

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

July 13, 2021 – 2:00 p.m.
Wilson Operations Center
1800 Herring Ave. - Wilson, NC 27893
252-296-3341

RPO Technical Coordinating Committee Agenda (TCC)

1. Welcome & Introductions – James Diggs – TCC Chair
2. Additions or corrections to Agenda
3. Approval of Minutes May 4, 2021
4. Member Updates from around the Region

Decision Item

5. Adopt Resolution of Support for the FY2122 Planning Work Program (PWP) Amendment #1 to accommodate the Neuse River Trail Feasibility Study in Johnston County
6. Adopt the STI P6 Local Input Methodology Resolution

Discussion

7. Prioritization P6 Update
8. Call for CMAQ projects for Edgecombe, Nash, and Johnston Counties Only
November 1, 2021 to February 29, 2022
9. CAMPO/UCPRPO Southeast Area Study Kickoff – [Previous SEAS Link](#)

Reports

10. US 70 Commission
11. Hwy 17/64 Association
12. Legislative Update
13. NCDOT Division 4
14. NCDOT Planning Division

Other Business

15. TCC Member Comments

Public Comment

16. Public Comment

Dates of future meetings:

September 7, 2021 Nov. 2, 2021 January 12, 2022 March 9, 2022

Attachments:

1. TCC May 4, 2021 Minutes
2. Neuse River Trail Study details
3. H130v2_East Coast Greenway.pdf
4. FY2122 PWP Amendment
5. UCPRPO STI P6 Local Point Methodology
- 6.
7. CMAQ FY2023 Call for Projects email
8. CMAQ FY2021 Budget Allocations_061521

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

May 4, 2021

RPO Transportation Coordinating Committee Minutes – Virtual Meeting

Attendance

TCC

James Diggs, Wilson
Bill Bass, City of Wilson
Wendy Oldham, Wilson's Mills
Dervin Spell, Edgecombe

NCDOT

Jimmy Eatmon, NCDOT-Division 4
Carlos Moya, NCDOT TPD
Gray Keeter, NCDOT Division 4

Other

Michelle Brown
Neal Davis, JCATS
Gronna Jones, City of Wilson

UCPRPO

James Salmons, UCPRPO

Introduction

- Welcome & Introductions – James Diggs – TCC Chair*
Mr. James Diggs welcomed everyone and asked everyone to the meeting.
- Approval of Agenda*
Mr. Diggs asked if everyone had an opportunity to review the agenda and asked if anyone had any additions to be made to the agenda. No additions or revisions were made and **UPON A MOTION** by Wendy Oldham (Wilson's Mills), second by Dervin Spell (Edgecombe) the agenda for the meeting was approved.
- Minutes – March 2, 2021*
After reviewing the Minutes for the March 2, 2021 TCC and **UPON A MOTION** by Wendy Oldham (Wilson's Mills), second by Bill Bass (City of Wilson) the minutes for the January 5, 2021 meeting were unanimously approved.
- Member Updates*
Members provided brief updates from around the region.

Decision Item

- Letter of Support for NCDOT INFRA Grant Application to Upgrade US 64 to I-87*
Members were provided with a proposed letter of support for the NCDOT INFRA Grant application to Upgrade US 64 to I-87. After a brief discussion and **UPON A MOTION** by Bill Bass (City of Wilson), second by Dervin Spell (Edgecombe) the resolution of support was unanimously approved and recommended to the TAC for adoption.

Discussion Items

- STI P6 Updated Schedule*
Members were provided with the most recent STI P6 schedule provided by the NCDOT SPOT office. It was noted that the schedule is subject to change depending on the results of cost estimate reviews and potential re-programming of projects. More information is anticipated to be available in July.
- STI P6 UCPRPO Local Methodology*
Members were provided with the draft UCPRPO STI P6 Local Methodology. Members were asked to review the draft and provide input. The Local Methodology was review only at this time. The plan is to bring the Methodology back to the TCC at their July office for adoption for recommendation for approval by the TAC.
- Future in Person Meetings*
With the COVID-19 Pandemic restrictions beginning to loosen, members discussed meeting in person at the next TCC meeting scheduled for July. After a brief discussion and **UPON A MOTION** to meet in person in July 2021 and work towards being able to provide a virtual option in the future

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was made by Dervin Spell (Edgecombe), second by Wendy Oldham (Wilson's Mills) and was unanimously approved.

9. *Report a Litterbug App*

A brief report was provided on NCDOT's efforts to clean up litter along North Carolina highways. As part of that effort NCDOT developed the Litterbug Reporting App (<https://www.ncdot.gov/initiatives-policies/environmental/litter-management/Pages/swat-a-litter-bug.aspx>). It was reported that as of April 29, 2021, NCDOT crews and contractors had collected 5.3 million pounds of litter since January 1, 2021, more than both years to date 2019 and 2020. In addition, members were provided information on HB 100 – The Cleanup North Carolina Act currently making its way through the General Assembly. “According to state court records, law enforcement agencies of all kinds issued 1,689 citations for littering in 2020, down about 18% from the year before and 29% since 2016. In those five years, nearly two-thirds of settled littering cases were dismissed” (source: N&O)

10. *North Carolina: The State of Aviation*

Members were provided a brief presentation on the State of Aviation report published by NCDOT in February of 2021. As part of the report, members were provided with the economic impacts our general aviation airports provide our communities.

Reports

11. *US 70 Commission*

The US 70 Commission last met on March 18, 2021 virtually.

- A presentation was provided by Paxton Ramsdell, Principal of Ecosystem Planning & Restoration on flood resiliency plans and studies ongoing within eastern North Carolina.
- NCDOT Board members General Hugh Overhold and Melvin Mitchell provided updates.
- Reports were provided by:
 - a. Chief Operating Officer, Beau Memory
 - b. Chief Engineer, Ronnie Keeter
 - c. Eastern Region Deputy Chief Engineer, Greg Burns
- Division 2 and 4 project reports were provided by Division 2 and Division 4 Engineers.
- The US 70/i-42 Wilson's Mills project was Let in March 2021

12. *Hwy 17/64 Association*

The Hwy 17/64 Association last met on April 28, 2021 virtually.

- Chief Engineer Ronnie Keeter introduced Greg Burns the new Deputy Chief Engineer for Eastern NC.
- Updates were provided for projects along both the Hwy 17 and US 64 corridors.
- Dana Magliola from NCDOT's Logistics and Freight reported Commercial congestion on the NC Priority Freight Highway Network cost the NC economy nearly **\$240M** in 2020.
- New NCDOT Chief Operating Office, Beau Memory key remarks:
 - 1) NCDOT's financially stable with an approximate cash balance of **\$1.5B. (Now at \$1.83B as of May 7, 2021)**
 - 2) Litter programs are back up and running including using social media and other volunteer programs.
 - 3) Project costs are rising due to increase in materials and other issues – NCDOT is currently reviewing cost on projects and exploring ways to find savings on projects.
 - 4) NCDOT continues to look for revenue sources.
 - 5) NCDOT submitted INFRA Grant to upgrade US 64 to Interstate Standards (I-87).
 - 6) Potentially some funding in the CARES Act for transportation.
 - 7) Expect that any federal funding will be some time from now.

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- 8) Sales tax on short term auto leases and automobile parts and services is expected to be the General Assembly's lowest "hanging fruit" for potential future transportation funding. Applying Sales taxes from short term leases and auto parts and services would generate and additional **\$500M** per year.
- The work on the cranes at the CCX project have resumed after a delay due to the COVID-19 Pandemic and VISA issues. The project and final certification is now scheduled to be complete in September 2021.

