



NORTH CAROLINA STATE ETHICS COMMISSION

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.

UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION

RPO Transportation Advisory Committee Agenda

May 11, 2022 - TAC: 3:00 p.m.

Wilson Operations Center
1800 Herring Ave. - Wilson, NC 27893
252-296-334

Optional Virtual Attendance

[Join Meeting](#)

<https://us06web.zoom.us/j/82375944876?pwd=LzJQdWJTQjZ0YlVWUzVCci92a3BIUT09>

Join by Phone using same Meeting ID and Passcode: **301-715-8592**

Meeting ID: **823 7594 4876**

Passcode: **312981**

1. Welcome & Introductions – C.B. Brown – TAC Chair
2. Ethics Reminder
3. Approval of Agenda
4. Approval of Minutes March 9, 2022

Decision Items

5. Amendment to Planning Work Program (PWP) for FY22
 - To add additional funding from NCDOT for Southeast Area Study (SEAS)
 - To adjust funding in categories for administering current Neuse River Trail and SEAS Studies

Discussion

6. STIP Education
7. NC Clean Transportation Plan Requesting Input <https://publicinput.com/NC-CleanTransPlan-Survey>
8. Neuse River Trail Clayton to Smithfield Feasibility Study Update
9. Southeast Area Study Update

Reports

10. US 70 Commission
11. Hwy 17/64 Association
12. Legislative Update
13. NCDOT Division 4
14. NCDOT Planning Division (TPD)
15. NCDOT Integrated Mobility Division (IMD) – *Nick Morrison, NCDOT IMD*

Other Business

16. TAC Member Comments

Public Comment

17. Public Comment

Dates of future meetings:

July 20, 2022

Sept. 14, 2022

November 9, 2022

January 11, 2022

Attachments:

- TAC March 9, 2022 Minutes
- Planning Work Program (PWP) for FY22 Amendment
- STIP Education
- NC Clean Transportation Input Request – Gov. Exec Order No. 246
- NRT News Article (N&O) and Update
- SEAS Update
- US 70 Commission Report

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

March 9, 2022

RPO Transportation Advisory Committee Minutes

Attendance

TAC

Brenda Lucas, Spring Hope
Jerry Medlin, Benson
Melvin Mitchell, NCDOT Board Member
Ted Godwin, Johnston
Derrick Creech, City of Wilson
Wayne Outlaw, Nash (late)
C.B. Brown, Tarboro
Oscar Mabry, Pinetops
Miranda Boykin, Sims
Craig New, Red Oak

NCDOT

Grey Keeter, Division 4
Carlos Moya, TPD
Jennifer Collins, Division 4

UCPRPO

James Salmons

OTHER

Heather Brutz, Clean Energy Technology Center

Introduction

1. *Welcome & Introductions – C.B. Brown – TAC Chair*
TAC Chair Mr. C.B. Brown (Tarboro) called the meeting to order. Mr. Brown welcomed and thanked everyone for attending the meeting.
2. *Ethics Reminder*
Mr. Brown reminded everyone of their ethics requirements and asked members to report any potential conflicts of interest on any items on the agenda.
3. *Agenda Approval*
Mr. Brown asked if everyone had an opportunity to review the agenda and if there were any proposed changes. There were no changes requested. **UPON A MOTION** by Oscar Mabry (Pinetops), second by Ted Godwin (Johnston) the agenda was unanimously approved.
4. *Minutes – January 12, 2022*
After reviewing the Minutes for the January 12, 2022 meeting and **UPON A MOTION** by Oscar Mabry (Pinetops), second by Miranda Boykin (Sims) they minutes for September 22, 2021 TAC meeting was unanimously approved.

Presentation

5. *Clean Cities Coalition Presentation, Heather Brutz, Clean Transportation Extension*
Ms. Brutz provided a presentation on the Clean Transportation Plan. The Coalition provides information and education on potential clean fuels technology grants. Each member provided a brief highlight of activities within each member's jurisdiction.

Action Items

6. *Letter of Support of NC Clean Fuels Coalition*
Members were provided with a letter of support for the Clean Cities Coalition. It was noted that NCDOT receives most of its funding from the gas tax and it would not be wise to support non fossil fuels until the legislators are able to develop an alternative source of funding. **UPON A MOTION** by Ted Godwin (Johnston), second by Mr. Craig New (Red Oak) it was unanimously decided to table the support of joining the Clean Cities Coalition until the legislators can designate an alternative revenue source for transportation.
7. *Letter of Support for a Passenger Rail Study Connecting Raleigh to eastern North Carolina*
Members were provided a letter of support for a Passenger Rail Study connecting Raleigh to eastern North Carolina in their agenda packet. After a brief discussion and **UPON A MOTION** by Derrick Creech (City of Wilson) and a second by Ted Godwin (Johnston) the letter of support for Passenger Rail Study connecting Raleigh to eastern North Carolina was unanimously adopted.

UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

8. *Adoption of Public Participation Plan (PPP)*

The Public Participation Plan was posted on the UCPRPO's website for review and comment for over ninety days and presented to the TAC at their previous meeting in January. **UPON A MOTION** by Ted Godwin (Johnston) and seconded by Oscar Mabry (Pinetops), the Public Participation Plan (PPP) was unanimously adopted.
9. *Adoption of Planning Work Program (PWP)*

The draft Planning Work Program (PWP) was provided to members at their previous meeting in January for review and comment. The draft PWP was also submitted to NCDOT TPD for review and approval. **UPON A MOTION** by Oscar Mabry (Pinetops) and seconded by Craig New (Red Oak), the Planning Work Program (PWP) was unanimously adopted.

Discussion

10. *Prioritization P6 Update*

It was reported that the programming of the STIP was continuing. The NCDOT Board of Transportation continues to work through how to address committed versus non-committed projects and how or if to include non-committed projects in the STIP. The goal is to have the final STIP adopted by the late summer of 2023.
11. *Neuse River Trail Clayton to Smithfield Feasibility Study Update*

The Neuse River Trail Study workgroup continued to work on developing the preferred alignment of the trail. Their next meeting is scheduled for March 16, 2022 at 1:30pm. The Study Team will be performing property owner interviews in the coming months. A public meeting is scheduled for Tuesday, April 26, 2022 from 5:00pm to 7:00pm at the Smithfield Recreation and Aquatics Center.
12. *NC Statewide Bike Route Update*

Members were asked to provide input on the NC Statewide Bike Route Study. Members were encouraged to share with all interested to provide input via the web site:
<https://ncdot.altaplanning.cloud/#/>.
13. *COVID-19 Traffic*

The brief update on more traffic volumes compared to pre-COVID pandemic levels and volumes during the pandemic. More recent traffic volumes are showing the traffic volumes are near the same level as pre-pandemic levels.
14. *TAC Member Ethics Reminder*

TAC members were reminded that their ethics filing is due by April 15, 2022. The filing requires both the Real Estate Disclosure from as well as the Statement of Economic Interest. When filing TAC members must select the reason for filing as a member of the Upper Coastal Plain RPO TAC.

Reports

15. *US 70 Commission*

The US 70 Commission's next meeting is scheduled for March 16, 2022 at 1:30pm at the Johnston County AG Center. Secretary Boyett is scheduled to attend the meeting and provide a brief update. In addition, John Sullivan from FHWA will be present to provide news on the I-42 corridor.
16. *Hwy 17/64 Association*

The Association last met January 26, 2022. John Sullivan with the FHWA provided a brief update on the recently passed IJA. He noted that the IJA had a focus on resiliency and equity or projects that help transportation disadvantaged. In addition, Beu Memory, NCDOT COO provided an update on the recently pass NC State budget and the anticipated resources the recently passed IJA law would affect North Carolina directly. Mr. Memory also provided more information on how the Department is improving its STIP process to improve the program and help eliminate future issues with project cost estimations and programming.

UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

17. *Legislative Update*

There was no legislative update.

18. *NCDOT Division 4*

Jennifer Collins provided an update on various ongoing and upcoming NCDOT projects within the UCPRPO member counties.

19. *NCDOT Planning Division (TPD)*

Carlos Moya (TPD) reminded members of the services NCDOT provides. Some services include litter and highway beautification, highway maintenance in both road pavement preservation, resurfacing and pavement markings, and working with local communities in long range transportation planning.

Public Comment

20. *Public Comment*

There was no public comment.

Other Business

21. *TAC Member Comment*

Mr. Ted Godwin recognized the difficulty in running a hybrid meeting and commended Chairman C.B. Brown on a well-run meeting. In addition, Mr. Bobby Liverman was recognized for his extra efforts in helping a motorist along I-95 retrieve his wallet who lived in northern New York. Mr. Curri made sure to reach out to NCDOT's public relations office to ensure he received credit for making sure he received his valuable family photos and memorabilia that he had lost while traveling through North Carolina. Bruce McKay (Selma) introduced himself and stated he is excited to be joining the organization. Mr. Wayne Outlaw apologized for arriving late.

Upcoming meeting:

It was noted that the next meeting was pushed back one week to May 11, 2022.

UPON A MOTION from Oscar Mabry (Pinetops) was made to adjourn with a second motion was made by Ted Godwin (Johnston) and the meeting was adjourned.

Respectfully submitted,

C.B. Brown, TAC Chair

James M. Salmons, UCPRPO Transportation Planner

UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION

May 11, 2022

Mr. Carlos Moya-Astudillo, Eastern Piedmont Group
NCDOT Transportation Planning Division
1554 Mail Service Center
Raleigh, NC 27699-1554

Re: PWP Amendment for FY22 – 4th Quarter

Dear Mr. Carlos Moya-Astudillo,

UCPRPO is seeking Transportation Planning Division approval for the amended FY22 Planning Work Program. This amendment was deemed necessary by RPO staff in order provide unanticipated additional State Planning and Research (SPR) funding and to allocate funding to help administer Special Study Programs. The amendment will add additional funding to the program and shift funding between categories to help administer Special Study Projects.

The recommended changes are as follows:

VI. Special SPR Allocation

This category is **increased by \$75,000** to reflect the recently approved SPR funding allocated to the UCPRPO to aid in funding the Southeast Area Study (SEAS). The SEAS is a study in partnership with CAMPO to provide long range transportation planning for areas within the UCPRPO jurisdiction in eastern Johnston County. The funding requires a 5% local match of which Johnston County has agreed to fund in full. There will be no local match required of other UCPRPO members.

II-4 General Transportation Planning

This category is **increased by \$10,000** to fund the additional effort needed to administer the Special Study Neuse River Trail Study (NRT). The NRT was previously approved by the UCPRPO TAC at it's July 2021 regular meeting. This amendment will not change the total amount of funding, but rather shift funding between categories.

IV-1 Programmatic Direct Charges

This category is **reduced by \$10,000** to reflect the increase in funding category II-4 General Transportation Planning. This amendment will not change the total amount of funding, but rather shift funding between categories.

Sincerely,

James Salmons
UCPRPO

TASK CODE	WORK CATEGORY	RPO PROGRAM FUNDS			
		LOCAL 20%	STATE 0%	FEDERAL 80%	TOTAL
I. DATA COLLECTION AND ASSESSMENT					
I-1	DATA COLLECTION AND ASSESSMENT	\$ 1,600	\$ -	\$ 6,400	\$ 8,000
I-1.1	Highway				
I-1.2	Other Modes				
I-1.3	Socioeconomic				
I-1.4	Title VI				
II. TRANSPORTATION PLANNING					
II-1	CTP DEVELOPMENT	\$ 800	\$ -	\$ 3,200	\$ 4,000
II-1.1	Develop CTP Vision				
II-1.2	Conduct CTP Needs Assessment				
II-1.3	Analyze Alternatives and Environmental Screening				
II-1.4	Develop Final Plan				
II-1.5	Adopt Plan				
II-2	PRIORITIZATION	\$ 4,400	\$ -	\$ 17,600	\$ 22,000
II-2.1	Project Prioritization				
II-3	PROGRAM AND PROJECT DEVELOPMENT	\$ 600	\$ -	\$ 2,400	\$ 3,000
II-3.1	STIP Participation				
II-3.2	Merger / Project Development				
II-4	GENERAL TRANSPORTATION PLANNING	\$ 5,340	\$ -	\$ 21,360	\$ 26,700
II-4.1	Regional and Statewide Planning				
II-4.2	Special Studies, Projects and Other Trainings				
III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES					
III-1	ADMINISTRATIVE ACTIVITIES	\$ 4,400	\$ -	\$ 17,600	\$ 22,000
III-1.1	Administrative Documents				
III-1.2	TCC/TAC Work Facilitation; Ethics Compliance				
III-1.3	Program Administration				
IV. DIRECT COSTS					
IV-1	PROGRAMMATIC DIRECT CHARGES	\$ 7,636	\$ -	\$ 30,543	\$ 38,179
IV-1.1	Program-wide Direct Costs				
IV-2	ADVERTISING	\$ 80	\$ -	\$ 320	\$ 400
IV-2.1	News Media Ads				
IV-3	LODGING, MEALS, INCIDENTALS	\$ 400	\$ -	\$ 1,600	\$ 2,000
IV-3.1	Hotel Costs				
IV-3.2	Meal Costs				
IV-3.3	Incidentals				
IV-4	POSTAGE	\$ 30	\$ -	\$ 120	\$ 150
IV-4.1	Mailings				
IV-5	REGISTRATION / TRAINING	\$ 300	\$ -	\$ 1,200	\$ 1,500
IV-5.1	Conference Registration				
IV-5.2	Meeting / Workshop / Training Fees				
IV-6	TRAVEL	\$ 1,000	\$ -	\$ 4,000	\$ 5,000
IV-6.1	Mileage Reimbursement				
IV-6.2	Car Rental Costs				
IV-6.3	Other Travel Expenses				
V. INDIRECT COSTS					
IV-1	INDIRECT COSTS	\$ 1,424	\$ -	\$ 5,695	\$ 7,119
IV-1.1	Incurred Indirect Costs				
TOTAL		\$ 28,010	\$ -	\$ 112,038	\$ 140,048

TASK CODE	WORK CATEGORY	SPR PROGRAM FUNDS			
		LOCAL 5%	STATE 15%	FEDERAL 80%	TOTAL 100%
VI. SPECIAL STATE PLANNING & RESEARCH FUNDS					
VI-1	SPECIAL SPR ALLOCATION	\$ 7,500	\$ 22,500	\$ 120,000	\$ 150,000
VI-1.1	If applicable, insert name of SPR Special Project here				
SPECIAL SPR TOTAL		\$ 7,500	\$ 22,500	\$ 120,000	\$ 150,000

PWP TOTAL	\$ 35,510	\$ 22,500	\$ 232,038	\$ 290,048
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Original Adopted PWP Amended July 21, 2021

Special Study #2 for Planning Work Program
 WBS # type the WBS number of the 2nd special study here
 PO # type the Purchase Order number assigned to the 2nd study here
 FY 2023 (July 1, 2022-June 30, 2023)
 Upper Coastal Plain Rural Planning Organization

TASK CODE	WORK CATEGORY	SPR PROGRAM FUNDS			
		LOCAL 10%	STATE 10%	FEDERAL 80%	TOTAL 100%
VI. SPECIAL STATE PLANNING & RESEARCH FUNDS					
VI-1	SPECIAL SPR ALLOCATION	\$ 7,500	\$ 7,500	\$ 60,000	\$ 75,000
VI-1.1	Insert name of SPR Special Project #2 here				
SPECIAL SPR PROJECT TOTAL		\$ 7,500	\$ 7,500	\$ 60,000	\$ 75,000
PWP TOTAL with 2 special studies		\$ 43,010	\$ 30,000	\$ 292,038	\$ 365,048

Special Study Narrative Southeast Area Study (SEAS) in partnership with CMAPO. Long range transportation planning study.

