

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

July 10, 2018

TCC: 11:00 a.m.

Wilson Operations Center

1800 Herring Ave.

Wilson, NC 27893

252-296-3341

RPO Transportation Coordinating Committee Agenda

1. Welcome & Introductions – Bill Bass – TCC Chair
2. Additions or corrections to Agenda
3. Approval of Minutes May 1, 2018

Presentation

4. Strategic Transportation Corridor Master Plan (STC) – *Kerry Morrow, NCDOT*

Decision Items

5. Resolution of support for Enhanced Lighting at US 64 and Old Carriage Rd
6. Resolution of support for Smithfield 2018 BUILD Grant
7. Resolution of support for East Coast Greenway 2018 BUILD Grant
8. Letter of support for JCATS 2018 BUILD Grant
9. STI P5 Regional Final Point Allocation Adoption

Reports

10. US 70 Commission – Next meeting July 19, 2018
http://www.ucprpo.org/Documents/feasibility/FS-1604A_US_70_Feasibility_Study_FINAL_DRAFT_May_2018.pdf
11. Hwy 17/64 Association – Last meeting was June 27, 2018
12. Coastal NC Transportation Forum – July 24, 2018 – *Hilton Greenville Inn, Greenville, NC*
13. Legislative Update – BUILD NC now law
14. NCDOT Division 4
15. NCDOT Planning Division (TPD)

Public Comment

16. Public Comment

Other Business

17. TCC Member Comments

Dates of future meetings:

September 4, 2018

October 23, 2018

January 8, 2019

March 5, 2018

Attachments:

1. TCC May 1, 2018 Minutes
2. Strategic Transportation Corridor Master Plan Presentation
3. Resolution for Enhanced Lighting at US 64 and Old Carriage Rd
4. Resolution for Smithfield 2018 BUILD Grant
5. Resolution for East Coast Greenway BUILD Grant
6. Letter of support for JCATS BUILD Grant
7. STI P5 Regional Final Point Allocation Adoption
8. Coastal NC Transportation Forum Info

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

May 1, 2018

RPO Transportation Coordinating Committee Minutes

Attendance

TCC

Nancy Nixon, Nash
Bryant Bunn, Wilson
Julie Maybee, Kenly
Jae Kim, Spring Hope
Catherine Grimm, Tarboro
Bill Bass, City of Wilson
James Diggs, Wilson County

NCDOT

Jimmy Eatmon, NCDOT-Division 4
Craig Midgett, NCDOT Division 4

UCPRPO

James Salmons

Other

Bob League, Rocky Mount MPO
Stuart Bass, UCPCOG

Introduction

1. *Welcome & Introductions – Bill Bass – TCC Chair*

Mr. Bill Bass welcomed everyone and asked everyone to introduce themselves and then called the meeting to order.

2. *Approval of Agenda*

Mr. Bill Bass asked if everyone had an opportunity to review the agenda and asked if anyone had any additions to be made to the agenda. Being none and **UPON A MOTION** by Catherine Grimm (Tarboro), second by Jimmy Eatmon (NCDOT) the agenda was unanimously approved as written.

3. *Minutes – March 6, 2018*

After reviewing the Minutes for the March 6, 2018 TCC meeting and **UPON A MOTION** by Catherine Grimm (Tarboro), second by Jae Kim (Spring Hope) the minutes were unanimously approved.

Discussion Items

4. *STI P5 Update*

Mr. Salmons provided a brief presentation on the results of the STI P5 data scores. The presentation included differences between P4 and P5 as well as both Region A results and statewide results. The UCPRPO received \$62 million in statewide funding for the US 70 in Princeton project. Some of the top scoring UCPRPO projects included the NC 58 at Airport Rd Intersection and the US 70 Alt access management project in Selma.

5. *UCPRPO STI P5 Data Points Review and Priority Projects Discussion*

Included in the agenda packet was the draft Prioritization Sheet for TAC members to rank Regional project point allocations. Members were asked to review the ranking sheet and ensure their priority projects were highlighted in red. Members were asked to submit additional priority projects by May 3, 2018. Once the priority projects were finalized TAC members would be asked to rank projects at their next meeting on May 16, 2018. It was explained to the members that there is bonus points available for projects that include a local match.

UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

Decision Items

6. *Resolution for Reduction of the Bicycle and Pedestrian Local Match*

Members were provided with the draft resolution of support for a reduction in local match requirements for bike and pedestrian projects. After a discussion, it was decided to remove the recommended local match requirements based on population and merely request that NCDOT consider reducing or eliminating the local match requirement for bike/pedestrian for smaller communities. An updated resolution will be drafted and emailed to all TCC members for their final comments. After receiving all comments, the resolution will be presented to the TAC for their consideration for adoption at their May 16, 2018 meeting.

Reports

7. *US 70 Commission*

Mr. Salmons reported that at their last meeting the top was in reference to regional corporation. The next US 70 meeting is scheduled for May 17, 2018 in LaGrange, NC.

8. *Hwy 17/64 Association – Next meeting April 18, 2018*

Mr. Salmons stated that at the last Hwy 17/64 Association meeting there was a presentation on BUILD NC provided by Chief Engineer Tim Little. The next meeting is scheduled for June 27, 2018.

9. *Legislative Update*

Mr. Salmons provided a brief presentation explaining BUILD NC.

10. *NCDOT Division 4*

Mr. Jimmy Eatmon (Division 4) introduced Mr. Craig Midgett as the new Division 4 Corridor Development Engineer.

11. *NCDOT Planning Division (TPD)*

No report.

Public Comment

12. *Public Comment*

There was no public comment.

Other Business

13. *TCC Member Comments*

Mr. Salmons congratulated the City of Wilson in receiving the NCDOT Bike/Pedestrian Planning Grant. He also reported that Berry Gray was leaving as Planner for Johnston County. Ms. Nixon reported that Brian Hassel was leaving as Planner of Nashville.

Upcoming meeting:

The next meeting is tentatively scheduled for July 10, 2018 at 11:00am.

UPON A MOTION from Nancy Nixon (Nash) was made to adjourn and a second motion was made by Jimmy Eatmon (Division 4) and the meeting was adjourned.

Respectfully submitted,

Bill Bass, TCC Chair

James M. Salmons, UCPRPO



NORTH CAROLINA

Department of Transportation



N.C. Strategic Transportation Corridors Master Plans

Future I-42 (Corridor P) & Future I-795 (Corridor S)

2018 Upper Coastal Plain RPO TAC and TCC Meetings

Goals

System Connectivity: Provide essential connections to national transportation networks critical to interstate commerce and national defense;

Mobility: Facilitate significant high-volume, inter-regional movements of people and goods across the state; and

Economic Prosperity: Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.

Strategic Transportation Corridors

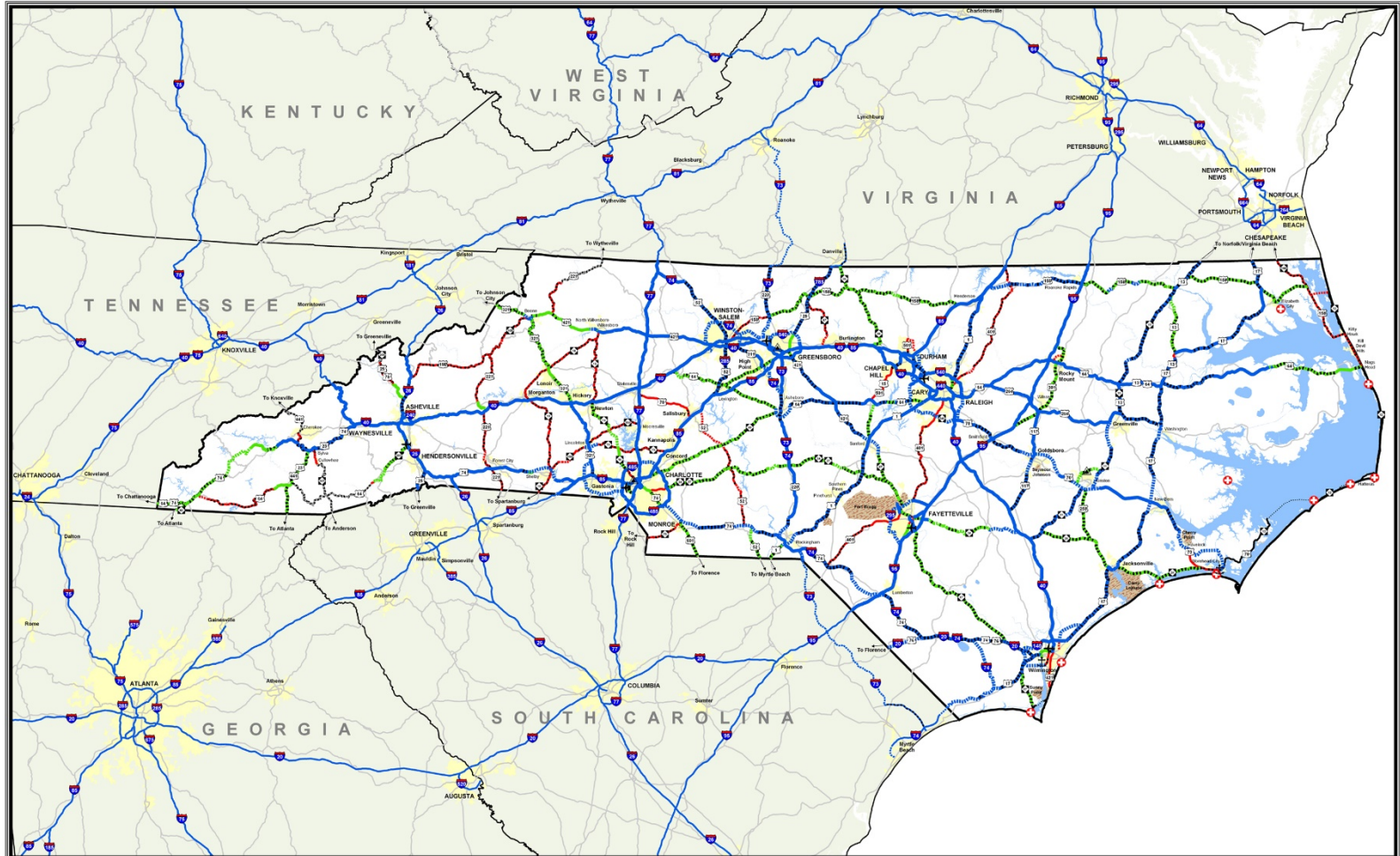


Note: Dashed lines indicate primary rail lines that combine with the primary highway to form the color-coded Strategic Transportation Corridor.

