

# UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

May 16, 2018  
TAC: 3:00 p.m.

Wilson Operations Center - 1800 Herring Ave. - Wilson, NC 27893 - 252-296-3341

## RPO Transportation Advisory Committee Agenda

1. Welcome & Introductions – Brent Wooten – TAC Chair
2. Additions or corrections to Agenda
3. Approval of Minutes March 14, 2018

### Discussion Items

1. STI P5 Data Scores Review
2. UCPRPO STI P5 Data Points Review

### Decision Items

3. Resolution for Reduction of the Bicycle and Pedestrian Local Match

### Reports

4. US 70 Commission – Next meeting May 17, 2018
5. Hwy 17/64 Association – Next meeting June 4, 2018
6. Legislative Update – NC Build 2018
7. NCDOT Division 4
8. NCDOT Planning Division (TPD)

### Public Comment

9. Public Comment

### Other Business

10. TAC Member Comments

### Dates of future meetings:

July 18, 2018                      September 12, 2018                      October 24, 2018                      January 16, 2018

### Attachments:

1. TAC March 14, 2018 Minutes
2. STI P5 Data Scores Presentation
3. STI 10 Year Funding Analysis
4. UCPRPO STI P5 Regional Data Points Review
5. P5 Schedule
6. Resolution for Elimination or Reduction of the Bicycle and Pedestrian Local Match
7. NC Build 2018

# UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

March 14, 2017

## RPO Transportation Advisory Committee Minutes

### Attendance

#### TAC

C.B. Brown, Tarboro  
Login Liles, City of Wilson  
Cheryl Oliver, Selma  
Brent Wooten, Pinetops  
Barbara High-Tyre, Red Oak  
Lu Harvey Lewis, Middlesex  
Jerry Medlin, Benson  
Wayne Outlaw, Nash

#### NCDOT

Jimmy Eatmon, NCDOT Division 4  
Carlos Moya, TPB  
Bobby Liverman, Division 4  
Ronnie Keeter, Division 4  
Gus Tullos, NCBOT

#### UCPRPO

James Salmons, UCPRPO

#### TCC Members

Tracey Shearin, Red Oak

### Introduction

- Welcome & Introductions – Brent Wooten – TAC Chair*  
TAC Chair Mr. Brent Wooten (Pinetops) called the meeting to order. Mr. Wooten welcomed and thanked everyone for attending the meeting. Mr. Wooten introduced and welcomed Mr. Jerry Medlin (Benson) as a new UCPRPO TAC member representing the Town of Benson.
- Mr. Wooten asked if any members have a conflict of interest on any of the items on the agenda. No conflicts of interest were disclosed.
- Mr. Wooten asked everyone to review the agenda and asked if there were any proposed modifications. With no modifications requested and **UPON A MOTION** by Barbara High-Tyre (Red Oak), second by Logan Liles (City of Wilson) the agenda was unanimously approved.
- Minutes – November 15, 2017*  
After reviewing the Minutes for the November 15, 2017 meeting and **UPON A MOTION** by Barbara High-Tyre (Red Oak), second by Logan Liles (City of Wilson) they were unanimously approved.

### Presentation

- Eastern NC Freight Mobility Plan, Ryan E. Purtle, Greenville MPO*  
Mr. Ryan Purtle was unable to attend. Mr. Salmons provided the presentation on the proposed Eastern NC Freight Mobility Plan. The plan is a collaboration between four MPOs and 6 RPOs across eastern North Carolina and help increase economic competitiveness, provide a data resource, provide a regional vision and help identify potential projects that will help improve freight mobility throughout eastern North Carolina. He explained that currently the cost share request would be \$5,000 for each RPO. Mr. Salmons stated that a formal request for support would come at a later date.

# UPPER COASTAL PLAIN

## RURAL PLANNING ORGANIZATION

### Decision Items

6. *UCPRPO Local Point Assignment STI P5 Methodology*  
Members were provided with the updated proposed STI P5 Methodology. Mr. Salmons explained the main revisions were removing the “Z-score” by changing the individual “scaling” of existing criteria and the lowering of the weight for projects not currently in current Comprehensive Transportation Plans. Following a brief discussion and **UPON A MOTION** by Wayne Outlaw (Nash), second by Cheryl Oliver (Selma), the UCPRPO Local Point Assignment STI P5 Methodology was unanimously approved.
7. *Resolution of Support for Spring Hope CMAQ project*  
Members were provided with the proposed Spring Hope CMAQ project resolution of support. Following a brief discussion and **UPON A MOTION** by Barbara High-Tyre (Red Oak), second by Cheryl Oliver (Selma), the Spring Hope CMAQ project resolution was unanimously approved.
8. *Adopt PWP FY1819*  
After reviewing the PWP and a brief discussion on the FY1819 PWP and **UPON A MOTION** by Logan Liles (City of Wilson), second by Barbara High-Tyre (Red Oak) the PWP was unanimously adopted and approved.

### Discussion/Informational Items

9. *Draft Toll Policy*  
The NCDOT leadership has established a small workgroup to study and create a Toll Road Policy which would help determine which corridors were eligible for potential tolling. The workgroup recently provided the Joint Legislative Transportation Committee a presentation on the proposed new policy. The proposed policy would require input from the local applicable MPO and RPO committees. Members were provided a copy of the draft policy in their agenda packets. Cheryl Oliver (Selma) stated that she believed having a policy upfront would be beneficial.
10. *Powell Bill Formula Adjustment Proposal*  
A recent Powell Bill Formula has recently been completed and a presentation was provided to the Joint Legislative Committee at their December 2017 meeting. The presentation provided a proposal to modify the Powell Bill Formula to take into account seasonal traffic. The change would create a small percentage point change for most communities.
11. *TAC Member Ethics Reminder – April 17<sup>th</sup> Deadline*  
Members were reminded of the required ethics filing requirements for all TAC members. The deadline for filing is April 17, 2018. Members were also reminded of the potential civil and criminal penalties for failing to file or filing on time.

### Reports

1. *US 70 Commission*  
Mr. Salmons reported that at the last US 70 meeting held February 22, 2018 Mr. Ryan Purtle presented on the draft Eastern North Carolina Freight Mobility Plan. He stated the Commission agreed to support the project. The next US 70 Commission meeting is scheduled for May 17, 2018 in Lenoir County.
12. *Hwy 17/64 Association – Next meeting April 18, 2018*  
Mr. Salmons stated that at the last Hwy 17/64 Association meeting held January 22, 2018 there was a presentation provided by Eric Evans of Edgecombe on the announcement of Triangle Tire building a plant at the Kingsboro Megasite in Edgecombe County.

# UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

## 13. Legislative Update

Mr. Salmons reported that at the last Joint Legislative Transportation Committee meeting the topic of workforce development was a top concern. Both public and private sectors are having difficulty recruiting the workforce needed to complete the ongoing transportation projects.

## 14. NCDOT Division 4

Mr. Jimmy Eatmon (Division 4) reported that the Booker Dairy Rd project had been let last month and construction would be starting soon and should end September 2019.

## 15. NCDOT Planning Division (TPD)

Mr. Carlos Moya stated that there was a new PWP format for FY1819.

## New Business

### 16. New Chair/Vice Chair Nominations for FY1819

Mr. C.B. Brown (Tarboro) nominated Brent Wooten (Pinetops) as Chair and Lu Harvey Lewis (Middlesex) as Vice Chair. **UPON A MOTION** by C.B. Brown (Tarboro), second by Barbara High-Tyre (Red Oak), Mr. Brent Wooten (Pinetops) was elected to Chair and Lu Harvey Lewis (Middlesex) was elected to Vice Chair unanimously.

## Public Comment

### 17. Public Comment

There was no public comment.

## Other Business

### 18. TAC Member Comments

Mr. James Salmons informed members of the upcoming 2020 requirement for citizens to obtain a “Real ID” to use North Carolina driver’s license to board a domestic flight or enter any federal facilities. Go to <https://www.ncdot.gov/dmv/driver/realid/> for more information.

## Upcoming meeting:

The next meeting is tentatively scheduled for May 16, 2018.

**UPON A MOTION** from Mr. Lu Harvey Lewis (Middlesex) was made to adjourn with a second motion was made by Mr. C.B. Brown (Tarboro) and the meeting was adjourned.

Respectfully submitted,

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Brent Wooten, TAC Chair

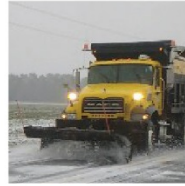
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James M. Salmons, UCPRPO Transportation Planner



# NORTH CAROLINA

Department of Transportation



## Prioritization 5.0 Update

David Wasserman, P.E.  
SPOT and Western STIP Region Manager

April 4, 2018

*“Article 14B.*

*Strategic Prioritization Funding Plan for Transportation Investments.*

**§ 136-189.10. Definitions.**

*The following definitions apply in this Article:*



Priorities

①

②

③





# STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)



2020-2029

# 2019

July 2019

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

# P5.0 Scoring Changes

## Highways

- Revised Freight scoring and increased weight in Statewide
- Added Safety Benefits
- Updated Economic Competitiveness

Rail – Reorganized & clarified criteria

Public Transportation – Complete revamp to 3 categories

Bike & Ped, Aviation – Minor changes

Ferry – No changes



# Scoring Process

## Projects Submitted

- Data reviewed
- Quantitative scores calculated

# P5.0 Submittals

## Highways – 1204 projects (\$54.5 B)

- 277 automatic carryovers from P4.0
- 927 submittals

## Non-Highways – 942 projects (\$7.4B Cost to NCDOT)

- 100 automatic carryovers from P4.0
- 842 submittals

# P5.0 Project Scoring

## October 2017 – March 2018

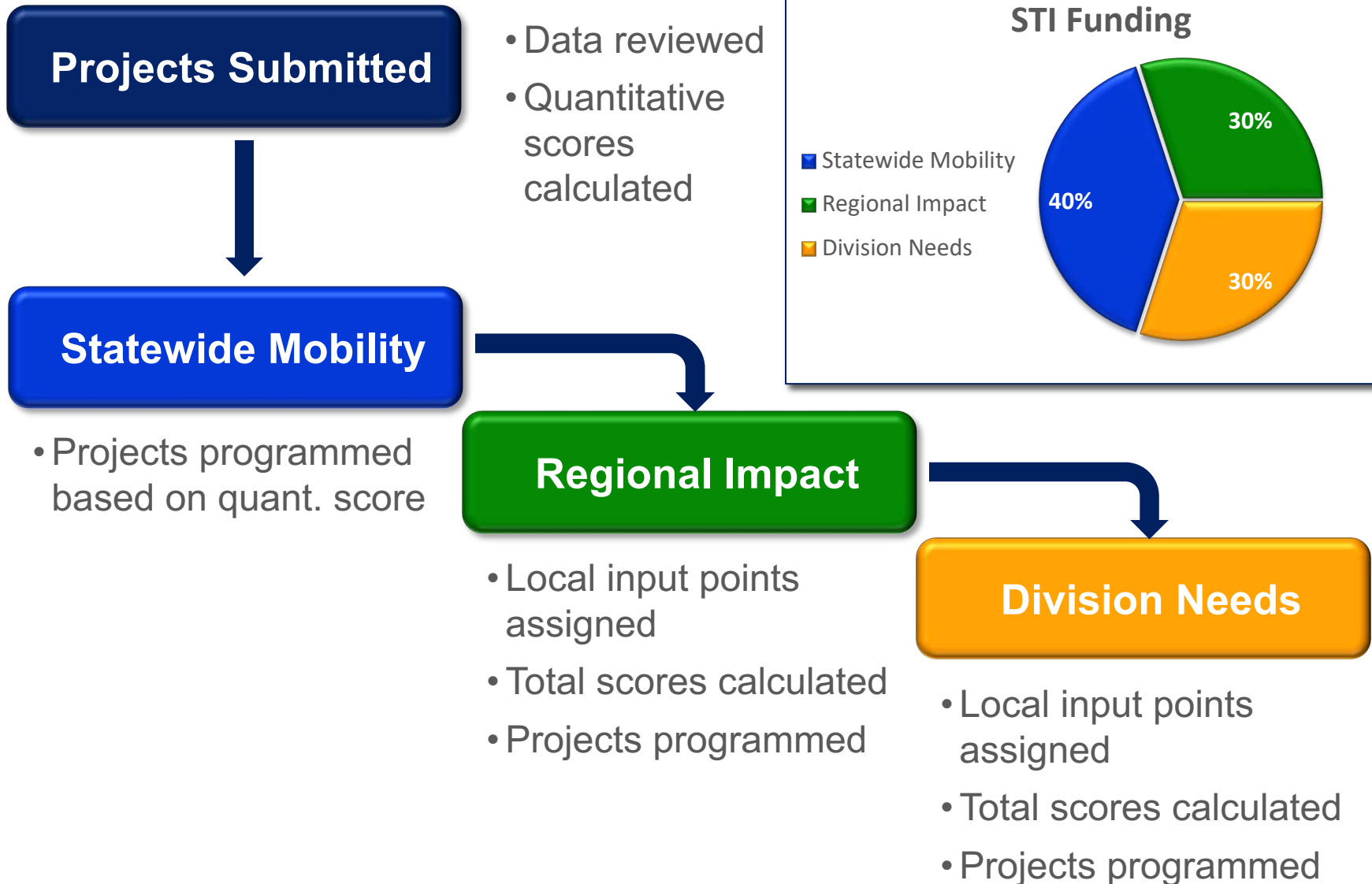
SPOT closely coordinated with several NCDOT units

