

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

March 3, 2020 - 11:00 a.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 January 7, 2020
4. Member Updates

Presentation

5. Eastern NC Freight Mobility Study, *Dana A. Magliola, NCDOT Planning/Logistics*

Action Items

6. UCPRPO STI P6 Project List Approval
7. Adoption of UCPRPO FY2020-2021 Project Work Program (PWP)

Discussion

8. STI P6 Calendar – Next Steps
9. NC First Commission
10. Modify TCC meeting start time to 2:00pm
11. TAC Ethics Filing Requirements
12. Complete Streets Policy Update
13. NCDOT Bike/Ped Planning Grant Initiative

Reports

13. US 70 Commission
14. Hwy 17/64 Association
15. Legislative Update
16. NCDOT Division 4
17. NCDOT Planning Branch

Other Business

18. TCC Member Comments

Public Comment

19. Public Comment

Dates of future meetings:

May 5, 2020

July 7, 2020

September 1, 2020

November 18, 2020

Attachments:

1. TCC January 7, 2020 Minutes
2. Eastern NC Freight Mobility Study
3. UCPRPO STI P6 Projects List for Adoption
4. UCPRPO PWP FY2020-2021 for Adoption
5. STI P6 Schedule Fact Sheet
6. NC First Commission Brief
7. Complete Streets Fact Sheet
8. NCDOT Bike/Ped Planning Grant Initiative
9. NCDOT Rail Newsletter Jan/Feb 2020

120 W. Washington St., Suite 2110 Nashville, NC 27856
252-462-2646 (Ph) • 252-459-1381 (Fax)

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

January 7, 2020

RPO Transportation Coordinating Committee Minutes

Attendance

TCC

Catherine Grimm, Tarboro
Stephen Wensman, Smithfield
James Diggs, Wilson
Randy Cahoon-Tingle, Selma
Tracy Shearin, Red Oak
Adam Tyson Nash
Natalie Bess, Pinetops
Tim Robbins, Benson

NCDOT

Jimmy Eatmon, NCDOT-Division 4
Carlos Moya, NCDOT TPD
Chris Pendergraph, NCDOT

UCPRPO

James Salmons

Other

Gronna Jones, Wilson
Robert Hiatt, UCPCOG

Introduction

1. *Welcome & Introductions – James Diggs – TCC Chair*

Mr. James Diggs welcomed everyone and asked everyone to introduce themselves and then called the meeting to order.

2. *Member Updates*

Each member provided a brief highlight of activities within each member's jurisdiction.

3. *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. **UPON A MOTION** by Catherine Grimm (Tarboro), second by Stephen Wensman, (Smithfield) the agenda was unanimously approved as written with the addition of a Letter of Support for 5310 funding for JCATS.

4. *Minutes – September 10, 2019*

After reviewing the Minutes for the September 10, 2019 TCC and **UPON A MOTION** by Catherine Grimm (Tarboro), second by Stephen Wensman, (Smithfield) the minutes for the September 10, 2019 meeting were unanimously approved.

Presentation

5. *NC MOVES 2050 Plan Update*

A brief power point presentation on the next steps in the ongoing NC MOVES 2050 Plan.

The presentation provided plan updates, future needs, and how to get engaged in the plan. The plan is currently in the 3rd survey period. All members were encouraged to provide their input at <http://ncmoves.gov>. For more information on previous survey results and fact sheets generated from previous surveys on the plan website.

Discussion

6. *Review current Draft STI P6 Projects List*

Members were provided with the most current Draft list of proposed STI P6 projects. The deadline to submit projects is April 2020. Members were asked to carefully review the list and to let staff know if there were any projects within their areas that needed to be added or omitted. The list included all modes of transportation. It is anticipated that the TCC would be asked to adopt the final list at their next scheduled meeting on March 3, 2020 and to be recommended for approval by the TAC at their next meeting scheduled for March 11, 2020.

