II-A-7	Vehicle Occupancy Rates				0	0	0												
II-A-9	Travel Time Studies				0	0	0												
II-A-10	Mapping				5,000	20,000	25,000									5,000	0	20,000	25,00
II-A-11	Central Area Parking Inventory				0	0	0									-,		-,	1
II-A-12	Bike & Ped. Facilities Inventory				5,000	20,000	25,000									5,000	0	20,000	25,00
II-B	Long Range Transp. Plan																		
II-B-1	Collection of Base Year Data				3,750	15,000	18,750									3,750	0	15,000	18,75
II-B-2	Collection of Network Data				400	1,600										400	0	1,600	2,00
	Travel Model Updates				15,000	60,000										15,000	0	60,000	75,00
	Travel Surveys				100	400				<u> </u>		<u> </u>				100	0	400	50
II-B-5	Forecast of Data to Horizon Year				3,750	15,000	18,750									3,750	0	15,000	18,75
II-B-6	Community Goals & Objectives				4 200	4 000	0									1 200	0	4 000	6.00
II-B-7 II-B-8	Forecast of Future Travel Patterns Capacity Deficiency Analysis				1,200	4,800	6,000			<b> </b>		<del>                                     </del>				1,200	0	4,800	6,00
	Highway Element of the LRTP				400	1,600	2,000									400	0	1,600	2,000
	Transit Element of the LRTP				2,750	11,000	13,750	1,200	1,200	9,600	12,000					3,950	1,200	20,600	25,75
	Bicycle & Ped. Element of the LRTP				22,000	88,000	110,000	1,200	1,200	3,000	12,000					22,000	0	88,000	110,00
	Airport/Air Travel Element of LRTP				0	00,000	0									0	0	00,000	,
II-B-13	Collector Street Element of LRTP				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				0	0	0									0	0	0	(
II-B-17	Congestion Management Strategies				0	0	0									0	0	0	(
II-B-18	Air Qual. Planning/Conformity Anal.				200	800	1,000									200	0	800	1,000
III-A	Planning Work Program				1,564	6,254	7,818									1,564	0	6,254	7,818
III-B	Transp. Improvement Plan/Priorities				3,560	14,240	17,800	400	400	2 200	4.000					2.060	400	17,440	21,800
III-D	Transp. Improvement Plan/Priorities				3,300	14,240	17,000	400	400	3,200	4,000					3,960	400	17,440	21,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Regs.																		
	Title VI				100	400	500									100	0	400	500
III-C-2	Environmental Justice				100	400	500									100	0	400	500
	Disadvantaged Business Enterprise					.50	<u> </u>			l		l				1	i i	.50	1
	Planning for the Elderly & Disabled				0	0	0									0	0	0	(
III-C-5	Safety/Drug Control Planning							100	100	800	1,000					100	100	800	1,000
III-C-6	Public Involvement				100	400	500									100	0	400	500
III-C-7	Private Sector Participation																		
III-D	Incidental Ping./Project Dev.					_				<u> </u>		<u> </u>				_			
	Transportation Enhancement Ping.				0	0	500			<b>.</b>		<b>.</b>				100	0	100	(
III-D-2 III-D-3	Enviro. Analysis & Pre-TIP Plng.				100	400	500		<b>-</b>	<del>                                     </del>		<del>                                     </del>				100	0	400	500
III-D-3	Special Studies Regional Transit Study Update/Route Eval						<del>                                     </del>			<b> </b>		10,000	10,000	80,000	100,000 *	10,000	10,000	80,000	100,000
<b>—</b>	Ayden Primary St. Study/Long Range Plan				10,000	40,000	50,000 *		<b>-</b>	<del>                                     </del>		10,000	10,000	00,000	100,000	10,000	10,000	40,000	
<b>—</b>	Bicycle & Pedestrian Master Plan				12,000	48,000						l				12,000	0	48,000	
	Pitt County Comp Land Use (Trans Elem)				2,000	8,000	10,000			<b>l</b>		1				2,000	0	8,000	10,000
	Community Transportation Plan for PATS				1,500	6,000	7,500 *					l				1,500	0	6,000	7,500
	Winterville Boyd Street Study				5,000	20,000	25,000 *			l		l				5,000	0	20,000	25,000
	Winterville Primary St. Study/Long Range Plan				10,000	40,000	50,000									10,000	0	40,000	50,000
III-D-4	Regional or Statewide Planning				1,100	4,400										1,100	0	4,400	5,500
<u>III-E</u>	Management & Operations				21,250	85,000	106,250	1,728	1,728	13,824	17,280					22,978	1,728	98,824	123,53
					100 10		005.000					40.	10		100 555	456	40 :		
TOTALS	27 -5 140	-	-	-	139,134	556,534	695,668	3,428	3,428	27,424	34,280	10,000	10,000	80,000	100,000	152,562			
	age 27 of 146																	e 27 of 1	
includes	consultant efforts/study															COG-#881	960-v2-2011	-2012_PWP	_Tables.XLS

# Greenville Urban Area MPO Page 28 of 146 FY 2011-2012 Planning Work Program Agency Spending

Charge Code	DESCRIPTION	TOTAL COST	FEDERAL	NCDOT	LOCAL STAFF
II Contin	nuing Transportation Planning Work Prog	ram Methodology Re	snonsihiliti	es and Sche	dules
ii. Oonuii		ram methodology, ite	эропоівінн	co ana oone	auics
II-A	Surveillance of Change				
II-A-1	Traffic Volume Counts	20,000	16,000	0	4,000
II-A-2	Vehicle Miles of Travel	500	400	0	100
II-A-3	Street System Changes	2,800	2,240	0	560
II-A-4	Traffic Accidents	0	0	0	0
II-A-5	Transit System Data				
II-A-6	Dwelling Unit, Pop. & Emp. Change	31,250	25,000	0	6,250
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	25,000	20,000	0	5,000
II-A-11	Central Area Parking Inventory	0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory	25,000	20,000	0	5,000
II-B	Long Range Transp. Plan				
II-B-1	Collection of Base Year Data	18,750	15,000	0	3,750
II-B-2	Collection of Network Data	2,000	1,600	0	400
II-B-3	Travel Model Updates	75,000	60,000	0	15,000
II-B-4	Travel Surveys	500	400	0	100
II-B-5	Forecast of Data to Horizon year	18,750	15,000	0	3,750
II-B-6	Community Goals & Objectives	0	0	0	0
II-B-7	Forecast of Futurel Travel Patterns	6,000	4,800	0	1,200
II-B-8	Capacity Deficiency Analysis	0	0	0	0
II-B-9	Highway Element of th LRTP	2,000	1,600	0	400
II-B-10	Transit Element of the LRTP	25,750	20,600	1,200	3,950
II-B-11	Bicycle & Ped. Element of the LRTP	110,000	88,000	0	22,000
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	0	0	0	0
II-B-17	Congestion Management Strategies	0	0	0	0
II-B-18	Air Qual. Planning/Conformity Anal.	1,000	800	0	200
III-A	Planning Work Program	7,818	6,254	0	1,564
	Tanana laurana ant Blau (Britaritia	24.000	47.440	400	2.000
<u>III-B</u>	Transp. Improvement Plan/Priorities	21,800	17,440	400	3,960
III-C	Cvl Rgts. Cmp./Otr .Reg. Regs.				
III-C-1	Title VI	500	400	0	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	0	0	0	0
III-C-5	Safety/Drug Control Planning	1,000	800	100	100
III-C-6	Public Involvement	500	400	0	100
III-C-7	Private Sector Participation	0	0	0	0
III-D	Incidental Ping./Project Dev.				
III-D-1	Transportation Enhancement Plng.	0	0	0	0
III-D-2	Enviro. Analysis & Pre-TIP Plng.	500	400	0	100
III-D-3	Special Studies	302,500	202,000	10,000	40,500
III-D-4	Regional or Statewide Planning	5,500	4,400	0	1,100
III-E	Management & Operations	123,530	98,824	1,728	22,978
<u></u>	пападопон и ороганопо	120,000	30,024	1,720	22,310
	TOTALS	829,948	663,958	13,428	152,562

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 #881960-v2-2011-2012\_PWP\_Tables.XLS

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#### Greenville Urban Ayea MRO FY 2011-2012 Planning Work Program Transit Task Narrative

1- MPO

1-	MPO			T	1	T	
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, meeting preparation & attendance	Improve mobility	Develop 2012-2018 TIP, needs analysis	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	2012-2018 MTIP and TIP	Safety enhancements at bus stops etc.	Update of Regional Transit Study / Route Study	
7-	Expected Completion Date of Product(s)	6/30/2012	6/30/2012	6/30/2012	6/30/2012	6/30/2012	
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 planned for July 2011.	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	\$17,280	\$12,000	\$4,000	\$1,000	\$100,000	\$134,280
10-	Relationship To Other Activities	ψ17, <u>200</u>	ψ1 <u>2</u> ,000	ψ1,000	Ψ1,000	Intermodal Transportation Center Project under 5307	Ψ101,200
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				\$3,428
18-	Section 5303 FTA 80%	\$13,824	\$9,600				\$27,424
	Subtotal	\$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
20	Subtotal Additional Funds -		\$0.00			\$100,000	\$100,000
22-	Local 100%	<b>#47.000</b>	M40.000	04.000	04.000	<b>#400.000</b>	£40.4.000
	Grand total	\$17,280	\$12,000	\$4,000	\$1,000	\$100,000	\$134,28

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#### **Anticipated DBE Contracting Opportunities for FY 11-12**

Name of MPO: Greenville Urban Area Metropolitan Planning Organization

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

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

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

#### FY 11-12

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. This plan is expected to be performed by a consultant. (\$50,000 for the 2011-2012 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 and is expected to be performed by a consultant. (\$100,000 for the 2011-2012 PWP)

Greenville Urban Area Bicycle and Pedestrian Master Plan – A Bicycle and Pedestrian master plan for the MPO's Urbanized Area is under development. Funds in this task to be used for further study, plan development, or contract amendments. Funds may be used for contract amendments to allow for development and printing costs of public informational maps, traffic awareness, and/or safety information for public distribution and awareness of these alternative forms of transportation. The study and associated tasks will be developed by the City of Greenville and is expected to be performed by a consultant. (\$60,000 for the 2011-2012 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. Pitt County will develop this plan in-house. (\$10,000 for the 2011-2012 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 and is anticipated to be performed by a consultant. (\$7,500 for the 2011-2012 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

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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 and is expected to be performed by a consultant. (\$25,000 for the 2011-2012 PWP)

Town of Winterville Primary Street Inventory and Long Range Plan - The Town of Winterville 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 is expected to be performed by a consultant and will include the use of the Greenville Urban Area MPO's traffic model and other data to be collected by the consultant. This plan is expected to be performed by a consultant. (\$50,000 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 and NCDOT will develop this plan. Consultants may be used for development. (\$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 and is anticipated to be performed by a consultant. (\$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 and is expected to be performed by a consultant. (\$150,000 for the 2014-2015 PWP)

#### FY 15-16

**Greenville Urban Area Bicycle and Pedestrian Master Plan** – Update to the 2010-2011 master planning effort. The City of Greenville will develop this plan and is expected to be performed by a consultant. (\$150,000 for the 2015-2016 PWP)

#### 5-year plan

Charge		11-12	12-13	13-14	14-15	15-16
Code	DESCRIPTION	proposed	proposed	proposed	proposed	proposed

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

II-A	Surveillance of Change					
II-A-1	Traffic Volume Counts	20,000	21,200	21,200	21,200	21,200
II-A-2	Vehicle Miles of Travel	500	1,100	1,100	1,100	1,10
II-A-3	Street System Changes	2,800	4,000	4,000	4,000	4,000
II-A-4	Traffic Accidents	0	,	ŕ	,	•
II-A-5	Transit System Data					
II-A-6	Dwelling Unit, Pop. & Emp. Change	31,250	32,450	32,450	32,450	32,450
II-A-7	Air Travel	0	·	·	·	
II-A-8	Vehicle Occupancy Rates	0				
II-A-9	Travel Time Studies	0				
II-A-10	Mapping	25,000	29,200	29,200	29,200	29,200
II-A-11	Central Area Parking Inventory	0	·	·	·	
II-A-12	Bike & Ped. Facilities Inventory	25,000	25,000	25,000	25,000	25,000
	,	·	·	·	·	
II-B	Long Range Transp. Plan					
II-B-1	Collection of Base Year Data	18,750	23,750	23,750	23,750	23,750
II-B-2	Collection of Network Data	2,000	5,000	5,000	8,000	13,000
II-B-3	Travel Model Updates	75,000	31,950	31,950	31,950	31,950
II-B-4	Travel Surveys	500	500	500	500	500
II-B-5	Forecast of Data to Horizon year	18,750	21,750	21,750	21,750	21,750
II-B-6	Community Goals & Objectives	0	1,000	3,000	3,000	3,000
II-B-7	Forecast of Futurel Travel Patterns	6,000	9,000	10,000	10,000	10,000
II-B-8	Capacity Deficiency Analysis	0	3,000	3,000	3,000	3,000
II-B-9	Highway Element of the LRTP	2,000	3,000	3,000	10,000	3,000
II-B-10	Transit Element of the LRTP	25,750	25,750	20,750	23,750	25,750
II-B-11	Bicycle & Ped. Element of the LRTP	110,000	93,718	93,718	98,218	93,718
II-B-12	Airport/Air Travel Element of LRTP	0			1,500	(
II-B-13	Collector Street Element of LRTP	0			·	500
II-B-14	Rail, Water or other mode of LRTP	1,000	1,000	5,000	2,500	500
II-B-15	Freight Movement/Mobility Planning	500	500	500	500	500
II-B-16	Financial Planning	0	0	500	500	500
II-B-17	Congestion Management Strategies	0	0	500	500	500
II-B-18	Air Qual. Planning/Conformity Anal.	1,000	20,000	20,000	20,000	20,000
	Di	7.040	0.000	0.440	0.000	0.000
<u>III-A</u>	Planning Work Program	7,818	9,000	8,418	9,000	9,000
III-B	Transp. Improvement Plan/Priorities	21,800	18,500	17,082	16,000	18,500
		,,,,,	-,	,	-,	-,
III-C	Cvl Rgts. Cmp./Otr .Reg. Regs.					
III-C-1	Title VI	500	1,100	1,100	1,100	1,100
III-C-2	Environmental Justice	500	500	500	500	500
III-C-3	Disadvantaged Business Enterprise	0		0	0	(
III-C-4	Planning for the Elderly & Disabled	0	1,000	0	0	(
III-C-5	Safety/Drug Control Planning	1,000	1,000	1,000	1,000	1,000
III-C-6	Public Involvement	500	1,500	1,500	1,500	1,500
III-C-7	Private Sector Participation	0				
<u>III-D</u>	Incidental Plng./Project Dev.					
III-D-1	Transportation Enhancement Plng.	0				
III-D-2	Enviro. Analysis & Pre-TIP Plng.	500	3,500	3,500	3,500	3,500
י ווו∟ט ס	Special Studies	302,500	150,000	150,000	150,000	150,000
III-D-3	Regional or Statewide Planning	5,500	6,500	6,500	6,500	6,500
III-D-3	granaman ara ara ara ara ara ara ara ara ara a					
III-D-4		123 530	136 730	136 730	120 730	125 720
	Management & Operations	123,530	136,730	136,730	120,730	125,730

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

03/01/11

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#### **RESOLUTION NO. 2011-02-GUAMPO**

APPROVING THE FY 2012 (2011-2012) UNIFIED 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 2012; 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 2012 (2011-2012);

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves, endorses, and adopts the Unified Planning Work Program for SFY 2012 (2011-2012) for the Greenville Urban Area Metropolitan Planning Organization on this the 17th day of March 2011.

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

Amanda Braddy, Secretary

North Carolina
Pitt County

I, Amanda Braddy, Notary Public for said County and State certify that Patricia C. Dunn personally came before me this day and acknowledged the due execution of the foregoing instrument.

WITNESS my hand and official seal, this the \_\_\_\_\_\_ day of \_\_\_\_\_\_\_ 2011.

My commission Expires:\_\_\_\_\_

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Amanda Braddy, Notary Public

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#### Attachment 5c

#### **Transportation Advisory Committee**

#### **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Adoption of GUAMPO Bicycle/Pedestrian Master Plan

<u>Purpose:</u> To adopt the Greenville Urban Area MPO's Bicycle and Pedestrian Master Plan.

<u>Discussion:</u> The Bicycle and Pedestrian Master Plan focuses on creating a pedestrian and bicycle supportive environment through goals and policies, evaluation of existing conditions, the recommendation of a bicycle and pedestrian network, education and safety, and an implementation plan. The plan serves as a road map for a systematic plan of implementation of pedestrian and bicycle infrastructure throughout the urbanized area.

The Bicycle and Pedestrian Master Plan (when adopted) will establish the MPO's official policy addressing the planning of facilities and programs to enhance the role of walking and bicycling throughout the MPO.

Public outreach efforts included a total of 6 public input workshops, Facebook and Twitter updates, a "Community Walk" online-mapping tool available for public use, along with a public comment and review period for the draft plan and network.

The MPO's development of the bicycle and pedestrian master plan began in August, 2010. Greenways, Inc. is the planning consultant firm selected to develop the master plan. They specialize in the development of non-motorized transportation plans.

One of the goals of the plan is the creation of a more pedestrian and bicycle-friendly community through a combination of facilities, programs, and policies that address connectivity and safety. Other goals include: safety, connectivity, education, enforcement, and recreation. The plan will address multi-modal transportation, community health and wellness, and recreation needs.

This item was recommended for TAC adoption at the January 20, 2011 TCC meeting.

Action Needed: Recommend TAC adopt Resolution 2011-03-GUAMPO

#### Attachments:

- Resolution 2011-03-GUAMPO
- Executive Summary of Final Draft Bicycle and Pedestrian Master Plan

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#### **RESOLUTION NO. 2011-03-GUAMPO**

### ADOPTING THE GREENVILLE URBAN AREA BICYCLE AND PEDESTRIAN MASTER PLAN

- WHEREAS, the Greenville Urban Area MPO, participating local governments, and its subcontractor Greenways Incorporated, has prepared the Greenville Urban Area Bicycle and Pedestrian Master Plan (the Plan) and;
- WHEREAS, the purpose of the Plan is to study the feasibility of establishing an interconnected network of bicycle and pedestrian routes throughout the entire Greenville Urban Area and;
- WHEREAS, the Plan process involved multiple methods and opportunities for public participation, and;
- WHEREAS, the Plan was financed by Federal planning funds and a per-capita cost-share methodology by all MPO-member communities for the local share, and;
- WHEREAS, The Bicycle and Pedestrian Master Plan will establish the MPO's official policy addressing the planning of facilities and programs to enhance the role of walking and bicycling throughout the MPO.

#### NOW THEREFORE, BE IT RESOLVED that

The Greenville Urban Area Bicycle and Pedestrian Master Plan and related materials are hereby adopted by the MPO and will be used to guide future bicycle and pedestrian transportation development, operations, and maintenance on this the 17th day of March, 2011.

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

Amanda Braddy, Secretary

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Executive Summary Contents

Overview

The Process

Vision Statement

Measurable Goals

Health and Wellness & Alternative Transportation

Assessing Needs and Opportunities

Bicycle Network

Pedestrian Network

Bicycle and Pedestrian Programs

Implementation: Realizing the Vision

Project Cutsheets and Development

Policies/Administrative Action Steps

Additional Resources

## **Overview**

In summer 2010, the City of Greenville and the Greenville Urban Area Metropolitan Planning Organization (MPO) began developing a Bicycle and Pedestrian Master Plan. The purpose of this Bicycle and Pedestrian Master Plan is to provide clear priorities, tools and programs for improving the bicycle and pedestrian environments in the Greenville urban area, which includes the City of Greenville, Town of Ayden, Town of Winterville, Village of Simpson, and portions of Pitt County.

Nationally, such issues as unstable gas prices, environmental concerns, and a growing interest in health and wellness are demonstrating the need for bicycle and pedestrian-friendly cities. On a local level, this Plan represents a strong commitment to take on such issues, translating them into affordable personal mobility, carbon-free transportation, and healthy, active lifestyles for Greenville urban area residents. The chief outcome of this Plan will be an integrated, seamless transportation framework to facilitate walking and biking as viable transportation alternatives throughout the region.