- GIS Unit – Existing roadway data; SPOT On!ine
- Mobility and Safety – Intersection/interchange projects; safety data
- Project Development – Project limits (logical termini)
- Feasibility Studies / Turnpike Authority – Costs and toll revenues
- Transportation Planning – Statewide Model; Peak ADT

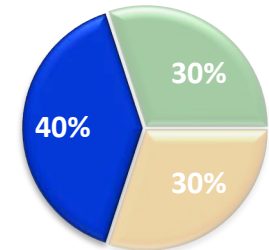
Non-highway modal Divisions – Worked with each on mode-specific scoring

**MPOs, RPOs, and Divisions had 1 month period to review all data inputs, prior to quantitative scores being calculated**

# Scoring Process



# Prioritization 5.0 – Statewide Mobility Funding Results (2020-2029)



## 77 Projects Programmed (\$3.3B)

- 48 Highway (26 new) - \$3B
- 11 Rail (7 new) - \$270M
- 18 Aviation (9 new) - \$9M

### **1 - UCPRPO Statewide Project Programmed**

I-41, US 70 - from West of SR 1229 (Luby Smith Rd) to East of SR 2314 (Pondfield Rd) in Princeton - **\$62,000,000**

#### Note:

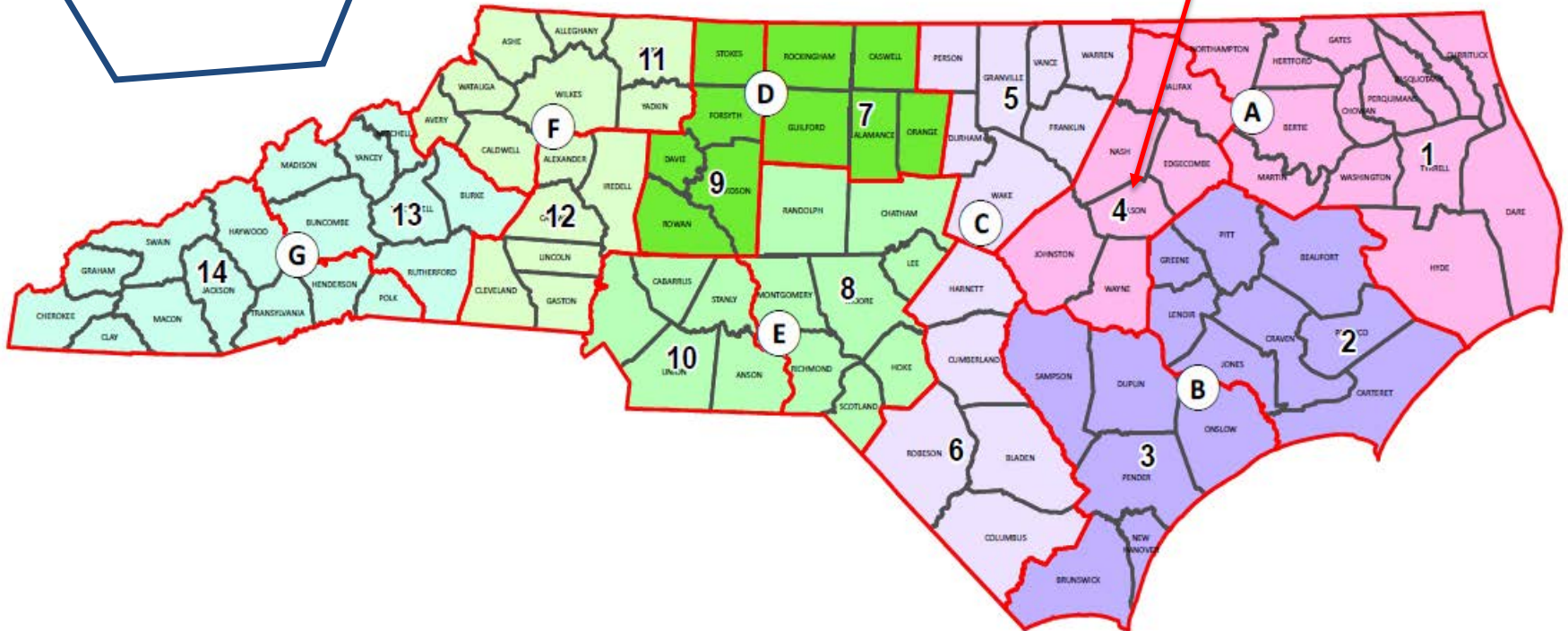
- 1 of only 9 RPO's to receive funding
- Total RPO Statewide Funding - \$320,000,000 Programmed

# P5.0 – Summary of Top Scoring Statewide Projects

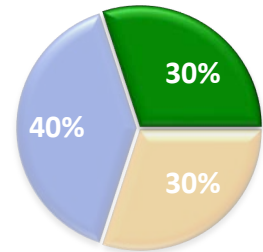
Project	County(s)
I-77 South managed lanes in Charlotte – SC State Line to I-277 (Belk)	Mecklenburg
I-77 / I-85 Interchange Improvements	Mecklenburg
US 74 Access Management Improvements through Wadesboro	Anson
I-87 / US 64 Widening – Knightdale to Zebulon	Wake
I-40 Widening from US 15/501 to I-85	Orange
NC 540 Toll - Eastern Wake Freeway (Complete 540)	Wake
I-85 Widening west of Durham to Hillsborough	Orange, Durham
I-40 Widening through Hickory	Catawba
I-85 Widening near Gastonia – SC State Line to US 321	Gaston
US 158 Access Management Improvements along the Outer Banks	Dare
I-40 Widening from US 311 to I-40 Business east of Winston-Salem	Forsyth, Guilford
I-42 (US 70) Interstate Upgrade east of Princeton to west of Goldsboro	Wayne, <b>Johnston</b>
I-42 (US 70) Interstate Upgrade east of New Bern to Havelock	Craven

# Regions & Divisions

UCPRPO is in Region A



# Prioritization 5.0 – Regional Impact Funding Availability (2020-2029)



Region	Total Allocation	Amount Programmed	Amount Available for P5.0 Projects
<b>A (Divisions 1 &amp; 4)</b>	\$574,470	\$294,162	<b>\$280,308</b>
<b>B (Divisions 2 &amp; 3)</b>	\$872,344	\$616,028	<b>\$256,316</b>
<b>C (Divisions 5 &amp; 6)</b>	\$1,616,862	\$1,140,346	<b>\$476,516</b>
<b>D (Divisions 7 &amp; 9)</b>	\$1,118,161	\$627,643	<b>\$490,518</b>
<b>E (Divisions 8 &amp; 10)</b>	\$1,612,849	\$1,167,493	<b>\$445,356</b>
<b>F (Divisions 11 &amp; 12)</b>	\$824,862	\$525,927	<b>\$298,935</b>
<b>G (Division 13 &amp; 14)</b>	\$677,705	\$432,887	<b>\$244,818</b>
<b>Total</b>	<b>\$7,297,253</b>	<b>\$4,804,486</b>	<b>\$2,492,767</b>

Amounts shown are in \$1,000s



# Prioritization 5.0 – Top Scoring Regional Projects\*

## Region A (Divisions 1 & 4)

Project	County(s)
Hatteras-Ocracoke Passenger Ferry	Dare, Hyde
I-795 (US 117) Interstate Upgrade south of Goldsboro – 4 sections	Wayne
US 70 Business Superstreet through Clayton	Johnston
Clayton Citywide Signal System	Johnston
US 13 (Memorial Drive) Widening in Ahoskie	Hertford
US 264 Alt (Raleigh Road) Access Management Improvements in Wilson	Wilson

### UCPRPO Top Scoring Projects

- NC 58 (Nash St) @ Airport Rd - Improve Intersection – Wilson (Ranked 7)
- US 64 Alt – Safety Improvements and Access Management – Wilson (Ranked 9)
- US 70 – From US 301 to I-95 – Access Management – Selma (Ranked 19)
- Wilson Citywide Signal System – Wilson (Ranked 28)

\*Based on Quantitative Scores Only (70% of total score)

Note: Region A used Alternate Criteria for Highway Projects (-5% Congestion, +5% Freight)

# Prioritization 5.0 – Top Scoring Regional Projects\*

## Region B (Divisions 2 & 3)

Project	County(s)
Ellis Airport runway extension projects in Jacksonville	Onslow
Southport - Fort Fisher Ferry Expansion	Brunswick, New Hanover
NC 53 (Western Blvd) Superstreet Upgrade in Jacksonville	Onslow
Wilmington Citywide Signal System	New Hanover
NC 33 (10th St) Access Management Improvements in Greenville	Pitt
US 17 Interchange at US 17 Business in Shallotte	Brunswick
US 17 (Hampstead Bypass)	Pender
NC 24 (W. Corbett Ave) Superstreet Upgrade in Swansboro	Onslow
NC 132 (College Road) Access Management Improvements in Wilmington	New Hanover

\*Based on Quantitative Scores Only (70% of total score)

# Prioritization 5.0 – Top Scoring Regional Projects\*

## Region C (Divisions 5 & 6)

Project	County(s)
US 401 at SR 1010 (Ten-Ten Road) Interchange	Wake
Durham-Orange Light Rail	Durham
NC 41 (MLK Drive) Widening near Lumberton	Robeson
KARTS Expansion Vehicles	Vance
US 401 Superstreet Widening in Garner	Wake
US 401 (N. Main Street) Access Management Improvements near Lillington	Harnett
US 401 (Robeson Street) Access Management improvements in Fayetteville	Cumberland
Apex Citywide Signal System	Wake
US 1 Freeway Upgrade north of Wake Forest	Wake
NC 20 Widening near Saint Pauls	Robeson
NC 56 Widening near Louisburg	Franklin

\*Based on Quantitative Scores Only (70% of total score)

# Prioritization 5.0 – Top Scoring Regional Projects\* Region D (Divisions 7 & 9)

Project	County(s)
US 220 (Wendover Ave) at Battleground Ave Intersection in Greensboro	Guilford
Durham-Orange Light Rail	Orange
NC 68 Superstreet Improvements in Greensboro	Guilford
NCRR Grade Separation at S. English Street	Guilford
Winston-Salem Northern Beltway Western Section (I-40 to NC 67) – 4 sections	Forsyth
US 15-501 Capacity Improvements in Chapel Hill	Orange

\*Based on Quantitative Scores Only (70% of total score)

# Prioritization 5.0 – Top Scoring Regional Projects\* Region E (Divisions 8 & 10)

Project	County(s)
Concord Regional Airport Runway Expansion Projects	Cabarrus
CSX Rail Sidings and Grade Separation in Waxhaw, Monroe, and Polkton	Union, Anson
NS Rail Grade Separation on Clanton Road Ext.	Mecklenburg
US 74 (Wadesboro Bypass)	Anson
I-74 (US 74) Interstate Upgrade between Hamlet and Laurinburg	Scotland, Richmond
US 15-501/NC 211 Interchange at Morganton Road	Moore
US 521 (Lancaster Hwy) Widening in Pineville	Mecklenburg
US 52 Widening north of Norwood	Stanly
US 64 / NC 751 Interchange east of Jordan Lake	Chatham

\*Based on Quantitative Scores Only (70% of total score)