Strategic Highway Corridors vs. Strategic Transportation Corridors

SHC	STC
Identified vision	Collaborative vision
55 corridors	25 corridors
Vehicle-focused	Multimodal

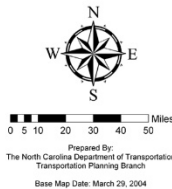
Strategic Highway Corridors



Vision Plan

Adopted by The North Carolina Board of Transportation

Plan Date: September 2, 2004
Revised: July 10, 2008



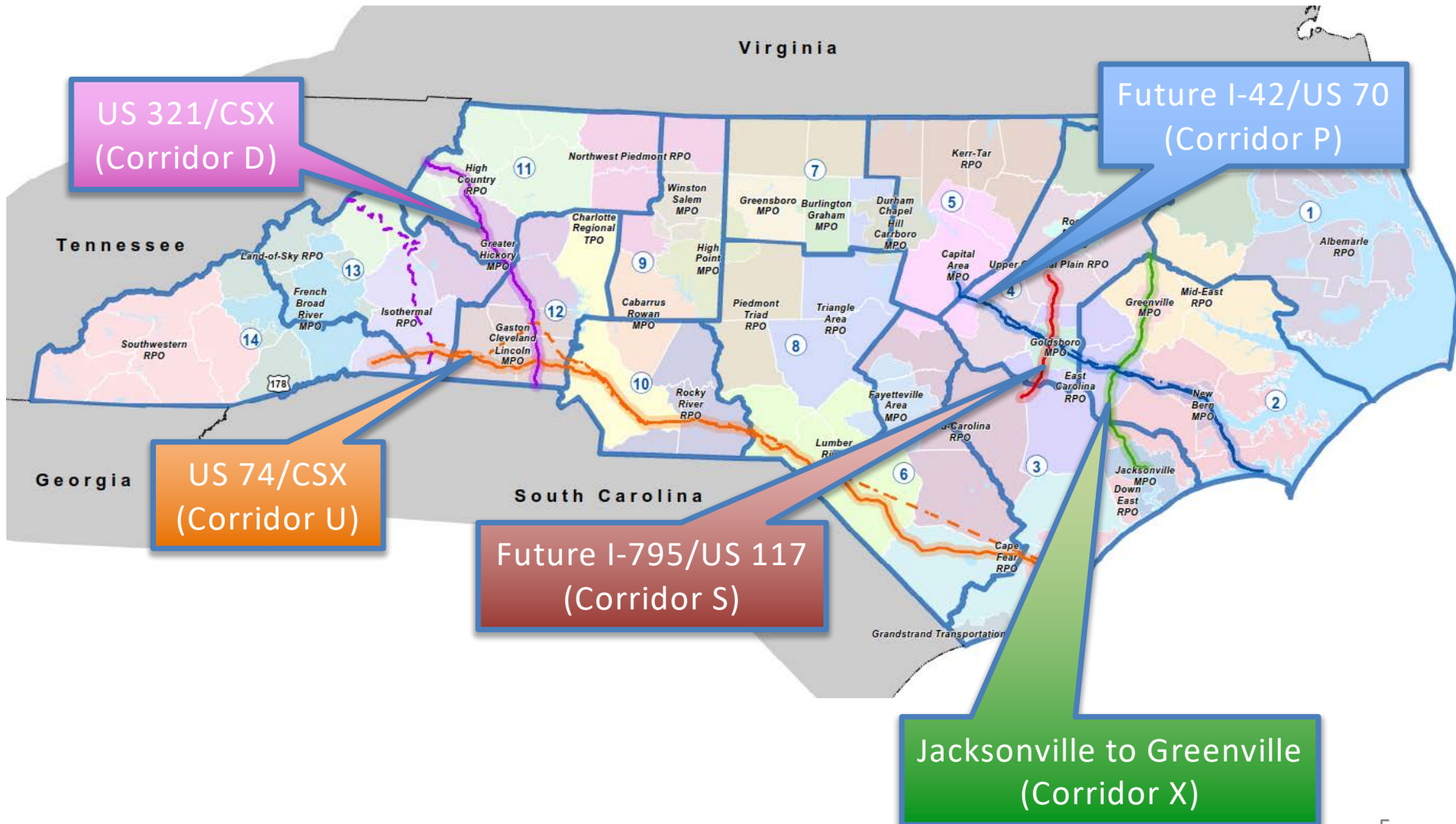
Legend

Strategic Highway Corridors

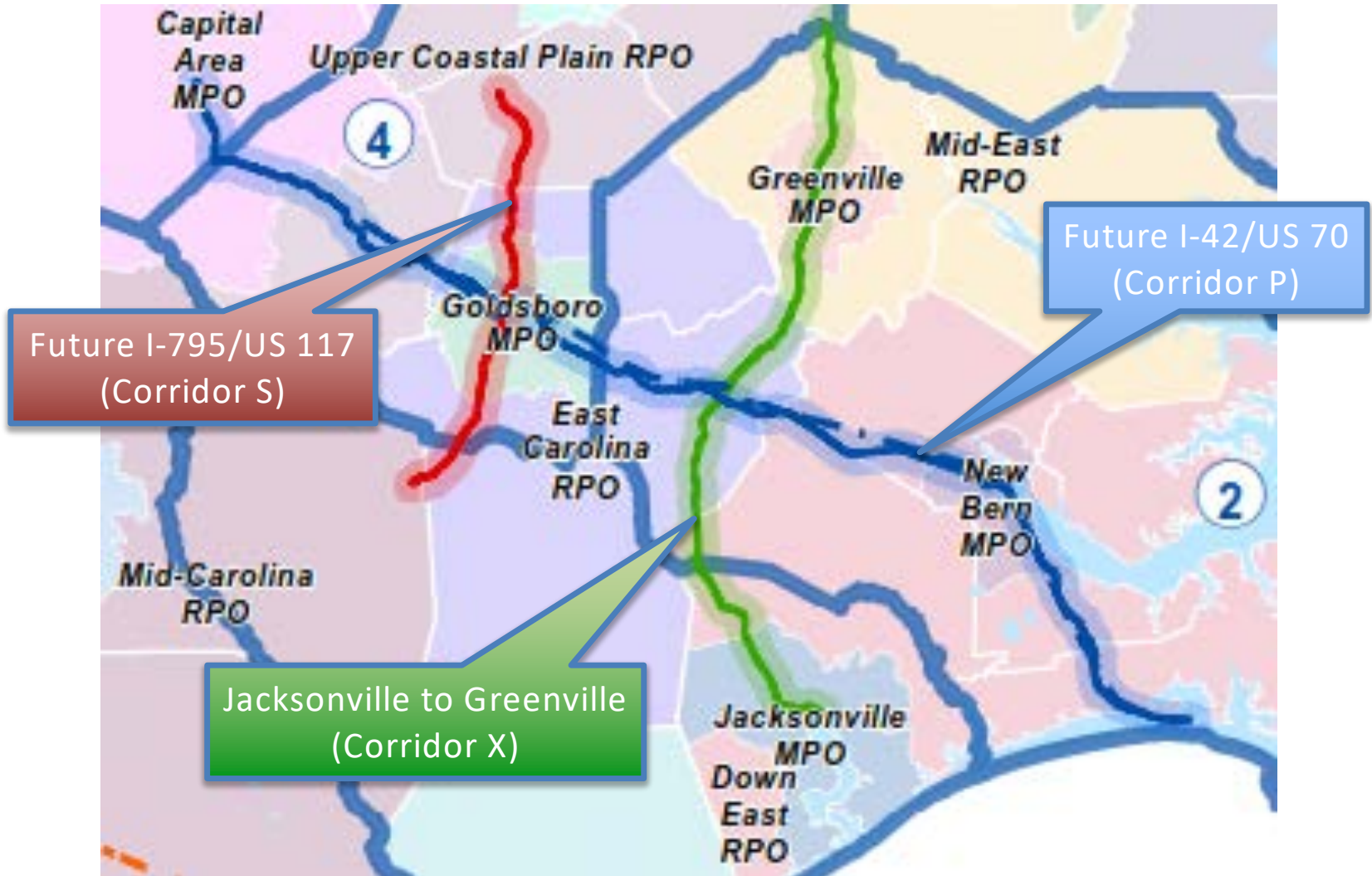
- | | |
|---------------------|----------------------|
| Freeways | Boulevards |
| — Existing | — Existing |
| - - - Needs Upgrade | - - - Needs Upgrade |
| ⋯ Recommended | ⋯ Recommended |
| Expressways | Thoroughfares |
| — Existing | — Existing |
| - - - Needs Upgrade | - - - Needs Upgrade |
| ⋯ Recommended | ⋯ Recommended |

- US/Other Route
- Statewide Tier Ferry Route
- ⚓ State Port
- ✈ Major Airport
- ⚙ Intermodal Connector
- ⚓ Coast Guard Station
- ⚓ Major Military Base
- ⬜ Urban Area
- ⬜ Water Features

