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

Thursday, April 15, 2013, at 1:30 p.m.
Greenville City Hall, Room # 337
Actions to be taken in bold italics

1) Approval of Agenda; ***approve***
a) Chair to read aloud Ethics Awareness and Conflict of Interest reminder

2) Approval of Minutes of July 24, 2012, Meeting (Attachment 1); ***approve*** page 5

3) Election of Chairperson and Vice-Chairperson; ***conduct election***

4) Public Comment Period

5) New Business / Action Items:

a) Self-Certification of Greenville Urban Area MPO Transportation Planning Process (Attachment 5a) – Resolution No. 2013-01-GUAMPO; ***recommended for Transportation Advisory Committee (TAC) adoption*** p. 13

b) 2013-2014 Planning Work Program (Attachment 5b) – Resolution No. 2013-02-GUAMPO; ***recommended for TAC adoption*** p. 18

c) Update prioritization of "shovel-ready" projects. (Attachment 5c) – 2013-03, 04, and 05-GUAMPO, Prior resolutions: 2012-03,04, and 05-GUAMPO; ***prioritized and recommended for TAC adoption*** p. 40

d) Amendment to 2012-2018 Transportation Improvement Program (TIP) to modify project EB5542, EB5539, B5100, and BP5500. (Attachment 5d) – Resolution No. 2013-06,07,10, and 11-GUAMPO; ***recommended for TAC adoption*** p. 53

e) Revised MPO's Memorandum of Understanding (MOU) and By-laws (Attachment 5e) – Resolution No. 2013-08-GUAMPO; ***recommended for TAC adoption*** p. 59

f) Amendment to the 2012-2013 Unified Planning Work Program for deletion of some projects and reallocation of funds to a new regional project involving street asset and pavement management software + inventory (task 3-D-3, Special Studies); (Attachment 5f) Resolution No. 2013-09-GUAMPO ***recommended for TAC adoption*** p. 82

g) Resolution supporting NCDOT's construction of a regional interstate highway system in Eastern NC. NCDOT recently provided a cost estimate for upgrading US264 from I-795 to NC11 to interstate standards to be $48 M (Attachment 5g) ***Request to place on TAC agenda occurred after Feb 14, 2013 TCC meeting--no TCC recommendation.*** p. 89

h) New Business: MPO Project Prioritization--new requirement from NCDOT requesting documentation of the MPO's process used to develop the prioritization of projects submitted to NCDOT for funding consideration. (Attachment 5h) ***discuss*** p. 94

i) New Business: NCDOT releases Draft 2013-2023 STIP in October, 2012, but will be re-released in the

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fall of 2013. NCDOT crafting guidance regarding MPO prioritization process. New projects for prioritization now planned to be submitted approx April, 2014; (Attachment 5i) ***discuss*** p. 104

j) New Business: State Ethics Requirements for TCC and TAC members (Attachment 5j) - presentation and forms (April 15, 2013-statement due, complete training by June 30, 2013) **remember to comply! + *discuss*** p. 108

6) Informational Items

a) Meeting summary of Eastern Carolina MPO/RPO Coalition meeting of August 30, 2012, October 10, 2012, January 4, 2013. Page 133

b) Travel Demand Model update

7) Any other discussion items

8) 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 PUBLICA

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

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participación significativa en sus programas, servicios y actividades a las minorias, 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.

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NORTH CAROLINA STATE ETHICS COMMISSION

SAMPLE[1]

ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

(to be read by the Chair or his or her designee at the beginning of each meeting)

In accordance with the State Government Ethics Act, it is the duty of every [Board] member to avoid conflicts of interest.

Does any [Board] member have any known conflict of interest with respect to any matters coming before the [Board] today?

If so, please identify the conflict and refrain from any participation in the particular matter involved.

Rev 12-13-12

[1] N.C.G.S. §138A-15 (e): "At the beginning of any meeting of a board, the chair shall remind all members of their duty to avoid conflicts of interest under [Chapter 138A]." There is no set language required by the Act. Specific language can and should be tailored to fit the needs of each covered board as necessary.

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Attachment 1
Transportation Advisory Committee

Action Required April 15, 2013

TO: Technical Coordinating Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Minutes from July 24, 2012 TAC meeting

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

Discussion: The draft minutes of the July 24, 2012 TAC meeting are included as Attachment 1 in the agenda package for review and approval by the TAC.

Action Needed: Adoption of July 24, 2012 TAC meeting minutes.

Attachments: July 24, 2012 TAC meeting minutes.

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GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE (TAC) MINUTES
July 24, 2012

Members of the Transportation Advisory Committee met on the above date at 10:00 a.m. in the Conference Room of the Public Works Facility. Mayor Allen Thomas, 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 Doug Jackson, Town of Winterville
Ms. Leigh McNairy, NCDOT

TECHNICAL COORDINATING COMMITTEE MEMBERS PRESENT:

Mr. Daryl Vreeland, City of Greenville
Ms. Jo Penrose, City of Greenville
Mr. Alan Lilley, Town of Winterville
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
Mr. Bryant Buck, Mid-East RPO

OTHERS PRESENT:

Ms. Amanda Braddy, City of Greenville
Mr. Robert Cayton, Mid-East RPO
Ms. Renee Roach, NDOT
Mr. Bill Little, City of Greenville
Mr. Behshad Norowsi, NCDOT
Mr. Mark Eatman, NCDOT
Mr. Kevin Lacy, NCDOT
Mr. Wesley Brown, The Daily Reflector
Anne Briley, Citizen
Sandy Tripp, Citizen
Chris Taft, Citizen

I. AGENDA

Mayor Thomas announced three additional items to be added to the agenda. The first item for discussion will be the design standards for the Southwest Bypass. This will become Item 4A under New Business / Action Items. The second item for discussion will be an Ethics presentation to become Item 4E under New Business / Action Items. The final item will be discussed under Informational Items as Item B for the Transit Short Range Plan. A motion was made by Commissioner Garris to approve the agenda as amended. A second was made by Mayor Jackson and passed unanimously.

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II. MINUTES

A motion was made by Commissioner Garris to approve the minutes of the March 28, 2012 TAC meeting as presented. Mayor Tripp seconded the motion and the motion passed unanimously.

III. PUBLIC COMMENT PERIOD

There were no public comments.

IV. NEW BUSINESS / ACTION ITEMS

A. Discussion of Design Standards for Southwest Bypass

Mr. Vreeland presented the group with a handout regarding design criteria. The Southwest Bypass is currently being designated as a Freeway; however, the desire is for Interstate designation. Mr. Vreeland stated he was unaware at this time of the process for having the designation changed, and explained staff's recommendation would be to contact the North Carolina Department of Transportation (NCDOT) to request information in building the Southwest Bypass to Interstate standards. This information would include impacts to the community, monetary requirements, and all other requirements as deemed necessary.

A motion was made by Commissioner Garris to have staff contact NCDOT to request information in designating the Southwest Bypass to Interstate versus Freeway. A second was made by Mayor Jackson and passed unanimously.

B. 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 Z5400

Mr. Vreeland presented the group with the amendments to the TIP as follows:

- M-0451 – Statewide landscape plans for STIP construction projects to be added to the TIP.
- 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.
- R-2250 – Southwest Bypass – the following changes were made in the State Transportation Improvement Program (STIP) to match the revised urban loop schedule base on use of Grant Anticipation Revenue Vehicle (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 FY 14 and construction from FY20 to FY 18
- W-5202 – Division 2 rumble strips, guardrail, safety and lighting improvements at selected locations in the statewide portion of the 2012-2018 TIP.
- Y-5500 – Traffic separation study and implementation and closure – Add funding for FY13

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- Z-5400 – Highway Rail Grade Crossing Safety Improvements – Add funding for FY13
- EB-4996 – Green Mill Run Greenway – Update project costs, delay construction for FY12 to FY13 to allow additional time for right of way acquisition, and add right of way in FY12 not previously programmed.

Mr. Vreeland further explained regarding statewide projects that 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, 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. Therefore, it is in the Metropolitan Planning Organization's (MPO's) best interest to amend the TIP accordingly to allow for any potential project selection with the MPO's Urbanized Area at some future time.

Mr. Vreeland then began discussion of the Southwest Bypass Project. Mr. Vreeland reported that after the June 21, 2012 meeting of the Technical Coordinating Committee (TCC), staff received information from NCDOT's TIP unit regarding the programming of the project in the STIP. TCC's recommendation was to adopt the TIP amendment to include the additional language: "…and request that NCDOT advance and accelerate the construction of segment A of R-2250 to be in FY 2023…"

Staff recommends to TAC the following modification so the adoption resolution states the following: "…and reiterate that it is the No. 1 priority of the MPO to see that all three segments of the Southwest 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 an effort to complete the construction of the Southwest Bypass in a timely and efficient manner…"

Mayor Tripp expressed concern in the construction of Segment A in Post Year and would like to see the funding be split between FY2022 ($12,300) and FY 2023 ($12,300). Mayor Tripp asked if this recommendation could be made to NCDOT and what the consequences of this recommendation would be. Mr. Lassiter explained the project was evaluated and the prioritization of segments in order of C, B, and A ranked the project at a higher priority within the STIP. Mr. Vreeland stated the STIP and TIP had to match for funding to be available. Ms. McNairy stated the funding for the STIP and TIP were evaluated every two years and asked how this may affect the funding of the project. Mr. Lassiter answered the draft TIP is up for review in August 2012 and concerns should be expressed prior to the document being approved. Mr. Lassiter also explained the funding available had to match the funding request made in the TIP to be considered.

Mr. Vreeland made the recommendation to approve the resolution as presented by staff and contact NCDOT to discuss the ramifications of having the TIP amended as requested by Mayor Tripp. Mayor Thomas commented that he would like to visit with NCDOT and have a discussion regarding this issue.

Based on the discussion of the projects and the requests made by Mayor Thomas and Mayor Tripp, Commissioner Garris made a motion to separate the voting on the projects for this item and include projects M-0451, U-3315, W-5202, Y-5500,

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Z-5400, and EB4996 in one motion and voting for R-2250 in its own motion. A second was made by Mayor Tripp.

Commissioner Garris made a motion to accept the amendment to modify the TIP for items M-0451, U-3315, W-5202, Y-5500, Z-5400, and EB-4996. A second was made by Mayor Jackson. The motion passed unanimously.

A motion was by Commissioner Garris to accept the amendment to modify the TIP for item R-2250 as recommended by staff. The motion was seconded by Mayor Jackson. Mayor Tripp opposed the motion.

C. Presentation by NCDOT regarding the process to designate US 264 as an interstate highway

Mr. Vreeland introduced Mr. Kevin Lacey and Ms. Renee Roach with NCDOT. Mr. Lacey gave a PowerPoint presentation on the Interstate Designation process. A copy of this presentation will be on file with the July 24, 2012 TAC meeting minutes.

Mr. Lacey commented on the two processes for Interstate designation. The first process is the administrative process. This process follows American Association of State Highway and Transportation Officials (AASHTO) regulations and must also meet rules and regulations of Federal Highway Administration (FHWA). Some of these rules include: must coordinate and obtain a resolution from all local officials, County Commissioners, and MPO's; must request addition to the Interstate system through FHWA NC Division; must be on the National Highway System; must meet Logical Addition Criteria; must meet Interstate System design criteria; and the route number and addition must be approved by AASHTO and FHWA.

The second process for interstate designation is the congressional process. This process requires route designation by the United States Congress. Steps in this process include: NCDOT must request the addition of a high priority route to the Interstate System through FHWA NC Division; US Secretary of the Department of Transportation provides approval for the addition of a high priority route to the Interstate System; route must meet Interstate System design standards; must be connected to an Interstate Route at one end and a NHS Route at the other end; and the route must be approved by AASHTO. In addition to regulations, Congress must pass the interstate designation by 51%.

Mayor Thomas asked if any portion of US 264 is currently designated as interstate. Mr. Lacey responded that a section of US 264 between Interstate 95 and Interstate 795 which is approximately six (6) miles is currently designated as Interstate. Mayor Thomas also asked if there was a point system established for criteria such as population, major government centers, military centers, and transportation terminals that would elevate the status of Interstate designation. Mr. Lacey explained that although no point system was in place, this criterion would be used to increase the recommendation for interstate designation.

Mr. Lacey further detailed the existing designations of US 264 and explained the Wilson Bypass meets interstate standards; however the section of US 264 between the Wilson Bypass and Greenville does not meet interstate standards and would need to be upgraded. Some of the criteria not met include horizontal clearance and bridge

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capacity. An extensive evaluation has not been completed at this time; therefore no specific data is available to determine the exact needs for interstate designation requirements. Mr. Lacey also stated the approximate cost for upgrading freeways to interstate designation was $2,000,000 per mile and did not include bridge construction if required.

Mr. Lacey presented information on the interstate designation of US 264 by asking the group if the corridor from Greenville to Raleigh was the specific corridor desired or if Greenville wanted to be served by an interstate route. Mr. Lacey presented the proposed Interstate 44 from Raleigh, NC to Norfolk, VA and US 70 from Raleigh to Morehead City as options to serve Greenville.

Mr. Lacey also detailed the next steps in the process by stating the MPO must identify the interstate designation desired; partnering with other MPO/RPO and Division offices to align priorities; establish sources of funding; and prioritizing funding to consider other projects.

Commissioner Garris asked if the interstate designation would be considered if the other MPO/RPO's and division offices did not partner with the MPO requesting the designation. Mr. Lacey replied the adjacent MPO/RPO's and division offices. Commissioner Garris also questioned the funding sources for the interstate designation. Mr. Lacey commented the funding would have to be prioritized within the MPO and would be in conjunction with partnering MPO/RPOs priorities as well.

Mayor Tripp commented he felt Greenville would meet the requirements for Logical Criteria data as presented for an interstate designation to serve the area. However, Mayor Tripp stated he felt the group should consider the best corridor to serve our area. Mayor Tripp furthered commented the MPO should consider narrowing the corridor studies to those that would provide the most connectivity to other areas. Mayor Thomas agreed with this observation and suggested MPO staff inquire to NCDOT to determine which corridor would provide the optimum connectivity between a North/South corridor or an East/West corridor. Mr. Godefroy also commented the associated cost within each MPO/RPO should also be considered. Mr. Vreeland added the State Tier of funding should be considered as this MPO has a ten percent stake in the State funding matrix and the prioritization would have to coincide with adjacent MPO/RPO requests as well.

Ms. McNairy stated the next step in the process should be connectivity and the collaboration with other MPO/RPO's. Mayor Thomas added the feasibility of each corridor should be taken into consideration by gathering information on the needs of each corridor such as upgrading the height/width of bridges, widening of roads, and increasing shoulder widths.

Mayor Tripp assented with Mayor Thomas' comments and added he would like to see this information collected on the US264 corridor, the North/South corridor, and the East/West corridor. Mr. Lassiter commented the information could be obtained; however the time frame would be lengthy due to collaboration with other division offices. Mayor Tripp requested the information on the US264 corridor be presented as quickly as possible and the remaining corridors would be addressed once this information is obtained.

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Mayor Tripp made a motion to have MPO staff request data from NCDOT on the feasibility demands of designating US 264 as an interstate and request any available information on the North/South corridor and East/West corridor that may be available at this time. Mayor Jackson seconded the motion and the motion passed unanimously.

D. MPO Boundary recommendation

Ms. Penrose began by stating the United States (US) Census provided the population data for urbanized areas in Greenville and Pitt County. MPO staff reviewed the population data and has determined the urbanized areas have increased slightly beyond the 2000 census. Ms. Penrose stated TCC's recommendation to TAC was to adopt the current boundaries of the MPO for the next ten years.

Mayor Tripp made a motion to recommend the current boundaries for the MPO remain as presented for the next ten years. Mayor Jackson seconded the motion. The motion passed unanimously.

E. Ethics Presentation

Due to time constraints, this presentation was tabled to a later meeting. Mayor Jackson made a motion to table the discussion and was seconded by Commissioner Garris. The motion passed unanimously.

F. Revisions to MPO's Memorandum of Understanding

Mr. Little presented the Memorandum of Understanding with current revision requests suggested by TCC. The major revisions of this request are as follows: 1) define the number of votes required for quorum + clarification of other quorum and voting matters (applies to both TCC and TAC); remove MPO staff from counting towards a quorum or having a vote in TCC matters; enable TCC members to provide substitute members; detail a yearly voting process for chair and vice-chair of the MPO's committees; establish an attendance policy for TCC members; detail the cost-share agreement for the local share of MPO operational costs; and add an additional TCC member.

Commissioner Garris made a motion to accept the Memorandum of Understanding with the suggested revisions and Resolution 2012-12-GUAMPO. Mayor Jackson seconded the motion. The motion passed unanimously.

G. Resolution supporting Amtrak passenger rail service to Greenville, North Carolina

Ms. Penrose presented the group with a resolution of support for Amtrak passenger rail service to Greenville. Ms. Penrose also stated a location for the shuttle to Wilson had not been determined at the previous TCC meeting; however, has now been located at the transfer point at Reade Circle between Third Street and Fourth Street. The shuttle service would be relocated to the Intermodal Transportation Center once the site has been selected and constructed.

A motion was made by Mayor Tripp and seconded by Commission Garris to support the resolution supporting the Amtrak passenger rail service to Greenville. The motion passed unanimously.

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H. Resolution supporting purpose and activities of the Easter Carolina MPO/RPO Coalition

Ms. Penrose stated the Eastern Carolina Coalition began in the summer of 2011 as a formal group of MPO/RPO's in the eastern region to discuss regional transportation issues that transcend MPO boundaries into adjacent MPO/RPO areas. The coalition met on June 6, 2012 to create a structure and formalize the group's purpose and role of board members. The resolution of support would allow Greenville Urban Area Metropolitan Planning Organization (GUAMPO) to participate and support all activities of the Eastern Coalition in the form of administrative and staff support, with the exception of financial support.

Mayor Tripp made a motion to adopt the revised resolution 2012-14 GUAMPO to participate in the activities of the Eastern Carolina Coalition. The motion was seconded by Mayor Jackson and passed unanimously.

I. Resolution opposing tolling of ferry operations

Ms. Penrose began discussion by explaining ferry passage on the North Carolina coast has traditionally been free or low cost for tourists and residents. In 2011, the North Carolina General Assembly passed legislation which proposes to increase ferry tolls that presently exist and to add ferry tolls where passage is free.

Mr. Cayton expressed appreciation to those present for supporting the effort of the RPO in adopting the resolution. Mayor Jackson made a motion to adopt the resolution opposing tolling of ferry operations. Ms. McNairy seconded the motion. The motion passed unanimously.

V. INFORMATIONAL ITEMS

A. Meeting summary of Eastern Carolina MPO/RPO Coalition meeting of May 11, 2012 and staff meeting June 6, 2012.

Ms. Penrose stated the summaries provided were to provide information to TAC regarding the meetings held on May 11, 2012 and June 6, 2012. The next meeting of the Coalition will be held on August 30, 2012. An agenda was provided for this meeting as well.

B. Transit Short Range Plan

Mr. Vreeland explained the City of Greenville will be developing a Transit Short Range Plan. A steering committee will be established and Mr. Vreeland asked each municipality to contact Mr. Stephen Mancuso, Transit Manager, City of Greenville, if they would like to have a representative on this committee.

VI. DATE, TIME, AND PLACE OF NEXT TAC MEETING

To be determined at a later date.

VII. ADJOURN

There being no further business to discuss, Commissioner Garris made a motion to adjourn the meeting. The motion was seconded by Mayor Jackson and passed unanimously. The meeting adjourned at 12:05 p.m.

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Attachment 5a

Transportation Advisory Committee

Action Required April 15, 2013

TO: Technical Coordinating Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Self-Certification of the Greenville Urban Area MPO's Transportation Planning Process

Purpose: To Self-Certify the MPO's Transportation Planning process.

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

Attached is *Resolution 2013-01-GUAMPO* for TAC's consideration.

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

Action Needed: TAC adopt Resolution 2013-01-GUAMPO, as recommended at TCC's February 14, 2013 meeting.

Attachments: *Resolution 2013-01-GUAMPO,* and the Self-Certification Checklist

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RESOLUTION NO. 2013-01-GUAMPO

CERTIFYING THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2013-2014

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

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

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

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

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

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby certifies the transportation planning process for the Greenville Urban Area Metropolitan Planning Organization **on this the 15th day of April, 2013**.

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

_____
Amanda Braddy, Secretary

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GREENVILLE URBAN AREA
Metropolitan Planning Organization (MPO)
2013-2014 Self-Certification Process + Checklist

CFR 450.334
The State (North Carolina Department of Transportation (NCDOT)) and the MPO shall annual certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- Section 134 of title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and;
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d);
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects…; and
- The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the Greenville Urban Area MPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including : CFR – Code of Federal Regulations; U.S.C. – United States Code; LRTP – Long Range Transportation Plan; TIP – Transportation Improvement Program; and EO – Executive Order.

The MPO's responses are in **bold**.

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Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)] ***Yes***

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)] ***Yes The policy board for the Greenville Urban Area is comprised of the Mayors of Greenville, Winterville, Simpson and Ayden, a County Commissioner representing the unincorporated area of Pitt County and the NCDOT Board Member for Division 2***

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)] ***Yes To meet the 20-yr forecast the Town of Ayden and Village of Simpson became MPO members in August of 2004***

4. Is there a currently adopted Unified Planning Work Program (UPWP)? 23 CFR 450.314 ***Yes***
   a. Is there an adopted prospectus ***Yes, adopted in 2001***
   b. Are tasks and products clearly outlined ***Yes***
   c. Is the UPWP consistent with the LRTP ***Yes***
   d. Is the work identified in the UPWP completed in a timely fashion ***Yes***
5. Does the area have a valid transportation planning process? ***Yes***
   23 U.S.C. 134; 23 CFR 450
   a. Is the transportation planning process continuous, cooperative and comprehensive ***Yes, the TCC and TAC Boards meet as necessary and are open to the public and are advertised***
   b. Is there a valid LRTP ***Yes, adopted in August 2009 for years 2009-2035***
   c. Did the LRTP have at least a 20-year horizon at the time of adoption ***Yes***
   d. Does it address the 8-planning factors ***Yes***
   e. Does it cover all modes applicable to the area ***Yes***
   f. Is it financially constrained ***Yes***
   g. Does it include funding for the maintenance and operation of the system ***Yes***
   h. Does it conform to the State Implementation Plan (SIP) (if applicable) **N/A**
   i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years) ***Yes, next plan slated for adoption in 2014***
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 330, 332 ***Yes, 2012-2018 TIP, adopted by the MPO on August 9, 2011***
   a. Is it consistent with the LRTP ***Yes***
   b. Is it fiscally constrained ***Yes***
   c. Is it developed cooperatively with the state and local transit operators ***Yes***
   d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor ***Yes, the current 2012-2018 TIP was adopted by the local TAC on August 9, 2011. The current STIP was adopted by the Board of Transportation on July 7, 2011***
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320 **N/A**
   a. Is it consistent with the LRTP **N/A**
   b. Was it used for the development of the TIP **N/A**
   c. Is it monitored and reevaluated to meet the needs of the area **N/A**
8. Does the area have a process for including environmental mitigation discussions in the planning process? **Yes**

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a. How **Environmental mitigation is discussed in the 2009-2035 LRTP**
b. Why not **N/A**

9. Does the planning process meet the following requirements: **Yes**
   a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
   b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93; **N/A**
   c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; ***Yes***
   d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; ***Yes***
   e. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects; ***Yes***
   f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; ***Yes***
   g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38; ***Yes***
   h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; ***Yes***
   i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and ***Yes***
   j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. ***Yes***
   k. All other applicable provisions of Federal law. (i.e. Executive Order 12898) ***Yes***

10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1) **Yes**
    a. Did the public participate in the development of the PIP? **Yes**
    b. Was the PIP made available for public review for at least 45-days prior to adoption? **Yes**
    c. Is adequate notice provided for public meetings? **Yes**
    d. Are meetings held at convenient times and at accessible locations? ***Yes, meetings are held during workdays and are held in publicly accessible locations.***
    e. Is the public given an opportunity to provide oral and/or written comments on the planning process? ***Yes, the public may speak at a TCC or TAC meeting regarding transportation matters and provide written comments thru email or written correspondence. Each TCC/TAC meeting has a Public Comment Period.***
    f. Is the PIP periodically reviewed and updated to ensure its effectiveness? ***Yes***
    g. Are plans/program documents available in an electronic accessible format, i.e. MPO website? ***Yes, various items are available such as the Public Involvement Plan, TCC and TAC meeting agendas and minutes, MTIP, LRTP, PWP, bicycle master plan, and priority list.***

11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? SAFETEA-LU **Yes**
    a. How - **Resource agency coordination is documented in Appendix A of the 2009-2035 LRTP**.
    b. Why not **N/A**

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Attachment 5b

Transportation Advisory Committee

Action Required April 15, 2013

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: 2013-2014 Greenville Urban Area MPO Planning Work Program (PWP)

Purpose: Adopt the 2013-2014 Planning Work Program (PWP).