# Prioritization 5.0 – Top Scoring Regional Projects\*

## Region F (Divisions 11 & 12)

Project	County(s)
NC 16 Bypass Interchange at Optimist Club Road	Lincoln
NC 127 (2nd Street NE) Access Management Improvements in Hickory	Catawba
NC 150 Widening north of Denver to Lake Norman	Catawba
NC 27 (East Main Street) Access Management Improvements in Lincolnton	Lincoln
US 321 (S. York Road) Access Management Improvements in Gastonia	Gaston
NC 73 Widening south of Denver	Lincoln
US 321 Widening south of Lenoir	Caldwell
US 29/74 Improvements at Redbud Drive near Gastonia	Gaston
US 421 (Daniel Boone Parkway)	Watauga

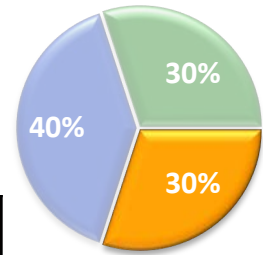
\*Based on Quantitative Scores Only (70% of total score)

# Prioritization 5.0 – Top Scoring Regional Projects\* Region G (Divisions 13 & 14)

Project	County(s)
NC 280 (Boylston Hwy) Access Management Improvements in Mills River	Henderson
I-26 Widening south of Hendersonville	Henderson
I-26 / I-240 Widening in West Asheville	Buncombe
I-40 Widening west of Asheville	Buncombe

\*Based on Quantitative Scores Only (70% of total score)

# Prioritization 5.0 – Division Needs Funding Availability (2020-2029)



Division	Total Allocation	Amount Programmed	Amount Available for P5.0 Projects
Division 1	\$501,177	\$299,192	\$201,985
Division 2	\$501,177	\$356,530	\$144,647
Division 3	\$501,177	\$356,514	\$144,663
Division 4	\$501,177	\$169,915	\$331,262
Division 5	\$501,177	\$380,492	\$120,685
Division 6	\$501,177	\$274,668	\$226,509
Division 7	\$501,177	\$342,026	\$159,151
Division 8	\$501,177	\$254,167	\$247,010
Division 9	\$501,177	\$301,340	\$199,837
Division 10	\$501,177	\$326,253	\$174,924
Division 11	\$501,177	\$256,290	\$244,887
Division 12	\$501,177	\$366,244	\$134,933
Division 13	\$501,177	\$473,653	\$27,524
Division 14	\$501,177	\$348,862	\$152,315
<b>Total</b>	<b>\$7,016,478</b>	<b>\$4,506,146</b>	<b>\$2,510,332</b>

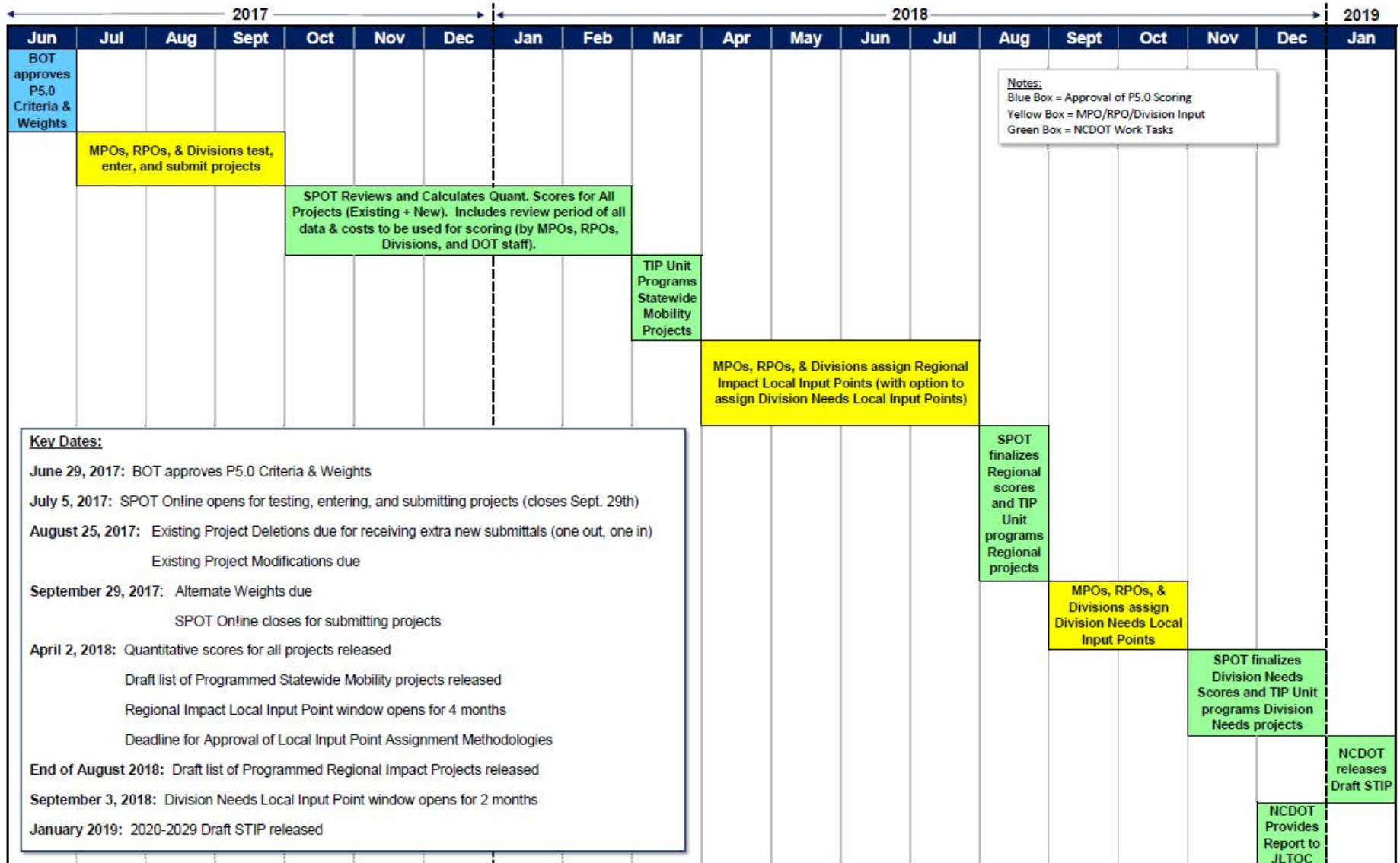
Amounts shown are in \$1,000s



# Revised P5.0 Schedule of Key Dates

Date	Activity
<b>April 3, 2018</b>	Quantitative Scores and Draft list of Programmed Statewide Mobility Projects released
<b>April 3, 2018 – July 27, 2018</b>	Regional Impact Local Input Points assignment window open for 4 months (Division Needs Local Input Points optional)
<b>August 2018</b>	NCDOT calculates Regional Impact total scores and programs Regional Impact projects
<b>September – October 2018</b>	Division Needs Local Input Point window opens for 2 months
<b>November 2018</b>	NCDOT calculates Division Needs total scores and programs Division Needs projects
<b>December 2018</b>	NCDOT prepares 2020-2029 Draft STIP
<b>January 2019</b>	2020-2029 Draft STIP released

# P5.0 Schedule



# Contact Information

## STRATEGIC TRANSPORTATION INVESTMENTS

*Smart decisions to keep North Carolina moving.*

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[spot@ncdot.gov](mailto:spot@ncdot.gov) (David, Sarah, Jason, Austin)

**UCPRPO PROJECT PRIORITIZATION WORK SHEET - Highway Project Criteria REGION and STATE Projects (26 Projects sorted by Region Score) Draft 05/03/18**

SPOT ID	Project Category	Route	Description	Cost to NCDOT	County(s)	CONNECT SCORE	CTP SCORE	Regional Impact Quantitative Score (Out of 70)	Project Priority	Preliminary Division Points
H111256-B	Statewide Mobility	I-42, US 70	Improve Existing US 70 to Freeway Standards from Luby Smith Road to Pondfield Road	\$62,000,000	Johnston, Wayne	100	100	FUNDED	N/A	0
H150434	Regional Impact	US 264 ALT (Raleigh Road)	Construct safety improvements including medians. (From SR 1320 (Airport Rd) to 800 ft east of SR 1185 (Forest Hills Rd))	\$15,200,000	Wilson	33	100	47.69		0
H172062	Regional Impact	NC 58 (Nash Street NW)	Improve intersection by adding right turn lanes, increasing left turn lane storage and other improvements as analysis recommends.	\$5,000,000	Wilson	33	100	47.29		0
H111282	Statewide Mobility	Wilson Citywide Signal System	Construct Citywide Signal System in City of Wilson	\$6,880,000	Wilson	33	100	40.97		0
H170664	Statewide Mobility	US 258	Widen to a four-lane divided boulevard with sidewalks from SR 1344 to US 64.	\$18,000,000	Edgecombe	33	100	40.02		0
H170654	Regional Impact	I-95 (SR 2339, Bagley Rd - S Kenly)	Upgrade interchange to current standards allowing for future widening of I-95	\$14,500,000	Johnston	33	100	37.31		0
H140389	Regional Impact	US 301, NC 39, NC 96 (Brightleaf and Pollock St)	This road is currently nearing capacity. The addition of a median will allow for better controlled access which will provide more mobility. Converting the road to 4 lanes with median and sidewalks will also provide safe routes for pedestrians that currently are creating trails along side the road.	\$16,732,000	Johnston	66	100	36.42		0
H111266	Statewide Mobility	US 264	Upgrading US 264 Alt. from Airport Blvd. (SR 1320) to US 264 Alt./NC 42/Ward Blvd. (SR 1516) to a Four-Lane Divided Boulevard with a Foot Raised Landscaped Median, Sidewalks, and Wide Outside Lanes with Accommodations For Bikes. The Project Proposal For US264Alt. from US 264 Bypass to Airport Blvd. (SR 1320) includes Measure to Limit Access, Such As a Superstreet Design with Single Phased Lights For Protected Left Turns, Right-ins, Right-Outs, and Limited Driveways.	\$51,800,000	Wilson	33	100	36.34		0
H170666	Statewide Mobility	I-95 (at US 301 in Kenly)	Improve Interchange allowing for future widening of I-95.	\$12,500,000	Johnston	33	100	35.28		0
H170115	Regional Impact	I-87, US 64 (Tarboro Interchange)	Upgrade Interchange to Interstate Standards and provide safe pedestrian facilities across US 64 (Western Blvd) in Tarboro.	\$15,200,000	Edgecombe	33	100	34.01		0
H170663	Regional Impact	NC 242 (Benson)	Widen to 4 lane highway with median and sidewalks (4E Section). Provide a four lane divided cross section for NC 242 North from its junction with US 301 Hwy to its intersection with Interstate 40. The addition of a median will allow for better controlled access which will provide more mobility as the corridor develops in the near future. Recent development and proposed new development in the near future means an increase in AADT thereby creating the need for controlled access for safe mobility.	\$14,000,000	Johnston	33	100	33.63		0
H090346-C	Regional Impact	NC 43	I-95 to SR 1613 (Woodruff Ave). Widen to Multi-Lanes with Curb and Gutter and accommodate pedestrian traffic. Section C: SR 1613 (Woodruff Avenue) to I-95.	\$25,132,000	Nash	66	100	32.05		0
H090470	Regional Impact	NC 111 (Wilson Street)	Widen to Three Lanes	\$14,754,000	Edgecombe	33	100	29.00		0
H170537	Regional Impact	US 301 (S Brightleaf Boulevard), NC 96 (S Brightleaf Boulevard) Gililee to	SR 1341 (Galilee Road) to SR 1007 (Borgden Road). Widen to Multi-lanes. (Northern Section)	\$31,900,000	Johnston	33	100	21.29		0
H141828	Regional Impact	NC 42 (CAMPO and UCPRPO Project)	Modernize roadway and operational improvements including widening lanes, improving shoulders, passing lanes, turning lanes, and intersection improvements. (Moving Ahead Project)	\$15,200,000	Johnston	33	100	35.80		0
H170647	Regional Impact	I-95 (SR 1003, Brogden Rd - S Smithfield)	Improve interchange to current standards allowing for future widening of I-95	\$14,500,000	Johnston	33	100	42.35		0
H090224-A	Statewide Mobility	NC 33	Widen to Multi-Lanes (From US 64 Tarboro to NC 42 at Scott's Crossroads)	\$47,785,000	Edgecombe	33	100	33.79		0
H140979	Regional Impact	NC 242 (Benson)	Widen to 4 lane highway with median and sidewalks (4E Section). Provide a four lane divided cross section for NC 242 North from its junction with US 301 Hwy to its intersection with Interstate 40. The addition of a median will allow for better controlled access which will provide more mobility as the corridor develops in the near future. Recent development and proposed new development in the near future means an increase in AADT thereby creating the need for controlled access for safer mobility.	\$43,200,000	Johnston	33	100	33.65		0
H111268	Regional Impact	NC 58	Upgrading NC 58 Between Airport Blvd. (SR 1320) and NC 42/Ward Blvd. (SR 1516) to a Four-Lane Divided Boulevard with a Raised 23 - Foot Median with Bicycle and Pedestrian Lanes, and Curb and Gutter.	\$43,000,000	Wilson	33	100	29.49		0
H172060	Regional Impact	I-95	Upgrade interchange to current standards allowing for widening of I-95.	\$16,800,000	Johnston	33	100	29.43		0
H090224-B	Regional Impact	NC 33	Widen to Multi-Lanes	\$64,400,000	Pitt, Edgecombe	100	100	28.92		0
H172061	Regional Impact	I-95 (Micro Interchange)	Upgrade interchange to current standards allowing for widening of I-95.	\$16,800,000	Johnston	33	100	27.87		0
H111275	Regional Impact	NC 42 (From I-795 to Forest Hills Rd)	Upgrade This Corridor to a Four-Lane Divided Boulevard with a Raised 23-Foot Median with Bicycle and Pedestrian Lanes, and Curb and Gutter. Realignment Is Proposed, As Part of This Project at NC 42/ Old Raleigh Rd. (SR 1136) and Airport Blvd. (SR 1158) Due to the Proximity of This intersection to Several Schools in the Area.	\$28,700,000	Wilson	33	100	26.09		0
H111270	Regional Impact	NC 58	Widen Roadway to Multi-Lane Facility with Bicycle and Pedestrian Accommodations	\$11,975,000	Wilson	33	100	20.40		0
H170543	Regional Impact	US 301 ((S Brightleaf Boulevard)), NC 96 ((S Brightleaf Boulevard)) I-95 to Galilee	Widen to Multi-Lanes. (Southern Section)	\$28,700,000	Johnston	33	100	16.81		0
H171618	Regional Impact	US 258 (Mutual Boulevard - Princeville Ramp)	Construct US 64 Westbound off-Ramp	\$12,500,000	Edgecombe	33	100	15.50		0
H141265	Statewide Mobility	I-87, US 64	Upgrade US 64 to Interstate Standards	\$268,000,000	Edgecombe, Nash, Wake, Franklin	100	100	42.84	Too costly	
H170729	Regional Impact	I-42, US 70	Upgrade Roadway (US 70) to Interstate Standards	\$108,500,000	Johnston	100	100	41.03	Too costly	
H129204	Statewide Mobility	I-95	Widen Roadway to 6 Lanes. From North SR 1001 (Wilson County) to South of SR 1604 (Nash County)	\$391,200,000	Nash, Wilson	100	100	37.95	Too costly	
H150861	Regional Impact	NC 11, US 13	Upgrade roadway to Interstate Standards. Note: Existing median type is depressed grass but there is no guardrail. There was not an option for depressed grass median with no guardrail.	\$168,000,000	Pitt, Edgecombe	100	100	34.82	Too costly	
H090182	Regional Impact	NC 11	Widen to Four Lanes with a Bypass of Oak City on New Location.	\$176,900,000	Martin, Edgecombe	100	100	27.57	Too costly	