Q4 Amendment		
Date: May 11, 2022		
Original Budget With Previous Q Amendment(s)	Net Change	New 4th Quarter Budgeted Amount
I. DATA COLLECTION AND ASSESSMENT		
\$ 8,000		\$ 8,000
Provide explanation for moving funds from one category to another.		
II. TRANSPORTATION PLANNING		
\$ 4,000		\$ 4,000
Provide explanation for moving funds from one category to another.		
\$ 22,000		\$ 22,000
Provide explanation for moving funds from one category to another.		
\$ 3,000		\$ 3,000
Provide explanation for moving funds from one category to another.		
\$ 26,700	\$ 10,000	\$ 36,700
Reallocate from IV. Direct Costs to administer the Neuse River Trail Study (NRT).		
III. ADMINISTRATION OF TRANS PLANNING & POLICES		
\$ 22,000		\$ 22,000
Provide explanation for moving funds from one category to another.		
IV. DIRECT COSTS		
\$ 38,179	\$ (10,000)	\$ 28,179
Provide explanation for moving funds from one category to another.		
\$ 400		\$ 400
Provide explanation for moving funds from one category to another.		
\$ 2,000		\$ 2,000
Provide explanation for moving funds from one category to another.		
\$ 150		\$ 150
Provide explanation for moving funds from one category to another.		
\$ 1,500		\$ 1,500
Provide explanation for moving funds from one category to another.		
\$ 5,000		\$ 5,000
Provide explanation for moving funds from one category to another.		
V. INDIRECT COSTS		
\$ 7,119		\$ 7,119
Provide explanation for moving funds from one category to another.		
\$ 140,048	\$ -	\$ 140,048

Q4 Amendment		
Date: Day/Month/20XX		
Original Budget With Previous Q Amendment(s)	Net Change	New 4th Quarter Budgeted Amount
VI. SPECIAL STUDY SPR FUNDS		
\$ 150,000	\$ -	\$ 150,000
Can not modify Special Study amount		
\$ 150,000	\$ -	\$ 150,000
\$ 290,048	\$ -	\$ 290,048

Q4 Amendment		
Date: May 11, 2022		
Original Budgeted Amount	Net Change	New 1st Quarter Budgeted Amount
VI. SPECIAL STUDY SPR FUNDS		
\$ 75,000		\$ 75,000
Can not modify Special Study amount		
\$ 75,000	\$ -	\$ 75,000
\$ 365,048	\$ -	\$ 365,048

AMENDMENT DESCRIPTION

II-4 General Transportation Planning

This category is **increased by \$10,000** to fund the additional effort needed to administer the Special Study Neuse River Trail Study (NRT). The NRT was previously approved by the UCPRPO TAC at its July 2021 regular meeting. **This amendment will not change the total amount of funding, but rather shift funding between categories.**

Approved by the TAC on: May 11, 2022

IV-1 Programmatic Direct Charges

This category is **reduced by \$10,000** to reflect the increase in funding category II-4 General Transportation Planning. **This amendment will not change the total amount of funding, but rather shift funding between categories.**

VI. Special SPR Allocation

This category is **increased by \$75,000** to reflect the recently approved SPR funding allocated to the UCPRPO to aid in funding the Southeast Area Study (SEAS). The SEAS is a study in partnership with CAMPO to provide long range transportation planning for areas within the UCPRPO jurisdiction in eastern Johnston County. The funding requires a 5% local match of which Johnston County has agreed to fund in full. There will be no local match required of other UCPRPO members.

Signature, TAC Chairman

Signature, RPO Secretary

FY 2023 SPR Funding Request Application

For NCDOT Business Units and MPO's/RPO's Only

Note: SPR funding is intended for direct and indirect costs associated with specific consultant-led projects (as defined in the summary of work).

Date:

Organization:	Upper Coastal Plain RPO
Project Manager Name: (must be staff of MPO, RPO, or NCDOT)	James Salmons
Email:	jsalmons@ucprpo.org
Phone number:	252-459-2545
Source of initial 100% of project cost	CAMPO funding (STP-DA, local match)
Project Title:	Southeast Area Study Update
Project Start Date	March 1, 2022
Project End Date:	June 30, 2023

Funding requested: \$

Fiscal Year	Local and or State Funds Match (20%) *	Federal SPR funds (80%) requested	TOTAL project cost (100%)
2023	\$3,750	\$71,250	\$75,000

* Enter the 20% amount in this column. For MPO/RPO's: TPD will calculate the amount of State funds to be used to fund a portion of the local match. In accordance with §136-214, matching funds for federal State Planning and Research Program funds:

- MPO's are only eligible if population is 500,000 or less, as determined by the most recent census
- **Projects within an MPO/RPO with at least one representative from a Tier 1 County will require 5% local match and State funds will cover the remaining 15% match**
- Projects within an MPO/RPO with at least one representative from a Tier 2 County will require 10% local match and State's funds will cover the remaining 10%
- Projects within an MPO/RPO with at least one representative from a Tier 3 County will require 20% local match

NCDOT cannot guarantee funds beyond awards for the fiscal year being solicited (2023), however, if a project need extends into multiple years, please list anticipated needs for each of those years as well. **Those anticipated funds have to be requested again at the subsequent year's call for projects.** If a project is multi-year, it should be broken out into phases that could each stand on their own and be funded individually and independently. Funds will not be awarded for a project already started. Project must not have yet begun. For MPO/RPO's: **TPD staff must be a part of the scope review, consultant selection process/team, and coordinate OIG review.**

Please provide a summary of work to be accomplished:

The Upper Coastal Plain RPO intends to contribute this funding to supplement funding from Capital Area MPO to conduct an update to the CAMPO Southeast Area Study. The Southeast Area Study (SEAS) was originally completed by CAMPO in 2015/2016. The study includes planning area well beyond the CAMPO boundary, and includes the RPO municipalities of Benson, Kenly, Four Oaks, Micro, Selma, Smithfield and Wilson's Mills, in addition to the surrounding unincorporated area within Johnston County. In order to plan adequately for the region, the RPO towns along the I-95 and US 70 corridors are imperative to the study in terms of land use and transportation that will inform future growth and travel patterns in the area. The funding requested will ensure the CAMPO-funded study budget is adequate to include proper public engagement, analysis and technical work to cover the RPO portion of the study area. Outcomes of the study will be an updated multi-modal transportation strategy to be incorporated into the CAMPO Metropolitan Transportation Plan and the Johnston County CTP, as well as other planning work for the RPO.

CAMPO has engaged the firm Kimley-Horn for the study and anticipates a study period of 18-20 months. The study is anticipated to begin in Spring 2022. The RPO, along with NCDOT, has been included in scoping and consultant selection activities. The total cost of the study is \$400,000. The study will be administered by CAMPO.

Please note that this is a reimbursement program. The MPO or RPO must first pay the entirety of the project cost from the Lead Planning Agency's local funds, and then request reimbursement from NCDOT. These are federal funds, and all pertinent state and federal regulations must be adhered to. If an MPO/RPO member jurisdiction (county or municipality) will lead the project, then the MPO/RPO would likely need an interlocal agreement to be able to pay the local jurisdiction the 80%. The MPO/RPO would then seek reimbursement for the 80% and show proof of payment to the local jurisdiction.

MPO's or RPO's may need to enter into a project agreement with NCDOT prior to project start.