13. Legislative Update

Members were provided an update on the Governor's proposed budget and various legislative bills working through the General Assembly.

14. NCDOT Division 4

Mr. Jimmy Eatmon reported that NCDOT is in the process of reviewing all cost estimates for all the projects within the STIP. The results of the review may affect project schedules within the STIP and the STI P6 process. In addition, everyone congratulated Jimmy on his upcoming retirement and thanked him for all his hard work over the years!

15. NCDOT Planning Division (TPD)

Mr. Moya reported that the TPD is now able to travel.

Other Business

16. TCC Member Comments

There were no TCC member comments.

Public Comment

17. Public Comment

Ms. Tazwell with the NC Clean Energy Technology Center provided a brief presentation on the SolSmart program.

Upcoming meeting:

The next meeting is tentatively scheduled for Tuesday, July 13, 2021 at 2:00pm.

UPON A MOTION from Jimmy Eatmon (NCDOT) to adjourn and a second motion was made by Dervin Spell (Edgecombe) and the meeting was adjourned.

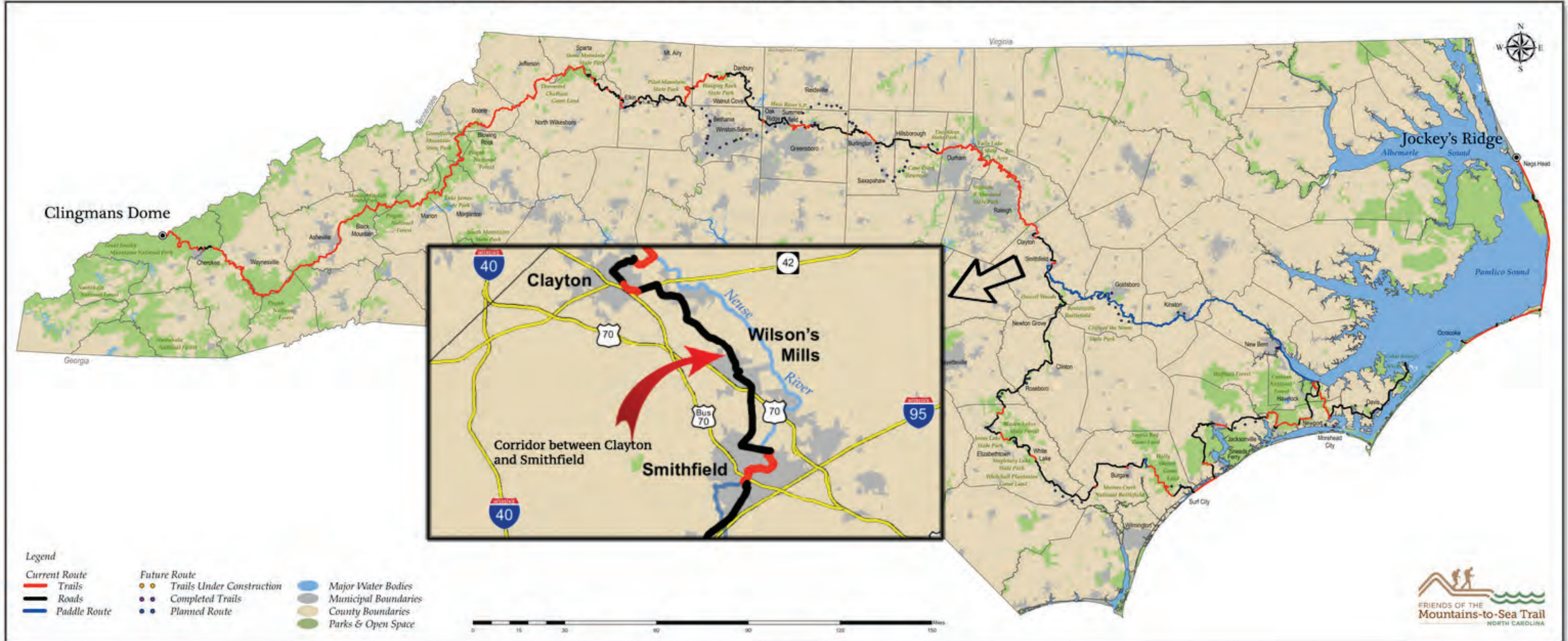
Respectfully submitted,

James Diggs, TCC Chair

James M. Salmons, UCPRPO

Mountains-to-Sea Trail

Proposed MST Study Area Through UCPRPO



Friends of the Mountains-to-Sea Trail acknowledges the following data providers: United States Census Bureau; Protected Areas Database of the US (PADUS); NC Division of Parks and Recreation; North Carolina Corporate Geographic Database; NC Center for Geographic Information and Analysis; NCDOT; Piedmont Triad Council of Governments; Alamance County; Guilford County; Johnston County GIS; Jones County GIS; Onslow County GIS; Surry County; The Southwest North Carolina Planning and Economic Development Commission; Town of Hillsborough; Town of Smithfield; New River Trail; Trail GPS data provided by Don Walton, Joe Miller and Carolina Mountain Club; Falls Lake Trail GPS data provided by Ian Frazer; Neuse Trail GPS data provided by John Jaskolka; additional trail GPS data provided by Pete Wetzel and Jim Grode. Map created March 23, 2019 by Curtis Belyea.

Johnston County

PLANNING & ZONING DEPARTMENT

"Here To Serve . . ."

January 29, 2020

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

Re: Letter of Support and Financial Commitment Re: NCDOT State Planning and Research Funds Application for the Neuse River Trail Clayton/Smithfield Connection Study

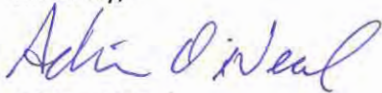
Mr. Salmons,

Please accept this letter as evidence of Johnston County's support of the Upper Coastal Plain RPO's application for NCDOT State Planning and Research Funds Grant. Matching funds up to and not to exceed \$30000 or 20% of the total cost of the study are a proposed expenditure for the upcoming 2020-2021 budget year.

In support of this study, the county also commits staff time and resources as applicable to provide documentation and historical knowledge of previous work done toward the goal of originating a trail, greenway, pedestrian transportation route between the towns of Clayton and Smithfield. This route will eventually be included in the Mountains to Sea State Trail and the East Coast Greenway (National Trail). These two trails embody and foster diversity, environmental stewardship, preservation of open-space, physical fitness and overall community fitness.

The county commits to taking an active role in the furtherance of the development of these community resources.

Sincerely,



Adrian O'Neal
Parks, Greenways and Open-Space Coordinator
Johnston County Planning & Zoning

Cc: Rick Hester, County Manager
Chad McLamb, Director of Finance/Deputy County Manager
Braston Newton, Director of Planning and Zoning



Division of Parks and Recreation
NC Department of Natural and Cultural Resources

Governor Roy Cooper

Secretary Susi H. Hamilton

January 27, 2020

Dear James Salmons,

The Mountains-to-Sea State Trail (MST) is North Carolina's flagship state trail. It is planned to extend from Clingmans Dome on the Tennessee border to Jockeys Ridge State Park on the coast. Nearly 700 miles of the projected 1175-mile length of the original route have been constructed and designated.

As a state trail, it is a unit of the North Carolina State Park system. However, unlike the other units in our system, we do not own, manage and maintain any of the trail, except where it traverses state park property. Instead, we must rely on invaluable partnerships with a variety of federal, state and local agencies, along with land trusts and volunteer organizations.

The corridor between designated trail in Clayton and Smithfield is a critical gap segment of the MST and a priority of North Carolina State Parks. We completely support and greatly appreciate any funding for a feasibility study of the corridor to connect Clayton to Smithfield. The most difficult part of completing any of our state trails is finding the land for the trail corridor. This study will greatly advance our efforts in protecting a corridor for the MST in Johnston County.