Initial Corridors



Initial Corridors: Bundle 1



P: Future I-42 / US 70 / NCRR *I-440 to Port of Morehead City*



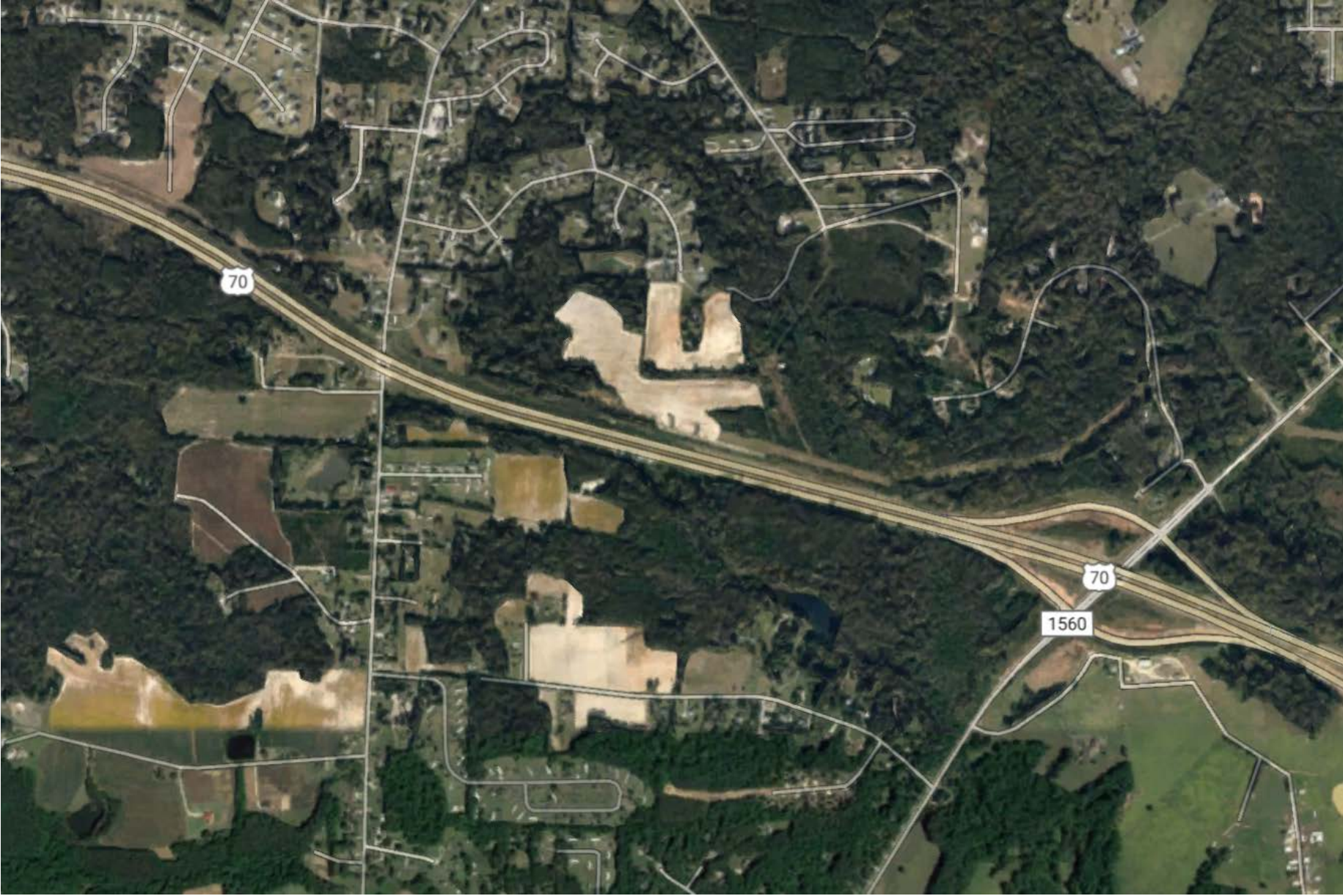
Existing Conditions

- Most is limited access or interstate
- Access to economic centers, NC Global Transpark
- Access for tourists for coastal amenities
- Carries high truck volumes
- Abuts along North Carolina freight movement
- Major connections: I-95 and I-795
- Evacuation route
- Access to Croatan National Forest
- Access to military bases

Previous Planning

- Previous studies and STIP projects
- Local transportation and land use plans

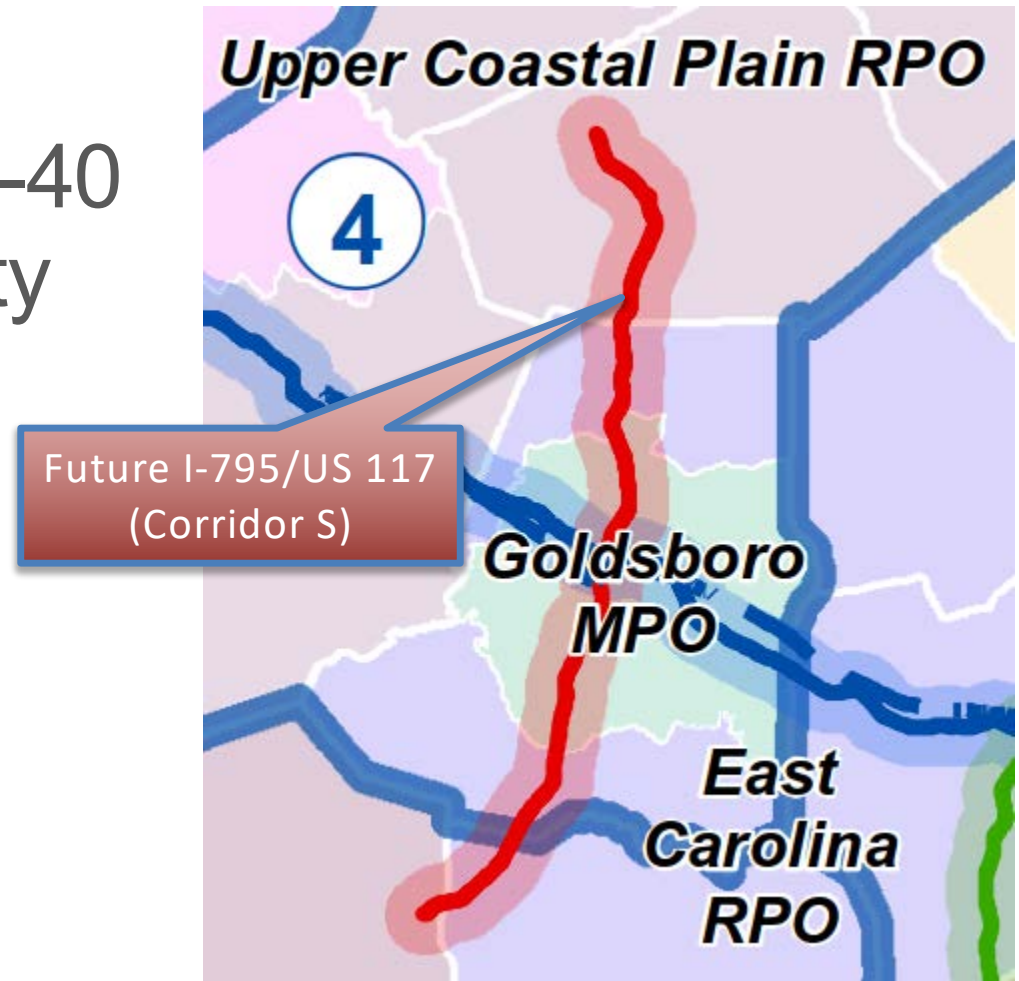
“Enhance safety, mobility, and economic vitality”





S: Future I-795

I-795/US 117 in
Wilson County to I-40
in Sampson County



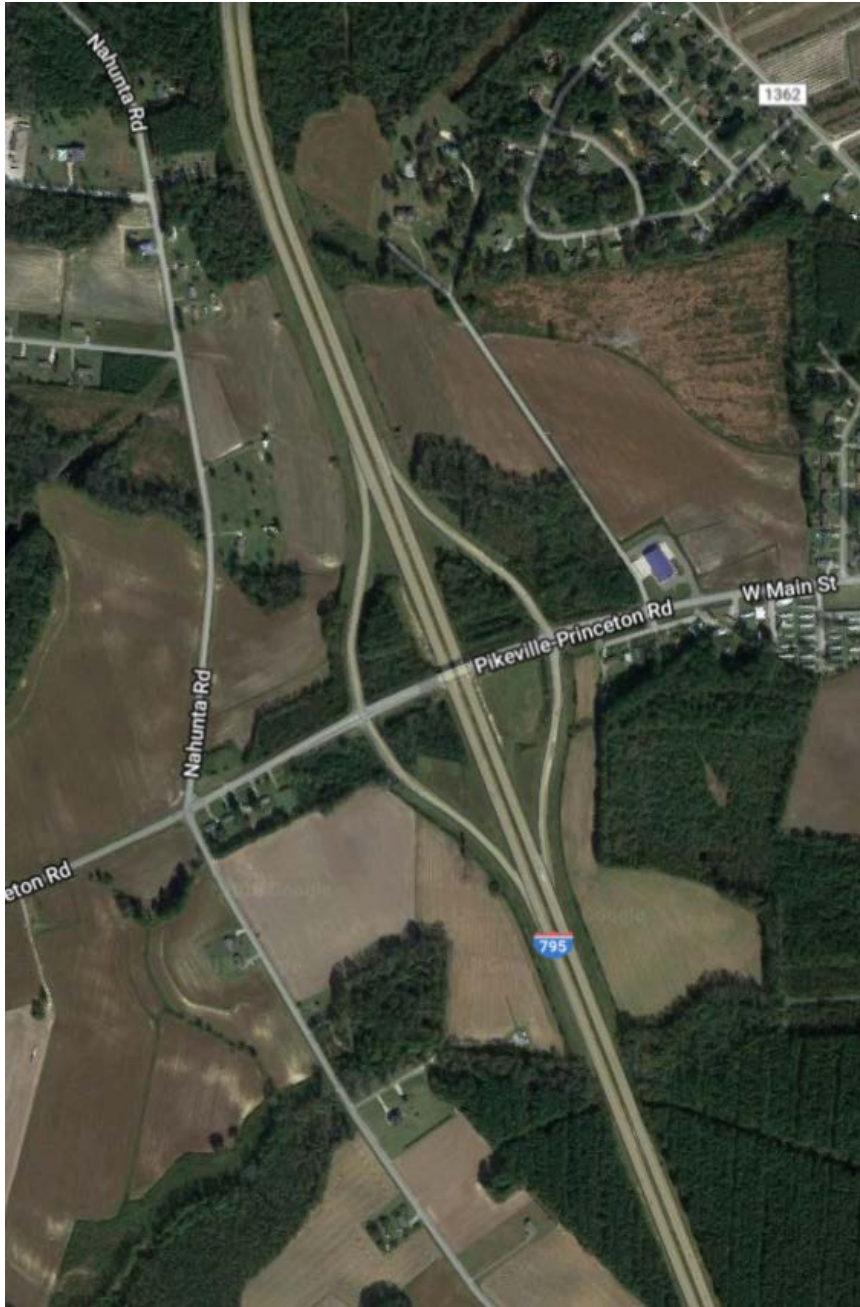
Existing Conditions

- Interstate from Goldsboro to Wilson, carrying high truck traffic
- US 117 from I-40 to Goldsboro is mostly limited access
- Shortcut between I-40 and I-95
- Major connections to US 70
- Access to Johnson Seymour Base
- Number of unincorporated areas – low income and low density
- Lack of economic activity

Corridor Inspections

- Physical/environmental constraints
- Travel experience
- Major connections
- Major land uses





Data Collection

- Previous studies and STIP projects
- Local transportation and land use plans
- Mapping (GIS) data
- Travel demand models
- Ports, airports, and transit inventory
- Bicycle inventory / bike & ped plans
- Travel markets and freight flows

Agency Engagement

- Corridor Steering Committee
 - MPO/RPO staff
 - NCDOT disciplines and Divisions
 - FHWA
 - USMC, Ports, Global TransPark
- Meetings with MPO/RPO
 - Staff
 - TACs
 - TCCs