If your Business Unit is interested in applying for Federal State Planning and Research (SP&R) Funds for a planning related activity, described below, please complete the form. **Eligible activities are specified in 23 USC section 505.** The FAST Act [Fact Sheet](#) may also be useful in determining whether your activity may be eligible for funding. In general, eligible activities include:

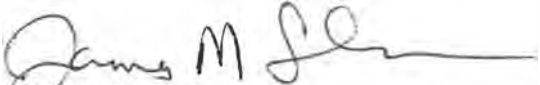
- Engineering and economic surveys and investigations.
- The Planning of future highway programs and local public transportation systems and planning of the financing of such programs and systems, including metropolitan and statewide planning under sections 134 and 135 [of 23 U.S.C.]. Development and implementation of management systems, plans and processes under sections 119, 148, 149, and 167 [of 23 U.S.C.]. Studies of the economy, safety, and convenience of surface transportation systems and the desirable regulation and equitable taxation of such systems.
- Research, development, and technology transfer activities necessary in connection with the planning, design, construction, management, and maintenance of highway, public transportation, and intermodal transportation systems.
- Study, research, and training on the engineering standards and construction materials for transportation systems described in the previous bullet, including the evaluation and accreditation of inspection and testing and the regulation and taxation of their use
- The conducting of activities relating to the planning of real-time monitoring elements.

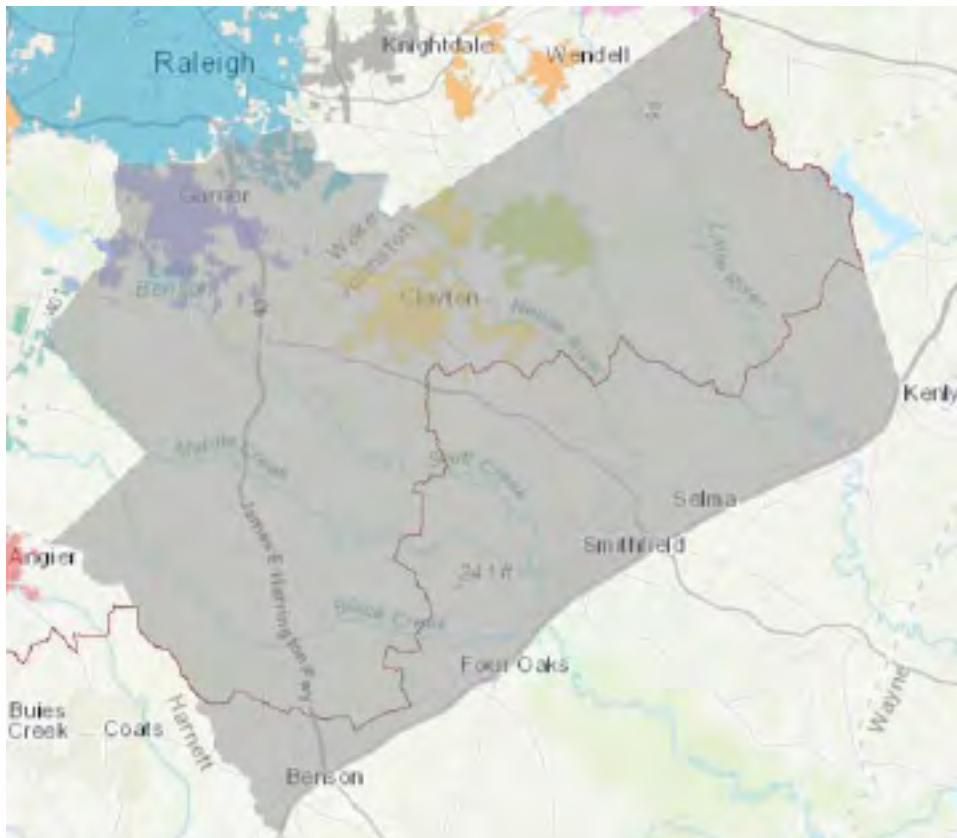
Eligibility does not mean that your request will be automatically approved. There are many demands on limited SP&R funding and your request will be considered based on SPR, Matching fund availability and eligibility.

In addition, as per 23 CFR § 420.117, the **State DOT must submit performance and expenditure reports on the SPR program annually.** This report will contain as a minimum: (i) Comparison of actual performance with established goals; (ii) Progress in meeting schedules; (iii) Status of expenditures in a format compatible with the work program, including a Revised December 2021

comparison of budgeted (approved) amounts and actual costs incurred; (iv) Cost overruns or underruns; (v) Approved work program revisions; And (vi) Other pertinent supporting data. As a recipient of these (SPR) funds, **you will be required to provide this information for each awarded project to the NCDOT Transportation Planning Division by no later than October 1, which is 90 days after the close of the State fiscal year in order to continue receiving SPR funds in the future.**

By completing and signing this application for funding consideration, I hereby agree to abide by all required State and Federal regulations (please sign below).


Signature



SEAS Project Coverage

Johnston County
PLANNING AND ZONING DEPARTMENT
"Here to Serve..."

February 17, 2022

James M. Salmons, PLS
Upper Coastal Plain RPO
120 W. Washington St., Suite 2110
Nashville, NC 27856

Re: Letter of Support for NCDOT State Planning and Research Funds Application for the CAMPO Southeast Area Study Update through the partnership between Capital Area Metropolitan Planning Organization (CAMPO) and the Upper Coastal Plain Rural Planning Organization (UCPRPO)

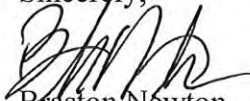
Mr. Salmons,

Please accept this letter as evidence of Johnston County's support of the Upper Coastal Plain RPO's application for NCDOT State Planning and Research Funds Grant. The Southeast Area Study Update will help provide invaluable transportation planning for our region including part of Johnston County by providing information on future growth and travel patterns. Outcomes of the study will be an updated multi-modal transportation strategy to be incorporated into the CAMPO Metropolitan Transportation Plan and the Johnston County CTP, as well as other planning work for the RPO.

In support of this study, the county also commits staff time and resources as applicable to provide documentation and historical knowledge with the Johnston County study area.

The county commits to taking an active role in the furtherance of the development of transportation services and facilities throughout the County.

Sincerely,


Braston Newton
Planning Director

May 11, 2022

6. STIP Education

STIP Outreach Sessions (Educational Webinars)

- Technical Staff – MPOs, RPOs, Local Government staff, etc.
- Local Officials – Commissioners, Councilmembers, Mayors, Managers, etc.
- Topics:
 - Challenges NCDOT has experienced over the last few years
 - Process of developing the 2024-2033 STIP
 - Discuss specific opportunities for input

Public Involvement

May 11, 2022

6. STIP Education

KEY NOTES:

- A. New STIP document upgrade into more *searchable and user-friendly* Excel format.
- B. New funding availability as of January 27.
- C. Only projects funded in 2020-2029 STIP are eligible.
- D. Draft STIP comes out within next month early to late Spring.
- E. Opportunity to potentially swap projects.
- F. Still need decision from BOT on projects that will need reprioritization (Workgroup recommends 5 years) expect in June or July.
- G. Revised draft STIP released in Fall of 2022.
- H. OUTREACH – with STIP Programming Educational Webinars in early to mid May.
- I. **P7 new STI project submittal expected in summer 2023.**

May 11, 2022

6. STIP Education

Only includes projects funded in 2020-2029 STIP

All existing projects selected for funding using one of two approaches:

1. Delivery Projects – programmed first
 - Currently scheduled for CON in FY 2026 or before, ROW underway or has federal grant
2. P3-P4-P5 Evaluation (Seniority Approach) – programmed second
 - Use highest scores from each cycle until each STI category budget is filled

Once Draft 2024-2033 STIP is developed, opportunity to swap projects

- Swaps must be agreed to by NCDOT and MPO/RPO(s)
- Cost of project(s) swapped in must be < 110% of cost of project(s) being swapped out