We look forward to strengthening our partnership with NCDOT and the Upper Coastal Plain Rural Planning Organization.

Sincerely,

Smith Raynor
State Trail Planner
North Carolina State Parks



December 18, 2019

Jamal Alavi, PE, CPM
Director
Transportation Planning Division
North Carolina Department of Transportation
1 South Wilmington St
1554 Mail Service Center
Raleigh, NC 27609-1554

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Kenneth Withrow, NC

Executive Director

Dennis Markatos-Soriano

Dear Mr. Alavi:

I am writing to express the East Coast Greenway Alliance's strong support for the Upper Coastal Plain's Rural Planning Organization's (UCPRPO's) State Planning and Research (SP&R) Funds application for a Feasibility Study of the Neuse River Trail Extension from Clayton, NC to Smithfield, NC.

The most complete metro area along the entire East Coast Greenway is located in the greater Triangle region, with over 70 miles of contiguous, traffic-separated Greenway stretching from Durham to Clayton. The abrupt ending of the Neuse River Trail just north of Clayton makes Clayton the "final destination" for the Greenway, keeping tourism dollars and Greenway-driven economic development from flowing south towards Smithfield.

The extension to the Neuse River Trail can be part of a ground-breaking stretch of East Coast Greenway connecting Durham, Cary, Raleigh, Clayton, and Smithfield. The Neuse River Trail Extension will provide rural citizens with world class, multi-modal transportation facilities - encouraging healthy lifestyles, spurring economic development, and improving the quality of life in "small town" North Carolina.

Your consideration and support for this SP&R Funding application for the Neuse River Trail Extension Feasibility Study is greatly appreciated and will be a vital component to the eventual completion of this project.

Sincerely,

Sarah Sanford
VA & NC Coordinator
East Coast Greenway Alliance



**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2021**

**HOUSE BILL 130
RATIFIED BILL**

AN ACT TO AUTHORIZE THE ADDITION OF THE EAST COAST GREENWAY IN
CENTRAL AND EASTERN NORTH CAROLINA TO THE STATE PARKS SYSTEM.

The General Assembly of North Carolina enacts:

SECTION 1. The General Assembly finds that a multiuse trail across Central and Eastern North Carolina would provide a multitude of economic, recreational, health, environmental, community, and transportation benefits. The General Assembly further finds that federal, State, local, and private partners have expressed substantial interest in completing such a trail, that such a trail would be a recreational resource of statewide significance, and that including such a trail in the State Parks System as a State Trail would be beneficial to the people of North Carolina and further the development of North Carolina as "The Great Trails State."

SECTION 2. The General Assembly authorizes the Department of Natural and Cultural Resources to add the portion of the East Coast Greenway traversing North Carolina to the State Parks System as the "East Coast Greenway State Trail," as provided in G.S. 143B-135.54(b). The Department shall support, promote, encourage, and facilitate the establishment of trail segments on State park lands and on lands of other federal, State, local, and private landowners. On segments of the East Coast Greenway that cross property controlled by agencies or owners other than the Department's Division of Parks and Recreation, the laws, rules, and policies of those agencies or owners shall govern the use of the property. The requirement of G.S. 143B-135.54(b) that additions be accompanied by adequate appropriations for land acquisition, development, and operations shall not apply to the authorization set forth in this act; provided, however, that the State may receive donations of appropriate land and may purchase other needed lands for the East Coast Greenway with existing funds in the Land and Water Fund, the Parks and Recreation Trust Fund, the federal Land and Water Conservation Fund, and other available sources of funding.



SECTION 3. This act is effective when it becomes law.
In the General Assembly read three times and ratified this the 15th day of June, 2021.

s/ Phil Berger
President Pro Tempore of the Senate

s/ Destin Hall
Presiding Officer of the House of Representatives

Roy Cooper
Governor

Approved _____m. this _____ day of _____, 2021



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

July 1, 2021

Mr. James Salmons, Planner
Nash County
120 West Washington Street, Suite 2110
Nashville, North Carolina 27856

Subject: Upper Coastal Plain Rural Planning Organization
FY22 Special Study Approval - **NCDOT Contract #: 7500024869, WBS# 49600.4.20**

Dear James:

NCDOT's Transportation Planning Division (TPD) has reviewed and approved your application for reimbursement of Federal and State funds in the amount indicated for the planning study identified in the table below. Prior to start of the study, the RPO must amend their FY22 PWP to include the below information and a narrative description of the project.

FY 2022 Special project Upper Coastal Plain RPO additional funds approved by NCDOT WBS# for this study: 49600.4.20				
Name of study awarded FY22 funds	80% Federal SPR funds	15 % State match (in accordance with SB 136- 214)	5% local match	Total not-to-exceed amount to be programmed in work plan for this study Federal, State, + local match
Neuse River Trail Clayton-Smithfield Connection Study	\$120,000	\$22,500	\$7,500	\$150,000

Note that this study has a different WBS number and different percentage local share than the RPO's FY22 operations quarterly invoices. Be sure your invoices to NCDOT for this special study clearly identify total amounts spent, and the amount requested per the percentages noted in the table on this letter. You may wish to send separate, study-specific invoices for reimbursement by NCDOT if it helps to keep track of expenses.

Please reference [TPD's procurement walk through](#) to guide you through the various steps required to procure a consultant to perform the study. Be sure your TPD coordinator is involved in every step of the process including the consultant selection committee. Remember to not enter into a contract until the draft cost proposal has been reviewed by NCDOT's OIG office and addresses any comments they may have. If a member jurisdiction will be performing the study, your LPA may require a separate intergovernmental agreement to allow your LPA to pay that jurisdiction. (NCDOT can only reimburse the LPA if the LPA provides proof of expenditure of the funds by the LPA.)

By agreeing to use/be reimbursed with these funds, the recipient agrees that any charges above and beyond the Federal and State amounts shown above will be the sole responsibility of the LPA. It is the responsibility of the recipient to abide by pertinent state and federal regulations.

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699-1554

Telephone: (919) 707-0900
Fax: (919) 733-9794
Customer Service: 1-877-368-4968

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601

Website: www.ncdot.gov



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

J. ERIC BOYETTE
SECRETARY

If you have any questions, please do not hesitate to call or email me at (919) 707-0901, jalavi@ncdot.gov.

Sincerely,

Jamal Alavi

Jamal Alavi, P.E.
Director, Transportation Planning Division

cc: Scott Walston, Group Supervisor, TPD
Carlos Moya-Astudillo, Coordinator, TPD

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING DIVISION
1554 MAIL SERVICE CENTER
RALEIGH, NC 27699-1554

Telephone: (919) 707-0900
Fax: (919) 733-9794
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601

FY 2021-2022
 PLANNING WORK PROGRAM
 ANNUAL PROPOSED FUNDING SOURCES TABLE
 Upper Coastal Plain Rural Planning Organization

