

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

Tuesday, July 24, 2012, at 10:00 a.m.
Greenville Public Works Conference Room, 1500 Beatty St
Actions to be taken in bold italics

- 1) Approval of Agenda; **approve**
- 2) Approval of Minutes of March 28, 2012 TAC Meeting (Attachment 1); **approve** p. 3
- 3) Public Comment Period
- 4) New Business / Action Items:
 - a) Amendment to 2012-2018 Transportation Improvement Program (TIP) for the addition of project M-0451 and to modify projects R-2250, U-3315, W-5201, Y-5500, and Z-5400. (Attachment 4a) – Resolution No. 2012-08-GUAMPO, 2012-09-GUAMPO, 2012-10-GUAMPO, 2012-15-GUAMPO, and 2012-17-GUAMPO; **recommended for TAC adoption** p. 9
 - b) Presentation by NCDOT regarding the process to designate US264 as an interstate highway. (*no attachments as of print date--4b shall be a placeholder should there be any attachments*)
 - c) MPO Boundary recommendation (Attachment 4c) – Resolution No. 2012-11-GUAMPO; **recommended for TAC adoption** p. 19
 - d) Revisions to MPO's Memorandum of Understanding (MOU) (Attachment 4d) – Resolution No. 2012-12-GUAMPO; **recommended for TAC adoption** p. 25
 - e) Resolution supporting Amtrak passenger rail service to Greenville, North Carolina (Attachment 4e) - Resolution No. 2012-13-GUAMPO; **recommended for TAC adoption** p. 46
 - f) Resolution supporting purpose and activities of the Eastern Carolina MPO/RPO Coalition (Attachment 4f) - Resolution No. 2012-14-GUAMPO; **recommended for TAC adoption** p. 51
 - g) Resolution opposing tolling of ferry operations (Attachment 4g) - Resolution No. 2012-16-GUAMPO **recommended for TAC adoption**; p. 56
- 5) Informational Items
 - a) Meeting summary of Eastern Carolina MPO/RPO Coalition meeting of May 11, 2012 and staff meeting of June 6, 2012.
- 6) Date, Time, and Place of next TAC Meeting
 - *To be determined*
- 7) Adjourn

GREENVILLE URBAN AREA MPO'S TITLE VI NOTICE TO PUBLIC

U.S. Department of Justice regulations, 28 Code of Federal Regulations, Section 42.405, Public Dissemination of Title VI Information, require recipients of Federal financial assistance to publish or broadcast program information in the news media. Advertisements must state that the program is an equal opportunity program and/or indicate that Federal law prohibits discrimination. Additionally, reasonable steps shall be taken to publish information in languages understood by the population eligible to be served or likely to be directly affected by transportation projects.

The Greenville Urban Area MPO hereby gives public notice that it's the policy of the MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, Executive Order 13166 *Improving Access to Services for Persons with Limited English Proficiency*, and related nondiscrimination statutes and regulations in all programs and services. It is the MPO's policy that no person in the United States shall, on the grounds of race, color, sex, age, income status, national origin, or disabilities be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program, activities, or services for which the MPO receives Federal financial assistance.

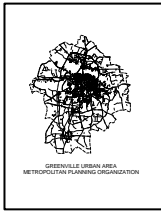
Any person who believes they have been mistreated by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with the Greenville Urban Area MPO. Any such complaint must be in writing or in person to the City of Greenville, Public Works--Engineering, MPO Title VI Coordinator, 1500 Beatty St, Greenville, NC 27834, within one hundred eighty (180) days following the date of the alleged discrimination occurrence. Title VI Discrimination Complaint forms may be obtained from the above address at no cost, or via internet at www.greenvillenc.gov.

GREENVILLE URBAN AREA MPO'S TÍTULO VI COMUNICACIÓN PÚBLICA

El Departamento de Justicia de regulaciones de EU, Código 28 de Regulaciones Federales, Sección 42.405, Difusión Pública del Título VI de la información, exigen que el beneficiario de la ayuda financiera del gobierno federal publique o difunda la información del programa a los medios de comunicación. Los anuncios deben indicar que el programa es un programa de igualdad de oportunidades y / o indicar que la ley federal prohíbe la discriminación. Además, deben tomarse pasos razonables para publicar la información en los idiomas de la población a la cual servirán, o que puedan ser directamente afectadas por los proyectos de transporte.

La Organización Metropolitana de Planificación de Greenville (Greenville Urban Area MPO) notifica públicamente que es política del MPO asegurar el pleno cumplimiento del Título VI del Acta de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, la Orden Ejecutiva 12898 Dirección Federal de Acciones para la Justicia Ambiental en Poblaciones minoritarias y poblaciones de bajos ingresos, la Orden Ejecutiva 13166 Mejorar el acceso a los Servicios para Personas con Inglés Limitado, y de los estatutos y reglamentos relacionados con la no discriminación en todos los programas y servicios. El MPO está comprometido a ofrecer oportunidades de participación significativa en sus programas, servicios y actividades a las minorías, poblaciones de bajos recursos y personas que no dominan bien el idioma Inglés. Además, reconocemos la necesidad de evaluar el potencial de impactos a estos grupos a través del proceso de toma de decisiones, así como la obligación de evitar, minimizar y mitigar impactos adversos en los que son desproporcionadamente altos. Es política del MPO que ninguna persona en los Estados Unidos, por motivos de raza, color, sexo, edad, nivel de ingresos, origen nacional o discapacidad sea excluido de la participación en, sea negado los beneficios de, o sea de otra manera sujeto a discriminación bajo cualquier programa, actividades o servicios para los que el MPO recibe asistencia financiera federal.

Cualquier persona que crea haber sido maltratada por una práctica discriminatoria ilegal en virtud del Título VI tiene derecho a presentar una queja formal con NCDOT. Cualquier queja debe ser por escrito o en persona con el Ciudad de Greenville, Public Works--Engineering, MPO Title VI Coordinator, 1500 Beatty St, Greenville, NC 27834, dentro de los ciento ochenta (180) días siguientes a la fecha en que ocurrió la supuesta discriminación. Los formatos de quejas por discriminación del Título VI pueden obtenerse en la Oficina de Public Works sin costo alguno o, o a través de Internet en www.greenvillenc.gov.



Attachment 1
Transportation Advisory Committee

Action Required

July 24, 2012

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Minutes from March 28, 2012 TAC meeting

Purpose: Review and approve the minutes from the previous TAC meeting.

Discussion: The draft minutes of the March 28, 2012 TAC meeting are included as Attachment 1 in the agenda package for review and approval by the TAC.

Action Needed: Adoption of March 28, 2012 TAC meeting minutes.

Attachments: March 28, 2012 TAC meeting minutes.

**GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES
March 28, 2012**

Members of the Transportation Advisory Committee met on the above date at 1:30 p.m. in the Conference Room of the Public Works Facility. Mr. Steve Tripp, Vice-Chairperson, called the meeting to order. The following attended the meeting:

Mayor Allen Thomas, City of Greenville
Mayor Steve Tripp, Town of Ayden
Mr. Jimmy Garris, Pitt County
Mayor David Boyd, Village of Simpson
Mayor Doug Jackson, Town of Winterville

TECHNICAL COORDINATING COMMITTEE MEMBERS PRESENT:

Mr. Daryl Vreeland, City of Greenville
Ms. Jo Penrose, City of Greenville
Mr. James Rhodes, Pitt County
Mr. Neil Lassiter, NCDOT
Mr. Scott Godefroy, TCC Chairperson, City of Greenville
Mr. Mark Eatman, NCDOT
Mr. Adam Mitchell, Town of Ayden

OTHERS PRESENT:

Mr. Thomas Moton, Interim City Manager, City of Greenville
Ms. Amanda Braddy, City of Greenville
Ms. Alyssa Cardelfe, ECU
Mr. Dan Thomas, NCDOT
Mr. Derrick Waller, NCDOT

Mr. Vreeland welcomed all those in attendance and introduced Ms. Jo Penrose. Ms. Penrose will be working with the MPO as a Coordinator working with Mr. Vreeland.

I. AGENDA:

A motion was made by Mayor Boyd to amend the agenda to add discussion of changing the designation of US 264 to an interstate designation under New Business Item F. Mayor Jackson seconded the motion and the motion passed unanimously.

II. MINUTES:

Commissioner Garris made a motion to approve the minutes of the November 18, 2011 meeting as presented. The motion was seconded by Mayor Jackson, and the motion passed unanimously.

III. ELECTION OF CHAIRPERSON AND VICE-CHAIRPERSON

A motion was made by Mayor Tripp to nominate Mayor Allen Thomas as Chairperson. A second was made by Mayor Jackson. No discussion ensued and the vote passed unanimously.

A motion was made by Commissioner Garris to nominate Mayor Steve Tripp as Vice-Chairperson. The motion was seconded by Mayor Jackson and passed unanimously.

IV. PUBLIC COMMENT PERIOD

There were no comments by the public.

V. New Business / Action Items

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

Mr. Vreeland explained that once a year, MPOs with a population fewer than 200,000 could “self-certify” by completing a Self Certification Checklist and presenting the information to NCDOT. In addition to the self-certification checklist, it is necessary for the TAC to adopt a resolution certifying the planning process is in compliance with all applicable regulations. Greenville Urban Area MPO’s 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.

A motion was made by Mayor Boyd to recommend adoption of the resolution for self-certifying the MPO’s Transportation Planning process. The motion received a second from Mayor Jackson and passed unanimously.

B. 2012-2012 Planning Work Program

Mr. Vreeland explained the Planning Work Program (PWP) is an annual business plan of the MPO and 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 activities and budget. The PWP consists of special plans and studies within the MPO.

A motion was made to recommend approval of the Planning Work Program by Commissioner Garris. A second was made by Mayor Tripp and the motion passed unanimously.

C. Update prioritization of “shovel-ready” projects

Mr. Vreeland informed the group that although no monies were currently available for Federal stimulus funding, it has been determined to be in the best interest of the MPO to maintain a list of “shovel-ready” projects. This would allow for consideration of projects in the event future funding became available. Mr. Vreeland directed attention to the lists of current projects and asked for recommendations or changes to the lists.

Mayor Tripp made a motion to accept the list of “shovel-ready” projects as presented. Mayor Boyd seconded and the motion passed unanimously.

D. Amendment to the 2011-2012 Unified Planning Work Program for the transfer of funds for task 3-D-3 (Special Studies) and modification to description of task 2-A-1 (Traffic Volume Counts)

Mr. Vreeland noted the 2011-2012 PWP required amending to allow for the transfer of funds for Pitt County's efforts in development of the transportation element of the comprehensive land use plan update and to update the description of task 2-A-1.

Mr. Vreeland explained that Pitt County has two special studies identified in the current UPWP. Using an in-house effort, they have recently completed the Pitt County Comprehensive Land Use Plan. The transportation element of this plan is identified as a special study in the current UPWP. Pitt County originally estimated that development of this plan would cost \$10,000. Based upon staff time and hours spent, the actual cost was \$17,564, which represents a shortfall of \$7,564 from what was originally budgeted.

The current UPWP identifies funding in the amount of \$60,000 for the Bicycle and Pedestrian Master Plan. At the time the current UPWP was being developed, the plan was not completed, and thus staff programmed funds in the current UPWP as a contingency. The plan was completed in the previous fiscal year. The proposed amendment would reduce the amount of the Bicycle and Pedestrian Master Plan funding in the current UPWP by \$7,564 and increase the funding of the transportation element of the Pitt County Comprehensive Land Use Plan by the same amount.

Task code 2-A-1 is identified as Traffic Volume Counts. In previous years, the City would sub-contract the collection of tube and turning movement counts through the use of a consultant. The City of Greenville has decided to make use of new technology that allows cost-efficient and effective data-collection to be performed in-house. In lieu of using a consultant to perform this data collection effort, the City of Greenville proposes to purchase electronic traffic data collection equipment using the funds identified in task code 2-A-1. The proposed amendment would add the following to the description of task code 2-A-1: "Purchase of transportation data-collection equipment."

The proposed amended 2011-2012 PWP presents the programming of these funds in the manner indicated above. There is no net change to funding totals as a result of the proposed modification. Descriptions of work to be performed for the amended tasks noted above are described within the text of the 2011-2012 PWP and do not require modification, with the exception of task 2-A-1 (traffic volume counts). These proposed modifications have been coordinated with and reviewed by NCDOT.

A motion was made to accept the amendments to the 2011-2012 PWP by Commissioner Garris. A second was made by Mayor Tripp and the motion passed unanimously.

E. Title VI Plan

Mr. Vreeland noted that NCDOT performed a Title VI compliance desk audit review regarding the MPO's compliance with these Federal requirements. On October 17, 2011, NCDOT identified the deficiencies and corrective actions the MPO is expected

to perform to correct its current Title VI procedures and policies. These deficiencies are addressed within the draft Title VI plan for the MPO. Requests for public comments on the plan were made and no comments have been received to date. Mr. Vreeland also informed MPO members that Appendix A of the Title VI Plan must be included in any contract with consultants on special studies.