NOTES:

NCDOT Data Scores are subject to change.

Project Highlighted in yellow are currently in the STIP but are not committed with funding.

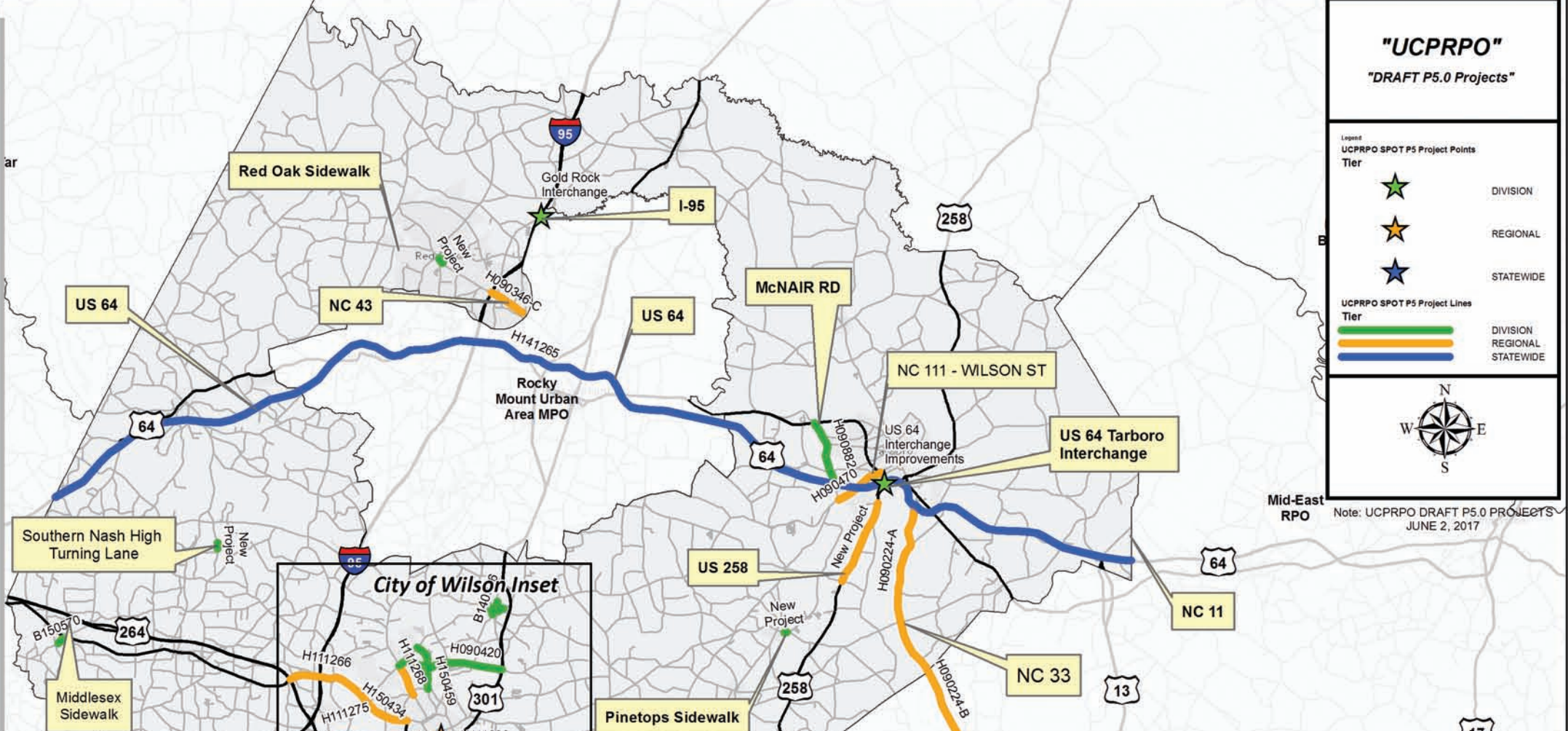
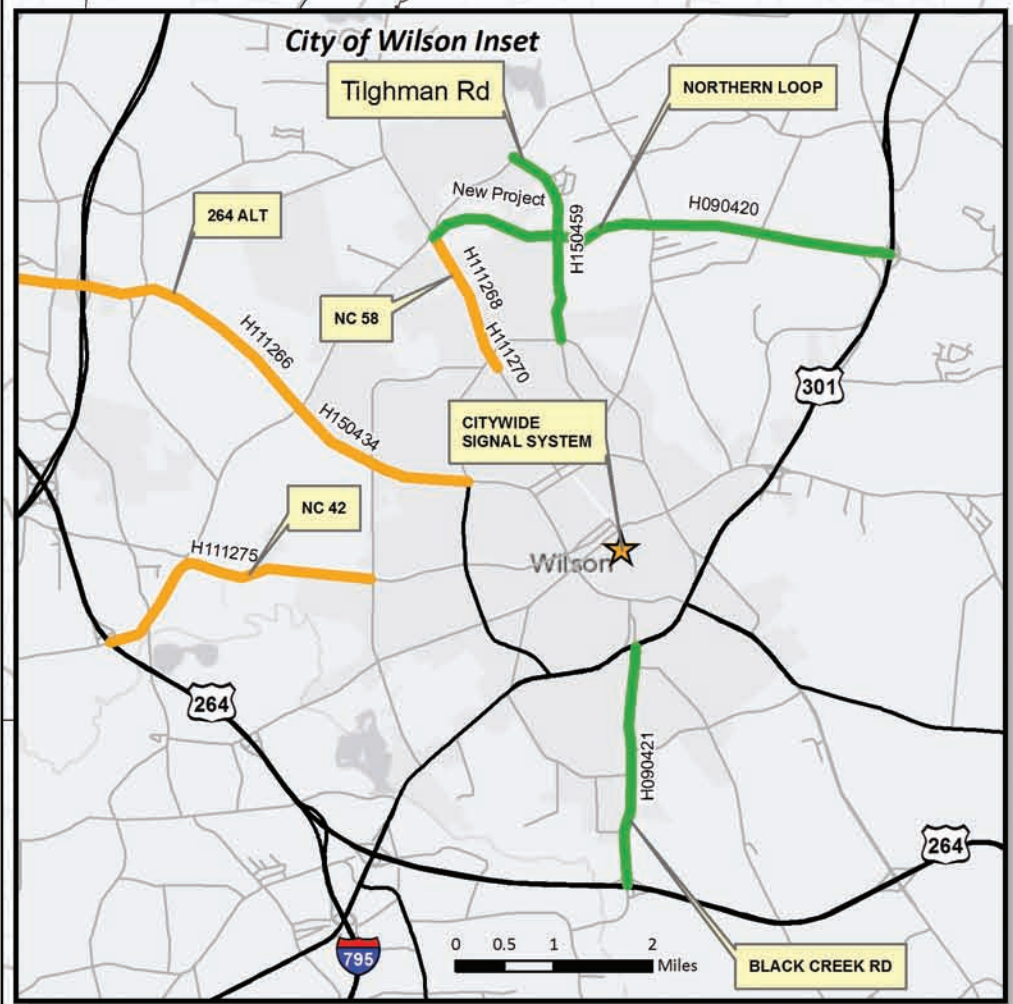
Projects Highlighted in red are current Member Priority projects (TO BE ESTABLISHED AT LATER DATE).

Funding Note: Total STIP Funding availability for STI P5 project programming for ALL of Region A is \$280,308,000.

, 2018.