Anticipate release of Draft STIP later this spring

May 11, 2022

6. STIP Education

2024-2033 STIP Funding Availability for Committed Projects

Statewide Mobility

Available Funding	Programming Status
\$10.6B	\$3.36B Over

Regional Impact

Region	Available Funding	Programming Status
A (D1 & D4)	\$647.5M	\$383.2M Over
B (D2 & D3)	\$919.2M	\$391.2M Over
C (D5 & D6)	\$1.78B	\$297.1M Over
D (D7 & D9)	\$1.33B	\$596.7M Over
E (D8 & D10)	\$1.67B	\$756.5M Over
F (D11 & D12)	\$881.0M	\$455.7M Over
G (D13 & D14)	\$676.1M	\$982.2M Over

REG Total: \$3.86B Over

Division Needs

Division	Available Funding	Programming Status
1	\$569.7M	\$129.5M Over
2	\$569.7M	\$190.3M Over
3	\$569.7M	\$77.3M Under
4	\$569.7M	\$223.2M Under
5	\$569.7M	\$172.4M Over
6	\$569.7M	\$87.4M Under
7	\$569.7M	\$65.4M Under
8	\$569.7M	\$85.3M Over
9	\$569.7M	\$31.6M Under
10	\$569.7M	\$68.8M Under
11	\$569.7M	\$102.4M Under
12	\$569.7M	\$234.0M Over
13	\$569.7M	\$325.7M Over
14	\$569.7M	\$88.2M Over

DIV Total: \$706.9M Over

Includes estimated funding from Infrastructure and Investment Jobs Act (IIJA)

As of January 25, 2022. Available Funding reflects accounting for 3% inflation. Programming Status Amounts are compared to 100% of budget.

UCPRPO TAC Meeting

Edgecombe County - Johnston County - Nash County - Wilson County

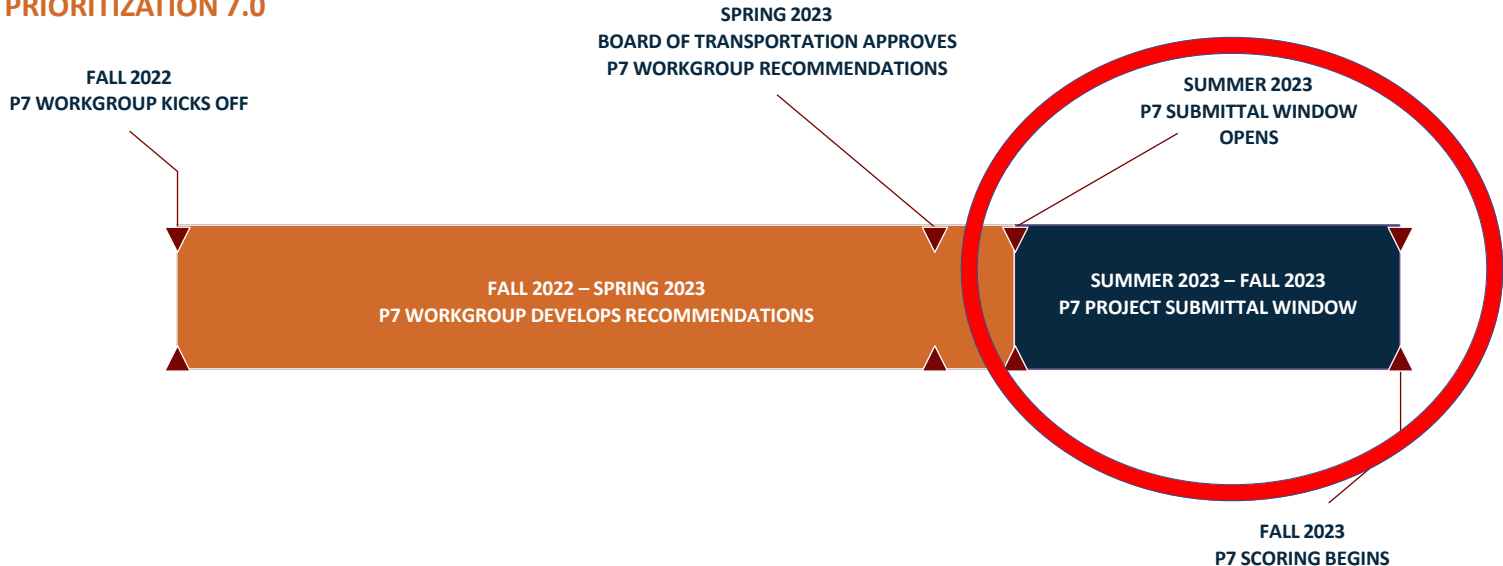
May 11, 2022

6. STIP Education

PROGRAMMING



PRIORITIZATION 7.0





N.C. Board of Transportation Update

April 2022

State Transportation Improvement Program

- Due to rising material and labor costs impacting projects, the Prioritization Workgroup recommended and the Board of Transportation concurred in stopping the Prioritization 6.0 process (Summer 2021).
- We collaborated with the Prioritization Workgroup – which includes our local, regional and state partners – to produce a 2024-2033 STIP using the existing STIP project list.
- We have revised the format of the draft document, so it is interactive and user friendly.
- We are also looking into new ways to present this detailed information online to make it easier for people to find and consume information.
- **Anticipated timeline for the 2024-2033 STIP:**
Timeline graphic on next page
 - **May 2022:** Release first draft
 - **Spring-Fall 2022:** First public comment period; outreach sessions and MPO/RPO meetings as needed
 - **Fall 2022:** Project swaps approved by MPOs/RPOs and Division staff due so NCDOT can revise the draft document
 - **December 2022:** Revised draft STIP released
 - **Winter 2022-Spring 2023:** Second public comment period
 - **Summer 2023:** Anticipated Board of Transportation adoption, followed by MPOs/RPOs and FWHA
- Our focus throughout this process is on collaboration and transparency with our partners.
- We will maintain this focus as we work to provide a trustworthy, reliable STIP that aligns with our financial expectations.

Infrastructure Investment and Jobs Act

- With the passage of the federal Infrastructure Investment and Jobs Act, we are thankful for this funding coming in.
- As you might imagine, we are working through how we implement it and all the questions that come with so many new federal programs.
- Fortunately, we are not alone. Every DOT is working through these issues.
- In the Southeast, we are working with our neighboring DOTs to be sure that we are taking advantage of the opportunities offered by the IIJA both as a state and as a region.
- We are also working with our federal delegation.
- There is strong support for making sure North Carolina is competitive for future discretionary grants.

Litter Sweep

- Our partners helped us collect 13 million pounds of litter statewide in 2021 – the most ever in a single year.
- We need ongoing support to help clean up our roadsides and keep North Carolina beautiful.
- Our annual spring Litter Sweep is coming up, April 16-30.
- Volunteers are provided cleanup supplies – trash bags, gloves and orange safety vests – from their local NCDOT county maintenance office.
- Please consider volunteering for the Litter Sweep.
- Visit ncdot.gov/littersweep to learn more.
- Reminder: Secure your loads, put trash where it belongs and recycle whenever possible.

From: Jennifer L Weiss NC-Clean-Transportation@PublicInput.com
Subject: Your feedback is needed for the N.C. Clean Transportation Plan
Date: April 6, 2022 at 7:15 PM
To: jsalmons@ucprpo.org



Dear Transportation Stakeholder:

On behalf of North Carolina Governor Roy Cooper and state Transportation Secretary Eric Boyette, I'd like to thank those of you that were able to attend the N.C. Clean Transportation Plan virtual public information meeting on April 1. A recording of the webinar can be found [through this link](#).

By working with stakeholders like you, the N.C. Clean Transportation Plan will outline the near-term strategies North Carolina can use to reduce greenhouse gas emissions, increase the use of zero-emission vehicles, advance environmental justice and create good-paying jobs tied to clean transportation.