A motion was made by Mayor Tripp to recommend adoption of the Title VI Plan. A second was made by Mayor Boyd and passed unanimously.

F. Change of Designation of US 264 to Interstate Discussion

Mr. Vreeland explained that to begin discussion on changing the designation of US 264 to Interstate a letter requesting the change must be sent to NCDOT by MPO/TAC chair.

A motion was made by Commissioner Garris to have MPO staff draft a letter to NCDOT to be signed by TAC Chair Mayor Thomas requesting the designation change. A second was made by Mayor Boyd and the motion passed unanimously.

VI. Informational / Non-action Items

A. Information update – air quality standards

Mr. Vreeland expounded on an email provided regarding air-quality rules by the Obama Administration. Mr. Vreeland explained that the stricter standards that had originally been proposed will be put back on its regular review schedule which will occur in 2013.

B. Presentation #3 regarding NCDOT's 2040 plan

Mr. Dan Thomas gave a presentation on NCDOT's 2040 plan. A copy of the presentation will be available with the March 28, 2012 meeting package.

C. Eastern NC RPO/MPO Coalition Meeting

Mayor Tripp questioned the status of the regional coalition meeting held in Kinston and asked if more meetings would be held to expound on regional projects. Mr. Vreeland will obtain further information regarding any upcoming meetings and report to TAC members.

D. Southwest Bypass Loop

Mayor Tripp asked about the status of the Southwest Bypass Loop. Mr. Vreeland explained there have been no new developments since the project schedule had been advanced.

E. Town of Winterville Boyd Street Railroad Crossing

Mayor Jackson explained the Town of Winterville has held several public hearings and the citizens are strongly opposed to the closing of the railroad crossing at this location.

Mayor Tripp made a motion to have the MPO oppose the railroad crossing closing and support the Town of Winterville by submitting formal documentation as such. The

motion was seconded by Commissioner Garris and the motion passed unanimously.

MPO staff is directed to prepare a letter for TAC chair's signature stating the MPO's opposition to the railroad crossing closing. MPO staff will then submit this documentation to proper officials.

F. Mass Transportation to Town of Ayden and Town of Winterville

Mayor Tripp asked about possible connectivity of mass transportation from the City of Greenville to the Town of Ayden and Town of Winterville. Mr. Vreeland explained the Short Range Transit Plan may identify these needs. Mr. Vreeland further explained the Long Range plan could also identify the needs for mass transportation the MPO. Mr. Rhodes also informed the group of the PATS program and its potential to serve the MPO area.

Mr. Mitchell suggested the Town of Winterville and Town of Ayden send formal requests to the City of Greenville and Pitt County requesting consideration of future connectivity regarding mass transportation.

VII. DATE, TIME, AND PLACE OF NEXT TCC/TAC MEETINGS

TCC

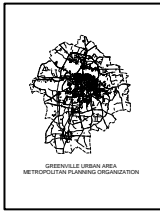
None scheduled at this time

TAC

None scheduled at this time

VIII. ADJOURNMENT

There being no further discussion, Commissioner Garris made a motion to adjourn. The motion was seconded by Mayor Jackson and the meeting adjourned at 2:50 p.m.



Attachment 4a

Transportation Advisory Committee

Action Required

July 24, 2012

TO: Technical Coordinating Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Amendments to the Transportation Improvement Program (TIP) for inclusion of project M-0451 and the modification of projects R-2250, U-3315, EB-4996, W-5202, Y-5500, and Z-5400 (the last three are statewide projects)

Purpose: Amend the TIP for the following projects

1. M-0451 (Statewide landscape plans for STIP construction projects)
 - Project does not currently exist in the TIP. Adds this project in the TIP.
2. U-3315 (10th Street Connector)
 - Update project costs and to delay construction from FY14 to FY15 to allow additional time for right of way acquisition and relocation of utilities
3. R-2250 (SW Bypass) The following changes were made in the STIP to match the revised urban loop schedule based on use of GARVEE revenue bonds
 - Section A: accelerate right of way from FY20 to FY19
 - Section B: accelerate right of way from FY18 to FY17 and construction from post year to FY20
 - Section C: accelerate right of way from FY16 to FY14 and construction from FY20 to FY18
4. W-5202 (Division 2 Rumble strips, guardrail, safety and lighting improvements at selected locations) in the statewide portion of the 2012-2018 TIP.
 - Provide additional funding for FY13-15
5. Y-5500 (Traffic separation study implementation and closure)
 - Add funding for FY13
6. Z-5400 (Highway-Rail Grade Crossing Safety Improvements)
 - Add funding for FY13
7. EB-4996 (Green Mill Run Greenway)
 - update project costs, delay construction from FY12 to FY13 to allow additional time for right of way acquisition, and add Right of Way in FY12 not previously programmed

Discussion:

In April, May, and June 2012 MPO Staff was made aware of amendments to the STIP that NCDOT staff had submitted to the Board of Transportation for those monthly meetings. The North Carolina Board of Transportation will consider amending the 2012-2018 State Transportation Improvement Program (STIP) for these items during their May through July, 2012 meetings. The projects provide NCDOT funds under various TIP headings, as described above.

Regarding the Statewide projects: NCDOT will be responsible for determining which projects will be funded through TIP headings M-0451, W-5202, Y-5500, and Z-5400. Until a project is selected (under each TIP heading), it is not known where it will be located. However, until the TIP is amended (for inclusion or modification) of these TIP projects, no potential projects can be

performed within the Urbanized Area under these TIP headings. Therefore, it is in the MPO's best interest to amend the TIP accordingly, to allow for any potential project selection within the MPO's Urbanized Area at some future time.

To follow the proper protocol for the expenditure of Federal funds, the 2012-2018 TIP must be amended to correspond with projects in the STIP. This amendment would modify the TIP as indicated above and in the adoption resolutions.

In accordance with the MPO's Public Involvement Plan, these proposed amendments to the 2012-2018 TIP were advertised in the local newspaper for a minimum of 10 days. No public comments were received.

Staff proposed modification to TCC's recommendation for R-2250 (SW Bypass): After the TCC meeting, staff received information from NCDOT's TIP unit regarding the programming of this project in the STIP. TCC's recommendation was to adopt the TIP amendment with the following additional language (in bold):

- ...shall be amended as listed above **and request that NCDOT advance and accelerate the construction of segment A of R-2250 to be in FY 2023** on this the 24th day of July, 2012.

Staff recommends the following modification so that the adoption resolution states the following:

- shall be amended as listed above **and reiterate that it is the No. 1 priority of the MPO to see that all three segments of the SW Bypass are constructed and that as soon as non-equity funds become available that those be directed toward accelerating the construction of Segment A in effort to complete the construction of the SW Bypass in a timely and efficient manner,** on this the 24th day of July, 2012

BOTH VERSIONS (TCC'S AND STAFF'S) ARE PRESENTED IN THE ATTACHMENTS.

EB4996--- (Green Mill Run Greenway) Staff was informed of the need to modify this project on July 9, 2012, after the June 21, 2012 TCC meeting. This modification has been coordinated with NCDOT and the City of Greenville. NCDOT's BOT is expected to consider this modification at their August 9, 2012 meeting. This project was advertised for public input and any comments received will be shared with TAC members during the presentation of this agenda item.

Action Needed: TAC adopt resolution 2012-8-GUAMPO, 2012-09-GUAMPO, 2012-10-GUAMPO, 2012-15-GUAMPO, and 2012-17-GUAMPO amending the TIP as indicated and recommended by TCC (except 2012-17-GUAMPO) during their June 21, 2012 meeting.

Attachments:

- Resolution 2012-8-GUAMPO, 2012-9-GUAMPO, 2012-10-GUAMPO, and 2012-15-GUAMPO
- Staff-modified version of 2012-15-GUAMPO (SW Bypass)
- Resolution 2012-17-GUAMPO (Green Mill Run Greenway)

RESOLUTION NO. 2012-08-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document (in the Statewide projects section) for Project ID M-0451 and on page 6 for W-5202, and

Existing TIP:**Existing Amounts**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
M -0451 Statewide landscape plans for STIP construction projects										
Project does not currently exist in the 2012-2018 TIP.										
W-5202 Division 2 Rumble strips, guardrail, safety and lighting improvements at selected locations										
300	150	HES	R	50						
		HES	C	100						

Amended TIP:**Amended Amounts (indicated in bold)**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
M -0451 Statewide landscape plans for STIP construction projects										
490		S	Eng	70	70	70	70	70	70	70
W-5202 Division 2 Rumble strips, guardrail, safety and lighting improvements at selected locations										
2,250	150	HSIP	R	50	100	100	100			
		HSIP	C	100	600	600	600			

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

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the 24th day of July, 2012.

 Mayor Allen Thomas, Chairman
 Transportation Advisory Committee,
 Greenville Urban Area MPO

 Amanda Braddy, Secretary

RESOLUTION NO. 2012-09-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document on Page 3 of 20 for Project ID U-3315 to update project costs and to delay construction from FY14 to FY15 to allow additional time for right of way acquisition and relocation of utilities, and

Existing TIP:Existing Amounts

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
U-3315 Stantonsburg Road/Tenth Street connector, Memorial Drive to SR 1702 (Evans St), in Greenville. Multi-Lanes, some new location with grade separation at CSX Transportation System.										
32600	1600	STP	R	1204	1204					
		C	R	3000	3000					
		HP	R	3296	3296					
		STP	C			19600				

Amended TIP:Amended Amounts (indicated in bold)

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
U-3315 Stantonsburg Road/Tenth Street connector, Memorial Drive to SR 1702 (Evans St), in Greenville. Multi-Lanes, some new location with grade separation at CSX Transportation System.										
49515	1625	STP	U	1470						
		STP	R	7114	7114					
		HP	R	3296	3296					
		C	R	3000	3000		19600			

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

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the 24th day of July, 2012.

 Mayor Allen Thomas, Chairman
 Transportation Advisory Committee,
 Greenville Urban Area MPO

 Amanda Braddy, Secretary

RESOLUTION NO. 2012-10-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document (in the Statewide projects section) for Project ID Y-5500 and Z-5400, and

Existing TIP:**Existing Amounts**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Y-5500 Traffic separation study implementation and closure										
400		RR	RW	150						
		RR	C	250						
Z-5400 Highway-Rail Grade Crossing Safety Improvements										
12309		RR	C	12309						

Amended TIP:**Amended Amounts (indicated in bold)**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Y-5500 Traffic separation study implementation and closure										
3400		RR	RW	150	500					
			C	250	2500					
Z-5400 Highway-Rail Grade Crossing Safety Improvements										
15809		RR	C	12309	3000					
		RR	R		500					

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

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the 24th day of July, 2012.

 Mayor Allen Thomas, Chairman
 Transportation Advisory Committee,
 Greenville Urban Area MPO

 Amanda Braddy, Secretary

**RESOLUTION NO. 2012-15-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document on page 2 of 20 for Project ID R-2250 as follows, and

Existing TIP:

Existing Amounts

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Unfunded Future Years
		R-2250 NC11/NC903 Greenville Southwest Bypass, NC11 to US264 Greenville Bypass. Four lane divided facility on new location with bypass of Winterville. (12.2 miles) Section A=NC11/903 to South of NC102, Section B=South of NC102 to South of SR1126 (Forlines Rd,) Section C=South of SR1126 (Forlines Rd) to US264 Greenville Bypass									
223377	10565	T	R			26300 C		12300 B		12300 A	
		T	M						163C		149B
		T	C								24600A
		T	C								49900B
		T	C							21775 C	65325C

Amended TIP:

Amended Amounts (indicated in bold)

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Post Year
		R-2250 NC11/NC903 Greenville Southwest Bypass, NC11 to US264 Greenville Bypass. Four lane divided facility on new location with bypass of Winterville. (12.2 miles) Section A=NC11/903 to South of NC102, Section B=South of NC102 to South of SR1126 (Forlines Rd,) Section C=South of SR1126 (Forlines Rd) to US264 Greenville Bypass												
223377	10565	T	R	26300 C			12300 B		12300 A					
		T	M											
		T	C											24600 A
		T	C							12475 B	12475 B	12475 B	12475 B	
		T	C					21775 C	21775 C	21775 C	21775 C			

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

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above **and request that NCDOT advance and accelerate the construction of segment A of R-2250 to be in FY 2023** on this the 24th day of July, 2012.