UPPER COASTAL PLAIN

RURAL PLANNING ORGANIZATION

7. *New STI P6 Calendar*
Members were provided with the most current STI P6 calendar with revised due dates.
8. *Congestion Mitigation & Air Quality (CMAQ) Funding and Training*
A call was made for potential CMAQ project within Edgecombe, Johnston, and Nash Counties. If anyone had any identified potential CMAQ projects, they should contact Mr. Salmons. Members interested were encouraged to attend LAPP training in late February to mid-March provided by CAMPO. It was noted that the CMAQ program is not a grant program but more of a reimbursement program with strict restrictions and reporting guidelines.
9. *Draft FY 2020-2021 PWP*
Members were provided with the draft Planning Work Program (PWP) for FY 2020-2021 and were asked to review and provide any suggestions or comments. The draft will be presented to TBD for review and comment. The final PWP will be presented to the TCC at their next meeting for approval and recommendation for adoption by the TAC.
10. *UCPRPO Crash Data Reports and interactive web map*
Members were provided a brief County by County crash report and review of the interactive web map created by staff.
11. *FY2019 5339 Discretionary Award Announcement for JCATS Facility*
Mr. Neal Davis expressed his appreciation for all members support for the 5339 Discretionary Award. The funding awarded will help provide JCATS with a much needed upgraded facilities for both administrative and maintenance.

Action Items

12. *Letter of Support for 5310 Funding for Johnston County Industries*
Johnston County Industries requested a Letter of Support for 5310 funding from NCDOT. **UPON A MOTION** by Stephen Wensman (Smithfield), second by Randy Cahoon-Tingle (Selma) the Letter of Support for the Johnston County Industries 5310 funding was adopted unanimously.

Reports

13. *US 70 Commission*
It was reported the US 70 Commission met in Goldsboro on November 14, 2019. Ms. Marlena Byrne, Deputy Chief Resilience Officer provided a presentation on the newly formed State Resiliency Office and how the State is working towards reducing impacts and mitigating future flooding. In addition, David Key with ESP provided a presentation on Flood Inundation Mapping and Alert Network FIMAN (<http://fiman.nc.gov>). FIMAN is a web-based network system that gathers and distributes reliable and accurate rain and stage gage data. It provides real-time flood inundation maps and alerts with the hope of preventing or reducing loss of lives and property.
14. *Hwy 17/64 Association*
The bypass around Maysville and Pollocksville just south of New Bern is complete. The project is the first 4 lane highway in Jones County and planning began for the project in 1965. It was reported the next Hwy 17/64 meeting is scheduled for January 29, 2020; where is to be determined.
15. *Legislative Update*
There was no legislative activity reported.
16. *NCDOT Division 4*
Division 4 reported the department was slowly bringing projects back online. The department is still experiencing some budget issues.

UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION

17. NCDOT Planning Division (TPD)

TPD reported on the NC Moves 2050 statewide transportation plan and how the study needs everyone's input to help guide future transportation needs. To provide input please visit www.ncmoves.gov.

Other Business

18. TCC Member Comments

Mr. Salmons reminded everyone about the NC Summit to be held at the Raleigh Convention Center January 8-9, 2020. In addition, he reminded members that the UCPRPO was applying for SP&R funds to support a feasibility study to help determine the best location of the Mountains to Sea Trail and East Coast Greenway connecting the Towns' of Clayton and Smithfield.

Public Comment

19. Public Comment

There was no public comment.

Upcoming meeting:

The next meeting is tentatively scheduled for Tuesday, March 3, 2020 at 11:00am.

UPON A MOTION from Stephen Wensman (Smithfield) was made to adjourn and a second motion was made by Tracy Shearin (Red Oak) and the meeting was adjourned.

Respectfully submitted,

James Diggs, TCC Chair

James M. Salmons, UCPRPO

Eastern NC Freight Mobility Plan Background

Dana Magliola with NCDOT Planning and Logistics will provide a brief summary of the final results of the plan. The Upper Coastal Plain Rural Planning Organization partnered with multiple stakeholders across Eastern North Carolina to produce the Eastern North Carolina Regional Freight Mobility Plan.

The goal of the plan:

“The Eastern NC Regional Freight Mobility Plan was a coordinated and collaborative regional planning effort to analyze, develop, and implement a safe reliable and sustainable multimodal freight network to support the strategic goals of the region in promotion of economic completeness and equity of the region.”