We need your feedback. We invite you to participate in a [short survey](#) to share your thoughts on North Carolina's clean transportation future. Please share widely with your friends and colleagues.

Five workgroups will convene from April to September to address the challenges and leverage the opportunities to advance clean transportation in North Carolina. These workgroups will develop action plans in the following five areas:

1. **Zero-emission vehicle (ZEV) plan for light-duty vehicles**, which will focus on the opportunities to advance the transition of passenger cars and trucks to zero-emission vehicles.
2. **Zero-emission vehicle (ZEV) plan for medium- and heavy-duty vehicles**, which will develop an action plan to transition delivery trucks, construction equipment and other large vehicles to zero-emission vehicles.
3. **Fleet transition plan for public and private vehicle fleets**. This group will work with public and private entities to accelerate the transition to zero- and low-emission fleet vehicles.
4. **Vehicle Miles Traveled (VMT) reduction plan**. This group will explore ways to reduce the number of vehicle miles traveled in North Carolina.
5. **Clean Transportation Infrastructure plan**, which will ensure that electric vehicle and alternative fuel infrastructure is sufficient to support the private and fleet transition to zero- and low-emission vehicles.

If you would like to be a part of a working group, please [visit our website](#) to sign up for one or more workgroups.

Please spread the word and forward this email to others who might be interested in North Carolina's clean transportation future.

Sincerely,

Jennifer L. Weiss
Senior Advisor for Climate Change Policy
N.C. Department of Transportation
jlweiss@ncdot.gov



State of North Carolina

ROY COOPER
GOVERNOR

January 7, 2022

EXECUTIVE ORDER NO. 246

NORTH CAROLINA'S TRANSFORMATION TO A CLEAN, EQUITABLE ECONOMY

WHEREAS, N.C. Const. Art. XIV, § 5 establishes that it is the policy of the State to conserve and protect its lands and waters for the benefit of all its people, that it is a proper function of the State to control and limit the pollution of our air and water, and that in every other appropriate way the State should preserve as a part of the common heritage of this State its forests, wetlands, estuaries, beaches, historical sites, open lands, and places of beauty; and

WHEREAS, the Intergovernmental Panel on Climate Change's Sixth Assessment Report confirms the scientific consensus that the global climate is warming and that this trend is unequivocally caused by an increase in greenhouse gas ("GHG") emissions resulting from human activity, leading to observed GHG levels and climate impacts that are unprecedented over many centuries to millions of years; and

WHEREAS, climate change is a global crisis causing devastating disruptions worldwide in the form of more frequent, severe and costly natural disasters; loss of biodiversity and environmental degradation; food and water insecurity; violent conflict; and more; and

WHEREAS, the 2020 North Carolina Climate Science Report found that adverse impacts of climate change in North Carolina threaten human health, the State's economy, and our quality of life, through more intense storms and flooding, dangerously high temperatures, droughts, rising sea levels and beach erosion, and harms to ecosystems and wildlife; and

WHEREAS, the State of North Carolina supports the 2015 Paris Agreement's goal of limiting global average temperature rise to 1.5 degrees Celsius; and

WHEREAS, the United States' Nationally Determined Contribution ("NDC") under the Paris Agreement is to reduce GHG emissions economywide by 50 to 52 percent below 2005 levels by 2030, and member states of the U.S. Climate Alliance, including North Carolina, have committed to achieving net-zero GHG emissions no later than 2050 and 50 to 52 percent emission reductions by 2030 in support of the U.S. NDC; and

WHEREAS, all North Carolinians, irrespective of economic status, cultural heritage, race, religion, or zip code, have the right to enjoy a sustainable environment with clean air, clean water, and clean soil and that is free from environmental injustice; and

WHEREAS, climate change disproportionately impacts people of color, low-income communities, and indigenous communities, and responsible solutions to climate change must equitably reduce GHG emissions, increase community resilience, advance sustainable economic recovery and infrastructure investment efforts, promote public health and health equity, and ensure fair treatment and meaningful engagement in decision-making and implementation; and

WHEREAS, meaningful, fair, and equitable public engagement in state agency decision-making is necessary to avoid and remedy harmful impacts on communities most severely and frequently impacted by economic and environmental health disparities; and

WHEREAS, the cumulative impacts of multiple sources of exposure to environmental stressors in communities and the roles of multiple decision-making entities in addressing the causes that compromise environmental health and quality of life in these communities requires an interagency response; and

WHEREAS, climate change is one of the most significant threats to public health, public health impacts largely depend upon living conditions and pre-existing health conditions, and health equity requires that all people have a fair and just opportunity to attain their full health potential; and

WHEREAS, Executive Order No. 80, 33 N.C. Reg. 1103-1106 (December 3, 2018) issued on October 29, 2018, "North Carolina's Commitment to Address Climate Change and Transition to a Clean Energy Economy" set North Carolina on a path to a 40 percent reduction in statewide GHG emissions, increases in zero-emission vehicle ("ZEV") adoption, more efficient state buildings, and statewide resilience to climate change impacts through the development and implementation of the N.C. Clean Energy Plan, N.C. ZEV Plan, N.C. Motor Fleet ZEV Plan, N.C. Clean Energy and Clean Transportation Workforce Assessment, and the N.C. Climate Risk Assessment and Resiliency Plan; and

WHEREAS, the bipartisan legislation Energy Solutions for North Carolina (Session Law 2021-165) requires the State's investor owned electric utilities to achieve a 70 percent reduction in GHG emissions from 2005 levels by 2030 and carbon neutrality by 2050, Executive Order No. 218 establishes the offshore wind development goals of 2.8 gigawatts ("GW") by 2030 and 8.0 GW by 2040, and North Carolina must decarbonize all sectors of the economy to avoid the worst impacts of climate change; and

WHEREAS, reducing GHG emissions and increasing resilience to climate change strengthens and diversifies North Carolina's economy through job growth, consumer savings, technology development, increased economic activity, improved public health, and reduced climate change impacts; and

WHEREAS, decarbonizing the transportation sector offers opportunities for economic growth and consumer savings through development and commercialization of new technologies; increased customer adoption of ZEVs beyond current market projections; increased availability and cost-competitiveness of ZEVs, transit, rail, and other transportation options; increased worker productivity; reductions in vehicles miles traveled; and other developments; and

WHEREAS, all levels and branches of government, businesses, and residents must take significant action to achieve the goals outlined in this Executive Order and Executive Order No. 80 to decarbonize all sectors of the economy and avoid the worst impacts of climate change, while taking full advantage of the economic benefits associated with transitioning to a clean, equitable economy; and

WHEREAS, N.C. Const. Art. III, § 1 provides that the executive power of the State shall be vested in the Governor; and

WHEREAS, pursuant to N.C. Gen. Stat. § 147-12(a)(1) it is the Governor's duty to supervise the official conduct of all executive and ministerial officers; and

WHEREAS, pursuant to N.C. Gen. Stat. § 143B-4, the Governor is responsible for formulating and administering the policies of the executive branch of the State government.

NOW, THEREFORE, by the authority vested in me as Governor by the Constitution and the laws of the State of North Carolina, **IT IS ORDERED**:

Section 1. North Carolina Goals

The State of North Carolina will strive to accomplish the following:

- a. Reduce statewide GHG emissions to at least 50 percent below 2005 levels by 2030 and achieve net-zero emissions as soon as possible, no later than 2050; and
- b. Increase the total number of registered, ZEVs to at least 1,250,000 by 2030 and increase the sale of ZEVs so that 50 percent of in-state sales of new vehicles are zero-emission by 2030.

These goals are in addition to those specified in Executive Order No. 80.