FY 2021-2022
 PLANNING WORK PROGRAM AMENDMENT
 TABLE
 Upper Coastal Plain RPO

TASK CODE	WORK CATEGORY	RPO PROGRAM FUNDS		
		LOCAL 20%	STATE 80%	TOTAL
I. DATA COLLECTION AND ASSESSMENT				
I-1	DATA COLLECTION AND ASSESSMENT	\$ 1,600	\$ 6,400	\$ 8,000
I-1.1	Highway			
I-1.2	Other Modes			
I-1.3	Socioeconomic			
I-1.4	Title VI			
II. TRANSPORTATION PLANNING				
II-1	COMPREHENSIVE TRANSPORTATION PLAN	\$ 800	\$ 3,200	\$ 4,000
II-1.1	Develop CTP Vision			
II-1.2	Conduct CTP Needs Assessment			
II-1.3	Analyze Alternatives and Environmental Screening			
II-1.4	Develop Final Plan			
II-1.5	Adopt Plan			
II-2	PRIORITIZATION	\$ 4,400	\$ 17,600	\$ 22,000
II-2.1	Project Prioritization			
II-3	PROGRAM AND PROJECT DEVELOPMENT	\$ 600	\$ 2,400	\$ 3,000
II-3.1	STIP Participation			
II-3.2	Merger / Project Development			
II-4	GENERAL TRANSPORTATION PLANNING	\$ 5,340	\$ 21,360	\$ 26,700
II-4.1	Regional and Statewide Planning			
II-4.2	Special Studies, Projects and Other Trainings			
III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES				
III-1	ADMINISTRATIVE ACTIVITIES	\$ 4,400	\$ 17,600	\$ 22,000
III-1.1	Administrative Documents			
III-1.2	TCC / TAC Work Facilitation; Ethics Compliance			
III-1.3	Program Administration			
IV. DIRECT COSTS				
IV-1	PROGRAMMATIC DIRECT CHARGES	\$ 37,636	\$ 150,543	\$ 188,179
IV-1.1	Program-wide Direct Costs			
IV-2	ADVERTISING	\$ 80	\$ 320	\$ 400
IV-2.1	News Media Ads			
IV-3	LODGING, MEALS, INCIDENTALS	\$ 400	\$ 1,600	\$ 2,000
IV-3.1	Hotel Costs			
IV-3.2	Meal Costs			
IV-3.3	Incidentals			
IV-4	POSTAGE	\$ 30	\$ 120	\$ 150
IV-4.1	Mailings			
IV-5	REGISTRATION / TRAINING	\$ 300	\$ 1,200	\$ 1,500
IV-5.1	Conference Registration			
IV-5.2	Meeting / Workshop / Training Fees			
IV-6	TRAVEL	\$ 1,000	\$ 4,000	\$ 5,000
IV-6.1	Mileage Reimbursement			
IV-6.2	Car Rental Costs			
IV-6.3	Other Travel Expenses			
V. INDIRECT COSTS				
V-1	INDIRECT COSTS APPROVED BY COGNIZA	\$ 1,424	\$ 5,695	\$ 7,119
V-1.1	Incurred Indirect Costs			
TOTAL		\$ * 35,500	\$ 254,548	\$ 290,048

1st Quarter Amendment Table		
Date: 07/21/2021		
Original Budgeted Amount	Net Change	New 1st Quarter Budgeted Amount
I. DATA COLLECTION AND ASSESSMENT		
\$ 8,000	\$ -	\$ 8,000
8179		
II. TRANSPORTATION PLANNING		
\$ 4,000	\$ -	\$ 4,000
Provide explanation for moving funds from one category to another.		
\$ 22,000	\$ -	\$ 22,000
Provide explanation for moving funds from one category to another.		
\$ 3,000	\$ -	\$ 3,000
Provide explanation for moving funds from one category to another.		
\$ 26,700	\$ -	\$ 26,700
Provide explanation for moving funds from one category to another.		
III. ADMINISTRATION OF TRANSPORTATION PLANNING & POLICIES		
\$ 22,000	\$ -	\$ 22,000
Provide explanation for moving funds from one category to another.		
IV. DIRECT COSTS		
\$ 38,179	\$ 150,000	\$ 188,179
Amended to add \$150,000 SPR Funding for the Neuse River Trail Study		
\$ 400	\$ -	\$ 400
Provide explanation for moving funds from one category to another		
\$ 2,000	\$ -	\$ 2,000
Provide explanation for moving funds from one category to another		
\$ 150	\$ -	\$ 150
Provide explanation for moving funds from one category to another		
\$ 1,500	\$ -	\$ 1,500
Provide explanation for moving funds from one category to another		
\$ 5,000	\$ -	\$ 5,000
Provide explanation for moving funds from one category to another		
V. INDIRECT COSTS		
\$ 7,119	\$ -	\$ 7,119
Provide explanation for moving funds from one category to another		
\$ 140,048	\$ 150,000	\$ 290,048

Approved by the TAC on: _____ 2021

Approved by the TAC on: _____ 2021

 Signature, TAC Chairman

Amendment for addition of Neuse River Trail Clayton-Smithfield Connection Study

 Signature, RPO Secretary

*Johnston County to provide 100% of the required \$7,500 local match requirement for the additional \$150,000 to fund the Neuse River Trail Study.

**RESOLUTION OF SUPPORT TO
GRANT FUNDING FOR A FEASIBILITY STUDY TO CONNECT THE TOWNS OF CLAYTON
AND SMITHFIELD WITH THE MOUNTAINS-TO-SEA TRAIL (MST)**

WHEREAS the Mountains-to-Sea Trail (MST) is a concept for a continuous trail stretching from the Smoky Mountains in the west, to North Carolina's outer Banks in the east which started in the 1970's when the North Carolina General Assembly passed the North Carolina Trails System Law and a segment of the MST passes through Johnston County; and

WHEREAS the vision for the Mountains-to-Sea Trail (MST) is supported by a series of secretaries of the Department of Natural and Community Development; and

WHEREAS Johnston County supports the development of the of the Mountains-to-Sea Trail (MST) and completed a Master Plan in October 2006 in partnership with the North Carolina Department of Environment and Natural Resources, North Carolina Department of Transportation Bicycle and Pedestrian Division, Town of Clayton, Town of Smithfield, and Greenways Incorporated; and

WHEREAS the recently adopted Johnston County Parks and Recreation Master Plan (2021) indicates the number one public interest in the County calls for more greenways, walk and hiking trails; and

WHEREAS some of the benefits of trail systems to citizens include, creating Value and Generating Economic Activity, Facilitating the Use of Alternative Transportation, Improving Health through Active Living, Protecting Farmland and Open spaces, Enhancing Cultural Awareness and Community Identity; and

WHEREAS there is currently a gap within the Mountains-to-Sea Trail (MST) between the Towns of Clayton and Smithfield; and

WHEREAS the Upper Coastal Plain Rural Planning Organization (UCPRPO) provides transportation planning for the four counties of Edgecombe, Johnston, Nash, and Wilson; and

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

WHEREAS the citizens of the Upper Coastal Plain Rural Planning Organization (UCPRPO) share a community interest with Johnston County for providing healthy alternative modes of transportation for access to employment, a green spaces, shopping and recreation within the UCPRPO; and

WHEREAS the Upper Coastal Plain Rural Planning Organization (UCPRPO) applied for and received additional funding in the amount not to exceed \$150,000.00, with (80%) \$120,000 being funded by Federal SPR funds, (15%) \$22,500.00 being funded by a State local match, and (5%) \$7,500.00 being funded by Johnston County for the purpose of providing a Feasibility Study to connect the Mountain to Sea Trail in Clayton to the Mountain to Sea Trail in Smithfield; and

THEREFORE BE IT RESOLVED that the Upper Coastal Plain Rural Planning Organization adopts a PWP amendment in the amount of \$150,000.00 for the purpose of completing the Feasibility Study connecting the Mountains to Sea Trails between Clayton and Smithfield, contingent on no matching funds will be required from the UCPRPO or its member jurisdictions except for Johnston County.

Adopted this _____ day of _____, 2021.