The development of this Plan included an open, participatory process, with area residents providing input through public workshops, stakeholder meetings, the project Steering Committee, social media, and an online comment form.

#### This Plan features:

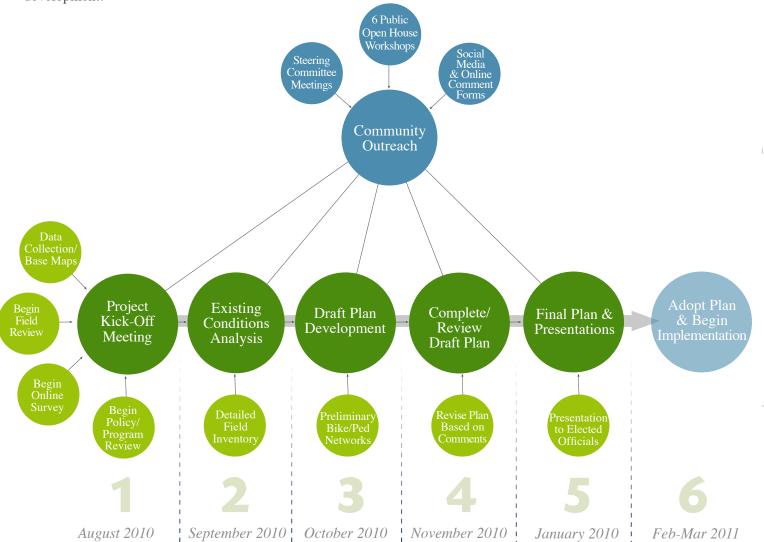
- A thorough analysis of current conditions for walking and biking in Greenville
- A comprehensive recommended bicycle and pedestrian network
- Standards and guidelines for the development of bicycle and pedestrian facilities
- A prioritized list of recommended strategic and low-cost improvements
- Integration of bicycle and pedestrian policy into codes and ordinances
- Recommendations for programming, maintenance, and funding

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X-1



The planning process began in August 2010 and concludes in early 2011. This diagram illustrates the main steps of the planning process. Public participation (through workshops, steering committee meetings, and the online survey) plays a key role in plan development.



## Vision Statement

This Bicycle and Pedestrian Master Plan will expand opportunities for transportation, recreation, and healthy lifestyles throughout the region. Our streets, sidewalks, and trails will be designed and maintained to allow safe interaction between all modes of travel. In addition to physical improvements for walking and bicycling, this plan will also promote connectivity, accessibility, and safety for pedestrians and bicyclists through programs and policies that focus on education, encouragement, and enforcement.

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## Measurable Goals

The ultimate goal is for this Plan to be fully implemented within a 30-year time frame.

Bi-annual meetings should be held for the evaluation of progress on each of the following goals, including an official plan update in 2016. During each evaluation, City and MPO staff and members of the Bicycle and Pedestrian Advisory Commission (BPAC) should identify steps to be taken before the next evaluation.

- 1. Continually reduce the number of bicycle and pedestrian accidents per year.
- 2. Increase the miles of bike lanes as a percent of total regional roadways.
- 3. Complete five high priority bicycle and pedestrian projects by 2012 and complete the top 10 bicycle and pedestrian projects by 2014.
- 4. Earn a designation for Greenville as a 'Bicycle-Friendly Community' through the League of American Bicyclists by 2012.
- 5. Earn designations for Greenville, Winterville, Ayden, and Simpson as a 'Walk-Friendly Communities' through the Pedestrian & Bicycle Information Center by 2014.
- 6. Double the 2000 Census bicycle and pedestrian commute rate by 2016.
- 7. Launch or participate in three new bicycle or pedestrian programs in three years:
  - A) Bike-Walk Education and Encouragement Programs
    - Continue to work with the Bicycle and Pedestrian Advisory Commission, specifically in their implementation of this plan.
    - Produce online and hardcopy walking, bicycle, and transit maps and obtain a variety of educational materials for distribution and online display that cover bicycle and pedestrian safety, etiquette, and rules and regulations.
    - Engage and partner with multiple Greenville area schools to become involved with national Safe Route to School programs and funding opportunities.
  - B) Bicyclist, Pedestrian, and Motorist Enforcement Program and Internal Training
    - Provide officers with an educational brochure to be given out during pedestrian and bicycling-related citations and warnings.
    - Offer training for planning, public works, engineering, and law enforcement staff that focuses on walking and bicycling-related issues.
  - C) Bicycle Facility Development Program
    - Hire a full-time multi-modal planner for the MPO.
    - Establish regular CIP and TIP funding for roadway retrofits and restriping.
    - Integrate bicycle-related improvements with scheduled roadway maintenance and restriping projects.

X-3

• Add bicycle parking at 50 key locations throughout the region.

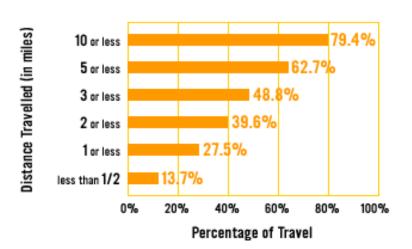
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EXECUTIVE SUMMARY

# Health and Wellness & Alternative Transportation

## Daily Trip Distances



Above: By walking or biking for our trips that are less than 2 miles, we could eliminate 40% of local car trips.

is a healthy community. The declining health of America's population is alarming. Study after study affirms that sedentary lifestyles and prolonged periods of inactivity are major deterrents to health, leading to a rise in the occurrence of cardiovascular disease, hypertension, diabetes, osteoporosis and some cancers. Land use and transportation are quickly becoming areas of focus as communities strive to become more walkable, bikeable and accessible. Transportation safety and enhanced mobility along with the pattern and density of development are proven corollaries to community health and wellness.

It is well documented that an active community

Safer roadways, greenways, and improved facilities for pedestrians and bicyclists, aid in safety, improve the environment, and encourage more people to enter the outdoors for transportation, recreation, and day-to-day activities.



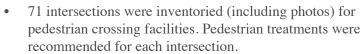


**EXECUTIVE SUMMARY** 

# Assessing Needs and Opportunities

### FIELDWORK AND ANALYSIS

The consultant team conducted an in-depth analysis, photo inventory, and evaluation of current conditions for biking and walking:



- Over 200 miles of arterial, collector, and some local roads were analyzed and measured for possible on-road bicycle facilities.
- Special attention was paid to school areas, Downtown areas, roadway crossings, and key destinations.



Analysis included an on-the-ground evaluation.

X-5

## GEOGRAPHIC INFORMATION SYSTEMS (GIS)

GIS data for existing trails, sidewalks, and bicycle facilities was supplemented with aerial photography, transportation data, trip attractors, schools, parcels, waterways, etc. to provide a comprehensive map and tool for developing the recommended bicycle and pedestrian networks. These data resources revealed numerous gaps in the existing sidewalk system and opportunities for new facilities.

#### EXISTING PLANS

Numerous plans, guidelines, and strategies have addressed issues relating to bicycle and pedestrian facilities in the Greenville Urban Area. They have addressed land use, alternative transportation, roadway design, open space, parks and recreation, and other initiatives. Special consideration was given to current community plans, policies, and documents to better integrate this Plan into the fabric of area planning efforts, and to incorporate the insights, visions, and findings of past plans as appropriate.

#### PUBLIC INPUT

The consultant team developed numerous products to facilitate public comments that included:

- An online comment form and hardcopy companion
- Project website with links to project information
- Facebook page, Twitter page & Community Walk map input website
- Flyers for public workshops
- Newsletters with project updates

A series of public workshops were held in October and December 2010 to receive input into the process.



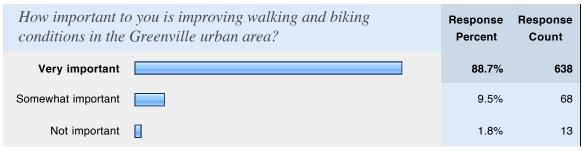


Above: Examples of good existing infrastructure.

Below: Opportunities

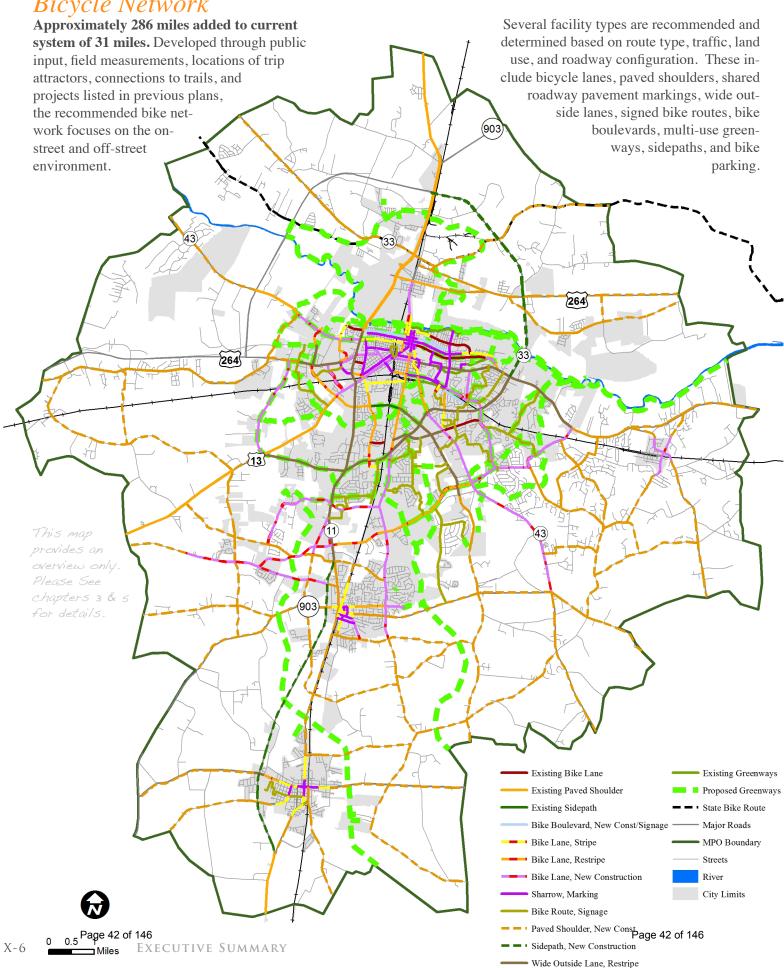




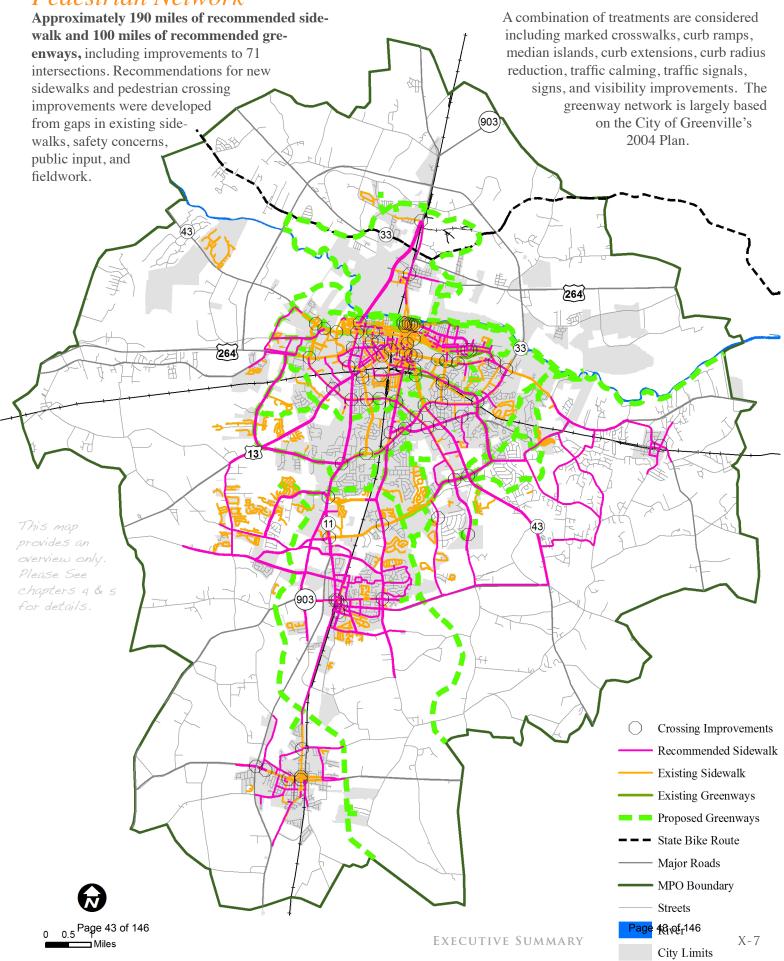


Above: More than 700 people responded to the comment form, the large majority indicating the importance of this Plan.

## Bicycle Network



## Pedestrian Network



# Bicycle and Pedestrian Programs

Creation of a successful Bicycle and Pedestrian Network will involve more than facility improvements. The long-term success of the network will also depend on related education, encouragement, and enforcement programming. There are many program groups and resources already working in the region including the City of Greenville Bicycle and Pedestrian Advisory Commission (BPAC), East Carolina Injury Prevention Program (ECIPP), Safe Communities Coalition of Pitt County, Safe Kids Pitt County, Friends of Greenville Greenways (FROGGS), and others that are working to encourage walking and bicycling. These groups should work together with the MPO and its municipalities to launch additional programs, access program funding, and reach further into residents of each community.

It will be critical for the Greenville Urban Area and its partners to:

- inform pedestrians, bicyclists, and motorists about safe behaviors in a multimodal roadway environment,
- enforce laws that make pedestrian and bicycle travel safer,
- encourage people of all ages and abilities to use the bicycle and pedestrian facilities, and
- promote and develop programmatic activities that encourage physical, activity and healthy living.

Key recommended programs include:

- continue Safe Routes to School initiatives,
- Bicycle-friendly community status,
- Walk-friendly community and university status,
- a user-friendly Bicycle and Pedestrian map and website that features existing routes and related information.
- targeted enforcement in locations with heavy amounts of pedestrians or bicyclists,
- internal staff training, and
- Bike/Walk to Work Day events.

These programs will enhance the overall health and wellness of the community by promoting, teaching, and enforcing safety.









- 1. On-road bicycle skills workshop
- 2. Pedestrians at ECU
- 3. Cyclist on W. Arlington Blvd.
- 4. Bicycle Rodeo an education/ encouragement event Page 44 of 146



# Implementation: Realizing the Vision

Implementing the recommendations within the Bicycle and Pedestrian Master Plan will require leadership on the part of the Greenville Urban Area and its municipalities, and a dedication to the development of a bicycle and pedestrian friendly community. The Greenville Urban Area has several opportunities that can help propel implementation:

- First, is the extensive grassroots interest among citizens, local groups, municipalities, and East Carolina University that can provide a voice and support for the Plan. For example, the City of Greenville BPAC is one of the first of its kind in the State of North Carolina. Also, almost 1,000 people participated during this planning process indicating a strong interest at the resident level.
- A second opportunity is building upon Greenville's great system of existing greenways, sidewalks, and destinations.
- A third opportunity is to take advantage of the region's growth by developing facilities as part of future development and construction. These opportunities provide a base and starting point for development and implementation.

Implementing the recommendations of this Plan will require a combination of funding sources that include local, state, federal, and private money. It will be necessary for the Greenville Urban Area to secure funding to undertake the short-term, top priority projects while simultaneously developing a long-term funding strategy to allow for continued development of the overall system. Community foundations and revenue-generating programs for bicycle and pedestrian facilities should also be utilized to raise funds for development and maintenance.

Below: Steering Committee meetings and public workshops.







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Above: Cyclist on Elm near the Green Mill Run Greenway.

Page 45 of 146 Page 45 of 146 **EXECUTIVE SUMMARY** 

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# Project Cutsheets and Development

Bicycle and pedestrian facilities were prioritized by their ability to provide connectivity, serve underserved areas, and improve safety in areas of concern. Higher priorities were also assigned to facilities that could be installed at a lower cost. It is recommended that these facilities be built first to have an immediate impact on the Greenville Urban Area. However, all recommended bicycle and pedestrian facilities in this Plan should be built as opportunity arises (such as roadway reconstruction or new development).

A variety of tools provide the Greenville Urban Area MPO with a quick reference for facility development. Approximately 20 individual cutsheets for both high priority on-road bicycle facilities and sidewalk improvements have been developed for the City of Greenville. Top priority project maps and project descriptions have been developed for Pitt County, Town of Winterville, Town of Ayden, and Village of Simpson as well. Pilot projects to address critical needs were also developed to provide guidance.

Roadway construction and reconstruction projects offer excellent opportunities to incorporate facility improvements for non-motorized modes. It is much more cost-effective to provide bicycle and pedestrian facilities in conjunction with these projects than to initiate the improvements later as "retrofit" projects. Approximately 40 miles of low-cost "retrofit" projects have been identified for on-road bicycle lanes or sharrows through simple striping and restriping procedures. Roadway design guidelines are provided for project development and are important policy documents because they describe the types of facilities that should be provided during construction and reconstruction projects.



Existing conditions at the intersection of Greenville & Charles.



Photo visualization showing high visibility crosswalks and pedestrian activated countdown signals.



Existing conditions along W. sth Street.



Photo visualization showing the addition of a bike lane.

## Policy/Administrative Action Steps

The implementation chapter provides a table of 57 action steps divided into eight task categories, and three timeframe phases. The categories of steps are: 1) Local adoptions, 2) Infrastructure improvements, 3) Local and regional coordination, 4) Programs, 5) Policies, 6) Further studies, 7) Staffing needs, and 8) Evaluation and databases. This actionoriented guide should be used to implement the recommendations of this Plan. Some of the most important steps are described below:

ADOPT THIS PLAN

The most important action step for the Greenville Urban Area is to adopt, publicize, and champion this Plan at the City, County, MPO, and local municipality levels. This should be considered the first step in implementation. Through adoption of this document and its accompanying maps as the official bicycle and pedestrian plan, the MPO and its municipalities will be better able to shape transportation and development decisions so that they fit with the goals of this Plan. Most importantly, having an adopted Plan is extremely helpful in securing funding from state, federal, and private agencies. Adopting this Plan does not commit the MPO, County, and its municipalities to dedicate or allocate funds, but rather indicates the intent to implement this Plan over time, starting with these key action steps.

Create an Implementation Strategy

The Greenville Urban Area MPO should develop an internal strategy to implement the Bicycle and Pedestrian Master Plan. As a part of this strategy, the MPO should identify specific individuals and program areas that will be responsible for implementing the various aspects of the Plan from day-to-day efforts to long range goals. The MPO should add a full-time Bicycle and Pedestrian Planner position to focus on the implementation of this Plan. Each municipality should assign an existing position to focus on bicycle and pedestrian-related issues and become knowledgeable about the Bicycle and Pedestrian Master Plan. The MPO should also work closely with the City of Greenville Bicycle and Pedestrian Advisory Commission (BPAC) to assist in implementation. The BPAC should provide a communications link between the citizens and the City of Greenville, as well as an avenue for reviewing/revising project priorities.

CONSIDER ADOPTION OF A "COMPLETE STREETS" POLICY

There is a growing national trend towards integrating bicycling, walking and transit as a routine element in roadway projects. This movement has developed under the name of "Complete Streets," which is defined by the Complete the Streets Coalition as follows:

"Complete Streets are designed and operated to enable safe access for all users." Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street."

www.completethestreets.org

By adopting a "Complete Streets" policy, the Greenville Urban Area commits to developing new roadways and reconstructing existing roadways to accommodate all users.

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4

## BECOME A BICYCLE FRIENDLY COMMUNITY (BFC)

The BFC campaign is an awards program that recognizes municipalities that actively support bicycling. A BFC provides safe accommodation for bicycling and encourages its residents to bike for transportation and recreation. Communities that are bicycle-friendly are seen as places with a high quality of life, and becoming a bicycle friendly community often translates into increased property values, business growth and increased tourism.

5

#### LAUNCH PROGRAMS

The Greenville Urban Area should continue, expand and develop education, encouragement, and enforcement programs, including the Safe Routes to School program. These programs will bring increased visibility to the process and educate the public about walking and biking safety.