Mayor Allen Thomas, Chairman
Transportation Advisory Committee,
Greenville Urban Area MPO

Amanda Braddy, Secretary

**RESOLUTION NO. 2012-15-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018**

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document on page 2 of 20 for Project ID R-2250 as follows, and

Existing TIP:

Existing Amounts

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Unfunded Future Years
		R-2250 NC11/NC903 Greenville Southwest Bypass, NC11 to US264 Greenville Bypass. Four lane divided facility on new location with bypass of Winterville. (12.2 miles) Section A=NC11/903 to South of NC102, Section B=South of NC102 to South of SR1126 (Forlines Rd,) Section C=South of SR1126 (Forlines Rd) to US264 Greenville Bypass									
223377	10565	T	R			26300 C		12300 B		12300 A	
		T	M						163C		149B
		T	C								24600A
		T	C								49900B
		T	C							21775 C	65325C

Amended TIP:

Amended Amounts (indicated in bold)

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Post Year
		R-2250 NC11/NC903 Greenville Southwest Bypass, NC11 to US264 Greenville Bypass. Four lane divided facility on new location with bypass of Winterville. (12.2 miles) Section A=NC11/903 to South of NC102, Section B=South of NC102 to South of SR1126 (Forlines Rd,) Section C=South of SR1126 (Forlines Rd) to US264 Greenville Bypass												
223377	10565	T	R	26300 C			12300 B		12300 A					
		T	M											
		T	C											24600 A
		T	C							12475 B	12475 B	12475 B	12475 B	
		T	C					21775 C	21775 C	21775 C	21775 C			

WHEREAS, the MPO certifies that this TIP modification is consistent with the intent of the Greenville Urban Area MPO’s 2035 Long Range Transportation Plan, and

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above **and reiterate that it is the No. 1 priority of the MPO to see that all three segments of the SW Bypass are constructed and that as soon as non-equity funds become available that those be directed toward accelerating the construction of Segment A in effort to complete the construction of the SW Bypass in a timely and efficient manner** on this the 24th day of July, 2012.

Mayor Allen Thomas, Chairman
Transportation Advisory Committee,
Greenville Urban Area MPO

Amanda Braddy, Secretary

RESOLUTION NO. 2012-17-GUAMPO
AMENDING THE GREENVILLE URBAN AREA
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2012-2018

WHEREAS, the Transportation Advisory Committee has reviewed the FY 2012-2018 Transportation Improvement Program (TIP) and found the need to amend said document on Page 6 of 20 for Project ID EB-4996 to update project costs, delay construction from FY12 to FY13 to allow additional time for right of way acquisition, and add Right of Way in FY12 not previously programmed.

Existing TIP:Existing Amounts

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
EB-4996 Green Mill Run Greenway, Charles Boulevard to Evans Park in Greenville. Construct Greenway										
1375		HP	C	1375						

Amended TIP:Amended Amounts (indicated in bold)

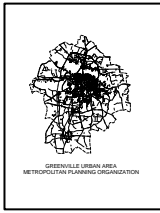
Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
EB-4996 Green Mill Run Greenway, Charles Boulevard to Evans Park in Greenville. Construct Greenway										
1482		HP	R	40						
		L	R	10						
		HP	C		1146					
		L	C		286					

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

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, adopted August 9, 2011 by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the 24th day of July, 2012.

 Mayor Allen Thomas, Chairman
 Transportation Advisory Committee,
 Greenville Urban Area MPO

 Amanda Braddy, Secretary



Attachment 4C
Transportation Advisory Committee
Action Required

July 24, 2012

TO: Transportation Advisory Committee
FROM: Jo Laurie Penrose, AICP, Transportation Planner
SUBJECT: Changes to the MPO urbanized area boundary

Purpose: Provide information on the urbanized area and urban cluster 2010 census information in order to determine changes to the MPO boundary.

Discussion: MPO planning area boundaries are updated every 10 years based on the U.S. Census Bureau survey of population. MPO designations affect transportation program fund allocations, establish program standards and may affect implementing some program elements.

Initial results of the 2010 Census show that the urbanized area of Greenville—Pitt County are almost the same since the 2000 census. The urbanized areas extend slightly beyond the 2000 UZA, most notably to the east, as shown in Attachment 1. The proposed MPO boundary does not include any additional incorporated jurisdictions.

In addition to the boundary, staff worked with NCDOT to smooth out the Urbanized area (UZA) and census block areas and make them contiguous to roadways. This action is needed to comply with federal designations of functional classification on area roads.

In urban areas, census blocks conform approximately to what we think of as city blocks. At this fine level of geography, the census only releases a subset of the data short-form questionnaire. Block group areas are supposed to contain approximately 1200 people, but the actual count of people per block group varies widely. All of the short and long-form data is summarized at the block-group and tract level.

Action Needed: TAC Approval of proposed smoothed UZA and MPO boundary.

Attachments:

- Map of urbanized areas and urban clusters from 2010 Census
- Map of urbanized areas and urban clusters from 2000 Census
- Map of current and proposed MPO boundaries

July 24, 2012

Mr. Mike Bruff
Transportation Planning Branch, NCDOT
1554 Mail Service Center
Raleigh, NC 27699-1554

Dear Mr. Bruff:

Subject: Urbanized Area Boundary, MAB and MPO Review Report for Greenville Urban Area MPO.

The Greenville Urban Area MPO has conducted a review of the Urbanized Area Boundary (UZA), MPO Boundary (MAB), and MPO Structure and Governance as required by House Bill 1288. The review has been coordinated with the North Carolina Department of Transportation. We are in agreement with the smoothed boundary as shown on map dated May 25, 2012. The TAC approved the new MAB on July 24, 2012 and the report for the MPO review process is enclosed.

I understand that following the designation of the UZAs and UCBs, there will be an update of the National Functional Classification System. This will also be coordinated between the MPO and NCDOT.

Sincerely,

Allen Thomas, Chairman
Greenville Urban Area MPO
Technical Advisory Committee

**RESOLUTION NO. 2012-11-GUAMPO
ADOPTING THE UPDATED GREENVILLE URBAN AREA METROPOLITAN
PLANNING ORGANIZATION URBAN AREA BOUNDARY AND METROPOLITAN
AREA BOUNDARY**

WHEREAS, 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, on March 26, 2012, the U.S. Census Bureau released the Urbanized Areas Boundaries from the 2010 Census; and

WHEREAS, the U.S. Census Bureau expanded the size of the Greenville Urbanized Area such that there is a need to update the Urbanized Area Boundary (UZA) but not the Metropolitan Area Boundary (MAB); and

WHEREAS, updated UZA boundaries have been jointly developed by NCDOT and the Lead Planning Agency of the Greenville Urban Area Metropolitan Planning Organization; and

WHEREAS, the Technical Coordinating Committee and Transportation Advisory Committee have conducted a review of the Urbanized Area Boundary (UZA) and Metropolitan Area Boundary (MAB) within our area; and

WHEREAS, the review has been coordinated with the North Carolina Department of Transportation; and

WHEREAS, we are in agreement with the Urbanized Area Boundary and Metropolitan Area Boundary;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area adopts the Urban Area Boundary and Metropolitan Area Boundary dated May 25, 2012, for the Greenville Urban Area Metropolitan Planning Organization on this the 24th day of July 2012.

Mayor Allen Thomas, Chairman
Transportation Advisory Committee
Greenville Urban Area MPO

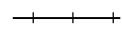

Amanda Braddy, Secretary

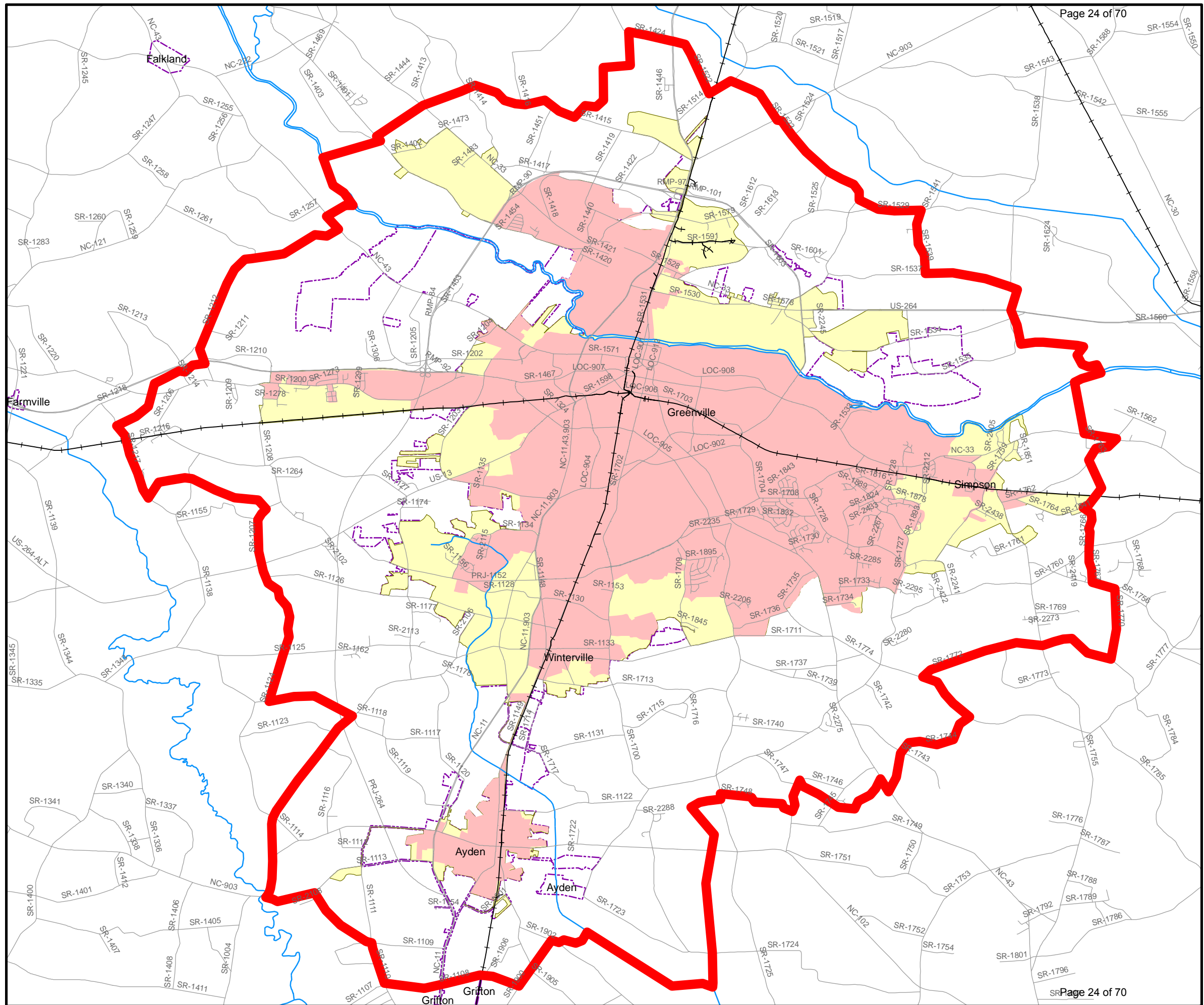
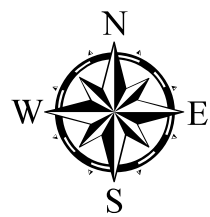
COG-#925566-v1-Resolution_2012_11_adopt_UZA+MPO_Boundary

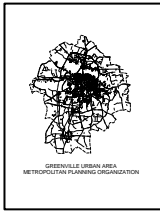
Greenville 2000 vs. 2010 Urbanized Areas

Map Date: May 25, 2012

Legend

-  **Greenville MPO Boundary**
-  **Railroads**
-  **Roads**
-  **Rivers**
-  **2000 Unsmoothed UZA**
-  **2010 Unsmoothed UZA**
-  **Municipal Boundary**





Attachment 4d

Transportation Advisory Committee

Action Required

July 24, 2012

TO: Transportation Advisory Committee
 FROM: Daryl Vreeland, AICP, Transportation Planner
 SUBJECT: Revision of MPO's Memorandum of Understanding (MOU)

Purpose: Adopt a revised Memorandum of Understanding (MOU).

Discussion: As a result of the release of 2010 Census data and subsequent expansion of the MPO's boundary, NCDOT requires that the MPO revisit its MOU and adopt a revised MOU. After investigation of the Urbanized Area Boundary (previous agenda item), staff's recommendation is that no change be made to the MPO boundary. MPO staff, NCDOT and County planning staff feel the existing boundary is an accurate reflection of the urbanized area, in consideration of existing and future land use, development trends, etc. Therefore, there are no proposed changes to the voting or membership structure as it relates to the number of municipalities and jurisdictions involved in the MOU.

However, there are some staff and TCC-recommended changes to the MOU for TAC's consideration. The draft MOU was coordinated among all TCC members and NCDOT for input and comment. The version attached incorporates TCC-requested modifications.

Staff proposes the following changes to the MOU:

- 1. Define the number of votes required for quorum + clarification of other quorum and voting matters. (Applies to both TCC and TAC)**
 - o Currently, the MOU does not state the number of votes needed to define a quorum, for both TCC and the TAC committees. MPO staff currently determines a quorum based upon a majority of voting members, defined as greater than 50%. Clarification of the number of votes of each MPO committee needed would eliminate any ambiguity regarding this issue. Additionally, new text has been proposed for clarification on voting members who have withdrawn from a meeting after being present:
 - a) the member shall be counted as present for quorum determination purposes.
 - b) the member must be excused to leave the meeting by a majority of the remaining members present or their vote shall be recorded in the affirmative.
 - c) failure to vote by a member who is physically present at a meeting shall result in that person's vote being recorded as an affirmative vote.
- 2. Remove MPO staff from counting towards formation of a quorum or having a vote in TCC matters.**
 - o MPO staff should be considered to be independent, unbiased, and impartial whose primary duty is to assemble and present information to MPO committees. Currently, MPO staff are counted towards quorum, and officially have a vote on TCC matters, potentially conflicting with the independent role MPO staff should maintain. To clarify MPO staff's independent role, MPO staff should be removed

from counting towards quorum and should not have a vote on TCC's recommendations to the TAC. MPO staff's role is to provide information and make recommendations to TCC, when applicable. This is accomplished through MPO staff's recommendations to TCC in agenda abstracts and does not require that MPO staff have a vote on the TCC.