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

Major studies anticipated to be initiated in the 2012-2013 PWP period and expected to be completed in the 2013-2014 PWP period include:

- City of Greenville led street asset inventory + pavement management software to include Winterville + Ayden
- Greenville Short Range Transit Plan

Major studies planned to be initiated in the 2013-2014 PWP period include:

- Community Transportation Plan for the Pitt Area Transit System (PATS)

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

Action Needed: TAC adopt Resolution 2013-02-GUAMPO, as recommended by TCC at their February 14, 2013 meeting.

Attachments: Draft 2013-2014 PWP, a 5-year work plan, and *Resolution 2013-02-GUAMPO*.

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RESOLUTION NO. 2013-02-GUAMPO

APPROVING THE FY 2014 (2013-2014) UNIFIED PLANNING WORK PROGRAM OF THE GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program will effectively advance transportation planning for SFY 2014; and

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

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for SFY 2014 (2013-2014);

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves, endorses, and adopts the Unified Planning Work Program for SFY 2014 (2013-2014) for the Greenville Urban Area Metropolitan Planning Organization on this **the 15th day of April, 2013**.

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

_____
Amanda Braddy, Secretary

North Carolina
Pitt County

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

WITNESS my hand and official seal, this the _____ day of _____ 2013.

_____
Amanda J. Braddy, Notary Public

My commission Expires:_____

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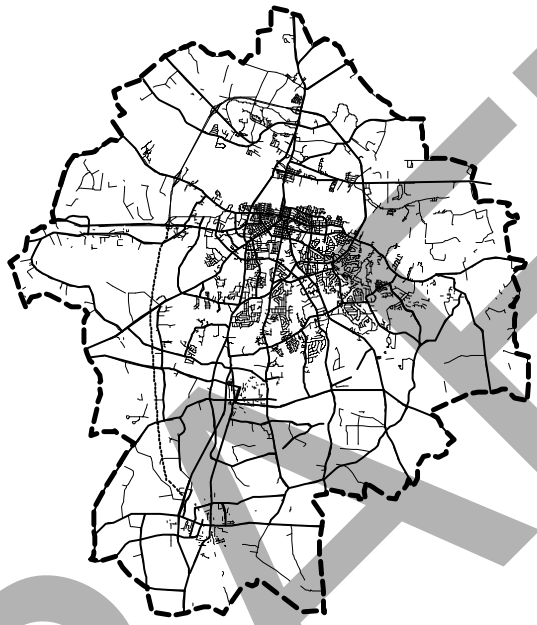
2013-2014
Planning Work Program



GREENVILLE URBAN AREA
METROPOLITAN PLANNING ORGANIZATION

Prepared by:
Greenville Public Works Department
City of Greenville

In cooperation with:

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

Adopted:

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INTRODUCTION

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

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

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

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

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

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

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

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

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

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

1. SPR - this fund source is utilized by NCDOT for MPO highway planning activities. NCDOT pays 20% of the cost and FHWA pays 80%.

2. Section 104 (f) (PL) - this fund source is utilized by the LPA (a small portion is used by Winterville, Pitt County, Ayden, Simpson, and the Mid-East Commission) for MPO highway planning activities. The LPA and local agencies pay 20% and FHWA pays 80%.

3. Section 5303 - this fund source is generally utilized by GREAT for transit planning activities. The LPA pays 10%, NCDOT pays 10%, and FTA pays 80%.

4. Section 5307 – these funds are used for transit planning, capital, and operational needs in the urban area. For transit planning, FTA provides 80%, NCDOT provides 10%, and the LPA provides 10%.

For the sake of this PWP, the fund sources will be known as SPR, PL, Sec. 5303, and Sec. 5307; agencies will be known as NCDOT and City which includes the local public transportation fixed route system, known as Greenville Area Transit (GREAT).

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

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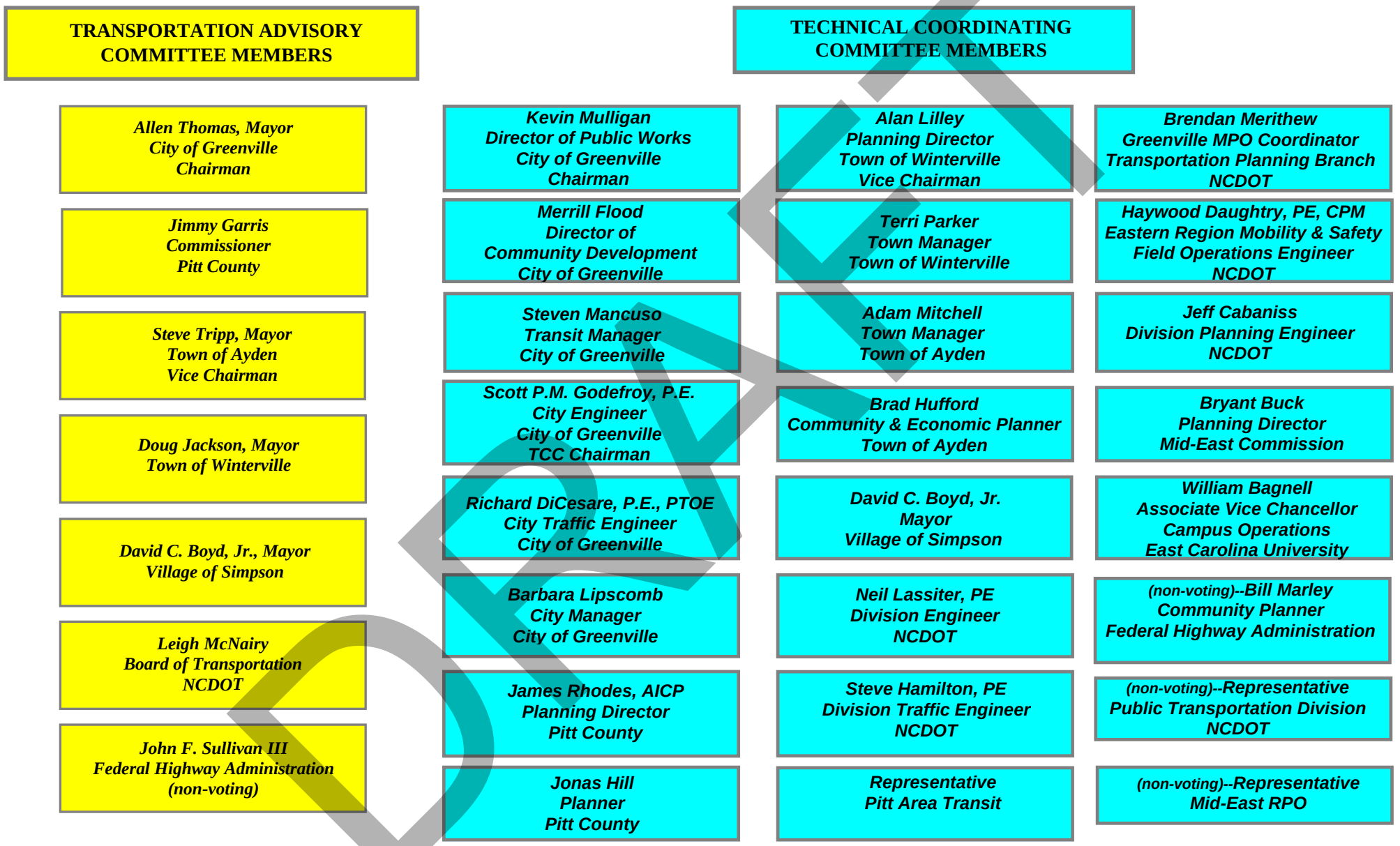
Figure 1: Greenville Urban Area Metropolitan Planning Organization



Membership as of April 11, 2013

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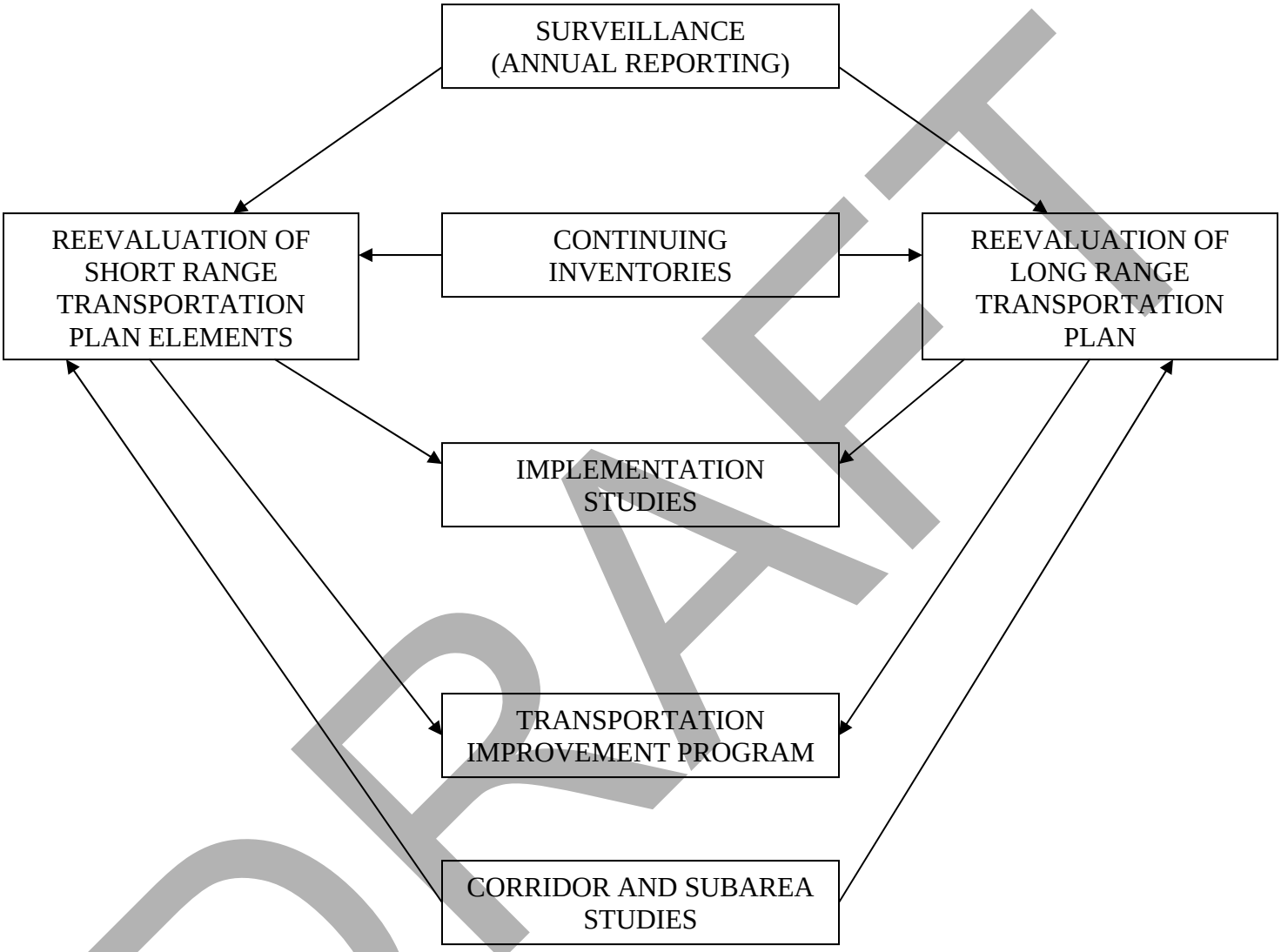
FIGURE 2: CONTINUING TRANSPPORTATION PLANNING WORK FLOW



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GREENVILLE URBAN AREA MPO
SUMMARY OF THE 2012-2013 PLANNING WORK PROGRAM

IIA Surveillance of Change

II-A-1 Traffic Volume Counts

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

II-A-2 Vehicle Miles of Travel

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

II-A-3 Street System Changes

Update the GIS Street Database as needed. Due to Pitt County administering the zoning ordinance for Village of Simpson, a portion of expenses will be needed to cover transportation related issues ($2,000 for 2012-2013 PWP).

II-A-4 Traffic Accidents

Collection of traffic accident data (system-wide or for particular intersections or corridors) and/or preparation of a summary and analysis of high accident locations.

II-A-5 Transit System Data

Transit planning efforts will be conducted by the MPO's transit provider, the Greenville Area Transit (GREAT). Task work may include evaluation of transit service performance, development of cross-town route(s), universities/college route(s) and urban service routes that extend beyond the boundaries of the general urban core. Data may be used to identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA reporting requirements. Data collected may be used for determining transit patronage, route changes, service miles, route ridership etc.

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

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

II-A-7 Air Travel

Collection of air travel-related data for use in various reports/studies/plans.

II-A-8 Vehicle Occupancy Rates

Performance of Vehicle Occupancy Rate counts.

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II-A-9 Travel Time Studies

Collection of data and/or conduct of study to provide transportation travel time information.

II-A-10 Mapping

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

II-A-11 Central Area Parking Inventory – Conduct facility inventory and/or establish count areas. Prepare field procedures / personnel as necessary to perform a comprehensive parking inventory. Data collection may include parking policies, ownership and rates. Includes both on and off street parking.

II-A-12 Bicycle and Pedestrian Facilities Inventory

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

II-B Maintenance of Inventories

II-B-1 Collection of Base Year Data

Monitor significant changes in land use for the Greenville Urban Area MPO for the purpose of updating TAZ files as needed. Collection of the following variables, by traffic zone: 1) population, 2) housing units, and 3) employment. Update GIS database used to maintain housing and land use information.

II-B-2 Collection of Network Data

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

II-B-3 Travel Model Updates

Review of the travel model using the Transcad software. Update socioeconomic, roadway, and travel data. LPA staff will attend training and technical support relating to the model. LPA staff will also review the model for any network and coding inconsistencies. Database update or other travel demand modeling work associated with keeping the model up-to-date. Some of this work to be performed by NCDOT's Transportation Planning Branch along with use of consultant effort.

II-B-4 Travel Surveys

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

II-B-5 Forecast of Data to Horizon Year

Review major land use changes and modify the travel demand model's TAZ files accordingly.

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II-B-6 Community Goals and Objectives

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

II-B-7 Forecast of Future Year Travel Patterns

Test alternative roadway network improvements for system benefit.

II-B-8 Capacity Deficiency Analysis

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

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

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

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

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

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

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

Bicycle and Pedestrian elements – LPA staff will provide coordination for projects and provide updates to the existing facilities inventory. LPA staff will also provide coordination with "Safe Route to Schools" programs. Coordinate with Greenville Bicycle and Pedestrian Commission, sub-committees and other community organizations interested in non-motorized travel, develop agendas and presentations, respond to commission and community requests, research best practices for related policies, and perform related work. Coordinate implementation of the bicycle and pedestrian master plan.

II-B-12 Airport/Air Travel Element of the LRTP - Tasks associated with identification of airport, air service deficiencies, priorities, proposed airport and air service improvement solutions and strategies, and related data required to update this element of the LRTP.

II-B-13 Collector Street Element of LRTP - Identification of collector street deficiencies, priorities, and proposed collector street improvement solutions and strategies.

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

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

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II-B-15 Freight Movement/Mobility Planning

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

II-B-16 Financial Planning

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

II-B-17 Congestion Management Strategies

Develop strategies to address and manage congestion by increasing transportation system supply, reducing demand by application of alternative mode solutions and transportation system management strategies. Provide documentation of the process to be used in updating the LRTP. Tasks also include planning strategies associated with Transportation Demand Management, Access Control and Management, Traffic Operations Improvements, Incident Management and Growth Management.

II-B-18 Air Quality Planning / Conformity Analysis

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

III-A Planning Work Program

Develop and adopt the 2013-2014 PWP, coordinating with the MPO members regarding any special transportation studies envisioned for the upcoming fiscal year as well as helping determine an estimated cost. LPA Staff will also submit a draft PWP to NCDOT's Transportation Planning Branch for comments. Transportation Coordinating Committee (TCC) and Transportation Advisory Committee meetings will be scheduled as required for adoption.

III-B Transportation Improvement Program

Development of priority list for submittal to NCDOT. Tasks include: public involvement, intergovernmental coordination, preparation of priority list project descriptions, research and collection of data for entry into NCDOT's (SPOT) system, and preparation of associated TCC/TAC agenda material. Other tasks include work associated with refinement of NCDOT's prioritization process, amendments, research, or data collection or distribution relating to the TIP. Includes work associated with development of or amendments to the MTIP. Attend meeting required for proper coordination of TIP projects.

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III-C Civil Rights Compliance/Other Required Regulations

III-C-1 Title VI Compliance
Work to insure compliance with the requirements of Title VI in urban area policies and practices. Work includes development and updates to Title VI, Limited English Proficiency Plans, and related tasks needed for compliance with Federal regulations.

III-C-2 Environmental Justice - Provide analysis to insure that transportation projects comply with Environmental Justice policies. Work includes development and updates to Title VI, Limited English Proficiency Plans, and related tasks needed for compliance with Federal regulations.

III-C-3 Disadvantaged Business Enterprise - Activities to encourage participation of minority-owned business enterprises in contractual and supply opportunities.

III-C-4 Planning for the Elderly and Disabled - Provide efforts focusing on complying with the key provisions of the ADA. Plan transportation facilities and services that can be utilized by persons with limited mobility.

III-C-5 Safety/Drug Control Planning - Work to be accomplished includes performing safety audits, developing safety/security improvements, and developing policies and planning for safety, security, and emergency preparedness issues.

III-C-6 Public Involvement - Efforts will be made to gather public comment on future State Transportation Improvement Priorities within the MPO as well as feedback regarding the future Intermodal Transportation Center and other projects as they are developed.

III-C-7 Private Sector Participation - Activities to encourage private sector participation in planning and project activities.

III-D Incidental Planning/Project Development

III-D-1 Transportation Enhancement Planning – Develop the request and application documentation necessary to complete the call for projects and manage the administrative elements required to move forward enhancement projects.

III-D-2 Environmental and Pre-TIP Planning

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

III-D-3 Special Studies

Greenville - Transit Short Range Plan - This is a five year comprehensive operating plan and capital program for public transportation services provided by Greenville Area Transit (GREAT). The plan will identify and address unmet needs of the community to include an overview of university and rural general public transit. This plan will provide a guide for improvements in services and route expansions/modifications. The City of Greenville will

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develop this plan and is expected to be performed by a consultant. ($100,000 for the 2013-2014 PWP)

Greenville-- The City will manage this project to procure a street system/asset data management software and inventory. Costs for this effort are estimated to be $270,000 for the 2013-2014 PWP. Costs also provide MPO staff a billing mechanism for time spent on project/contract management. Project area includes Town of Ayden and Winterville, along with City of Greenville.

Pavement Management Software and Inventory - Oversee a consultant's development and/or implementation of a software system that aids the City to better allocate resources for: preventing problems through judicious maintenance, diagnose and repair problems that exist in a cost-effective manner, preparing budget cost for annual street resurfacing contracts. Initial data collection to be a part of this effort. Data collected will benefit system inventory for planning purposes (system deficiencies, inventory, etc)
Traffic Signal, Regulatory/Warning/Guide Signs, and Traffic Volume Data Management Software and Inventory - Oversee a consultant's development and/or implementation of a software system to aid the City in the ability to collect and manage critical data associated with each asset which will allow for effective planning and on-going budgeting. Dynamic and interactive inventories are the goal of such a program which will assist in the creation of a proactive management program governing the equipment and needs of each specific element. The resulting product will also assist the City in their contractual agreement with the NCDOT to provide on-going maintenance for all of the signals (NCDOT: 92; COG: 33) within the City. Once the initial inventory of each element is collected and provided to the City, the managing software will provide City personnel with the ability to monitor and update the information for each element continually and on-going.
Roadway assets that may be inventoried include: drop inlets, curb inlets, manholes, culverts, ditches, traffic signs, pavement markings/striping, bridges, traffic signals and poles, sidewalks, curbs, trees, light poles, guiderails, ADA ramps, shoulders.
Deliverables include GIS layers with street assets geospatially referenced and pavement management software + inventory. ($270,000 for the 2013-2014 PWP)

Pitt County - Community Transportation Plan for the Pitt Area Transit System (PATS) - The plan will identify, evaluate, develop, recommend and implement strategies that provide planning elements for meaningful mobility options for the general public and targeted populations. Pitt County will develop this plan and is anticipated to be performed by a consultant. ($25,000 for the 2013-2014 PWP)

III-D-4 Statewide and Regional Planning

Coordinate statewide and regional initiatives with the Greenville Urban Area activities. Participate in Statewide MPO association subcommittees and attend meeting and events. Other regional, statewide, or Federal planning efforts, meetings, and/or conferences.

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III-E Management and Operations

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

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

This task provides for the Lead Planning Agency to perform necessary activities in order to continue a cooperative, comprehensive, and continuing transportation planning process for the urbanized area. Funds will allow for performance of required ongoing administrative and operational tasks to support MPO committees and reporting requirements.

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 PUBLICA

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

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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 minorias, 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.