Stakeholder Engagement

Municipal
and County
Managers

Coast
Guard &
USMC

Chambers
of
Commerce

Health
Services,
Emergency
Management

Public
Transit &
Regional
Airports

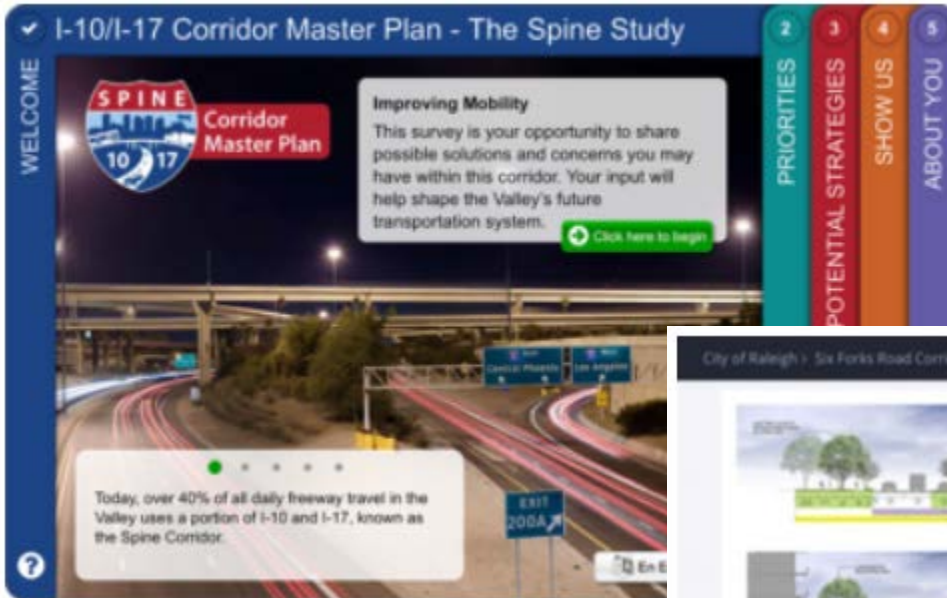
Universities
&
Community
Colleges

Public
Schools

Large
Businesses

Hospitals

Public Engagement Via MPO/RPO and Stakeholders



PublicInput.com

MetroQuest



Plan Deliverable:

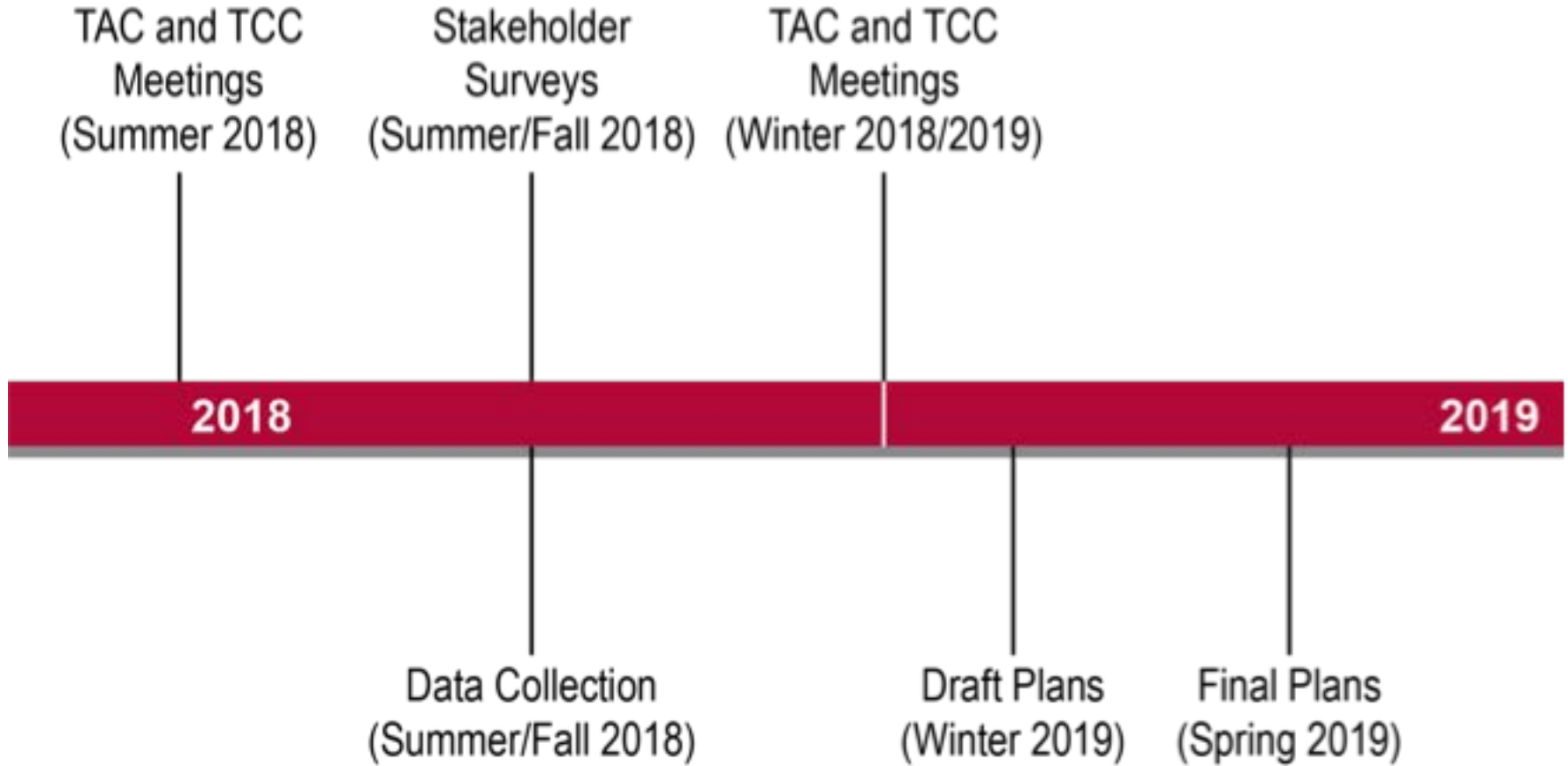
Unified Statewide Vision per Corridor

- Corridor Map
- Corridor Profile
- Problem Statement for Sub-Corridors
- Corridor Access Management Recommendations
- Strategic Corridor Conditions Report
- Developing Strategies and Identifying Recommendations Report

Elements Potentially Included

- Facility type
- Multimodal accommodations
- Access management / UDO change
- Sub-corridors
 - Sequencing of potential projects
 - Purpose and need statements
 - Timeframe
- Interim strategies

Master Plan Next Steps



Questions?

**RESOLUTION FOR HIGH-MAST INTERCHANGE LIGHTING OF US 64
AND OLD CARRIAGE ROAD (SR 1603) INTERCHANGE IN NASH
COUNTY, NC**

WHEREAS the Upper Coastal Plain Rural Planning Organization provides transportation planning services for the Counties of Edgecombe, Johnson, Nash, and Wilson in partnership with the North Carolina Board of Transportation;

WHEREAS – the State Transportation Improvement Program Project U-5996 will widen Old Carriage Road and the bridge over US 64; and

WHEREAS – the surrounding area of this interchange is quickly developing with the advancement of Nash Community College and increased commercial activity; and

WHEREAS – the existing interchanges on US 64 to the east and west of Old Carriage Road have high-mast interchange lighting; and

WHEREAS – additional lighting of the interchange will improve safety and promote greater benefits for the educational and commercial establishments in the area; and

THEREFORE, BE IT RESOLVED that the Upper Coastal Plain Rural Planning Organization endorses and supports the High-Mast Lighting of the US Highway 64 and Old Carriage Road (SR 1603) Interchange in Nash County, NC.

Adopted this _____ day of _____ 2018.

Brent Wooten, TAC Chair
Upper Coastal Plain Rural Planning Organization

**RESOLUTION IN SUPPORT FOR THE TOWN OF SMITHFIELD'S
APPLICATION FOR THE 2018 BUILD TRANSPORTATION
DISCRETIONARY GRANT APPLICATION**

WHEREAS the Upper Coastal Plain Rural Planning Organization provides transportation planning services for the Counties of Edgecombe, Johnson, Nash, and Wilson in partnership with the North Carolina Board of Transportation;

WHEREAS the Equity Drive project is located in the Town of Smithfield within Johnson County with a population of 11,735 and with a median household income of \$35,176; and

WHEREAS the route serves motorists with vital access to economic opportunities within the immediate project area but does not meet the multi-modal needs of the surrounding community as the corridor creates as many barriers for residents, students, and businesses as it does opportunities; and

WHEREAS the Town of Smithfield's 2018 BUILD Grant application seeks to address these barriers for all users, including, freight, automobiles, pedestrians, and cyclists, while enhancing opportunities for a low-wealth neighborhood that needs multi-modal access to capitalize on nearby jobs, schools, and businesses; and

WHEREAS Upper Coastal Plain Rural Planning Organization believes the project will improve vehicular and pedestrian mobility for regional tourism and residents, enhance safety, and provide resilience and quality of life to the local community; and

WHEREAS the citizens of the Upper Coastal Plain Rural Planning Organization share a community of interest with the Town of Smithfield for employment, health care, shopping and recreation, and businesses now located in the area; and

THEREFORE, BE IT RESOLVED that the Upper Coastal Plain Rural Planning Organization endorses and supports the Town of Smithfield's efforts in obtaining the 2018 BUILD Grant request for the Equity Drive Project.

Adopted this _____ day of _____ 2018.

Brent Wooten, TAC Chair
Upper Coastal Plain Rural Planning Organization

**RESOLUTION IN SUPPORT FOR THE EAST COAST GREENWAY
APPLICATION FOR THE 2018 BUILD TRANSPORTATION
DISCRETIONARY GRANT APPLICATION**

WHEREAS the Upper Coastal Plain Rural Planning Organization provides transportation planning services for the Counties of Edgecombe, Johnston, Nash, and Wilson in partnership with the North Carolina Board of Transportation; and

WHEREAS the East Coast Greenway vision is a 3,000-mile route for biking, walking, and other active means from Maine to Florida. By providing fun, safe, and accessible infrastructure for everything from a local commute to a long adventure, the Greenway will foster healthy, sustainable, and prosperous communities throughout the Eastern Seaboard; and

WHEREAS the East Coast Greenway route serves 40-60 miles of bike and pedestrian facilities throughout the Upper Coastal Plain Rural Planning Organization planning area and connecting 5 local towns to a continuous network of safe bike and pedestrian facilities to 25 cities and 425 rural communities from Maine to Florida; and

WHEREAS the East Coast Greenway is good for business, good for public health, and good for transportation infrastructure by creating a linear park that everyone can enjoy for generations to come; and

WHEREAS the Upper Coastal Plain Rural Planning Organization believes the project will improve vehicular and pedestrian mobility for regional tourism and residents, enhance safety, and provide resilience and quality of life to the local community; and

WHEREAS the citizens of the Upper Coastal Plain Rural Planning Organization share a community of interest with the East Coast Greenway for employment, health care, shopping and recreation, and businesses now located in the area; and

THEREFORE, BE IT RESOLVED that the Upper Coastal Plain Rural Planning Organization endorses and supports the East Coast Greenway 2018 BUILD Grant Application.

Adopted this _____ day of _____ 2018.

Brent Wooten, TAC Chair
Upper Coastal Plain Rural Planning Organization

East Coast



Greenway.