6

## BEGIN TOP PRIORITY PROJECTS

Top priority projects identified during this study provide an immediate impact where there is need. The on-road bike priority projects are low-cost and "shovel ready." The MPO should establish a process of incorporating bicycle and pedestrian network recommendations during future funded roadway improvements.

7

## CONDUCT FURTHER STUDIES

This plan is largely a guidance document that has identified areas of need in the Greenville Urban Area. Further studies will address these needs in a more specific manner. Additional recommended studies are: a bicycle parking study, bus stop access improvement study, pedestrian and bicycle railroad crossing study, traffic calming and speed limit reduction study, driveway access management study, and an update to the City of Greenville Greenways Master Plan.

8

#### **EVALUATE PROGRESS**

The Greenville Urban Area MPO, its partners, and municipalities should monitor implementation progress on a regular basis. This will ensure continued momentum and provide opportunities for updates and changes to process if necessary. Evaluation methods include quarterly meetings, the development of an annual performance report, update of bicycle and pedestrian infrastructure databases, pedestrian and bicycle counts, assessment of new facilities, and plan updates.

## Additional Resources

In addition to these strategies and tools, the Bicycle and Pedestrian Master Plan includes other implementation resources. A list of funding sources is included to help take advantage of available options. Design guidelines for bicycle, pedestrian, and trail facilities are provided to meet facility development needs and serve as a guide for minimum standards. Policy recommendations are geared at updating language in local codes and planning documents to ensure that bicycle and pedestrian needs are addressed in future development. Finally, the plan also features a detailed action steps table that will guide implementation of the plan.



Cyclist near Elm & Fern.

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## Attachment 5d

## Transportation Advisory Committee

## **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

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

TAC's consideration

<u>Purpose:</u> Decision of cost-sharing methodology of local match of MPO funding.

### Discussion:

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

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

At the January 20, 2011 TCC meeting, the group requested an additional meeting prior to the March 17, 2010 TAC meeting. This additional meeting allowed TCC members more time to coordinate with their respective staff regarding the impacts of the two scenarios. Using this information, TCC developed a cost-sharing recommendation for TAC's consideration. TCC's recommendation is to cost-share the local match responsibilities for a new position and incrementally increases the cost share of the local match for the existing position. Details on these recommendations are in Table A.

Staff recommends that MPO-member jurisdictions share the local match on a per-capita basis.

<u>Action Needed:</u> TAC consider the cost-sharing methodology recommended by TCC during their March 4, 2011 meeting.

## Attachments:

- Table A
- Resolution 2011-04-GUAMPO
- White Paper and associated attachments

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## 3/4/11 TCC Recommendation

Cost share postion#2+, incrementally implement cost share for position #1

		Sample Yearly			Pe	er Capita							Υe	ear 4+ and
		Salary for 1		20% local		st Share:	Po	Position #1 Position		sition #1	Po	sition #1	any	/ additional
Jurisdiction	Percent	position		match		sition #2		Year 1	,	Year 2		Year 3	staff	
Greenville	64.60%	\$ 80,000	\$	16,000	\$	10,336	\$	14,131	\$	12,222	\$	10,336	\$	10,336
Winterville	7.16%	\$ 80,000	\$	16,000	\$	1,146	\$	378	\$	764	\$	1,146	\$	1,146
Ayden	3.90%	\$ 80,000	\$	16,000	\$	624	\$	206	\$	416	\$	624	\$	624
Simpson	0.39%	\$ 80,000	\$	16,000	\$	62	\$	21	\$	41	\$	62	\$	62
Pitt County	23.95%	\$ 80,000	\$	16,000	\$	3,831	\$	1,264	\$	2,555	\$	3,831	\$	3,831
,	100.00%				\$	16,000	\$	16,000	\$	16,000	\$	16,000	\$	16,000

## TCC Recommendation Jursidictional yearly total

(estimate for planning / bugetary purposes)

	(ootiiiiate	,	n planning /	~	golary	РЧ	podedj			
								Ye	ar 4+ and	
									any	
				Total Position #1				additional		
Jurisdiction	Percent		Total Year 1		Year 2		Year 3		staff	
Greenville	64.60%	\$	24,467	\$	22,559	\$	20,673	\$	20,673	
Winterville	7.16%	\$	1,524	\$	1,910	\$	2,292	\$	2,292	
Ayden	3.90%	\$	830	\$	1,041	\$	1,249	\$	1,249	
Simpson	0.39%	\$	83	\$	104	\$	124	\$	124	
Pitt County	23.95%	\$	5,096	\$	6,387	\$	7,663	\$	7,663	
	100.00%	\$	32,000	\$	32,000	\$	32,000	\$	32,000	

## MPO Cost Share Analysis

(Based on 2009 NC Municipal Estimates from State Demographer)

Member Ju	urisdiction	2009 Estimated Population	% of Total MPO Population			
Greenville		82569	64.60%			
Winterville		9154	7.16%			
Ayden		4987	3.90%			
Simpson		497	0.39%			
Pitt County (A MPO boundar		30605	23.95%			
-	Γotal	127812	100%			

<sup>\*</sup>methodology to obtain Pitt County's unincorporated MPO population estimate documented below:

Step 1. Obtain average population growth over known MPO municipalities

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

 Step 2. Apply 4.3% to Pitt County's 2007 pop estimate

 2007 pop est
 2009 pop growth
 % diff

 Pitt County
 29343
 30605
 4.30%

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#### **RESOLUTION NO. 2011-04-GUAMPO**

# APPROVING THE MPO'S ADMINISTRATIVE COST SHARING AGREEMENT FOR THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

- WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting a continuing, cooperative, and comprehensive transportation planning program in order to ensure that funds for transportation projects are effectively allocated to the Greenville Urban Area; and
- WHEREAS, the City of Greenville has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program Funds; and
- WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the yearly adopted Planning Work Program (PWP) will effectively advance transportation planning; and
- WHEREAS, it is the desire of MPO-member agencies that the local share of staffing and administrative costs identified in the PWP be shared by a per-capita cost sharing methodology; and

#### NOW THEREFORE, BE IT RESOLVED that

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

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

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

Amanda Braddy, Secretary

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#### **MEMORANDUM**

TO:

Westell **Technical Coordinating Committee Members** 

FROM:

Wesley B. Anderson, Chairperson

DATE:

February 1, 2011

RE:

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

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

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

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

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

COG-#887475-v1-MPO funding cost share.DOC

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

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

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

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

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

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## Current cost-share distribution

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

## MPO Staff proposed percapita cost share distribution

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

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

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

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

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

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

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

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

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

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

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TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Proposed addition to MPO staff

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### Attachments:

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

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## **Transportation Conformity Process**

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

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

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

### 2. Project List Review (30 days)

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

#### 3. Transportation Modeling (70 days)

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

#### 4. Emissions Factors Development (20 days)

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

## 5. Emissions Estimation (15 days)

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

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

## 6. Draft Conformity Determination Report (30 days)

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

## 7. NCDENR Review (21 days)

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

## 8. Interagency Consultation Meeting (5 days)

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

#### 9. NCDENR Review and Comment Letter (7 days)

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

## 10. Final CDR (15 days)

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

#### 11. Public Review and Comment Period (30 days)

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

## 12. Respond to Public Comments (30 days)

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

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

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

## 14. Federal Review Process (30 days)

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

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# **Cost share summary**

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

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

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

<sup>\*</sup>methodology to obtain Pitt County's unincorporated MPO population estimate documented below

Step 1. Obtain average population growth over known MPO municipalities

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

 Step 2. Apply 4.3% to Pitt County's 2007 pop estimate

 2007 pop est
 2009 pop grow
 % diff

 Pitt County
 29343
 30605
 4.30%

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<sup>\*\*</sup>This value represents the local-match (20% of the gross PWP budget)

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

## Current share of MPO local match

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

Proposed per-capita cost share

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

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## Attachment 5e

## **Transportation Advisory Committee**

## **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner SUBJECT: Update to "shovel-ready" projects priority lists

<u>Purpose:</u> To update the "shovel-ready" project priority lists.

<u>Discussion:</u> There have been no recent actions concerning any further Federal stimulus funding. 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. The same assumptions, conditions, and criteria utilized in developing the MPO's prioritized list of projects for the first stimulus Act should be 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 roadway, enhancement, and transit "shovel-ready" projects to be submitted to NCDOT for consideration of the next wave of potential stimulus funds.

This item was recommended for TAC adoption at the January 20, 2011 TCC meeting.

<u>Action Needed</u>: TAC adopt Resolutions 2011-05-GUAMPO, 2011-06-GUAMPO, and 2011-07-GUAMPO.

<u>Attachments:</u> These attachments are identified as "Attachment A—proposed" and are Resolutions 2011-05-GUAMPO, 2011-06-GUAMPO, and 2011-07-GUAMPO.

For comparison purposes, attached are the resolutions adopted by the TAC on March 16, 2010 that identify the recommended stimulus projects. (Attachment B—existing)

#### RESOLUTION NO. 2011-05-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 17th day of March 2011, 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

PRIORITY	ROUTE	FROM	TO	PROJECT	<u>ESTIMATED</u>
				<u>DESCRIPTION</u>	<u>COST</u>
1	Old NC11 (Lee St)	Intersections at	N/A	Installation of	\$385,000
		NC102 (Third St)		decorative fixed-arm	
		and Second St		traffic signals with	
				signalized pedestrian	
				crossings and associated	
				improvements	
2	Brownlea Drive,	End of Existing	Fourteenth St	Construct new roadway	\$725,000
	Phase 2	Pavement		to complete segment	
3	Main Street	NC11	Graham St	Mill and resurface	\$175,000
	(Winterville)				
4	Tucker Road	Ivy Road	BlackJack-	Mill and resurface	\$240,000
		•	Simpson Road		
5	NC 102	NC 11	NC 903	Mill and resurface	\$370,000
6	Firetower Road	NC 43	Portertown Rd	Add continuous turn	
				lane; mill &resurface	
				construct roundabout at	
				Firetower Rd and	
				Portertown Rd	
				intersection	

PRIORITY	ROUTE	FROM	<u>TO</u>	PROJECT DESCRIPTION	ESTIMATED COST
7	NC 102	0.3 Miles West of Ayden Golf Club Rd	County Home Road	Mill and resurface	\$330,000
8	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
9	Old Tar Road	Main St	Cooper St	Install drainage pipe in open ditch (west side)	\$295,000
10	King George Road	(Bridge #73421)	N/A	Bridge Replacement	\$505,000
11	Oxford Road	(Bridge #73419)	N/A	Bridge Replacement	\$500,000
12	Railroad Street	Worthington St	Vernon White Road	Install drainage pipe in open ditch(west side)	\$360,000
13	Signal Upgrades (Pedestrian)	(15 locations in Greenville City limits)	N/A	Install pedestrian crossing signal, roadway marking, related infrastructure improvements	\$205,000
14	Dickinson Ave	NC11	Reade Circle/ Greene St	Stormwater improvements	\$8,213,000

	Mayor Patricia C. Dunn, Chairperson Transportation Advisory Committee Greenville Urban Area MPO
ATTEST:Amanda J. Braddy, TAC Secretary	

Adopted the 17th day of March 2011.

# Attachment A - Proposed RESOLUTION NO. 2011-06-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 17th day of March 2011, 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

<b>PRIORITY</b>	Jurisdic	ROUTE	FROM	<u>TO</u>	SIDE	COST	PROJECT
	<u>tion</u>						<u>DESCRIPTIO</u>
							<u>N</u>
	G	Firetower Rd	Old Firetower	Wimbledon St	North	\$70,000	Construct
			Rd				Sidewalk
	W	Church St	Main St	Approx 215 ft	West	\$14,000	Construct
				south of Main St			Sidewalk
	A	Snow Hill St	Sixth St	Juanita Ave	West/	\$41,000	Construct
					North		Sidewalk
	G	Firetower Rd	Wimbledon	Arlington Blvd	North	\$95,000	Construct
			St	_			Sidewalk
	W	Cooper St	Church St	Approx 1,800 ft	South	\$95,000	Construct
				East of Church St			Sidewalk
	A	Second Street	Verna Ave	Jolly Rd	South	\$62,000	Construct
1							Sidewalk
	G	Firetower Rd	Arlington	NC 43 (Charles	North	\$81,000	Construct
			Blvd	Blvd)			Sidewalk
	W	Railroad St	Worthington	Approx 1,250 ft	East	\$63,000	Construct
			St	South of			Sidewalk
				Worthington St			
	G	Greenville Blvd.	Bismark Dr.	NC 11 (Memorial	North	\$98,000	Construct
				Blvd)			Sidewalk
	W	Worthington St	Railroad St	Jones St	North	\$22,000	Construct
							Sidewalk
	W	Worthington St	Railroad St	Jones St	South	\$19,000	Construct
							Sidewalk
				TF 4 1 4		0660 000	

**Total cost** \$660,000

Construct	Page	71 of 146		Attachn	nent A - Proposed			Page 71 of 146
G Thackery Dr Cantata Dr. Blvd Sidewalk G Firetower Rd Old Firetower Wimbledon St Rd Sidewalk G Firetower Rd Wimbledon St Rd South S79,000 Construct Sidewalk G Firetower Rd Wimbledon St South S103,000 Construct Sidewalk G Firetower Rd Arlington Blvd South S85,000 Sidewalk Blvd Slvd Slowensk Sidewalk G Firetower Rd Arlington NC 43 (Charles Blvd Sidewalk Slowensk Spring Forest Arlington Blvd North S99,000 Construct Sidewalk Sidewalk Slowensk	PRIORITY		ROUTE	<u>FROM</u>	TO	SIDE	COST	PROJECT DESCRIPTIO N
Construct		G	Thackery Dr	Cantata Dr.	,	South	\$39,000	Construct Sidewalk
St		G	Firetower Rd		Wimbledon St	South	\$79,000	Construct Sidewalk
Blvd Blvd Sidewalk  G Dickinson Rd Spring Forest Rd Rd G Charles Blvd Red Banks Rd G Charles Blvd Hyde Dr Firetower Rd West \$155,000 Construct Sidewalk G Charles Blvd Hyde Dr Firetower Rd West \$187,000 Construct Sidewalk G Evans St Arlington Red Banks Rd West \$187,000 Construct Sidewalk  Total cost \$951,000  G Red Banks Rd Greenville Blvd Firetower Rd Signature Dr West \$157,000 Construct Sidewalk G Charles Blvd Firetower Rd Signature Dr West \$157,000 Construct Sidewalk G Tucker Rd Red Banks Fantasia Dr West \$93,000 Construct Sidewalk G Tucker Rd Fantasia Dr Largo Dr West \$75,000 Construct Sidewalk G Tucker Rd Largo Dr Cantata Dr West \$114,000 Construct Sidewalk G G Greenville Blvd Kristin Dr Williams Dr East \$189,000 Construct Sidewalk  Total cost \$947,000  G Greenville Blvd Kristin Dr Williams Dr East \$189,000 Construct Sidewalk  Total cost \$947,000  G Greenville Blvd Williams Dr Dickinson Ave East \$179,000 Construct Sidewalk  Total cost \$947,000  G Greenville Blvd Williams Dr Dickinson Ave East \$179,000 Construct Sidewalk  G Greenville Blvd Williams Dr Dickinson Ave East \$179,000 Construct Sidewalk  Total cost \$947,000 Construct Sidewalk  Total c		G	Firetower Rd		Arlington Blvd	South	\$103,000	Construct Sidewalk
G Charles Blvd Red Banks Rd Byde Dr West \$155,000 Construct Sidewalk Rd West Substitution Red Banks Rd Substitution Red Banks Rd Bunks Rd Greenville Evans St North Substitution Red Substitution Red Bunks Rd Bunks Rd Bunks Funtasia Dr West Substitution Red Substitution Red Banks Funtasia Dr West Substitution Red Substitution Red Banks Funtasia Dr West Substitution Red Substitution Red Banks Funtasia Dr West Substitution Red Greenville Bunks Funtasia Dr West Substitution Red Green Fifth St Bridge Green Mill N/A North Substitution Red Green Mill N/A Runks Substitution Red Fifth St Bridge Red Green Mill N/A Runks Substitution Red Fifth St Bridge Red Green Mill N/A Runks Substitution Red Fifth St Bridge Red Green Mill N/A Runks Substitution Red Fifth Red Fifth St Bridge Red Fifth Red Fift		G		Blvd	Blvd)	South	<u> </u>	Construct Sidewalk
Rd	2			Rd			,	Construct Sidewalk
G Evans St Arlington Blvd Sidewalk  Total cost S951,000  G WH Smith Dickinson Rd Stantonsburg Rd East \$185,000 Construct Sidewalk  G Red Banks Rd Greenville Blvd Signature Dr West \$157,000 Construct Sidewalk  G Charles Blvd Firetower Rd Signature Dr West \$157,000 Construct Sidewalk  G Tucker Rd Red Banks Rd Fantasia Dr West \$93,000 Construct Sidewalk  G Tucker Rd Fantasia Dr Largo Dr West \$75,000 Construct Sidewalk  G Tucker Rd Largo Dr Cantata Dr West \$114,000 Construct Sidewalk  G Greenville Blvd Kristin Dr Williams Dr East \$189,000 Construct Sidewalk  Total cost \$947,000  G Greenville Blvd Williams Dr Dickinson Ave East \$179,000 Construct Sidewalk  G Fifth St Bridge @ Green Mill Run (Bridge Williams Dr Bridge Pedestria Modifica				Rd			,	Construct Sidewalk
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G Tucker Rd Fantasia Dr Largo Dr West \$75,000 Construct Sidewalk G Tucker Rd Largo Dr Cantata Dr West \$114,000 Construct Sidewalk G G Greenville Blvd Kristin Dr Williams Dr East \$189,000 Construct Sidewalk Total cost \$947,000  G Greenville Blvd Kristin Dr NC 11 (Memorial Blvd) Sidewalk G G Greenville Blvd Williams Dr Dickinson Ave East \$179,000 Construct Sidewalk G G Fifth St Bridge @ Green Mill Run (Bridge Run (Bridge Run Modifica Run (Bridge Run Modifica Run Modifica Run Run (Bridge Run Run Run Research Run Research Run Research Resear					0			Construct Sidewalk
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Total cost \$947,000  Greenville Blvd Kristin Dr NC 11 (Memorial East \$208,000 Construc Sidewalk Sidewalk G Green Mill N/A North \$340,000 Bridge Pedestria Modifica		G	Tucker Rd	Largo Dr	Cantata Dr	West	\$114,000	Construct Sidewalk
G Greenville Blvd Kristin Dr NC 11 (Memorial East \$208,000 Construct Sidewalk G Greenville Blvd Williams Dr Dickinson Ave East \$179,000 Construct Sidewalk G Fifth St Bridge @ Green Mill N/A North \$340,000 Bridge Pedestriat (Bridge)		G	Greenville Blvd	Kristin Dr	Williams Dr	East	\$189,000	Construct Sidewalk
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4 G Fifth St Bridge @ Green Mill N/A North \$340,000 Bridge Pedestria (Bridge	4				Blvd)			Construct Sidewalk
Run (Bridge   Ward Green Mill N/A   North   \$340,000   Bridge   Pedestria   Modifica   Modifica   Run							ŕ	Construct Sidewalk
	7	G	Fifth St Bridge	Run	N/A	North	\$340,000	Bridge Pedestrian Modification
Total cost \$727,000					Total cost		\$727,000	]

Adopted the 17th day of March 2011.	
	Mayor Patricia C. Dunn, Chairperson
	Transportation Advisory Committee
	Greenville Urban Area
ATTEST:	

Attachment A - Proposed

Amanda J. Braddy, TAC Secretary

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### **RESOLUTION NO. 2011-07-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 17th day of March 2011, 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

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

Adopted the 17th day of March 2011.	
	Mayor Patricia C. Dunn, Chairperson Transportation Advisory Committee Greenville Urban Area
ATTEST:	
Amanda J. Braddy, TAC Secretary	_

### **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

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

PRIORITY	ROUTE	FROM	TO	PROJECT	ESTIMATED
INDICT	KOOTE	FROM	10	DESCRIPTION	COST
7	Firetower Road	NC 43	Portertown Rd	Add continuous turn	<u> </u>
/ /	Thetower Road	10.43	1 Oftertown Rd	lane; mill &resurface	
		, , ,		construct roundabout at	
				Firetower Rd and	
				Portertown Rd	
				intersection	
8	W. Fifth St	NC 11	Abermarle	Mill and resurface	\$200,000
	W. Thui Dt	1011	Avenue	will and losaliaco	Ψ200,000
9	NC 102	0.3 Miles West of	County Home	Mill and resurface	\$330,000
	110 102	Ayden Golf Club	Road	TVIIII dila loballace	<b>455</b> 0,000
		Rd	Ttoutu		
10	Arlington Blvd	Intersection of	N/A	Road Infrastructure	\$25,000
		Evans Street	****	Improvements	<b>4</b> ,
11	Stantonsburg Road		US 264	Mill and resurface	\$850,000
12	US264A	Intersection of Red	N/A	Construct dedicated	\$300,000
	(Greenville Blvd)	Banks Road		right turn lanes	
	(- 11 ) - 11 (11)			Eastbound and	
	•			Westbound at Red	
				Banks Road	
-				intersection.	
13	Old Tar Road	Main St	Cooper St	Install drainage pipe in	\$295,000
	*		•	open ditch (west side)	-
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	Install drainage pipe in	\$360,000
	'		Road	open ditch(west side)	
17	Signal Upgrades	(11 locations in	N/A	Install pedestrian	\$150,000
	(Pedestrian)	Greenville City		crossing signal, roadway	
1		limits)		marking, related	
				infrastructure	
	-			improvements	
18	Dickinson Ave	NC11	Reade Circle/	Stormwater	\$4,700,000
			Greene St	improvements	

Adopted the 16th day of March 2010.