PRINT TAC MEMBER NAME

Signature, TAC MEMBER



### "UCPRPO" "DRAFT P5.0 Projects"

Legend

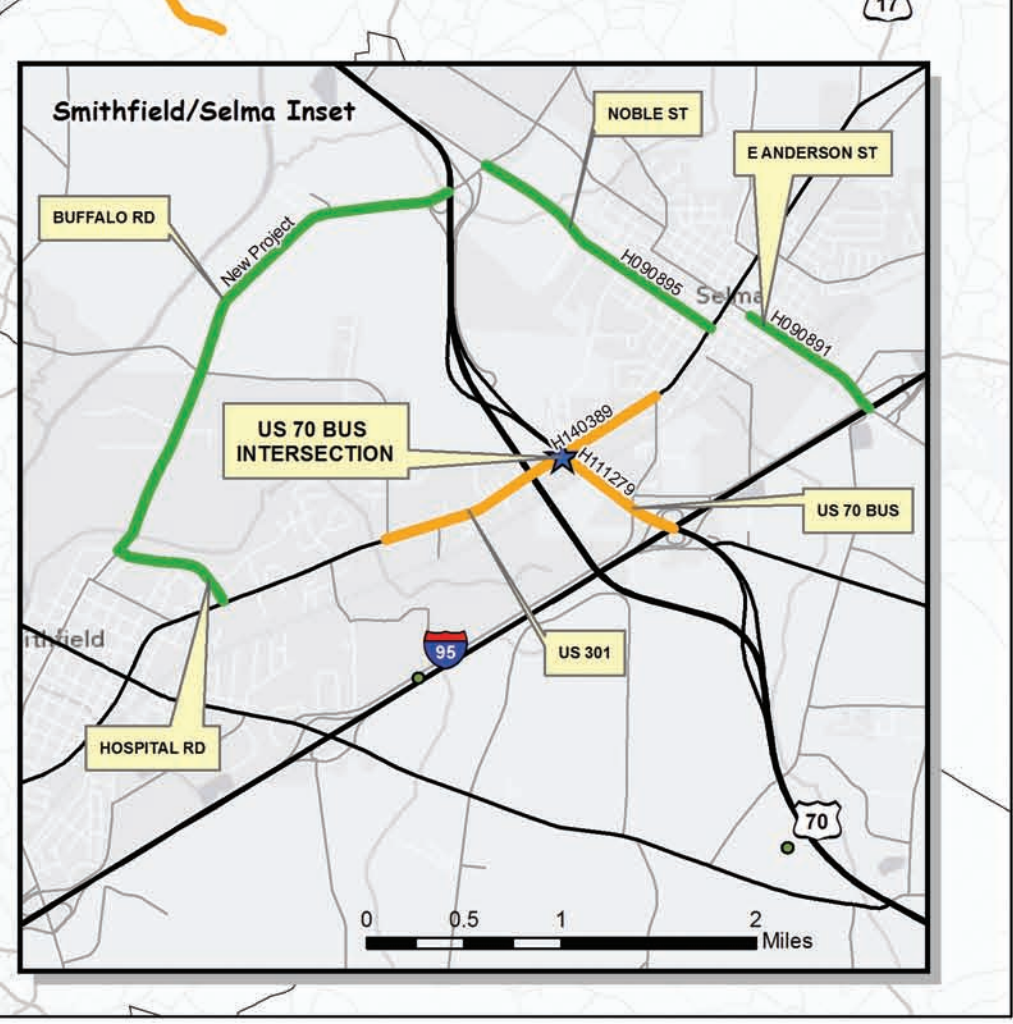
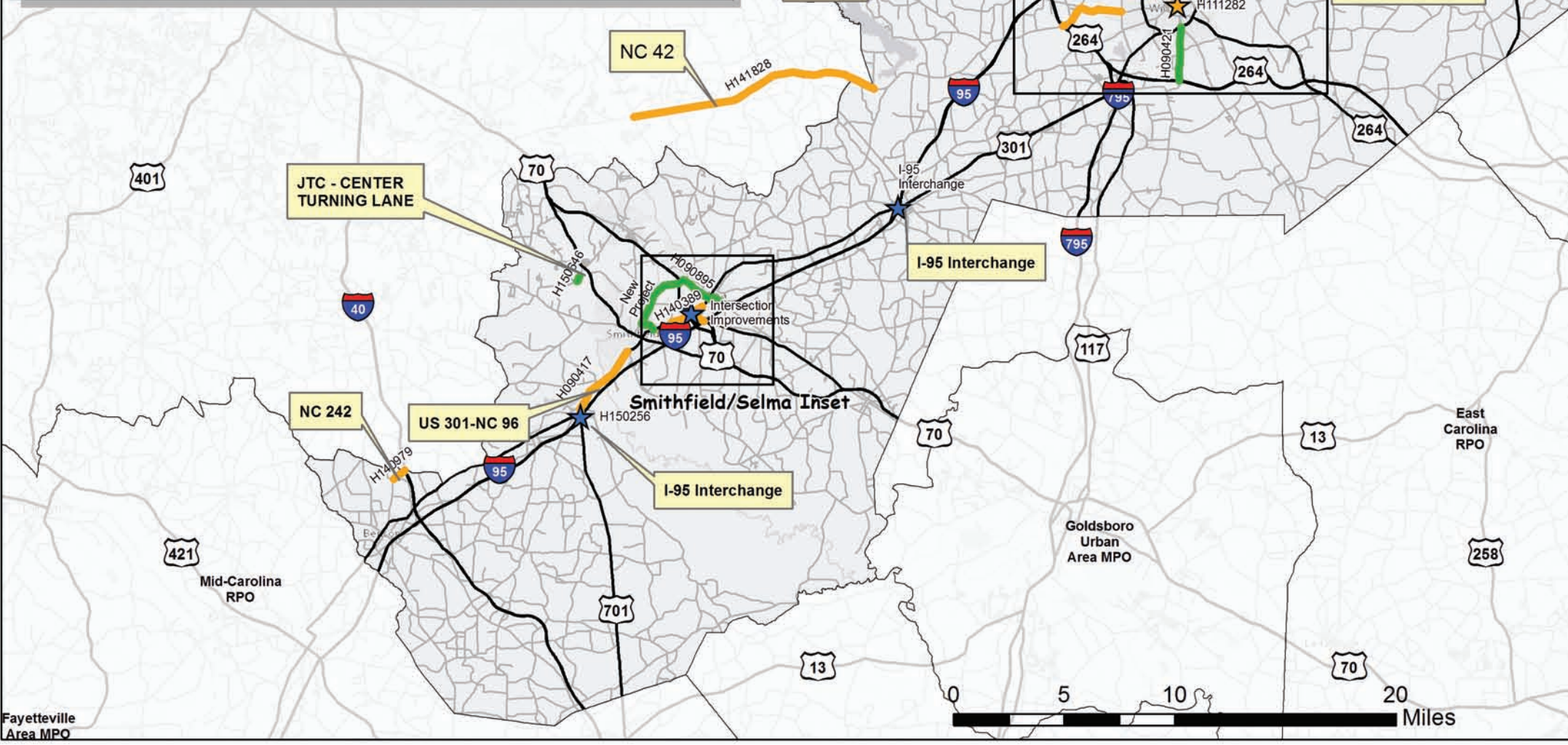
UCPRPO SPOT P5 Project Points

- ★ DIVISION
- ★ REGIONAL
- ★ STATEWIDE

UCPRPO SPOT P5 Project Lines

- DIVISION
- REGIONAL
- STATEWIDE

Note: UCPRPO DRAFT P5.0 PROJECTS  
JUNE 2, 2017



**DRAFT 2020 - 2029 STIP - COMPARISION FOR 10 YEAR PERIOD**

**REGIONAL CATEGORY**

DISTRIBUTION REGIONS	REGION	REGION REVENUE 10 YEAR PERIOD	REGION REVENUE ADJUSTMENT	REVISED REGION REVENUE 10 YEAR	DA FUNDING (HIGHWAY)	DA FUNDING (NON-HIGHWAY)	AMOUNT REMAINNING	4% NON-HIGHWAY PROGRAMMED	AMOUNT REMAINNING	90% HIGHWAY PROGRAMMED	AMOUNT REMAINNING	6% HIGHWAY PROGRAMMED	6% NON-HIGHWAY PROGRAMMED	DIFFERENCE	PERCENT DIFFERENCE	DISTRIBUTION REGIONS
1 & 4	A	\$592,013	(\$17,543)	\$574,470	\$0	\$0	\$574,470	\$429	\$574,041	\$293,733	\$280,308	\$0	\$0	\$280,308	48.79%	1 & 4
2 & 3	B	\$845,591	\$26,753	\$872,344	\$0	\$0	\$872,344	\$1,179	\$871,165	\$595,849	\$275,316	\$19,000	\$0	\$256,316	29.38%	2 & 3
5 & 6	C	\$1,543,626	\$73,236	\$1,616,862	\$0	\$0	\$1,616,862	\$87,837	\$1,529,025	\$1,002,657	\$526,368	\$49,852	\$0	\$476,516	29.47%	5 & 6
7 & 9	D	\$1,171,592	(\$53,431)	\$1,118,161	\$0	\$0	\$1,118,161	\$14,737	\$1,103,423	\$612,905	\$490,518	\$0	\$0	\$490,518	43.87%	7 & 9
8 & 10	E	\$1,445,455	\$167,394	\$1,612,849	\$0	\$0	\$1,612,849	\$5,179	\$1,607,670	\$1,144,814	\$462,856	\$17,500	\$0	\$445,356	27.61%	8 & 10
11 & 12	F	\$784,495	\$40,367	\$824,862	\$0	\$0	\$824,862	\$638	\$824,223	\$525,288	\$298,935	\$0	\$0	\$298,935	36.24%	11 & 12
13 & 14	G	\$612,589	\$65,116	\$677,705	\$0	\$0	\$677,705	\$429	\$677,276	\$415,358	\$261,918	\$17,100	\$0	\$244,818	36.12%	13 & 14
TOTALS		\$6,995,361	\$301,892	\$7,297,253	\$0	\$0	\$7,297,253	\$110,426	\$7,186,823	\$4,590,602	\$2,596,219	\$103,452	\$0	\$2,492,767		TOTALS

Note: Any DA funding applied is a Statewide or Regional Category project will be deducted from Total Regional Budget

Total Percent Difference 34.16%

**DIVISION CATEGORY**

DIVISION	DIVISION REVENUE 10 YEAR PERIOD	DIVISION REVENUE ADJUSTMENT	REVISED DIVISION REVENUE 10 YEAR	DA FUNDING (HIGHWAY)	DA FUNDING (NON-HIGHWAY)	AMOUNT REMAINNING	4% NON-HIGHWAY PROGRAMMED	AMOUNT REMAINNING	90% HIGHWAY PROGRAMMED	AMOUNT REMAINNING	6% HIGHWAY PROGRAMMED	6% NON-HIGHWAY PROGRAMMED	DIFFERENCE	PERCENT DIFFERENCE	DIVISION	
1	\$501,177	\$37,810	\$538,987	\$0	\$0	\$538,987	\$6,393	\$532,594	\$296,136	\$236,457	\$34,472	\$0	\$201,985	37.47%	1	
2	\$501,177	\$40,763	\$541,940	\$0	\$0	\$541,940	\$9,669	\$532,271	\$336,295	\$195,975	\$51,328	\$0	\$144,647	26.69%	2	
3	\$501,177	\$35,013	\$536,190	\$32,590	\$0	\$503,600	\$8,793	\$494,807	\$350,143	\$144,663	\$0	\$0	\$144,663	26.98%	3	
4	\$501,177	(\$5,383)	\$495,794	\$10,224	\$2,070	\$483,500	\$11,516	\$471,984	\$140,721	\$331,262	\$0	\$0	\$331,262	66.81%	4	
5	\$501,177	\$41,039	\$542,216	\$101,104	\$55,561	\$385,551	\$42,341	\$343,209	\$222,523	\$120,685	\$0	\$0	\$120,685	22.26%	5	
6	\$501,177	(\$1,698)	\$499,479	\$4,172	\$460	\$494,847	\$14,381	\$480,465	\$253,955	\$226,509	\$0	\$0	\$226,509	45.35%	6	
7	\$501,177	\$43,327	\$544,504	\$19,340	\$39,042	\$486,121	\$29,298	\$456,822	\$296,914	\$159,907	\$0	\$756	\$159,151	29.23%	7	
8	\$501,177	\$56,893	\$558,070	\$100	\$1,967	\$556,002	\$36,302	\$519,699	\$272,515	\$247,184	\$0	\$174	\$247,010	44.26%	8	
9	\$501,177	\$5,217	\$506,394	\$63,796	\$3,592	\$439,006	\$24,678	\$414,328	\$214,490	\$199,837	\$0	\$0	\$199,837	39.46%	9	
10	\$501,177	\$9,415	\$510,592	\$135,064	\$7,155	\$368,372	\$27,229	\$341,143	\$142,095	\$199,047	\$21,100	\$3,023	\$174,924	34.26%	10	
11	\$501,177	\$43,181	\$544,358	\$6,601	\$0	\$537,757	\$6,943	\$530,814	\$283,226	\$247,587	\$0	\$2,700	\$244,887	44.99%	11	
12	\$501,177	\$32,959	\$534,136	\$69,835	\$1,467	\$462,834	\$13,012	\$449,822	\$306,221	\$143,600	\$900	\$7,767	\$134,933	25.26%	12	
13	\$501,177	\$13,078	\$514,255	\$26,275	\$0	\$487,980	\$8,538	\$479,442	\$406,276	\$73,165	\$39,900	\$5,741	\$27,524	5.35%	13	
14	\$501,177	\$20,530	\$521,707	\$19,100	\$0	\$502,607	\$7,698	\$494,909	\$307,251	\$187,657	\$29,000	\$6,342	\$152,315	29.20%	14	
TOTALS		\$7,016,478	\$372,144	\$7,388,622	\$488,201	\$111,314	\$6,789,104	\$246,791	\$6,542,309	\$3,828,762	\$2,713,535	\$176,700	\$26,503	\$2,510,332		TOTALS