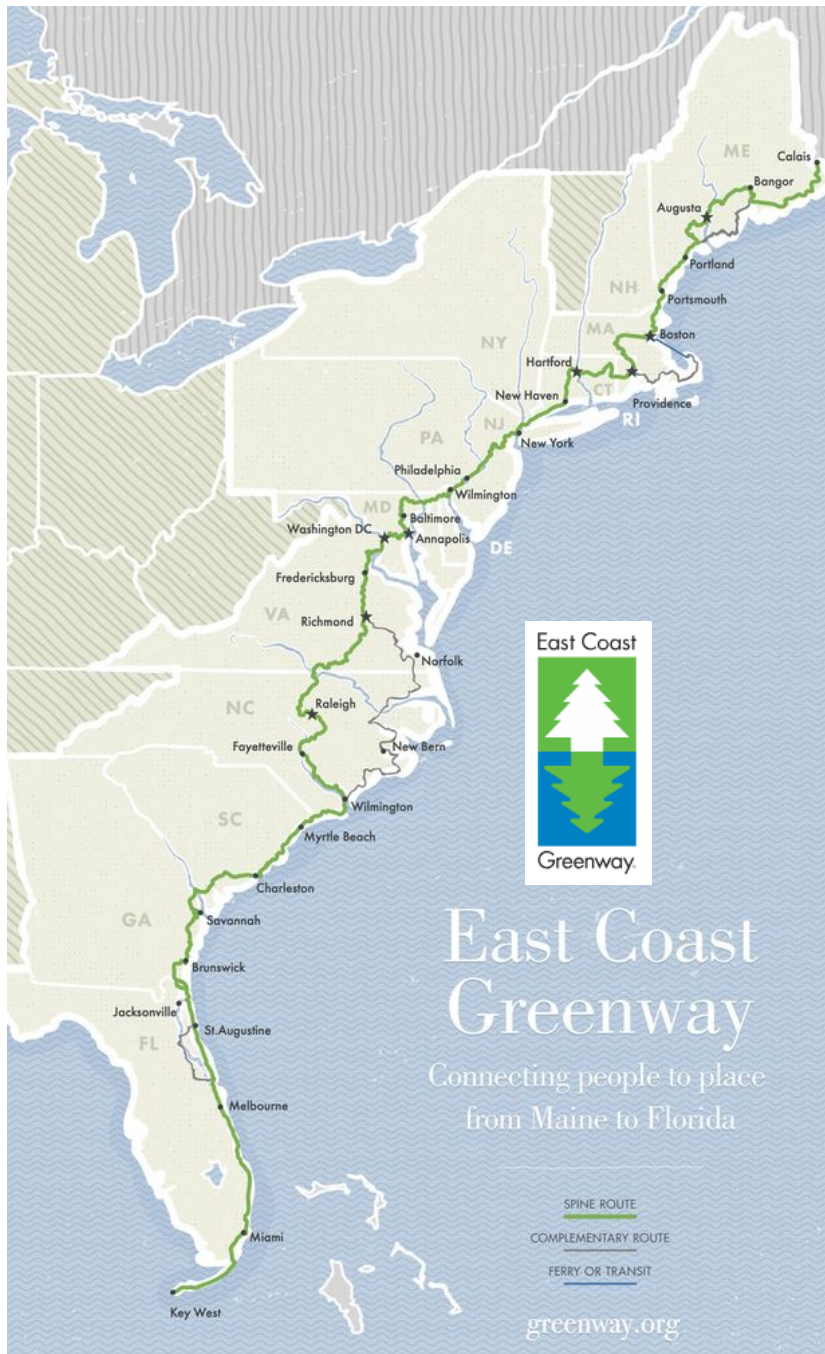
ECG Rural North Carolina Corridor Plans

BUILD Grant Concept

BUILD Grants

Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program





OUR MISSION AND VISION

Our mission: To partner with local, state, and national agencies and organizations to promote the establishment, stewardship, and public enjoyment of a safe and accessible multi-user greenway linking cities and towns from Maine to Florida.

Our vision: The East Coast Greenway vision is a 3,000-mile route for biking, walking, and other active means from Maine to Florida. It will host tens of millions of visits per year as a linear park separated from motor vehicle traffic that connects major cities, small towns, and the nature around them. By providing fun, safe, and accessible infrastructure for everything from a local commute to a long adventure, the Greenway will foster healthy, sustainable, and prosperous communities throughout the Eastern Seaboard.

ECG AT A GLANCE

The nation's longest continuous protected biking/walking path.

It's a bold, ambitious vision: **3,000 miles** of protected greenway — not to mention another 1,000 miles of our complementary route. Visitation to the East Coast Greenway is growing, already surpassing **10 million** per year.

Connecting Communities.

From the start, our founders designed the Greenway to go where people live, so the route travels through 25 cities — **450 communities** in all — and connects locals and visitors all along our nation's most densely populated corridor.

An investment in a healthy, sustainable future.

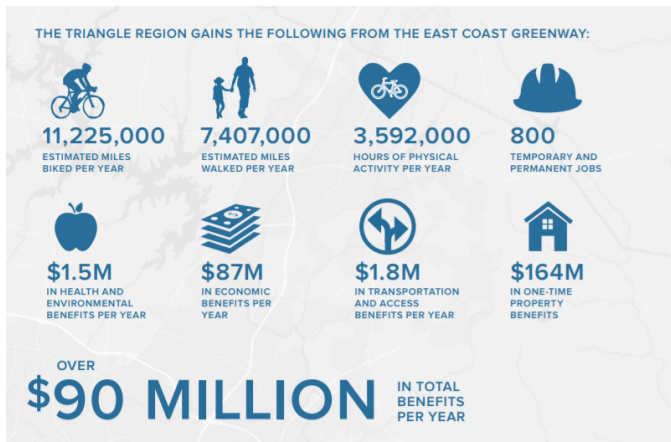
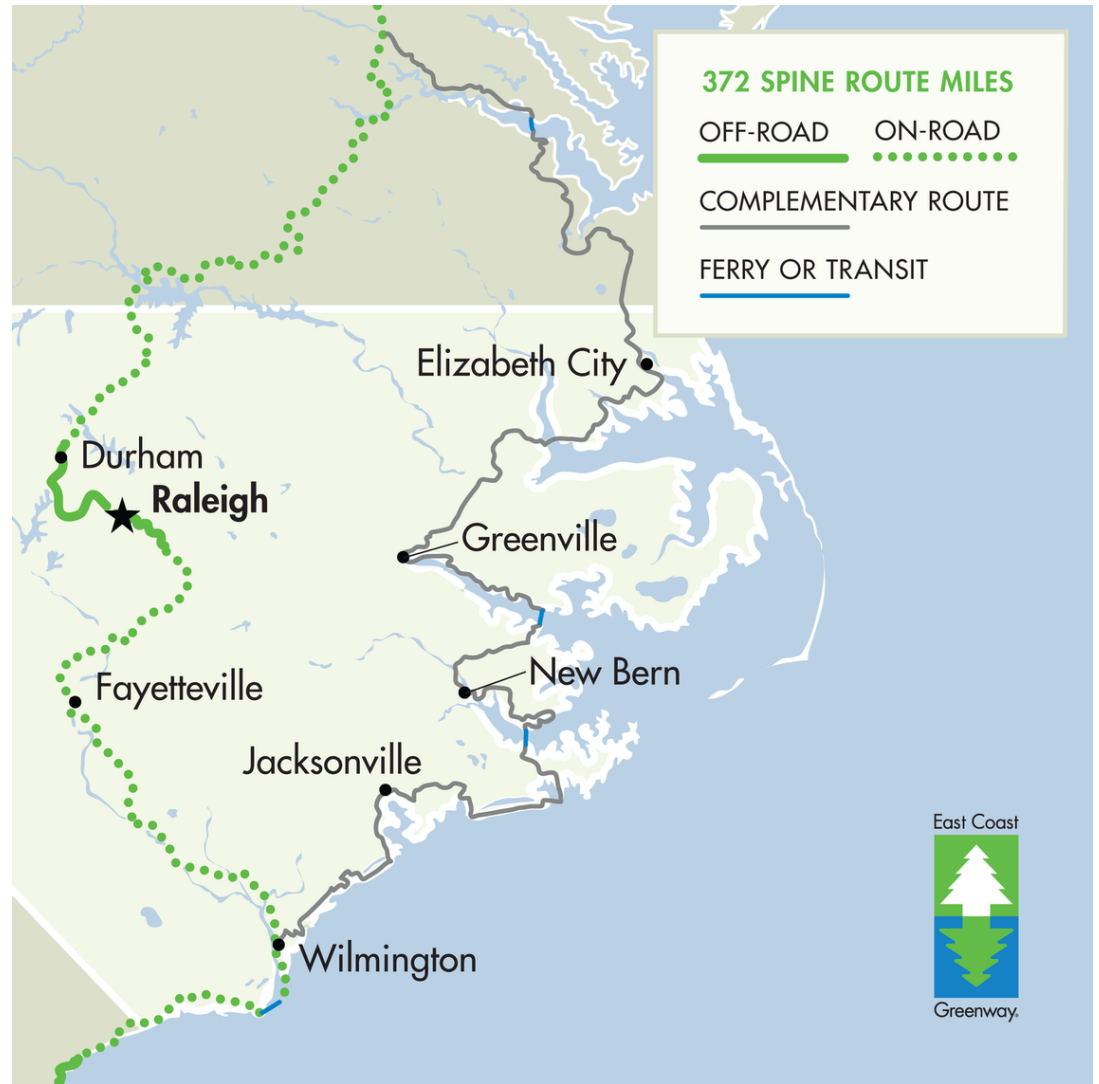
The Greenway is good for **business**, good for public **health**, and good for **transportation** infrastructure. Together with our partnering communities, we're creating a linear park that everyone can enjoy for generations to come.

NORTH CAROLINA ECG

On its way through central and eastern North Carolina, the East Coast Greenway showcases the state's natural features and cultural diversity. From rolling hills of pine, oak, and hickory forests to farmlands, thriving cities, cypress swamps, and coastal beaches, travelers will experience much of the Tar Heel State's best.

The current spine route passes through the Research Triangle cities of Durham and Raleigh on extensive greenway trails, then touches the Sandhills and enters Fayetteville. It runs across the coastal plain along the Cape Fear River and explores the port city of Wilmington.

In addition to this main route, the Historic Coastal Route extends south from Virginia on the Dismal Swamp Canal Trail and follows the North Carolina coast more closely, linking Greenville and Jacksonville before heading into Wilmington to join the spine route.



Economic Impact Report Triangle Greenways

<https://www.greenway.org/uploads/attachments/cj8ahwk7d0flaagqiv9ieamat-triangle-ecg-impact-report-min.pdf>

By completing the greenway through our rural communities similar levels of economic impact can be achieved. Given the lack of industry and employers in these areas the potential impact of greenway driven businesses is even greater.