Mayor Patricia C. Dunn, Chairperson Transportation Advisory Committee

Greenville Urban Area

### Attachment B - Existing

### **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

PRIORITY	ROUTE	FROM	TO	SIDE	COST	PROJECT
					:	DESCRIPTION
	Tenth St	Fifth St	Monroe Rd	North	\$50,000	Construct
						Sidewalk
	Church St	Main St	Approx 215 ft	West	\$14,000	Construct
			south of Main St			Sidewalk
	Snow Hill St	Sixth St	Juanita Ave	West/	\$41,000	Construct
				North		Sidewalk
	Red Banks Rd	Greenville Blvd	Arlington Blvd	North	\$112,000	Construct
				side		Sidewalk
	Cooper St	Church St	Approx 1,800 ft	South	\$95,000	Construct
			East of Church St			Sidewalk
	Second Street	Verna Ave	Jolly Rd	South	\$62,000	Construct
						Sidewalk
1	Red Banks Rd	NC 43 (Charles	Arlington Blvd	North	\$80,000	Construct
		Blvd)				Sidewalk
	Railroad St	Worthington St	Approx 1,250 ft	East	\$63,000	Construct
			South of			Sidewalk
			Worthington St			
	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
11 a 12 1						

			Total cost		\$947,000	
	Greenville Blvd	Kristin Dr	Williams Dr	East	\$189,000	Construct Sidewalk
	Tucker Rd	Largo Dr	Cantata Dr	West	\$114,000	Construct Sidewalk
	Tucker Rd	Fantasia Dr	Largo Dr	West	\$75,000	Construct Sidewalk
3	Tucker Rd	Red Banks Rd	Fantasia Dr	West	\$93,000	Construct Sidewalk
	Charles Blvd	Firetower Rd	Signature Dr	West	\$157,000	Construct Sidewalk
	Red Banks Rd	Greenville Blvd	Evans St	North	\$134,000	Construct Sidewalk
	WH Smith	Dickinson Rd	Stantonsburg Rd	East	\$185,000	Construct Sidewalk
			Total cost		\$951,000	J
			T ( )		·	Sidewalk
	Evans St	Arlington Blvd	Red Banks Rd	West	\$187,000	Sidewalk Construct
	Charles Blvd	Hyde Dr	Firetower Rd	West	\$204,000	Construct
	Charles Blvd	Red Banks Rd	Hyde Dr	West	\$155,000	Construct Sidewalk
2	Dickinson Rd	Spring Forest Rd	Arlington Blvd	North	\$99,000	Construct Sidewalk
	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	South	\$85,000	Construct Sidewalk
	Firetower Rd	Wimbledon St	Arlington Blvd	South	\$103,000	Construct Sidewalk
		Old Firetower Rd		South	\$79,000	Construct Sidewalk
	Firetower Rd		Blvd)			Sidewalk
ing sample problem.	Thackery Dr	Cantata Dr.	NC 43 (Charles	South	\$39,000	Construct
			Total cost	<u>-</u>	\$1,025,000	]
	Greenville Blvd.	Bismark Dr.	NC 11 (Memorial Blvd)	North	\$98,000	Construct Sidewalk
	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	North		Construct Sidewalk
				,	,	Sidewalk
	Firetower Rd	Wimbledon St	Arlington Blvd	North	\$95,000	Sidewalk Construct
·	Firetower Rd	Old Firetower Rd	Wimbledon St	North	\$70,000	Construct
INCOLLI	ROUIL	TROW	10	SIDE	<u>COST</u>	DESCRIPTION
<b>PRIORITY</b>	<u>ROUTE</u>	FROM	ttachment B - Existing TO	SIDE	COST	<u>PROJECT</u>

Page 78 of 146 Attachment B - Existing Page 78 of 146 **FROM SIDE COST** PRIORITY **ROUTE** <u>TO</u> **PROJECT DESCRIPTION** Greenville Blvd Kristin Dr NC 11 (Memorial East \$208,000 Construct Sidewalk Blvd) Greenville Blvd Williams Dr Dickinson Ave East \$179,000 Construct Sidewalk 4 Bridge Fifth St Bridge @ Green Mill \$340,000 N/A North Pedestrian Run

(Bridge #73094)

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

Modification

### 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

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

Adopted the 16th day of March 2010.

Mayor Patricia C. Dunn, Chairperson Transportation Advisory Committee

Greenville Urban Area

ATTEST:

Amanda J. HANDOVX

Amanda J. Braddy, TAC Secretary

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### **Attachment 5f**

### Transportation Advisory Committee

### **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Proposed modifications to the 2009-2015 Metropolitan Transportation

Improvement Program (MTIP) for "shovel-ready" projects.

<u>Purpose:</u> To modify the 2009-2015 Metropolitan Transportation Improvement Program list to update the list of projects that could be funded if there is another economic stimulus recovery program.

<u>Discussion:</u> It is recommended that the MPO update the Metropolitan Transportation Improvement Programs (MTIP) to reflect modifications to the shovel-ready projects prioritiezed in the previous item. 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.

A 30-day public comment period for the proposed changes to the MTIP will be advertised prior to the March 17<sup>th</sup>, 2011 TAC meeting. Any public comments received will be distributed at the TAC meeting as an attachment to this agenda item. No comments were received.

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.

This item was recommended for TAC adoption at the January 20, 2011 TCC meeting.

Action Needed: TAC adopt Resolution 2011-08-GUAMPO

### Attachments:

Resolution 2011-08-GUAMPO

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### RESOLUTION NO. 2011-08-GUAMPO AMENDING THE GREENVILLE URBAN AREA METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) FOR FY 2009-2015

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2009-2015 Metropolitan Transportation Improvement Program (MTIP) and 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:

(Items to be deleted)

ID No.	County	Funding Source	Total Project Cost (000's)	Location/Description		FY 2010	FY 2011
	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	С		300
	Pitt	ST	850	Greenville: Stantonsburg Rd—from NC11 to US264  Mill and resurface	С		850
	Pitt	ST	200	Greenville: W. Fifth St – from NC11 to Abermarle Avenue  Mill and resurface	С		200

 $\label{local_condition} {\tt COG-\#882201-v1-Resolution\_2011\_08--modify\_09-15\_MTIP\_for\_shovel-ready\_projects.DOC} \qquad {\tt Page 1 of 6}$ 

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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	С		385
	Pitt	ST	725	Greenville: Brownlea Drive (Phase 2)—from end of existing pavement to Fourteenth St  Construct new roadway to complete segment	С		725
	Pitt	ST	175	Winterville: Main Street –from NC11 to Graham St Mill and Resurface	С		175
	Pitt	ST	240	Simpson: Tucker Rd—from Ivy Rd to BlackJack-Simpson Rd Mill and Resurface	С		240
	Pitt	ST	370	Ayden: NC102from NC11 to NC903  Mill and Resurface	С		370

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ID No.	County	Funding	Total	Location/Description		FY	FY
		Source	Project Cost (000's)			2010	2011
	Pitt	ST		Greenville: Firetower Rd—from NC43 to Portertown Rd	С		
				Add continuous turn lane; mill &resurface construct roundabout at Firetower Rd and Portertown Rd intersection			
	Pitt	ST	330	Ayden: NC102—from 0.3 miles west of Ayden Golf Club Rd to County Home Rd	С		330
				Mill and resurface			
	Pitt	ST	25	Greenville: Arlington Blvd—at intersection of Evans St	С		25
				Road Infrastructure Improvements			
	D:44	ST	200	Constitution (Constitution)	C		200
	Pitt	51	300	Greenville: US264A (Greenville Blvd)—at intersection of Red Banks Rd	С		300
				Construct dedicated right turn lanes Eastbound and Westbound at Red Banks Road intersection.			
	Pitt	ST	295	Winterville: Old Tar Road—from Main St to Cooper St	С		295
				Install drainage pipe in open ditch (west side)			
	Pitt	ST	505	Greenville: King George Road—at Bridge #73421	С		505
				Bridge Replacement			
	Pitt	ST	500	Greenville: Oxford Road—at Bridge #73419  Bridge Replacement	С		500
	Pitt	ST	360	Winterville: Railroad St—from Worthington St to Vernon White Rd	С		360
				Install drainage pipe in open ditch (west side)			
	Pitt	ST	150	Greenville: Pedestrian Signal Upgrades at 15 locations within Greenville City limits	С		205
				Install pedestrian crossing signal, roadway marking, related infrastructure			

 $COG\text{-}\#882201\text{-}v1\text{-}Resolution\_2011\_08\text{--}modify\_09\text{-}15\_MTIP\_for\_shovel\text{-}ready\_projects.}DOC$ 

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	T =-	T =	· - · -		1	·	T
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	С		8213
				Stormwater improvements			
		C.E.E.			~		7.0
	Pitt	STE	50	Greenville: Tenth St—from Fifth St to Monroe Rd; North side—construct sidewalk	С		50
	Pitt	STE	14	Winterville: Church St—from Main St to approx 215 south of Main St; West side—construct sidewalk	С		14
	Pitt	STE	41	Ayden: Snow Hill St—from Sixth St to Juanita Ave; West/North side—construct sidewalk	С		41
	Pitt	STE	112	Greenville: Red Banks Rd—from Greenville Blvd to Arlington Blvd; North side— construct sidewalk	С		112
	Pitt	STE	95	Winterville: Cooper St—from Church St to approx 1,800 ft East of Church St; South side—construct sidewalk	С		95
	Pitt	STE	62	Ayden: Second St—from Verna Ave to Jolly Rd; South side—construct sidewalk	С		62
	Pitt	STE	80	Greenville: Red Banks Rd—from NC43 (Charles Blvd) to Arlington Blvd; North side—construct sidewalk	С		80
	Pitt	STE	63	Winterville: Railroad St—from Worthington St to approx 1,250 ft South of Worthington St; East side—construct sidewalk	С		63
	Pitt	STE	87	Greenville: Fourteenth St—from Red Banks Rd to Greenville Blvd; West side—construct sidewalk	С		87
	Pitt	STE	22	Winterville: Worthington St—from Railroad St to Jones Rd; North side—construct sidewalk	С		22
	Pitt	STE	46	Greenville: Arlington Blvd—from Hooker Rd to Cherokee Dr.; South side—construct sidewalk	С		46
	Pitt	STE	19	Winterville: Worthington St—from Railroad St to Jones St; South side—construct sidewalk	С		19
	Pitt	STE	70	Greenville: Firetower Rd—from Old Firetower Rd to Wimbledon St; North side— construct sidewalk	С		70
	Pitt	STE	95	Greenville: Firetower Rd—from Wimbledon St to Arlington Blvd; North side—construct sidewalk	С		95

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

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ID No.	County	Funding Source				FY 2010	FY 2011
	Pitt	STE	75	Greenville: Tucker Rd—from Fantasia Dr to Largo Rd; West side—construct sidewalk	С		75
	Pitt	STE	114	Greenville: Tucker Rd—from Largo Dr to Cantata Dr; West side—construct sidewalk	С		114
	Pitt	STE	189	Greenville: Greenville Blvd—from Kristin Dr to Williams Dr; East side—construct sidewalk	С		189
	Pitt	STE	208	Greenville: Greenville Blvd—from Kristin Dr to NC 11 (Memorial Blvd); East side— construct sidewalk	С		208
	Pitt	STE	179	Greenville: Greenville Blvd—from Williams Dr to Dickinson Ave; East side— construct sidewalk	С		179
	Pitt	STE	340	Greenville: Fifth St Bridge—at Green Mill Run (Bridge # 73094); North side— construct Bridge Pedestrian Modification	С		340
	Pitt	ST	15	Greenville: Bus schedule/information holders (30 shelters total)	С		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 17<sup>th</sup> day of March, 2011.

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

Amanda Braddy, Secretary

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### Attachment 5g

### **Transportation Advisory Committee**

### **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: 2011-2012 Transportation Improvement Priorities—Candidate project

identification.

<u>Purpose:</u> Identify projects for submittal to NCDOT as part of the 2014-2020 STIP development process.

### Discussion:

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

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

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

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

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

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

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

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

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

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

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

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

This item was recommended for TAC adoption at the March 4, 2011 TCC meeting.

Action Needed: Adopt Resolution 2011-09-GUAMPO.

### Attachments:

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

# Transportation Improvement Project Priority List Development Tentative Timeline

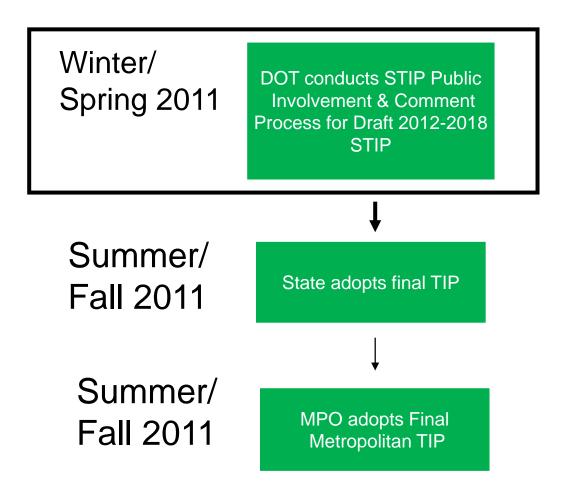
## 2011-2013 Cycle

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

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### Two-Year Transportation Improvement Program Process

## **Steps remaining from 2009-2011 Cycle**



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#### **RESOLUTION NO. 2011-09-GUAMPO**

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

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

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

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

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

### 2011-2012 TRANSPORTATION IMPROVEMENT PROJECTS

### **HIGHWAY IMPROVEMENTS**

**EVANS STREET AND OLD TAR ROAD (SR-1700)** - Widen existing two/three-lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements from Greenville Boulevard (US-264A) to Worthington Road/Cooper Street (SR-1711) (3.8 miles) (ID No. U-2817)

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

**FIRE TOWER ROAD PHASE II** (**SR-1708**) - Construct a multi-lane urban section facility on new location with sidewalk, bicycle, and landscaping improvements from Memorial Drive (NC-11/903) to Frog Level Road (SR1127) (1.6 miles) (**ID No. U-5006**).

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

**FROG LEVEL ROAD (SR-1127)** – (Modernization Project) Widen to meet tolerable lane width requirements, construct 5-foot wide paved shoulders, and construct turn lanes to allow the facility to serve as a connector between US 13/US 264A and NC-903.

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

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

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

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

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

FIRE TOWER ROAD PHASE IV, EAST FIRE TOWER ROAD (SR-1708) FROM FOURTEENTH STREET EXTENSION (SR- 1704) TO PORTERTOWN ROAD (SR 1726) AND PORTERTOWN ROAD - Widen existing two-lane roadways to multi-lane urban section facilities on East Fire Tower Road from Fourteenth Street Extension (SR-1704) to Portertown Road (SR-1726) (.75 miles), and Portertown Road from East Fire Tower Road (SR-1708) East 10<sup>th</sup> Street/NC 33 (1.43 miles). Includes intersection improvements at East Fire Tower Road and Portertown Road to change the primary movement to East Fire Tower Road and the northern leg of Portertown Road.

**CHARLES BOULEVARD** (NC-43 South) – Widen existing two-lane and three-lane roadway to a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements from Bell's Fork to Worthington Road (SR-1711) (3.0 miles).

**ALLEN ROAD** (**SR-1203**) - Widen existing two and three lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements from Stantonsburg Road (SR-1467) to US-13/264A (2.3 miles).

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

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

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

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

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

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

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

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

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

### **RAIL PROJECTS**

**PASSENGER RAIL SYSTEM (Raleigh to Greenville)** – Feasibility/planning study for passenger rail service from Raleigh to Greenville, as described in NCDOT's 2001 North Carolina Rail Plan.

### HIGHWAY SPOT SAFETY IMPROVEMENTS

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

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

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

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

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

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

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

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

NC11 / NC102 – Improve safety at this intersection by signalization improvements.

### **BICYCLE PROJECTS**

**PARKERS CREEK GREENWAY/BICYCLE PATH** - Construct new bicycle path along Parkers Creek from SR-1579 (Staton Road) to River Park North (3.4 miles). (**ID No. EB-4997**)

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

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

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

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

### **PEDESTRIAN PROJECTS**

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

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

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

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

## TOWN OF AYDEN HAWK PEDESTRIAN SIGNAL ON THIRD ST NEAR AYDEN MIDDLE AND ELEMENTARY SCHOOLS + NC102/NC11 SIDEWALK AND CROSSING IMPROVEMENTS + NC102/LEE ST CROSSING IMPROVEMENTS

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

NC102/NC11: Construct sidewalk from end of existing sidewalk near schools on NC102 westward to NC11 intersection. Construct the following intersection enhancements: high-visibility crosswalk, advanced stop lines, median pedestrian refuge island, pedestrian countdown signals, and curb radius reduction.

NC102/Lee St: Construct/provide the following pedestrian enhancements: curb extensions, pedestrian countdown signals, pedestrian crossing signage, driveway access management at SE corner.

### COUNTY HOME ROAD MID-BLOCK CROSSING AND SIDEWALK CONSTRUCTION

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

### TOWN OF WINTERVILLE - SIDEWALK CONSTRUCTION

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

### VILLAGE OF SIMPSON – SIDEWALK CONSTRUCTION

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

### PUBLIC TRANSPORTATION PROJECTS

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

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### **REPLACEMENT BUSSES (TA-4965)**

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

### **EXPANSION BUSSES (TA-4773)**

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

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

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

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

ATTEST:

Amanda J. Braddy, TAC Secretary

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#### **RESOLUTION NO. 2009-04-GUAMPO**

# RESOLUTION ESTABLISHING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S 2009-2010 TRANSPORTATION IMPROVEMENT PRIORITIES TO BE PRESENTED TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

WHEREAS, the Greenville Urban Area Metropolitan Planning Organization held public informational meetings on January 7<sup>th</sup> and January 9<sup>th</sup> and a 30-day comment period to receive citizens' input on the Transportation Improvement Priorities; and

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 17th day of March 2009, to consider needed transportation improvement priorities;

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

### 2009-2010 TRANSPORTATION IMPROVEMENT PRIORITIES

### **HIGHWAY IMPROVEMENTS**

- 1.\* **SOUTHWEST BYPASS** Construct a four-lane, median divided, limited access facility on new location from US-264 west of Greenville to NC-11 near Ayden with a bypass of Winterville (7.8 miles) (**ID No. R-2250**).
- 2. **TENTH STREET CONNECTOR** Improve existing multi-lane, curb and gutter facility with sidewalk, bicycle, and landscaping improvements on Farmville Boulevard from Memorial Drive (NC-11/43/903) to Fourteenth Street; and new location multi-lane urban section facility from Fourteenth Street to Dickinson Avenue (SR-1598) at Tenth Street (SR-1598) with a grade separation at CSX Railroad (0.9 miles) (**ID No. U-3315**).
- 3.\* **EVANS STREET AND OLD TAR ROAD (SR-1700)** Widen existing two/three-lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements from Greenville Boulevard (US-264A) to Worthington Road/Cooper Street (SR-1711) (3.8 miles) (ID No. U-2817)
- 4. **NC 43** Widen existing two-lane roadway to a four-lane divided facility from Memorial Drive (NC 11/US 13) to US 264 (2.5 miles) (**ID No. U-5018**).
- 5.\* **GREENVILLE BOULEVARD** (**US 264A/NC-43**) Widen to six travel lanes and improve intersections from Memorial Drive (NC-11/903) to Tenth St. (4.5 miles).