- An MPO staff member is currently listed as a representative of the City of Greenville. To keep the previously-agreed voting weight and structure, the City of Greenville should maintain this voting seat. The City of Greenville's preferred replacement is the City Manager, (or designee). The draft MOU reflects this change.

3. Enable TCC members to provide substitute members.

- In the event that if a primary TCC member cannot attend a TCC meeting, a substitute member may attend in place of the primary member and be counted towards quorum. In the 2000 (current) edition of the MOU, there is no mention of substitute TCC members. MPO staff feels that the MOU should formally state the practice of TCC member substitution. This clarification is stated in the draft update to the MOU and further states that the substitute member shall announce at the beginning of the meeting that s/he has been designated as a substitute member.

4. Detail a yearly voting process for chair and vice-chair of the MPO's committees.

- Currently, the MPO conducts a yearly election for a chair and vice-chair position for the TCC and TAC committee. The current MOU has no mention of this yearly voting procedure. MPO staff recommends inclusion of the yearly voting procedure for the MPO's committees and is included in the draft revision of the MOU.

5. Establish an attendance policy for TCC members.

- Membership on the TCC committee is defined in the MOU. A majority of TCC members must attend meetings to establish a quorum and therefore conduct MPO business. MPO staff has noted that there are positions on the TCC that have not been attended for years. Consistent and continual lack of attendance makes it harder to acquire quorum in TCC meetings. Therefore, MPO staff have proposed an attendance policy in the draft revision of the MOU. The proposed policy does not conflict with the substitution of TCC members as previously stated. The proposed policy states that should a TCC member not attend or provide a substitute for three consecutive meetings, then that member shall no longer be counted for purposes of determining a quorum. In that instance, the TCC member can still participate and vote in future TCC meetings, but will simply not be required, necessary, or counted towards quorum from the point in time and onward that 3 consecutive meetings have not been attended by that TCC member. Normal voting status would be reinstated after attendance of 3 consecutive meetings of the member or substitute.

6. Detail the cost-share agreement for the local share of MPO operational costs.

- The MPO's operations (staffing and administrative costs) are 80% funded by Federal reimbursement (administered by NCDOT) and 20% funded by local funds. At their March 17, 2011 meeting, TAC agreed to cost-share the local portion of the MPO's operational costs on a per-capita basis. The resolution agreeing to this cost-share also states that the cost share agreement shall be included when the MPO's MOU is revised. Since the amount of planning funds received by the Lead Planning Agency on behalf of the MPO are based on the

2010 Census figures, the cost share calculations should be based upon this set of population data also.

- The cost share structure proposed within the MOU is slightly different than that previously agreed upon. According to meeting minutes, the agreed upon cost-share structure was to immediately proportionally cost-share one staff salary, and then phase in the other MPO staff position over the remaining 4 years. What was actually adopted was a 3-year phase-in period. To rectify this situation and make the calculations much simpler, MPO staff proposes a 4-year phase-in period for all standard MPO operational costs (excluding any special projects). The result of this proposal would ease the financial impact of the cost-sharing arrangement, given the revised and more accurate operational costs provided in the attachment.
 - a) Amounts previously/initially used as cost estimates didn't account for employee benefits and other expenses incurred by an employer. Revised cost estimates based upon actual costs are attached.
- The Travel Demand Model update project was originally anticipated to begin FY2011-2012, but will now begin in FY2012-2013. As a result, MPO-member municipalities need to budget for this project in addition to the second year (FY12-13) of the MPO staff's proposed redesign of the phase-in period for operational costs.

7. Add an additional TCC member.

- TCC recommends the addition of another voting member to their committee. The recommendation adds a representative of Pitt Area Transit to the TCC's official membership.

Action Needed: TAC adopt Resolution 2012-12-GUAMPO which adopts the attached MOU, as recommended by TCC during their June 21, 2012 meeting.

Attachments:

Updated cost-sharing calculations
Draft MOU with proposed changes
Resolution 2012-12-GUAMPO.

Updated (June 2012) MPO cost-share calculations based upon staff recommendation

Original staff estimate--Jurisdictional yearly total
(estimate for planning / bugetary purposes)

Based on a \$32,000 local match estimated requirement for 2 positions
(salary and benefits)

Jurisdiction	Percent of MPO Population	20% local match requirement for two positions on a per-capita basis	Total Year 1	Total Year 2	Total Year 3	Year 4+ and any additional staff
Greenville	64.60%	\$ 20,673	\$ 24,467	\$ 22,559	\$ 20,673	\$ 20,673
Winterville	7.16%	\$ 2,292	\$ 1,524	\$ 1,910	\$ 2,292	\$ 2,292
Ayden	3.90%	\$ 1,249	\$ 830	\$ 1,041	\$ 1,249	\$ 1,249
Simpson	0.39%	\$ 124	\$ 83	\$ 104	\$ 124	\$ 124
Pitt County	23.95%	\$ 7,663	\$ 5,096	\$ 6,387	\$ 7,663	\$ 7,663
	100%	\$ 32,000.00	\$ 32,000.00	\$ 32,000.00	\$ 32,000.00	\$ 32,000.00

MPO Staff Recommendation for cost-share in MOU

with updated (June 2012) estimated MPO operational costs--based on actual values

Jurisdiction	2010 Census Population	% of Total 2010 MPO Population	Year 1 (FY11-12) (25% phase in)	Percent of costs (year 1) (25% phase in)	Year 2 (FY12-13) (50% phase in)	Percent of costs (year 2) (50% phase in)	Year 3 (FY13-14) (75% phase in)	Percent of costs (year 3) (75% phase in)	Year 4 (FY14-15 and subsequent) (100% proportionate cost share)	Percent of costs (year 4+) (100% phase in)
Greenville	84,554	63.54%	\$ 25,969	90.89%	\$ 37,692	81.77%	\$ 33,491	72.66%	\$ 29,289	63.54%
Winterville	9,269	6.97%	\$ 498	1.74%	\$ 1,605	3.48%	\$ 2,408	5.22%	\$ 3,211	6.97%
Ayden	4,932	3.71%	\$ 265	0.93%	\$ 854	1.85%	\$ 1,281	2.78%	\$ 1,708	3.71%
Simpson	416	0.31%	\$ 22	0.08%	\$ 72	0.16%	\$ 108	0.23%	\$ 144	0.31%
Pitt County (unincorporated area within MPO boundary)	33,898	25.47%	\$ 1,820	6.37%	\$ 5,871	12.74%	\$ 8,807	19.11%	\$ 11,742	25.47%
Total	133,069	100.00%	\$ 28,573	100.00%	\$ 46,095	100.00%	\$ 46,095	100.00%	\$ 46,095	100.00%

percent all except Greenville (combined sum of Winterville, Ayden, Simpson, and Pitt County) 36.46% 9.11% 18.23% 27.34% 36.46%

\$ 28,573.00 \$ 46,095.00

Jurisdiction	Travel Demand Model 20% local match requirement for (FY12-13)
Greenville	\$ 3,178
Winterville	\$ 348
Ayden	\$ 185
Simpson	\$ 16
Pitt County	\$ 1,273
	\$ 5,000

Jurisdiction	Total FY12-13 Sum of Travel Demand model and operational costs
Greenville	\$ 40,870
Winterville	\$ 1,953
Ayden	\$ 1,039
Simpson	\$ 88
Pitt County	\$ 7,144
	\$ 51,095

MEMORANDUM OF UNDERSTANDING FOR CONTINUING, COOPERATIVE, AND
 COMPREHENSIVE TRANSPORTATION PLANNING
 BETWEEN
 THE CITY OF GREENVILLE, THE TOWN OF WINTERVILLE, THE TOWN OF AYDEN,
 THE VILLAGE OF SIMPSON, PITT COUNTY, AND THE NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION IN COOPERATION WITH THE UNITED STATES
 DEPARTMENT OF TRANSPORTATION

WITNESSETH

WHEREAS, Chapter 136, Article 16, Section 136-200-1 of the General Statutes of North Carolina require that:

“Metropolitan planning organizations established pursuant to the provisions of 23 U.S.C. § 134 are hereby recognized under the law of the State. Metropolitan planning organizations in existence on the effective date of this section continue unaffected until redesignated or restructured in accordance with the provisions of and according to the procedures established by 23 U.S.C. § 134 and this Article. The provisions of this Article are intended to supplement the provisions of 23 U.S.C. § 134. In the event any provision of this Article is deemed inconsistent with the requirements of 23 U.S.C. § 134, the provisions of federal law shall control. (2000-80, s. 4.)”; and

WHEREAS, Chapter 136, Article 16, Section 136-200.2 of the General Statutes of North Carolina require a decennial review of metropolitan planning organization boundaries, structure, and governance and Section 200.2(a) regarding evaluation requires that:

“Following each decennial census, and more frequently if requested by an individual metropolitan planning organization, the Governor and the Secretary of Transportation, in cooperation with the affected metropolitan planning organization or organizations, shall initiate an evaluation of the boundaries, structure, and governance of each metropolitan planning organization in the State. The goal of the evaluation shall be to examine the need for and to make recommendations for adjustments to metropolitan planning organization boundaries, structure, or governance in order to ensure compliance with the objectives of 23 U.S.C. § 134. The Secretary shall submit a report of the evaluation process to the Governor and to the Joint Legislative Transportation Oversight Committee.”; and

WHEREAS, the said Chapter 136, Article 16, Section 136-200.2(b) requires regarding factors for evaluation that:

“The evaluation of the area, structure, and governance of each metropolitan planning organization shall include all of the following factors:

- (1) Existing and projected future commuting and travel patterns and urban growth projections.
- (2) Integration of planning with existing regional transportation facilities, such as airports, seaports, and major interstate and intrastate road and rail facilities.

- (3) Conformity with and support for existing or proposed regional transit and mass transportation programs and initiatives.
- (4) Boundaries of existing or proposed federally designated air quality nonattainment areas or air-quality management regions.
- (5) Metropolitan Statistical Area boundaries.
- (6) Existing or proposed cooperative regional planning structures.
- (7) Administrative efficiency, availability of resources, and complexity of management.
- (8) Feasibility of the creation of interstate metropolitan planning organizations.
- (9) Governance structures, as provided in subsection (c) of this section.”; and

WHEREAS, the said Chapter 136, Article 16, Section 136-200.2(c) requires regarding metropolitan planning organization structures provide that:

“The Governor and Secretary of Transportation, in cooperation with existing metropolitan planning organizations and local elected officials, may consider the following changes to the structure of existing metropolitan planning organizations:

- (1) Expansion of existing metropolitan planning organization boundaries to include areas specified in 23 U.S.C. § 134(c).
- (2) Consolidation of existing contiguous metropolitan planning organizations in accordance with the redesignation procedure specified in 23 U.S.C. §134(b).
- (3) Creation of metropolitan planning organization subcommittees with responsibility for matters that affect a limited number of constituent jurisdictions, as specified in a memorandum of understanding redesignating a metropolitan planning organization in accordance with the provisions of 23 U.S.C. § 134.
- (4) Formation of joint committees or working groups among contiguous nonconsolidated metropolitan planning organizations, with such powers and responsibilities as may be delegated to such joint committees pursuant to their respective memoranda of understanding.
- (5) Creation of interstate compacts pursuant to 23 U.S.C. § 134(d) to address coordination of planning among metropolitan planning organizations located in this State and contiguous metropolitan planning organizations located in adjoining states.
- (6) Delegation by the governing board of a metropolitan planning organization of part or all of its responsibilities to a regional transportation authority created under Article 27 of Chapter 160A of the General Statutes, if the regional transportation authority is eligible to exercise that authority under 23 U.S.C. § 134.”; and

WHEREAS, the said Chapter 136, Article 16, Section 136-200.2(d) requires regarding optional governance provisions provide that:

“In addition to any other provisions permitted or required pursuant to 23 U.S.C. §134, the memorandum of understanding, creating, enlarging, modifying, or restructuring a metropolitan planning organization may also include any of the following provisions relating to governance:

- (1) Distribution of voting power among the constituent counties, municipal corporations, and other participating organizations on a basis or bases other than population.
- (2) Membership and representation of regional transit or transportation authorities or other regional organizations in addition to membership of counties and municipal corporations.
- (3) Requirements for weighted voting or supermajority voting on some or all issues.
- (4) Provisions authorizing or requiring the delegation of certain decisions or approvals to less than the full-voting membership of the metropolitan planning organization in matters that affect only a limited number of constituent jurisdictions.
- (5) Requirements for rotation and sharing of officer positions and committee chair positions in order to protect against concentration of authority within the metropolitan planning organization.
- (6) Any other provision agreed to by the requisite majority of jurisdictions constituting the metropolitan planning organization.”; and