VISION

3,000 miles of greenway connecting 25 cities and 425 rural communities from Maine to Florida. Visitation to the East Coast Greenway is growing, already surpassing 10 million per year.

CONCEPT

Through the collaborative work of the State Committee the conceptual Spine and Coastal Routes have gone through rigorous analysis and discussion, which has resulted in strong consensus around where the routes go. The concept has been endorsed in many greenway, transportation and parks plans completed by municipalities along the route. The conceptual Spine route is roughly 375 miles.

CORRIDOR PLANS The Missing Link

ECG State Committee Strategic Plan identifies rural corridor studies as the biggest obstacle to completing the greenway. Corridor plans will analyze routing alternatives, identify property acquisition needs, develop alternative routes and produce cost estimates for acquisition, engineering and construction. Without detailed plans that support ROW acquisition projects cannot advance.

RURAL ECONOMIC DEVELOPMENT

Compelling economic impact analysis on ROI for greenway investment – see www.go.ncsu.edu/shareusepaths Greenways create unique opportunities for rural communities for tourism, food/beverage venues, outfitters and other support businesses. Connecting a rural town to a metro region makes it a cycling day trip that would likely never be a destination by car.



ORGANIZATION

The East Coast Greenway Alliance is a thriving nonprofit nationally headquartered in Durham. The North Carolina ECG State Committee is composed of the communities, MPOs, RPOs, state agencies and advocates along the Spine and Coastal routes. The Committee is currently completing a strategic planning process to map out required actions for completing the greenway in North Carolina. Committee has strong leadership and well-established communications channels and serves as a technical resource for communities new to greenways.

PROGRESS

Since the Alliance was founded in the early 1990s, we have mobilized over a billion in public investment to plan, design, and construct almost 1,000 miles of ECG. The NC Spine route includes 93 miles of completed greenway. At 74 miles of greenway the Triangle is the most complete of any ECG Metro Area. There are less than ten miles completed in our rural North Carolina communities.

RURAL INVESTMENT

Segments of the ECG have received over \$30 M in TIGER grants, including a planning grant for Durham's Beltline, which is advancing to design. With a detailed corridor study localities can: partner with state agencies, conservancies, land owners and private business to acquire corridors, program projects into the STIP to receive engineering and construction monies, and advance projects to compete for Federal investment like BUILD in rural projects.



ECG RURAL CORRIDOR PLANS

ECG State Committee Strategic Plan identifies rural corridor studies as the biggest obstacle to completing the greenway and expanding benefits throughout central and eastern NC.
 Fee estimate: \$600,000

Delivery: NCDOT Administered PEF
 Rural Corridor Plan Deliverables:

Four Corridor Planning Areas
 Kerr-Tar (20-40 M)

Upper Coastal/Mid-Carolina (40-60 M)

Mid-Carolina/Cape Fear Corridor (45-65 M)
 Cape Fear (15-25 M)

Community Engagement
 Inventory

Route Analysis
 Property Acquisition Strategy

Funding Strategy
 Cost Estimates:

Property Acquisition

Design
 Construction / Construction Administration

Maintenance

Support for local plan adoption

Partners will likely include:

NC State Parks
 NC Commerce – Visit NC

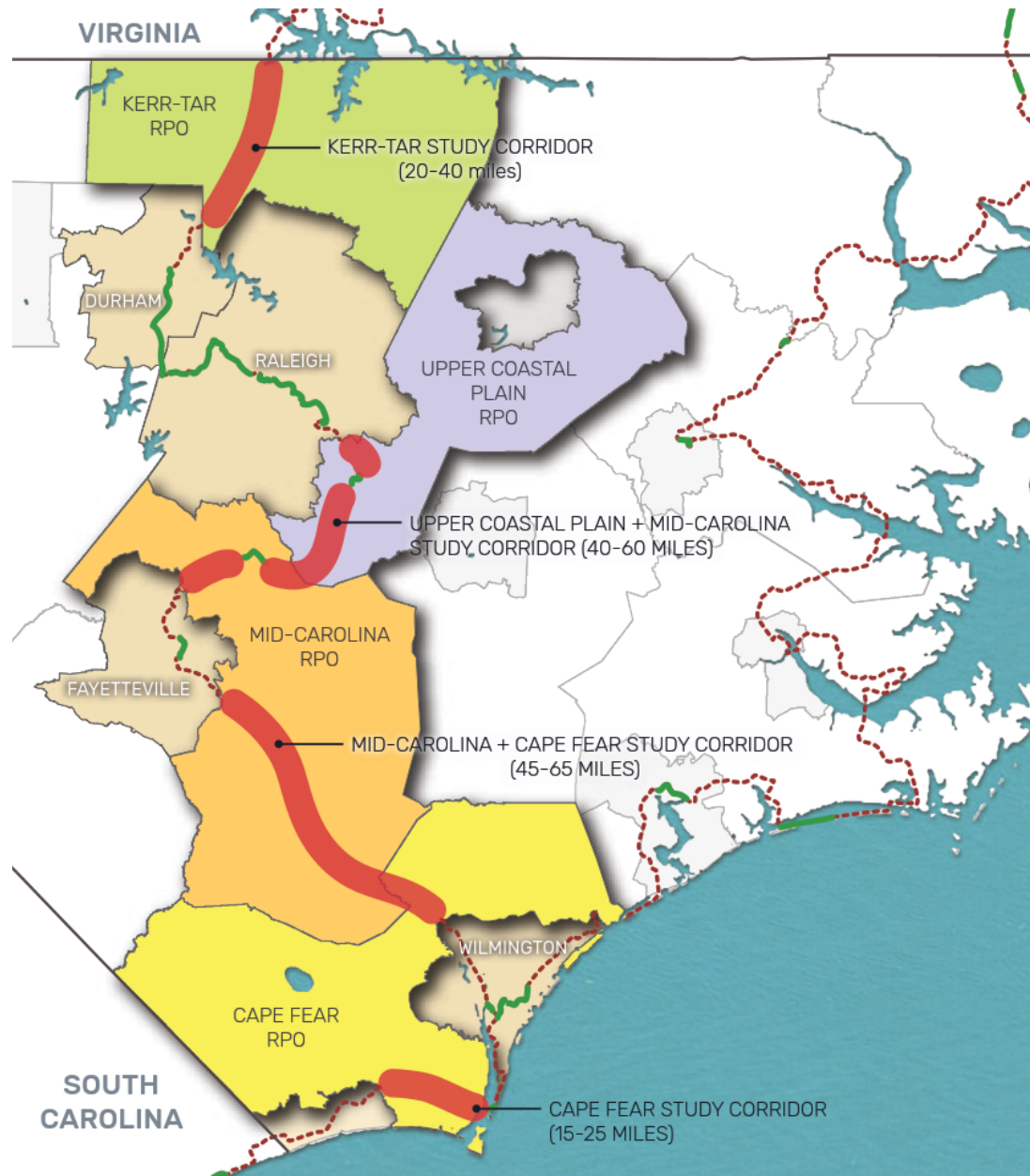
Spine Route RPOs and COGs
 Spine Route Communities

Adjacent MPOs

Blue Cross Blue Shield
 Glaxo Smith Kline

Fort Bragg
 Other employers

Chambers of Commerce
 Visitors & Tourism Offices



UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

July 18, 2018

The Honorable Elaine Chao
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

RE: FY 2018 BUILD Transportation Program

Dear Secretary Chao:

On behalf of the Upper Coastal Plain Rural Planning Organization (UCPRPO), I respectfully ask for your support for a BUILD grant to fund the **Facility Construction for Johnston County Area Transit System (JCATS)** project which includes a critically needed operations and maintenance facility for JCATS.

JCATS recently completed a 2-yr. Facility Feasibility Study project. Its Purpose and Need analysis in conjunction with fieldwork and stakeholder interviews confirm that the existing JCATS facility does not meet current operational needs. The existing 2,000 sq. ft. facility cannot physically house the systems' 38 employees. Passenger transfers must be made outside, even in inclement weather. Additionally, given the current fleet size and the parking area which is estimated to be over full capacity in the next 2 years, vehicle space limitations place additional burden on the existing JCATS facility. This severely limits JCATS' ability to effectively and efficiently serve its clients.

The community's needs for transportation services is forecasted to increase to 165,000 trips per year by 2046. Population projections illustrate similar needs, both in general population increases (1.55% from 2015-2020) and in the increase in the population that is 55 years and older. JCATS needs to move forward with facility expansion now.

This investment will enable Johnston County to continue to serve its citizens by providing safe, reliable, and cost-effective transportation to dialysis, doctor appointments, work, school, and other destinations.

Thank you for your serious consideration of this important project.

Sincerely,

Brent Wooten
UCPRPO TAC Chair

UCPRPO STI P5 REGIONAL POINTS ALLOCATION - Highway Project Criteria REGION and STATE Projects (26 Projects sorted by Region Score) 06/27/18

SPOT ID	Project Category	Route	Description	Cost to NCDOT	County(s)	CONNECT SCORE	CTP SCORE	Regional Impact Quantitative Score (Out of 70)	Local Input Score	PROPOSED POINT ALLOCATION
H111279	Regional Impact	US 70 Alt (Selma from US 301 to I-95)	Provide a 4-Lane Divided Cross Section for this facility. The addition of a median will allow for better access control, thereby providing higher mobility for the facility.	\$11,400,000	Johnston	33	100	42.94	N/A	100**
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	70.17	100
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	68.46	100
H111282	Regional Impact	Wilson Citywide Signal System	Construct Citywide Signal System in City of Wilson	\$6,880,000	Wilson	33	100	40.97	65.06	100
H170664	Regional Impact	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	63.19	100
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	60.81	100
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	70.51	100
H111266	Regional Impact	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	57.33	100
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	55.43	100
H170115	Statewide Mobility	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	53.47	100
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	51.76	100
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	61.26	100
H090470	Regional Impact	NC 111 (Wilson Street)	Widen to Three Lanes	\$14,754,000	Edgecombe	33	100	29.00	47.24	100
H170537	Regional Impact	US 301 (S Brightleaf Boulevard), NC 96 (S Brightleaf Boulevard) Glilee to Brogden	SR 1341 (Galilee Road) to SR 1007 (Borgden Road). Widen to Multi-lanes. (Northern Section)	\$31,900,000	Johnston	33	100	21.29	43.43	92
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) Only 8% of project is within UCPRPO.	\$15,200,000	Johnston	33	100	35.80	45.98	8
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	46.25	100
H090224-A	Regional Impact	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	42.20	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	40.56	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	37.78	0
H172060	Statewide Mobility	I-95	Upgrade interchange to current standards allowing for widening of I-95.	\$16,800,000	Johnston	33	100	29.43	36.16	0
H090224-B	Regional Impact	NC 33	Widen to Multi-Lanes	\$64,400,000	Pitt, Edgecombe	100	100	28.92	57.86	0
H172061	Statewide Mobility	I-95 (Micro Interchange)	Upgrade interchange to current standards allowing for widening of I-95.	\$16,800,000	Johnston	33	100	27.87	32.51	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	30.41	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	27.18	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	24.55	0
H171618	Regional Impact	US 258 (Mutual Boulevard - Princeville Ramp)	Construct US 64 Westbound off-Ramp	\$12,500,000	Edgecombe	33	100	15.50	22.58	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	Statewide Mobility	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.