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Greenville Urban Area MPO
FY 2013-2014 Planning Work Program
Proposed Funding Sources

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TASK CODE	TASK DESCRIPTION	SPR Highway			SEC. 104 (f) PL Highway / Transit			SECTION 5303 Transit				SECTION 5307 Transit				TASK FUNDING SUMMARY			
		NCDOT 20%	FHWA 80%	TOTAL	Local 20%	FHWA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	LOCAL	STATE	FEDERAL	TOTAL
II-A	**Surveillance of Change**																		
II-A-1	Traffic Volume Counts				4,000	16,000	20,000 *									4,000	0	16,000	20,000
II-A-2	Vehicle Miles of Travel				100	400	500									100	0	400	500
II-A-3	Street System Changes				960	3,840	4,800									960	0	3,840	4,800
II-A-4	Traffic Accidents				0	0	0									0	0	0	0
II-A-5	Transit System Data				0	0	0												
II-A-6	Dwelling Unit, Pop. & Emp. Change				6,000	24,000	30,000									6,000	0	24,000	30,000
II-A-7	Air Travel				0	0	0												
II-A-8	Vehicle Occupancy Rates				0	0	0												
II-A-9	Travel Time Studies				0	0	0												
II-A-10	Mapping				5,000	20,000	25,000									5,000	0	20,000	25,000
II-A-11	Central Area Parking Inventory				0	0	0												
II-A-12	Bike & Ped. Facilities Inventory				5,000	20,000	25,000									5,000	0	20,000	25,000
II-B	**Long Range Transp. Plan**																		
II-B-1	Collection of Base Year Data				3,150	12,600	15,750									3,150	0	12,600	15,750
II-B-2	Collection of Network Data				2,000	8,000	10,000									2,000	0	8,000	10,000
II-B-3	Travel Model Updates				11,000	44,000	55,000									11,000	0	44,000	55,000
II-B-4	Travel Surveys				100	400	500									100	0	400	500
II-B-5	Forecast of Data to Horizon Year				3,750	15,000	18,750									3,750	0	15,000	18,750
II-B-6	Community Goals & Objectives				800	3,200	4,000									800	0	3,200	4,000
II-B-7	Forecast of Future Travel Patterns				1,200	4,800	6,000									1,200	0	4,800	6,000
II-B-8	Capacity Deficiency Analysis				800	3,200	4,000									800	0	3,200	4,000
II-B-9	Highway Element of the LRTP				2,000	8,000	10,000									2,000	0	8,000	10,000
II-B-10	Transit Element of the LRTP				2,800	11,200	14,000	100	100	800	1,000					2,900	100	12,000	15,000
II-B-11	Bicycle & Ped. Element of the LRTP				11,200	44,800	56,000									11,200	0	44,800	56,000
II-B-12	Airport/Air Travel Element of LRTP				600	2,400	3,000									600	0	2,400	3,000
II-B-13	Collector Street Element of LRTP				0	0	0									0	0	0	0
II-B-14	Rail, Water or Other Mode of LRTP				600	2,400	3,000									600	0	2,400	3,000
II-B-15	Freight Movement/Mobility Planning				100	400	500									100	0	400	500
II-B-16	Financial Planning				1,000	4,000	5,000									1,000	0	4,000	5,000
II-B-17	Congestion Management Strategies				0	0	0									0	0	0	0
II-B-18	Air Qual. Planning/Conformity Anal.				2,000	8,000	10,000									2,000	0	8,000	10,000
III-A	**Planning Work Program**				4,000	16,000	20,000									4,000	0	16,000	20,000
III-B	**Transp. Improvement Plan/Priorities**				5,000	20,000	25,000	100	100	800	1,000					5,100	100	20,800	26,000
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																		
III-C-1	Title VI				2,000	8,000	10,000									2,000	0	8,000	10,000
III-C-2	Environmental Justice				2,000	8,000	10,000									2,000	0	8,000	10,000
III-C-3	Disadvantaged Business Enterprise																		
III-C-4	Planning for the Elderly & Disabled				0	0	0									0	0	0	0
III-C-5	Safety/Drug Control Planning							100	100	800	1,000					100	100	800	1,000
III-C-6	Public Involvement				3,000	12,000	15,000									3,000	0	12,000	15,000
III-C-7	Private Sector Participation																		
III-D	**Incidental Plng./Project Dev.**																		
III-D-1	Transportation Enhancement Plng.				0	0	0									0	0	0	0
III-D-2	Enviro. Analysis & Pre-TIP Plng.				1,600	6,400	8,000									1,600	0	6,400	8,000
III-D-3	Special Studies																		
	Greenville--Transit Short Range Plan											10,000	10,000	80,000	100,000 *	10,000	10,000	80,000	100,000
	Greenville--Road asset+ Pavement sftware				54,000	216,000	270,000 *									54,000	0	216,000	270,000
	Pitt County-PATS Transportation Plan				5,000	20,000	25,000 *									5,000	0	20,000	25,000
III-D-4	Regional or Statewide Planning				4,000	16,000	20,000									4,000	0	16,000	20,000
III-E	**Management & Operations**				22,874	91,494	114,368	3,267	3,267	26,136	32,670					26,141	3,267	117,630	147,038
TOTALS		-	-	-	**167,634**	**670,534**	**838,168**	**3,567**	**3,567**	**28,536**	**35,670**	**10,000**	**10,000**	**80,000**	**100,000**	**181,201**	**13,567**	**779,070**	**973,838**

* Includes consultant efforts/study

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Greenville Urban Area MPO
FY 2013-2014 Planning Work Program
Agency Spending

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Charge Code	DESCRIPTION	TOTAL COST	FEDERAL	NCDOT	LOCAL STAFF
II. Continuing Transportation Planning Work Program Methodology, Responsibilities and Schedules					
II-A	**Surveillance of Change**				
II-A-1	Traffic Volume Counts	20,000	16,000	0	4,000
II-A-2	Vehicle Miles of Travel	500	400	0	100
II-A-3	Street System Changes	4,800	3,840	0	960
II-A-4	Traffic Accidents	0	0	0	0
II-A-5	Transit System Data				
II-A-6	Dwelling Unit, Pop. & Emp. Change	30,000	24,000	0	6,000
II-A-7	Air Travel	0	0	0	0
II-A-8	Vehicle Occupancy Rates	0	0	0	0
II-A-9	Travel Time Studies	0	0	0	0
II-A-10	Mapping	25,000	20,000	0	5,000
II-A-11	Central Area Parking Inventory	0	0	0	0
II-A-12	Bike & Ped. Facilities Inventory	25,000	20,000	0	5,000
II-B	**Long Range Transp. Plan**				
II-B-1	Collection of Base Year Data	15,750	12,600	0	3,150
II-B-2	Collection of Network Data	10,000	8,000	0	2,000
II-B-3	Travel Model Updates	55,000	44,000	0	11,000
II-B-4	Travel Surveys	500	400	0	100
II-B-5	Forecast of Data to Horizon year	18,750	15,000	0	3,750
II-B-6	Community Goals & Objectives	4,000	3,200	0	800
II-B-7	Forecast of Futurel Travel Patterns	6,000	4,800	0	1,200
II-B-8	Capacity Deficiency Analysis	4,000	3,200	0	800
II-B-9	Highway Element of th LRTP	10,000	8,000	0	2,000
II-B-10	Transit Element of the LRTP	15,000	12,000	100	2,900
II-B-11	Bicycle & Ped. Element of the LRTP	56,000	44,800	0	11,200
II-B-12	Airport/Air Travel Element of LRTP	3,000	2,400	0	600
II-B-13	Collector Street Element of LRTP	0	0	0	0
II-B-14	Rail, Water or other mode of LRTP	3,000	2,400	0	600
II-B-15	Freight Movement/Mobility Planning	500	400	0	100
II-B-16	Financial Planning	5,000	4,000	0	1,000
II-B-17	Congestion Management Strategies	0	0	0	0
II-B-18	Air Qual. Planning/Conformity Anal.	10,000	8,000	0	2,000
III-A	**Planning Work Program**	20,000	16,000	0	4,000
III-B	**Transp. Improvement Plan/Priorities**	26,000	20,800	100	5,100
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**				
III-C-1	Title VI	10,000	8,000	0	2,000
III-C-2	Environmental Justice	10,000	8,000	0	2,000
III-C-3	Disadvantaged Business Enterprise	0	0	0	0
III-C-4	Planning for the Elderly & Disabled	0	0	0	0
III-C-5	Safety/Drug Control Planning	1,000	800	100	100
III-C-6	Public Involvement	15,000	12,000	0	3,000
III-C-7	Private Sector Participation	0	0	0	0
III-D	**Incidental Plng./Project Dev.**				
III-D-1	Transportation Enhancement Plng.	0	0	0	0
III-D-2	Enviro. Analysis & Pre-TIP Plng.	8,000	6,400	0	1,600
III-D-3	Special Studies	395,000	316,000	10,000	69,000
III-D-4	Regional or Statewide Planning	20,000	16,000	0	4,000
III-E	**Management & Operations**	147,038	117,630	3,267	26,141
	TOTALS	973,838	779,070	13,567	181,201

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

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Anticipated DBE Contracting Opportunities for FY 13-14

Name of MPO: Greenville Urban Area Metropolitan Planning Organization

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

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal funds to be Contracted Out	Total Funds to be Contracted Out
III-D-3/442400	Special Study	City of Greenville, NC	Consultant	$4,000	$100,000

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Greenville Urban Area MPO
FY 2013-2014 Planning Work Program
Transit Task Narrative

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1- MPO

2-	FTA Code	442100	442301	442500	442616	442400	
3-	Task Code	III-E	II-B-10	III-B	III-C-5	III-D-3	Total
4-	Title of Planning Task	Program Support/Admin	Transit Element of the LRTP	Transportation Improvement Program	Safety	Special Studies (Mobility Planning)	
5-	Task Objective	Monitor and analyze the statistical and financial performance of the GREAT system so as to recommend improvements that will increase both the efficiency and effectiveness of the service provided.	Improve mobility	Develop tramsit needs	Maintain and improve system safety and security.	Improve Mobility	
6-	Tangible Product Expected	Prepare, publish and submit all monthly statistical and financial reports required by the local, state and federal governments. Prepare, publish and submit all recommendations for improving system performance to the appropriate governing body for review and approval.	The development of routes and schedules that can be incorporated into the LRTP.	List of transit needs	Safety meetings. Prepare and publish regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.	Update of Regional Transit Study / Route and schedule Study	
7-	Expected Completion Date of Product(s)	6/30/2014	6/30/2014	6/30/2014	6/30/2014	9/30/2013	
8-	Previous Work	Prepared, published and submitted all monthly statistical and financial reports required by the local, state and federal governments. Prepared, published and submitted all recommendations for improving system performance to the appropriate governing body for review and approval.	Most recent route and schedule revision was initiated in July 2011.	2012-2018 STIP and TIP	Safety meetings. Prepared and published regular safety bulletins. Written reviews of safety related issues with recommendations for maintaining and improving safety and security in the future.		
9-	Prior FTA Funds	$17,280	$13,390	$4,000	$1,000	$100,000	$135,670
10-	Relationship To Other Activities					Intermodal Transportation Center Project under 5307	
11-	Agency Responsible for Task Completion	City of Greenville	City of Greenville	City of Greenville	City of Greenville	City of Greenville	
12-	HPR - Highway - NCDOT 20%						
13-	HPR - Highway - FHWA 80%						
14-	Section 104 (f) PL Local 20%						
15-	Section 104 (f) PL FHWA 80%						
16-	Section 5303 Local 10%	$3,267	$100	$100	$100		$3,567
17-	Section 5303 NCDOT 10%	$3,267	$100	$100	$100		$3,567
18-	Section 5303 FTA 80%	$26,136	$800	$800	$800		$28,536
	Subtotal	$32,670	$1,000	$4,000	$1,000		$38,670
19-	Section 5307 Transit - Local 10%		$0.00			$10,000	$10,000
20-	Section 5307 Transit - NCDOT 10%		$0.00			$10,000	$10,000
21-	Section 5307 Transit - FTA 80%		$0.00			$80,000	$80,000
	Subtotal		$0.00			$100,000	$100,000
22-	Additional Funds - Local 100%						
	Grand total	$32,670	$1,000	$4,000	$1,000	$100,000	$138,670

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

FY 13-14

Greenville - Transit Short Range Plan - This is a five year comprehensive operating plan and capital program for public transportation services provided by Greenville Area Transit (GREAT). The plan will identify and address unmet needs of the community to include an overview of university and rural general public transit. This plan will provide a guide for improvements in services and route expansions/modifications. The City of Greenville will develop this plan and is expected to be performed by a consultant. ($100,000 for the 2013-2014 PWP)

Greenville-- The City will manage this project to procure a street system/asset data management software and inventory. Costs for this effort are estimated to be $270,000 for the 2013-2014 PWP. Costs also provide MPO staff a billing mechanism for time spent on project/contract management. Project area includes Town of Ayden and Winterville, along with City of Greenville.

Pavement Management Software and Inventory - Oversee a consultant's development and/or implementation of a software system that aids the City to better allocate resources for: preventing problems through judicious maintenance, diagnose and repair problems that exist in a cost-effective manner, preparing budget cost for annual street resurfacing contracts. Initial data collection to be a part of this effort. Data collected will benefit system inventory for planning purposes (system deficiencies, inventory, etc) Traffic Signal, Regulatory/Warning/Guide Signs, and Traffic Volume Data Management Software and Inventory - Oversee a consultant's development and/or implementation of a software system to aid the City in the ability to collect and manage critical data associated with each asset which will allow for effective planning and on-going budgeting. Dynamic and interactive inventories are the goal of such a program which will assist in the creation of a proactive management program governing the equipment and needs of each specific element. The resulting product will also assist the City in their contractual agreement with the NCDOT to provide on-going maintenance for all of the signals (NCDOT: 92; COG: 33) within the City. Once the initial inventory of each element is collected and provided to the City, the managing software will provide City personnel with the ability to monitor and update the information for each element continually and on-going.

Roadway assets that may be inventoried include: drop inlets, curb inlets, manholes, culverts, ditches, traffic signs, pavement markings/striping, bridges, traffic signals and poles, sidewalks, curbs, trees, light poles, guiderails, ADA ramps, shoulders. Deliverables include GIS layers with street assets geospatially referenced and pavement management software + inventory. ($270,000 for the 2013-2014 PWP)

Pitt County - Community Transportation Plan for the Pitt Area Transit System (PATS) - The plan will identify, evaluate, develop, recommend and implement strategies that provide planning elements for meaningful mobility options for the general public and targeted populations. Pitt County will develop this plan and is anticipated to be performed by a consultant. ($25,000 for the 2013-2014 PWP)

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FY 14-15

Greenville - Long Range Transit Plan (GREAT) – Project will provide for the development of a long range transit plan for the City of Greenville's transit provider. Plan will provide a long range vision for route development and capital cost projections. The City of Greenville will develop this plan and is expected to be performed by a consultant. ($130,000 for the 2014-2015 PWP)

Pitt County - Regional Hazard Mitigation Plan (Transportation System Element only) - As a part of this plan update, the transportation system will be examined to assess its vulnerability to various natural and manmade events. Pitt County will develop this plan which will encompass Ayden, Simpson, Greenville, and Winterville. ($15,000 for the 2014-2015 PWP)

FY 15-16

No special studies planned at this time.

FY 16-17

No special studies planned at this time.

FY 17-18

No special studies planned at this time

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5-year plan

Charge Code	DESCRIPTION	13-14 proposed	14-15 proposed	15-16 proposed	16-17 proposed	17-18 proposed
II. Continuing Transportation Planning Work Program Methodology, Responsibilities and Schedules						
II-A	**Surveillance of Change**					
II-A-1	Traffic Volume Counts	20,000	20,000	20,000	20,000	20,000
II-A-2	Vehicle Miles of Travel	500	1,100	1,100	1,100	1,100
II-A-3	Street System Changes	4,800	4,000	4,000	4,000	4,000
II-A-4	Traffic Accidents	0				
II-A-5	Transit System Data					
II-A-6	Dwelling Unit, Pop. & Emp. Change	30,000	32,450	32,450	32,450	32,450
II-A-7	Air Travel	0				
II-A-8	Vehicle Occupancy Rates	0				
II-A-9	Travel Time Studies	0				
II-A-10	Mapping	25,000	29,200	29,200	29,200	29,200
II-A-11	Central Area Parking Inventory	0				
II-A-12	Bike & Ped. Facilities Inventory	25,000	25,000	25,000	25,000	25,000
II-B	**Long Range Transp. Plan**					
II-B-1	Collection of Base Year Data	15,750	23,750	23,750	23,750	23,750
II-B-2	Collection of Network Data	10,000	5,000	5,000	8,000	13,000
II-B-3	Travel Model Updates	55,000	25,000	25,000	25,000	25,000
II-B-4	Travel Surveys	500	500	500	500	500
II-B-5	Forecast of Data to Horizon year	18,750	15,000	21,750	21,750	21,750
II-B-6	Community Goals & Objectives	4,000	3,000	3,000	3,000	3,000
II-B-7	Forecast of Futurel Travel Patterns	6,000	10,000	10,000	10,000	10,000
II-B-8	Capacity Deficiency Analysis	4,000	3,000	3,000	3,000	3,000
II-B-9	Highway Element of the LRTP	10,000	20,000	12,000	10,000	3,000
II-B-10	Transit Element of the LRTP	15,000	30,000	20,750	23,750	25,750
II-B-11	Bicycle & Ped. Element of the LRTP	56,000	55,000	60,000	60,000	60,000
II-B-12	Airport/Air Travel Element of LRTP	3,000	5,000			0
II-B-13	Collector Street Element of LRTP	0				500
II-B-14	Rail, Water or other mode of LRTP	3,000	4,000	5,000	2,500	500
II-B-15	Freight Movement/Mobility Planning	500	500	500	500	500
II-B-16	Financial Planning	5,000	8,000	6,000	500	500
II-B-17	Congestion Management Strategies	0	0	500	500	500
II-B-18	Air Qual. Planning/Conformity Anal.	10,000	20,000	20,000	20,000	20,000
III-A	**Planning Work Program**	20,000	15,000	15,000	15,000	15,000
III-B	**Transp. Improvement Plan/Priorities**	26,000	25,000	25,000	25,000	25,000
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**					
III-C-1	Title VI	10,000	10,000	10,000	10,000	10,000
III-C-2	Environmental Justice	10,000	10,000	10,000	10,000	10,000
III-C-3	Disadvantaged Business Enterprise	0		0	0	0
III-C-4	Planning for the Elderly & Disabled	0	1,000	0	0	0
III-C-5	Safety/Drug Control Planning	1,000	1,000	1,000	1,000	1,000
III-C-6	Public Involvement	15,000	10,000	10,000	10,000	10,000
III-C-7	Private Sector Participation	0				
III-D	**Incidental Plng./Project Dev.**					
III-D-1	Transportation Enhancement Plng.	0				
III-D-2	Enviro. Analysis & Pre-TIP Plng.	8,000	5,000	5,000	5,000	5,000
III-D-3	Special Studies	415,000	145,000	0	0	0
III-D-4	Regional or Statewide Planning	20,000	20,000	20,000	20,000	20,000
III-E	**Management & Operations**	147,038	136,730	136,730	120,730	125,730
	TOTALS	993,838	718,230	561,230	541,230	544,730

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

02/06/13

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Attachment 5c
Transportation Advisory Committee

Action Required April 15, 2013

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

Purpose: To update the "shovel-ready" project priority lists.

Discussion: There have been no recent actions concerning any further Federal stimulus funding. However, should there be a call for prioritized stimulus projects similar to the 2009 American Recovery and Reinvestment Act (ARRA) Stimulus Act, it is in the MPO's best interest to have updated and approved priority lists. The same assumptions, conditions, and criteria utilized in developing the MPO's prioritized list of projects for the first stimulus Act should be applied to develop the updated list.

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

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

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

The attached resolutions incorporate listings of proposed roadway, enhancement, and transit "shovel-ready" projects will be used to develop TIP amendments in the event that the Federal Government announces the availability of potential stimulus funds.

Action Needed: TAC review and adopt TCC's recommended prioritization of the attached "shovel-ready" projects for use in any future potential "shovel-ready" funding opportunities.

Attachments: The attachments are identified with a "DRAFT" watermark and are *Resolutions 2013-03-GUAMPO, 2013-04-GUAMPO, and 2013-05-GUAMPO.*

For comparison purposes, attached are the related resolutions adopted last year by the TAC on March 28, 2012.

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RESOLUTION NO. 2013-03-GUAMPO

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

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 15th day of April 2013, to consider "shovel-ready" transportation improvement priorities; and

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

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

PRIORITIZED SHOVEL-READY STIMULUS FUNDING
ROADWAY PROJECTS

PRIORITY	ROUTE	FROM	TO	PROJECT DESCRIPTION	ESTIMATED COST
1	Old NC11 (Lee St)	Intersections at NC102 (Third St) and Second St	N/A	Installation of decorative fixed-arm traffic signals with signalized pedestrian crossings and associated improvements	$385,000
2	US264A (Greenville Blvd)	Intersection of Red Banks Road	N/A	Construct dedicated right turn lanes Eastbound and Westbound at Red Banks Road intersection.	$300,000
3	Railroad Street	Worthington St	Vernon White Road	Install drainage pipe in open ditch(west side)	$360,000
4	Tucker Road	Ivy Road	BlackJack-Simpson Road	Mill and resurface	$240,000
5	NC 102	NC 11	2nd St	Mill and resurface and widen	$760,000
6	Old NC 11	NC11	Swift Creek Bridge	Mill/resurface, and widen	$1,900,000
7	Oxford Road	(Bridge #73419)	N/A	Bridge Replacement	$500,000

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PRIORITY	ROUTE	FROM	TO	PROJECT DESCRIPTION	ESTIMATED COST
8	Signal Upgrades (Pedestrian)	(15 locations in Greenville City limits)	N/A	Install pedestrian crossing signal, roadway marking, related infrastructure improvements	$650,000
9	Dickinson Ave	NC11	Reade Circle/ Greene St	Modernization	$8,213,000

Adopted the 15th day of April 2013.

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

ATTEST:_____
Amanda J. Braddy, TAC Secretary

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RESOLUTION NO. 2013-04-GUAMPO

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

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 15th day of April 2013, to consider "shovel-ready" transportation improvement priorities; and

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

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

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

PRIORITY	Jurisdiction	ROUTE	FROM	TO	SIDE	COST	PROJECT DESCRIPTION
1	G	Firetower Rd	Old Firetower Rd	Wimbledon St	North	$70,000	Construct Sidewalk
	W	Church St	Main St	Approx 215 ft south of Main St	West	$14,000	Construct Sidewalk
	A	Snow Hill St	Sixth St	Juanita Ave	West/ North	$41,000	Construct Sidewalk
	G	Firetower Rd	Wimbledon St	Arlington Blvd	North	$95,000	Construct Sidewalk
	W	Cooper St	Church St	Approx 1,800 ft East of Church St	South	$95,000	Construct Sidewalk
	A	Second Street	Verna Ave	Jolly Rd	South	$62,000	Construct Sidewalk
	G	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	North	$81,000	Construct Sidewalk
	W	Mill St Depot St	Main St Mill St	Depot St Existing S/W on Depot St	East South	$47,000 (in total)	Construct Sidewalk
	G	Greenville Blvd.	Bismark Dr.	NC 11 (Memorial Blvd)	North	$98,000	Construct Sidewalk
	W	Worthington St	Railroad St	Jones St	North	$22,000	Construct Sidewalk
	W	Worthington St	Railroad St	Jones St	South	$19,000	Construct Sidewalk
	A	Jolly Rd	2nd St	Parcel ID 80702	East	$305,000	Construct Sidewalk
				Total cost		**$949,000**	

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PRIORITY	Jurisdiction	ROUTE	FROM	TO	SIDE	COST	PROJECT DESCRIPTION
2	G	Thackery Dr	Cantata Dr.	NC 43 (Charles Blvd)	South	$39,000	Construct Sidewalk
	G	Firetower Rd	Old Firetower Rd	Wimbledon St	South	$79,000	Construct Sidewalk
	G	Firetower Rd	Wimbledon St	Arlington Blvd	South	$103,000	Construct Sidewalk
	G	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	South	$85,000	Construct Sidewalk
	G	Dickinson Rd	Spring Forest Rd	Arlington Blvd	North	$99,000	Construct Sidewalk
	G	Charles Blvd	Hyde Dr	Firetower Rd	West	$204,000	Construct Sidewalk
	G	Evans St	Arlington Blvd	Red Banks Rd	West	$187,000	Construct Sidewalk
				Total cost		**$796,000**	
3	G	WH Smith	Dickinson Rd	Stantonsburg Rd	East	$185,000	Construct Sidewalk
	G	Red Banks Rd	Greenville Blvd	Evans St	North	$134,000	Construct Sidewalk
	G	Charles Blvd	Firetower Rd	Signature Dr	West	$157,000	Construct Sidewalk
	G	Tucker Rd	Red Banks Rd	Fantasia Dr	West	$93,000	Construct Sidewalk
	G	Tucker Rd	Fantasia Dr	Largo Dr	West	$75,000	Construct Sidewalk
	G	Tucker Rd	Largo Dr	Cantata Dr	West	$114,000	Construct Sidewalk
	G	Greenville Blvd	Kristin Dr	Williams Dr	East	$189,000	Construct Sidewalk
				Total cost		**$947,000**	
4	G	Greenville Blvd	Kristin Dr	NC 11 (Memorial Blvd)	East	$208,000	Construct Sidewalk
	G	Greenville Blvd	Williams Dr	Dickinson Ave	East	$179,000	Construct Sidewalk
	G	Fifth St Bridge	@ Green Mill Run (Bridge #73094)	N/A	North	$340,000	Bridge Pedestrian Modification
				Total cost		**$727,000**	

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Adopted the 15th day of April 2013.

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

ATTEST:

_____
Amanda J. Braddy, TAC Secretary

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RESOLUTION NO. 2013-05-GUAMPO

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

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 15th day of April 2013, to consider "shovel-ready" public transportation improvement priorities; and

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

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

PRIORITIZED "SHOVEL-READY" STIMULUS FUNDING
PUBLIC TRANSPORTATION PROJECTS

PRIORITY	MUNICIPALITY/SYSTEM	PROJECT DESCRIPTION	ESTIMATED COST
1	City of Greenville/GREAT	Intermodal Transportation Center—a design/build project to include design, land acquisition, and construction.	$8,179,000
2	City of Greenville/GREAT	Bus schedule/information holders (30 shelters total)	$15,000
3	City of Greenville/GREAT	2 Hybrid-Electric Transit Busses (35 ft) (Replacement Busses)	$1,200,000

Adopted the 15th day of April 2013.