Total Percent Difference 33.98%

# UPPER COASTAL PLAIN

## RURAL PLANNING ORGANIZATION

### Upper Coastal Plain Rural Planning Organization State Transportation Improvement Process P 5.0 2017-2018 Schedule

DATE	ACTION	DESCRIPTION
May-July 2017	RPO Staff and TCC	Solicit new projects from the public and RPO Staff meets with TCC members to add any additional projects submitted.
<b>September 2017</b>	<b>TAC Action</b>	<b>TAC takes action to finalize new project submission list.</b>
September 2017	RPO Staff	Inputs any new projects on SPOTONLINE
September 2017	RPO Staff and TCC	Review Local Input Methodology and make revisions (if required).
November 2017	Public Meeting	TAC/TCC reviews Local Input Methodology and invites public input at the regular November TAC Meeting (if Methodology is revised).
<b>January 2018</b>	<b>TAC Action</b>	<b>TAC takes action on the Local Input Methodology (if Methodology is revised).</b>
March 2018	NCDOT	TIP Unit programs Statewide Projects
<b>April - July 2018</b>	<b>TAC Action</b>	<b>TAC receives and evaluates Public Input at regular TAC Meetings and completes prioritizing of Regional STI Projects.</b>
July-August 2018	NCDOT	SPOT Finalizes Regional Impact Scores and TIP Unit Programs Regional Impact Projects.
<b>September-October 2018</b>	<b>TAC Action</b>	<b>TAC receives and evaluates Public Input at regular TAC Meeting and completes prioritizing of Division STI Projects.</b>
November-December 2018	NCDOT	SPOT Finalizes Division Needs Scores and TIP Unit Programs Division Needs Projects.
January 2019	NCDOT	NCDOT Releases Draft STIP

**UPPER COASTAL PLAIN**  
**RURAL PLANNING ORGANIZATION**

**A RESOLUTION FOR ADOPTION  
ELIMINATION OR REDUCTION OF THE BICYCLE  
AND PEDESTRIAN MATCH**

**WHEREAS**, the Transportation Advisory Committee (TAC) is the duly recognized Transportation Planning policy board for the Upper Coastal Plain Rural Planning Organization (UCRPO); and

**WHEREAS**, the UCRPO TAC values bicycle and pedestrian projects because these projects improve transportation choice in our communities and increase overall quality of health and life; and

**WHEREAS**, the North Carolina Department of Transportation currently has a Complete Streets Policy that addresses pedestrian and bicycle facilities; and

**WHEREAS**, the North Carolina Department of Transportation's currently has a Pedestrian Policy Guidelines requires a local match requirement based on municipal population as follows; and

MUNICIPAL POPULATION	PARTICIPATION	
	DOT Share	LOCAL Share
> 100,000	50%	50%
50,000 to 100,000	60%	40%
10,000 to 50,000	70%	30%
< 10,000	80%	20%

**WHEREAS**, the North Carolina Department of Transportation's Pedestrian Policy Guidelines local match policy requires small municipalities to either provide a 20% or 30% local match for pedestrian projects; and

**WHEREAS**, there are over 2.4 million North Carolinians (25%) living in 534 small communities with a population less 50,000; of which 59,518 reside within 23 small communities within the UCRPO planning area; and

**WHEREAS**, the UCRPO has many communities that do not apply for bicycle and pedestrian projects because they are unable to afford the required local match which makes it difficult to pursue a Complete Streets Policy within smaller communities; and

**WHEREAS**, the UCRPO strongly encourages members of our North Carolina General Assembly delegation to urge/direct the North Carolina Department of Transportation to adopt a Pedestrian Policy that facilitates valuable and safe pedestrian facilities in small and rural communities by lowering or eliminating the required local match for all communities less than 25,000; and

**NOW, THEREFORE BE IT RESOLVED** that the UCRPO TAC hereby adopts this **ELIMINATION OR REDUCTION OF THE BICYCLE AND PEDESTRIAN MATCH RESOLUTION**. A motion was made by \_\_\_\_\_ and seconded by \_\_\_\_\_ for the endorsement of the resolution, and upon being put to a vote was duly endorsed, on this, the 16th day of May 2018.

\_\_\_\_\_  
Brent Wooten, Chairman  
Upper Coastal Plain RPO TAC

\_\_\_\_\_  
James Salmons, Planner  
Upper Coastal Plain RPO





# **NORTH CAROLINA**

Department of Transportation

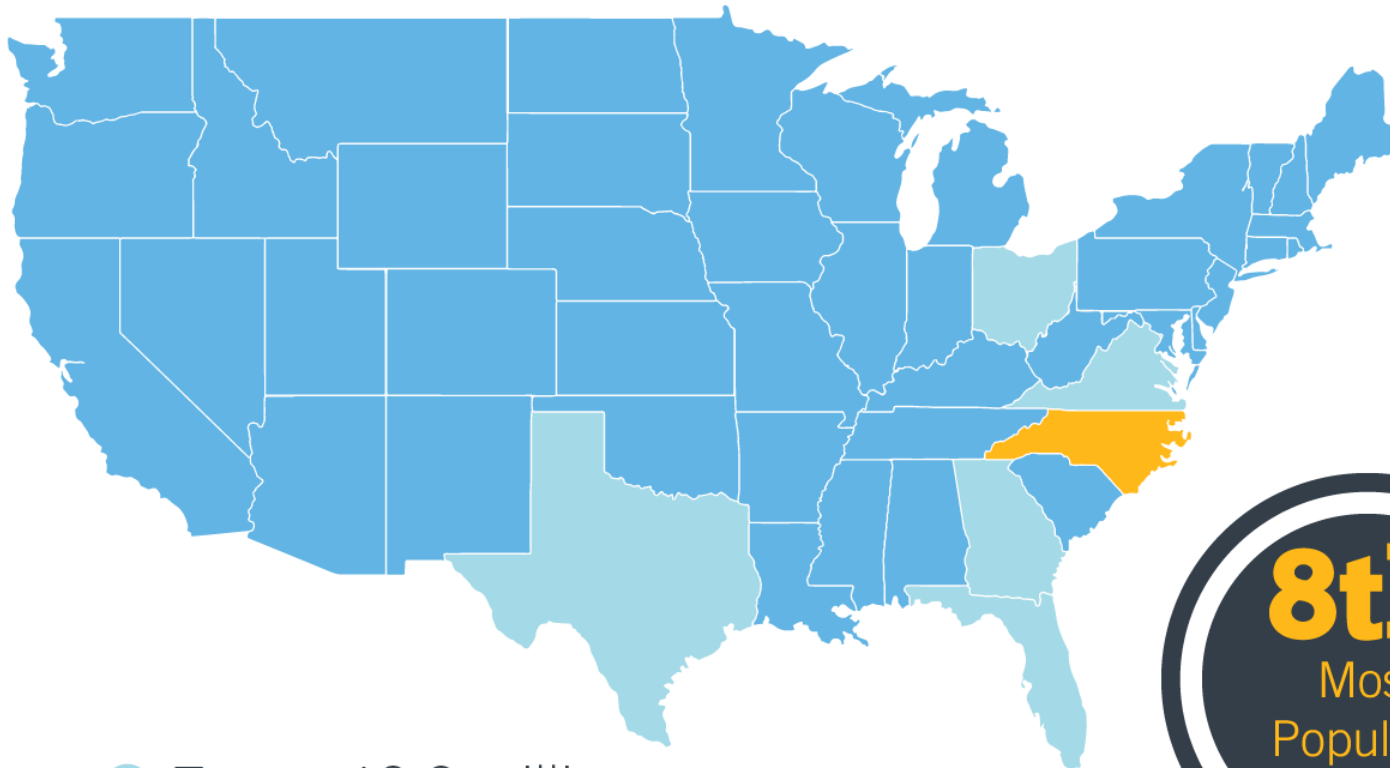


# **BUILD NC**

Chief Engineer Tim Little, PE

4/18/2018

# Expected Population Growth by 2035



**8th**  
Most  
Populous  
State

**32%**  
increase  
from  
NC's 2010  
population

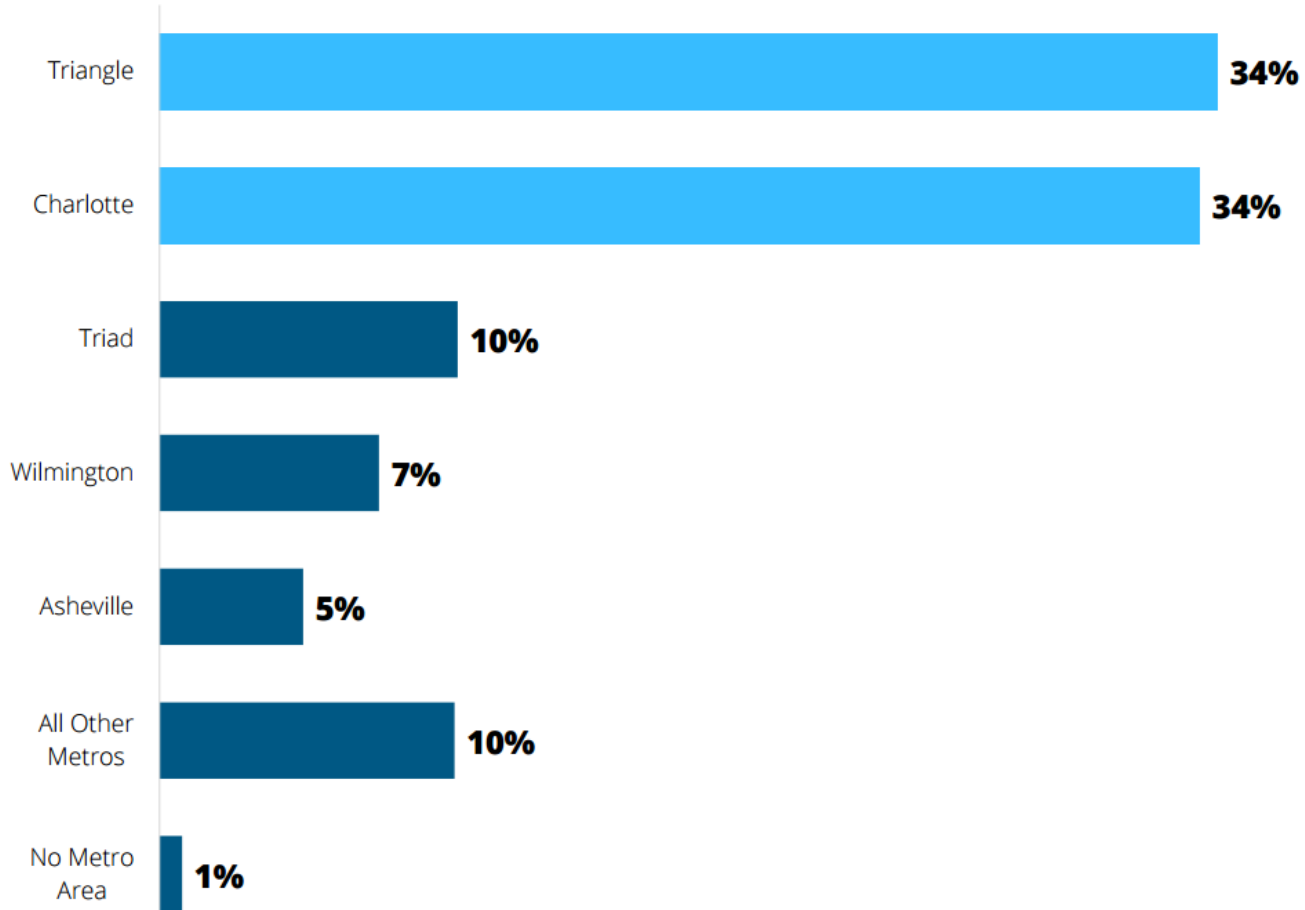
2035  
Population  
Ranking

- 2 Texas: 40.6 million
- 3 Florida: 28.2 million
- 6 Georgia: 12.8 million
- 8 North Carolina: 12.5 million**
- 9 Ohio: 11.7 million
- 10 Virginia: 10.2 million

# NC Demographics

## Two-thirds of NC growth projected to occur in Triangle or Charlotte

*Projected share of 2010-2035 state population growth for select North Carolina metropolitan areas*



Data Source: NC OSBM

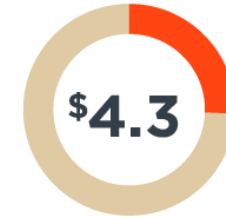
# Investment (\$B) Among Peer States 2015