UCPRPO has a total of 1500 Regional Points available for allocation.

** Project H111279 omitted from TAC ranking exercise in error. H111279 is recommended to receive 100 points in place of H090224-B due to H111279 having a higher quantitative score.

2018.

PRINT TAC CHAIR NAME

Signature, TAC CHAIR

SPOTID	Public Comments and Input STI P5 Regional Projects												Project Criteria		P5.0 Quantitative Score	Total Local Input Score and Points	
	CB Brown (Tarboro)	Brent Wooten (Pinetops)	Cheryl Oliver (Selma)	Andy Moore (Smithfield)	Ted Godwin (Johnston)	Wayne Outlaw (Nash)	Lu Harvey Lewis (Middlesex)	Jerry Medlin (Benson)	Brenda Lucas (Spring Hope)	Total Priority Value	Rank	Points	Project in CTP?	Project Connectivity	Regional Quantitative Score (Out of 70*)	Local Input Score	Local Input Points
H150434	7	7	8	11	10	1	11	3	1	59	1	100	100	33	47.69	70.17	100.00
H172062	10	11	2	20	5	2	9	4	2	65	2	96	100	33	47.29	68.46	100.00
H111282	6	16	14	22	7	4	12	5	3	89	9.5	92	100	33	40.97	65.06	100.00
H170664	3	1	9	21	20	5	8	8	4	79	6	88	100	33	40.02	63.19	100.00
H170654	12	12	3	7	11	6	7	6	5	69	3	84	100	33	37.31	60.81	100.00
H140389	5	15	1	19	12	7	2	22	6	89	9.5	80	100	66	36.42	70.51	100.00
H111266	13	8	16	12	21	8	6	13	7	104	13	76	100	33	36.34	57.33	100.00
H170666	14	17	5	8	6	10	3	2	8	73	4	72	100	33	35.28	55.43	100.00
H170115	2	2	10	18	22	11	4	9	9	87	8	68	100	33	34.01	53.47	100.00
H170663	15	9	11	9	1	14	5	1	10	75	5	64	100	33	33.63	51.76	100.00
H090346-C	4	14	4	15	4	15	1	12	11	80	7	60	100	66	32.05	61.26	100.00
H090470	1	3	12	17	9	18	13	16	12	101	12	56	100	33	29.00	47.24	100.00
H170537	11	13	13	1	13	22	10	11	13	107	14	52	100	33	21.29	43.43	0.00
H141828	8	18	15	4	2	9	23	7	14	100	11	48	100	33	35.80	45.98	100.00
H170647	16	20	6	3	14	3	21	15	15	113	15	44	100	33	42.35	46.25	100.00
H090224-A	17	4	18	13	23	12	22	17	16	142	17.5	40	100	33	33.79	42.20	0.00
H140979	18	19	17	10	3	13	20	10	17	127	16	36	100	33	33.65	40.56	0.00
H111268	19	21	20	23	24	16	19	21	18	181	23	32	100	33	29.49	37.78	0.00
H172060	20	22	7	5	15	17	17	20	19	142	17.5	28	100	33	29.43	36.16	0.00
H090224-B	21	6	21	24	8	19	18	25	20	162	20	24	100	100	28.92	57.86	100.00
H172061	22	25	19	6	16	20	16	18	21	163	21	20	100	33	27.87	32.51	0.00
H111275	23	23	22	16	25	21	14	23	22	189	24	16	100	33	26.09	30.41	0.00
H111270	24	24	23	25	17	23	15	19	23	193	25	12	100	33	20.40	27.18	0.00
H170543	25	10	24	2	18	24	24	24	24	175	22	8	100	33	16.81	24.55	0.00
H171618	9	5	25	14	19	25	25	14	25	161	19	4	100	33	15.50	22.58	0.00
	325	325	325	325	325	325	325	325	325								1500

*To convert to 0-100 scale, multiply quant score by: 1.4286

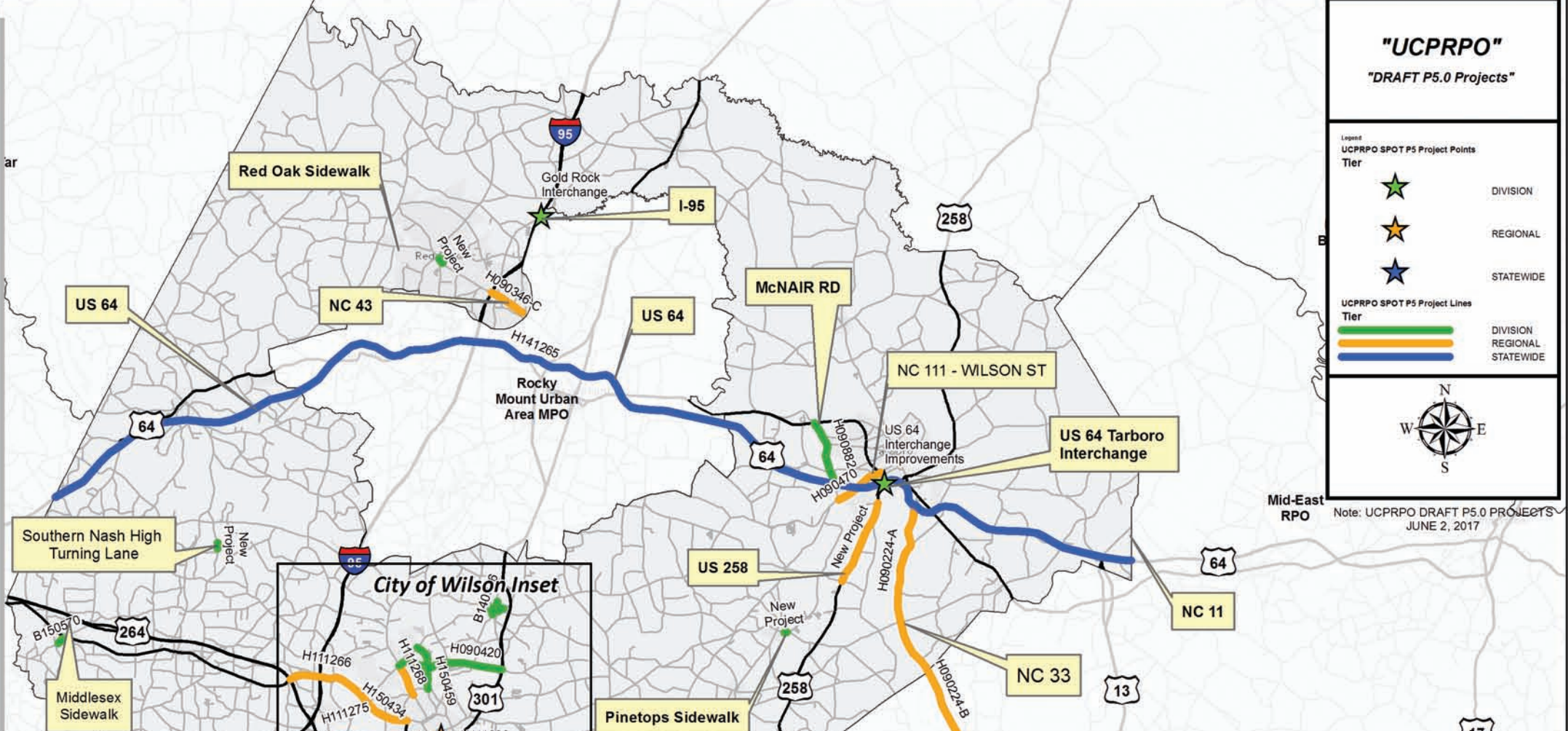
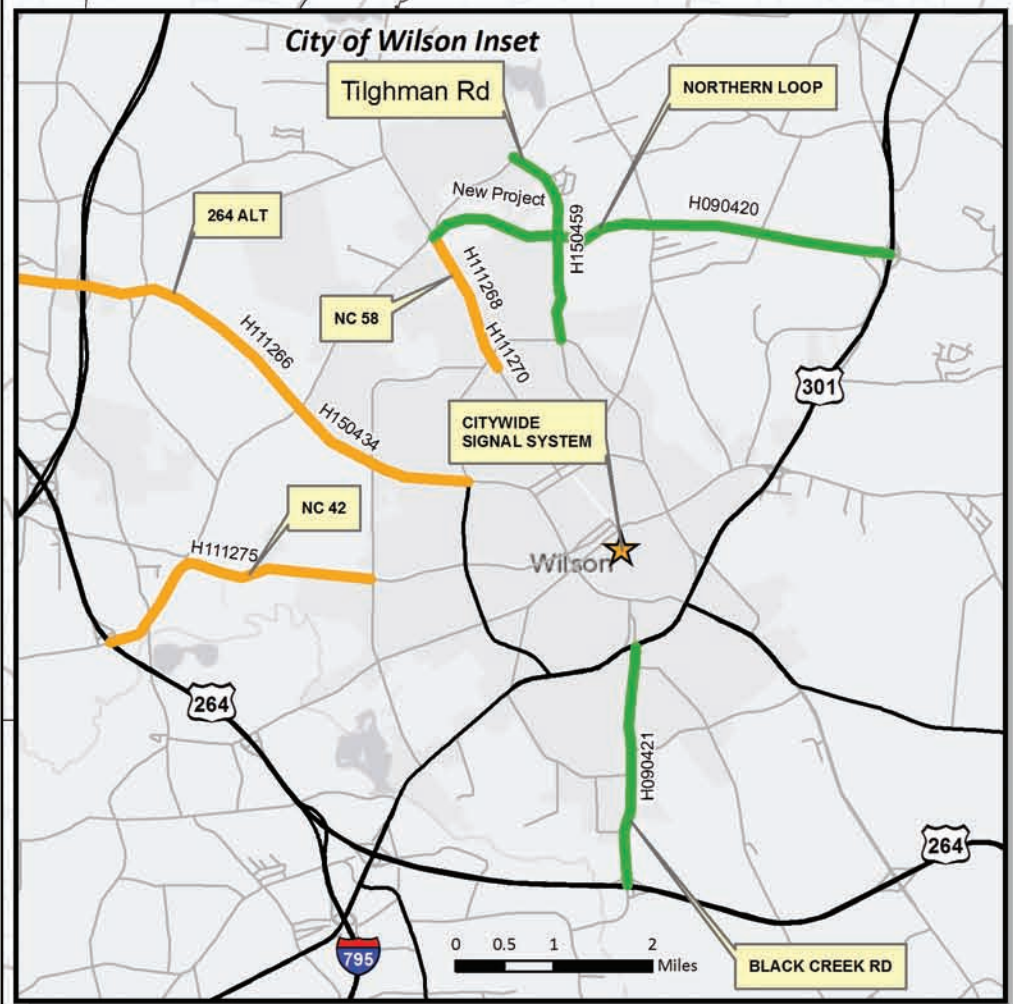
Criteria	Weight (%)
Quantitative Score	20%
Priority Rank	40%
In CTP	5%
Connectivity	35%
SUM:	100%

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 curent Member Priority projects.