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6.\* **FIRE TOWER ROAD PHASE II (SR-1708)** - Construct a multi-lane urban section facility on new location with sidewalk, bicycle, and landscaping improvements from Memorial Drive (NC-11/903) to Forlines Road (1.6 miles) (**ID No. U-3613**).

- 7.\* **MAIN STREET** (**SR-1133**) Reconstruct existing curb and gutter portion with sidewalk, landscaping, and bicycle improvements from NC-11 to the end of curb and gutter; widen existing two-lane roadway to a multi-lane urban section facility with sidewalk, landscaping, and bicycle improvements from the end of existing curb and gutter to the end of the existing pavement east of Old Tar Road (SR-1700).
- 8.\* **FROG LEVEL ROAD (SR-1127)** Widen to meet tolerable lane width requirements and to serve as a connector between US 13/US 264A and NC-903.
- 9.\* **NC-33 WEST** Widen roadway to a multi-lane rural section facility from US-264 in Greenville to US-64 southeast of Tarboro (17.9 miles) (**ID No. R-3407**).
- 10.\* **FIRE TOWER ROAD PHASE III, EAST FIRE TOWER ROAD (SR-1725) FROM CHARLES BOULEVARD (NC-43) TO FOURTEENTH STREET EXTENSION (SR-1704)** Widen existing two-lane roadway to a multi-lane urban section facility from Charles Boulevard (NC-43) to Fourteenth Street Extension (SR-1704) (0.6 miles).
- 11.\* **FOURTEENTH STREET (SR-1704)** Widen existing two-lane roadway to a multi-lane urban section facility with intersection improvements from Red Banks to East Fire Tower Road (SR-1725) (1.12 miles).
- 12. \* NORTHEAST BYPASS INCLUDING THE US-264/NC-33 EAST CONNECTOR Construct a four-lane, median divided, limited access facility on new location from US-264 Northwest Bypass to NC-33 East with a new bridge over the Tar River east of Greenville (9.2 miles) (ID No. U-3430).
- 13.\* FIRE TOWER ROAD PHASE IV, EAST FIRE TOWER ROAD (SR-1725) FROM FOURTEENTH STREET EXTENSION (SR- 1704) TO PORTERTOWN ROAD (SR 1726) AND PORTERTOWN ROAD Widen existing two-lane roadways to multi-lane urban section facilities on East Fire Tower Road from Fourteenth Street Extension (SR-1704) to Portertown Road (SR-1726) (.75 miles), and Portertown Road from East Fire Tower Road (SR-1725) East 10<sup>th</sup> Street/NC 33 (1.43 miles). Includes intersection improvements at East Fire Tower Road and Portertown Road to change the primary movement to East Fire Tower Road and the northern leg of Portertown Road.
- 14.\* **CHARLES BOULEVARD (NC-43 South)** Widen existing two-lane and three-lane roadway to a multi-lane urban section facility including sidewalk, landscaping, and bicycle improvements from Bell's Fork to Worthington Road (SR-1711) (3.0 miles).
- 15.\* **ALLEN ROAD (SR-1203)** Widen existing two and three lane roadway to multi-lane urban section facility with sidewalk, bicycle, and landscaping improvements from Stantonsburg Road (SR-1200) to US-13/264A (2.3 miles).

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16.\* IVY ROAD (SR-2241), TUCKER ROAD (SR-1759), AND AYDEN GOLF CLUB ROAD (SR-1723) - Widen to meet tolerable lane width requirements, including straightening and realigning intersections, to serve as a connector between NC-102, NC-43 South, and NC-33 East.

- 17.\* NC 102, from NC 11 to Verna Avenue, widen to a multi-lane facility with sidewalks.
- 18. \* **FOURTEENTH STREET**, Railroad grade separation at CSX Transportation crossing 641, 641E (ID No. U-3839).
- 19. \* **FORLINES ROAD**, from SW Bypass Interchange to NC 11, Widen existing two-lane roadway to multi-lane urban section facility including bicycle and pedestrian facilities.
- 20. \* NC 903, from NC 11 to Greene County Line Distance 7.6 miles Widen existing pavement to 32 ft (4 ft widening either side to accommodate Bicycle) Utility relocation, structure improvements, widen typical roadway section, various intersection improvements.

### **LOCAL PROJECTS**

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

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

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

### **BRIDGE REPLACEMENT IMPROVEMENTS**

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

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6. **AYDEN GOLF CLUB ROAD (SR-1723) BRIDGE NO. 25 -** Replacement of an existing bridge over east branch of Swift Creek east of Ayden (**ID No. B-4237**).

- 7.\* **WEYERHAEUSER ROAD (SR-1900) BRIDGE NO. 154** Replacement of an existing bridge over branch of Swift Creek (**ID No. B-4791**).
- 8. **PORTERTOWN ROAD (SR-1726) BRIDGE NO. 219** Replacement of an existing bridge over Hardee Creek, .2 miles east of King George Road (**ID No. B-4238**).
- 9.\* **WORTHINGTON ROAD (SR-1711) BRIDGE NO. 28** Replacement of an existing bridge over Fork Swamp (**ID No. B-4602**).
- 10. **FISHPOND ROAD (SR-1214) BRIDGE NO. 64** Replacement of an existing bridge over Pinelog Creek with culvert (**ID No. B-4601**).
- 11. **NC-903 BRIDGE NO. 9** Replacement of an existing bridge over Swift Creek east of Ayden (**ID No. B-4232**)
- 12. **KING GEORGE ROAD BRIDGE NO. 421** Replacement of an existing bridge over Meeting House Branch. (**ID No. B-5100**)

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

### **HIGHWAY SPOT SAFETY IMPROVEMENTS**

- 1.\* NC-11/DAVENPORT FARM ROAD (SR-1128) INTERSECTION Improve safety and capacity at this intersection in Winterville.
- 2.\* NC-11/THOMAS LANGSTON ROAD (SR-1134) INTERSECTION Improve safety and capacity at this intersection in Greenville.
- 3.\* FIRE TOWER ROAD (SR-1708)/ARLINGTON BLVD AND COUNTY HOME ROAD (SR-1725) INTERSECTION Improve safety and capacity at this intersection in Greenville.
- 4.\* **OLD TAR ROAD/MAIN STREET INTERSECTION** Improve safety and capacity at this intersection; design and construct in anticipation of and accommodation of future widening on Old Tar Road (SR-1700) and Main Street (SR-1133) in Winterville.
- 5.\* **COUNTY HOME ROAD (SR-1725) SAFETY IMPROVEMENTS** Improve safety on County Home Road from Bells Chapel Road to Wintergreen Intermediate School, including adding a continuous turn lane.

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6.\* **D.H. CONLEY HIGH SCHOOL SAFETY IMPROVEMENTS** – Improve safety on Worthington Road (SR-1711) in front of D. H. Conley High School.

- 7.\* SOUTH CENTRAL HIGH SCHOOL AND CREEKSIDE ELEMENTARY SCHOOL SAFETY IMPROVEMENTS Improve safety on Forlines Road (SR-1126) in the vicinity of these schools.
- 8.\* NC-11 SOUTH/OLD SNOW HILL ROAD (SR-1113) INTERSECTION Improve safety and capacity at this intersection on the southwest side of Ayden.
- 9.\* NC-11 SOUTH/ELLIOT DIXON ROAD (SR-1154) INTERSECTION Improve safety and capacity at this intersection south of Ayden.
- 10.\* **FORLINES ROAD/FROG LEVEL ROAD** Improve safety and capacity at this intersection in Winterville.
- 11.\* NC 43/IVY ROAD Improve safety and capacity at this intersection in Winterville.

### **BICYCLE/PEDESTRIAN PROJECTS**

- 1. **SOUTH TAR RIVER GREENWAY** Construct new bicycle path along south side of Tar River from Greenville Bridge over Town Creek to Green Mill Run Greenway (3.0 miles). (**ID No. EB-4702**).
- 2.\* **BIKEWAY SYSTEM IMPROVEMENTS** Signs, pavement markings, maps, and brochures to develop the short-term "Bikeway 2000" system.
- 3. **GREEN MILL RUN GREENWAY** Construct new bicycle path from Charles Boulevard to Evans Park. (**ID No. EB-4996**)
- 4.\* **PARKERS CREEK GREENWAY/BICYCLE PATH** Construct new bicycle path along Parkers Creek from SR-1579 (Staton Road) to River Park North (3.4 miles). **(ID No. EB-4997)**
- 5.\* **GREEN MILL RUN, NATURAL CORRIDOR** Construct new multi-use path from terminus of existing Green Mill Run greenway to where main stem of Green Mill Run meets a southern fork of the creek system, just East of Evans Road. Corridor would provide connectivity to the Green Mill Run Greenway.
- 6.\* SCHOOLHOUSE BRANCH GREENWAY & COMPLETION OF 3<sup>RD</sup> STREET CONNECTOR Construct multi-use path along Schoolhouse Branch from South Tar River Trail to medical complex area.

### **PUBLIC TRANSPORTATION**

- 1. **RELOCATION OF CSX RAIL SWITCHING STATION** Relocation of CSX switching station and track improvements on the Norfolk Southern and CSX systems (P-5000)
- 2.\* INTERMODAL TRANSPORTATION CENTER Design, acquire land, and construct a multimodal transfer center for intercity buses, GREAT, ECU Student Transit, PATS, taxis, and possibly passenger rail (ID No. TD-4716B).
- 3.\* PASSENGER RAIL SYSTEM (RALEIGH TO GREENVILLE) Feasibility/planning study for passenger rail service from Raleigh to Greenville, as described in NCDOT's 2001 North Carolina Rail Plan.
- 4. **OPERATING, PLANNING AND CAPITAL ASSISTANCE** For Transit operations from 07-01-09 through 06-30-17.
- 5.\* TRANSIT CAPITAL ITEMS Projects listed in 2009-2015 MTIP.

Adopted the 17th day of March 2009.

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

ATTEST:

Amanda J. Braddy, TAC Secretary

COG-#799317-v1-Resolution 2009-04-GUAMPO\_2009-2010\_Priorities.DOC

<sup>\*</sup> Projecto's an Lenmet NEED, where funding has not been programmed in the TIP for the projector age 102 of 646

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### Attachment 5h

### Transportation Advisory Committee

### **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Support Pitt County Board of Health's resolution recommending a comprehensive

strategy to promote healthy eating and active living in Pitt County

<u>Purpose:</u> To support Pitt County Board of Health's resolution recommending a comprehensive strategy to promote healthy eating and active living in Pitt County.

Discussion: Obesity is one of the most serious health threats to our community. It is directly related to our leading causes of death in Pitt County, NC and the US. Health care experts predict that if we do not reverse the rising trend in obesity, our children may for the first time in history have a shorter life expectancy than their parents. Pitt County Health Department has received a 1.6 million dollar grant from the Centers for Disease Control to improve nutrition and increase access to physical activity through policy, system and environmental changes. Their goal is to enhance the quality of life in our community. A leadership team comprised of representatives from the Health Department, the County, City of Greenville, Town of Ayden, Town of Winterville, Chamber of Commerce, Pitt Partners for Health, ECU and Cooperative Extension have worked to collaboratively develop an action plan to lead our efforts. One of the strategies proposed by this group was for the Board of Health to adopt a resolution (attached) that outlines a comprehensive strategy for promoting healthy eating and active living in Pitt County. The Board of Health will be asking municipal governments and others to support this resolution or adopt a similar one in the coming weeks. The Pitt County Planning Board voted at its January 19, 2011 meeting to support this resolution and to recommend that the Board of County Commissioners also support the resolution.

The TCC voted at its January 20, 2011 meeting to recommend TAC support the Board of Health's resolution recommending a comprehensive strategy to promote healthy eating and active living in Pitt County.

Action Needed: Recommend TAC support Resolution 2011-10-GUAMPO

### Attachments:

- Pitt County Board of Health resolution recommending a comprehensive strategy to promote healthy eating and active living in Pitt County
- Resolution 2011-10-GUAMPO

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### **Informational Item:**



### Pitt County Board of Health

Pitt County Board of Health Resolution

### RECOMMENDING A COMPREHENSIVE STRATEGY TO PROMOTE HEALTHY EATING AND ACTIVE LIVING IN PITT COUNTY

WHEREAS, obesity due to sedentary behavior and excessive calorie intake is now the second leading cause of preventable death;

WHEREAS, obesity increases the risk of heart disease, Type 2 diabetes and some cancers, reduces life expectancy, increases disability, increases social stigma, decreases work productivity and school achievement and greatly increases health care costs:

WHEREAS, less than one-fourth of Pitt County adults eat the recommended five or more servings of vegetables and fruit per day;

WHEREAS, more than one in four Pitt County adults reports eating fast foods four or more times per week;

WHEREAS, less than half of Pitt County adults meet recommendations for physical activity on a regular basis;

WHEREAS, approximately two-thirds of the Pitt County adult population and one-third of children ages 2-18 years are overweight or obese;

WHEREAS, regular physical activity and eating a variety of foods, including vegetables, fruits and whole grain products, low-fat dairy products, lean meats, poultry, fish and legumes and only small amounts of salt, sugar and saturated fat is associated with healthier and longer lives and can reduce the risk of heart disease, high blood pressure, diabetes, obesity and some types of cancer;

WHEREAS, breastfeeding is associated with reduced rates of obesity and is promoted by the Center for Disease Control and Prevention as a strategy to reduce childhood obesity and related chronic diseases;

WHEREAS, Pitt County has the potential to implement changes that will improve the health of its residents, and is home to a broad group of talented and committed people interested in promoting better nutrition and greater physical activity

WHEREAS, the purpose of the Pitt County Board of Health is to protect, promote and assure the health of the people in Pitt County;

NOW, THEREFORE, LET IT BE RESOLVED, that the Pitt County Board of Health hereby declares obesity to be a major public health problem and a serious threat to the health and well being of children, adults and families in Pitt County.

BE IT FURTHER RESOLVED that the Pitt County Board of Health declares that immediate action must be taken to improve individual habits related to diet and physical activity that are established early in life and tend to persist through adulthood. Preventive action must be taken now, especially on behalf of children and youth, in order to avoid harmful effects that will undermine their health and their future.

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BE IT FURTHER RESOLVED that the Pitt County Board of Health declares that individual knowledge, motivation and skills are necessary, but insufficient by themselves to fully address the problem of obesity. Individual behavior is significantly influenced by the environment in which people live, as well as the policies and practices of organizations and institutions throughout the community.

BE IT FURTHER RESOLVED that the Pitt County Board of Health calls upon everyone, including elected officials, government agencies, private businesses, the food industry, health care providers, schools, parents and community organizations to act in a strategic and concerted effort to impede and reverse these negative trends in Pitt County by promoting policies and programs and by pursuing environmental changes that encourage healthy eating and promote active living, making the healthy choice the easy choice.

Such actions may include, but are not limited to the following:

- Participate in a community-wide campaign to promote healthy eating including promotion of healthy food and drink choices and active living, including promotion of physical activity.
- Increase access to fruits and vegetables through the support of farmers' markets, community supported agriculture and community gardens.
- 3. Work with local convenience stores to expand access to healthy foods.
- Evaluate local government planning documents and amend as necessary development standards to support
  access to healthy foods and physical activity.
- 5. Enhance employers' efforts to promote nutrition and physical activity through worksite wellness programs.
- 6. Promote breastfeeding friendly policies at worksites.
- 7. Support the implementation of safe and active routes to schools.
- Support public transportation programs that allow for access to sources for fresh, healthy foods, parks and recreation spaces.
- Support Pitt County Schools Student Wellness Policy that provides access to healthy food and drink, limits
  unhealthy food and drink availability and promotes daily physical activity including active recess and physical
  education
- 10. Support the adoption of policies and best practices that promote daily physical activity in after-school settings.
- Continue to support use of private and public facilities for physical activity, including community and senior centers and schools.
- 12. Support the Greenville Urban Area Metropolitan Planning Organization's (MPO) Bicycle and Pedestrian Master Plan.
- 13. Partner with academia and our communities to promote evidence-based practices and evaluate and disseminate results regularly and rapidly to the public.

PITT COUNTY BOARD OF HEALTH

1-11-2011

Robert Ogden, Chair

Date of Adoption

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### **RESOLUTION NO. 2011-10-GUAMPO**

SUPPORTING PITT COUNTY BOARD OF HEALTH'S RESOLUTION RECOMMENDING A COMPREHENSIVE STRATEGY TO PROMOTE HEALTHY EATING AND ACTIVE LIVING IN PITT COUNTY.

- WHEREAS, Obesity is directly related to the leading causes of death in Pitt County, NC, and;
- WHEREAS, the Pitt County Health Department has received a 1.6 million dollar grant from the Centers for Disease Control to improve nutrition and increase access to physical activity through policy, system and environmental changes, and;
- WHEREAS, A leadership team comprised of representatives from the Health Department, the County, City of Greenville, Town of Ayden, Town of Winterville, Chamber of Commerce, Pitt Partners for Health, ECU and Cooperative Extension have worked to collaboratively develop an action plan to enhance the quality of life throughout the community, and;
- WHEREAS, One of the strategies proposed by the leadership team was for the Board of Health to adopt a resolution that outlines a comprehensive strategy for promoting healthy eating and active living in Pitt County, and;
- WHEREAS, One of the actions recommended in the Board of Health's resolution is to "Support the Greenville Urban Area MPO's Bicycle and Pedestrian Master Plan", and;
- WHEREAS, The TCC voted at its January 20, 2011 meeting to recommend TAC support the Board of Health's resolution.

NOW THEREFORE, BE IT RESOLVED that

The Greenville Urban Area MPO support the Pitt County Board of Health's Resolution recommending a comprehensive strategy to promote healthy eating and active living in Pitt County as adopted by the Board of Health on January 11, 2011.

Adopted the 17th day of March 2011.

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

Amanda Braddy, Secretary

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COG-#887938-v1-Reso\_2011\_10\_support\_BOH\_resolution.DOC

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### Attachment 5i

### Transportation Advisory Committee

### **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Modifications to Federal Functional Classification Maps.

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

### Discussion:

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

Functional Classification is the process by which streets and highways are grouped into classes (or systems) according to the character of service they are intended to provide. This system is primarily used for: assessing the extent, conditions, and performance of the highway system; as a planning tool for planning activities including Section 134 planning requirements; for appropriation of funds; and to establish jurisdictional responsibility and design criteria. The location of the proposed changes to the functional classification maps are presented on the attached map. Details of the changes are presented in the attached table.

The inclusion of streets and highways as part of the functional system is based on criteria that include: trips served, areas served, and characteristics of the facilities themselves. Within this basic framework, specific criteria are used to assign specific facilities to defined functional classes. For urban functional classification, the criteria deemed most useful in assigning specific facilities to defined functional classes include service to urban activity centers, system continuity, land use considerations, route spacing, trip length, traffic volume, and control of access.

Rural roads consist of those facilities that are outside of urbanized areas. (See attached maps for local examples). They are classified into four major systems: Principal arterials, minor arterial roads, major and minor collector roads, and local roads.

The four functional systems for urbanized areas are urban principal arterials, minor arterial streets, collector streets, and local streets. The differences in the nature and intensity of development between rural and urban areas cause these systems to have characteristics that are somewhat different from the correspondingly named rural systems.

At the March 17, 2011 TAC meeting, members will consider adopting the attached resolution modifying the Federal Functional Classification Maps in the manner identified in the attached tables and maps.

Modifications are not final until approved by NCDOT.

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<u>Action Needed:</u> TAC adopt resolution 2011-11-GUAMPO modifying the Federal Functional Classification maps as indicated. TCC recommended adoption at their March 4, 2011 meeting.