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

ATTEST:

_____
Amanda J. Braddy, TAC Secretary

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RESOLUTION NO. 2012-03-GUAMPO

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

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 28th day of March 2012, to consider "shovel-ready" transportation improvement priorities;and

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

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

PRIORITIZED SHOVEL-READY STIMULUS FUNDING ROADWAY PROJECTS

PRIORITY	ROUTE	FROM	TO	PROJECT DESCRIPTION	ESTIMATED COST
1	Old NC11 (Lee St)	Intersections at NC102 (Third St) and Second St	N/A	Installation of decorative fixed-arm traffic signals with signalized pedestrian crossings and associated improvements	$385,000
2	US264A (Greenville Blvd)	Intersection of Red Banks Road	N/A	Construct dedicated right turn lanes Eastbound and Westbound at Red Banks Road intersection.	$300,000
3	Main Street (Winterville)	NC11	Graham St	Mill and resurface	$175,000
4	Tucker Road	Ivy Road	BlackJack-Simpson Road	Mill and resurface	$240,000
5	NC 102	NC 11	2nd St	Mill and resurface and widen	$760,000
6	Old NC 11	NC11	Swift Creek Bridge	Mill/resurface, and widen	$1,900,000
7	Old Tar Road	Main St	Cooper St	Install drainage pipe in	$295,000

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PRIORITY	ROUTE	FROM	TO	PROJECT DESCRIPTION	ESTIMATED COST
				open ditch (west side)	
8	King George Road	(Bridge #73421)	N/A	Bridge Replacement	$505,000
9	Oxford Road	(Bridge #73419)	N/A	Bridge Replacement	$500,000
10	Railroad Street	Worthington St	Vernon White Road	Install drainage pipe in open ditch(west side)	$360,000
11	Signal Upgrades (Pedestrian)	(15 locations in Greenville City limits)	N/A	Install pedestrian crossing signal, roadway marking, related infrastructure improvements	$205,000
12	Dickinson Ave	NC11	Reade Circle/ Greene St	Stormwater improvements	$8,213,000

Adopted the 28th day of March 2012.

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

ATTEST: Amanda J. Braddy
Amanda J. Braddy, TAC Secretary

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RESOLUTION NO. 2012-04-GUAMPO

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

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 28th day of March 2012, to consider "shovel-ready" transportation improvement priorities; and

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

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

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

PRIORITY	Jurisdiction	ROUTE	FROM	TO	SIDE	COST	PROJECT DESCRIPTION
1	G	Firetower Rd	Old Firetower Rd	Wimbledon St	North	$70,000	Construct Sidewalk
	W	Church St	Main St	Approx 215 ft south of Main St	West	$14,000	Construct Sidewalk
	A	Snow Hill St	Sixth St	Juanita Ave	West/ North	$41,000	Construct Sidewalk
	G	Firetower Rd	Wimbledon St	Arlington Blvd	North	$95,000	Construct Sidewalk
	W	Cooper St	Church St	Approx 1,800 ft East of Church St	South	$95,000	Construct Sidewalk
	A	Second Street	Verna Ave	Jolly Rd	South	$62,000	Construct Sidewalk
	G	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	North	$81,000	Construct Sidewalk
	W	Mill St Depot St	Main St Mill St	Depot St Existing S/W on Depot St	East South	$47,000 (in total)	Construct Sidewalk
	G	Greenville Blvd.	Bismark Dr.	NC 11 (Memorial Blvd)	North	$98,000	Construct Sidewalk
	W	Worthington St	Railroad St	Jones St	North	$22,000	Construct Sidewalk
	W	Worthington St	Railroad St	Jones St	South	$19,000	Construct Sidewalk
	A	Jolly Rd	2nd St	Parcel ID 80702	East	$305,000	Construct Sidewalk
				Total cost		**$949,000**	

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PRIORITY	Jurisdiction	ROUTE	FROM	TO	SIDE	COST	PROJECT DESCRIPTION
2	G	Thackery Dr	Cantata Dr.	NC 43 (Charles Blvd)	South	$39,000	Construct Sidewalk
	G	Firetower Rd	Old Firetower Rd	Wimbledon St	South	$79,000	Construct Sidewalk
	G	Firetower Rd	Wimbledon St	Arlington Blvd	South	$103,000	Construct Sidewalk
	G	Firetower Rd	Arlington Blvd	NC 43 (Charles Blvd)	South	$85,000	Construct Sidewalk
	G	Dickinson Rd	Spring Forest Rd	Arlington Blvd	North	$99,000	Construct Sidewalk
	G	Charles Blvd	Hyde Dr	Firetower Rd	West	$204,000	Construct Sidewalk
	G	Evans St	Arlington Blvd	Red Banks Rd	West	$187,000	Construct Sidewalk
				Total cost		**$796,000**	
3	G	WH Smith	Dickinson Rd	Stantonsburg Rd	East	$185,000	Construct Sidewalk
	G	Red Banks Rd	Greenville Blvd	Evans St	North	$134,000	Construct Sidewalk
	G	Charles Blvd	Firetower Rd	Signature Dr	West	$157,000	Construct Sidewalk
	G	Tucker Rd	Red Banks Rd	Fantasia Dr	West	$93,000	Construct Sidewalk
	G	Tucker Rd	Fantasia Dr	Largo Dr	West	$75,000	Construct Sidewalk
	G	Tucker Rd	Largo Dr	Cantata Dr	West	$114,000	Construct Sidewalk
	G	Greenville Blvd	Kristin Dr	Williams Dr	East	$189,000	Construct Sidewalk
				Total cost		**$947,000**	
4	G	Greenville Blvd	Kristin Dr	NC 11 (Memorial Blvd)	East	$208,000	Construct Sidewalk
	G	Greenville Blvd	Williams Dr	Dickinson Ave	East	$179,000	Construct Sidewalk
	G	Fifth St Bridge	@ Green Mill Run (Bridge #73094)	N/A	North	$340,000	Bridge Pedestrian Modification
				Total cost		**$727,000**	

Adopted the 28th day of March 2012.

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Adopted the 28th day of March 2012.

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

ATTEST:

Amanda J. Braddy, TAC Secretary

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RESOLUTION NO. 2012-05-GUAMPO

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

WHEREAS, the Transportation Advisory Committee of the Greenville Urban Area met on the 28th day of March 2012, to consider "shovel-ready" public transportation improvement priorities; and

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

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

PRIORITIZED "SHOVEL-READY" STIMULUS FUNDING PUBLIC TRANSPORTATION PROJECTS

PRIORITY	MUNICIPALITY/SYSTEM	PROJECT DESCRIPTION	ESTIMATED COST
1	City of Greenville/GREAT	Intermodal Transportation Center—a design/build project to include design, land acquisition, and construction.	$8,179,000
2	City of Greenville/GREAT	Bus schedule/information holders (30 shelters total)	$15,000
3	City of Greenville/GREAT	2 Hybrid-Electric Transit Busses (35 ft) (Replacement Busses)	$1,200,000

Adopted the 28th day of March 2012.

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

ATTEST:

Amanda J. Braddy, TAC Secretary

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Attachment 5d

Transportation Advisory Committee

Action Required April 15, 2013

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Amendments to the Transportation Improvement Program (TIP) for inclusion of projects EB-5542 + BP5500 (statewide projects), and amend for projects EB-5539 + B-5100

Purpose: Amend the TIP for the following projects

1. EB-5542 (Various project under the Statewide bicycle and pedestrian program)
    - Project does not currently exist in the TIP. Adds this project in the TIP.
2. EB-5539 (South Tar River Greenway, Phase 3)
    - proposed amendment delays right-of-way from FY12 to FY13, and delays construction from FY13 to FY14 to allow additional time for planning and design.
3. BP-5500 (Various, Bridge Preservation Issues at Selected Sites)
    - proposed action replaces previous project BP-5300 and provides funding for bridge construction projects.
4. B-5100 Greenville--(King George Road Bridge replacement)
    - Adds ROW and Construction funds to FY2013, not previously programmed

Discussion:

In September 2012 MPO Staff was made aware of planned amendments to the STIP that NCDOT staff had submitted to the Board of Transportation. The North Carolina Board of Transportation (BOT) amended the 2012-2018 State Transportation Improvement Program (STIP) for item EB-5542 during their October, 2012 meeting. Project EB-5539 was amended at their November, 2012 meeting. Projects BP-5500 and B-5100 will be considered by the BOT at the February/March 2013 meetings. The projects provide NCDOT funds under those TIP headings as described above.

NCDOT will be responsible for determining which projects will be funded through TIP headings EB-5542 and BP5500. Until a project is selected (under those TIP headings), 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.

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Action Needed: TAC adopt resolution 2013-06, 07, 10, 11-GUAMPO amending the TIP as indicated and recommend by TCC at their February 14, 2013 meeting.

Attachments:

- Resolutions
  - 2013-06-GUAMPO
  - 2013-07-GUAMPO
  - 2013-10-GUAMPO
  - 2013-11-GUAMPO

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RESOLUTION NO. 2013-06-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 (in the Statewide projects section) for the addition of Project ID EB5542 to provide funding for construction purposes as follows, and

Existing TIP: **Existing Amounts**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
		EB5542 Various, Statewide Bicycle and Pedestrian Program												
		Project not currently in the TIP												

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

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
		EB5542 **Various, Statewide Bicycle and Pedestrian Program**												
11440		**STPEB**	**C**	**1040**	**1040**	**1040**	**1040**	**1040**	**1040**	**1040**	**1040**	**1040**	**1040**	**1040**

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 15th day of April, 2013.

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

_____
Amanda Braddy, Secretary

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RESOLUTION NO. 2013-07-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 5 of 20 for Project ID EB-5539 in the TIP;

WHEREAS, the following amendment has been proposed for *Federal and local* funds:

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	FY 2019	FY 2020
EB -5539 South Tar River Greenway, Phase 3 from west end of existing South Tar River Greenway at Pitt Street towards Moye Boulevard in the Vicinity of Pitt County Memorial Hospital. Construct Greenway using existing sidewalks and roads and new site along the river.											
1,200		DP	PE 188								
		C	PE 47								
		DP	RW 100								
		C	RW 25								
		DP		C 620							
		C		C 220							

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	FY 2019	FY 2020
EB -5539 South Tar River Greenway, Phase 3 from west end of existing South Tar River Greenway at Pitt Street towards Moye Boulevard in the Vicinity of Pitt County Memorial Hospital. Construct Greenway using existing sidewalks and roads and new site along the river.											
1,135	235	DP		**RW 60**							
		C		**RW 15**							
		DP			**C 660**						
		C			**C 165**						

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, originally adopted August 9, 2011by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the 15th day of April, 2013.

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

_____
Amanda Braddy, Secretary

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RESOLUTION NO. 2013-10-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 (in the Statewide projects section) for the addition of Project ID BP-5500 (Previously BP-5300) to provide funding for construction purposes as follows, and

Existing TIP: **Existing Amounts**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
		Project currently in TIP as BP-5300 and is being re-named to BP-5500												

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

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
100000		**BP5500** **Various, Bridge Preservation Issues at Selected Sites**												
		STPOFF	**C**	**2500**	**2500**	**5000**	**5000**	**5000**	**5000**	**5000**	**5000**	**5000**	**5000**	**5000**
		FA	**C**	**2500**	**2500**	**5000**	**5000**	**5000**	**5000**	**5000**	**5000**	**5000**	**5000**	**5000**

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 15th day of April, 2013.

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

_____
Amanda Braddy, Secretary

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Page 58 of 134

RESOLUTION NO. 2013-11-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 4 of 20 for Project ID B5100 in the TIP to add Right of Way and Construction funds to FY2013, not previously programmed;

Existing TIP: **Existing Amounts**

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	Activity	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
B-5100 King George Road Over Meeting House Branch in Greenville. Replace Bridge No.421.											
40	40	Programmed for Planning and Environmental Studies Only									

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

Total Project Cost (Thou)	Prior Years Cost (Thou)	Funding Source	2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
B-5100 **Greenville (King George Road) Replace Bridge No. 421 over Meeting House Branch**											
737		**STPOFF**		**R 40**							
		L		**R 10**							
		STPOFF		**C 550**							
		L		**C 137**							

NOW THEREFORE, be it resolved by the Transportation Advisory Committee that the Greenville Urban Area Transportation Improvement Program for FY 2012-2018, originally adopted August 9, 2011by the Greenville Urban Area Metropolitan Planning Organization shall be amended as listed above on this the 15th day of April, 2013.

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

_____
Amanda Braddy, Secretary

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Attachment 5e
Transportation Advisory Committee

Action Required April 15, 2013

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Revision of recently-adopted MPO's Memorandum of Understanding (MOU) and consideration of MPO By-laws

Purpose: Adopt a revised Memorandum of Understanding (MOU) and By-laws.

Discussion: The Memorandum of Understanding (MOU) outlines the policies, structure, membership and the roles and responsibilities of the MPO. It is the governing document of the MPO, which guides the cooperative, comprehensive and continuing transportation planning process among the parties therein. The Bylaws describe the purpose and operational procedures of the MPO and TCC, including the terms and duties of officers, meeting procedures, voting procedures and attendance.

The MOU needs to be adopted by each MPO member governing body after adoption by TAC. The By-laws need only be adopted by TAC.

TAC adopted a MOU on July 24, 2012. MPO staff transmitted the MOU to NCDOT shortly thereafter. Upon further review by NCDOT of the adopted MOU, NCDOT asked staff to revise the MOU to follow a specified format. The proposed revised MOU conforms to NCDOT's new template. It is shorter in length than the previous MOU due to elimination of numerous "whereas" clauses. Furthermore, the revised MOU contains a new section that states that this (once adopted) version of the MOU supersedes and replaces any prior MOU.

In addition to a revised MOU, staff have prepared By-laws for the MPO's consideration. The Bylaws define the membership, officers, functions, duties and responsibilities of the MPO.

This version of the MOU has the following proposed changes to membership:

TCC:

- ***New since Feb 14, 2013 TCC meeting***:
  - **Remove** NCDOT Public Transit Division (PTD) Representative from a voting member, and place as non-voting, ex-officio member of TCC.
  - **Replace** NCDOT's PTD representative with the Division Planning Engineer position. This maintains NCDOT's voting structure as that recommended by TCC.
- **decrease** (from two votes to one vote) the number of representatives from NCDOT's Transportation Planning Branch
- **maintains** addition of representation from Pitt Area Transit (one vote)
- **maintains** removal of MPO staff from TCC membership and is replaced by Greenville City Manager
- **changes**: Pitt County's TCC member from County Engineer to Staff Planner
- **changes**: Winterville's TCC member from Town Engineer to Town Manager

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TAC: no membership changes

The revised MOU contains other modifications to the previous, MOU. Key points are noted below.

1. **This revised version now states that vacant seats will not count against quorum. For this reason, quorum must be defined as a percentage of membership (51%), and not as described in the previous MOU.**
    - 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. **As noted above, changes to TCC membership include the addition of a representative from Pitt Area Transit (PATS) and removal of representative vote from NCDOT's Transportation Planning Office, for a total of one representative from that office (previously 2), replacement of Pitt County and Winterville TCC representatives.**

   Since the TCC meeting, MPO staff have received a request from NCDOT's Public Transportation Office to remove their TCC voting member to non-voting. MPO staff suggests replacement with NCDOT's (local) Division Planning Engineer to keep the TCC's weighting structure the same as what was recommended.

3. **Revised MOU allows for TCC and TAC members to have alternates designated by governing bodies. Is also detailed in MPO's by-laws.**
    - Alternates MUST comply with NC ethics requirements**.**

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

5. **Establish an attendance policy for TCC members**.
    - Attendance policy has been rewritten to state that after 2 meetings, the member is no longer counted towards quorum, but is immediately re-instated should the member or alternate be present at a future meeting.

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

    - The Travel Demand Model update project was originally anticipated to begin FY2011-2012, but will now begin in FY2012-2013(the current FY). 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.

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Action Needed: TAC adopt Resolution 2013-08-GUAMPO, adopting the revised MOU. Further, TAC adopt By-laws governing the committee.

Attachments:

Draft Revised MOU
Draft By-laws for TCC and TAC
Resolution 2013-08-GUAMPO.

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RESOLUTION NO. 2013-08-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, adopts, and recommend approval and adoption by MPO-member governing bodies the Memorandum of Understanding of the Greenville Urban Area Metropolitan Planning Organization on this the 11th day of April, 2013. Furthermore, the TAC hereby recommends that the effective date of the adoption of the Memorandum of Understanding of the Greenville Urban Area Metropolitan Planning Organization be the date of approval and adoption by the last governing body to approve and adopt said memorandum.

ADOPTED this the 15 day of April, 2013

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

_____
Amanda Braddy, Secretary

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Amended MEMORANDUM OF UNDERSTANDING

FOR

COOPERATIVE, COMPREHENSIVE, AND

CONTINUING TRANSPORTATION PLANNING

Between

THE CITY OF GREENVILLE, TOWN OF WINTERVILLE, TOWN OF AYDEN, VILLAGE OF SIMPSON, COUNTY OF PITT, AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (NCDOT) in cooperation with THE UNITED STATES DEPARTMENT OF TRANSPORTATION

WITNESSETH

THAT WHEREAS, THE CITY OF GREENVILLE, TOWN OF WINTERVILLE, TOWN OF AYDEN, VILLAGE OF SIMPSON, COUNTY OF PITT, AND THE NCDOT entered into a Memorandum of Understanding for Cooperative, Comprehensive, and Continuing Transportation Planning, last amended in July 2012, regarding the Greenville Urban Area Metropolitan Planning Organization (GUAMPO);

WHEREAS, each MPO is required to develop a comprehensive transportation plan in cooperation with NCDOT and in accordance with 23 U.S.C. 134, any subsequent amendments to that statute, and any implementing regulations; and

WHEREAS, it is the desire of these parties that all prior Memoranda of Understanding between the parties be superseded and replaced by this Memorandum of Understanding.

NOW THEREFORE the following Memorandum of Understanding is made:

SECTION 1: It is hereby agreed that the CITY OF GREENVILLE, TOWN OF WINTERVILLE, TOWN OF AYDEN, VILLAGE OF SIMPSON, COUNTY OF PITT, 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 area involved, the Greenville Urban Area Metropolitan 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.

2. The continuing transportation planning process will be a cooperative one

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and all planning discussion will be reflective of and responsive to the comprehensive plans for growth and development of the Planning Area.

3. 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.

4. The Planning Area may be periodically reassessed and revised in the light of new developments and data projections.

5. A Greenville Urban Area Transportation Advisory Committee, hereinafter referred to as the TAC, is hereby established with responsibility for serving as a forum for cooperative transportation planning and decision making for the Greenville Urban Area Metropolitan Planning Organization. The TAC is the policy board of the MPO*. By definition, in 23 U.S.C. (b) (2), the TAC is the Metropolitan Planning Organization.* The TAC shall consist of a representative appointed by member Boards of Local Government and a member of the North Carolina Board of Transportation. Additionally an alternate member may be appointed by member Boards of Local Government and the North Carolina Board of Transportation (BOT) may have an alternate BOT member. The TAC representative and the alternate member appointed by Boards of Local Government must be an elected official of the appointing Board of Local Government.

   a. The TAC members shall have the responsibility for keeping their respective 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 local boards they represent; and ensuring meaningful public participation in the transportation planning process.

The membership and voting structure of the TAC is listed below:

Governmental Body	**Weighted Votes**	**Regular Votes**
City of Greenville	9	1
Pitt County	4	1
Town of Ayden	2	1
Town of Winterville	2	1
Village of Simpson	1	1
Department of Transportation	1	1
TOTAL	19	6

In addition, representatives from the following agency will serve as non-voting members of the TAC:

- Federal Highway Administration

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b. A majority vote of the voting members present and not excused from voting 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 above. When the weighted voting procedure is invoked, a majority of the weighted votes of the voting members present and not excused from voting shall constitute approval of any motion, provided a quorum exists. A majority vote of the weighted votes present shall constitute approval of any motion, provided a quorum exists. A failure to vote by a member who is present at the meeting or who has withdrawn without being excused by a majority vote of the remaining members present shall be recorded as an affirmative vote.

c. Members will vote on matters pursuant to the authority granted by their respective governmental body. If a weighted vote is to be used, it must be called for prior to the vote by a member. Otherwise, each member has regular vote privileges.

d. Any member or alternate who does not attend two consecutive TAC meetings will not be included as part of the membership needed to obtain a quorum after the second meeting. Membership, however, is immediately reinstated by the presence of the most recently appointed member (or alternate) at any future meeting. A quorum is required for the transaction of all business, including conducting meetings or hearings, participating in deliberations, or voting upon or otherwise transacting the public business. A quorum consists of 51% of the members of the TAC, and applies to regular membership, not weighted vote. The TAC will meet as often as it is deemed necessary, appropriate and advisable. 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.

e. 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.

f. 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.

6. The TAC shall meet as often as it is deemed appropriate and advisable, and shall elect a Chairman and Vice-Chairman based on a majority vote.

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7. The duties and responsibilities of the TAC are as follows:

a. The TAC, in cooperation with the State, shall be responsible for carrying out the urban transportation planning process specified by the U.S. Department of Transportation in 23 U.S.C. 134. It shall review, develop, and endorse the Planning Work Program (PWP), the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) ;

b. Review and approval of the Transportation Improvement Program (TIP) for multi-modal capital and operating expenditures and to ensure coordination between local and state capital and operating improvement programs;

c. Endorse, review and approval of the Comprehensive Transportation Plan (CTP). As required by the NCGS 136-66.2(d), any revision in the CTP must be jointly approved by the MPO and NCDOT;

d. The TAC, as required, shall review, approve, and endorse amendments to the Planning Work Program, the CTP, the LRTP and the Transportation Improvement Program;

e. The TAC shall have the responsibility for keeping boards of general purpose local government informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of these boards; and ensuring meaningful citizen participation in the transportation planning process;

f. The TAC shall review, approve and endorse changes to the Federal-Aid Functional Classification System and MPO's Metropolitan Planning Area Boundary;

g. The TAC shall review, approve, and endorse a "Prospectus for Transportation Planning" which defines work tasks and responsibilities for the various agencies participating in the transportation planning process; and

h. The TAC shall review and approve related air quality planning in conformance with federal regulations if the Planning Area becomes non-attainment for air quality.

i. The representative from each general purpose local government on the TAC shall be responsible for instructing the clerk of his/ her local government to submit copies of minutes or resolutions to the secretary of the TAC when formal action involving any MPO plan is taken by his/her local government.

j. Any other duties identified as necessary to further facilitate the transportation planning process.

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8. The Greenville City Council, Winterville Town Council, Ayden Town Council, Simpson Village Council, and Pitt County Board of Commissioners shall serve as the primary means for public input in the transportation planning process. Public input can also be obtained through other forums, public meetings, and public comment periods during TCC and TAC meetings.

9. A Technical Coordinating Committee, hereinafter referred to as the 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 sate governmental agencies and the TAC regarding any necessary actions relating to the continuing transportation planning process. Transportation Planning is a specialized field. In order to give the TAC access to the technical expertise necessary to meet the requirements of federal and state law the TCC shall be established with the responsibility for advising the TAC on the technical aspects of the transportation planning process, performing such technical analysis as are necessary to support transportation planning, and for making recommendations to the TAC and local and State governmental agencies any necessary actions relating to the continuing transportation planning process. The TCC shall be responsible for development, review, and recommendation for approval of the Comprehensive Transportation Plan, Prospectus, Transportation Improvement Program, Metropolitan Transportation Plan, and Federal-Aid Urban System and Urbanized Boundary. The TCC shall also be responsible for promoting citizen participation and preparing documentation reports of the MPO.

   Membership of the TCC shall include technical representation from all local and state and federal government agencies directly related to and concerned with the transportation planning process for the GUAMPO planning area.

   The TCC shall be comprised of the following members:

   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**,** City of Greenville;
   f. Traffic Engineer, City of Greenville;
   g. Planner, Town of Winterville;
   h. Town Manager, Town of Winterville;
   i. Town Manager, Town of Ayden;
   j. Town Planner, Town of Ayden;
   k. Representative, Village of Simpson;
   l. Director of Planning, Pitt County;
   m. Planner, Pitt County;
   n. Representative, Pitt Area Transit
   o. Representative, East Carolina University;
   p. Planning Director, Mid-East Commission;

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q. Division Engineer, North Carolina Department of Transportation;
r. Division Traffic Engineer, North Carolina Department of Transportation;
s. Regional Traffic Engineer, North Carolina Department of Transportation;
t. Representative, Transportation Planning Branch, North Carolina Department of Transportation;
u. Division Planning Engineer, North Carolina Department of Transportation

In addition, representatives from each of the following agencies will serve as non-voting members of the TCC:

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

The TCC shall meet when it is deemed appropriate and advisable, and shall elect a Chairman and Vice Chairman annually.