The project takes a detailed look at the existing multimodal freight network to develop implementable strategies to address deficiencies and leverage regional economic competitiveness. The study took the data, strategies and conclusions developed through other pertinent studies and projects to develop a unified vision for the multimodal freight network. The Plan is a tool to support efficient land-use decision making. Some outcomes from the study include:

- Developed a regionally comprehensive and prioritized list of projects.
- Project corridors have been identified and developed fully in lieu of section by section approach between organizations.
- Created a regional body to guide implementation of this project but also identify other regionally significant planning efforts and/or partnerships.

Plan Participants

Transportation Professionals:

Metropolitan Planning Organizations (MPO)

- Greenville Urban Area MPO
- Rocky Mount Urban Area MPO
- Goldsboro Urban Area MPO
- New Bern Urban Area MPO

Rural Planning Organizations (RPO)

- Eastern Carolina RPO
- Down East RPO
- Mid-East RPO
- Upper Coastal Plain RPO
- Peanut Belt RPO
- Albemarle RPO

NCDOT

FHWA

Highway 70 Corridor Commission

Highway 17/64 Corridor Association

NC East Alliance

Stakeholders:

- Commercial Rail (CSX, Norfolk Southern and short Line)
- Regional Freight Airports
- NC Port Authority
- Warehouses and Distribution Centers
- Commercial Carrier Companies
- Supply Chain and Logistic Providers
- Workforce Development Agencies
- Pertinent Industry Associations
- Economic Developers
- Chamber of Commerce
- Municipalities and Counties
- Councils of Governments