WHEREAS, the said Chapter 136, Article 16, Section 136-200.2(e) regarding effects of evaluation provides that:

“Upon completion of the evaluation required under this section, a metropolitan planning organization may be restructured in accordance with the procedure contained in 23 U.S.C. § 134(b)(5).”; and

WHEREAS, Chapter 136, Article 3A, Section 136-66.2(a) of the General Statutes of North Carolina require that:

“...Each MPO, with the cooperation of the Department of Transportation, shall develop a comprehensive transportation plan in accordance with 23 U.S. C. 134. In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. 134. For municipalities located within an MPO, the development of a comprehensive transportation plan will take through the metropolitan planning organization. For purposes of transportation planning and programming, the MPO shall represent the municipality’s interests to the Department of Transportation”; and

WHEREAS, the said Chapter 136, Article 3A, Section 136-66.2(b) provides that:

“After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach an agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be part of the Municipal street system. As used in this article, the State highway system shall mean both the primary

highway system of the State and the secondary road system of the State within municipalities.”; and,

WHEREAS, the said Chapter 136, Article 3A, Section 136-66.2(b1) provides that:

“The Department of Transportation may participate in the development and adoption of a transportation plan or updated transportation plan when all local governments within the area covered by the transportation plan have adopted land development plans within the previous five years. The Department of Transportation may participate in the development of a transportation plan if all the municipalities and counties within the area covered by the transportation plan are in the process of developing a land development plan. The Department of Transportation may not adopt or update a transportation plan until a local land development plan has been adopted. A qualifying land development plan may be a comprehensive plan, land use plan, master plan, strategic plan, or any type of plan or policy document that expresses a jurisdiction's goals and objectives for the development of land within that jurisdiction. At the request of the local jurisdiction, the Department may review and provide comments on the plan but shall not provide approval of the land development plan.”; and

WHEREAS, the said Chapter 136, Article 3A, Section 136-66.2(b2) provides that:

“The municipality or the MPO shall provide opportunity for public comments prior to adoption of the transportation plan.”; and

WHEREAS, the said Chapter 136, Article 3A, Section 136-66.2(b3) provides that:

“...For portions of a county located within an MPO, the development of a comprehensive transportation plan shall take place through the metropolitan planning organization.”; and

WHEREAS, the said Chapter 136, Article 3A, Section 136-66.2(b3) provides that:

“To complement the roadway element of the transportation plan, municipalities and MPOs may develop a collector street plan to assist in developing the roadway network. The Department of Transportation may review and provide comments but is not required to provide approval of the collector street plan.”; and

WHEREAS, the said Chapter 136, Article 3A, Section 136.66.2(d) provides that:

“...For MPOs, either the MPO or the Department of transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO”; and,

WHEREAS, Section 134(a) of Title 23 United States Code states:

“It is in the national interest to encourage and promote the development of transportation systems, embracing various modes of transportation in a manner which will efficiently maximize mobility of people and goods within and through urbanized areas and minimize transportation-

related fuel consumption and air pollution. To accomplish this objective, metropolitan planning organizations, in cooperation with the State, shall develop transportation plans and programs for urbanized areas of the State. Such plans and programs shall provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities) which will function as an inter-modal transportation system for the State, the metropolitan areas, and the Nation. The process for developing such plans and programs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems.”; and,

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,
2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area; and,

WHEREAS, it is a desire of these agencies that continuing cooperative, and comprehensive transportation planning process, be established in the GREENVILLE area to comply with Title 23 U.S.C. 134; and Sections 3(a)(2), 4(a), 5(g) (1), and 5(1) of the Federal Transit Act of 1964, as amended, {49 U.S.C. 1602(a)(2), 1603(a), 1604(g)(1), and 1604(1)}.

NOW, THEREFORE, the CITY OF GREENVILLE, the TOWN OF WINTERVILLE, the TOWN OF AYDEN, the VILLAGE OF SIMPSON, PITT COUNTY, and the NORTH CAROLINA DEPARTMENT OF TRANSPORTATION hereby make the following Memorandum of Understanding:

Section 1. It is hereby agreed that the CITY OF GREENVILLE, the TOWN OF WINTERVILLE, the TOWN OF AYDEN, the VILLAGE OF SIMPSON, PITT COUNTY, and the NORTH CAROLINA DEPARTMENT OF TRANSPORTATION in cooperation with the UNITED STATES DEPARTMENT OF TRANSPORTATION, will participate in a continuing transportation planning process with responsibilities and undertakings as related in the following paragraphs:

1. The Metropolitan Planning Organization in the Greenville urban area includes the boards of general purpose local government - - Greenville City Council, Winterville **Town Council Board of Aldermen**; Ayden Board of Commissioners, Simpson Town Council, Pitt County Board of Commissioners; the North Carolina Department of Transportation; a Transportation Advisory Committee hereinafter defined; a Technical Coordinating Committee hereinafter defined; and the various agencies and units of local and State government participation in transportation planning for the area.

2. The area involved, the GREENVILLE TRANSPORTATION STUDY PLANNING AREA, will be the Greenville Urbanized Area as defined by the United States Department of Commerce, Bureau of the Census, plus that area beyond the existing urbanized area boundary that is expected to become urban within a twenty year planning period. This area is hereinafter referred to as the Planning Area.
3. The Planning Area boundary will be periodically re-assessed and revised in the light of new development and basic data projections for the current planning period.
4. The continuing transportation planning process will be a cooperative one and all planning discussions will be reflective of and responsive to the programs of the North Carolina Department of Transportation, and to the comprehensive plans for growth and development of the Municipalities of Greenville, Winterville, Ayden, Simpson, and Pitt County.
5. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.
6. Transportation policy decisions within the Planning Area are the responsibility of the North Carolina Board of Transportation, the Greenville City Council, the Winterville **Town Council** ~~Board of Alderman~~, the Ayden Town Commissioners, the Simpson Town Council, and the Pitt County Board of Commissioners.
7. Transportation plans and programs, and land use policies and programs, for the local urbanized area, having regional impacts, will be coordinated with the MID-EAST COMMISSION, an agency established by the City of Greenville, Town of Winterville, Town of Ayden, Village of Simpson, Pitt County, and other municipalities and counties of Region Q.
8. A TRANSPORTATION ADVISORY COMMITTEE (TAC) is hereby established with the responsibility for serving as a forum for cooperative transportation planning decision making for the Metropolitan Planning Organization. The Transportation Advisory Committee shall have the responsibility for keeping the policy boards informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of the policy boards; and ensuring meaningful citizen participation in the transportation planning process.

The TRANSPORTATION ADVISORY COMMITTEE will be responsible for carrying out the provisions of 23 U.S.C. 134; and Sections 5(1) and 8(a) and (c) of the Federal Transit Act of 1964 as amended, 49 U.S.C. 1604 (1) and 1607(a) and (c); including:

- a. Review and approval of the transportation Planning Work Program;

- b. Review and approval of the Transportation Improvement Program for multi-modal capital and operating expenditures and to insure coordination between local and State capital and operating improvement programs;
- c. Endorsement, review and approval of changes to the transportation plan. As required by General Statutes Section 136-66.2(d), revisions in the Transportation Plan must be jointly approved by the MPO and the North Carolina Department of Transportation;
- d. Endorsement, review, and approval of changes to the Federal-Aid Highway System and Federal-Aid Urban Boundary;
- e. Endorsement, review, and approval of a Prospectus for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;
- f. Establishment of goals and objectives for the transportation planning process; and
- g. Development and approval of committee bylaws for the purpose of establishing ~~a quorum~~ **and** operating policies and procedures.

The membership of the TRANSPORTATION ADVISORY COMMITTEE shall include:

- a. One member of the Greenville City Council (Mayor or Councilmember);
- b. One member of the Winterville **Town Council** ~~Board of Aldermen~~ (Mayor or **Councilmember** ~~Alderman~~);
- c. One member of the Ayden Board of Commissioners (Mayor or Commissioner);
- d. One member of the Simpson Town Council;
- e. One member of the Pitt County Board of Commissioners;
- f. One member of the North Carolina Board of Transportation; and
- g. The Division Administrator, Federal Highway Administration or his representative.

Members of the TAC shall be designated by the governing board that they represent. Members may serve until either (1) their designation has been rescinded by the governing board they represent, (2) their governing board has designated a duly qualified replacement member, or (3) their membership on the governing board they represent has ceased.

Members of the TAC designated by the Greenville City Council, Winterville **Town Council** ~~Board of Aldermen~~, Ayden Board of Commissioners, Simpson Town Council, Pitt County Board of Commissioners, and North Carolina Board of Transportation shall be voting members. The

Division Administrator, Federal Highway Administration or his representative shall be a non-voting member of the TAC.

A quorum of the TAC shall be four (4) voting members of the TAC. A voting member who has withdrawn from a meeting after being present without being excused by a majority vote of the remaining voting members present shall be counted as present for purposes of determining whether or not a quorum is present.

A majority vote of the voting members present shall constitute approval of any motion, provided a quorum exists, with the exception that a voting member may invoke the weighted voting procedure on any motion prior to the motion being voted upon. When the weighted voting procedure is invoked, members of the TAC shall have votes as described below:

City of Greenville Representative	9 votes
Pitt County Representative	4 votes
Town of Ayden Representative	2 votes
Town of Winterville Representative	2 votes
Village of Simpson Representative	1 vote
Board of Transportation Member	1 vote
Federal Highway Administration Representative	<u>0 vote</u>
	19 votes

When the weighted voting procedure is invoked, a majority vote of the weighted votes present and voting shall constitute approval of any motion, provided a quorum exists. Proxy and/or absentee voting are not permitted in either voting procedure. In case of a tie vote in either voting procedure, the voting member of the larger municipality present will break the tie.

A failure to vote by a voting member who is physically present at the meeting, or who has withdrawn from the meeting after being present without being excused by a majority vote of the remaining voting members present, shall be recorded as an affirmative vote.

Notwithstanding the foregoing, when there is a vote upon a motion relating to any transportation project which does not involve a road that carries a U.S. or N.C. route designation and the project is totally contained within a single municipality's corporate limits or extraterritorial jurisdictional area (or in the case of the county, in its zoning jurisdiction), a vote on a motion relating to such project shall not be considered approved in the event the voting member of the municipality/ETJ or the county within which the project is totally contained votes against the motion.

Representatives of other local, State, or Federal agencies impacting transportation in the Planning Area may serve as non-voting members of the TAC at the invitation of the TAC.

The Transportation Advisory Committee will meet as often as it is deemed appropriate and advisable. The Transportation Advisory Committee shall appoint a member of the Committee to act as Chairperson with the responsibility for coordination of the Committee's activities. A member of the staff of the Greenville Public Works Department will serve as secretary to the Committee. **The appointment of the Chairperson shall occur on an annual basis at the first meeting of the calendar year.**

9. A TECHNICAL COORDINATING COMMITTEE (TCC) shall be established with the responsibility of general review, guidance, and coordination of the transportation planning process for the Planning Area and with the responsibility for making recommendations to the respective local and State governmental agencies and the Transportation Advisory Committee regarding any necessary actions relating to the continuing transportation planning process. The TCC shall be responsible for development, review, and recommendation for approval of the Prospectus, Planning Work Program, Transportation Improvement Program, Federal-Aid Urban Systems and Boundary maps, revisions to the Highway Element or other elements of the Transportation Plan, planning citizen participation, and documentation reports of the transportation study.

Membership of the Technical Coordinating Committee shall include technical representatives from all local and State governmental agencies directly related to and concerned with the transportation planning process for the Planning Area. ~~Initially,~~ The membership shall include, ~~but not be limited to,~~ the following:

- a. Director of Public Works, City of Greenville;
- b. Director of Planning and Community Development, City of Greenville;
- c. City Engineer, City of Greenville;
- d. Transit Manager, City of Greenville;
- e. **City Manager, Transportation Planner**, City of Greenville;
- f. Traffic Engineer, City of Greenville;
- g. Planner, Town of Winterville;
- h. Engineer, Town of Winterville;
- i. **Town Manager Representative**, Town of Ayden;
- j. **Town Planner Representative**, Town of Ayden;
- k. Representative, Village of Simpson;
- l. Director of Planning, Pitt County;
- m. County Engineer, Pitt County;
- n. Representative, East Carolina University;
- o. Planning Director, Mid-East Commission;
- p. Division Engineer, North Carolina Department of Transportation;
- q. Division Traffic Engineer, North Carolina Department of Transportation;
- r. Regional Traffic Engineer, North Carolina Department of Transportation;
- s. ~~Greenville~~ **Transportation Planner Study Coordinator**, Transportation Planning Branch, North Carolina Department of Transportation;
- t. Northeast Unit Supervisor, Transportation Planning Branch, North Carolina Department of Transportation;
- u. **Representative, Pitt Area Transit**
- v. Representative, Public Transportation Division, North Carolina Department of Transportation;
- w. Area Engineer, North Carolina Division, Federal Highway Administration, United States Department of Transportation (Advisory and non-voting member);

- x. Assistant Planning Engineer, North Carolina Division, Federal Highway Administration, United States Department of Transportation (Advisory and non-voting member);
- y. Representative, Mid-East Rural Planning Organization (Advisory and non-voting member);

The voting members of the Technical Coordinating Committee shall be the members listed in a through v above and the non-voting members shall be the members listed in w through y above.