10. The City of Greenville shall serve as the Lead Planning Agency. Administrative coordination for the TAC and the TCC will be provided by the City of Greenville. The Lead Planning Agency will be responsible for the following functions:

- Providing a secretary for the TAC and the TCC
- Arranging meetings and agendas.
- Maintaining minutes and records.
- Preparing a Prospectus and Planning Work Program.
- Serving as custodian of all MPO plans and documents.
- Monitoring the transportation planning process to insure its execution is in accordance with the MPO goals and objectives.
- Performing other coordinating functions as assigned by the TAC from time to time.
- Lead responsibility for structuring public involvement in the transportation planning process.
- Preparation of the PL Expenditure Report and other grant management.

11. All transportation and related Federal Aid planning grant funds available to promote the cooperative transportation planning process will be expended in accordance with the Planning Work Program adopted by the TAC. Administration of funding in support of the transportation planning process on behalf of the TAC will be conducted by the City of Greenville which will execute appropriate agreements with funding agencies as provided by the Planning Work Program.

12. The Transportation Advisory Committee (TAC) and the Technical Coordinating Committee (TCC), as well as any established sub-committees are responsible for carrying out the provisions of North Carolina G.S. Chapter 143, Article 33C

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regarding open meetings, and Chapter 132 regarding public records. A quorum is required for transaction of all business, including conducting meetings or hearings, participating in deliberations, or voting upon or otherwise transacting public business. A quorum consists of 51% of the members of the TCC, excluding those who are considered inactive due to not attending two consecutive scheduled meetings of the TCC, in accordance with the provisions of the By-Laws, and applies to regular membership, not weighted vote. An alternate TCC or TAC member may be appointed to attend meetings should the member not be able to attend. Alternates should be identified by name on the meeting attendance log. Alternates for TAC meetings must be elected officials. Vacant seats will not count against the quorum.

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

City of Greenville

The City of Greenville shall serve as the Lead Planning Agency and will provide the staff of the MPO and a Secretary to the TAC and the TCC. As such, Staff will maintain the official records of the MPO and all state and federal reporting and budgetary requirements in cooperation with the North Carolina Department of Transportation staff. The City will further assist in the transportation planning process by providing planning assistance, data and inventories in accordance with the Planning Work Program. 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 Planning Work Program. 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 Planning Work Program. Additionally, the Town 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 Planning Work Program. Additionally, Pitt County shall, to the extent allowed by State law, coordinate zoning and subdivision approval within its jurisdiction in accordance with the adopted Transportation Plan.

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Village of Simpson
The Village of Simpson, with the assistance of Pitt County, will assist in the transportation planning process by providing planning assistance, data and inventories in accordance with the Planning Work Program. Additionally, the Village 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 Planning Work Program. The Transportation Planning Branch will designate a Greenville Urban Area Coordinator to serve as Staff liaison and participant in the Greenville Urban Area MPO planning process. The Department, 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 transportation plan.

SECTION 3: This Amended Memorandum of Understanding supersedes and replaces any prior memorandum(s) of understanding between the parties regarding the Greenville Urban Area MPO.

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

SECTION 5: 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:

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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 6: 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 Department of Transportation by the Secretary of Transportation.

This 11th day of April, 2013.

(Seal) **City of Greenville**

_____ _____
Carol L. Barwick, City Clerk Allen M. Thomas, Mayor

APPROVED AS TO FORM:

BY: _____
David A. Holec, City Attorney, City of Greenville

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)_____

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(Seal) **Town of Winterville**

_____ _____
Jasman Smith, Town Clerk 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**

_____ _____
Sherry Howell, Town Clerk 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 David C. Boyd, Jr., Mayor

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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**

_____ _____
Kimberly W. Hines, Clerk to the Board Jimmy Garris, Chairman

APPROVED AS TO FORM:

BY: _____
Janis 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: _____
Duane Holder
Pitt County Finance Director

DEPARTMENT OF TRANSPORTATION

_____ By:_____
Date Secretary of Transportation

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BY-LAWS

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

Article I – Name of Committee

The name of this organization shall be the Greenville Urban Area Metropolitan Planning Organization Technical Coordinating Committee, hereinafter referred to as the "TCC".

Article II – Authorization

The authorization for establishment of the Greenville Urban Area MPO and the accompanying Committees is set forth in Section 134, Title 23 of the United States Code which was enacted by Congress in 1962 for all urban areas having populations greater than 50,000.

Article III – Objectives

As outlined in the Amended Memorandum of Understanding dated April 11, 2013, the purpose of the TCC shall be:

1. To provide general review, guidance and coordination of the transportation planning process;
2. To make recommendations to respective agencies and the TAC regarding necessary actions relating to the continuing transportation planning process.
3. To develop, review and recommend for approval the Planning Work Program, Transportation Improvement Program, Metropolitan Area Boundary, revisions to the Long Range Transportation Plan, planning public participation and documentation reports of the MPO.

Article IV – Membership

In accordance with the adopted Memorandum of Understanding, the TCC 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. The following are designated as voting members on the TCC.

1. Director of Public Works, City of Greenville;
2. Director of Planning and Community Development, City of Greenville;
3. City Engineer, City of Greenville;
4. Transit Manager, City of Greenville;
5. City Manager**,** City of Greenville;

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6. Traffic Engineer, City of Greenville;
7. Planner, Town of Winterville;
8. Town Manager, Town of Winterville;
9. Town Manager, Town of Ayden;
10. Town Planner, Town of Ayden;
11. Representative, Village of Simpson;
12. Director of Planning, Pitt County;
13. Planner, Pitt County;
14. Representative, Pitt Area Transit
15. Representative, East Carolina University;
16. Planning Director, Mid-East Commission;
17. Division Engineer, North Carolina Department of Transportation;
18. Division Traffic Engineer, North Carolina Department of Transportation;
19. Regional Traffic Engineer, North Carolina Department of Transportation;
20. Representative, Transportation Planning Branch, North Carolina Department of Transportation;
21. Division Planning Engineer, North Carolina Department of Transportation

The TCC shall also include the following representatives who shall serve as non voting members.

1. Division Administrator, North Carolina Division, Federal Highway Administration, United States Department of Transportation (Advisory and non-voting member);
2. Representative, Mid-East Rural Planning Organization (Advisory and non-voting member);
3. Representative, Public Transportation Division, North Carolina Department of Transportation

Article V – Officers

Section 1. Officers Defined:

The officers of the TCC shall consist of a Chairperson and a Vice-Chairperson elected by the members of the Committee.

Section 2. Duties:

The Chairperson shall be responsible for calling and presiding at meetings and appointing committees. In the absence of the Chairperson, the Vice-Chairperson shall preside and carry out all other duties of the Chairperson.

Section 3. Elections:

Officers for the TCC shall be elected every year from the voting members at the first meeting of the calendar year, after which the newly-elected Chairperson and Vice-Chairperson shall take office. Nominations for Chairperson and Vice-Chairperson may be made from the floor, provided that the nominator has approval from the nominee. Upon motion and second that nominations be closed, the current Chairperson will then call for a vote on the

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nominees. The successful candidate will need to receive a majority of the votes cast.

Article VI – Meetings

Notices for all meetings of the TCC shall be disseminated in accordance with latest adopted Public Involvement Plan.

Section 1. Regular Meetings:
The TCC may adopt a regular schedule of meetings.

Section 2. Special Meetings:
Special meetings may be called by the Chairperson or at the request of a majority of the members.

Section 3. Quorum:
A quorum is required for the transaction of all business, including conducting meetings, participation in deliberations, or voting upon or otherwise transacting the public business. A quorum consists of fifty-one percent (51%) of the voting members of the TCC, excluding those who are considered inactive in accordance with Section 4 below.

Section 4. Attendance:
If a TCC member does not attend two (2) consecutive scheduled meetings of the TCC, the member will be considered inactive. Following the designation as inactive, if the member or his or her alternate is not in attendance at a subsequent TCC meeting, he or she will not be counted for quorum purposes. The member will be automatically reinstated and counted for quorum purposes by attending a TCC meeting.

Section 5. Agenda:
The agenda is the list of consideration for discussion at a meeting. Items on the agenda originate as a carryover from previous TCC meetings or are placed on the agenda prior to its distribution by any member of the TCC, by request from any jurisdiction party to the Memorandum of Understanding, by request of the Chairperson of the TCC, or by MPO staff. Additional items may be placed on the regular agenda prior to the approval of the agenda at the request of MPO staff or any voting member of the TCC.

Section 6. Voting Procedures:
The Chairperson and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article III. The Chairperson is permitted to vote but any persons serving in strictly an advisory capacity and those designated as a non-voting member are not permitted to vote. Except for amendments to By-Laws, an affirmative vote equal to a majority of the members of the TCC present and not excused from voting on the issue shall be required to approve any issue. A failure to vote by a member who is present at the meeting or who has withdrawn without being excused by a majority vote of the remaining 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

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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.

Article VII – Amendments to By-Laws

Amendments to the By-Laws of the TCC shall require the affirmative vote of at least seventy-five percent (75%) of the committee membership provided, however, that written notice of the proposed amendment has been sent to each TCC member at least one week prior to the meeting at which the amendment is to be considered and provided the amendment does not conflict with the intent of the most current Memorandum of Understanding governing the transportation planning process. The Memorandum of Understanding shall carry precedence over the By-Laws of the TCC in the event of any conflict.

Adoption

These By-Laws were adopted at a regularly scheduled meeting of the Greenville Urban Area Metropolitan Planning Organization Technical Coordinating Committee held on the 14th day of February 2013.

_____
Chairperson

_____
Vice-Chairperson

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BY-LAWS

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

Article I – Name of Committee

The name of this organization shall be the Greenville Urban Area Metropolitan Planning Organization Transportation Advisory Committee, hereinafter referred to as the "TAC".

Article II – Authorization

The authorization for establishment of the Greenville Urban Area MPO and the accompanying Committees is set forth in Section 134, Title 23 of the United States Code which was enacted by Congress in 1962 for all urban areas having populations greater than 50,000.

Article III – Objectives

As outlined in the Amended Memorandum of Understanding dated April 11, 2013, the purpose of the TAC shall be:

1. To serve as a forum for cooperative transportation planning decision making for the Greenville Urban Area MPO;
2. To keep policy boards informed of the status and requirements of the transportation planning process;
3. Assist in the dissemination and clarification of the decisions, inclinations and policies of the police boards and to ensure meaningful citizen participation in the transportation planning process.
4. To review and approve documents relating to the continuing transportation planning process including, but not limited to, the Planning Work Program, Transportation Improvement Program, Metropolitan Area Boundary, revisions to the Long Range Transportation Plan, planning public participation and documentation reports of the MPO.

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Article IV – Membership

In accordance with the adopted Memorandum of Understanding, the voting members and voting structure of the TAC is listed below:

Governmental Body	Weighted Votes	Regular Votes
City of Greenville	9	1
Pitt County	4	1
Town of Ayden	2	1
Town of Winterville	2	1
Village of Simpson	1	1
Department of Transportation	1	1
TOTAL	19	6

1. One member of the Greenville City Council and one Alternate;
2. One member of the Winterville Town Council and one Alternate;
3. One member of the Ayden Town Council and one Alternate;
4. One member of the Pitt County Board of Commissioners and one Alternate;
5. One member of the Simpson Town Council and one Alternate;
6. One member of the North Carolina Board of Transportation.

The designated alternates may vote on all matters coming before the TAC only if the regular member is not in attendance. The TAC shall also include the following representatives who shall serve as non-voting members.

1. Representative from the Federal Highway Administration (FHWA), North Carolina Division

Article V – Officers

Section 1. Officers Defined:

The officers of the TAC shall consist of a Chairperson and a Vice-Chairperson elected by the members of the Committee.

Section 2. Duties:

The Chairperson shall be responsible for calling and presiding at meetings and appointing committees. In the absence of the Chairperson, the Vice-Chairperson shall preside and carry out all other duties of the Chairperson.

Section 3. Elections:

Officers for the TAC shall be elected every year from the voting members at the first meeting of the calendar year, after which the newly-elected Chairperson and Vice-Chairperson shall take office.

Nominations for Chairperson and Vice-Chairperson made be made from the floor, provided that the nominator has approval from the nominee. Upon motion

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and second that nominations be closed, the current Chairperson will then call for a vote on the nominees. The successful candidate will need to receive a majority of the votes cast.

Article VI – Meetings

Notices for all meetings of the TAC shall be disseminated in accordance with latest adopted Public Involvement Plan.

Section 1. Regular Meetings:

The TAC may adopt a regular schedule of meetings.

Section 2. Special Meetings:

Special meetings may be called by the Chairperson or at the request of a majority of the members.

Section 3. Quorum:

A quorum is required for the transaction of all business, including conducting meetings, participation in deliberations, or voting upon or otherwise transacting the public business. A quorum consists of fifty-one percent (51%) of the voting members of the TAC, excluding those who are considered inactive in accordance with Section 4 below.

Section 4. Attendance:

If a TAC member does not attend or does not send his or her designated alternate to two (2) consecutive meetings of the TAC, the member will be considered inactive. Following the designation as inactive, if the member or his or her alternate is not in attendance at a subsequent TAC meeting, he or she will not be counted for quorum purposes. The member will be automatically reinstated and counted for quorum purposes by attending or sending his or her designated alternate to a TAC meeting.

Section 5. Agenda:

The agenda is the list of consideration for discussion at a meeting. Items on the agenda originate as a carryover from previous TAC meetings or are placed on the agenda prior to its distribution by any member of the TAC, by request from any jurisdiction party to the Memorandum of Understanding or by request of the Chairperson of the TAC, or by MPO staff. Additional items may be placed on the regular agenda prior to the approval of the agenda at the request of MPO staff or any voting member of the TAC.

Section 6. Voting Procedures:

The Chairperson and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article III. The Chairperson is permitted to vote but any persons serving in strictly an advisory capacity and those designated as non-voting member are not permitted to vote. Designated alternate members may only vote in the absence of a regular member. If a regular member is in attendance, the designated alternate member may not vote on matters. Except for amendments to By-Laws, an affirmative vote equal to a majority of the members of the TAC present and not excused from voting on the issue shall be required to approve any issue. A failure to vote by a member who is present at the meeting or who has withdrawn without being excused by a

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majority vote of the remaining 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.

Article VII – Amendments to By-Laws

Amendments to the By-Laws of the TAC shall require the affirmative vote of at least seventy-five percent (75%) of the committee membership provided, however, that written notice of the proposed amendment has been sent to each TAC member at least one week prior to the meeting at which the amendment is to be considered and provided the amendment does not conflict with the intent of the most current Memorandum of Understanding governing the transportation planning process. The Memorandum of Understanding shall carry precedence over the By-Laws of the TAC in the event of any conflict.

Adoption

These By-Laws were adopted at a regularly scheduled meeting of the Greenville Urban Area Transportation Advisory Committee held on the 11th day of April, 2013.

_____
Chairperson

_____
Vice-Chairperson

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Attachment 5f
Transportation Advisory Committee

Action Required April 15, 2013

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Amendment to 2012-2013 PWP

Purpose: Amend the 2012-2013 Planning Work Program (PWP) to delete Ayden's and Winterville's street inventory and long range plan project, Ayden's Intersection Study, and Winterville's Boyd Street Study project and roll those funds into a single and newly defined project to include and be managed by the City of Greenville. There will be no net change to the PWP's monetary balance as a result of this proposed modification to the PWP.

All modifications affect only task code 3-D-3 (Special Studies) and is detailed below.

Discussion: The City of Greenville proposes to modify the current fiscal year PWP via the addition a project (special study) that involves the Towns of Ayden and Winterville along with the City of Greenville to develop a regional roadway asset inventory and include a pavement management inventory and software. The modification also involves deletion of some special studies.

The modification to the current 12-13 PWP involves deleting the following projects:

- Delete---Town of Ayden Primary Street Inventory and Long Range Plan - The Town of Ayden will develop this plan creating a Primary Streets Inventory and Long Range Plan. The Town desires a creative and useable plan that will include a Primary Streets Inventory; a Streets Functional Classification Analysis; and provide an analysis of the improvement needs associated with streets and highways located within the Town's Planning and Zoning Jurisdiction over multiple time horizons. This effort is expected to be performed by a consultant and will include the use of the Greenville Urban Area MPO's traffic model and other data to be collected by the consultant. This plan is expected to be performed by a consultant. ($50,000 from the 2012-2013 PWP)

- Delete--Town of Ayden NC11/NC102 Intersection Study - Intersection safety evaluation, capacity analysis, and warrant analysis at the NC102 and NC11 in Ayden. The study may include an intersection survey, intersection geometry evaluation, existing traffic control, traffic volume, and a narrative section synthesizing all the information collected and offer solutions to safety, capacity, or delay issues enumerated in the study, including signal timing optimization plan. Cost estimates of the various solutions will also be developed. The Town of Ayden will develop this plan and is expected to be performed by a consultant. ($20,000 from the 2012-2013 PWP)

- Delete--Boyd Street (SR 1126) Study (Winterville) - Boyd Street is a two-lane, undivided road running from NC Highway 11 to Railroad Street with a total length of

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approximately 2,100 feet. The east end of Boyd Street terminates in front of W.H. Robinson Middle School. Boyd Street currently serves as a "gateway" into the downtown of Winterville and serves as an important transportation corridor serving area residents, schools, and businesses. Current conditions result in poor drainage and safety concerns for pedestrian and bicycle traffic. Boyd Street is frequented by school buses and other school related traffic accessing W.H. Robinson School. Boyd Street is a NCDOT maintained road (NCSR 1126). The proposed study would evaluate the operations, safety, access, levels of service and capacity. The study would examine the feasibility of appropriate widening, installation of curb and gutter, installation of subsurface drainage improvements, installation of pedestrian and bicycle facilities, and installation of landscaping improvements. The study would recommend appropriate treatments and strategies to improve safety, operation, levels of service, and drainage. The study would recommend typical cross sections and improvements and provide cost estimates for such improvements. The Town of Winterville will develop this plan and is expected to be performed by a consultant. ($25,000 from the 2012-2013 PWP)

- Delete--Town of Winterville Primary Street Inventory and Long Range Plan - The Town of Winterville will develop this plan creating a Primary Streets Inventory and Long Range Plan. The Town desires a creative and useable plan that will include a Primary Streets Inventory; a Streets Functional Classification Analysis; and provide an analysis of the improvement needs associated with streets and highways located within the Town's Planning and Zoning Jurisdiction over multiple time horizons. This effort is expected to be performed by a consultant and will include the use of the Greenville Urban Area MPO's traffic model and other data to be collected by the consultant. This plan is expected to be performed by a consultant. ($50,000 from the 2012-2013 PWP)

The total amount of the proposed projects-to-be-deleted is $145,000.

The new project proposed to be inserted into the 12-13 PWP is as follows.

Greenville-- The City will manage this project to procure a street system/asset data management software and inventory. Costs for this effort are estimated to be $270,000 for the 2013-2014 PWP. Costs also provide MPO staff a billing mechanism for time spent on project/contract management. Project area includes Town of Ayden and Winterville, along with City of Greenville.

Pavement Management Software and Inventory - Oversee a consultant's development and/or implementation of a software system that aids the City to better allocate resources for: preventing problems through judicious maintenance, diagnose and repair problems that exist in a cost-effective manner, preparing budget cost for annual street resurfacing contracts. Initial data collection to be a part of this effort. Data collected will benefit system inventory for planning purposes (system deficiencies, inventory, etc)
Traffic Signal, Regulatory/Warning/Guide Signs, and Traffic Volume Data Management Software and Inventory - Oversee a consultant's development and/or implementation of a software system to aid the City in the ability to collect and manage critical data associated with each asset which will allow for effective planning and on-going budgeting. Dynamic and interactive inventories are the goal of such a program which will assist in the creation of a proactive management program governing the equipment

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and needs of each specific element. The resulting product will also assist the City in their contractual agreement with the NCDOT to provide on-going maintenance for all of the signals (NCDOT: 92; COG: 33) within the City. Once the initial inventory of each element is collected and provided to the City, the managing software will provide City personnel with the ability to monitor and update the information for each element continually and on-going.
Roadway assets that may be inventoried include: drop inlets, curb inlets, manholes, culverts, ditches, traffic signs, pavement markings/striping, bridges, traffic signals and poles, sidewalks, curbs, trees, light poles, guiderails, ADA ramps, shoulders.
Deliverables include GIS layers with street assets geospatially referenced and pavement management software + inventory. ($145,000 for the 2012-2013 PWP)

Project costs for this type of project is usually determined on a per-mile-of-roadway-surveyed basis, (except for software licenses, and other related costs) and is expected to be cost shared on a similar basis. Final costs will be determined during contract negotiations, and are expected to be shown on a per-municipality basis.

The total project cost is estimated at $270,000, but since the project is expected to be initiated towards the end of the 12-13 fiscal year, the amount of work estimated to be completed in this fiscal year is not expected to exceed $145,000.

This is exactly the amount of those projects proposed for deletion. Thus, there is no net change to the PWP's balance.

Summary of the tasks and amounts to be modified:

Summary of proposed changes to FY12-13 PWP (all occurring in task 3-D-3).

Task Code	Proposed action +Task Description	Current amount($) (TOTAL PL funds)	Proposed ADDITIONAL funds($) (TOTAL PL funds)	Proposed TOTAL funding amount ($) (TOTAL PL funds)	Proposed funding amount ($) (FHWA 80%)
3-D-3	**Delete**--Special Studies - Ayden-Intersection Study	20,000	-20,000	0	0
3-D-3	**Delete**-Special Studies--Ayden Primary Street Inventory and Long Range Plan	50,000	-50,000	0	0
3-D-3	**Delete**-Special Studies--Winterville - Boyd Street Study	25,000	-25,000	0	0
3-D-3	**Delete**-Special Studies--Winterville - Primary Street Inventory and Long Range Plan	50,000	-50,000	0	0
3-D-3	**Add new**- Greenville - road asset inventory + pavement management software	0	+145,000	145,000	116,000
	Totals	145,000	0	145,000	116,000

(Continued next page)

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There is no net change to funding totals as a result of the proposed modification.

These proposed modifications have been coordinated with NCDOT.

Action Needed: TAC adopt Resolution 2013-09-GUAMPO modifying the 2012-2013 PWP as described above and recommended by TCC during their February 14, 2013 meeting.