### Attachments:

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

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

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

Requested Federal Functional Classification Map Modifications

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

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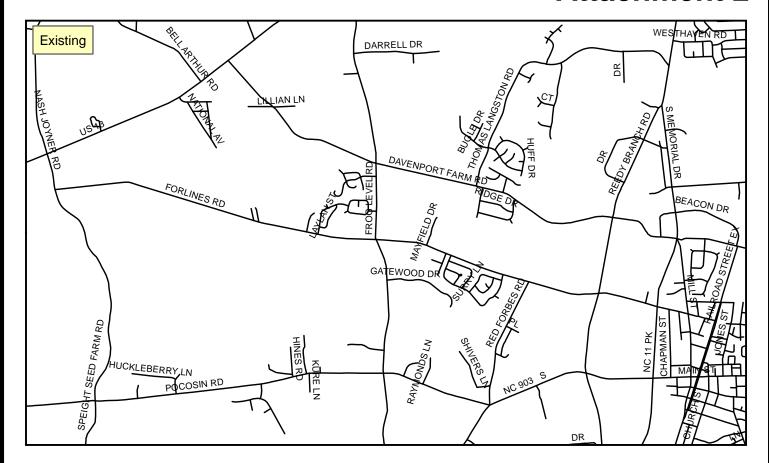
Greenville Urban Area MPO

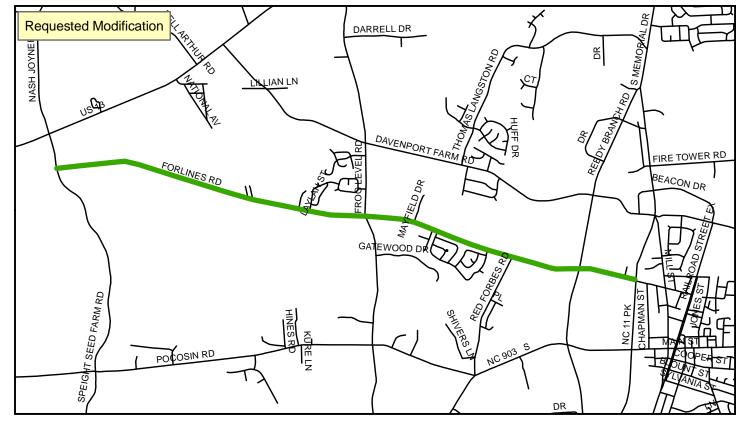
							Provides alternate access to Town in the MPO Urbanized Area. Corridor links nearby larger town to routes with equivalent or higher classification. Roadway serves important intracounty travel corridors. Current and future development patterns support the requested classification.
10	Pitt County	Reedy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

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## Attachment 1 Page 113 of 146 **Requested Modification** Existing RIVIT ST WEST STAR ST RIVIT ST WAINRIGHT LN W<mark>A</mark>INRIGHT LN DARRELL DR DARRELL DR OSBORNE LN JLLIAN LN DAVENPORT FARM RD DAVENPORT FARM RD FORLINES FORLINES RE GATEWOOD DR ATEWOOD DR SUTTERS PLACE DR SUTTERS PLACE DR POCOSIN RD JRE LN POCOSIN RD 3REVARD RD NC 903 S NC 903 **Functional Classification** Frog Level Rd (SR1127) Major Collector Minor Collector US 13 to NC 903 Page 113 of 146 Page 113 of 146

## Attachment 2





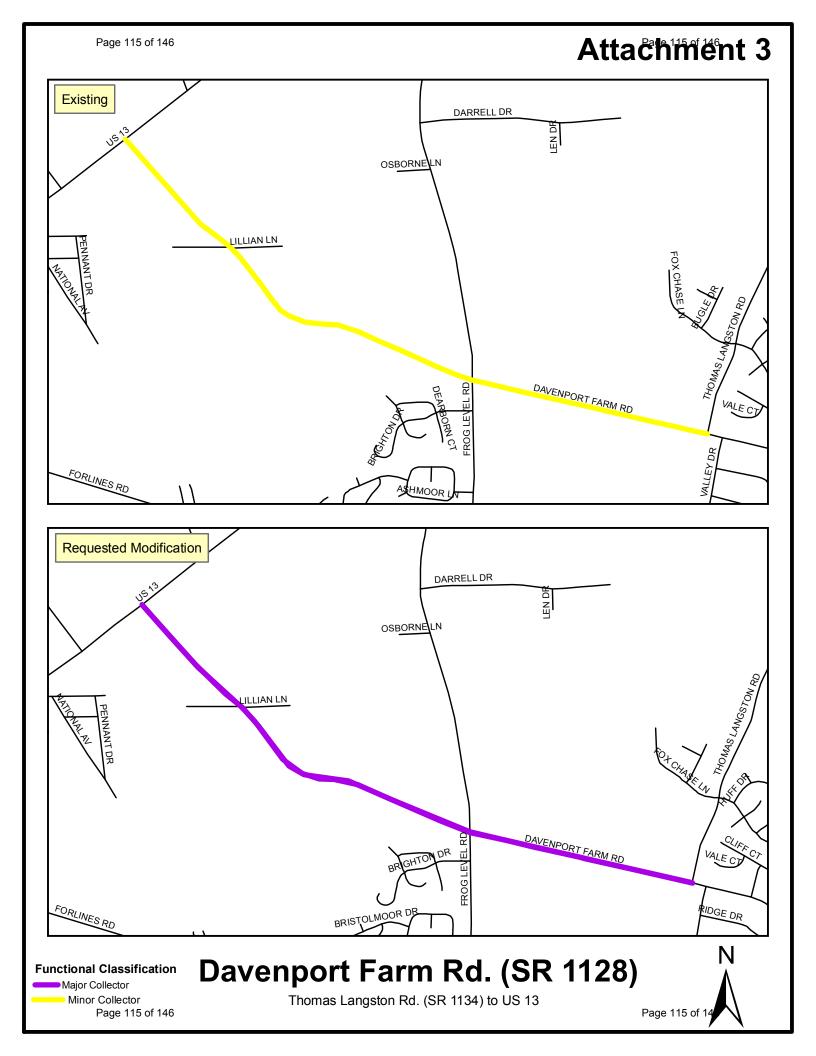
#### **Functional Classification**

Forlines Road (SR 1126)

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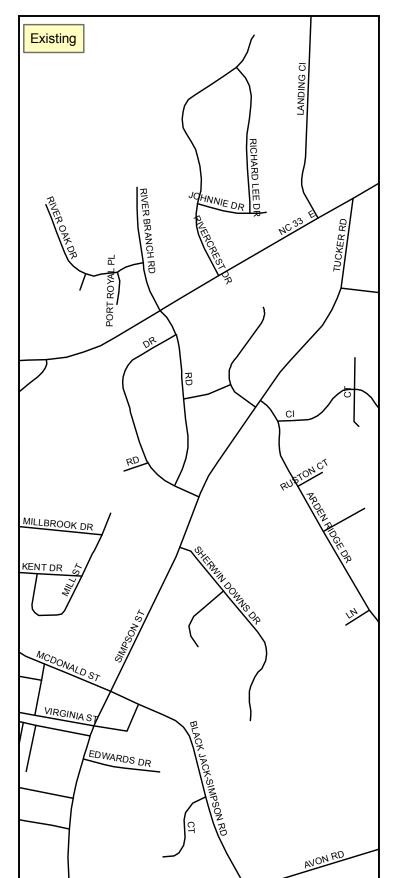
NC 11 to Speight Seed Farm Rd. (SR 1700)

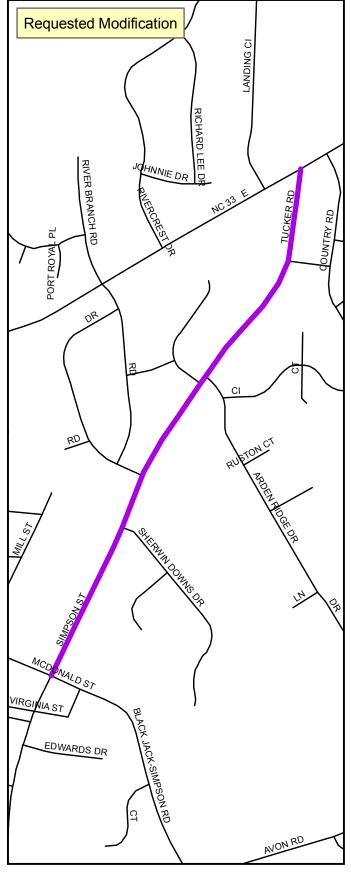




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## Attachment 4





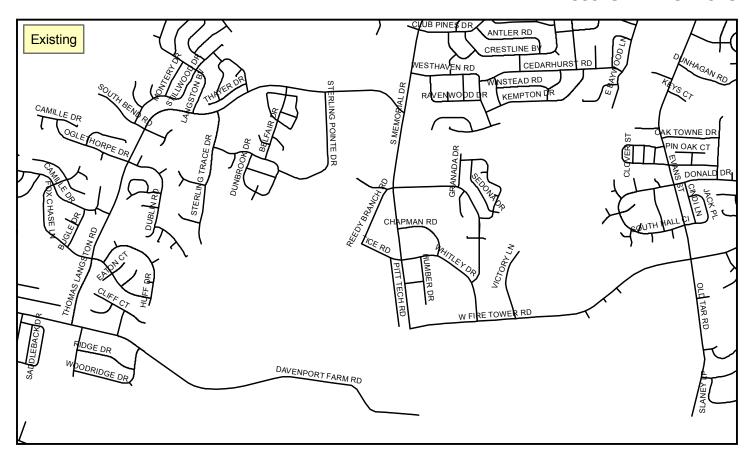
**Functional Classification** 

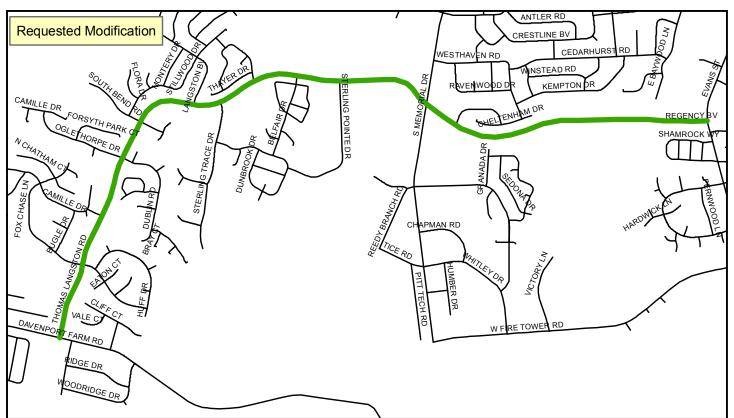
**Tucker Road (SR1759)** 

NC 33 to Black Jack Simpson Rd (SR 1755)



### Attachment 5





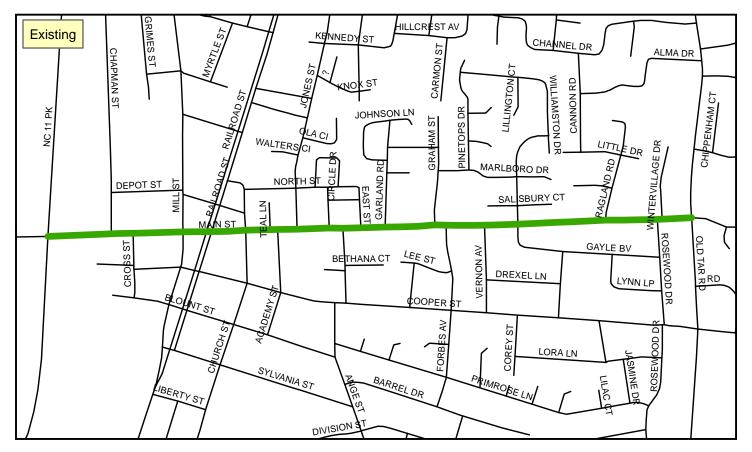
## Functional Classification Thomas Langston (SR 1700)

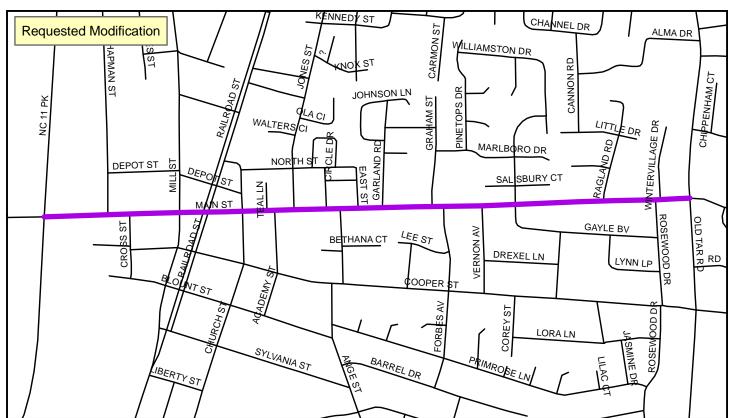
Minor Arterial
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Davenport Farm Rd (SR 1128) to Old Tar Rd (SR 1700)



### Attachment 6





#### **Functional Classification**

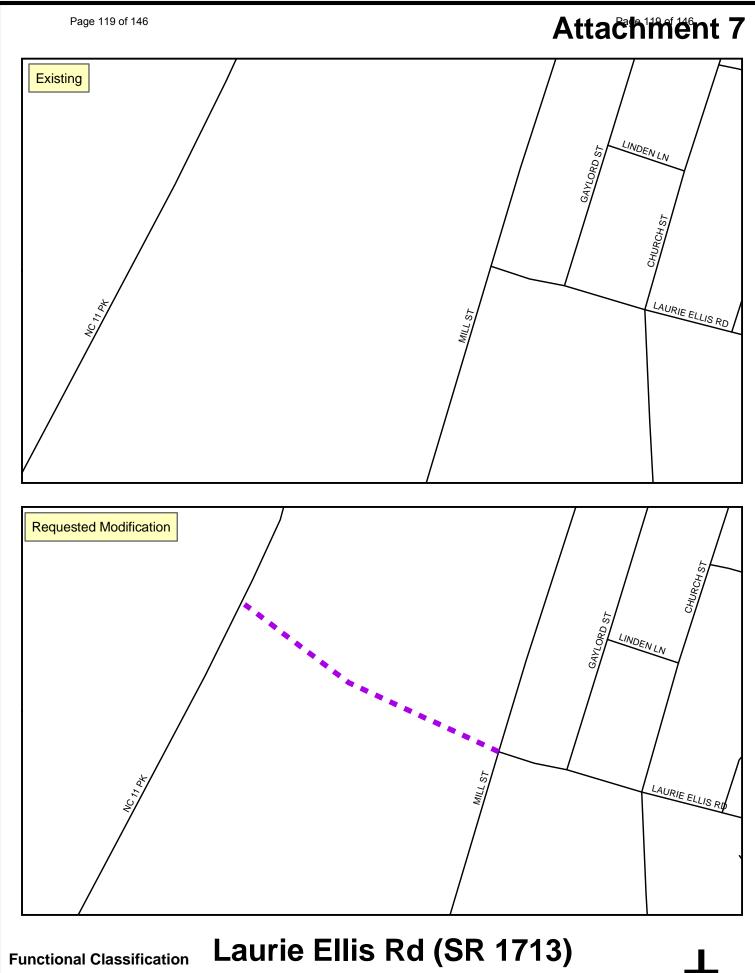
## Main Street (SR 1133)

Collector

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





Future Collector Page 119 of 146 NC 11 to Mill St (SR 1149)/ Old NC 11

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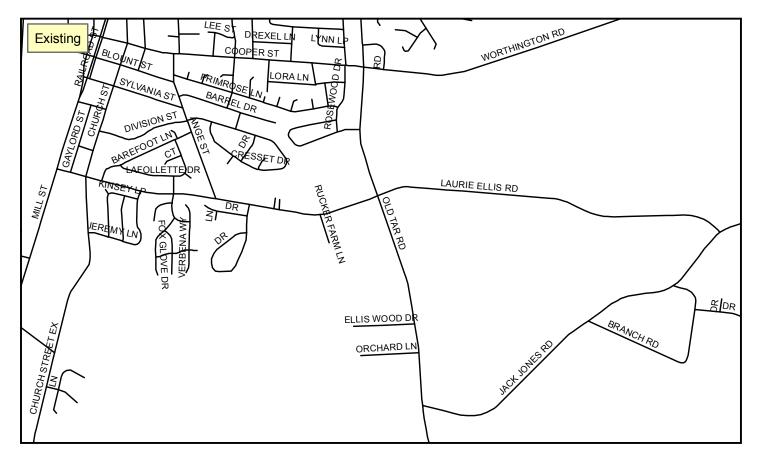
#### **Functional Classification**

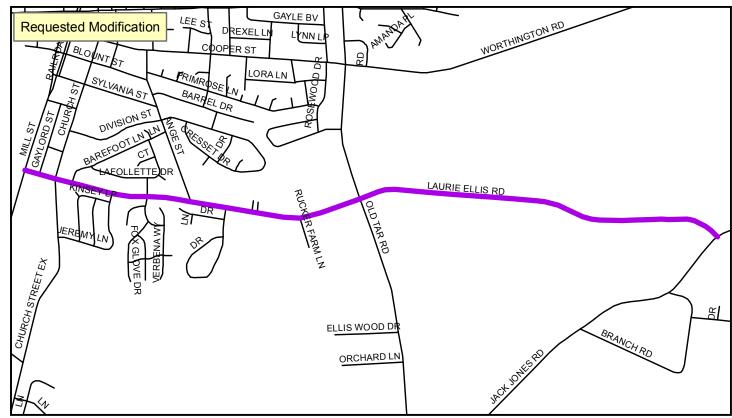
# Laurie Ellis Rd (SR 1713)

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



### Attachment 9





Functional Classification

Major Collector
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Laurie Ellis Rd (SR 1713)