A quorum of the Technical Coordinating Committee shall be a majority of the voting members of the Technical Coordinating Committee. With the twenty two (22) voting members of the Technical Coordinating Committee provided for in this Memorandum of Understanding, the quorum is twelve (12). However, since the voting members of the Technical Coordinating Committee may be increased or decreased in accordance with the provisions of this Memorandum of Understanding, the number constituting a quorum will change but, in any event, will be a majority of the voting members of the Technical Coordinating Committee. A voting member who has withdrawn from a meeting after being present without being excused by a majority vote of the remaining voting members present shall be counted as present for the purpose of determining whether or not a quorum is present.

A majority vote of the voting members present shall constitute approval of any motion, provided a quorum exists. A failure to vote by a voting member who is physically present at the meeting, or who has withdrawn from a meeting after being present without being excused by a majority vote of the remaining voting members present, shall be recorded as an affirmative vote.

A Technical Coordinating Committee voting member may designate a substitute member to serve on the Technical Coordinating Committee during a meeting in his absence. The substitute member shall announce at the meeting that he has been designated as a substitute member by a voting member. A substitute member, while serving in the absence of the regular member, shall have and exercise the powers and duties of the regular member and shall be counted as present for the purpose of determining whether or not a quorum exists.

The Technical Coordinating Committee shall meet when it is deemed appropriate and advisable. ~~On the basis of majority vote of its membership,~~ The Technical Coordinating Committee ~~may~~ shall appoint a member of the Committee to act as Chairperson with the responsibility for coordination of the Committee's activities. **The appointment of the Chairperson shall occur on an annual basis at the first meeting of the calendar year.** Membership to the Technical Coordinating Committee may be altered on the basis of a majority vote of ~~its membership,~~ the voting members present, provided a quorum exists. **Additionally, the voting membership of the Technical Coordinating Committee shall automatically, without a vote, be altered as follows:**

- (a) **A voting member who fails to attend or have a designated substitute member attend three (3) consecutive meetings shall no longer be considered as a voting member of the Technical Coordinating Committee and the number of voting members of the Technical Coordinating Committee for the purpose of determining whether or not a quorum exists shall be automatically reduced by this voting member's position.**
- (b) **In order for a position to be restored to voting membership status for the purpose of determining whether or not a quorum exists after being automatically removed as a voting member pursuant to subsection (a) above, the member must attend or have a designated substitute member attend three (3) consecutive meetings. However, the member or the designated substitute member will be permitted to vote at any meeting which the member or a designated substitute member attends until the voting status is restored and will, at the meetings the member or a designated substitute member attends, be considered a voting member for the purpose of determining whether or not a quorum is present and for the purpose of determining the vote required to approve a motion.**
10. The Greenville City Council, the Winterville ~~Town Council Board of Aldermen~~, the Ayden Board of Commissioners, the Simpson Town Council, and the Pitt County Board of Commissioners shall serve as the primary means for citizen input to the continuing transportation planning process. During transportation plan reevaluation, citizen involvement in the planning process shall be encouraged during re-analysis of goals and objectives and plan formation. This citizen involvement will be obtained through goals and objectives surveys, neighborhood forums, and public hearings in accordance with procedures outlined in the "North Carolina Highway Action Plan."

Section 2. It is further agreed that the subscribing agencies will have the following responsibilities, these responsibilities being those most logically assumed by the several agencies:

City of Greenville

The City of Greenville will serve as the LEAD PLANNING AGENCY for the transportation planning process in the Planning Area and is primarily responsible for annual preparation of the Planning Work Program and Metropolitan Transportation Improvement Program and is the primary local recipient of planning funds received from USDOT for the Greenville Urban Area. The City will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Additionally, the City shall coordinate zoning and subdivision approvals within its jurisdiction in accordance with the adopted Transportation Plan.

Town of Winterville

The Town of Winterville will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Additionally, the Town shall coordinate zoning and subdivision approval within its jurisdiction in accordance with the adopted Transportation Plan.

Town of Ayden

The Town of Ayden will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Additionally, the Town shall coordinate zoning and subdivision approval within its jurisdiction in accordance with the adopted Transportation Plan.

Village of Simpson

The Village of Simpson will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Additionally, the Village shall coordinate zoning and subdivision approval within its jurisdiction in accordance with the adopted Transportation Plan.

Pitt County

Pitt County will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Additionally, Pitt County shall coordinate zoning and subdivision approval within its jurisdiction in accordance with the adopted Transportation Plan.

North Carolina Department of Transportation

The North Carolina Department of Transportation will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. The Department, to the fullest extent possible and as permitted by existing State and Federal regulations, will provide assistance in the protection of necessary rights-of-way for those thoroughfares designated in the adopted Transportation Plan.

Section 3. It is further agreed that the CITY OF GREENVILLE, the TOWN OF WINTERVILLE, the TOWN OF AYDEN, the VILLAGE OF SIMPSON and PITT COUNTY will cost-share the local portion of the Metropolitan Planning Organization's operational costs in a proportionate manner, based upon each member community's population as noted in the 2010 Census. Cost-sharing will be implemented on a 3-year incrementally-increasing phase-in period, starting with fiscal year 11-12, being fully phased-in during FY 13-14 and continuing during subsequent fiscal years. Populations and associated percentage of MPO population to be used for cost-sharing shall be as follows:

Jurisdiction	2010 Census Population	Percentage of Total MPO Population
City of Greenville	84,554	63.54%
Town of Winterville	9,269	6.97%
Town of Ayden	4,932	3.71%
Village of Simpson	416	0.31%
Pitt County	33,898	25.47%

The cost sharing percentages for the local portion of the Metropolitan Planning Organization's operational costs shall be as follows:

Jurisdiction	FY11-12	FY12-13	FY13-14	FY14-15 and Subsequent Fiscal Years
Greenville	90.89%	81.77%	72.66%	63.54%
Winterville	1.74%	3.48%	5.22%	6.97%
Ayden	0.93%	1.85%	2.78%	3.71%
Simpson	0.08%	0.16%	0.23%	0.31%
Pitt County	6.37%	12.74%	19.11%	25.47%
Total	100%	100%	100%	100%

Section 4. Parties to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process by giving thirty (30) days written notice to the other parties prior to the date of termination.

IN WITNESS WHEREOF, the parties to this Memorandum of Understanding have been authorized by appropriate and proper resolutions to sign the same, the City of Greenville by its Mayor, the Town of Winterville by its Mayor, the Town of Ayden by its Mayor, the Village of Simpson by its Mayor, Pitt County by its Chairman of the Board of Commissioners, and the North Carolina Department of Transportation by the Manager, Transportation Planning Branch, this _____ day of _____, 20__.

(Seal)

CITY OF GREENVILLE

Wanda T. Elks, City Clerk
Carol L. Barwick

BY: _____
Robert D. Parrott, Mayor
Allen M. Thomas

APPROVED AS TO FORM:

BY: _____
 David A. Holec, City Attorney

PRE-AUDIT CERTIFICATION:

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

BY: _____
Bernita W. Demery, CPA, Director of Financial Services

Account Number _____

Project Code (if applicable) _____

(Seal)

TOWN OF WINTERVILLE

Jasman Smith, Town Clerk

BY: _____
Doug Jackson, Mayor

PRE-AUDIT CERTIFICATION:

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

BY: _____
Anthony Bowers, Finance Director

(Seal)

TOWN OF AYDEN

~~Dorothy Bridges~~, Town Clerk
Sherry Howell

BY: _____
Steve Tripp, Mayor

PRE-AUDIT CERTIFICATION:

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

BY: _____
Christopher M. Tucker, Finance Director

(Seal)

VILLAGE OF SIMPSON

Sue Ellen Hill, Clerk/Finance Officer

BY: _____
David C. Boyd, Jr., Mayor

PRE-AUDIT CERTIFICATION:

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

BY: _____
Sue Ellen Hill, Clerk/Finance Officer

(Seal)

PITT COUNTY

~~Susan Banks~~, Clerk to the Board
Kimberly W. Hines

BY: _____
~~Eugene James~~, Chairman
Beth B. Ward

APPROVED AS TO FORM:

BY: _____
Janice Gallagher, County Attorney

PRE-AUDIT CERTIFICATION:

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

BY: _____
Melonie Bryan, Deputy County Manager
Chief Financial Officer

NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BY: _____
Manager, Transportation Planning Branch

Approved for Execution

BY: _____
Assistant Attorney General

RESOLUTION NO. 2012-12-GUAMPO

**RESOLUTION ADOPTING A
MEMORANDUM OF UNDERSTANDING FOR CONTINUING, COOPERATIVE, AND
COMPREHENSIVE TRANSPORTATION PLANNING IN THE GREENVILLE URBAN
AREA**

WHEREAS, it is recognized that the proper and efficient movement of travel within and through the Greenville Urban Area is critical for orderly growth and development; and

WHEREAS, a Metropolitan Planning Organization establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in cooperation with the State DOT and transit operators to insure that the transportation system is maintained on an efficient and economical basis commensurate with the public’s health, safety, and welfare; and

WHEREAS, Section 134(a) of Title 23 of the United States Code states that Metropolitan Planning Organizations, in cooperation with the State, shall develop transportation plans and programs to provide for the development of transportation facilities (including pedestrian walkways and bicycle transportation facilities), which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation; and

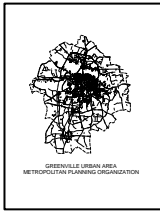
WHEREAS, there are a number of governmental jurisdictions within the region that have been authorized implementation and regulatory responsibilities for transportation planning by North Carolina General Statutes; and

WHEREAS, a Memorandum of Understanding has been prepared that sets forth the responsibilities and working arrangements for maintaining a continuing, comprehensive, and cooperative transportation planning process;

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves and adopts the Memorandum of Understanding of the Greenville Urban Area Metropolitan Planning Organization on this the 24th day of July, 2012. Furthermore, the TAC hereby states that this resolution shall be effective upon its adoption.

Mayor Allen Thomas, Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary



Attachment 4e

Transportation Advisory Committee

Action Required

July 24, 2012

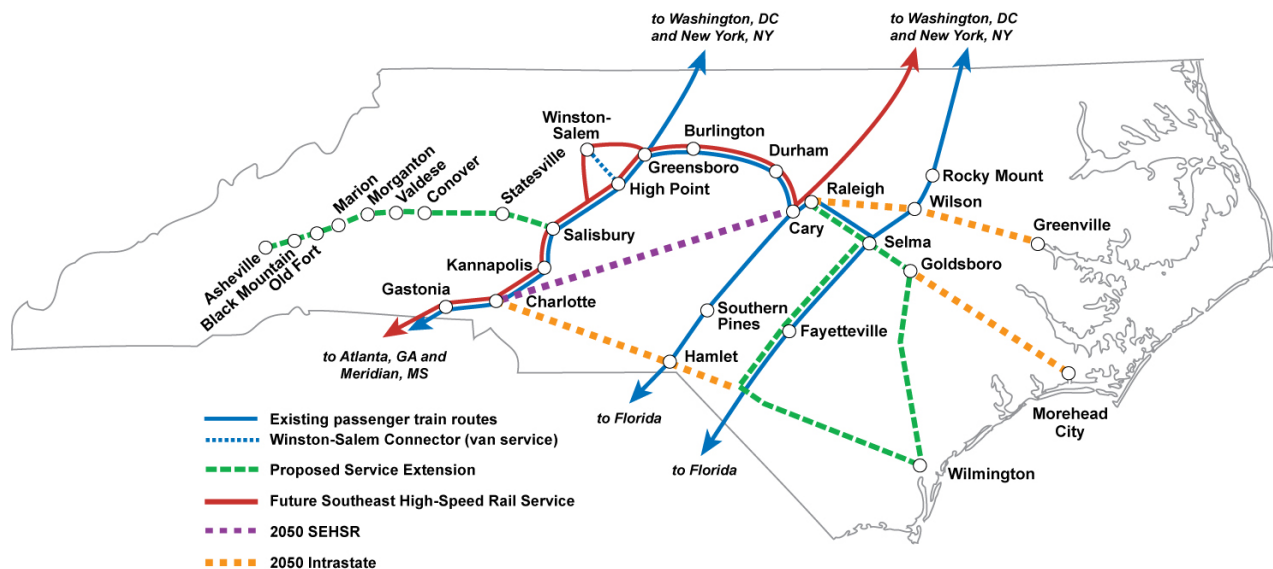
TO: Transportation Advisory Committee
 FROM: Jo Laurie Penrose, AICP, Transportation Planner
 SUBJECT: Support of a transit connector to Amtrak rail service

Purpose: Issue a resolution in support of passenger rail (Amtrak) service to the Greenville area.

Discussion: Amtrak provides passenger rail service in most of the Northeastern states. The only service in the state is in the Raleigh and Charlotte area.