Attachments:

1. Comparison table detailing modifications in funding amounts
2. Page from the FY12-13 PWP detailing the proposed funding sources and amounts with the proposed changes incorporated.
3. *Resolution 2013-09-GUAMPO*

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Greenville Urban Area MPO ***FY 2012-2013 Planning Work Program*** ***Proposed Funding Sources***		ORIGINAL (v1.0) March, 2012			Proposed Modification (v2.0)April, 2013 (Modifications in **BOLD**)		
TASK CODE	**TASK DESCRIPTION**	SEC. 104 (f) PL Highway / Transit			SEC. 104 (f) PL Highway / Transit		
		Local 20%	FHWA 80%	TOTAL	Local 20%	FHWA 80%	TOTAL
II-A	**Surveillance of Change**						
II-A-1	**Traffic Volume Counts**	4,000	16,000	20,000 *	4,000	16,000	20,000 *
II-A-2	**Vehicle Miles of Travel**	100	400	500	100	400	500
II-A-3	**Street System Changes**	960	3,840	4,800	960	3,840	4,800
II-A-4	**Traffic Accidents**	0	0	0	0	0	0
II-A-5	**Transit System Data**	0	0	0	0	0	0
II-A-6	**Dwelling Unit, Pop. & Emp. Change**	6,000	24,000	30,000	6,000	24,000	30,000
II-A-7	**Air Travel**	0	0	0	0	0	0
II-A-8	**Vehicle Occupancy Rates**	0	0	0	0	0	0
II-A-9	**Travel Time Studies**	0	0	0	0	0	0
II-A-10	**Mapping**	5,000	20,000	25,000	5,000	20,000	25,000
II-A-11	**Central Area Parking Inventory**	0	0	0	0	0	0
II-A-12	**Bike & Ped. Facilities Inventory**	5,000	20,000	25,000	5,000	20,000	25,000
II-B	**Long Range Transp. Plan**						0
II-B-1	**Collection of Base Year Data**	3,150	12,600	15,750	3,150	12,600	15,750
II-B-2	**Collection of Network Data**	2,000	8,000	10,000	2,000	8,000	10,000
II-B-3	**Travel Model Updates**	11,000	44,000	55,000	11,000	44,000	55,000
II-B-4	**Travel Surveys**	100	400	500	100	400	500
II-B-5	**Forecast of Data to Horizon Year**	3,750	15,000	18,750	3,750	15,000	18,750
II-B-6	**Community Goals & Objectives**	800	3,200	4,000	800	3,200	4,000
II-B-7	**Forecast of Future Travel Patterns**	1,200	4,800	6,000	1,200	4,800	6,000
II-B-8	**Capacity Deficiency Analysis**	800	3,200	4,000	800	3,200	4,000
II-B-9	**Highway Element of the LRTP**	2,000	8,000	10,000	2,000	8,000	10,000
II-B-10	**Transit Element of the LRTP**	2,800	11,200	14,000	2,800	11,200	14,000
II-B-11	**Bicycle & Ped. Element of the LRTP**	11,200	44,800	56,000	11,200	44,800	56,000
II-B-12	**Airport/Air Travel Element of LRTP**	600	2,400	3,000	600	2,400	3,000
II-B-13	**Collector Street Element of LRTP**	0	0	0	0	0	0
II-B-14	**Rail, Water or Other Mode of LRTP**	600	2,400	3,000	600	2,400	3,000
II-B-15	**Freight Movement/Mobility Planning**	100	400	500	100	400	500
II-B-16	**Financial Planning**	1,000	4,000	5,000	1,000	4,000	5,000
II-B-17	**Congestion Management Strategies**	0	0	0	0	0	0
II-B-18	**Air Qual. Planning/Conformity Anal.**	2,000	8,000	10,000	2,000	8,000	10,000
III-A	**Planning Work Program**	4,000	16,000	20,000	4,000	16,000	20,000
III-B	**Transp. Improvement Plan/Priorities**	5,000	20,000	25,000	5,000	20,000	25,000
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**						
III-C-1	**Title VI**	2,000	8,000	10,000	2,000	8,000	10,000
III-C-2	**Environmental Justice**	2,000	8,000	10,000	2,000	8,000	10,000
III-C-3	**Disadvantaged Business Enterprise**						
III-C-4	**Planning for the Elderly & Disabled**	0	0	0	0	0	0
III-C-5	**Safety/Drug Control Planning**						
III-C-6	**Public Involvement**	3,000	12,000	15,000	3,000	12,000	15,000
III-C-7	**Private Sector Participation**						
III-D	**Incidental Plng./Project Dev.**						
III-D-1	**Transportation Enhancement Plng.**	0	0	0	0	0	0
III-D-2	**Enviro. Analysis & Pre-TIP Plng.**	1,600	6,400	8,000	1,600	6,400	8,000
III-D-3	**Special Studies**						
	Greenville--Transit Short Range Plan						
	Ayden Primary St. Study/Long Range Plan	10,000	40,000	50,000 *	**0**	**0**	**0** *
	Ayden NC11/NC102 Intersection Study	4,000	16,000	20,000 *	**0**	**0**	**0** *
	Greenville--Road asset+ Pavement sftware				**29,000**	**116,000**	**145,000** *
	Pitt County-Public Streets Inventory+Strategies	1,500	6,000	7,500 *	1,500	6,000	7,500 *
	Winterville Boyd Street Study	5,000	20,000	25,000 *	**0**	**0**	**0** *
	Winterville Primary St. Study/Long Range Plan	10,000	40,000	50,000 *	**0**	**0**	**0** *
							*
III-D-4	**Regional or Statewide Planning**	4,000	16,000	20,000	4,000	16,000	20,000
III-E	**Management & Operations**	22,874	91,494	114,368	22,874	91,494	114,368
TOTALS		**139,134**	**556,534**	**695,668**	**139,134**	**556,534**	**695,668**

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* Includes consultant efforts/study

Greenville Urban Area MPO
FY 2012-2013 Planning Work Program
Proposed Funding Sources Modified April 11, 2013

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TASK CODE	TASK DESCRIPTION	SPR Highway			SEC. 104 (f) PL Highway / Transit			SECTION 5303 Transit				SECTION 5307 Transit				TASK FUNDING SUMMARY			
		NCDOT 20%	FHWA 80%	TOTAL	Local 20%	FHWA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	Local 10%	NCDOT 10%	FTA 80%	TOTAL	LOCAL	STATE	FEDERAL	TOTAL
II-A	**Surveillance of Change**																		
II-A-1	Traffic Volume Counts				4,000	16,000	20,000 *									4,000	0	16,000	20,000
II-A-2	Vehicle Miles of Travel				100	400	500									100	0	400	500
II-A-3	Street System Changes				960	3,840	4,800									960	0	3,840	4,800
II-A-4	Traffic Accidents				0	0	0									0	0	0	0
II-A-5	Transit System Data				0	0	0												
II-A-6	Dwelling Unit, Pop. & Emp. Change				6,000	24,000	30,000									6,000	0	24,000	30,000
II-A-7	Air Travel				0	0	0												
II-A-8	Vehicle Occupancy Rates				0	0	0												
II-A-9	Travel Time Studies				0	0	0												
II-A-10	Mapping				5,000	20,000	25,000									5,000	0	20,000	25,000
II-A-11	Central Area Parking Inventory				0	0	0												
II-A-12	Bike & Ped. Facilities Inventory				5,000	20,000	25,000									5,000	0	20,000	25,000
II-B	**Long Range Transp. Plan**																		
II-B-1	Collection of Base Year Data				3,150	12,600	15,750									3,150	0	12,600	15,750
II-B-2	Collection of Network Data				2,000	8,000	10,000									2,000	0	8,000	10,000
II-B-3	Travel Model Updates				11,000	44,000	55,000									11,000	0	44,000	55,000
II-B-4	Travel Surveys				100	400	500									100	0	400	500
II-B-5	Forecast of Data to Horizon Year				3,750	15,000	18,750									3,750	0	15,000	18,750
II-B-6	Community Goals & Objectives				800	3,200	4,000									800	0	3,200	4,000
II-B-7	Forecast of Future Travel Patterns				1,200	4,800	6,000									1,200	0	4,800	6,000
II-B-8	Capacity Deficiency Analysis				800	3,200	4,000									800	0	3,200	4,000
II-B-9	Highway Element of the LRTP				2,000	8,000	10,000									2,000	0	8,000	10,000
II-B-10	Transit Element of the LRTP				2,800	11,200	14,000	1,339	1,339	10,712	13,390					4,139	1,339	21,912	27,390
II-B-11	Bicycle & Ped. Element of the LRTP				9,200	36,800	46,000									9,200	0	36,800	46,000
II-B-12	Airport/Air Travel Element of LRTP				600	2,400	3,000									600	0	2,400	3,000
II-B-13	Collector Street Element of LRTP				0	0	0									0	0	0	0
II-B-14	Rail, Water or Other Mode of LRTP				600	2,400	3,000									600	0	2,400	3,000
II-B-15	Freight Movement/Mobility Planning				100	400	500									100	0	400	500
II-B-16	Financial Planning				1,000	4,000	5,000									1,000	0	4,000	5,000
II-B-17	Congestion Management Strategies				0	0	0									0	0	0	0
II-B-18	Air Qual. Planning/Conformity Anal.				2,000	8,000	10,000									2,000	0	8,000	10,000
III-A	**Planning Work Program**				4,000	16,000	20,000									4,000	0	16,000	20,000
III-B	**Transp. Improvement Plan/Priorities**				5,000	20,000	25,000	400	400	3,200	4,000					5,400	400	23,200	29,000
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																		
III-C-1	Title VI				2,000	8,000	10,000									2,000	0	8,000	10,000
III-C-2	Environmental Justice				2,000	8,000	10,000									2,000	0	8,000	10,000
III-C-3	Disadvantaged Business Enterprise																		
III-C-4	Planning for the Elderly & Disabled				0	0	0									0	0	0	0
III-C-5	Safety/Drug Control Planning							100	100	800	1,000					100	100	800	1,000
III-C-6	Public Involvement				3,000	12,000	15,000									3,000	0	12,000	15,000
III-C-7	Private Sector Participation																		
III-D	**Incidental Plng./Project Dev.**																		
III-D-1	Transportation Enhancement Plng.				0	0	0									0	0	0	0
III-D-2	Enviro. Analysis & Pre-TIP Plng.				1,600	6,400	8,000									1,600	0	6,400	8,000
III-D-3	Special Studies																		
	Greenville--Transit Short Range Plan											10,000	10,000	80,000	100,000 *	10,000	10,000	80,000	100,000
	Greenville--Road asset+ Pavement sftware				29,000	116,000	145,000 *									29,000	0	116,000	145,000
	Pitt County-Public Streets Inventory+Strategies				1,500	6,000	7,500 *									1,500	0	6,000	7,500
III-D-4	Regional or Statewide Planning				4,000	16,000	20,000									4,000	0	16,000	20,000
III-E	**Management & Operations**				22,874	91,494	114,368	1,728	1,728	13,824	17,280					24,602	1,728	105,318	131,648
TOTALS		-	-	-	**137,134**	**548,534**	**685,668**	**3,567**	**3,567**	**28,536**	**35,670**	**10,000**	**10,000**	**80,000**	**100,000**	**150,701**	**13,567**	**657,070**	**821,338**

* Includes consultant efforts/study

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RESOLUTION NO. 2013-09-GUAMPO

APPROVING THE FY 2013 (2012-2013) AMENDED PLANNING WORK PROGRAM OF THE
GREENVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

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

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

WHEREAS, members of the Transportation Advisory Committee for the Greenville Urban Area agree that the Planning Work Program (PWP) will effectively advance transportation planning for SFY 2013; and

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

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area has certified the transportation planning process for SFY 2013 (2012-2013);

WHEREAS, the Transportation Advisory Committee for the Greenville Urban Area previously adopted the SFY 2013 PWP on March 28, 2012.

NOW THEREFORE, BE IT RESOLVED that the Transportation Advisory Committee for the Greenville Urban Area hereby approves and endorses the amended Planning Work Program for SFY 2013 (2012-2013) for the Greenville Urban Area Metropolitan Planning Organization on this the **15th day of April, 2013**.

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

_____
Amanda Braddy, Secretary

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Attachment 5g

Transportation Advisory Committee

Action Required April 15, 2013

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Support regional Interstate concept in Eastern NC

Purpose: Adopt resolution supporting an Interstate Highway system in Eastern NC.

Discussion: At the last TAC meeting, NCDOT staff delivered a presentation explaining the process of Interstate designation. After the meeting, DOT staff submitted a rough cost estimate of $48M to upgrade US264 to Interstate standards, from I-795 to NC11.

In February, 2013, members of the Eastern Carolina Coalition met to discuss economic development and the need for a regional highway system in Eastern NC.

The group developed a vision of a regional interstate highway system that fosters regional cooperation, economic development, and enhances mobility and connectivity throughout the region.

The group is seeking endorsement of a regional interstate highway system in Eastern NC. The envisioned interstate network would run along existing (or soon-to-be-built) high-speed corridors, some of which are already expected to be built to interstate standards (SW Bypass). The vision involves upgrading US264, NC11, and US70 to interstate highway standard. This would provide for a regional interstate system that would serve the Eastern NC area. The regional interstate concept involves an interstate facility joining I795 with US264, NC11, and US70.

Unfortunately, the genesis of this item occurred after the Feb 14, 2013 TCC meeting, and thus there is no TCC recommendation.

The City of Greenville adopted a similar resolution at their March 7, 2013 City Council meeting, as did Pitt County Commission at their March 11, 2013 meeting.

Action Needed: Adopt Resolution 2013-12-GUAMPO endorsing the development and construction of a regional Interstate highway system spanning from I795 to US264 to NC11 to US70.

Attachments:

- City of Greenville's adopted resolution (3/7/13) in support of the same
- Pitt County's adopted resolution (3/11/13) in support of the same
- Resolution 2013-12-GUAMPO
- Map displaying the vision of a regional interstate highway system in Eastern NC

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RESOLUTION NO. 017-13
RESOLUTION SUPPORTING REGIONAL INTERSTATE CONNECTIVITY IN EASTERN NORTH CAROLINA

(Connecting I-795 along existing corridors US264 and US70, to NC11 between US264 and Harvey Parkway Section C)

WHEREAS, Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO) 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, members of a coalition of MPO's and RPO's 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, have met to discuss, advocate, and conceptualize a regional interstate highway system for Eastern North Carolina; 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 upgrading to Interstate standards of the existing corridors of US264 and US70 to provide direct connection to I-795, along with the NC11 corridor between US264 and Harvey Parkway Section C will provide regional, state, and national access to and from our region; and

WHEREAS, development of such an Interstate Highway System will provide for long-term economic sustainability in eastern North Carolina, improved mobility and enhanced connectivity among the region's industrial, military, educational, medical, multi-modal transportation, airports and other regionally significant assets, provide economic development opportunities, and improve emergency evacuations; and

NOW, THEREFORE, BE IT RESOLVED, that the City of Greenville supports NCDOT's development and construction to Interstate Highway standards of a regional interstate system along US264 and US70 providing direct connection to I-795, along with the NC11 corridor between US264 and Harvey Parkway Section C, to connect with I-795 in accordance with the regional vision presented in Attachment 1.

ADOPTED this the 7th day of March, 2013.

Allen M. Thomas, Mayor

ATTEST:

Carol L. Barwick, City Clerk

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RESOLUTION SUPPORTING REGIONAL INTERSTATE CONNECTIVITY IN EASTERN NORTH CAROLINA

Connecting I-795 along existing corridors US-264 and US-70, to NC-11 between US-264 and Harvey Parkway Section C

WHEREAS, Metropolitan Planning Organization (MPO) and Rural Planning Organizations (RPO) 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, members of a coalition of MPO's and RPO's known as the Eastern North Carolina MPO/RPO Coalition or Coalitions, which now includes all transportation planning organizations east of I-95 in North Carolina, have met to discuss, advocate, and conceptualize a regional interstate highway system for Eastern North Carolina; 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 upgrading to Interstate standards of the existing corridors of US-264 and US-70 to provide direct connection to I-795, along with the NC-11 corridor between US-264 and Harvey Parkway Section C will provide regional, State, and National access to and from our region; and

WHEREAS, development of such an Interstate Highway System will provide for long-term economic sustainability in Eastern North Carolina, improved mobility and enhanced connectivity among the region's industrial, military, educational, medical, multi-modal transportation, airports, and other regionally significant assets, provide economic development opportunities, and improve emergency evacuations; and

NOW, THEREFORE, BE IT THEREFORE RESOLVED, that the County of Pitt supports NCDOT's development and construction to Interstate Highway standards of a regional interstate system along US-264 and US-70 providing direct connection to I-795, along with the NC-11 corridor between US-264 and Harvey Parkway Section C, to connect with I-795 in accordance with the regional vision presented in Attachment 1.

ADOPTED this the 11th day of March, 2013.

Jimmy Garris, Chairman
Pitt County Board of Commissioners

Attest:

Kimberly W. Hines, Clerk to the Board

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RESOLUTION NO. 2013-12-GUAMPO

RESOLUTION SUPPORTING REGIONAL INTERSTATE CONNECTIVITY IN EASTERN NORTH CAROLINA
(Connecting I-795 along existing corridors US264 and US70, to NC11 between US264 and Harvey Parkway Section C)

WHEREAS, Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO) 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, members of a coalition of MPO's and RPO's 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, have met to discuss, advocate, and conceptualize a regional interstate highway system for Eastern North Carolina; 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 upgrading to Interstate standards of the existing corridors of US264 and US70 to provide direct connection to I-795, along with the NC11 corridor between US264 and Harvey Parkway Section C will provide regional, State, and National access to and from our region; and

WHEREAS, development of such an Interstate Highway System will provide for long-term economic sustainability in eastern North Carolina, improved mobility and enhanced connectivity among the region’s industrial, military, educational, medical, multi-modal transportation, airports and other regionally significant assets, provide economic development opportunities, and improve emergency evacuations; and

NOW, THEREFORE, BE IT RESOLVED, that the Greenville Urban Area MPO support NCDOT's development and construction to Interstate Highway standards of a regional interstate system along US264 and US70 providing direct connection to I-795, along with the NC11 corridor between US264 and Harvey Parkway Section C to connect with I-795 in accordance with the regional vision presented in Attachment 1.

ADOPTED this the 15th day of April, 2013

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

_____
Amanda Braddy, Secretary

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Eastern NC Interstate Highway I-195 Concept

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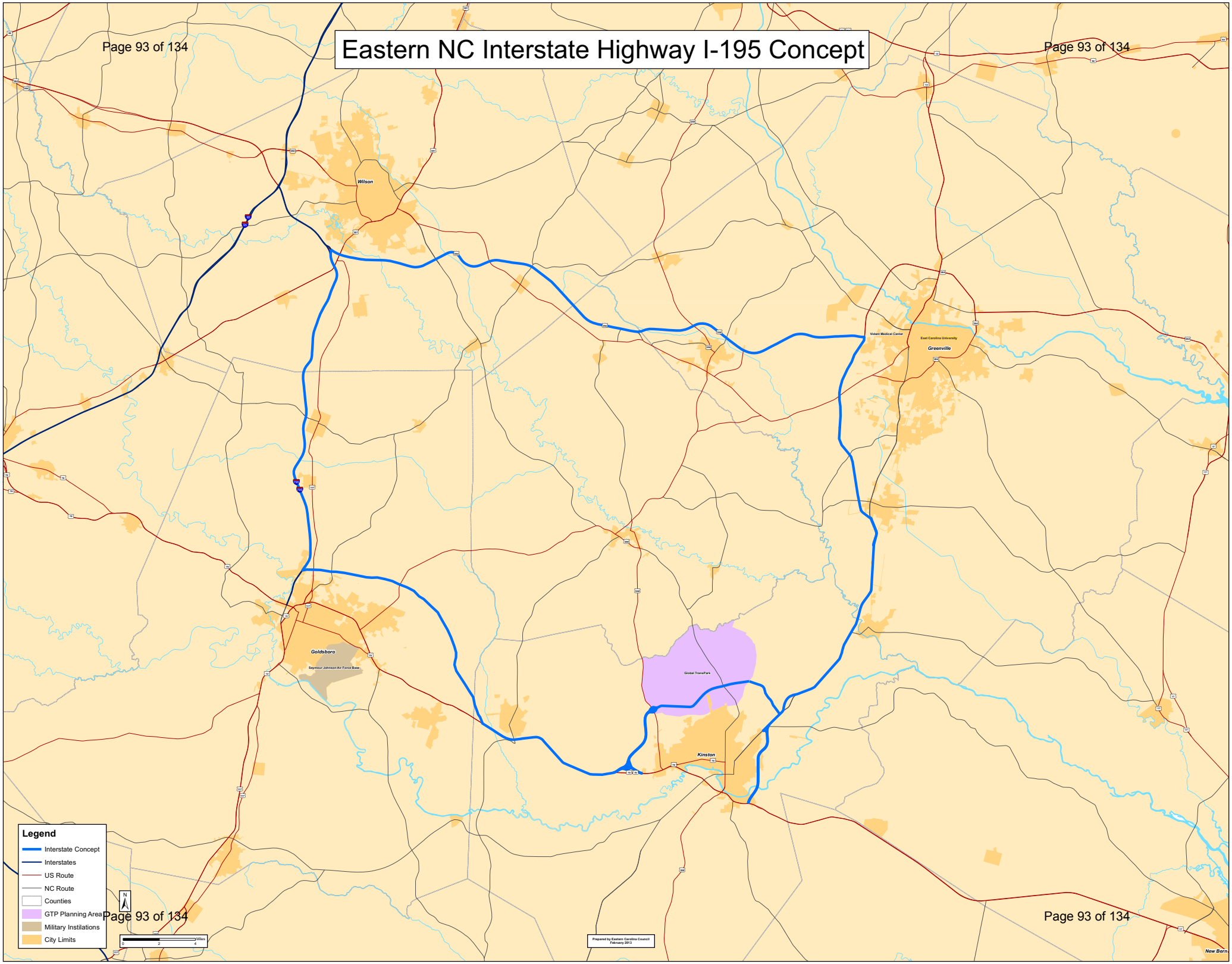

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Attachment 5h
Transportation Advisory Committee

April 15, 2013

TO:	Transportation Advisory Committee
FROM:	Jo Laurie Penrose, AICP, Transportation Planner
SUBJECT:	MPO process for creating TIP priority list

Purpose: To present a draft document that defines the MPO process for prioritizing projects for the TIP. This information is requested by NCDOT.

Discussion: Each project on the priority list is contained in the long-range plan and is fiscally constrained. The priority list is prepared based on the projects in the plan, public comment, need for improvements to the Greenville MPO planning area. The NCDOT five-year STIP is released every other year. MPO generates their MTIPs by using the projects in the STIP. The priority list is forwarded to NCDOT for use in the STIP.

Supporting criteria for prioritizing projects may include the following:
GOAL A: Transportation/Travel Improvement & Efficiency
1. Supports MAP-21 planning factors
2. Results in improved travel safety
3. Provides long-term mitigation for congested facilities
4. Expands multimodal options for people and/or goods
5. Improves efficiency of transportation system through non-capacity means
6. Improves connectivity with areas outside the region

GOAL B: Community and Environmental Impact
1. Contributes to Environmental Justice goals
2. Supports achievement of AQ conformity
3. Supports preservation of natural and open space

GOAL C: Economic & Regional Development
1. Supports achievement of regional land use goals/plans
2. Supports regional economic development
3. Helps preserve/reinvest in targeted communities

Each of these goals and policies clarifies the need for the project and the policies it will address.
• Each project should be evaluated based on its contribution to attaining the MPO's LRTP goals and objectives.

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• The criteria used to evaluate projects should include a mix of quantitative criteria (objective) and qualitative criteria (objective and subjective). This step includes public comment and feedback.

Action: Review and provide comments to the draft priority process. MPO staff expects future guidance from NCDOT regarding this document. The MPO will be expected to eventually adopt a priority process.

Attachment: Template for prioritizing projects
Scanned letter from NCDOT requesting priority process

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

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

EUGENE A. CONTI, JR.
SECRETARY

November 9, 2012

Mr. Daryl Vreeland
Greenville MPO
PO Box 7207
Greenville, NC 27835-7207

Dear Mr. Vreeland:

Governor Perdue signed into law on June 26, 2012 Session Law 2012-84. This law amends Section 2 of the General Statutes 136-18 by adding a new subdivision to read:

"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input. The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization."

In order to assist the Department in administering the law, the Department requests each MPO and RPO submit the following by January 4, 2013:

1. An explanation of your current methodology for assigning local input points as part of the strategic prioritization process. Please be sure to provide information on whatever might be the criteria or transportation-related based data included in this methodology.
2. The extent of public involvement associated with your current methodology, including information on timeframes of public comment periods, ability of public to participate in regular meetings of your committees, etc.
3. Whether the current methodology is available to the public and if so, please provide a website or the location of where it is available.

Please provide as much detail as practical in your reply. The Department will then assess the status of the existing methodologies and anticipates being able to provide further guidance in the Spring, 2013.

Please submit the above to David Wasserman (dswasserman@ncdot.gov) in the Strategic Planning Office of Transportation and contact him at (919) 707-4743 if you have additional questions.

Sincerely,

Jim Trogdon, P.E.
Chief Operating Officer

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PHONE 919-707-2800 FAX 919-733-9150

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Introduction

This document describes the process for evaluating and prioritizing projects for submittal to NCDOT for their consideration in project programming within the State's Transportation Improvement Program (STIP). The following guiding principles framed the MPO's design of the project evaluation process:

- The evaluation of projects should be linked to the objectives of adopted transportation plans as well as required MAP-21 planning factors.
- Each project should be evaluated based on its contribution to attaining plan goals.
- The input of the region's stakeholders should be appropriately integrated into the development of the prioritization criteria and process.

The MPO's goals encompass three broad areas:

1. Provide an integrated multimodal and intermodal transportation system that includes options to provide the desired level of accessibility and mobility of people and goods.
2. Develop a transportation system that is safe, efficient, conserves energy, and promotes the attainment of air quality standards, and take steps to ensure the maintenance of that system.
3. Integrate transportation planning with land use decisions and other comprehensive planning tools to support economic development goals and enhance the area's quality of life.