UCPRPO STI P6 REGION PROJECTS (02/17/20) - **DRAFT**

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	County(s)	P6.0 Status (Draft)	Notes
H090224-B	Highway	R-3407B	Regional Impact	NC 33	NC 42 at Scott'S Crossroads	NC 222 at Belvoir Crossroads	Widen to Multi-Lanes	1 - Widen Existing Roadway	\$ 64,400,000	Pitt, Edgecombe	Carryover	Completed or Active NEPA - Does not need to be re-submitted
H111270	Highway	U-6000	Regional Impact	NC 58	NC 42/Ward Blvd. (SR 1516)	Forest Hills Rd. (SR 1165)	Widen Roadway to Multi-Lane Facility with Bicycle and Pedestrian Accommodations	1 - Widen Existing Roadway	\$ 11,975,000	Wilson	Carryover	Completed or Active NEPA - Does not need to be re-submitted
H170647	Highway	I-6061	Statewide Mobility	I-95	SR 1003 (Brogden Road)		Improve interchange to current standards allowing for future widening of I-95	8 - Improve Interchange	\$ 14,500,000	Johnston	Carryover	Programmed, not Committed - Does not need to be re-submitted
H170654	Highway	I-6062	Statewide Mobility	I-95	SR 2339 (Bagley Road)		Upgrade interchange to current standards allowing for future widening of I-95	8 - Improve Interchange	\$ 14,500,000	Johnston	Carryover	Programmed, not Committed - Does not need to be re-submitted
H170663	Highway	R-5761	Regional Impact	NC 242	SR 1168 (Tarheel Rd)	I-40	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.	1 - Widen Existing Roadway	\$ 14,000,000	Johnston	Carryover	Programmed, not Committed - Does not need to be re-submitted
H170664	Highway	R-5949	Regional Impact	US 258	SR 1601 (Colonial Rd)	US 64	Widen to a four-lane divided boulevard with sidewalks from SR 1344 to US 64.	1 - Widen Existing Roadway	\$ 18,000,000	Edgecombe	Carryover	Programmed, not Committed - Does not need to be re-submitted
H111268	Highway		Regional Impact	NC 58	SR 1320 (Airport Blvd)	NC 42, SR 1516 (Ward Boulevard)	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.	11 - Access Management	\$ 43,000,000	Wilson	Holding Tank	
H111275	Highway		Regional Impact	NC 42	I-795, US 264	SR 1165 (Forest Hills Road)	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.	11 - Access Management	\$ 28,700,000	Wilson	Holding Tank	
H170115	Highway		Statewide Mobility	I-87, US 64	US 258 (Western Blvd), US 64 Alt		Upgrade Interchange to Interstate Standards and provide safe pedestrian facilities across US 64 (Western Blvd) in Tarboro.	8 - Improve Interchange	\$ 15,200,000	Edgecombe	Holding Tank	
H170537	Highway	U-3464	Regional Impact	US 301 (S Brightleaf Boulevard), NC 96 (S Brightleaf Boulevard)	SR 1341 (Galilee Road)	SR 1007 (Brogden Road)	SR 1341 (Galilee Road) to SR 1007 (Brogden Road). Widen to Multi-lanes.	1 - Widen Existing Roadway	\$ 31,900,000	Johnston	Holding Tank	
H170543	Highway	U-3464	Regional Impact	US 301 (S Brightleaf Boulevard), NC 96 (S Brightleaf Boulevard)	I-95	SR 1341 (Galilie Road)	Widen to Multi-Lanes.	1 - Widen Existing Roadway	\$ 28,700,000	Johnston	Holding Tank	
H170666	Highway		Statewide Mobility	I-95	US 301 (N Church St)		Upgrade Interchange to diamond interchange allowing for future widening of I-95 and include a safe and convenient connection to NC 222.	8 - Improve Interchange	\$ 12,500,000	Johnston	Holding Tank	
H170729	Highway		Statewide Mobility	I-42, US 70	SR 2309 (Creech's Mill Road)	SR 2314 (Pondfield Road)	Upgrade Roadway to Interstate Standards	3 - Upgrade Expressway to Freeway	\$ 108,500,000	Johnston	Holding Tank	
H171618	Highway		Regional Impact	US 258 (Mutual Boulevard)	I-87, US 64		Construct US 64 Westbound off-Ramp	9 - Convert Grade Separation to Interchange	\$ 12,500,000	Edgecombe	Holding Tank	
	Highway		Regional Impact	Alt 64 (Western Blvd)	US 64/I-87	Howard Ave	Access Management, improve intersections, and pedestrian facilities - Widen to 4 Lanes	1 - Access Management		Edgecombe		Town of Tarboro (via CB Brown 1/18/19)
	Highway		Regional Impact	NC 210	Black Creed Rd	BUS 70 (W Market St)	Widen highway. To be determined	1 - Widen Existing Roadway		Johnston		Johnston (via Durwood Stephenson email 7/17/18)
	Highway		Statewide Mobility	I-87, US 64	Nash/Wake Co	Egecombe/Martin Co	Upgrade to Interstate Standards	Modernization		Nash/Edgecombe		Legislation (Possible INFRA Grant)
	Highway		Regional Impact	NC 242	SR 1168 (Tarheel Rd)		Intersection improvements	8 - Improve Intersection		Johnston		Request from Benson
	Highway		Regional Impact	Alt 264 (Raleigh Rd Pkwy)	NC 42 (Ward Avd)		Intersection improvements with round-about	8 - Improve Intersection		Wilson		City of Wilson

UCPRPO IS ALLOCATED A TOTAL OF 23 PROJECTS TO BE PRIORITIZED IN "P6"
 = "Carryover" Project from STI P5 - Does not need to be re-submitted
 = "Holding Tank" project from STI P5 - Needs to be re-submitted
 = Additional Project Identified - Needs to be submitted