** Project H111279 omitted from TAC ranking exercise in error. H111279 is recommended to receive 100 points in place of H090224-B due to H111279 having a higher quantitative score.



"UCPRPO" "DRAFT P5.0 Projects"

Legend

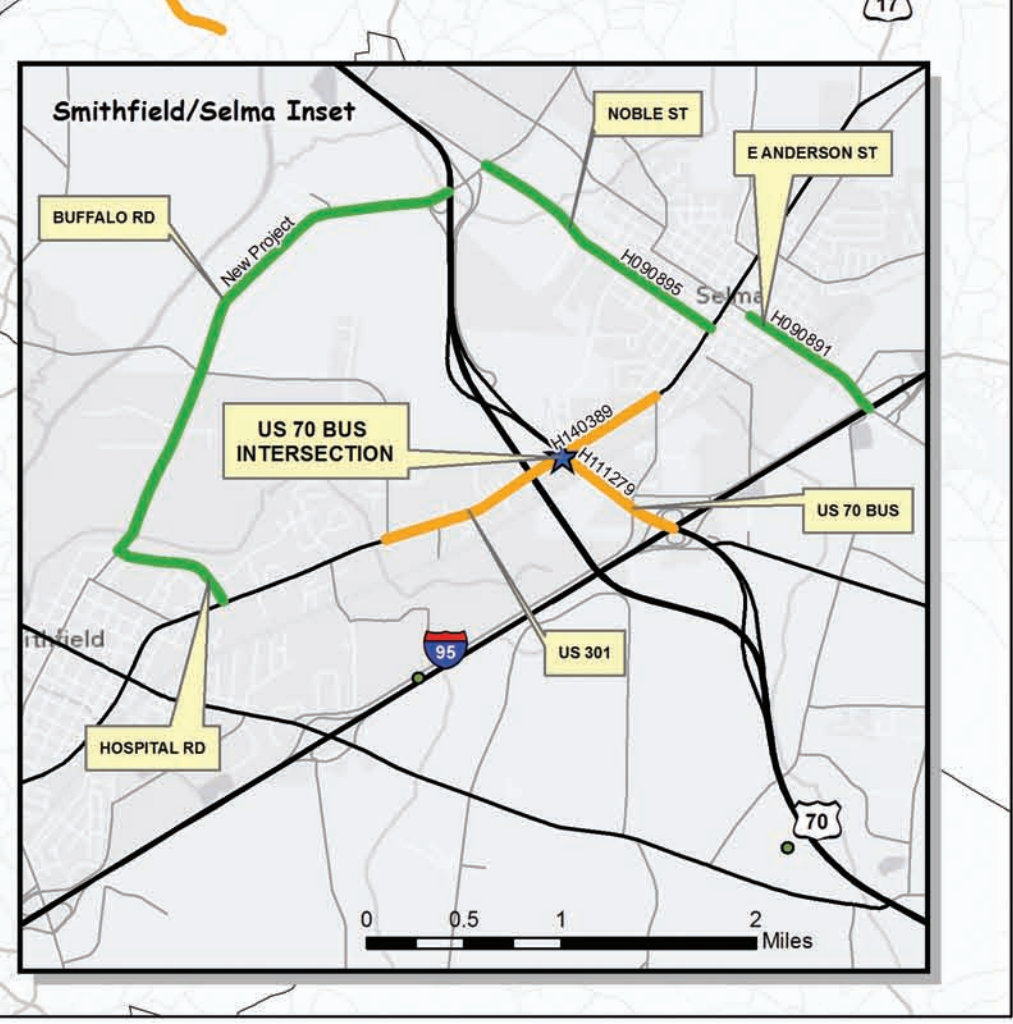
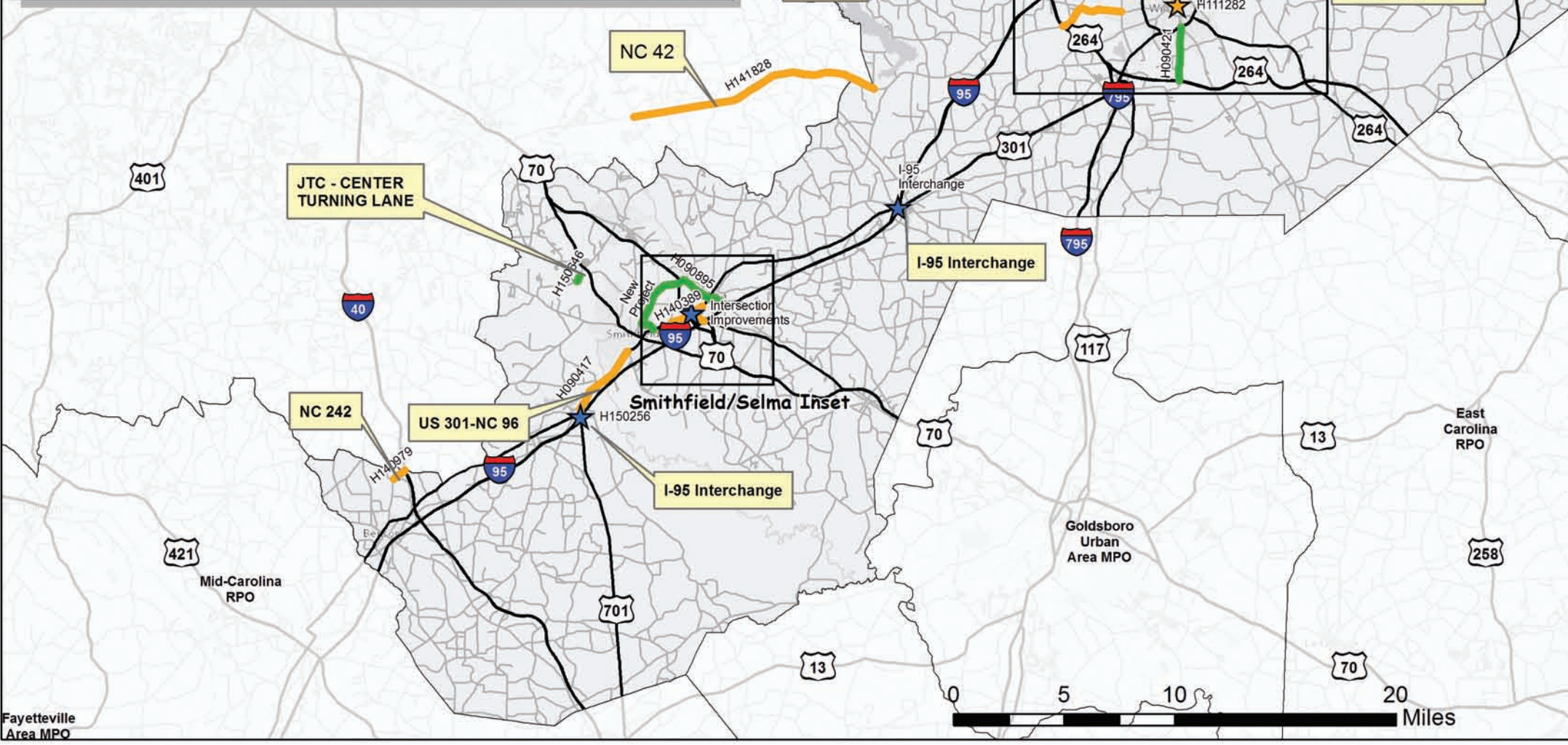
UCPRPO SPOT P5 Project Points

★ (Green)	DIVISION
★ (Orange)	REGIONAL
★ (Blue)	STATEWIDE

UCPRPO SPOT P5 Project Lines

— (Green)	DIVISION
— (Orange)	REGIONAL
— (Blue)	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%

Note: Yellow highlighted funding is the funding area for the UCPRPO.



2018 Coastal NC Transportation Forum

Tuesday, July 24th, 2018 (8:30 AM - 2:00 PM)

Greenville Hilton

207 Greenville Blvd. SW

Greenville, NC 27858

Contact Information

Hannah Jones

jones@nceast.org

(252) 482-4333

*This event will count as (6) Professional Development Hours (PDH) for certification maintenance for the Professional Engineering (PE) certification.

The poster has a light blue background. On the left, the text "2018 COASTAL NC TRANSPORTATION FORUM" is written vertically in a large, black, serif font. To the right of this text are three hexagonal icons: a yellow car, a grey airplane, and a black train. Above the icons, the event details are listed in a bold, black, sans-serif font: "JULY 24, 2018", "8:30AM-2:00PM", "HILTON GREENVILLE", and "207 Greenville Blvd SW, Greenville, NC 27834".

JULY 24, 2018
8:30AM-2:00PM
HILTON GREENVILLE
207 Greenville Blvd SW,
Greenville, NC 27834

**2018 COASTAL NC
TRANSPORTATION
FORUM**

Download the forum agenda [here](#).

Track 1	Sweet Tea Brined Pork Loin	\$20.00
Track 2	Grilled Veggies with Havarti Cheese	\$20.00

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Coastal NC Transportation Forum

Tentative Agenda

July 24, 2018

Hilton Greenville Inn

- 08:30 Registration & Networking
- 09:00 Welcome
- 09:10 Economic Impact of New Interstates 42 & 87 (& I-95 Improvements)
Paula Dowell, Principal, Cambridge Systematics (confirmed)
Durwood Stephenson/Marc Finlayson – Interstate Work Updates
- 10:00 Port of Morehead City, Waterways, and the regional economy
Paul Cozza, CEO, NC Ports Authority (confirmed)
- 10:30 Networking Break
- 10:45 Future for the Global TransPark – The New Plan
Allen Thomas, Executive Director (confirmed)
- 11:15 Air Service Outlook for the East
- 11:45 Lunch
- 12:15 Transportation Issues & The Outlook for Eastern NC
Secretary Jim Trogdon (confirmed)
- 13:00 Eastern NC Freight Mobility Study
Ryan Purtle, Transport. Planner, Greenville Area MPO (confirmed)
- 13:30 Capitalizing on Rail Assets in Eastern NC
Panel – CSX, Shortline RR, Norfolk Southern
- 14:00 Adjourn

To Register:

<https://www.nceast.org/press/events/details/?id=352>