The Project Evaluation Process

The project evaluation process consists of four steps:

1. Project Identification;
2. Project Screening;
3. Project Evaluation; and
4. Project Selection/Implementation.

Each step is dependent on inputs from the prior step; the process therefore works in a logical, "building-block" manner.

Step 1: Project Identification

The first step in the process is to identify the pool of projects that are candidates

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for evaluation and prioritization. For each project prioritization update cycle, projects may be identified based on information and input from a variety of sources.
These may include:
• Committed projects already in the current Transportation Improvement Program (TIP);
• Projects identified and prioritized in the existing LRTP;
• Projects identified in the Comprehensive Transportation Plan (CTP);
• Projects identified through the ongoing MPO planning process and local and state government transportation studies; and/or
• Projects identified through an ongoing public involvement process.

Step 2: Initial Project Screening
The pool of candidate projects for prioritization identified in Step 1 now needs to be screened to determine each project's basic feasibility. Key considerations include local support and other potential issues posing significant obstacles to project implementation. The screening of each project should ask the following questions:
• Is the project included or justified in an adopted/approved local plan or program?
• Is the project sponsored by a member jurisdiction?
• Are there any known or documented constructability, implementation, or community support problems affecting the project? Have they been considered?

The MPO will use the answers to these questions to determine whether to move a project forward into the prioritization process (Step 3). It is important to recognize that a "no" answer to any of the screening questions does not necessarily mean a project cannot move into the evaluation process. The MPO will need to consider the circumstances and context associated with a project that does not pass this screening and may decide, based on these considerations, that the project is still eligible for advancement.

A project that does not meet the initial screening criteria may be identified for informational purposes in the LRTP's listing of "unfunded projects" outside of fiscal constraint. The MPO may also decide to not further consider such a project and drop it from the project list.

Typically, projects submitted to NCDOT as a part of the priority project list submittal process are included in an existing LRTP. However, this is not a prerequisite, and does not preclude such a candidate project from being submitted to NCDOT. Projects are continually re-evaluated in light of the current planning

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environment. To make this determination, the MPO should consider issues such as the level of activity (such as ROW acquisition), if any, that has already occurred or is programmed to occur for a given project or what priority another agency (such as NCDOT or a jurisdiction) has determined for a given project.

Step 3: Project Evaluation

The general approach for evaluating projects identified for the LRTP involves assessing each candidate project against a set of goal-based criteria and using those results in determining project importance. For each criterion, a project is evaluated based on its impact or how effectively it addresses that criterion.

3.1. Evaluation Criteria and Definitions

Project evaluation is considered based on principles in various community plans, such as comprehensive plans and the Comprehensive Transportation Plan (formerly the thoroughfare plan). Among the objectives are:

- assure compatibility between transportation plans and economic development activities.
- providing a continuous and comprehensive needs assessment of the transportation system.
- Improve interconnectivity and ease congestion on existing major roadways.
- Access to public transit for the elderly and ADA-dependent.

The Greenville Urban Area's CTP includes the following principles

_ Start with the existing thoroughfare plans
_ Identify current needs
_ Identify future needs
_ Incorporate citizen input
_ Look at the thoroughfares from auto, truck, bicycle, pedestrian, and public transportation perspectives
_ Meet present and future travel needs
_ Be compatible with the environment, community character and vision
_ Provide safe roads

Each of the above principles and objectives can be further addressed as follows:

<u>Transportation/Travel Improvement & Efficiency</u>

1. **Supports MAP-21 Planning Factors** – Considers whether the project supports the eight required federal planning factors under MAP-21.
2. **Results In Improved Travel Safety** - Considers whether the project addresses identified travel safety problems in the region. Such problems may include, but not

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be limited to, high accident locations, areas with high levels of pedestrian-vehicle interfacing, roadway segments with higher than average accident rates, etc.

3. **Provides Long-Term Mitigation For Congested Facilities** – Considers whether the project helps reduce congestion on regional facilities. The evaluation of a project under this criterion should (if possible/applicable) consider whether it provides a long-term congestion mitigation solution or a short-term congestion relief action that will likely require further action within the next few years.

4. **Expands Multimodal Options For People And/Or Goods** – Considers whether a project provides either non-single occupant vehicle (non-SOV) transportation options or access to non-SOV transportation options for people and/or goods movement. Such projects may include public transit services, intermodal facilities (people or freight), park and ride lots, bikepaths/multi-use paths, airport access facilities, etc. Some projects include multimodal options concurrently. For example, a road widening project may include bicycle and/or pedestrian facilities.

5. **Improves Efficiency Of Transportation System Through Non-Capacity Means** – Considers whether a project improves the ability of people and goods to travel within, to and/or from the MPO's region through means other than adding highway capacity. Such projects may include traffic signal timing/optimization technologies and initiatives, intelligent transportation systems (ITS) installations for traffic monitoring and reports, transit information systems, intersection operations improvements, etc.

6. **Improves Connectivity With Areas Outside The Region** – Considers the extent to which a project helps improve travel options, efficiency and effectiveness that connect the MPO's planning area with areas outside the region.

Community and environmental impact

1. **Contributes to Environmental Justice (EJ) Goals** – Considers whether a project supports an equitable distribution of transportation investment across the MPO planning area. This information, aside from new projects, is already included in the MPO's Long Range Transportation Plan.

2. **Supports Preservation Of Environment** – Considers whether the project would have direct development or construction impacts on the environment, including wetlands, historical resources, endangered species and the region's identified natural and open spaces.

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Economic and Regional Development

1. **Supports Achievement Of Regional Land Use Goals/Plans** – Considers whether the project complies with or clearly supports regional, county and local land use goals and plans.
2. **Supports Regional Economic Development** – Considers whether a project supports or enhances the addition of economic activity and/or jobs in the region. This will allow for fast tracking new or existing projects for economic development purposes.
3. **Helps Preserve/Reinvest In Targeted Communities/Subareas** – Considers whether a project provides transportation investment directly within, or for facilities that support, specially-targeted communities or subareas within the region. Such communities and areas may include those designated as economically distressed, historically or architecturally significant, and/or of special regional interest.

Step 4: Project Selection

The final step in the project prioritization and development process is project selection. The term "selection" relates to the process whereby the MPO's TCC reach an agreement regarding candidate projects (and later the points the MPO agrees to award each project) and recommends the MPO's TAC adopt the list/project points. The TAC may then make modifications to the TCC recommendation, and then adopt the candidate project list or project points, as applicable.

PUBLIC INPUT OPPORTUNITIES

Public input is the first step the MPO undertakes when starting a project prioritization cycle. The MPO holds 2 separate public input open house-type sessions to receive public input on project priorities on all modes of transportation. Input received is considered in development of future/additional projects for the MPO's priority list. There is a 30-day public comment period.

Further public input opportunities are available at TCC and TAC meetings when candidate projects are considered/points are awarded to projects. All public involvement opportunities are advertised in the local newspaper. All TCC and TAC meetings are advertised and open to the public. All TCC and TAC meetings have designated public comment periods.

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Prioritization Process is now in Law

"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State.

The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input.

The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization."
- S.L. 2012-84

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Local Prioritization Process Requirement

NCDOT sought Workgroup's input on how to administer

Requirements:

- MPOs and RPOs shall include public input in the development of a local prioritization process; and before assigning local input points for NCDOT's Strategic Prioritization Process
- MPOs and RPOs should consider reviewing transportation-related data before assigning local input points
- MPOs and RPOs must document their process for assigning local input points and this document must be available to the public

Local Prioritization Process needs to be developed by June 30, 2013

If not complete, MPO/RPO will not be able to assign local input points

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Attachment 5i

Transportation Advisory Committee

No Action Required April 15, 2013

TO: Transportation Advisory Committee
FROM: Daryl Vreeland, AICP, Transportation Planner
SUBJECT: Update regarding Draft STIP and updating the MPO's unfunded priority project list

Purpose: To provide an update on NCDOT's latest timelines regarding the STIP and unfunded project priority lists.

Discussion: Previously, NCDOT released a Draft 10-Year Work Program and STIP in October for review with the goal of Board of Transportation adoption of these documents in the summer 2013. NCDOT has found it necessary to alter that timeline. NCDOT will re-release a draft 10-year Work Program in the Fall of 2013 for review with the goal of Board of Transportation adoption in the summer of 2014.

The additional time should allow the Department to address the following considerations:

Implementation of MAP-21:

* MAP-21 provides short-term Federal-aid funding. Since it is only a two-year law, there is uncertain long-term financial stability. In addition, numerous SAFETEA-LU funding categories have been consolidated and revised yet implementing regulations and provisions have yet to be released. Examples of these uncertainties are the new National Highway Performance Program provisions, Transportation Alternatives Program, safety funding and performance measures and the looming potential for federal sequestration (i.e., mandatory reductions due to the "fiscal cliff")

State Legislative and Related actions/agenda:

* Revenue forecasts from the Office of Budget and Management indicate much lower revenues than currently used to develop the draft Work Program. This is especially critical since the Department uses a cash management funding mechanism.
* The current cap on the gas tax expires in July 2013. If it is continues, there will be further reductions in forecasted revenues and impacts on the cash model.
* Other legislative actions from 2012 will require time to implement, i.e. new prioritization requirements for the Department to "develop a process for standardizing or approving local methodology used in the MPO and RPO prioritization".

Major Project Impacts/Uncertainties:

* A number of high profile projects are facing legal, financial, or public challenges. The uncertainty of pending decisions regarding these projects impacts the reliability of delivery schedules and the ability to predict their financial impact on the cash model. Increasing project costs also impacts the ability to keep to anticipated project letting schedules.

Other process-related issues:

* Additional time will allow the Department to respond to revised air quality non-attainment provisions and impacts to conformity determinations.
* Additional time will allow further public involvement and implementation of the Department's newly adopted Unified Public Engagement Process.

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* Additional time will allow the Program Development staff to discuss draft project schedules with MPOs and RPOs before finalizing the STIP.
* Additional time will allow the SPOT 3.0 process to more fully integrate a GIS based platform which will result in a more user-friendly version and allow MPOs and RPOs to better assess the best candidate projects in their areas.

Given this revised schedule, please note that **new candidate projects for P3.0 (the next submission period) will now be submitted during April 2014 through June 2014**. This will allow the Department additional time to develop and implement a GIS-based system for submitting projects. It is anticipated that the system will allow users to test projects and see the quantitative scores and data in near real-time. In addition, the revised time line will allow more time for the Department to develop a process for standardizing or approving the local methodology used in the MPO and RPO prioritization. NCDOT is in the process of reviewing local methodology and will prepare further guidance as needed. NCDOT does not yet know what that guidance will look like. However, this additional time will give MPOs and RPOs a better opportunity to make any changes to the local methodology if any are needed.

Action Needed: none

Attachments: Revised timeline for NCDOT work products and processes.
Additional timeline regarding project submittal process

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NCDOT Transportation Work Plan Development Timeline 2013-2015

Statewide Transportation Plan	2040 Plan adopted → Ongoing implementation activities →									
10-Year Policy to Projects Work Plan	Draft 2013-2023 work plan released by BOT		Draft 2014-2024 work plan released by BOT		Final2015-2024work plan adopted by BOT				Draft 2016-2026 work plan released by BOT	
STIP	Draft 2014-2020 STIP released		Draft 2015-2021 STIP released		Final2015-2021 STIP adopted by BOT	Federal approval of 2015-2021 STIP (October 1)			Draft 2017-2023 STIP released	
AQ Conformity					MPO Review and Approval of TIP and AQ ↔					
Prioritization	P3.0 development underway				P3.0 / Loop / Mobility Fund prioritizations implemented (MPOs/RPOs submit priority projects)			Investment summits conducted	P4.0 development initiated	
Legislative Budget	NCDOT submits Legislative continuation budget request	Governor's budget released	Biennium budget approved	NCDOT submits Legislative expansion budget request	Governor's budget released	Adjustments to biennium budget approved	NCDOT submits Legislative continuation budget request	Governor's budget released	Biennium budget approved	NCDOT submits Legislative expansion budget request

Revised Dec. 2012

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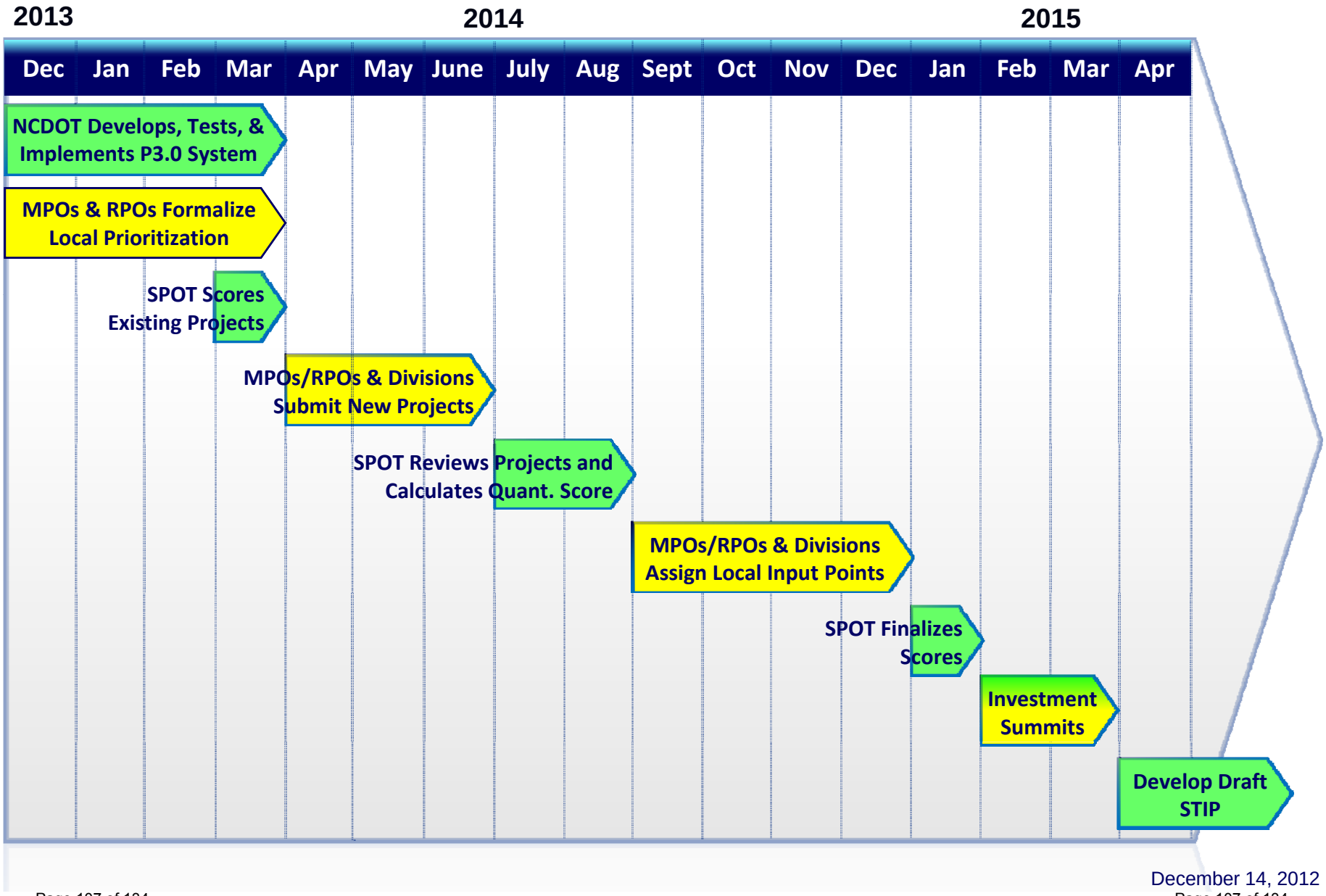
Prioritization 3.0 Tentative Schedule



December 14, 2012

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Attachment 5j
Transportation Advisory Committee

April 15, 2013

TO: Transportation Advisory Committee
FROM: Jo Laurie Penrose, AICP, Transportation Planner
SUBJECT: State ethics law applying to board members

Purpose: Inform TAC members of their responsibilities in complying with the North Carolina state ethics law

Discussion: Chapter 138A of the NC General Statutes establishes a code of conduct for certain elected and appointed public officials and employees. In 2012, the General Assembly enacted legislation covering all MPOs & RPOs (S.L. 2012-142). Under this statute, the MPO is considered a board for the purposes of financial and other interest.

Section 2014 requires all members of MPO board to file the statement of Economic Interest no later than April 15, 2013. A copy of the long form is attached.

Starting Jan 1, 2013 all voting members and alternates are subject to the State Government Ethics Act. Recently enacted law will require individual MPO TAC & TCC members to file *financial & other interest* statements.

What

- Certain financial, professional & personal information about you & your *immediate family,* including: spouse, unless legally separated; unemancipated children living in your household & members of your *extended family* who live with you.

When

- Filing Period Opens: January 1, 2013.
- Deadline: April 15, 2013.
- Must file annually no later than April 15th.
- After SEI properly completed & filed, no duty to amend or update the SEI during the year.

How

- Must file ***electronically*** via the Commission's website.

Failure to file includes the following penalties:

Civil

- $250 civil penalty for late, incomplete, or non-filing.

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Criminal

* Criminal penalties for knowingly concealing or providing false information.

Removal

* May be removed from position as MPO or RPO member.

Please note this law becomes effective January 1, 2013. The filing deadline is April 15; mandatory training must be complete by June 30, 2013. The goal is to familiarize you with ethics laws. The training must be for the state's ethic law. Training in local government ethics does not satisfy the ethics education requirement.

The training is intended to assist board members in identifying and monitoring potential conflicts of interest. Types of potential conflicts are listed on the attached Powerpoint handout.

The State Ethics Commission website is: www.ethicscommission.nc.gov

Should you have any further questions, your point of contact at the State Ethics Commission is:

Teresa Pell, SEI Attorney
E-mail: teresa.pell@doa.nc.gov
State Ethics Commission
1324 Mail Services Center
Raleigh, NC 27699
Phone: (919)715-2071
Fax: (919)715-2059
www.ethicscommission.nc.gov

Another contact is:

Action: Information only.

Attachment: PowerPoint handout on ethics law.
Long form Statement of Economic Interest.

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MPOS, RPOS & THE STATE GOVERNMENT ETHICS ACT FREQUENTLY ASKED QUESTIONS

WHAT IT IS & WHO IS INCLUDED.

1. **What is the State Government Ethics Act & why does it apply to Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs)?**

   The State Government Ethics Act establishes a code of conduct for certain public officials and employees. In 2012, the General Assembly passed legislation designating MPOs and RPOs as "boards" under the ethics act.

2. **Are both the Transportation Coordinating Committee (TCC) & the Transportation Advisory Committee (TAC) covered by the ethics act?**

   Yes. Since both the TCC and TAC make up the MPO or RPO, both committees are covered.

3. **Since both the TCC and the TAC are covered by the State Government Ethics Act, does that mean that all members of the TCC and TAC are subject to the ethics act?**

   Yes. All voting members, including alternates, of both the TCC and TAC of each MPO or RPO are covered by the ethics act.

4. **When does the law become effective?**

   January 1, 2013.

DISCLOSURE OF FINANCIAL & OTHER INTERESTS (STATEMENT OF ECONOMIC INTEREST OR "SEI").

1. **What is an SEI and what do I have to disclose?**

   An SEI is a 22 question disclosure about your and your immediate family members' financial, business and professional relationships.

2. **How do I file my SEI?**

   Under the law passed by the General Assembly, you must file your SEI electronically. There is information on the Commission's website about obtaining a user ID and password (NCID) and filing the form. Instructions on obtaining an NCID & how to electronically file an SEI are on the Commission's website.

3. **Should I file my SEI prior to January 1, 2013?**

   No! Your SEI will be based on responses to the questions ***as of December 31, 2012.***

4. **What is the SEI filing deadline?**

   April 15, 2013.

5. **Is there a penalty for not filing, late filing, or filing an incomplete SEI?**

   Yes. The State Ethics Commission may impose a $250 fine for late filing or failure to file, and you may be removed from your board membership. There are also criminal penalties for knowingly failing to disclose information or providing false information.

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EDUCATION.

1. **Am I required to attend ethics education?**

   Yes. You must attend an Ethics & Lobbying Education Presentation no later than June 30, 2013 and at least every 2 years thereafter.

2. **Does the ethics education for local government officials meet the ethics act education requirement?**
   No. The ethics education presentations for local government officials and the ethics act are based on different laws. Therefore, one cannot satisfy the requirement for the other.

3. **If I have previously attended ethics education sponsored by the State Ethics Commission, do I have to attend again?**

   No. If you have attended an ethics education presentation sponsored by the State Ethics Commission within the last 2 years, you do not have to attend again. However, you are still subject to the 2-year refresher requirement.

4. **What are the options for fulfilling the ethics education requirement?**

   You may attend a live presentation either in Raleigh or at a distance location. You may also fulfill the requirement by completing the Commission's online ethics education presentation.

5. **Where can I get information about ethics education options?**

   A schedule of dates and locations for live presentations as well as access to the online presentation are available on the Commission's website.

PROHIBITIONS & RESTRICTIONS.

1. **Are there conflict of interest standards?**

   Yes. In your role as an MPO or RPO member, you are prohibited from taking certain actions where you or certain other individuals or entities associated with you may receive a benefit. There are some exceptions to the conflict of interest rules.

2. **Does the ethics act prohibit accepting "gifts"?**

   Yes, from certain individuals, including registered lobbyists, lobbyist principals, and individuals or entities which have certain relationships with your MPO or RPO. There are also exceptions to the gift ban.

3. **Is using my title as an MPO or RPO member restricted?**

   Yes, in certain circumstances primarily dealing with non-governmental advertising.

What do I do if I have a question?!

Contact the State Ethics Commission!

Phone: (919) 715-2071

E-Mail:
SEI Questions: sei@doa.nc.gov
Education Questions: Education.Ethics@doa.nc.gov
All Other Questions: ethics.commission@doa.nc.gov

State Ethics Commission
August 2012

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STATE GOVERNMENT ETHICS ACT: IMPORTANT DEADLINES FOR MPOs & RPOs

JANUARY 1, 2013.

- State Government Ethics Act applies to all members of MPOs & RPOs.
- Conflict of interest standards apply.
- Prohibition on accepting gifts from lobbyists, lobbyist principals, or interested persons unless a gift ban exception applies.
- Prohibition on use of title for non-governmental advertising.
- Other miscellaneous prohibitions and restrictions.
- SEI filing period opens.

APRIL 15, 2013.

- Statements of Economic Interest (SEIs) due.
- Penalties may be imposed for late or non-filing.

JUNE 30, 2013.

- Ethics education must be completed.

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The State Government Ethics Act

Overview for MPOs & RPOs

August 20, 2012

Overview of MPOs, RPOs &
The State Government Ethics Act:

Background

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What is the State Government Ethics Act?

- Chapter 138A of the NC General Statutes.
- Establishes a code of conduct for certain elected and appointed public officials and employees.
- Requires financial disclosures & ethics education.
- Prohibits certain conduct.
- Interpreted & enforced by the State Ethics Commission.
  - 8 members appointed by the Governor & General Assembly.

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Why Are MPOs & RPOs Covered by the Ethics Act

- In 2012, the General Assembly enacted legislation covering all MPOs & RPOs (S.L. 2012-142)

APPLY STATE ETHICS ACT TO METROPOLITAN PLANNING ORGANIZATIONS AND RURAL PLANNING ORGANIZATIONS

SECTION 24.16.(a) G.S. 136-202 is amended by adding a new subsection to read:

"(e) A Metropolitan Planning Organization shall be treated as a board for purposes of Chapter 138A of the General Statutes."

SECTION 24.16.(b) G.S. 136-211 is amended by adding a new subsection to read:

"(e) Ethics Requirements. – A Rural Transportation Planning Organization shall be treated as a board for purposes of Chapter 138A of the General Statutes."

SECTION 24.16.(c) Members of Metropolitan Planning Organizations and Rural Transportation Planning Organizations shall file an initial Statement of Economic Interest with the State Ethics Commission no later than April 15, 2013. All information provided in the Statement of Economic Interest shall be current as of December 31, 2012. The initial Statement of Economic Interest shall be filed electronically.

SECTION 24.16.(d) This section becomes effective January 1, 2013.

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Are Both the TCCs & TACs Covered and When Does Coverage Begin?