Amtrak has been working with Greenville city staff to locate a passenger station in the Greenville area that could take passengers by transit to the rail station. To date, no locations have been confirmed, although the proposed Intermodal Center would be one place to locate the transfer station. An Amtrak connector service in Greenville would be a tool to relieve congestion on highways, encourage more transit services, and create economic development opportunities.

The long-range rail planning map below is provided by NC DOT. The map indicates a future rail expansion to the Greenville area. The closest Amtrak station to Greenville is in Wilson.



Source: <http://www.bytrain.org>

Action Needed: TAC adopt resolution 2012-13-GUAMPO, supporting the expansion of Amtrak passenger rail in the Eastern North Carolina area, as recommended by TCC during their June 21, 2012 meeting.

Attachments:

- Resolution 2012-13-GUAMPO
- Resolution adopted by City of Greenville on June 11, 2012
- Related resolution adopted by the City of Greenville expressing full support of passenger rail to the City of Greenville.

RESOLUTION NO. 2012-13-GUAMPO
RESOLUTION IN SUPPORT OF EXPANDED AMTRAK
PASSENGER RAIL SERVICE TO EASTERN NORTH CAROLINA

WHEREAS, 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, there is a vital need to provide passenger rail transportation to Greenville's regional medical health centers and hospital, and to East Carolina University, a major state university with over thirty thousand students, faculty, and staff; and

WHEREAS, Amtrak has been studying the business feasibility of expanding its passenger rail service into Eastern North Carolina; and

WHEREAS, NCDOT's long range rail plans indicate a direct rail connection to the Greenville area; and

WHEREAS, more rail linkages between communities and regions within North Carolina will reduce traffic and provide environmental benefits through reduction of harmful emissions; and

WHEREAS, the proposed expansion of Amtrak passenger rail service would greatly benefit the Eastern North Carolina Region and specifically positively impact the Eastern NC region and connect its counties and towns to the rest of the state and the Eastern Coast of the United States; and,

WHEREAS, bus service linking travelers to a rail station could be served from the planned Intermodal Transit Center to be located in the City of Greenville further increasing the economic development opportunities for the region along with intermodal transportation opportunities; and

WHEREAS, the City of Greenville desires direct Amtrak passenger rail access that could be served from the planned intermodal transportation center; and

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area MPO supports passenger rail service to Greenville, North Carolina along with any increases in service by Amtrak into the region or Eastern North Carolina in general to provide alternative transportation opportunities and economic development possibilities on this the 24th day of July 2012.

Mayor Allen Thomas, Chairman
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary

COG-#927373-v2-Resolution-2012-13-Support_Amtrak_in_Eastern_NC

RESOLUTION NO. - 12
RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GREENVILLE
IN SUPPORT OF EXPANDED AMTRAK PASSENGER SERVICE TO
THE CITY OF GREENVILLE AND EASTERN NORTH CAROLINA

WHEREAS, the City of Greenville and eastern North Carolina would benefit from an expansion of Amtrak passenger service;

WHEREAS, an expansion of Amtrak passenger service may include passenger bus service to connect the City of Greenville with the passenger rail service currently located in Wilson or Rocky Mount and may include direct passenger rail service to the City of Greenville;

WHEREAS, an expansion of Amtrak passenger service to the City of Greenville would complement the planned multimodal passenger transportation center being planned by the City of Greenville;

WHEREAS, an expansion of Amtrak passenger service would provide area residents and visitors with alternative forms of transportation and enhanced convenience; and

WHEREAS, an expansion of Amtrak passenger service would increase the economic development opportunities for the City of Greenville and eastern North Carolina;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Greenville that it does hereby express its support for an increase in service by Amtrak into the City of Greenville and eastern North Carolina in order to provide alternative transportation opportunities and economic development possibilities.

This the 11th day of June, 2012.

Allen M. Thomas, Mayor

ATTEST:

Carol L. Barwick, City Clerk

RESOLUTION NO. 09- 48
**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GREENVILLE, NORTH CAROLINA
IN SUPPORT OF PASSENGER RAIL SERVICE TO GREENVILLE, NORTH CAROLINA**

Whereas, passenger rail service is an integral part of a comprehensive transportation system for the State of North Carolina;

Whereas, economic development, tourism and job creation will benefit through the enhancement of a passenger rail system that serves the citizens of Greenville, North Carolina, and visitors to the City;

Whereas, there is a vital need to provide rail transportation service to Greenville's regional medical health centers and hospital, and to East Carolina University, a major state university with over thirty thousand students, faculty, and staff;

Whereas, state and federal funding for passenger rail service in North Carolina is necessary to support development of intercity rail services that can connect the eastern region of the state with the urbanized centers of our state;

Whereas, more rail linkages between communities and regions within North Carolina will reduce traffic and provide environmental benefits through reduction of harmful emissions;

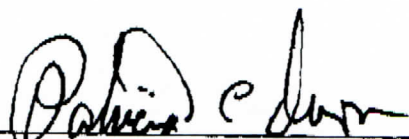
Whereas, passenger rail service to Greenville, North Carolina will enhance accessibility for key commercial, educational, and medical facilities in the eastern region of the state;

Whereas, support by local and state elected officials is essential for the future of alternative transportation in North Carolina; and

Whereas, the purpose of this resolution is to express the unified support of the Greenville City Council for state and federal funding for passenger rail service to Greenville, North Carolina.

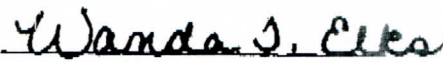
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Greenville, North Carolina that it does hereby express its full support of passenger rail service to Greenville, North Carolina, and the creation of a comprehensive passenger rail system to serve the state of North Carolina with its ultimate objective to further economic opportunity, help preserve the environment, improve the quality of life and enhance public health, safety and welfare for all citizens, communities and regions.

Adopted this 10th day of September, 2009.

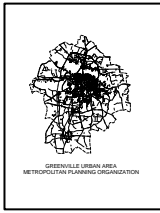


Patricia C. Dunn, Mayor

Attest:



Wanda T. Elks, City Clerk



Attachment 4f

Transportation Advisory Committee

Action Required

July 24, 2012

TO: Transportation Advisory Committee
FROM: Jo Laurie Penrose, AICP, Transportation Planner
SUBJECT: Support of purpose and activities of Eastern Carolina MPO/RPO Coalition

Purpose: Approve resolution supporting the Eastern Carolina Coalition.

Discussion: The Eastern Carolina Coalition began in summer 2011 as an informal group of MPOs and RPOs in the eastern region. This group met with NCDOT leaders to discuss common transportation interests and how to prioritize key highway projects in the region.

In October the group met several times to discuss regional cooperation and SPOT point sharing. This same group organized and participated in the regional summit held in Greenville in March 2012.

The Coalition met on June 6 to create a coalition structure and formalize the group's purpose and the role of board members. Board members will be TAC members from each of the member agencies. Member agencies include:

- Albemarle RPO
- Cape Fear RPO
- Down East RPO
- Eastern Carolina RPO
- Goldsboro MPO
- Greenville MPO
- Jacksonville MPO
- Lumber River RPO
- Mid-Carolina RPO
- Mid-East RPO
- Peanut Belt RPO
- Rock Mount MPO
- Upper Coastal Plain RPO
- Wilmington MPO.

The resolution that TCC reviewed was revised on July 13 to delete some redundant text and to add a paragraph stating that the MPO will participate in Coalition activities.

Action Needed: Adopt Resolution 2012-14-GUAMPO supporting the activities of the Eastern Carolina Coalition, as recommended by TCC at their June 21, 2012 meeting.

Attachments: Resolution 2012-14-GUAMPO
 Revised resolution 2012-14-GUAMPO
 Management structure for the Eastern Carolina Coalition

**RESOLUTION NO. 2012-14-GUAMPO
RESOLUTION SUPPORTING THE ACTIVITIES OF THE EASTERN
CAROLINA COALITION, A COALITION OF METROPOLITAN AND RURAL
PLANNING ORGANIZATIONS.**

WHEREAS, Metropolitan Planning Organizations and Rural Planning Organizations exist to serve as intergovernmental organizations with the purpose of addressing transportation needs and prioritizing improvement projects for assisting the North Carolina Department of Transportation (NCDOT) with developing a Statewide Transportation Improvement Program; and

WHEREAS, a coalition of Metropolitan Planning Organizations and Rural Planning Organizations, to be known as the Eastern North Carolina MPO/RPO Coalition or Coalition, which now includes all transportation planning organizations east of I-95 in North Carolina, is formed; and

WHEREAS, the Coalition members are committed to regional cooperation in project prioritization and the top priority highway projects for each organization; and

WHEREAS, the Coalition staff voted on June 6 to approve a management structure to guide the activities of the group and create a unified, enhanced structure to advocate for transportation interests in eastern North Carolina; and

WHEREAS, the Coalition has identified that long-term economic sustainability in eastern North Carolina is dependent on improving mobility and enhancing connectivity among the region's critical military installations, ports and other regionally significant assets; and

NOW, THEREFORE, BE IT THEREFORE RESOLVED, that the Transportation Advisory Committee for the Greenville Urban Area MPO supports the efforts of the Coalition in advocating the region's interests in transportation planning and project implementation.

ADOPTED this the 24 day of July, 2012

Mayor Allen Thomas, Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary

**RESOLUTION NO. 2012-14-GUAMPO
RESOLUTION AGREEING TO PARTICIPATE IN THE ACTIVITIES OF THE
EASTERN CAROLINA COALITION,**

WHEREAS, Metropolitan Planning Organizations and Rural Planning Organizations exist to serve as intergovernmental organizations with the purpose of providing a forum for cooperative transportation decision-making within the planning boundary, and address transportation needs and prioritizes improvement projects for assisting the North Carolina Department of Transportation (NCDOT) with developing a Statewide Transportation Improvement Program; and

WHEREAS, a coalition of Metropolitan Planning Organizations and Rural Planning Organizations, to be known as the Eastern North Carolina MPO/RPO Coalition or Coalition, which now includes all transportation planning organizations east of I-95 in North Carolina, is formed; and

WHEREAS, the Coalition members are committed to regional cooperation by addressing transportation issues and identifying regionally significant transportation-related projects for NCDOT's programming and funding consideration; and

WHEREAS, the Greenville Urban Area MPO is an original member of the Coalition and is listed as a signatory for the Coalition; and

NOW, THEREFORE, BE IT THEREFORE RESOLVED, that the Technical Coordinating Committee for the Greenville Urban Area MPO agrees to participate in and support all activities of the Eastern Carolina Coalition, in the form of administrative and staff support, with the exception of financial support.

ADOPTED this the 24 day of July, 2012

Mayor Allen Thomas, Chairperson
Transportation Advisory Committee
Greenville Urban Area MPO

Amanda Braddy, Secretary



Eastern Carolina Coalition Structure

Coalition Board Membership

Member – Defined as the TAC representative from each Transportation Planning Organization, with one **Alternate** designated. Both the **Member** and **Alternate** must be an elected official with authority to vote on behalf of their respective Transportation Planning Organization.

Board Members Role

To support and provide guidance on Coalition activities

Staff Team Officers – Elected to 1 Calendar year term with 2 consecutive year term limit, elections will occur in January

Executive Director

Assistant Director

Secretary

Roles and Responsibilities of Management Team Board and other members

Executive Director – Serves as Executive Director of the Eastern Carolina Coalition working with TAC members, Vice-Chair, Secretary, Moderator and Event Coordinator to organize meeting agenda.

Assistant Director – Serves as Chair in absence of Chair. Works with Event Coordinator to set up meeting locations and other meeting logistics as needed.

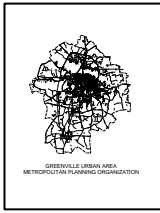
Secretary – Serves as record keeper and records minutes for each meeting.

Rotating Staff Team Roles

Event Coordinator – Works with Vice-Chair to set up meeting location and other meeting logistics as needed.

Designated Meeting Locations

Goldsboro, Greenville, Jacksonville, Kinston, New Bern, & Washington
Annual summit held in Greenville starting 2013



Attachment 4g

Transportation Advisory Committee

Action Required

July 24, 2012

TO: Transportation Advisory Committee
FROM: Jo Laurie Penrose, AICP, Transportation Planner
SUBJECT: Opposing adding/raising tolls to coastal ferries

Purpose: At the request of TCC member Bryant Buck, consider approving a resolution opposing adding or increasing tolls on coastal ferries.

Discussion: Ferry passage on the North Carolina coast has traditionally been free or low cost for tourists and residents. The North Carolina General Assembly passed legislation in 2011 which proposes to increase ferry tolls where they presently exist and to add ferry tolls where passage is free.

A ferry is an extension of the highway system. Proposed increases in existing ferry tolls and the adding of ferry tolls where there is none at present will constitute an unfair burden upon residents of areas served by ferry service.

Numerous local governments are requesting further study to determine the economic impact on the counties of Eastern North Carolina which may be affected by the proposed tolls.

TCC recommended adoption of the attached resolution opposing tolling to coastal ferries.