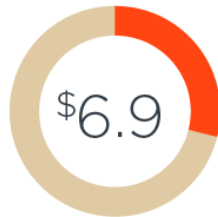
Texas



**North Carolina**



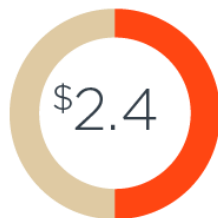
Florida



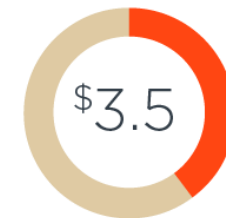
Virginia



Georgia



Ohio



# Investment (\$B) Among Peer States 2017

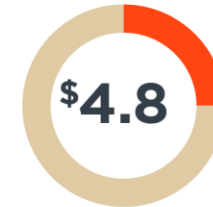
Federal  
State



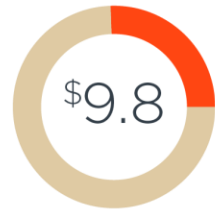
Texas



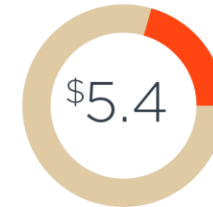
**North Carolina**



Florida



Virginia



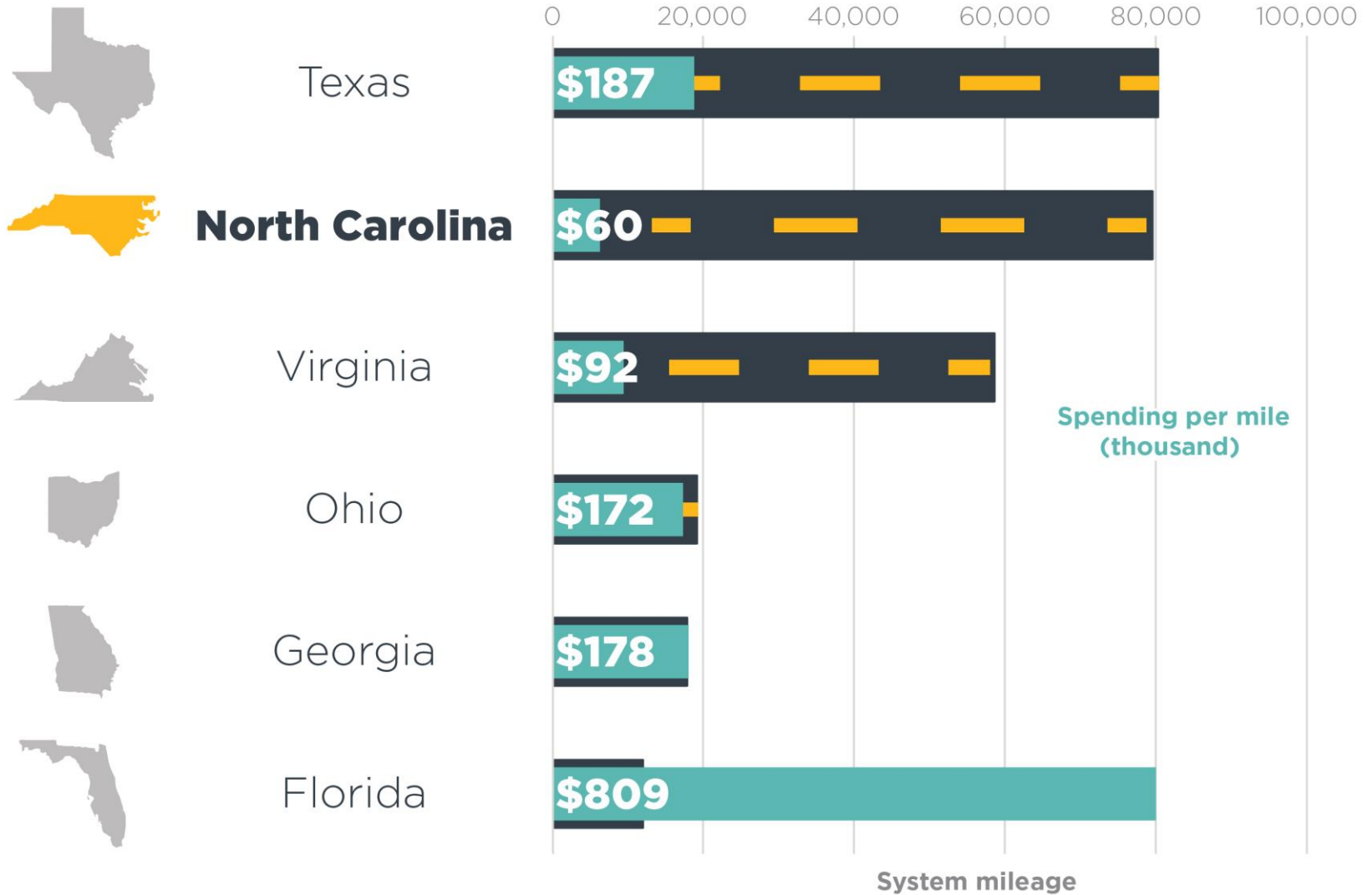
Georgia



Ohio



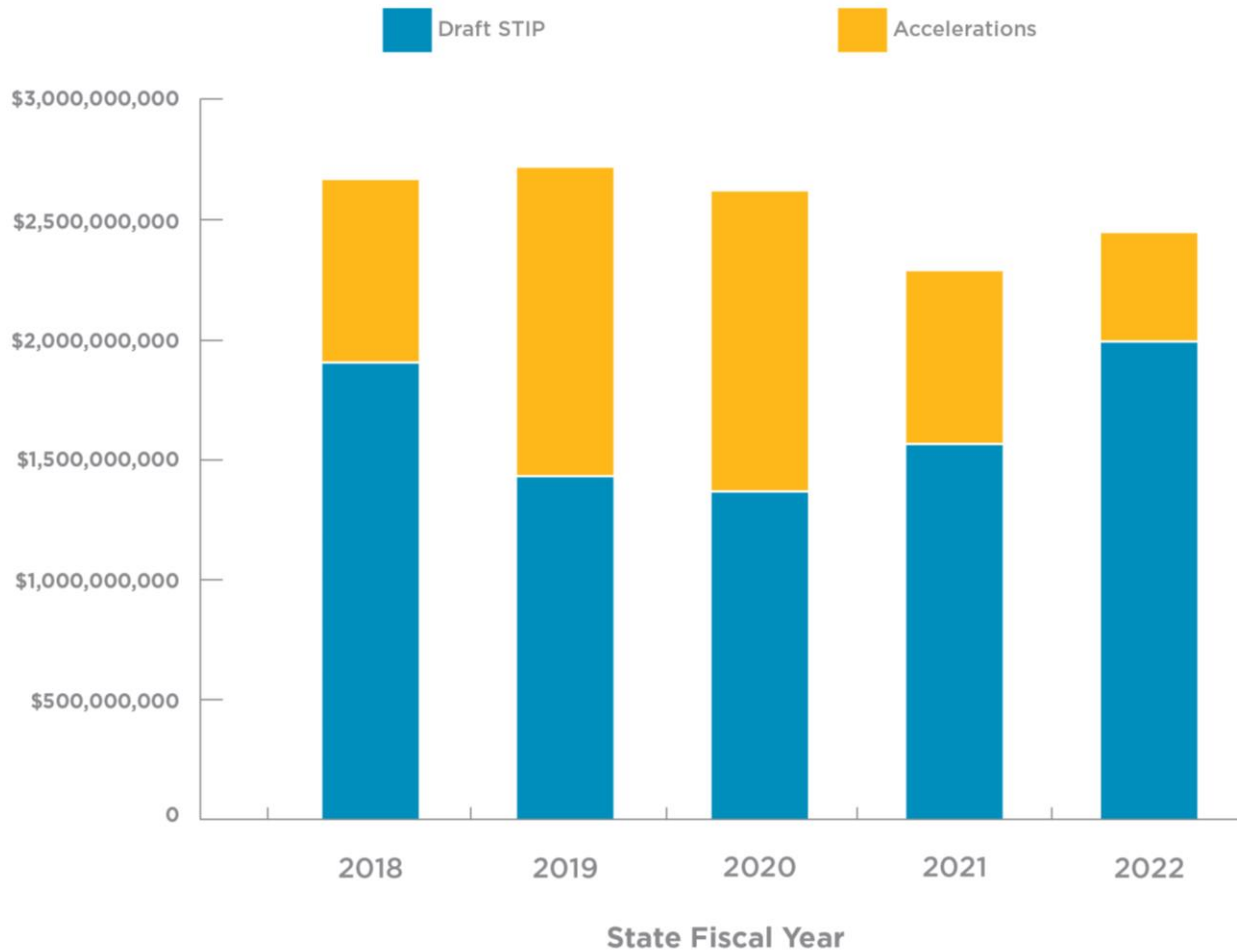
# System Mileage vs. Spending Per Mile



# Why Cash Buildup?



# Project Advancements

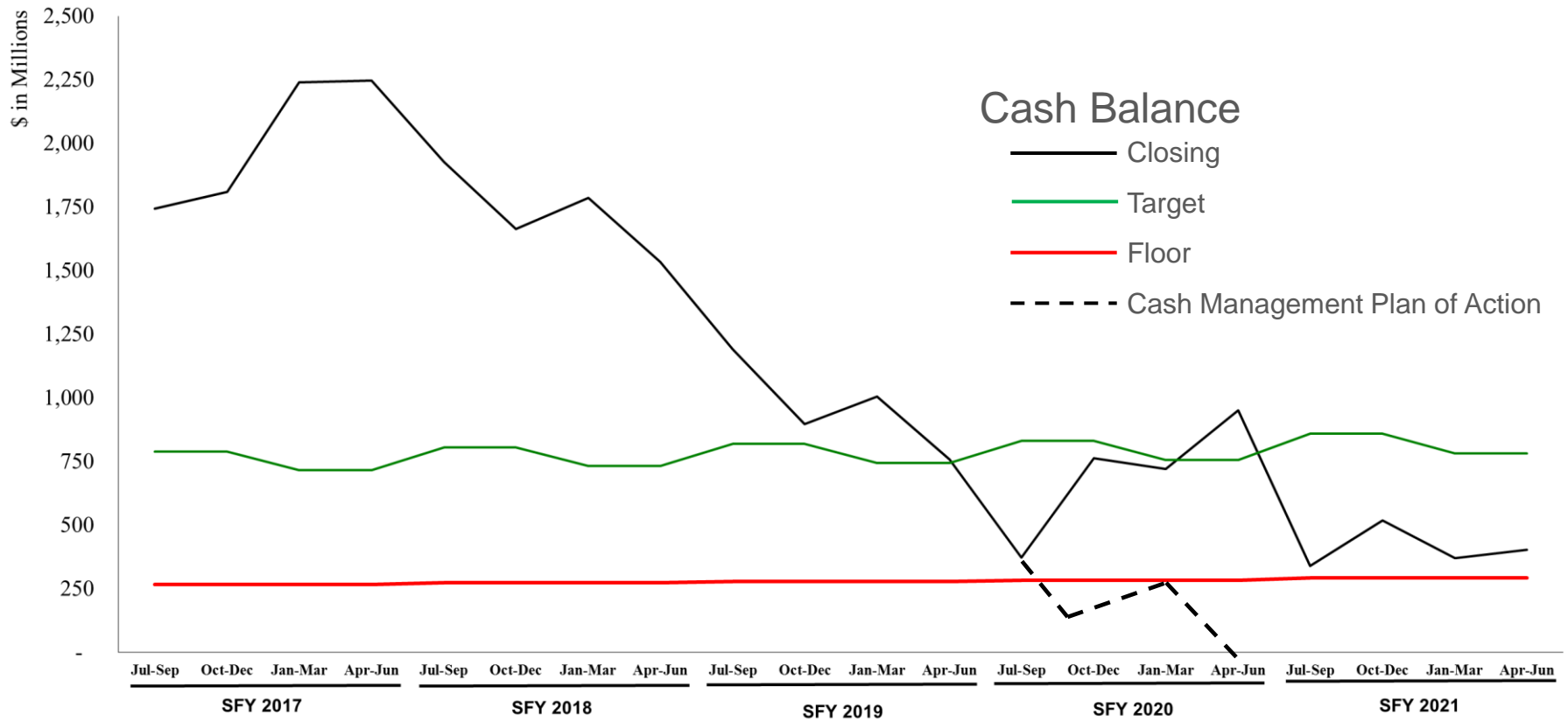


**Over the 10-year STIP**

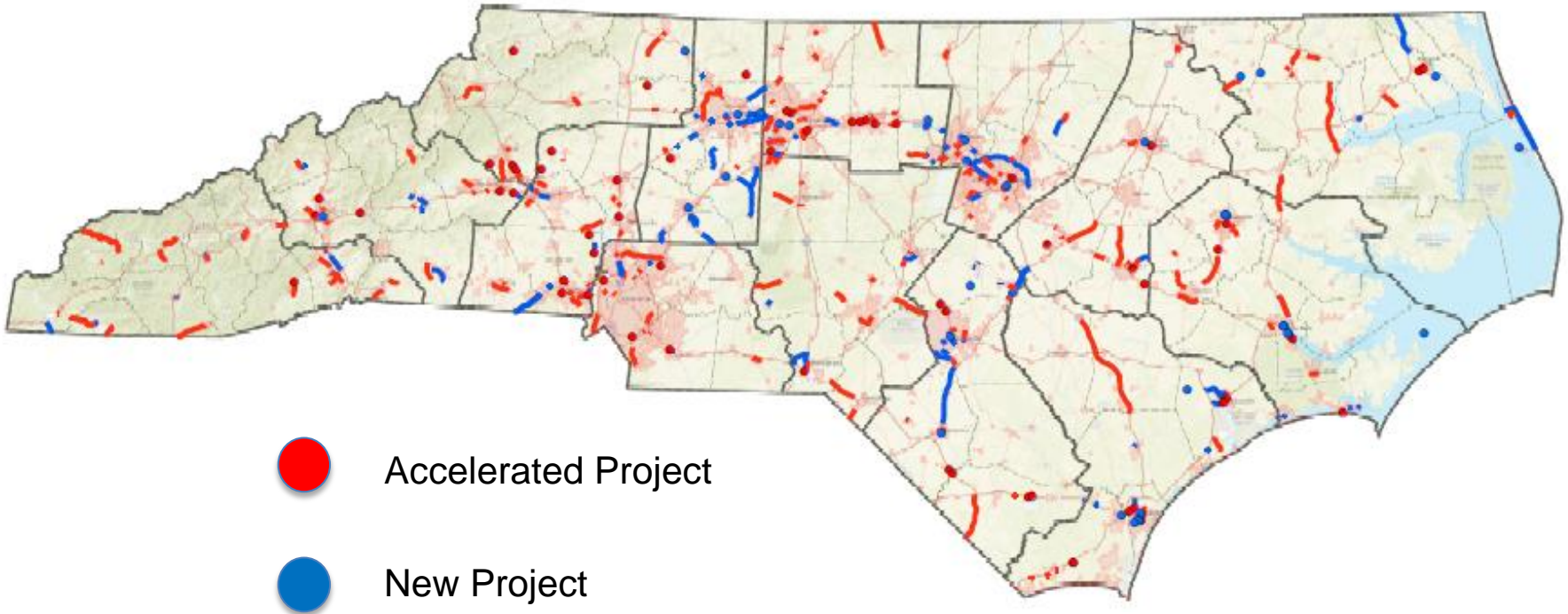
Accelerated <b>350</b> Projects	Added <b>144</b> Projects to STIP
---------------------------------------	---



# Addressing Balance – Accelerating Delivery



# Changes Between the 2018-2027 Draft STIP & Final STIP



# Grant Anticipation Revenue Vehicle (GARVEE Program)

- Debt payable solely from future federal revenues
- Finances improvements to federal highway system (65% of NC projects NOT eligible for these funds)

NCDOT GARVEE Program (established in 2007)	
Bonds Issued	6
Project Financing	\$1.12B
STIP Projects Financed	50
Counties	35

# Build NC

- Modeled after GARVEE
- Will maintain integrity of STI
- Have appropriate oversight
- Be utilized at the Regional and Division project tiers (projects NOT eligible for GARVEE)
- Affordability will be determined by the State Treasurer

# BUILD NC Framework

## Key Considerations

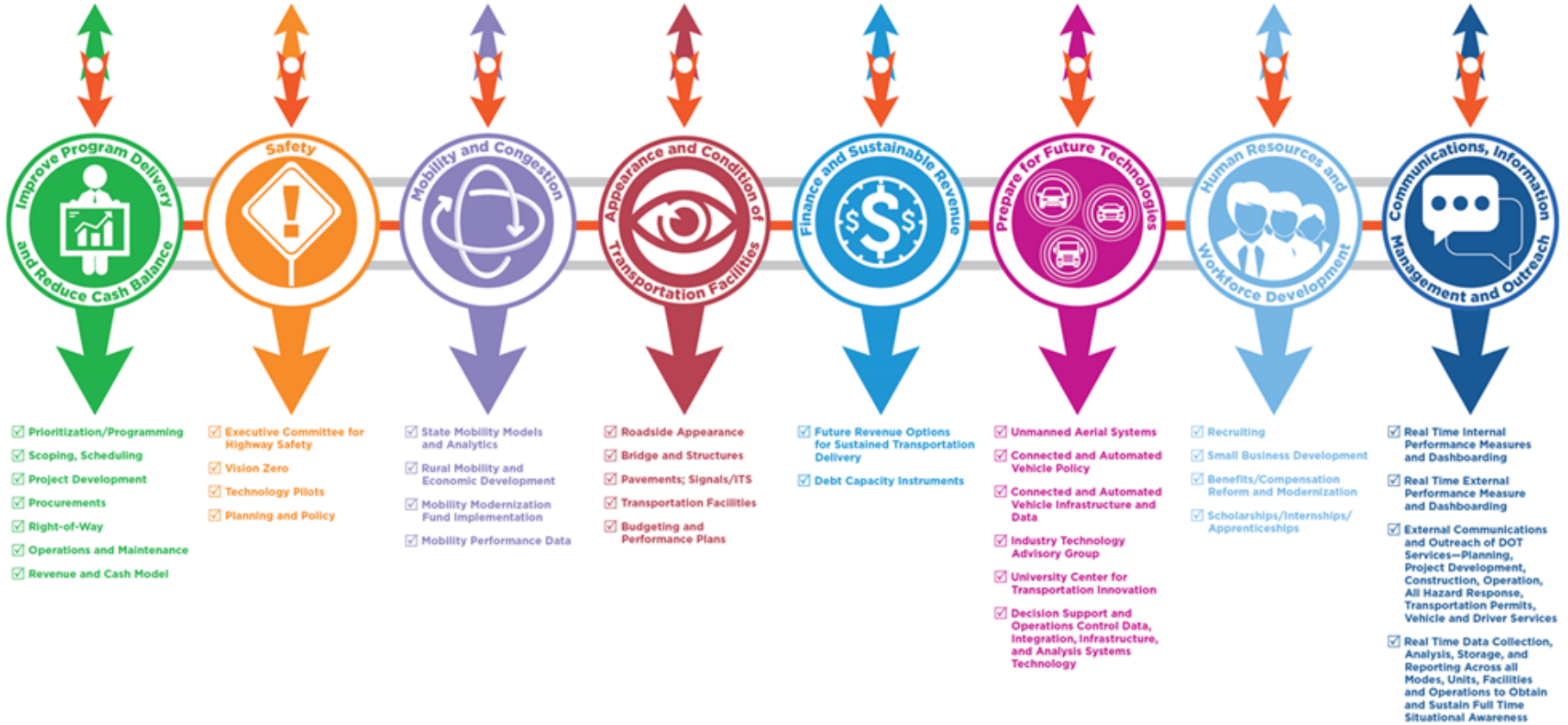
<b>State Transportation Investment (STI) Law</b>	Program development supports STI law
<b>Evergreen</b>	Issuances over time subject to certain conditions, similar with the state GARVEE program per Session Law 2005-403
<b>Equitable distribution</b>	Targets equal distribution between regional and division tier projects
<b>Debt affordability</b>	Consistent with state debt affordability parameters of 6%
<b>Cash balance trigger</b>	Issuances consistent with cash balance target per Session Law G.S. 143C-6-11 ( ≤ \$750M )
<b>Oversight</b>	Oversight consistent with GARVEE program per Session Law 2005-403
<b>Annual and Total Issuance Cap</b>	Annual cap: Establish debt affordability – Determined by State Treasurer Total cap: \$3 billion

# Summary

- NC is growing and changing
- Multiple funding tools are necessary to meet immediate as well as future needs
- Accelerated project delivery has strong economic impact and enhances NC's economic competitiveness
- BUILD NC will support highest priority projects in rural AND urban locations

# Better Transportation Service for North Carolina

*Our Mission: Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.*





# Bill Draft 2017-MLz-205A: Build NC Bond Act.

2017-2018 General Assembly

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**Committee:** House Select Committee on Strategic Date: April 27, 2018  
Transportation Planning and Long Term  
Funding Solutions

**Introduced by:** **Prepared by:** Luke Gillenwater  
**Analysis of:** 2017-MLz-205A Staff Attorney

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**OVERVIEW:** 2017-MLz-205A authorizes the State Treasurer to issue Build NC Bonds, a type of special indebtedness in which the proceeds shall be used only for Division Need Projects and Regional Impact Projects in accordance with the Strategic Transportation Investments ("STI") law set forth in Article 14B of Chapter 136 of the General Statutes.

**CURRENT LAW:** The State Capital Facilities Act, which is set forth in Article 9 of Chapter 142 of the General Statutes, authorizes the State to incur or issue special indebtedness, subject to the various terms and conditions in the Article. Special indebtedness issued under this Article may be used to finance the cost of "capital facilities," which that term is defined as any one or more of the following:

- Any one or more buildings, utilities, structures, or other facilities or property developments, including streets and landscaping, and the acquisition of equipment, machinery, and furnishings in connection with these items.