Section 2. Environmental Justice and Equity

The Governor's Office and Cabinet agencies shall incorporate environmental justice and equity considerations and benefits in the implementation of this Executive Order, Executive Order No. 80 and Executive Order No. 218 "Advancing North Carolina's Economic and Clean Energy Future with Offshore Wind." Executive Order Nos. 80 and 218 are hereby amended to effectuate this directive. Council of State members, state boards and commissions, higher education institutions, local governments, private businesses, and other North Carolina entities are encouraged to incorporate environmental justice and equity considerations and benefits into their work. Consistent with applicable law, Cabinet agencies shall actively support such actions.

Section 3. North Carolina Greenhouse Gas Inventory

The North Carolina Department of Environmental Quality ("DEQ") shall release an updated North Carolina Greenhouse Gas Inventory by January 31, 2022, and biennially thereafter. The inventory shall calculate GHG emissions statewide and by sector and project future emissions based upon existing policies and trends.

Section 4. North Carolina Deep Decarbonization Pathways Analysis

The Policy Office in the North Carolina Governor's Office, in partnership with Cabinet agencies and interested stakeholders, shall conduct a North Carolina Deep Decarbonization Pathways Analysis ("Pathways Analysis") that evaluates potential emission-reduction pathways for achieving net-zero GHG emissions across North Carolina's economy by 2050 and interim targets. The Pathways Analysis shall be completed for the N.C. Climate Change Interagency Council ("Climate Council") to submit to the Governor within twelve (12) months of this Executive Order to inform next steps for reducing statewide emissions consistent with Section 1 of this Executive Order, Section 1 of Executive Order No. 80, and other goals as appropriate.

Section 5. North Carolina Clean Transportation Plan

The North Carolina Department of Transportation ("DOT"), in partnership with DEQ, the North Carolina Department of Commerce, and other relevant agencies, shall develop a North Carolina Clean Transportation Plan for the Climate Council to submit to the Governor within fifteen (15) months of this Executive Order. The Clean Transportation Plan shall recommend actionable strategies, with an emphasis on near-term action, for decarbonizing the transportation sector consistent with Section 1 of this Executive Order, Section 1 of Executive Order No. 80, and other goals as appropriate. Recommended strategies shall address increased availability, sales, and usage of ZEVs to levels beyond current market projections; reductions in vehicle miles traveled; investment in clean transportation infrastructure; equitable access to clean mobility options; increased availability of non-vehicle transportation modes; a transition to zero- and low-emission fuels; and other relevant topics. The Clean Transportation Plan shall include a focus on transitioning Medium- and Heavy-Duty Vehicles to ZEVs, informed by North Carolina's participation in the Multi-State Medium- and Heavy-Duty Zero-Emission Vehicle Memorandum of Understanding. DOT and other state agencies shall collaborate with transportation experts, municipalities and other local governments, planning organizations, auto manufacturers, automobile dealers, utilities, relevant businesses, North Carolina residents, underserved communities, and other interested stakeholders in developing and implementing the Clean Transportation Plan.

Section 6. Social Cost of Greenhouse Gas Emissions

The federal Interagency Working Group on the Social Cost of Greenhouse Gases ("IWG") plans to publish an update of its social cost of greenhouse gas emissions ("SC-GHG") estimates by January 2022. Within ninety (90) days of the publication of the IWG's updated SC-GHG estimates, the Governor's Office shall begin releasing guidelines for including and considering these estimates in specifically identified Cabinet agency decisions and actions, which the agencies shall follow within the timeframe provided by the guidelines and consistent with applicable law.

Within sixty (60) days of any future IWG updates, the Governor's Office shall revise its SC-GHG guidelines to account for the IWG's latest SC-GHG estimates. Wherever feasible, agencies are encouraged to incorporate the IWG's SC-GHG estimates into agency decision-making processes that impact GHG emissions, even if guidance has not yet been issued for that decision-making context.

Non-Cabinet agencies, the North Carolina Utilities Commission and other boards and commissions, universities, local governments, businesses, and other entities in North Carolina are

encouraged to incorporate the SC-GHG into their decision-making processes. Consistent with applicable law, Cabinet agencies shall actively support such actions.

Section 7. Environmental Justice Lead

Each Cabinet agency shall identify an environmental justice and equity lead ("EJ Lead"). Duties of each EJ Lead include the following:

- Serve as the agency point person for environmental justice efforts,
- Inform development and implementation of the agency public participation plan described in Section 8 of this Executive Order,
- Work with EJ Leads in other agencies to share and coordinate related activities, best practices, and relevant data,
- Identify, describe, and post on a readily available page of the agency's website agency decisions that significantly impact or may significantly impact underserved communities,
- Increase awareness among agency leadership and staff of the history and current impacts of environmental, economic, and racial injustice,
- Take additional actions as appropriate to further the directives of this Executive Order.

Section 8. Agency Public Participation Plans

Each Cabinet agency, supported by the Governor's Office, shall develop an agency public participation plan informed by stakeholder input. The plan shall include best practices for community engagement, meaningful dialogue, and efficient mechanisms to receive and incorporate public input into agency decision-making. Agency public participation plans shall aim to improve communication, foster relationships, and enhance transparency in decision-making with all members of the public, including underserved communities and populations with limited English proficiency. Each Cabinet agency shall publish its agency public participation plan on its website by June 1, 2022, and update it annually thereafter.

Council of State members, higher education institutions, local governments, private businesses, and other North Carolina entities are encouraged to develop and follow their own public participation plans.

Section 9. Community Input on Environmental Justice

The North Carolina Governor's Office and Cabinet agency leadership, in consultation with the Andrea Harris Task Force and the DEQ Secretary's Environmental Justice and Equity Board, shall seek public input on additional executive action to advance environmental justice, equity, and affordability priorities of North Carolinians that live in, work in, or represent low- and moderate-income communities, indigenous communities, and communities of color. The State will engage a third party to facilitate conversations to identify and prioritize key issues, including cumulative impacts, and recommendations for future action within applicable law.

Section 10. Distribution of State and Federal Funds

Cabinet agencies shall invest applicable federal and state funding, consistent with applicable law, with an emphasis on achieving directives in this Executive Order and Executive Order Nos. 80 and 218, including but not limited to actions that reduce GHG emissions and air pollution, promote resiliency, invest in historically underserved communities, increase affordability for low- and moderate-income households, advance health equity, and create jobs and economic growth through a clean North Carolina economy. In addition, Cabinet agencies shall take reasonable steps, including working with the Office of Public Engagement and Inclusion, to alert North Carolina residents and businesses, particularly those in underserved communities, of state and federal grant opportunities for advancing these priorities.

Section 11. Public Health and Health Equity

The North Carolina Department of Health and Human Services, in partnership with other relevant Cabinet agencies, shall work to increase understanding and awareness of the health impacts of climate change through activities such as providing public updates on heat-related illness and other climate-related health impacts; sharing information about effects on children and disproportionate effects on underserved communities and people of color; and partnering with non-Cabinet agencies, public health agencies, community organizations, and research institutions.

Section 12. Workforce Diversity

The Climate Council shall create a workgroup to identify strategies for increasing workforce diversity in industries and occupations that are critical to understanding and addressing climate change in North Carolina. The DEQ Secretary shall name the workgroup Chair and members to represent a diverse mix of viewpoints with expertise in relevant areas. The Climate Council shall report the workgroup's findings to the Governor and other interested parties within nine (9) months of this Executive Order.

Section 13. Clean Energy Youth Apprenticeship Program

The Governor's Office, DEQ, and the Department of Commerce shall partner with the North Carolina Business Committee for Education, the North Carolina Community College System Office, the North Carolina Department of Public Instruction, the University of North Carolina System, Historically Black Colleges and Universities, and other stakeholders to establish clean energy youth apprenticeship programs that prepare graduates for fulfilling, well-paying careers in North Carolina's clean energy economy through work-based learning, aligned curriculum and credential attainment. The North Carolina Business Committee for Education, in partnership with state agencies and stakeholders, is encouraged to establish clean energy youth apprenticeship programs in at least five (5) additional learning sites, with an emphasis on educational institutions that serve underrepresented communities.