Attachments:

- Resolution 2012-16-GUAMPO
- Supporting information and data sheets

RESOLUTION NO. 2012-16-GUAMPO
RESOLUTION BY THE GREENVILLE URBAN AREA MPO
IN OPPOSITION TO IMPLEMENTING OR INCREASING FERRY TOLLS

WHEREAS, The Greenville Urban Area Metropolitan Planning Organization (GUAMPO) serves to provide a forum for public participation in the transportation planning process and providing transportation-related information to its member governments; and

WHEREAS, Section 31.30 House Bill 200, ratified in the 2011-2012 session of the North Carolina General Assembly, proposes to increase ferry tolls where they presently exist and to add ferry tolls where there is none at present, with the exception of the Hatteras Island to Ocracoke and Knotts Island routes; and

WHEREAS, the ferry system provides vital access to opportunities for education, tourism, employment, and other business pursuits; and

WHEREAS, the ferry from Cherry Branch to Minnesott Beach is a primary route for employees and contractors of the Marine Corps Air Station Cherry Point and Fleet Readiness Center East and adding a toll to this route could reflect poorly on the region's interest in supporting the Air Station; and

WHEREAS Ocracoke Island , located in Hyde County, is the State's only barrier island with no alternate form of public transportation infrastructure provided to them in return for the payment of State tax dollars, and

WHEREAS, Beaufort County as well as Hyde, Martin, Tyrell and Washington Counties are Tier One Counties as determined by the Department of Commerce and such assessments of ferry tolls would further challenge the pursuit of economic development for these counties;

WHEREAS, further study is warranted to determine the economic impact on the counties of Eastern North Carolina who are impacted by the proposed tolls; and

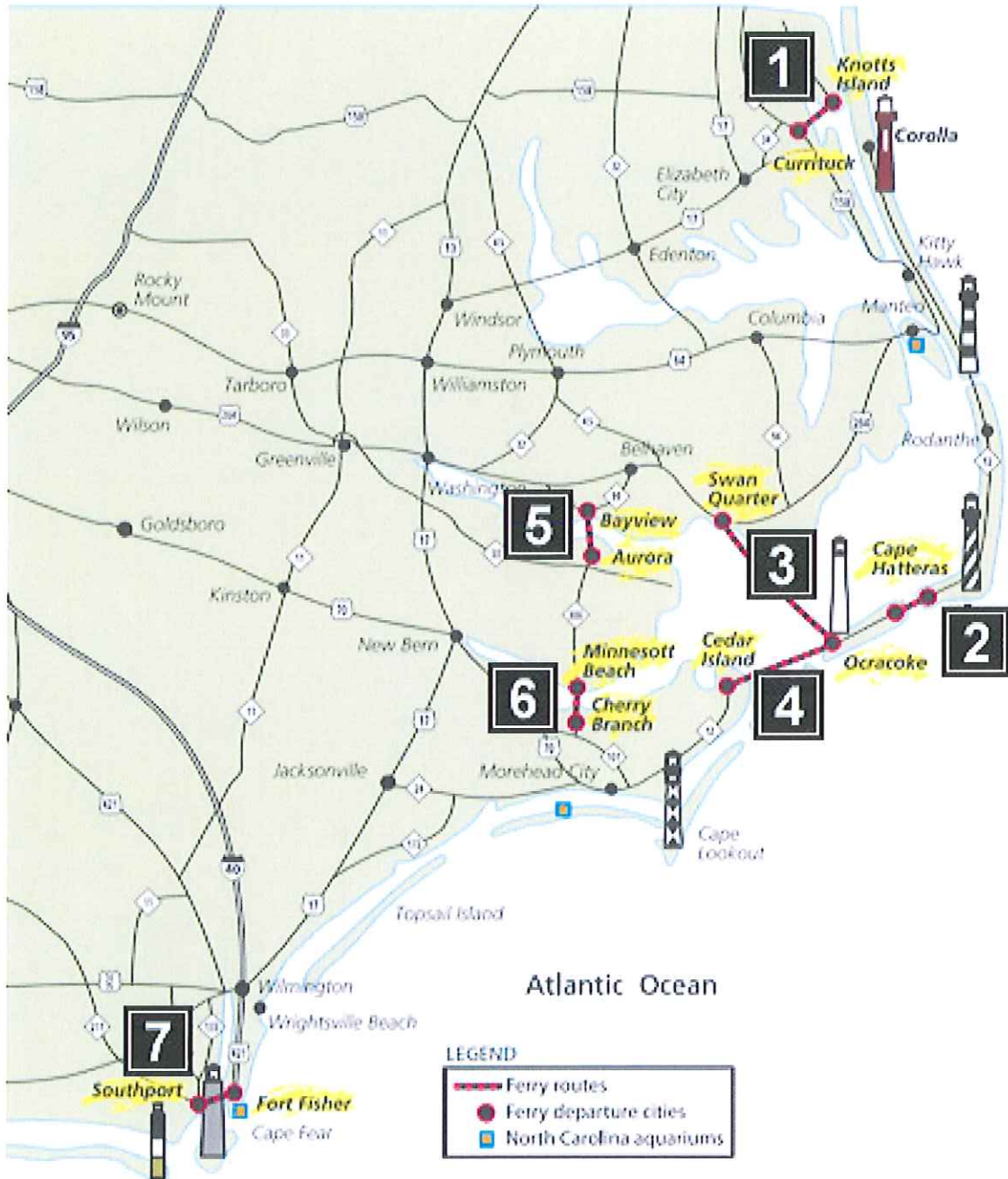
WHEREAS, a ferry is an extension of the highway system and such proposed increases in existing ferry tolls and the adding of ferry tolls where there is none at present will constitute an unfair burden upon residents of areas served by ferry service.

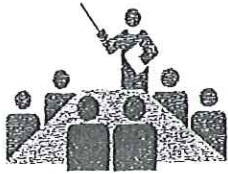
NOW, THEREFORE, BE IT RESOLVED by the Transportation Advisory Committee of the Greenville Urban Area Metropolitan Planning Organization that it opposes any increase in existing ferry tolls and the adding of ferry tolls where there is none at present, without further study on the economic impact not only in the counties listed above, but wherever ferries serve the citizens of the State of North Carolina.

ADOPTED this the 24th day of July 2012

 Mayor Allen Thomas, Chairman
 Transportation Advisory Committee,
 Greenville Urban Area MPO

 Amanda Braddy, Secretary



WHAT IS DONE WITH THE INPUT?

All input received through the public hearing process will be reviewed by the Administrative and Engineering staffs of the Division of Highways prior to adoption of the proposed temporary rules. The Department will then submit the adopted proposed temporary rules to the Rules Review Commission with the Office of Administrative Hearings for review.

SUMMARY OF PROPOSED TEMPORARY RULES FOR FERRY TOLLING**NC Administrative Code 19A 02E .0531 and .0532****.0531 Amended Free Operations**

The Currituck Sound to Knotts Island and the Ocracoke to Hatteras Inlet operations are toll free.

.0532 Amended Toll Operations

- (a) The Cedar Island-Ocracoke, Swan Quarter-Ocracoke, Southport-Fort Fisher, Pamlico River, and Cherry Branch-Minnesott Beach ferry operations are toll operations. There is no charge for children 12 and under. People age 65 and older receive a 10 percent discount.
- (b) Only emergency vehicles in emergency status are toll exempt.
- (c) One-way fares and rates applicable to each operation are as follows:

CEDAR ISLAND-OCRACOKE AND SWAN QUARTER-OCRACOKE

	<u>Current</u>	<u>Proposed</u>
Pedestrian	\$1.00	\$5.00
Bicycle and Rider	\$3.00	\$10.00
Motorcycle and rider	\$10.00	\$15.00
Single vehicle or combination 20 feet or less in length (minimum fare for licensed vehicle)	\$15.00	\$27.00
Vehicle or combination over 20 feet up to and including 40 feet	\$30.00	\$50.00
Vehicle or combination over 40 feet to 65 feet (maximum length)	\$45.00	\$65.00
Each passenger in any size vehicle	N/A	\$5.00

SOUTHPORT-FORT FISHER

	<u>Current</u>	<u>Proposed</u>
Pedestrian	\$1.00	\$2.00
Bicycle and Rider	\$2.00	\$3.00
Motorcycle and rider	\$3.00	\$5.00
Single vehicle or combination 20 feet or less in length (minimum fare for licensed vehicle)	\$5.00	\$10.00
Vehicle or combination over 20 feet up to and including 40 feet	\$10.00	\$20.00
Vehicle or combination over 40 feet to 65 feet (maximum length)	\$15.00	\$30.00
Each passenger in any size vehicle	N/A	\$2.00

PAMLICO RIVER

	<u>Proposed</u>
Pedestrian	\$2.00
Bicycle and Rider	\$3.00
Motorcycle and rider	\$5.00
Single vehicle or combination 20 feet or less in length (minimum fare for licensed vehicle)	\$10.00
Vehicle or combination over 20 feet up to and including 40 feet	\$20.00
Vehicle or combination over 40 feet to 65 feet (maximum length)	\$30.00
Each passenger in any size vehicle	\$2.00

CHERRY BRANCH-MINNESOTT BEACH

	<u>Proposed</u>
Pedestrian	\$1.00
Bicycle and Rider	\$2.00
Motorcycle and rider	\$3.00
Single vehicle or combination 20 feet or less in length (minimum fare for licensed vehicle)	\$4.00
Vehicle or comb. over 20 feet up to and including 40 feet	\$8.00
Vehicle or combination over 40 feet to 65 feet (maximum length)	\$12.00
Each passenger in any size vehicle	\$1.00

(d) Commuter Passes are valid for one year. Passes are available to anyone. Passes are valid for pass owner only as follows:

SYSTEM-WIDE PASSES

	<u>Proposed</u>
Pedestrian / Passenger	\$100.00
Bicycles, Motorcycles, and vehicles less than 20 feet	\$500.00
Vehicles 20 feet and over up to 40 feet	\$600.00
Vehicles over 40 feet	\$700.00

SITE SPECIFIC PASS FOR THE CEDAR ISLAND-OCRACOKE FERRY OR THE SWAN QUARTER-OCRACOKE FERRY

	<u>Proposed</u>
Pedestrian / Passenger	\$75.00
Bicycles, Motorcycles, and vehicles less than 20 feet	\$300.00
Vehicles 20 feet and over up to 40 feet	\$400.00
Vehicles over 40 feet	\$500.00

SITE SPECIFIC PASS FOR THE SOUTHPORT-FORT FISHER FERRY OR THE PAMLICO RIVER FERRY

	<u>Proposed</u>
Pedestrian / Passenger	\$50.00
Bicycles, Motorcycles, and vehicles less than 20 feet	\$200.00
Vehicles 20 feet and over up to 40 feet	\$250.00
Vehicles over 40 feet	\$300.00

SITE SPECIFIC PASS FOR THE CHERRY BRANCH-MINNESOTT BEACH FERRY

	<u>Proposed</u>
Pedestrian / Passenger	\$25.00
Bicycles, Motorcycles, and vehicles less than 20 feet	\$150.00
Vehicles 20 feet and over up to 40 feet	\$200.00
Vehicles over 40 feet	\$250.00

INFORMATION ITEMS

Eastern Carolina Coalition quarterly meeting

May 11, 2012

Daryl Vreeland and Jo Penrose traveled to Jacksonville for this meeting. The topics were a continuation of the items discussed at the Coalition meeting at ECU in March.

Most of the discussion was about how to get regional projects advanced in the state's transportation work program. The Coalition has identified previous 7 regional projects. However, at the meeting it was pointed out that there are too many projects on U.S. 70 and U.S. 17 to fund.

Another concern brought out at the meeting is the need for system interconnectivity for economic development. That would mean connecting military based, such as Fort Bragg and Camp LeJeune, with the state's ports and with East Carolina University.

Bobby Lewis, NCDOT provided information on the state's highway equity formula. He said some legislators who represent heavily urban area would like to see funding based on population and not on an equity formula.

The Greenville TAC was represented by Leigh McNairy, NCDOT. Legislators who attended included:

Sen. Harry Brown

Sen. Brent Jackson

Sen. Louis Pate

Rep. Efton Sager

Rep. Norman Sanderson

Eastern Carolina MPO/RPO Coalition

June 6, 2012

The group of 14 MPOs and RPOs met in Goldsboro to complete discussion on the coalition structure and management team. The group agreed that the members should only be transportation agencies, for at least the first year.

The coalition structure will be similar to that of an MPO/RPO, with a Technical Advisory Committee made up of one TAC member from each agency. The coalition technical staff will function as a Technical Coordinating Committee.

Three major goals of the coalition are to influence transportation policy in the eastern North Carolina region; prioritize regional projects for optimum funding, and educate citizens and elected official on the important of implementing infrastructure projects.

The group also voted to create a volunteer management team to organize and facilitate TAC meetings. Officers are:

Daniel Van Liere, Upper Coastal Plain RPO, executive director

Jo Laurie Penrose, Greenville MPO, assistant director

Jennifer Collins, Goldsboro MPO, secretary

Please review the attachment for additional information on the management team and TAC structure.