Lu Harvey Lewis, TAC Chairman
Upper Coastal Plain Rural Planning Organization

**UCPRPO PROPOSED Strategic Transportation Investment Law (STI)
RANKING METHODOLOGY – (6/30/21 Revisions)**

INTRODUCTION

UCPRO Methodology and Ranking with Public Input

The Upper Coastal Plain Rural Planning Organization (UCPRPO) includes Edgecombe, Johnston, Nash, and Wilson Counties. The STI formula breaks down the (UCPRPO) transportation projects into three categories: Statewide, Regional, and Division level. The Statewide Level will receive 40% of the available revenue and the selection process will be 100% data-driven, meaning NCDOT will base its decisions on hard facts such as crash statistics and traffic volumes. The Regional Level will receive 30% of the available revenue and the selection process will be 70% data-driven with 15% input coming from NCDOT Division 4 and 15% input from the UCPRPO. The Division Level will also receive 30% of the available revenue and the selection process will be 50% data-driven with the Division 4 having a 25% input and the UCPRPO having the remaining 25% input.

STI Selection Formula		
Statewide Projects	Regional Projects	Division Projects
100% Data-Driven	70% Data-Driven	50% Data-Driven
	15% Division 4 Input	25% Division 4 Input
	15% UCPRPO Input	25% UCPRPO Input

All modes of capital transportation projects must compete for funding including highways, transit, aviation, rail, and bike/pedestrian. Each transportation project may receive a maximum of 100 points. You may view more information on the Strategic Transportation Investments (STI) at <https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx>.

UCPRO Methodology and Ranking with Public Input

- This document describes the methodology and ranking process the UCPRPO will use to provide its local input in the Strategic Transportation Investments Law (STI) prioritization process.
- This methodology must be approved by the North Carolina Department of Transportation to ensure it meets legislation requirements.
- The TAC will review the methodology in its May 2021 meeting. After review there will be a 30-day public comment period where the methodology will be published on the UCPRPO website www.ucprpo.org. All public comment will be documented by the RPO staff and considered by the TAC prior to its final approval by the TAC at its regularly scheduled meeting in July 2021.
- The UCPRPO is assigned 1,500 points for each Region and Division Projects based on population. The UCPRPO TAC will preliminarily rank transportation Regional projects by allocating its allotted 1,500 points to projects at its September 2021 meeting. Once the points have been allocated, the preliminary point allocation will be published to the www.ucprpo.org website for public review and comment. The public is invited to the TAC November 2021 meeting to provide

input and comments after which the TAC will adopt the final point allocation for Regional projects. The same procedure will be performed for Division projects with the TAC meetings being in February and April 2022.

DESCRIPTION OF CRITERIA AND WEIGHTS

UCPRPO Point Allocation Methodology

As part of the ranking process the UCPRPO will have 1500 points to allocate to its Regional Level projects and 1500 points to its Division Level projects. These points have been assigned to the RPO based on population with each MPO and RPO receiving a minimum of 1000 points and a maximum of 2500 points. The UCPRPO will allocate its points based upon transportation mode as follows:

**UCPRPO POINT ALLOCATION
REGIONAL PROJECTS**

MODE	POINTS ALLOCATED
Highway	1300 Points (13 Projects)
Transit	100 Points (1 Project)
Aviation	No Projects Applicable
Rail	100 Points (1 Project)
Bike/Pedestrian	No Projects Applicable

**UCPRPO POINT ALLOCATION
DIVISION PROJECTS**

MODE	POINTS ALLOCATED
Highway	800 Point (8 Projects)
Transit	300 Points (3 Projects)
Aviation	200 Points (2 Projects)
Rail	100 Points (1 Project)
Bike/Pedestrian	100 Points (1 Project)

Note: All projects receiving points will receive the maximum 100 points allowed per project until all points have been allocated unless the project is split between MPO or RPO boundaries. Then each project will receive the maximum number of points allowed. The UCPRPO will allocate points based on following criteria:

Upper Coastal Plain Rural Planning Organization Highway Ranking Criteria – Region and Division	
Quantitative Criteria	<p>Prioritization 6.0 Quantitative Score = 20% The Prioritization P6.0 data scores will be converted to a 100-point scale (multiply by 1.426 for Region and 2 for Division) and be weighted at 20%. https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Public Comments and Input = 40% The TAC will consider all public input and comments provided to them during open meetings. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Member rankings will be converted to a 100-point scale applied evenly for the top 20 projects. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org/SPOT.html.</p> <p>Project is in Comprehensive Transportation Plan (CTP) = 5% Maximum of 100 Points: If project is in CTP = 100 Points If project is not in CTP = 0 Points</p> <p>Project provides Connectivity = 35% (Does the project cross County or Municipality boundaries?) - Maximum Points 25 Points: Regional (Multiple Counties) = 100 points County (Multiple Local Governments within one County) = 66 points Local (One Local Government) = 33 points</p>

	<p>Upper Coastal Plain Rural Planning Organization Transit Ranking Criteria - Division</p>
<p>Quantitative Criteria</p>	<p>Prioritization 6.0 Quantitative Score = 30% The Prioritization P6.0 data scores will be converted to a 100 point scale (multiply by 1.426 for Region and 2 for Division) and be weighted at 30%. https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResource.s.aspx.</p>
<p>Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)</p>	<p>Transit Expansion = 20% This criterion will be applied to transit projects that increase service to citizens versus projects which do not.</p> <p>Transit Expansion (Service Expansion) Maximum 100 Points: Project Expands Services = 100 Points Project Does Not Expand Service = 0 Points</p> <p>Public Comments and Input = 50% The TAC will consider all public input and comments provided to them during open meetings provided by both the public and RPO Transit Agencies. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Member rankings will be converted to a 100 point scale applied evenly for the top 20 projects. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org/SPOT.html for public review.</p>

Upper Coastal Plain Rural Planning Organization Aviation Ranking Criteria – Division	
Quantitative Criteria	<p>Prioritization 6.0 Quantitative Score = 20% The data-driven scores provided by NCDOT will be weighted at 20%. https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Aviation Operational Improvements = 40% This criterion will be applied to aviation projects that improve operational improvements that make the airport safer and/or increases capacity or addresses deficiencies in the facility.</p> <p>Aviation Operational Improvements Maximum 100 Points: Project provides Operational Improvements = 100 Points Project Does Not Provide Operational Improvements = 0 Points</p> <p>Public Comments and Input and Community Benefit = 40% The TAC will consider all public input and comments provided to them during open meetings provided by both the public and RPO Aviation Agencies. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Member rankings will be converted to a 100-point scale applied evenly for the top 20 projects. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org/SPOT.html for public.</p>

Upper Coastal Plain Rural Planning Organization Bike/Pedestrian Ranking Criteria - Division	
Quantitative Criteria	<p>Prioritization 6.0 Quantitative Score = 50% The data-driven scores provided by NCDOT will be weighted at 50%. https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Connectivity – Gaps and Connectivity = 20% This criterion will be applied to Bike/Pedestrian projects that provide connection or alleviates gaps in connecting principle points such as churches, employment center, shopping, and or schools... etc.</p> <p>Bike/Pedestrian Connectivity - Maximum 100 Points: Project provides Connectivity and/or Fills Gaps = 100 Points Project Does Not provide Connectivity and/or Fills Gaps = 0 Points</p> <p>Public Comments and Input = 30% The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Member rankings will be converted to a 100-point scale applied evenly for the top 20 projects. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org/SPOT.html for public review.</p>

Note: All bike/pedestrian projects require a 20% local match.