* Both the TCC & TAC of each MPO and RPO are covered by the Ethics Act
* Coverage begins **JANUARY 1, 2013.**

Overview of MPOs, RPOs &
The State Government Ethics Act:

Duties & Responsibilities

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File Financial Disclosure: Statement of Economic Interest (SEI)

WHAT

* Certain financial, professional & personal information about you & your *immediate family,* including: spouse, unless legally separated; unemancipated children living in your household & members of your *extended family* *who live with you*.

WHEN

* **Filing Period Opens: January 1, 2013.**
* **Deadline: April 15, 2013.**
* Must file **annually no later than April 15th.**
* After SEI properly completed & filed, no duty to amend or update the SEI during the year.

HOW

* Must file ***electronically*** via the Commission's website.

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SEI Penalties

Civil

* $250 civil penalty for late, incomplete, or non-filing.

Criminal

* Criminal penalties for knowingly concealing or providing false information.

Removal

* May be removed from position as MPO or RPO member.

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SEI Evaluations

* SEI evaluated for actual & potential conflicts of interest.
  * NOTE: Having a potential conflict does not disqualify you from serving!!!
* SEI & evaluation are **public record.**

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Ethics Education

* Goal is to familiarize you with ethics laws.
* Can attend a live presentation or complete the online education modules.
* Schedule & online presentation available on website: www.ethicscommission.nc.gov/education/default.aspx
* **Deadline: On or before June 30, 2013.**
* Must attend refresher presentations at least every 2 years thereafter.
* Local government ethics education does **not satisfy** the ethics act education requirement.

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Monitor & Avoid Conflicts of Interest

* Duty to
  * Identify potential conflicts of interest prior to taking any official action or participating in discussions.
  * Monitor, evaluate & manage personal, professional & financial affairs for potential conflicts of interest.

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Overview of MPOs, RPOs &
The State Government Ethics Act:

Prohibitions

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Conflicts of Interest

* Prohibited from taking any "*official action*" where you or certain individuals or entities with which you are associated may receive a "*financial benefit*" from your official action.
* Recuse yourself from any proceeding where your impartiality might reasonably be questioned due to a relationship with a participant in the proceeding.
* Are exceptions, or "Safe Harbors" which allow you to take official action notwithstanding the conflict.
* If no "Safe Harbor" applies, will need to recuse yourself.

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"Gift Ban"

* Cannot accept gifts from certain "prohibited givers"
  * Lobbyists; lobbyist principals; & "interested persons" (certain persons who have a relationship with or who are affected by your MPO or RPO).
* ***"Gift"*** is anything of monetary value from prohibited giver.
* ***Value of gift does not matter!***
* Are exceptions, especially food & beverage for groups, but must meet ALL criteria for exception to apply.

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Other Prohibitions

* Prohibitions or limitations on use of your title as MPO or RPO board member.
* Prohibited from misusing confidential or non-public information.
* Cannot hire or supervise family members.
* Cannot accept honoraria in some cases.
* Limited exceptions to all of the above.

Overview of MPOs, RPOs &
The State Government Ethics Act:

Complaints &Consequences

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Complaints

* Anyone can file complaint against you with the State Ethics Commission.
* Dismiss, settle, or hold a hearing.
* Complaints & all associated documents are confidential & not public records, unless:
  * Hearing is held; or,
  * Sanctions are imposed without a hearing.

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Consequences

* Can be removed from position as MPO or RPO board member.
* Civil penalty may apply for SEI violations.
* Criminal penalties may apply for knowingly providing false information or failing to disclose information on SEI.

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Overview of MPOs, RPOs &
The State Government Ethics Act:

Questions & Advice

Advice & Advisory Opinions

* Right to ask about any question you have about ethics act.
* All requests and associated documents are confidential and not public records.
* Advisory opinions issued by the State Ethics Commission confer immunity from investigation by the State Ethics Commission.

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Important Dates & Deadlines

- **January 1, 2013**
  - Effective date of coverage under State Government Ethics Act.
  - Conflicts of interest standards, gift ban, and other duties and prohibitions apply.
  - SEI filing period opens.
- **April 15, 2013**
  - Deadline for filing Statement of Economic Interest (SEI).
- **June 30, 2013**
  - Deadline for attending ethics education.

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Contact Information

Mailing Address
Mail Service Center
Raleigh, NC 27699-1324

Street Address
424 N. Blount Street
Raleigh, NC 27601-1010

Phone & Fax
Phone: 919-715-2071
Fax: 919-715-1644

E-mail
- SEI Questions: SEI@doa.nc.gov
- Education Questions: Education.Ethics@doa.nc.gov
- Other Questions: ethics.commission@doa.nc.gov

Website
www.ethicscommission.nc.gov

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NORTH CAROLINA STATE ETHICS COMMISSION

2012 STATEMENT OF ECONOMIC INTEREST

919-715-2071 www.ethicscommission.nc.gov

COMPLETE THIS FORM AND MAIL SIGNED, ORIGINAL TO
STATE ETHICS COMMISSION, 1324 MAIL SERVICE CENTER, RALEIGH, NC 27699-1324

FOR OFFICE USE ONLY
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FILER'S NAME (FIRST, MIDDLE, LAST)

First Name	Middle Name	Last Name	Suffix

MAILING ADDRESS, CITY, STATE, ZIP+4[1]

Address	City	State	Zip

HOME ADDRESS, CITY, STATE, ZIP+4

☐ Same as Mailing Address

Address	City	State	Zip

CURRENT EMPLOYER	JOB TITLE

NATURE OF BUSINESS

DAYTIME PHONE NUMBER	ALTERNATE PHONE NUMBER

E-MAIL ADDRESS

REASON FOR FILING (SELECT ALL THAT APPLY)

☐ STATE GOVERNMENT JOB (Please specify the agency for which you work)	☐ BOARD/COMMISSION (Please list all boards on which you are serving)
☐ JUDICIAL OFFICER (Please specify the office you hold)	☐ LEGISLATOR (Please specify the legislative branch – House or Senate)

Do other immediate family members reside in your household?[2]

☐ Yes ☐ No

FULL NAME[3]	RELATIONSHIP	EMPLOYER	JOB TITLE	NATURE OF BUSINESS

[1] **With the exception of judicial officers** (including Justices or judges of the General Court of Justice, district attorneys, and clerks of court), persons holding or seeking an elected office with a residency requirement must provide a home address.

[2] **Immediate family** includes your spouse (unless legally separated), minor children, and members of your extended family (your and your spouse's adult children, grandchildren, parents, grandparents, and siblings, and the spouses of each of those persons) **that reside in your household**.

[3] **Filers** may use the initials of unemancipated children instead of those children's names. If initials are used, the children's names should be provided on a (non-public) supplement form available from the Commission upon request.

This entire document and any attachments are public record.

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I. $10,000 PLUS DISCLOSURES

If you, your spouse, or members of your immediate family have assets or liabilities with a market value of at least $10,000 in the following categories, please provide the requested information as of December 31st of the preceding year unless another time period is specified in the question.

- ►Do not list the value of those assets or liabilities.
- ►Do not list assets or liabilities held in a blind trust[4] established by or for the benefit of you or an immediate family member.

1. Do you, your spouse, or members of your immediate family have an ownership interest in North Carolina real estate with a market value of $10,000 or more?

☐ Yes ☐ No

Owner of Real Estate	% Ownership Interest	Location by City	Location by County

2. Do you, your spouse, or members of your immediate family lease or rent to or from the State real estate with a market value of $10,000 or more?

☐ Yes ☐ No

Name of Lessor	Name of Lessee (Renter)	Location by City	Location by County

3. Within the preceding two years, have you, your spouse, or members of your immediate family sold to or bought from the State personal property with a market value of $10,000 or more?

☐ Yes ☐ No

Name of Purchaser	Name of Seller	Type of Property

4. Do you, your spouse, or members of your immediate family currently lease or rent to or from the State personal property with a market value of $10,000 or more?

☐ Yes ☐ No

Name of Lessor	Name of Lessee (Renter)	Type of Property

[4] A **"blind trust"** is a trust that meets all of the following criteria: (a) the owner of the trust's assets has no knowledge of the trust's holdings and sources of income, (b) the individual or entity managing the trust's assets ("the trustee") is not a member of the covered person's extended family and is not associated with or employed by the covered person or his or her immediate family, and (c) the trustee has sole discretion to manage the trust's assets. G.S. 138A-3(1).

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5(a). Do you, your spouse, or members of your immediate family own interests (generally stock) valued at $10,000 or more in a publicly owned company?

☐ Yes ☐ No

►Do not list ownership interests in a widely held investment fund (including mutual funds, regulated investment companies, or pension or deferred compensation plans) if (i) the fund is publicly traded or its assets are widely diversified and (ii) neither you nor an immediate family member are able to control the assets held in the mutual fund, investment company, or pension or deferred compensation plan.

Owner of Interest	Full Name of Company (Do not use a ticker symbol)

5(b). Do you, your spouse, or members of your immediate family hold stock options valued at $10,000 or more in a company or business?

☐ Yes ☐ No

Owner of Stock Option	Full Name of Company (Do not use a ticker symbol)

6(a). Do you, your spouse, or members of your immediate family have financial interests valued at $10,000 or more in a non-publicly owned company or business entity (including interests in sole proprietorships, partnerships, limited partnerships, joint ventures, limited liability companies, limited liability partnerships, and closely held corporations)?

☐ Yes ☐ No

Owner of Interest	Name of Business Entity

6(b). For each of those non-publicly owned companies or business entities identified in question 6(a) (the "primary company"), please list the names of *any other companies* in which the primary company owns securities or equity interests valued at over $10,000, *if known*.

Non-Publicly Owned Company (the Primary Company)	Other Companies in which the Primary Company Owns Security or Equity Interests
☐ None or Not Known	

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6(c). If you know that any company or business entity listed in 6(a) or (b) above has any material business dealings or business contracts *with the State*, or is *regulated by the State*, provide a brief description of that business activity.

Name of Company or Business Entity	Description of Business Activity with the State
☐ None or Not Known	

7. Are you, your spouse, or members of your immediate family the beneficiaries of a vested trust with a value of $10,000 or more that is created, established, or controlled *by you*?

☐ Yes ☐ No

► Do not list blind trusts[4].

Name and Address of Trustee	Description of the Trust	Your Relationship to the Trust

8. Do you, your spouse, or members of your immediate family have a liability (debt) of $10,000 or more, excluding indebtedness (mortgage) on your primary personal residence? Examples include credit card debts, auto loans, and student loans.

☐ Yes ☐ No

Name of Debtor (You, Spouse, Immediate Family Member)	Type of Creditor (Commercial Bank, Credit Union, Individual, etc.)

II. OTHER DISCLOSURES

9(a). During the preceding calendar year, were you, your spouse or members of your immediate family a director, officer, governing board member, employee, independent contractor, or registered lobbyist of a nonprofit corporation or organization operating in the State primarily for religious, charitable, scientific, literary, public health and safety, or educational purposes?

☐ Yes ☐ No

► Do not list State boards or entities, or entities created by a political subdivision of the State.
► Do not list organizations of which you are a mere member or subscriber.

Name of Person	His/Her Position	Name of Nonprofit Corporation or Organization	Nature of Business or Purpose of Organization

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9(b). If the listed nonprofit corporations or organizations do business with the State or receive State funds, please provide a brief description of the nature of that business, if known, or with which due diligence could reasonably be known.

Name of Nonprofit Corporation or Organization	Describe State Business or State Funding
☐ None or Not Known	

10. List all sources of income (not specific amounts) of more than $5,000 received by you, your spouse, or members of your immediate family during the preceding calendar year. **Include salary, wages, state/local government retirement, professional fees, honoraria, interest, dividends, rental income, and business income.**

Do *not* include income received from the following sources:

- ► Capital gains
- ► Federal government retirement
- ► Military retirement
- ► Social security income/SSDI

Recipient of Income	Name of Source	Type of Business/Industry	Type of Income
☐ I had no reportable income over $5,000 in the preceding calendar year.			

11. Are you a practicing attorney?

☐ Yes ☐ No ☐ Judicial Officer/State Attorney

If "Yes", check each category of legal representation in which you or the law firm with which you are associated has earned legal fees of $10,000 or more during the preceding calendar year.

☐ Administrative	☐ Admiralty	☐ Corporate	☐ Criminal
☐ Decedent's Estates	☐ Environmental	☐ Insurance	☐ Labor
☐ Local Government	☐ Real Property	☐ Securities	☐ Tax
☐ Tort litigation (including negligence)	☐ Utilities Regulation	☐ Other category not listed or did not earn legal fees of $10,000 or more during the preceding calendar year	

12. Are you (1) a licensed professional (other than an attorney) or do you provide consulting services individually or as a member of a professional association **and** (2) did you charge or were you paid over $10,000 for those services during the preceding calendar year?

☐ Yes ☐ No

Type of Business	Nature of Services Rendered

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13. Are you or your employer, your spouse or members of your immediate family, or their employer:

- Licensed by the State board or employing entity with which you are or will be associated **or**
- Regulated by the State board or employing entity with which you are or will be associated **or**
- Have a business relationship with the State board or employing entity with which you are or will be associated?

☐ Yes ☐ No ☐ Legislator/Judicial Officer - You are not required to complete this question if you are filing because you are a legislator or a judicial officer ("judicial officer" is defined in footnote 1) or you are filing as an appointee to those offices.

Name of Person	Name of Employer (if applicable)	Type of Relationship (Licensing, Regulatory, Business)

14. During the preceding calendar year, were you, your spouse, or members of your immediate family a director, officer, or governing board member of any society, organization, or advocacy group which has an interest pertaining to subject matter areas over which your agency or board may have jurisdiction?

☐ Yes ☐ No ☐ Legislator/Judicial Officer - You are not required to complete this question if you are filing because you are a legislator or a judicial officer or you are filing as an appointee to those offices.

►Do not list organizations of which you are only a member (not a leadership role).

Name of Person	Name of Society, Organization or Advocacy Group	Leadership Position (Director, Officer, Board Member)

15. Have you ever been convicted of a felony for which you have not received either (i) a pardon of innocence or (ii) an order of expungement regarding that conviction?

☐ Yes ☐ No

Offense	Date of Conviction	County of Conviction	State of Conviction

16. During any calendar quarter in the preceding year (but only the time period after you were appointed, employed or filed or were nominated as a candidate), did you

- receive any gift(s) exceeding $200 per quarter from a person or group of persons acting together, **and**
- when both you and those person(s) were outside North Carolina at the time you accepted the gift(s), **and**
- the gift(s) were given under circumstances that would lead a reasonable person to conclude that they were given for lobbying?

☐ Yes ☐ No

►Do not report gifts given by members of your extended family.

►Do not report gifts that have previously been reported by you to the Department of the Secretary of State on the "Expense Report for Exempted Persons."

Date Item Received	Name and Address of Donor(s)	Describe Item Received	Estimated Market Value

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17. During the preceding year (but only the time period after you were appointed, employed, or filed or were nominated as a candidate) have you

- accepted a "scholarship" exceeding $200 from a person or group of persons acting together **and**
- those person(s) were outside North Carolina **and**
- the scholarship was related to your public position? **A "scholarship" is a grant-in-aid to attend a conference, meeting, or similar event.**

☐ Yes ☐ No ☐ Judicial Officer - You are not required to complete this question if you are a judicial officer or you are filing as a judicial officer appointee.

► Do not report gifts that have previously been reported by you to the Department of the Secretary of State on the "Expense Report for Exempted Persons."

►Legislators are not required to report scholarships paid by a nonpartisan legislative organization of which the legislator or the General Assembly is a member or participant or an affiliate of that organization.

Date of Scholarship	Name and Address of Donor(s)	Describe Event	Estimated Market Value

18. Are you or a member of your immediate family currently registered as a lobbyist or lobbyist principal or were you registered as such within the preceding 12 months?

☐ Yes ☐ No

Name of Lobbyist	Lobbyist's Principal	Date of Registration	Registration Expiration

19(a). List the name of each business with which you are associated where you or a member of your immediate family is an employee, director, officer, partner, proprietor, or member or manager.

Name of Person	Relationship to Filer	Name of Company	Role of Person
☐ No Business Associations			

19(b). If you know that any company or business entity listed in 19(a) above has any material business dealings or business contracts with the State, or is regulated by the State, provide a brief description of that business activity.

Name of Company or Business Entity	Description of Business Activity with the State
☐ Not applicable (No entities listed on #19a) ☐ No relationship / Not known	

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20. Did a Council of State member appoint you to or recommend you for appointment to a board covered by the Ethics Act? Council of State members are:

- ► Governor
- ► Lt. Governor
- ► Secretary of State
- ► State Auditor
- ► State Treasurer
- ► Superintendent of Public Instruction
- ► Attorney General
- ► Commissioner of Agriculture
- ► Commissioner of Labor
- ► Commissioner of Insurance

☐ Yes ☐ No

If "Yes", list all contributions you (not immediate family members) made during the preceding calendar year with a cumulative total of more than $1,000 to the Council of State member who appointed you.

►Contributions are defined in N.C.G.S. 163-278.6(6) and include, but are not limited to, "any advance, conveyance, deposit, distribution, transfer of funds, loan, payment, gift, pledge or subscription of money or anything of value whatsoever."

Date	Amount	Contributed to
☐ No contribution(s) with a cumulative total of more than $1,000		

21. Are you now, or are you a prospective appointee to:

a. the head of a principal state department (e.g. cabinet secretary) appointed by the Governor; or b. a North Carolina Supreme Court Justice, Court of Appeals, Superior or District Court Judge; or c. a member of any of the following boards: • ABC Commission • Coastal Resources Commission • State Board of Education • State Board of Elections • Employment Security Commission • Environmental Management Commission • Industrial Commission • State Personnel Commission • Rules Review Commission • Board of Transportation • UNC Board of Governors • Utilities Commission • Wildlife Resources Commission	☐ **Yes** ☐ **No** **If "No", proceed to question 22.**
d. If so, were you appointed to, or are you being considered for, appointment to your public position by a Council of State Member (Governor, Lt. Governor, Secretary of State, State Auditor, State Treasurer, Superintendent of Public Instruction, Attorney General, Commissioner of Agriculture, Commissioner of Labor, or Commissioner of Insurance)?	☐ **Yes** ☐ **No** **If "No", proceed to question 22.**
e. If so, you must indicate whether during the preceding calendar year you (not immediate family members) engaged in any of the following activities with respect to or on behalf of the candidate or campaign committee of the Council of State member who appointed you to your public position: i. Collected contributions from multiple contributors, took possession of such multiple contributions, and transferred or delivered those collected contributions to the candidate or committee? Contributions are defined in N.C.G.S. 163-278.6(6) and include, but are not limited to, "any advance, conveyance, deposit, distribution, transfer of funds, loan, payment, gift, pledge or subscription of money or anything of value whatsoever."	☐ **Yes** ☐ **No**
ii. Hosted a fundraiser at your residence or place of business?	☐ **Yes** ☐ **No**
iii. Volunteered for campaign-related activities, which include, but are not limited to, phone banks, event assistance, mailings, canvassing, surveying, or any other activity that advances the campaign of a candidate?	☐ **Yes** ☐ **No**

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22. Are you aware of any other information that *you believe* may assist the State Ethics Commission in advising you concerning your compliance with the State Government Ethics Act?

☐ Yes ☐ No

AFFIRMATION

I affirm that the information provided in this Statement of Economic Interest and any attachments hereto are true, complete, and accurate to the best of my knowledge and belief.

I also certify that I have not transferred, and will not transfer, any asset, interest, or property for the purpose of concealing it from disclosure while retaining an equitable interest.

I understand that my Statement of Economic Interest and any attachments or supplements thereto are public record.

I acknowledge that I have read and understand N.C.G.S. 138A-26 regarding concealing or failing to disclose material information and N.C.G.S. 138A-27 regarding providing false information:

> § 138A-26. Concealing or failing to disclose material information.
>
> A filing person who knowingly conceals or knowingly fails to disclose information that is required to be disclosed on a statement of economic interest under this Article shall be guilty of a Class 1 misdemeanor and shall be subject to disciplinary action under G.S. 138A-45. (2006-201, s. 1.)
>
> § 138A-27. Penalty for false information.
>
> A filing person who provides false information on a statement of economic interest as required under this Article knowing that the information is false is guilty of a Class H felony and shall be subject to disciplinary action under G.S. 138A-45. (2006-201, s. 1.)

☐ **I Agree**

****Notarization is no longer required****

Printed Name

Signature

Date

Submit SIGNED, ORIGINAL documents.

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ATTACHMENT 6a

Eastern Carolina Coalition

Meeting Summaries (Aug/2012 - Feb/2013)

August 30 2012—elected officials and management staff team

The group agreed that that the Coalition Members would consist of the TAC Chair from each Transportation Planning Organization which must be an elected official designated to speak for their respective Transportation Planning Organization.

Daniel Van Liere, staff director, informed the Coalition members that a resolution has been created committing each Transportation Planning Organization to participate in the Coalition. Mr. Van Liere indicated some MPO/RPOs had already approved this resolution and others are in the process of having their organizations approve the resolution.

Upon completion of project updates, Mr. Van Liere opened the floor for Chairman Nominations for the Coalition. Mr. Trace Cooper nominated Mr. Jack Best for Chairman. Mr. Lloyd Griffin seconded Mr. Cooper's nomination. Mr. Best was elected Chair by acclamation.

Sept. 13, 2012—small group meeting

A group of representatives from Eastern North Carolina MPO/RPO Coalition met on Thursday, September 13, 2012.

Chairman Best asked Mr. Durwood Stephenson from the Highway 70 Corridor Commission to briefly explain the Equity Formula and the outlook for its division in the future. Mr. Stephenson stated that members from the urban areas have been attempting to change the equity formula for twenty years and that it was his understanding that members of the Legislature were being pressed hard to change the Equity Formula. With the proposed change, the rural areas would suffer greatly.

Mr. Stephenson concluded by stating that he believes that it would be in the Coalition's best interest to develop a plan of action which can be proposed to the Legislature, one that is equally fair and limits the adverse affects on both regions.

Sept. 27, 2012—management staff team.

After discussion it was agreed upon the management team to recommend no change to the equity formula. It was also discussed to promote raising transportation dollars for everyone and Mr. Alex Rickard would research funding options and how they related to the 2040 Plan.

At this time, Mr. Daniel Van Liere, director, went around the table and asked that each MPO/RPO provide him with their top two projects from their respective MPO/RPO and would bring those projects before the coalition to consider recognition.

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October 10, 2012—elected officials and staff

Mr. Daniel Van Liere introduced Mr. Jed Dixon, North Carolina Dept. of Transportation, who provided the Coalition with a presentation regarding the North Carolina Ferry System. The presentation given was from a study that was conducted to represent the impact tolling would have on the ferry system.

After lengthy discussion regarding the impact of tolling, Mr. Daniel Van Liere, staff director, informed the Coalition that staff would research more in depth and come back before the Coalition at their January meeting for them to take necessary action on opposing the tolling of ferries.

Mr. Jack Best moved forward to discuss the many things the Coalition needed to accomplish before Legislators go back into session. He began with the Coalition's thoughts regarding the Equity Formula. Mr. Michael Lazzara recommended the Coalition should agree to support no change in the equity formula and leave it as is. He stated change could be harmful for areas east of 95. Mr. Bobby Lewis suggested to be prepared to address the Equity Formula if needed.

Dec. 13, 2012—management staff team

The management team agreed topics for discussion at the January 4, 2013 meeting of the Coalition would be transportation funding, ferries and ethics requirements. Steve Lambert agreed to prepare a presentation regarding ferries, Alex Rickard agreed to present information regarding the transportation GAP Funding and Patrick Flanagan agreed to present the ethic requirements.

Mr. Daniel Van Liere informed the management team he is leaving the Upper Coastal Plain RPO and appreciated everyone's hard work on forming the Coalition. At this time he moved forward with the election of new officers. Mr. Alex Rickard was elected Executive Director, Mr. Joel Strickland was elected Vice Chair and Ms. Jennifer Collins was elected Secretary for the 2013 office term.

Feb. 5, 2013—management team

The management team reviewed the Coalition's project list and Mr. Strickland requested each MPO/RPO provide Patrick Flanagan with their respective project information by February 26. It was agreed upon the projects on the list need to be reorganized, reflect Coalition's mission, relate to regional effort, receive 100 points from the local MPO/RPO and have support from the NCDOT Division when prioritizing the projects.

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