Section 14. Miscellaneous

This Executive Order is consistent with and does not otherwise abrogate existing state law.

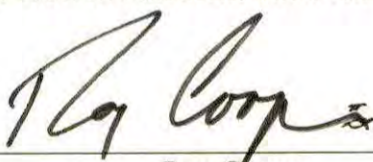
This Executive Order is not intended to create, and does not create, any individual right, privilege, or benefit, whether substantive or procedural, enforceable at law or in equity by any party against the State of North Carolina, its agencies, departments, political subdivisions, or other entities, or any officers, employees, or agents thereof.

If any provision of this Executive Order or its application to any person, agency, or entity is held invalid by any court of competent jurisdiction, this invalidity does not affect any other provision or application of this Executive Order that can be given effect without the invalid provision or application. To achieve this purpose, the provisions of this Executive Order are declared to be severable.


Section 15. Effective Date

This Executive Order is effective immediately and shall remain in effect until rescinded or superseded by another applicable Executive Order.

IN WITNESS WHEREOF, I have hereunto signed my name and affixed the Great Seal of the State of North Carolina at the Capitol in the City of Raleigh, this 7th day of January in the year of our Lord two thousand and twenty-two.



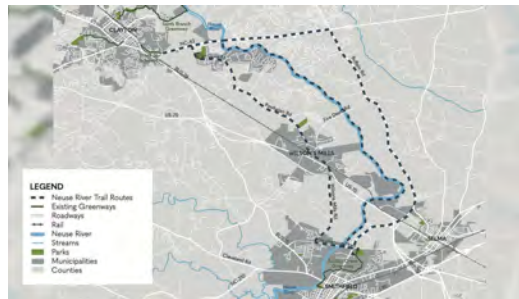
Roy Cooper
Governor

ATTEST:


Elaine F. Marshall
Secretary of State



Officials seek to extend trail from Clayton to Smithfield



JOHNSTON COUNTY PARKS AND OPEN SPACE PROGRAM
A study is underway to look at building a greenway trail in a 15-mile corridor along the Neuse River between Clayton and Smithfield in Johnston County. The map shows three potential routes -- two along roads and one along the river.

BY RICHARD STRADLING
RSTRADLING@NEWSOBSERVER.COM

CLAYTON

Cyclists and walkers can follow the [Neuse River Greenway Trail](#) from Falls Lake all the way to Clayton, [where a spur called Sam's Branch will take them up into town](#). From there, though, the trail goes cold. Continuing on to Smithfield requires sharing narrow country roads with cars going 55 mph or more.

Now there's an effort to change that, by charting an off-road route into the heart of Johnston County. The county parks department, the N.C. Department of Transportation and several other groups are doing a feasibility study to determine how the Neuse River Trail might be extended and who would use it and how. The goal is to find a potential route that separates cyclists and hikers from cars, said Adrian O'Neal, the county's parks, greenways and open space coordinator.

"We want to get them so that they're safe and so that people feel comfortable using it," O'Neal said. "And so that it can be used as an alternate form of transportation when feasible." As part of the feasibility study, NCDOT and the county have created an online survey to find out how people would use the trail and where they'd like to see it go. The survey can be found at publicinput.com/NeuseRiverTrail-ClaytontoSmithfield#1 through April 8.

In addition to connecting Clayton with the Buffalo Creek Greenway in Smithfield, the greenway would be part of two longer trails — the statewide Mountains-to-Sea Trail and the East Coast Greenway, [a planned 3,000-mile path from Florida to Maine](#).

About [700 miles of the 1,175-mile Mountains-to-Sea Trail are completed](#) off road, with big gaps like the one in Johnston County. The trail crosses the Triangle from near Hillsborough east to Clayton, and extending it to Smithfield would create the longest uninterrupted stretch outside of the mountains, said Brent Laurenz, executive director of Friends of Mountains-to-Sea Trail.

Laurenz said the survey is an important step.

"The majority of users of the MST are day hikers, not the folks that are actually walking from the mountains to the ocean," he said. "So really having that community input and feedback will be important to see what the community would like to see in a trail there." O'Neal said the survey and feasibility study are also meant to let landowners along the route know about the possibility of allowing the trail over their property. The development of the trail will depend on landowners who are willing to sell easements, he said. "You're working in conjunction with those landowners to get the best laid trail you can get, and you have to be very flexible," O'Neal said. "You have to be very respectful of their ideas and what they'd like to see happen through there." O'Neal said as much as possible the county would like to see the trail follow the Neuse River, as it does between Clayton and the Wake County line. Alternately, parts of the trail could veer away from the river or follow roads, with proper separation from traffic.

[Johnston was the state's fastest growing county](#) over the last decade, and many of those new residents will be looking for parks and trails nearby, O'Neal said. And all those new subdivisions create both challenges and opportunities for trail builders. They may close off some potential routes while opening up others, as developers decide access to a public trail is a selling point for future residents. "We're kind of racing with development," O'Neal said. "But we're also looking at opportunities when development comes through, to let them be a part of building the Mountains-to-Sea Trail and the East Coast Greenway. So that's what this study is all about."

For more information about the Neuse River Trail extension feasibility study, go to bit.ly/3JoayDr.

Richard Stradling: 919-829-4739, @RStradling

UCPRPO TAC Meeting

Edgecombe County - Johnston County – Nash County – Wilson County

May 11, 2022

8. Neuse River Trail Clayton to Smithfield Updated

- The next NRT Workgroup meeting is scheduled for May 6, 2022 at 1:30pm
- A Neuse River Trail Public meeting was held April 26th at the Smithfield Aquatics Center
- Public Survey has had a HUGE response (as of 4/11/22):
 - Over 659 participants
 - 11,046 responses
 - 1,383 comments
 - 226 subscribers
 - 1,840 views



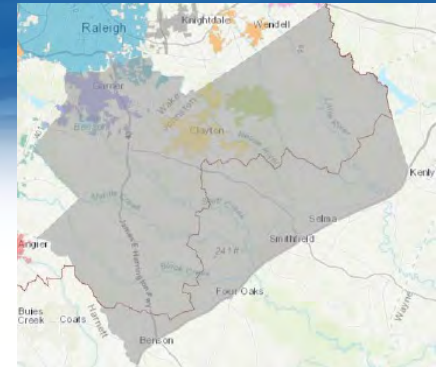
UCPRPO TAC Meeting

Edgecombe County - Johnston County – Nash County – Wilson County

May 11, 2022

9. Southeast Area Study Update

- Kimley horn has been selected as the consultant for the SEAS.
- The project team is beginning to schedule bi-weekly calls.
- The team is compiling a list of local jurisdiction representatives for both the Core Technical Team (CTT) and Stakeholder Oversight Team (SOT) to provide input from local public officials.
- Study is expected to be completed by June 2023.



Below is a visual of Market St in Smithfield produced in a “Hot Spot” study from the last Southeast Area Study



UCPRPO TAC Meeting

Edgecombe County - Johnston County – Nash County – Wilson County

May 11, 2022

10. US 70 Commission

- The US 70 Commission last met on May 6th. John Sullivan from FHWA was on hand and announced that portions of US 70 have been officially designated as I-42.
- Secretary Boyette was present and provided some brief remarks.
- The State Hydraulics Engineer, Stephen Morgan provided a presentation on NCDOT Flood Resiliency efforts.
- Special Recognition and Awards were presented to Secretary Jim Trogdon, Bobby Lewis, Tim Little, and John Rouse.



The following stretches of US 70 were announced as I-42:

- Between I-40 and US 70 Bus interchange in Johnston County (10 miles)
- Between US 70 Goldsboro Bypass in Wayne County to NC 903 interchange in Lenoir County (22 miles)