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

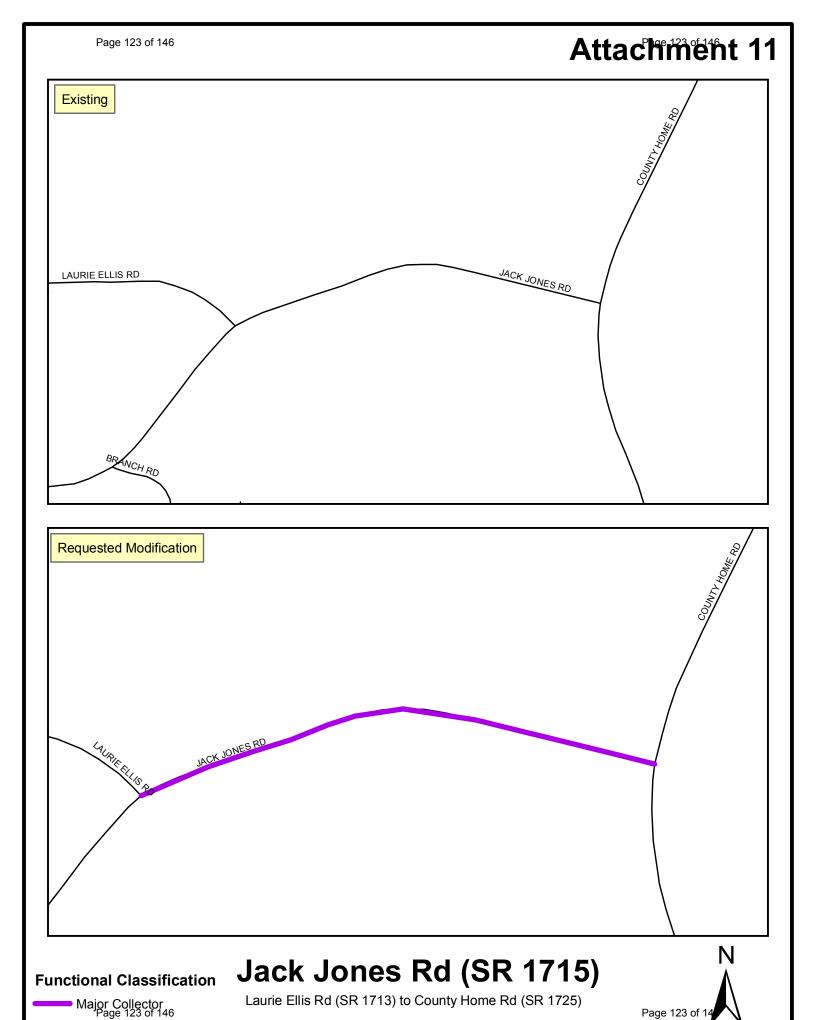


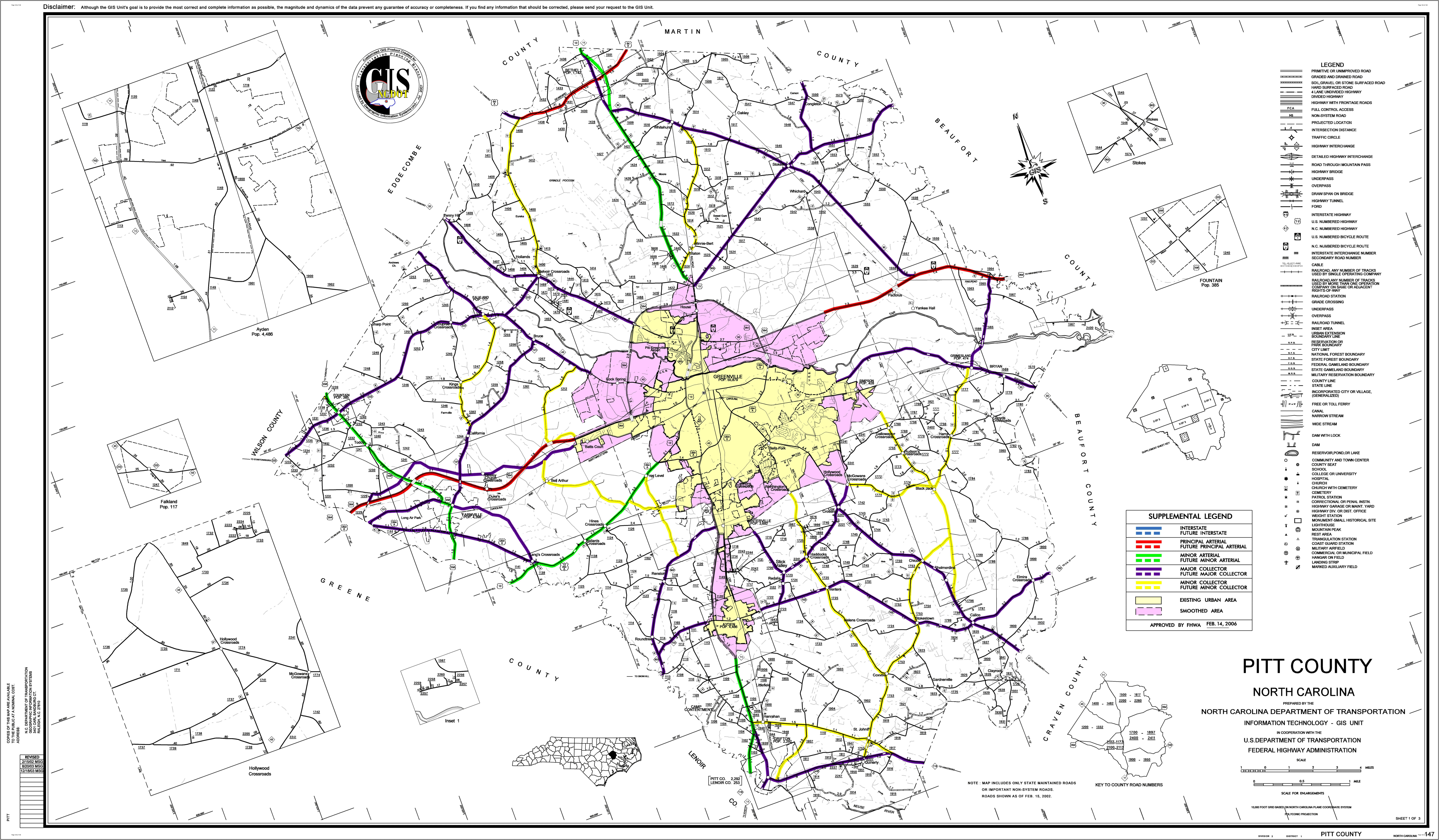
**Functional Classification** 

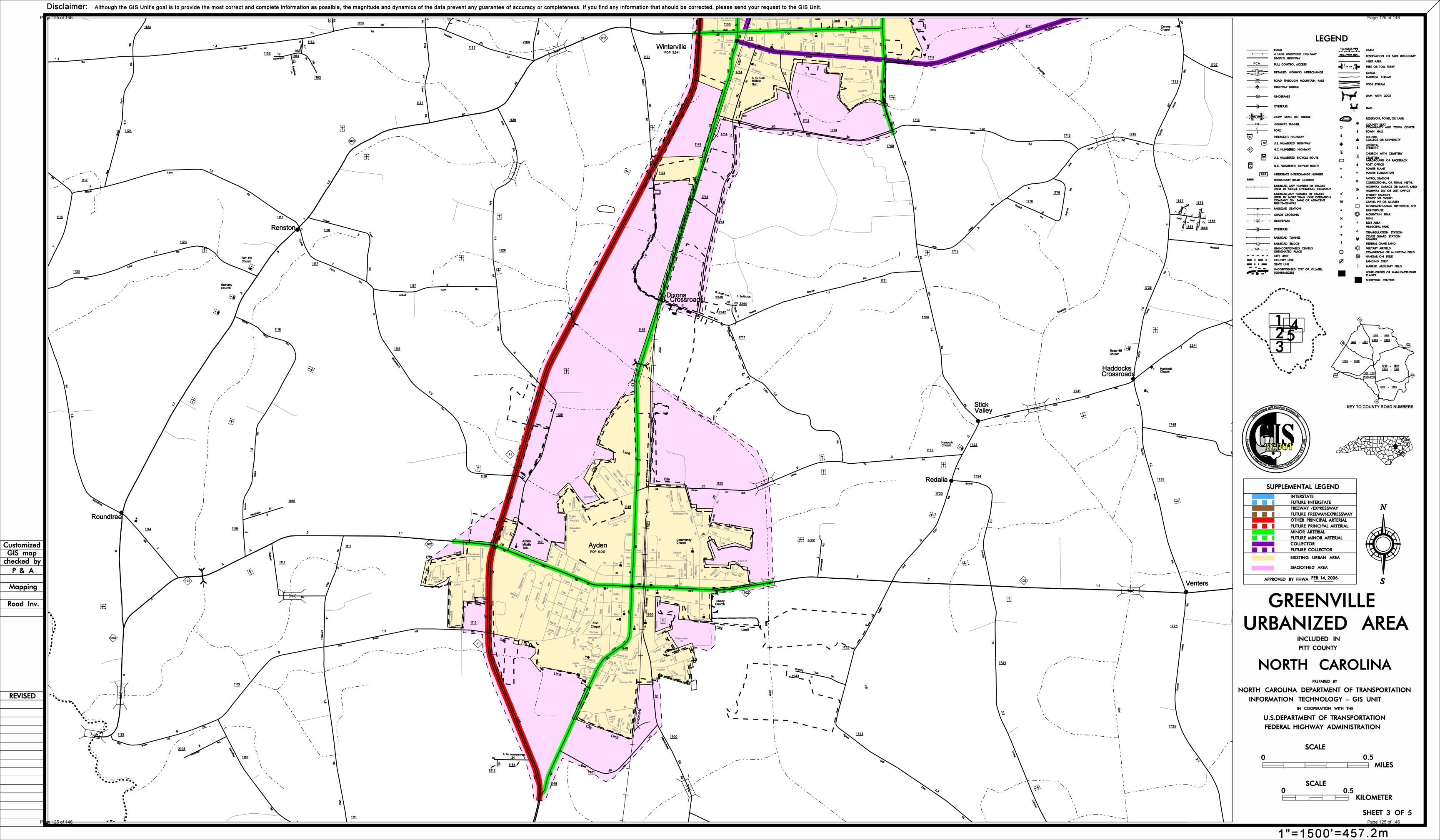
Reedy Branch Rd (SR1131)

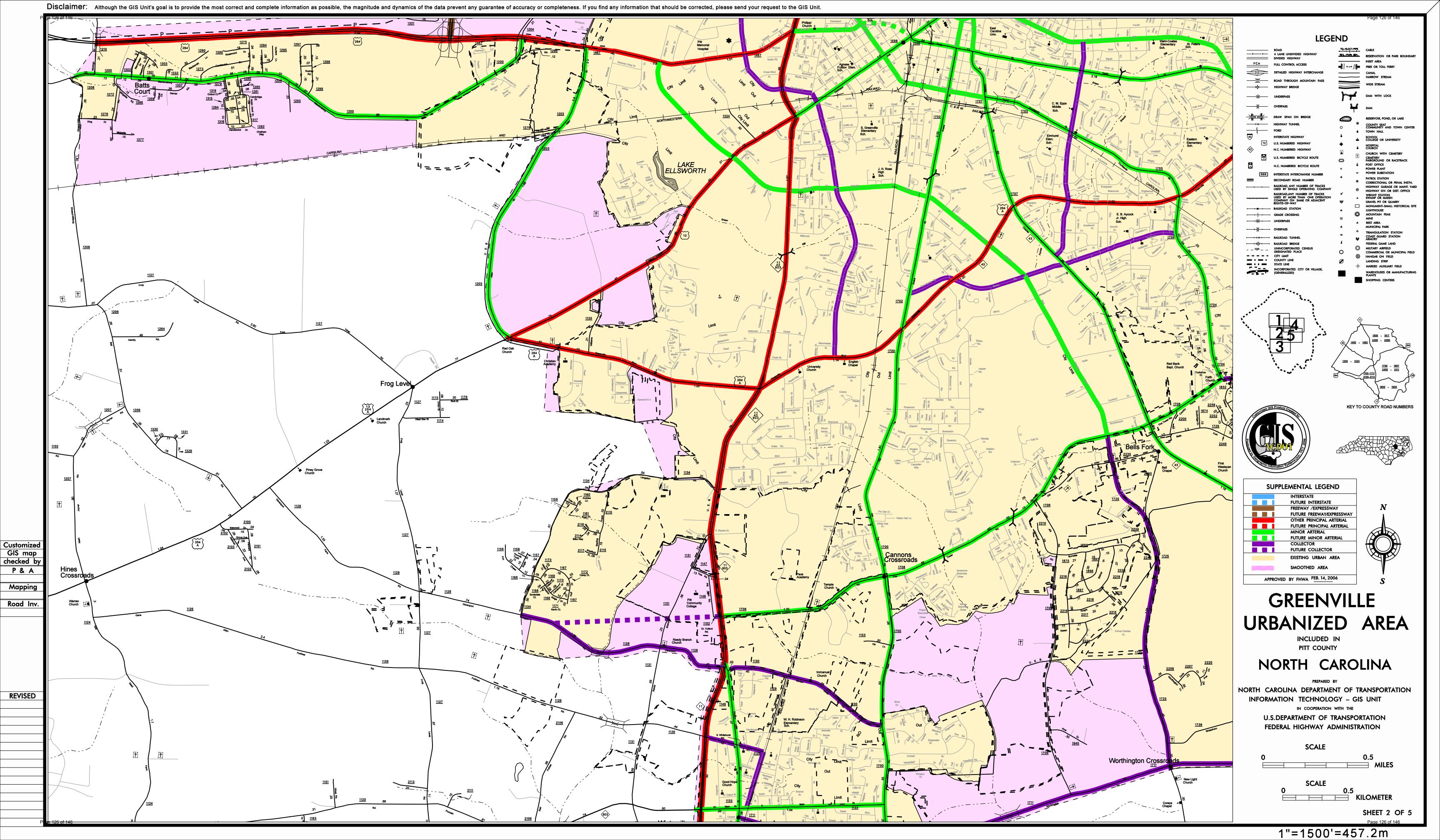
Davenport Farm Rd (SR 1128) to NC 11











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#### **RESOLUTION NO. 2011-11-GUAMPO** MODIFICATION OF FUNCTIONAL CLASSIFICATION MAPS FOR ROADWAYS SEGMENTS LOCATED WITH THE MPO AS INDICATED IN ATTACHED TABLE AND MAP BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION AND FEDERAL HIGHWAY ADMINISTRATION

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

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

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

WHEREAS, the functional classification maps are being revised to reflect current and future roadway characteristics, and;

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

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

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

Amanda Braddy, Secretary

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#### Attachment 5j

#### **Transportation Advisory Committee**

#### **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Amendments to 2009-2015 Metropolitan Transportation Improvement Program

(MTIP).

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

#### Discussion:

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

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

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

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

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

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

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

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

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<u>Action Needed:</u> TAC adopt resolution 2011-12-GUAMPO amending the 2009-2015 MTIP as indicated. TCC recommended adoption at their March 4, 2011 meeting.

#### Attachments:

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

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

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

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

Existing MTIP: Existing Amounts

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

Amended MTIP:

#### Amended Amounts (indicated in bold)

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

	mala na 'aaa	m . 1'	TT 0000	T17.7	T17.7	T37	T37	T37	T17.7
	Total Project	Funding	FY 2009	FY	FY	FY	FY	FY	FY
	Cost	Source		2010	2011	2012	2013	2014	2015
	(Thousands)								
TD -4	1716B INTERMODAL TR	ANSPORTATIO	N CENTER						
DESIGN	N, LAND ACQUISITION, and	CONSTRUCT	ION						
	11,052	FEDU				6546			
		L	90	97	101	818			
		STAT	89	97	101	818			
		FBUS	715	775	805				
TA -4	1773 EXPANSION BUSSE	ES .							
	2,207	FEDST	1200						
		L	0		101				
		STAT	0		101				
		FBUS			805				

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

Mayor I	Patricia C. Dunn, Chairp	erson
Transpo	rtation Advisory Comm	ittee
Greenvi	lle Urban Area MPO	

Amanda Braddy, Secretary

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#### RESOLUTION NO. 2010-04-GUAMPO

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

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

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

## Existing MTIP: Unfunded Project

#### **Existing Amounts**

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

#### **Amended MTIP:**

#### Amended Amounts (indicated in bold)

	Total Project Cost	Funding Source	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
	(Thousands)	Boarce		2010	2011	2012	2013	2021	2023
TD -4	1716B INTERMODAL TR	ANSPORTATIO	N CENTER						
DESIGN	N, LAND ACQUISITION, and	CONSTRUCT	ION - FY 2009-	2011					
	11,052	FEDU			6543				
		L	90	197	818	-			
		STAT	89	197	818				
		FBUS	715	1,585					

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

Mayor Patricia C. Dunn, Chairperson

Transportation Advisory Committee, Greenville Urban Area

Cimonda Braddy Amanda Braddy, Secretary

#### **RESOLUTION NO. 2009-08-GUAMPO**

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

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

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

#### Existing MTIP:

#### **Existing Amounts**

	Total Project	Funding	FY	FY	FY	FY	FY	FY	FY
	Cost	Source	2009	2010	2011	2012	2013	2014	2015
	(Thousands)								
	PREVENTIVE MAINTENANCE A RBAGE CANS, COMPUTER, FACI								
	6,220	FUZ	640	660	680	700	720	760	800
	,	L	160	165	170	175	180	190	200
			Service Control (1986)				n i Segunteni Segun		
TA -4773	EXPANSION BUSSES. 2 - FY 2	009							
, , ,	800	FBUS	640						
Y'		L	80						
		STAT	80						

#### Amended MTIP:

#### Amended Amounts (indicated in bold)

Amenaea	MHP:			Amen	ded Am	ounts (III	ulcaleu I	i Duiu)	
	Total Project	Funding	FY	FY	FY	FY	FY	FY	FY
	Cost	Source	2009	2010	2011	2012	2013	2014	2015
	(Thousands)								
BENCHES, G EQUIPMENT,	7 PREVENTIVE MAINTENANCE A ARBAGE CANS, COMPUTER, FACI CONCRETE PADS, ID CAR BUILDING, FACILITY IMPI	LITY IMPROVEMEN RD SYSTEM, OI	IT, ADA SERVICE	E, SURVEILL	ANCE				
	6,478	FUZ	640	660	680	700	720	760	800
		L	160	165	170	175	180	190	200
		FUZST	278						
			To rinte.	allustrists		7740717 (III)))	Communication of the Communica		HIJUKAK E
TA -477	3 EXPANSION BUSSES. 2 – FY 2	009							
	1,200	FUZST	1,200						
		L	0				-		
		STAT	0						
1									

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

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

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

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

Mayor Patricia C. Dunn, Chairperson

Transportation Advisory Committee

Greenville Urban Area

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#### Attachment 5k

#### Transportation Advisory Committee

#### **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Selection of top two urban loop segments for NCDOT analysis.

<u>Purpose:</u> Selection of top two segments of urban loop project (SW Bypass) for NCDOT analysis.

#### Discussion:

The Board of Transportation (BOT) on March 3, 2011, acting on a request from the TIP Committee, requested NCDOT staff to undertake a limited urban loop segment analysis of the remaining loop projects to be constructed. This request was made because of a concern that the more expensive yet-to-be completed urban loop projects did not score high in the original urban loop rankings. Originally, rankings were done by remaining TIP loop project limits and not by individual segments.

NCDOT has committed to keep the schedule of loop projects in the first 5 years of the Work Program intact. Therefore this new BOT request will focus on loop segments scheduled for let in 2016 or beyond. Project R-2250 (SW Bypass) falls into this category. In the Draft 2012-2018 STIP, the SW Bypass project (R-2250) is scheduled for Right-of-Way (ROW) acquisition in FY2018-FY2020. Construction is scheduled to begin in FY2020, for part of segment A. The remaining construction costs for segment A, the entire costs for segments B and C, partial ROW costs for segment C, and mitigation costs are indicated as unfunded.

Please refer to the attachment detailing the project segmentation. The segments provided must have usable termini. This is defined to mean traffic must have the ability to get on and off the segment via an interchange. This is needed to adequately run the travel demand models and for Department of Commerce to run their economic impact model.

This segment analysis will use the same urban loop formula as the previous loop ranking effort (Priority Ratio = needs plus benefits divided by cost) and the project costs will be based on 2010 estimates to help ensure consistency with the previous analysis. The priority ratios of the segments from this analysis will be evaluated and ranked with all the other loop projects to develop a draft schedule for years 2016 and beyond. NCDOT's BOT will consider this method along with the original method that generated the present loop list and determine which method to use.

In following with NCDOT's criteria, and with verification with NCDOT staff, the following are the possible segmentation options for TAC's consideration:

Option 1: B + COption 2: A + B

Option 3: C (this single segment meets selection criteria)

NCDOT requests notification of the MPO's selected option by March 22, 2011.

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<u>Action Needed:</u> This request was received by MPO staff after the March 4, 2011 TCC meeting, thus there is no TCC recommendation. TAC select one of the 3 options for the SW Bypass project for NCDOT's further analysis.

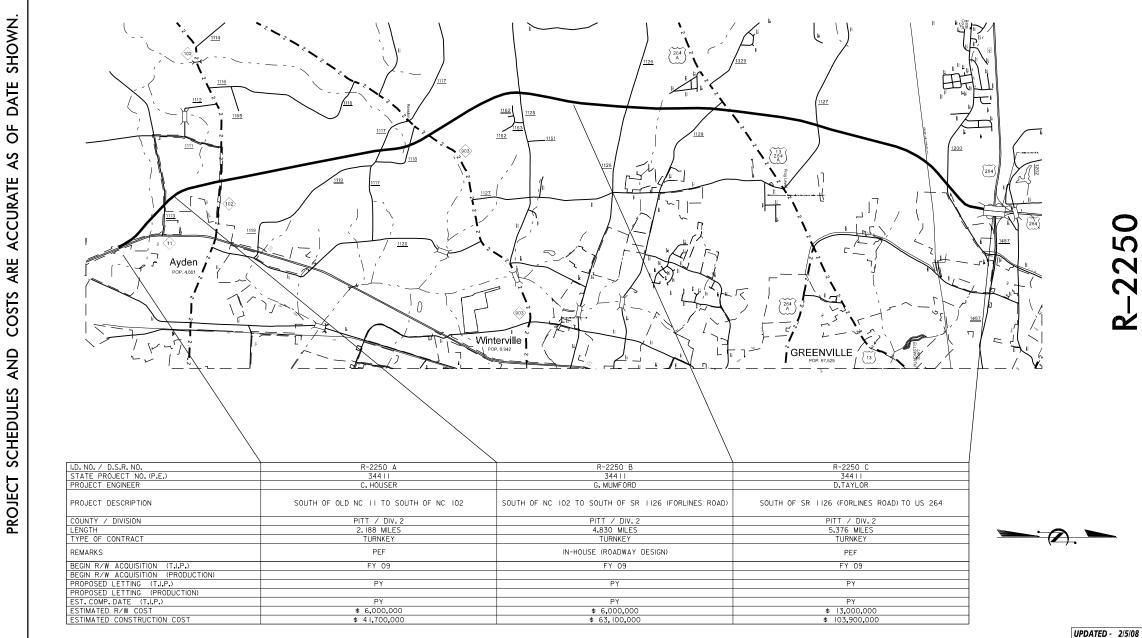
Attachments: SW Bypass (R-2250) project segmentation

#### PITT COUNTY R-2250

NC 11–903 (Greenville Southwest Bypass)

PROJECT BREAKDOWN MAP

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#### Attachment 5L

#### Transportation Advisory Committee

#### **Action Required**

March 17, 2011

TO: Transportation Advisory Committee

FROM: Daryl Vreeland, AICP, Transportation Planner

SUBJECT: Selection of mobility fund project for NCDOT submittal.