UCPRPO STI P6 DIVISION PROJECTS (02/17/20) - **DRAFT**

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	County(s)	P6.0 Status (Draft)	Notes
H150646	Highway	R-5950	Division Needs	SR 1501 (Swift Creek Rd)	Airport Industrial Dr	Driveway just north of Johnston County Airport	Widen Swift Creek Rd to add central turn lanes to additional driveways, both into the Johnston County Airport and into the neighboring industrial park.	1 - Widen Existing Roadway	\$ 4,100,000	Johnston	Carryover	Programmed, not Committed - Does not need to be re-submitted
H090421	Highway	U-3471	Division Needs	SR 1606 (Black Creek Road)	US 264 Bypass	US 301/264 Alternate (Ward Boulevard)	US 264 Bypass to US 301/264 Alternate (Ward Boulevard). Widen to Multi-Lanes.	1 - Widen Existing Roadway	\$ 19,400,000	Wilson	Holding Tank	
H090891	Highway		Division Needs	SR 1927 (East Anderson Street)	Webb Road	I-95	Widen to Three (3) Lanes from I-95 to Webb Street in Johnston County	1 - Widen Existing Roadway	\$ 10,000,000	Johnston	Holding Tank	
H090895	Highway		Division Needs	SR 1900 (Noble Street)	SR 1003 (Buffalo Road)	US 301	Expand to Three(3) Lanes from SR 1003 to US 301	1 - Widen Existing Roadway	\$ 13,663,000	Johnston	Holding Tank	
H150459	Highway		Division Needs	SR 1323 (Tilghman Rd N)	NC 42 (Ward Blvd)	SR 1332 (Lake Wilson)	Widen from from two 10' lanes to two 14' lane facility with 11' turn lane, curb and gutter with bike lanes and sidewalks. Section 3B	1 - Widen Existing Roadway	\$ 18,800,000	Wilson	Holding Tank	
H170353	Highway		Division Needs	New Route	NC 58 (Nash St)	SR 1323 (Tilghmam Rd)	Construct the Wilson Northern Connector; This is phase 1 of 2; 4 lane highway from NC 58 to SR 1323 (Tilghmam Rd). R/W has been reserved but not purchased.	5 - Construct Roadway on New Location	\$ 27,900,000	Wilson	Holding Tank	
	Highway		Division Needs	SR 1211 (W Howard Ave)	64 Alt - Western Blvd	NC 33 - N Main St	Access Control with wide median and bike/pedestrian improvements	Access Control		Edgecombe		Tarboro
	Highway		Division Needs	SR 1003 (Buffalo Rd)	SR 1934 (Old Beulah Rd)	SR 1939 (Live Oak Church Rd)	Widen to Three (3) Lanes	1 - Widen Existing Roadway		Johnston		Johnston Co
	Highway		Division Needs	US 301 (S Brightleaf Blvd)	SR 1007 (Brogden Rd)		Upgrade intersection to improve mobility and safety.	8 - Intersection Improvement		Johnston		Smithfield
	Highway		Division Needs	SR 1908 (Fire Dept Rd)	SR 1913 (Wilson's Mills Rd)		Construct roundabout to improve mobility and safety in downtown Wilson's Mills.	8 - Intersection Improvement		Johnston		Wilson's Mills
	Highway		Division Needs	SR 1913 (Wilson's Mills Rd)	US 70 Bus (W Market St)	M Durwood Stephenson Hwy	Widen to three lanes with pedestrian facilities.	1 - Widen Existing Roadway		Johnston		Smithfield

UCPRPO IS ALLOCATED A TOTAL OF 23 PROJECTS TO BE PRIORITIZED IN "P6"

- = "Carryover" Project from STI P5 - Does not need to be re-submitted
- = "Holding Tank" project from STI P5 - Needs to be re-submitted
- = Additional Project Identified - Needs to be submitted