- Additions, extensions, enlargements, renovations, and improvements to existing buildings, utilities, structures, or other facilities or property developments, including streets and landscaping.
- Land or an interest in land.
- Other infrastructure.
- Furniture, fixtures, equipment, vehicles, machinery, and similar items.

Special indebtedness is not secured by the full faith and credit (taxing power) of the State, so voter approval is not required.

**BILL ANALYSIS:** 2017-MLz-205A does the following:

- **Section 1:** Provides that the act shall be known as the "Build NC Bond Act of 2018."
- **Section 2:** Amends the State Capital Facilities Act to do the following:
  - Authorize the issuance of Build NC Bonds, which is defined as special indebtedness issued to finance Build NC Projects.
  - Defines the term "Build NC Project" as a capital facility identified and selected for financing with Build NC Bonds by the process set forth in the STI law.
  - Provides that (i) approximately 50% of the proceeds from an issuance of Build NC Bonds may be used for Division Need Projects in accordance with the requirements of the STI law and (ii) the remainder of the proceeds may be used for Regional Impact Projects in accordance with the requirements of the STI law. No proceeds may be used for Statewide Strategic Mobility Projects.

Kory Goldsmith  
Director

2017-MLz-205A-SMML-17-v-3

Legislative Drafting  
919-733-6660



# Draft

Page 2

- **Section 3:** Further amends the State Capital Facilities Act to include the following requirements and limitations in regards to the issuance and sale of Build NC Bonds:
  - The source of repayment for Build NC Bonds is the Highway Trust Fund.
  - The State Treasurer shall not issue any Build NC Bonds unless (i) the State Treasurer recommends the issuance and (ii) the State Treasurer has made a determination that all of the following requirements have been or shall be met:
    - The Department of Transportation's average combined month-end cash balance for the first 3 months in the calendar year prior to the date of determination does not exceed a certain threshold.
    - The total amount of Build NC Bonds outstanding will not cause the recommended transportation debt target established by the Debt Affordability Advisory Committee to be exceeded.
    - At least 6 months prior to the expected date of a Build NC Bond issuance, the Department of Transportation has consulted with the State Treasurer, the Joint Legislative Transportation Oversight Committee, and the Joint Legislative Commission on Governmental Operations.
  - The total amount of special indebtedness resulting from the sale of Build NC Bonds shall not exceed \$3,000,000,000.
  - The Department of Transportation may not use the Build NC Proceeds for (i) non-highway projects or (ii) tolling projects.
  - Passage of this act would satisfy the requirement of G.S. 142-15.17 that the General Assembly expressly authorize this type of financing arrangement through legislation.
  - The aforementioned restrictions do not apply to a Build NC Bond used as a refunding bond under G.S. 142-29.5, which means the proceeds from a new debt issue may be used to retire an outstanding bond issue.
  - Since the special indebtedness is supported by the Highway Trust Fund, the limitation set forth in G.S. 142-83(b) regarding bond indebtedness supported by the General Fund does not apply.
  - Since the projects to be financed with Build NC Bonds are selected through the STI process, the requirement set forth in G.S. 142-84(e) that the Department of Administration make decisions about the type of facility and amount financed does not apply.
- **Section 4:** Provides that the maturity date for a Build NC Bond may not exceed 15 years.
- **Section 5:** Directs the State Treasurer to develop a debt management plan for Build NC Bonds.

**EFFECTIVE DATE:** This act is effective when it becomes law.