<u>Purpose:</u> Selection of mobility fund project for submittal to NCDOT

#### **Discussion:**

In 2010 the North Carolina General Assembly (General Assembly) created the North Carolina Mobility Fund (Mobility Fund) to help relieve congestion and enhance mobility across the State. As part of the legislation, the General Assembly directed NCDOT to establish project criteria and a selection process for the Mobility Fund by involving the public and key stakeholders.

To that end, the Department established and approved a set of minimum eligibility requirements which must be met before any candidate project can be scored or receive Mobility Fund dollars. These requirements along with the final project criteria were approved by the Board of Transportation at its December 2010 meeting and are attached.

One of the project criteria is measured by whether a project meets the requirements of the Intermodal and Congestion Relief Fund. That legislation is attached.

NCDOT anticipates initiating a call for projects to begin the scoring and evaluation process in the spring of 2011. NCDOT has yet to determine precisely when, how many projects can be submitted, or other details.

After an analysis of project eligibility requirements and criteria, MPO staff concludes that the SW Bypass project is most suited for submission to NCDOT for their future Mobility Fund call for projects.

<u>Action Needed:</u> This information was discovered by MPO staff after the March 4, 2011 TCC meeting, thus there is no TCC recommendation. TAC consider the SW Bypass project for submittal as the MPO's eligible Mobility Fund project.

#### Attachments:

- Mobility Fund executive summary,
- Project eligibility
- Project criteria and selection process
- Intermodal and Congestion Relief Fund legislation

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# NORTH CAROLINA'S MOBILITY FUND Final Report

December 14, 2010

#### **EXECUTIVE SUMMARY**

In 2010 the North Carolina General Assembly (General Assembly) created the North Carolina Mobility Fund (Mobility Fund) to help relieve congestion and enhance mobility across the State. Specifically, the North Carolina 2009/2010 Appropriations Act was approved to fund transportation projects, selected by the North Carolina Department of Transportation (the Department), of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation.

As part of the legislation, the General Assembly directed the Department to establish project criteria and a selection process for the Mobility Fund by involving the public and key stakeholders. Stakeholders include, but are not limited to, the North Carolina Association of Metropolitan Planning Organizations (MPOs), the North Carolina Association of Rural Planning Organizations (RPOs), the North Carolina League of Municipalities, the North Carolina Association of County Commissioners, the North Carolina Metropolitan Mayors Coalition, and the North Carolina Council of Regional Governments.

The General Assembly identified the I-85 Corridor Improvement Project Phase II (I-85 widening from NC 150 to I-85 Business) as the first project to be funded by the Mobility Fund. Subsequent Mobility Fund projects are to be advanced using the project criteria and selection process developed by the Department, in accordance with the Act. The legislation also requires preferential consideration be given to projects that meet the eligibility of the Congestion Relief and Intermodal Fund.

The legislation calls for a final report to be provided to the Joint Legislative Transportation Oversight Committee (JLTOC) by December 15, 2010. This is the final report.

The Department conducted an extensive outreach effort. More than 100 citizens, organizations, and/or planning partners submitted input through two 30-day public comment periods. In addition, a formal Workgroup with members representing the organizations listed above, along with Department staff, met on a monthly basis (beginning in August 2010) to review public input and offer their respective views on project criteria and a selection process. The Workgroup's discussions have been wideranging and substantive, and their feedback has significantly shaped the selection/criteria options that are presented in this final report.

These inclusive and collaborative efforts also helped the Department establish and approve a set of minimum eligibility requirements which must be met before any candidate project can be scored or receive Mobility Fund dollars. These requirements

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along with the final project criteria were approved by the Board of Transportation at its December 2010 meeting and are listed below.

#### **Minimum Eligibility Requirements:**

- Projects must be on Statewide or Regional Tier facilities ("Tier" designation is defined by the Department). Light rail, bus rapid transit and commuter rail are all eligible for Mobility Funds.
- Projects must be ready to have funds obligated for construction within 5 years.
- Projects must be consistent with MPO/RPO transportation planning efforts; Projects must be included in an adopted transportation plan; and must be found to be consistent with local land-use plans where available.
- Projects must be in a conforming transportation plan in non-attainment or maintenance areas.
- Only project capital costs (right-of-way and construction) will be eligible for the Mobility Fund, not maintenance, operation, or planning costs.
- No minimum project capital cost will be established as a threshold for funding.

#### **Project Criteria:**

Projects will be scored on a 0-to-100 scale for each weighted factor below. Details on each factor are outlined in the full report and appendices.

Criterion	Weight
<b>Mobility/Congestion</b> – measured by the estimated travel time savings the project will provide.	60%
<b>Multimodal</b> – measured by whether the project provides an improvement to more than one mode of transportation and thus improves the efficiency of the overall transportation system.	20%
Congestion and Intermodal Fund – measured by whether the project meets the requirements cited in the Mobility Fund legislation.	20%

In the spring of 2011, the Department expects to score and evaluate Mobility Fund candidate projects according to the final project criteria and selection process as described in this report.

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# SECTION III. FINAL PROJECT CRITERIA AND SELECTION PROCESS

After reviewing the Workgroup's and Staff's recommendation, the Board of Transportation approved the following Minimum Eligibility Requirements and Project Criteria and Selection Process for the Mobility Fund at its December 2010 meeting.

#### **Minimum Eligibility Requirements**

The following criteria must be met before a candidate project is scored. The criteria act as a screening tool and will help identify the most viable candidate projects.

- Projects must be on the Statewide or Regional Tier of facilities to meet the legislative intent of "projects of Statewide and Regional" significance. Under the current NCMIN definitions light rail, bus rapid transit and commuter rail may be designated as "Subregional Tier". However since these projects have region-wide significance, the Workgroup recommended an exception to the definitions thereby allowing light rail, bus rapid transit and commuter rail projects eligible for Mobility Funds.
- Projects must be ready to have funds obligated for construction within 5 years. The Department desires to showcase its ability to identify and delivery candidate projects in a timely manner. This criterion is consistent with the Department's new Reform policy to deliver 95% of the projects identified in the Five Year Work Program on schedule.
- Projects must be consistent with MPO/RPO transportation planning efforts;
   Projects must be included in an adopted transportation plan and must be found to be consistent with local land-use plans where available.
- If the Project is in a maintenance or non-attainment area, it must be included in a conforming transportation plan.
- Only Project capital costs (right-of-way and construction) will be eligible for the Mobility Fund, not maintenance, operation, or planning costs.
   Maintenance, operational, and planning costs are not eligible. The Department believes the purpose of the Mobility Fund is to construct projects to reduce congestion and improve mobility in an expeditious manner. Maintenance and/or planning costs do not reflect the intent and purpose of this Fund and may detract from building other viable projects.
- Projects do not need to meet a minimum cost threshold to qualify for funding. No citation in the Mobility Fund legislation excludes a candidate project based on cost.

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#### **Final Project Criteria and Selection Process**

The Board concurs with the Workgroup's recommendation regarding the final criteria and weights as illustrated in this table.

Criterion	Weight
<b>Mobility/Congestion</b> – measured on the estimated travel time savings (in vehicle hours of travel) the project will provide for 30 years. Travel time savings can be reasonably calculated and used to compare projects across all of modes of transportation. As an example, a transit project may be evaluated by the reduced demand on the highway network.	60%
<b>Multimodal</b> – measured by whether the project provides an improvement to more than one mode of transportation and thus improves the efficiency of the transportation system. This is a yes/no question and scoring will be done on a sliding scale.	20%
Intermodal and Congestion Relief Fund – measured by whether the project meets the requirements of that fund. The Mobility Fund legislation specifies that projects that meet the criteria eligibility of the Intermodal and Congestion Relief shall receive preferential treatment in the project criteria and selection process. This is a yes/no question.	20%

These criteria and scoring are simple to understand, meet the legislative language and can be articulated to the public in a clear manner. Candidate projects will be scored on a 0 to 100 point scale for each criterion.

#### **Example Project Scoring**

The final project score is determined simply by multiplying the number of points in each of the three criteria by their respective weight and summing the points. The higher the point total, the higher the project ranking. For example:

Criteria	Weight	Points	Weighted Points
Mobility/Congestion	60%	55	33
Multimodal	20%	100	20
Intermodal and Congestion Relief Fund	20%	100	20
Total Project Score			73

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# **Appendix D – Congestion Relief & Intermodal 21<sup>st</sup> Century Transportation Fund**

#### Also located at:

http://www.ncdot.org/download/about/mobilityfund/Article19\_IntermodalCongestionRelief.pdf

NC General Statutes - Chapter 136 Article 19.
Congestion Relief and Intermodal 21st Century Transportation Fund.

#### § 136-250. Congestion Relief and Intermodal Transportation 21st Century Fund.

There is established in the State treasury the Congestion Relief and Intermodal Transportation 21st Century Fund, hereinafter referred to as the Fund. The Fund shall consist of all revenues appropriated and allocated to it. Interest on earnings of the Fund shall remain within the Fund. (2009-527, s. 1.)

#### § 136-251. Findings of fact.

The General Assembly finds that:

- (1) Increased use of rail for transport of freight will reduce highway congestion as well as allow economic expansion in a way that lessens the impact on the State highway system.
- (2) Public transportation, in addition to a program of urban loops and toll roads, will enable North Carolina to have a balanced 21st century transportation system.
- (3) As part of its initial program of internal improvements, the State capitalized the North Carolina Railroad in the 1840s and invested in other railroads, and those internal improvements led to North Carolina's rapid economic development. The North Carolina Railroad, with a 317-mile corridor from Charlotte to Morehead City, is still owned by the State.
- (4) Improved rail facilities and restoration of abandoned rail lines can allow increased access to the North Carolina State ports and military installations located within the State.
- (5) Session Law 2005-222 found that expanding and upgrading passenger, freight, commuter, and short-line rail service is important to the economy of North Carolina; and provided that the State would seek to provide matching funds partly so it can leverage the maximum federal and private participation to fund needed rail initiatives, such as the restoration of the rail corridor from Wallace to Castle Hayne and a rail connection between north-south and east-west routes in the vicinity of Pembroke.
- (6) Rail freight plays a vital role in economic development throughout the State. Intermodal service depends on partnerships with railroads, trucking companies, seaports, and others in the transportation logistics chain. North Carolina has 3,250 mainline miles of track, with Class I railroads holding seventy-nine percent (79%) of the trackage rights, the remainder controlled by local railroads and switching and terminal railroads. The 2006 Mid-Cycle Update to the North Carolina Statewide Intermodal Transportation Plan identified seven hundred ninety-nine million dollars (\$799,000,000) in freight rail needs over the next 25 years, including maintenance and preservation, modernization, and expansion.

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(7) North Carolina's short-line railroads play a key role in the State's economic development and transportation service and are needed to provide essential services to other modes of transportation and the North Carolina port system. North Carolina agriculture is dependent upon essential service by short-line railroads. State funds are needed to maintain short-line railroads as viable contributors to economic development, agriculture, and transportation in this State in order to prevent the loss of regional rail service. The Department of Transportation reported that 44,992 rail cars handled by short-lines kept 179,688 trucks off North Carolina highways. Short-line railroads are essential to preserve and develop jobs in rural and small urban areas of North Carolina. (8) Intermodal facilities and inland ports can greatly reduce freight traffic on North

- (8) Intermodal facilities and inland ports can greatly reduce freight traffic on North Carolina's highway system, reducing demand, congestion, and damage.
- (9) The proposed North Carolina International Terminal will need high-capacity intermodal access.
- (10) Most of North Carolina's growth is in its urban regions. According to the State Data Center, during the first decade of the 21st century, sixty-six percent (66%) of the projected 1,270,000 growth in population is in 15 urban counties surrounding Charlotte, Raleigh, and the Triad, while forty percent (40%) is in just six counties: Mecklenburg, Wake, Durham, Orange, Forsyth, and Guilford.
- (11) This large urban population growth greatly taxes resources. Despite the visionary creation of the Highway Trust Fund by the 1989 General Assembly and the funding of urban loop highways, congestion continues to worsen. Creation of a special fund to help meet urban transportation needs with alternatives such as rail transit and buses, coupled with land-use planning, will spur and guide economic development in a more economically and environmentally sound manner. Investment in public transportation facilitates economic opportunity to the State through job creation, access to employment, and residential and commercial development. Public transportation also protects the public health by decreasing air pollution and reducing carbon emissions. It reduces traffic congestion, road expenditures, public and private parking costs, and the number of traffic accidents. Charlotte's recent success in opening the first phase of its light rail system, with ridership significantly over projections, shows that North Carolinians are willing to use transportation alternatives.
- (12) Significant local revenues are needed to match State funds so that a major portion of the expenses is borne by the localities receiving the majority of the benefits. A local option sales tax for public transportation was approved by a fifty-eight percent (58%) favorable vote in Mecklenburg County in 1998 and reaffirmed by a seventy percent (70%) favorable vote in 2007. Extending this authority to additional jurisdictions, along with other revenue options, will enable localities to demonstrate local support for additional transit options.
- (13) Surveys have indicated broad public support for providing additional public transportation options and for allowing localities to generate revenue to match State grants. (2009-527, s. 1.)

#### § 136-252. Grants to local governments and transportation authorities.

- (a) Eligible Entities. The following entities are eligible to receive grants under this section from the Fund for public transportation purposes, which includes planning and engineering:
- (1) Cities.
- (2) Counties.

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- (3) Public transportation authorities under Article 25 of Chapter 160A of the General Statutes.
- (4) Regional public transportation authorities under Article 26 of Chapter 160A of the General Statutes.
- NC General Statutes Chapter 136 Article 19 3
- (5) Regional transportation authorities under Article 27 of Chapter 160A of the General Statutes.
- (b) Requirements. A grant may be approved from the Fund only if all of the following conditions are met:
- (1) The application is approved by all Metropolitan Planning Organizations under Article 16 of this Chapter whose jurisdiction includes any of the service area of the grant applicant.
- (2) The applicant has approved a transit plan that includes the following:
- a. Relief of anticipated traffic congestion.
- b. Improvement of air quality.
- c. Reduction in anticipated energy consumption.
- d. Promotion of a pedestrian- and bike-friendly environment around and connected to transit stations.
- e. Promotion of mixed-use and transit-oriented developments and other land-use tools that encourage multimodal mobility.
- f. Coordination with the housing needs assessment and plan provided in subdivision (3) of this subsection.
- g. Promotion of access to public transportation for individuals who reside in areas with a disproportionate number of households below the area median income.
- h. Coordination and planning with local education agencies to reduce transportation costs.
- i. Coordination with local governments with zoning jurisdiction to carry out elements of the plan.

The applicant may also include plans for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (42 U.S.C. § 12101, et seq.) that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.

- (3) The applicant has approved a housing needs assessment and plan, or includes with its application such assessment and plan (or assessments and plans) approved by another unit or units of local government within its service area, that includes the following:
- a. A housing inventory of market rate, assisted housing units, and vacant residential parcels.
- b. An analysis of existing housing conditions, affordable housing needs, and housing needs for specific population groups, such as people who are elderly, are disabled, have special needs, or are homeless.
- c. A catalogue of available resources to address housing needs.
- d. Identification of potential resources and a strategy to provide replacement housing for low-income residents displaced by transit development and to create incentives for the purpose of increasing the stock of affordable housing to at least fifteen percent (15%) within a one-half mile radius of each transit station and bus hub to be affordable to families with income less than sixty percent (60%) of area median income.

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- e. Goals, strategies, and actions to address housing needs over a five-year period.
- (4) The applicant has an adequate and sustainable source of funding established for its share of project costs.
- (5) The applicant agrees to submit to both the Secretary and each Metropolitan Planning Organization that approved the application a periodic update of the implementation of both the transit plan and the housing needs assessment and plan. Each Metropolitan Planning Organization receiving such update shall afford interested parties the opportunity to comment on the update.
- (c) Multiyear Allotments. Grants from the Fund may be committed for a multiyear basis to stabilize the phased implementation of a plan, including multiyear allotments. The Secretary of Transportation, after consultation with the Board of Transportation, shall approve, and amend from time to time, a rolling multiyear projection of up to 15 years for allocation of funds under this section. No applicant is eligible under the 15-year plan projection for more than one-third of the total funds to be granted under this Article during that 15-year period.
- (d) Cap; Matching Requirement. A grant under this section may not exceed twenty-five percent (25%) of the cost of the project and must be matched by an equal or greater amount of funds by the applicant. In evaluating projects, qualification for federal funding shall be considered. (2009-527, s. 1.)

#### § 136-253. Grants to other units.

- (a) Eligible Entities; Purposes. State agencies and railroads are eligible to receive grants under this section from the Fund for any of the following purposes:
- (1) Assistance to short-line railroads to continue and enhance rail service in the State so as to assist in economic development and access to ports and military installations. This may involve both the Rail Industrial Access Program and the Short Line Infrastructure Access Program, as well as other innovative programs. Grants under this subdivision shall not exceed fifty percent (50%) of the nonfederal share and must be matched by equal or greater funding from the applicant. Total grants under this subdivision may not exceed five million dollars (\$5,000,000) per fiscal year.
- (2) Assistance to any railroad in the construction of rail improvements, intermodal or multimodal facilities or restorations to (i) serve ports, military installations, inland ports or (ii) improve rail infrastructure to reduce or mitigate truck traffic on the highway system. Grants under this subdivision shall not exceed fifty percent (50%) of the nonfederal share and must be matched by equal or greater funding from the applicant. Total grants under this subdivision may not exceed ten million dollars (\$10,000,000) per fiscal year.
- (3) Assistance (i) to the State ports in terminal railroad facilities and operations,
- (ii) to improve access to military installations, and (iii) to the North Carolina International Terminal. Grants under this subdivision shall not exceed fifty percent (50%) of the nonfederal share and must be matched by equal or greater funding from the applicant. Total grants under this subdivision may not exceed ten million dollars (\$10,000,000) per fiscal year.
- (4) Expansion of intercity passenger rail service, including increased frequency and additional cities serviced. Routes under this subdivision must extend beyond the territorial jurisdiction of a transportation authority.
- (b) Commuter Rail Service Grants. State agencies, railroads, transportation authorities under Article 25 of Chapter 160A of the General Statutes, regional public

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transportation authorities under Article 26 of Chapter 160A of the General Statutes, and regional transportation authorities under Article 27 of Chapter 160A of the General Statutes are eligible to receive grants under this section from the Fund for the introduction of commuter rail service. Routes under this subsection must extend beyond the territorial jurisdiction of a transportation authority. (2009-527, s. 1.)

#### § 136-254. Grant approval.

All grants made under this Article are subject to approval of the Secretary of Transportation after consultation with the Board of Transportation. The Fund may be administered in conjunction with G.S. 136-44.20 and G.S. 136-44.36, but any funds allocated under those sections shall continue to be available as provided therein. (2009-527, s. 1.)

#### § 136-255. Expenditure.

No monies shall be expended from the Fund until appropriated by the General Assembly.

(2009-527, s. 1.)

#### § 136-256. Funds remain available until expended.

Appropriations to the Fund remain available until expended. (2009-527, s. 1.)

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