Upper Coastal Plain Rural Planning Organization Rail Ranking Criteria – Region and Division	
Quantitative Criteria	<p>Prioritization 6.0 Quantitative Score = 50% The data-driven scores provided by NCDOT will be weighted at 50%. https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Railroad Company/NCDOT Rail Division Support = 30% This criterion will be applied to Rail projects that have the support of the Railroad Company and/or the NCDOT Rail Division</p> <p>Railroad Company/NCDOT Rail Division Support Maximum 100 Points: Project has support = 100 Points Project Does have support = 0 Points</p> <p>Public Comments and Input = 20% The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Member rankings will be converted to a 100-point scale applied evenly for the top 20 projects. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org/SPOT.html for public review.</p>

Qualitative Public Comment Criteria Measurement:

TAC members will hear from the UCPRPO Community at each of their regularly scheduled meetings. TAC members will also confer with TCC members and the local non-highway mode agencies to solicit their input into prioritizing projects based upon all required criterion. **TAC members will be strongly encouraged to prioritize and rank individual projects based upon a review of quantitative score, viability score, and input from the public, non-highway agencies, and TCC members.** The viability score is the computed score combining all Qualitative Criteria scores for each project.

Along with input from the UCPRPO Community, members will be able to view the data-driven scores provided by NCDOT during this process. It will be the TAC members' responsibility to prioritize projects based upon each required criterion for each mode of transportation. TAC members will base their rankings upon facts that the projects have been discussed within the community and are in the interest of the community. Each TAC member will use their judgment in ranking all projects with 1 being the highest priority (see sample Prioritization Ballot below). Once all TAC members have ranked the projects, the results will be posted to www.ucprpo.org/SPOT.html for a 30-day public review and comment period. Prior to finalizing the project rankings, a regularly scheduled TAC meeting will be held to allow for a final opportunity for the public to provide their input and comments. After which the vote or prioritization ranking by the TAC members will be adopted by the TAC and considered final.

UCPRPO SAMPLE PROJECT PRIORITIZATION BALLOT - Highway Project Criteria "Public Comments and Input"						
SPOTID	Old SPOTID (P1.0)	Route	Description	Quantatative Score	Viability Score	Project Priority (1 for top priority)
75	43572	US 301	NC 96 to SR 1007 (Brodden Road). Widen to Multi-Lanes.	18.31	75	2
20	45170	SR 1927 - Pine Level Selma Rd	Widen from Forest Hills to US 264	16.94	25	9
893	45177	NC 42 - Tarboro St SW	Widen from NC 58 to US 264 Alt in Wilson Co.	16.11	20	4
889	45164	SR 1327 - London Church Rd	Widen from Herring Avenue to Lake Wilson Road	15.83	65	5
262	45852	SR 1902 (Glen Laurel Road)	US 70 to SR 1003 (Buffaloe Road). Widen to Multi-Lanes. Section B: East of SR 1902 (Glen Laurel Road) to SR 1003 (Buffaloe Road).	15.37	15	6
874	45095	Buffalo Rd	Widen to three (3) lanes from US 70 to SR 1934 (Old Beulah Road) in Johnston Co.	8.52	25	3
420	43578	Wilson Northern Loop	NC 58 (Nash Street) to US 301 Interchange at SR 1436 (Rosebud Church Road). Multi-Lanes on New Location.	6.67	70	8
1277		Princeville Interchange	Construct US 64 Westbound Off-Ramp at US 258	6.15	50	7
891	45168	E Anderson St	Widen to three (3) lanes from I-95 to Webb Street in Johnston County	5.99	65	1

Note: The viability score is the computed score combining all Qualitative Criteria scores for each project.

TOTAL SCORE AND PROJECT RANKING APPROACH

Methodology for Evaluating and Weighting Criterion: All project scores will be weighted and computed to produce a final local input score. This will provide a defined final qualitative measurement/score or metrics for evaluating the criteria for all projects based upon data driven scores and local input provided by TAC Members. The highest scoring projects will be assigned 100 UCRPO local input points. **This method will be applied to all modes of transportation based upon criterion described in pages 3 thru 7.**

The following is an example (Regional Highway) on how weights will be applied to each project:

*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%

Sample computations worksheet:

SPOTID	Public Comments and Input						Total Priority Value	Rank	Points	Project Viability		PS of Quantitative Score	Total Local Input Score and Points	
	TAC Member 1	TAC Member 2	TAC Member 3	TAC Member 4	TAC Member 5	Project in CTP?				Project Connectivity	Regional Quantitative Score (Out of 70*)	Local Input Score	Local Input Points	
891	1	1	1	1	1	5	1	100	100	33	42	71.90	100.00	
874	3	3	2	3	3	14	2	90	100	100	51	90.57	100.00	
417	2	2	3	5	4	16	3	80	0	66	38	62.66	100.00	
893	4	5	4	8	2	23	4	70	100	66	29	66.09	100.00	
889	5	6	5	2	8	26	5	60	0	66	20	49.51	0.00	
262	6	4	8	6	6	30	6	50	0	100	32	59.14	0.00	
1277	7	7	6	7	10	37	7	40	100	100	12	59.43	100.00	
892	9	10	9	4	9	41	8.5	30	0	66	15	36.09	0.00	
420	8	9	10	9	5	41	8.5	20	100	33	10	30.76	0.00	
2019	10	8	7	10	7	42	10	10	0	33	9	16.47	0.00	

Once the scores have been tabulated, they will be published on the UCRPO website (www.ucprpo.org/SPOT.html) for public review.

POINT ASSIGNMENT PROCESS

Point Allocation:

Once scores have been computed for each project, the projects with the highest Scores will be used to determine which projects receive the 100-point allocation for each mode. The maximum number of points any project can receive is 100. All projects receiving points will receive the highest maximum points of 100. Points for each transportation mode will be allocated for the Region and Division categories as follows:

Region Level Projects

- Highway – The top 13 Scoring highway projects will receive 100 points each.
- Transit – The top single Scoring transit project will receive 100 points.
- Rail – The top single Scoring rail project will receive 100 points.

Division Level Projects

- Highway – The top 8 highway Scoring projects will receive 100 points each.
- Transit – The top 3 Scoring transit projects will receive 100 points each.
- Aviation – The top 2 Scoring aviation projects will receive 100 points each.
- Rail – The top 1 Scoring rail project will receive 100 points.
- Bike/Pedestrian – The top 1 bike/pedestrian Scoring project will receive 100 points.

Note: Any points not allocated in non-highway modes will transfer to the next highest scoring project with the consensus of the TAC Members on which transportation mode to apply the points. For example if there are no rail projects competing within the Division Level the TAC will vote on which transportation mode the points should be allocated. The next top Scoring project within the elected mode will receive the points.

For each Regional and Division projects the preliminary allotted point's allocation will be posted to the UCRPO website (www.ucprpo.org/SPOT.html) for public review and comment during the 30 day comment period prior to being finalized.

SCHEDULE

UCRPO Prioritization Process Schedule: FY 2021-2022

- **July 2021:**
Methodology - At the TAC meeting the public will be heard and comments will be considered on the proposed UCRPO SPOT 6.0 Prioritization Ranking Criteria Methodology. After considering all public comment the TCC/TAC will then approve the final methodology.

- **September-November 2021:**

Regional Projects - At the regularly scheduled TCC/TAC meetings in September and November 2021, members will hear and consider any public comments on Regional projects to be scored by the UCRPO. After hearing public comments and receiving/reviewing the SPOT 6.0 scores, all projects will be scored utilizing the adopted Ranking Methodology and the preliminary results of the scores will be posted on the UCRPO website for a 30-day public review period. Final point allocation for Regional projects by the TAC will be adopted at the November 2021 TAC meeting.

