

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

July 7, 2009
TCC: 10:00 a.m.

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

RPO Transportation Coordinating Committee Agenda

1. Welcome & Introductions – Troy Lewis – TCC Chair

Action Items

2. Minutes - March 3, 2009
3. Support Letter for Federal RPO Funding
4. Road Transfer Resolution

Old Business

5. SPOT – Daniel Van Liere

New Business

6. Special Studies Timeline
7. Nash County CTP – Daniel Van Liere
8. Upper Coastal Plain RPO Website
9. Other Business

Reports

10. Johnston County CTP – Daniel Van Liere
11. Wilson County CTP – Daniel Van Liere
12. NCDOT Division 4 - Ricky Green/ Representative
13. NCDOT Planning Branch, Saeed Mohamed

Dates of future meetings:

Sept. 1, 2009

Nov. 3, 2009

January 5, 2010

March 2, 2010

Attachments:

1. Minutes of the March 3, 2009 TCC meeting
2. Support Letter for Federal RPO Funding
3. Road Transfer Resolution

May 5, 2009

The Honorable X
Address 1
Address 2
City, State ZIP

Dear Representative X:

I am writing to urge you to consider co-sponsoring a very important amendment to SAFETEA-LU that would strengthen the rural transportation planning program currently in place in North Carolina. U.S. Congressman Tim Walz (D-MN) is preparing to introduce legislation that would establish, fund and outline the functions of Regional Transportation Planning Organizations for areas outside the boundaries of Metropolitan Planning Organizations (MPOs) – otherwise known as Rural Planning Organizations (RPOs) in North Carolina. The legislative proposal would amend the SAFETEA-LU highway and transit act, which is set to expire on September 30, 2009. The amendment would also be considered as the new authorization is drafted. This bill would further the North Carolina RPO program by strengthening the current requirements for rural local elected official consultation, recognizing and further defining the roles and responsibilities of RPOs from a federal perspective and targeting federal highway, transit and safety funds to rural areas. These changes will insure a statewide network of multi-modal transportation facilities that will meet North Carolina's current and future transportation needs.

Regional approaches to transportation planning are becoming increasingly important, especially with the increased need to coordinate and integrate local economic development, housing and transportation plans. North Carolina's rural areas have benefitted from greater participation in transportation decision-making, and the state's RPO program provides a critical link between the state, citizens and local officials in that process.

Your support for this amendment is critical, and time is of the essence. Please act now to co-sponsor the bill by contacting Congressman Walz's Legislative Director, Chris Schmitter at 202-225-2472.

I look forward to working with you and all our North Carolina representatives as we begin reauthorization of the transportation bill, and would be happy to share more information regarding rural transportation issues with you or your staff.

With warmest regards,

XXX, Chair
Transportation Advisory Committee
XXX Rural Planning Organization

cc: XXX RPO members

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

A RESOLUTION IN OPPOSITION TO LEGISLATION TRANSFERRING RESPONSIBILITY FOR STATE ROADS TO LOCAL GOVERNMENTS

WHEREAS, Senate Bill 1001, House Bill 881, and Senate Bill 758 are pending in the North Carolina General Assembly; and

WHEREAS, These bills would shift the financial responsibility for thousands of miles of state roads from the State of North Carolina to local governments, reversing State policy adopted by the General Assembly in the 1930s under which the State of North Carolina became known as the “Good Roads State”; and

WHEREAS, These efforts to shift the State’s responsibility to local governments as set out in these bills include:

- Transferring tens of thousands of miles of state roads from NCDOT to local governments for improvement and maintenance without sufficient resources, essentially insuring the acceleration and degree of deterioration of the existing road system;
- Delaying payment of Powell Bill Funds to municipalities next year in order to cover State budget deficiencies, which will lead to deterioration of municipal streets and is contrary to national efforts to spur construction activity;
- Eviscerating the 50 year old Powell Bill municipal road maintenance support system by making payments under it optional by the State and therefore illusory, even as the State shifts its road responsibilities to local governments; and

WHEREAS, Local governments face their own daunting challenges in providing existing essential services with strained revenue sources without this attempted new unfunded mandate; and

WHEREAS, The state’s road system is fundamental and critical to the economic health of the State and the well being of its citizens, and it should not be sacrificed or abandoned for lack of determination by the State to continue to maintain its historical responsibility and stewardship.

NOW THEREFORE, be it resolved by Transportation Advisory Board of the Upper Coastal Plain Rural Planning Organization to respectfully and urgently request the North Carolina General Assembly reject any legislative proposals which would transfer responsibility for large portions of the state’s road system to local governments, weaken or dismantle municipal Powell Bill street maintenance funding.

Adopted this _____ day of _____, 2009

A.P. Coleman, Chair
Rural Transportation Advisory Committee

Daniel N. Van Liere, Secretary
Rural Transportation Advisory Committee