Lu Harvey Lewis, TAC Chair

James M. Salmons, UCPRPO Transportation Planner

UCPRPO STI P6 NON-HIGHWAY PROJECTS (02/17/20) - **DRAFT**

AVIATION

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	County(s)	P6.0 Status (Draft)	NOTES
A171642	Aviation	AV-5897	Division Needs	ETC - Tarboro-Edgecombe Airport	ETC - Runway Extension to 5,000'	N/A	Upgrade runway by 1,000 ft to a length of 5,000 ft. (Partner Connect Project No. 3771)	0500 - Runway Length/Width	\$ 2,840,000	Edgecombe	Carryover	Programmed, not Committed. Project in STIP - Does not need to be re-submitted
A130494	Aviation	AV-5844	Division Needs	ETC - Tarboro-Edgecombe Airport	ECT - Corporate Apron and Hangar	N/A	Expand the Corporate Apron by 8,350 SF and construct a 70' X 80' Hangar. (includes Project Request Numbers: 2898)	1200 - Aircraft Apron / Helipad Requirements	\$ 570,000	Edgecombe	Holding Tank	
A130498	Aviation		Division Needs	JNX - Johnston Regional Airport	JNX - Taxiway Widening	N/A	The existing taxiway pavements will be approaching the end of their useful life and require pavement rehabilitation. Assumed design would include a 3" asphalt maintenance overlay. The taxiways will be widened to 50' at this time to conform to C- III standards. (includes Project Request Numbers: 2129)	1100 - Taxiway Requirements	\$ 4,100,000	Johnston	Holding Tank	
A130499	Aviation	AV-5847	Division Needs	JNX - Johnston Regional Airport	JNX - T-Hangars, Apron and Corporate Area Site Prep	N/A	This project provides for construction of Phase I of the new corporate area development. Phase I will include the construction of a new t-hangar area and construction of a new apron. Elements of construction will include clearing and grubbing, grading and drainage, paving, and erosion control measures. (includes Project Request Numbers: 2127)	1240 - Corporate and T-hangar Taxiway: Construction	\$ 8,945,000	Johnston	Holding Tank	
A150741	Aviation		Division Needs	ETC - Tarboro-Edgecombe Airport	ETC - T-Hangars & Taxilane	N/A	Tarboro Airport T-Hangars & Taxilane - Partner Connect Project #3431	1900 - Hangars	\$ 550,000	Edgecombe	Holding Tank	

BIKE/PEDESTRIAN

B140926	BikePed		Division Needs	Elm City Sidewalk Project	Elementary School	Middle School	Construct sidewalks along Toisnot St, W Main St, Parker St, Church St, and Branch St which connects to Elm City Elem School and Elm City Middle School	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 91,200	Wilson	Holding Tank	
B150570	BikePed		Division Needs	SR 1120 - W Hanes St Middlesex Elementary School	Morgan St	Middlesex Elementary School	Construct sidewalks from down town Middlesex Park to Middlesex Elementary School along W Hanes St.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 176,600	Nash	Holding Tank	
B170683	BikePed		Division Needs	NC 43 (Red Oak Pedestrian Project)	SR 1603 (Red Oak Boulevard)	SR 1524 (Red Oak Battleboro Road)	Construct sidewalks along Red Oak Boulevard, N Old Carriage Rd, and Red Oak Battleboro Rd.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 92,777	Nash	Holding Tank	
B170684	BikePed		Division Needs	NC 43 (E Hamlet Street)	S Sally Jenkins Street	16th Street to Vidant walking trail	Construct sidewalk along NC 43 (E Hamlet Street)	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 93,120	Edgecombe	Holding Tank	
B171652	BikePed		Division Needs	Micro Pedestrian Facilities along US 301	Oil Company Rd	Charles St	Construct additional pedestrian facilities along US 301 through the Town of Micro.	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 80,081	Johnston	Holding Tank	

RAIL

R171628	Rail		Statewide	NS H/CSX A/CSX SE	Carolina	New York	Construction and implementation of Southeastern North Carolina Passenger Rail Service. Service to run from Raleigh to Wilmington via Selma and Fayetteville using the NS H Line, CSX A Line, and CSX SE Line.	Other passenger rail improvements	\$ 750,000,000	Bladen, Brunswick, Columbus, Cumberland, Harnett, Johnston, Robeson, Wake	Holding Tank	
	Rail		Statewide	Commuter Rail - Smithfield/Selma to Raleigh	Raleigh	Selma/Smithfield	Create commuter rail service from Selma/Smithfield to Raleigh Union Station - Extend the Piedmont Rail Service	Commuter Rail Service		Johnston/Wake		
	Rail		Statewide	Commuter Rail - Smithfield/Selma to Raleigh	Carolina	Goldsboro	Create commuter rail service from Raleigh to Goldsboro Union Station - Extend the Piedmont Rail Service	Commuter Rail Service		Wake/Johnston/Wayne		
	Rail		Statewide	SR 1003 (Buffalo Rd)			Rail/Highway Grade Separation Interchange	Interchange Improvement		Johnston		
	Rail		Statewide	US 70 Bus (E Market St)			Replace Rail Bridge over US 70 Bus (E Market St)	Interchange Improvement				