- **February-April 2022:**

Division Projects - At the regularly scheduled TCC/TAC meetings in February and April 2022, members will hear and consider any public comments on Division projects to be scored by the UCRPO for SPOT P6.0 projects. The TCC/TAC will then take into consideration any public comments and approve the projects scores for submittal to NCDOT by the April 2022 deadline. Final point allocation for Division projects by the TAC will be adopted at the April 2022 TAC meeting.

Final Point Allocation and Deviation from Methodology:

Once the public comment period ends the UCRPO will hear from the public at their regularly scheduled meetings in November 2021 and April 2022 to hear final public input. Afterwards the TAC will be asked to approve the final point allocation. All public comments received and all final point assignments and any justification/rationale for point assignment which deviates from this local Methodology will be placed on the UCRPO website (www.ucprpo.org/SPOT.html) and documented in meeting minutes.

Point Flexing Policy

NCDOT allows the Upper Coastal Plain Rural Planning Organization to flex up to 500 points between the Regional Impact and Division Needs categories. UCRPO has the option to apply this flexing policy by shifting up to 500 points from the Regional category to the Division category *or* by shifting up to 500 points from the Division category to the Regional category. The UCRPO TAC has the discretion to decide whether or not it wishes to flex any points between categories. If the TAC chooses to flex local input points, UCRPO must provide documentation of this decision to the NCDOT SPOT Office before the deadline for assigning Regional Impact category local input points.

MATERIALS SHARING

During the entire STI prioritization process the Upper Coastal Plain Rural Planning Organization (UCPRPO) will maintain a website with up to date information on public input opportunities. The web site will be included:

1. Link to the NCDOT STI Prioritization Resources website:
<https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx>
2. Adopted local input methodology document.
3. Highlights of schedule milestones, as well as specific public comment and public meeting schedules when available.
4. Preliminary and final local input point assignment sheet(s) (including record of deviations, as applicable).

The UCPRPO Prioritization website URL is: <http://www.ucprpo.org/SPOT.html>



**UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

RESOLUTION ADOPTING THE UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION'S (UCPRPO) STRATEGIC TRANSPORTATION INVESTMENT LAW (STI) RANKING METHODOLOGY

WHEREAS, the Upper Coastal Plain Rural Planning Organization provides transportation planning services for Edgecombe County, Johnston County, Nash County and Wilson County, and

WHEREAS, as per Session Law 2012-84 amended Section 2 of the General Statutes 136-18 Prioritization Process; and

WHEREAS, House Bill 817 outlines the Strategic Prioritization Funding Plan for Transportation Investments; and

WHEREAS, based on this legislation Rural Transportation Planning Organizations (RPOs) have been given an opportunity to provide their local input into the STI Prioritization Process; and

WHEREAS, the Upper Coastal Plain RPO is located in Regions A as defined by the legislation and the North Carolina Department of Transportation; and

WHEREAS, based on this legislation the amount of input allotted to local input is 15% for the Upper Coastal Plain RPO in Region A; and

WHEREAS, the Upper Coastal Plain RPO is located in Division 4 of the North Carolina Department of Transportation; and

WHEREAS, based on this legislation the amount of input allotted to local input is 25% for the Upper Coastal Plain RPO in Division 4; and

WHEREAS, prioritization (also known as Prioritization 6.0, or P6.0) is primarily a data driven process, involving local assignment of points for projects in the Regional Impact and Division Needs levels by the UCPRPO; and

WHEREAS, the UCPRPO has developed a P6.0 Local Prioritization Input Methodology (UCPRPO Strategic Transportation Law (STI) Ranking Methodology (6/30/21 Revisions)), which is in compliance with state law and NCDOT guidance; and

WHEREAS, the P6.0 Local Prioritization Input Methodology has received conditional approval from NCDOT; and

NOW THEREFORE, be it resolved by the Upper Coastal Plain Rural Planning Organization's Transportation Advisory Committee that the UCPRPO Strategic Transportation Law (STI) Ranking Methodology is hereby adopted this ____ day of _____, 2021.

Brent Wooten, Chair
Transportation Advisory Committee

James Salmons, UCPRPO

P6.0 Funding Availability – Committed & Non-Committed Projects

Statewide Mobility

Available Funding	Programming Status
\$9.4B	\$2.79B Over

Regional Impact

Region	Available Funding	Programming Status
A (D1 & D4)	\$588.8M	\$518.0M Over
B (D2 & D3)	\$855.1M	\$540.4M Over
C (D5 & D6)	\$1.56B	\$183.5M Over
D (D7 & D9)	\$1.17B	\$538.8M Over
E (D8 & D10)	\$1.46B	\$492.9M Over
F (D11 & D12)	\$784.0M	\$715.0M Over
G (D13 & D14)	\$609.2M	\$997.0M Over

Division Needs

Division	Available Funding	Programming Status
1	\$506M	\$91.7M Over
2	\$506M	\$409.3M Over
3	\$506M	\$162.2M Over
4	\$506M	\$142.8M Over
5	\$506M	\$148.2M Over
6	\$506M	\$434.9M Over
7	\$506M	\$5.5M Over
8	\$506M	\$346.6M Over
9	\$506M	\$105.1M Over
10	\$506M	\$256.4M Over
11	\$506M	\$300.7M Over
12	\$506M	\$198.1M Over
13	\$506M	\$262.8M Over
14	\$506M	\$193.4M Over

Available funding based on 2024-2033 timeframe

As of June 29, 2021

P6.0 Funding Availability – Committed Projects Only

Statewide Mobility

Available Funding	Programming Status
\$9.4B	\$2.04B Over

Regional Impact

Region	Available Funding	Programming Status
A (D1 & D4)	\$588.8M	\$172.7M Over
B (D2 & D3)	\$855.1M	\$346.0M Over
C (D5 & D6)	\$1.50B	\$15.4M Over
D (D7 & D9)	\$1.17B	\$404.9M Over
E (D8 & D10)	\$1.46B	\$450.8M Over
F (D11 & D12)	\$784.0M	\$249.2M Over
G (D13 & D14)	\$609.2M	\$756.8M Over

Division Needs

Division	Available Funding	Programming Status
1	\$506M	\$30.8M Over
2	\$506M	\$121.0M Over
3	\$506M	\$108.7M Under
4	\$506M	\$192.0M Under
5	\$506M	\$128.3M Over
6	\$506M	\$123.2M Under
7	\$506M	\$91.7M Under
8	\$506M	\$22.1M Over
9	\$506M	\$49.8M Under
10	\$506M	\$38.9M Over
11	\$506M	\$54.1M Under
12	\$506M	\$144.1M Over
13	\$506M	\$165.5M Over
14	\$506M	\$80.1M Over

Available funding based on 2024-2033 timeframe

As of June 29, 2021

From: NCDOT Service Account - CMAQ Improvement Program CMAQ@ncdot.gov

Subject: CMAQ FY 2023 Call for Projects

Date: June 23, 2021 at 5:25 PM

To: wmallette@ci.burlington.nc.us, pconrad@mbsolution.com, chris.lukasina@campo-nc.us, Gretchen.Vetter@campo-nc.us, rwcook@charlottenc.gov, Nwoko, Felix Felix.Nwoko@durhamnc.gov, Cain, Aaron aaron.cain@durhamnc.gov, Gates, Randi P randig@cityofgastonia.com, brian.horton@wpcog.org, tyler.meyer@ci.greensboro.nc.us, Venable, Greg greg.venable@highpointnc.gov, bob.league@rockymountnc.gov, Garvin, Kelly A kelym@cityofws.org, mkelly mkelly@kerrtarcoq.org, vicki.eastland@landofsky.org, lsuggs@rockyriverrpo.org, rose rose@regiona.org, Matthew Day mday@tjcog.org, James Salmons jsalmons@ucprpo.org, Brutz, Heather M hmbrutz@ncsu.edu, Barrows, Robin robin.barrows@ncdenr.gov, bill@landofsky.org, Ayers, Stephanie Stephanie.Ayers@ncports.com, Orthner, Jason T jorthner@ncdot.gov, Portanova, Jennifer L jportanova@ncdot.gov, Mccullen, Faye T fmcullen@ncdot.gov, Chambers, Blair tbchambers@ncdot.gov, Eatmon, Jimmy jeatmon@ncdot.gov, Clarke, Matthew wmclarke@ncdot.gov, Parrott, Tracy N tnparrott@ncdot.gov, Huffines, Donald R dhuffines@ncdot.gov, Kluttz, Alison W. awkluttz@ncdot.gov, Turner, William J wjturner@ncdot.gov, Abernathy, Brett jbabernathy@ncdot.gov, Basham, Stuart L sbasham@ncdot.gov, Poe, Michael L mipoe@ncdot.gov, Austin, Wanda H whaustin@ncdot.gov, Wing, Leigh M lmwing@ncdot.gov, Stanley, Mike mtstanley@ncdot.gov, Wasserman, David S dswasserman@ncdot.gov, Philip Slayter PSlayter@townoflouisburg.org, Phillips, Anne Anne.Phillips@durhamnc.gov

Cc: Alavi, J S jalavi@ncdot.gov, Marshall, Travis K tmarshall@ncdot.gov, Hildebrandt, Heather J hjhildebrandt@ncdot.gov, King, Kusondra B kbking1@ncdot.gov

Good Afternoon,

The Transportation Planning Division will conduct a FY 2023 call for CMAQ projects from November 1, 2021 to February 28, 2022. Please start planning your CMAQ projects and emissions analysis for the official FY 2023 call for projects.

To assist with project planning, the preliminary CMAQ allocations and application for FY 2023 are attached. Please note, the CMAQ allocations are *subject to change* based on availability of funds.

Thanks for your continued interest in the CMAQ program.

Thanks,
CMAQ Program
Transportation Planning Division
cmaq@ncdot.gov

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.



CMAQ FY2023
Budget...21.xlsx



Updated Fillable
CMAQ...21.pdf

CMAQ Target Allocations:

Fiscal Year 2023

	FY 2023
FY2023 Federal CMAQ Apportionment ¹	\$ 53,525,032
2% SPR Setaside	\$ 52,454,531
90% Obg. Limit	\$ 47,209,078
Total Assumed CMAQ State Allocation³	\$ 47,209,078

Area	Pollutants	2010 Estimated				FY 2023 Target	Adjusted FY 2023 Target	Notes
		NA Area Population ³	Weighting Factors ⁴	Adjusted Population	Percent (%)			
NCDOT Allocation ⁵								
						45%	\$ 21,244,085	\$ 20,934,005
MPO/RPO Allocation ⁶						55%	\$ 25,964,993	\$ 26,275,074
							\$ 47,209,078	\$ 47,209,078
Catawba Region								
Hickory MPO	PM _{2.5}	158,524	1.00	158,524	2.86%	\$ 742,736	\$ 742,736	No adjustments
Great Smoky Mountain National Park Region								
Land of Sky RPO	Ozone (1997)	554	1.00	554	0.01%	\$ 2,596	\$ 100,000	See note 8
Southwestern RPO	Ozone (1997)	3,342	1.00	3,342	0.06%	\$ 15,658	\$ 100,000	See note 8
Metrolina Region								
Cabarrus-Rowan MPO	Ozone (2008,1997)	323,384	1.00	323,384	5.84%	\$ 1,515,158	\$ 1,515,158	No adjustments
Charlotte Regional TPO	Ozone (1997, 2008), CO					\$ 7,643,550	\$ 7,643,550	No adjustments
	Mecklenburg County Ozone (1997, 2008), CO	919,628	1.44	1,324,264	23.90%	\$ 6,204,602		
	All Other Areas Ozone (1997, 2008)	255,932	1.20	307,118	5.54%	\$ 1,438,948		
Gaston Cleveland Lincoln MPO	Ozone (1997, 2008)	287,839	1.00	287,839	5.19%	\$ 1,348,618	\$ 1,348,618	No adjustments
Rocky River RPO	Ozone (1997, 2008)	19,469	1.00	19,469	0.35%	\$ 91,218	\$ 100,000	See note 8
Rocky Mount Region								
Rocky Mount MPO	Ozone (1997)	88,797	1.00	88,797	1.60%	\$ 416,042	\$ 416,042	No adjustments
Upper Coastal Plain RPO	Ozone (1997)	128,751	1.00	128,751	2.32%	\$ 603,240	\$ 603,240	No adjustments
Triad Region								
Burlington-Graham MPO	Ozone (1997), PM _{2.5}	16,844	1.00	16,844	0.30%	\$ 78,920	\$ 100,000	See note 8
Greensboro MPO	PM _{2.5}	376,308	1.00	376,308	6.79%	\$ 1,763,123	\$ 1,763,123	No adjustments
High Point MPO	PM _{2.5}	254,257	1.00	254,257	4.59%	\$ 1,191,275	\$ 1,191,275	No adjustments
Winston-Salem MPO	CO, PM _{2.5}	382,904	1.00	382,904	6.91%	\$ 1,794,028	\$ 1,794,028	No adjustments
NW Piedmont RPO	Ozone (1997)	326	1.00	326	0.01%	\$ 1,527	\$ 100,000	See note 8
Triangle Region								
Capital Area MPO	Ozone (1997), CO					\$ 5,849,447	\$ 5,849,447	No adjustments
	Wake County Ozone (1997), CO	900,993	1.20	1,081,192	19.51%	\$ 5,065,729		
	All Other Areas Ozone (1997)	167,271	1.00	167,271	3.02%	\$ 783,718		
Durham-Chapel Hill-Carrboro MPO	Ozone (1997), CO					\$ 2,194,011	\$ 2,194,011	No adjustments
	Durham County Ozone (1997), CO	267,587	1.2	321,104	5.79%	\$ 1,504,477		
	All Other Areas Ozone (1997)	147,169	1.00	147,169	2.66%	\$ 689,534		
Kerr Tarr RPO	Ozone (1997)	107,840	1.00	107,840	1.95%	\$ 505,265	\$ 505,265	No adjustments
Triangle RPO	Ozone (1997)	44,518	1.00	44,518	0.80%	\$ 208,581	\$ 208,581	No adjustments
Totals		4,852,237		5,541,776	100%	\$ 47,209,078	\$ 47,209,078	

Footnotes:

- 1 Source - <https://www.fhwa.dot.gov/fastact/estfy20162020apports.pdf>
- 2 Source - GIS Analysis of 2010 Census Population, 2010 Census Adjusted MPO & RPO Boundaries & EPA Pollutant Shapefiles
- 3 See "Table 2: SAFETEA-LU CMAQ Apportionment Factors" tab; Source - http://www.fhwa.dot.gov/ENVRonment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm
- 4 45% of NC CMAQ Apportionment, per NCDOT Guidelines
- 5 55% of NC CMAQ Apportionment, per NCDOT Guidelines
- 6 Per minimum CMAQ target allocation guidelines, a minimum yearly allocation will be guaranteed for any AQ region whose yearly allocation resulting from this formula is less than \$100,000 to ensure that each AQ region can program at least one CMAQ project that meets the \$100,000 minimum project amount during the TIP update cycle. Funds deducted from NCDOT Allocation to meet this \$100,000 min threshold.