TRANSIT

T170682	Transit	TA-6720	Division Needs	Johnston County Expansion Vehicle	N/A	N/A	Purchase expansion vehicles to include 1 25' LTV	4 - Demand Response	\$ 33,000	Johnston	Carryover	Programmed, not Committed. Project in STIP - Does not need to be re-submitted
T130137	Transit		Division Needs	Wilson co fy16 vehicle expansion	N/A	N/A	Project #1 - Wilson County services the residents of Wilson as well those in the county. Wilson County operates 24 hours a day Monday through Friday with limited services on weekends. Wilson County provides transportation services for eight(8) service agencies within Wilson County.	4 - Demand Response	\$ 5,500	Wilson	Holding Tank	

UCPRPO IS ALLOCATED A TOTAL OF 23 PROJECTS TO BE PRIORITIZED IN "P6"

- = "Carryover" Project from STI P5 - Does not need to be re-submitted
- = "Holding Tank" project from STI P5 - Needs to be re-submitted
- = Additional Project Identified - Needs to be submitted

FY 2020-2021
 PLANNING WORK PROGRAM
 ANNUAL PROPOSED FUNDING SOURCES TABLE
 Upper Coastal Plain Rural Planning Organization

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 (CTP) DEVELOPMENT	\$ 800	\$ 3,200	\$ 4,000
II-1.1	Develop CTP Vision			
II-1.2	Conduct CTP Needs Assessment			
II-1.3	Analyze Alternatives and Environmental Screening			
II-1.4	Develop Final Plan			
II-1.5	Adopt Plan			
II-2	PRIORITIZATION	\$ 4,400	\$ 17,600	\$ 22,000
II-2.1	Project Prioritization			
II-3	PROGRAM AND PROJECT DEVELOPMENT	\$ 600	\$ 2,400	\$ 3,000
II-3.1	STIP Participation			
II-3.2	Merger / Project Development			
II-4	GENERAL TRANSPORTATION PLANNING	\$ 5,340	\$ 21,360	\$ 26,700
II-4.1	Regional and Statewide Planning			
II-4.2	Special Studies, Projects and Other Trainings			
III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES				
III-1	ADMINISTRATIVE ACTIVITIES	\$ 4,400	\$ 17,600	\$ 22,000
III-1.1	Administrative Documents			
III-1.2	TCC / TAC Work Facilitation; Ethics Compliance			
III-1.3	Program Administration			
IV. DIRECT COSTS				
IV-1	PROGRAMMATIC DIRECT CHARGES	\$ 7,636	\$ 30,544	\$ 38,180
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 COGNIZANT AGENCY FY 18-19	\$ 1,424	\$ 5,695	\$ 7,119
V-1.1	Incurred Indirect Costs			
TOTAL		\$ 28,010	\$ 112,039	\$ 140,049

Approved by the TAC on: _____20__

 Signature, TAC Chairman

 Signature, RPO Secretary

**FY 2020-2021
PLANNING WORK PROGRAM
Narrative
Upper Coastal Plain Rural Planning Organization**

I. DATA COLLECTION AND ASSESSMENT		
I-1 DATA COLLECTION AND ASSESSMENT		\$ 8,000.00
I-1.1 Highway	Collect centerline data from member Counties to maintain up to date data inventory. Maintain UCPRPO GIS Data Warehouse. Provide traffic counts upon request.	
I-1.2 Other Modes	Collection and mapping of non-highway data, etc.	
I-1.3 Socioeconomic	Update Socioeconomic and demographic data for all counties.	
I-1.4 Title VI	Affirm RPO compliance with Title VI and develop Title VI plan.	
II. TRANSPORTATION PLANNING		
II-1 COMPREHENSIVE TRANSPORTATION PLAN (CTP) DEVELOPMENT		\$ 4,000.00
II-1.1 Develop CTP Vision	Meet with members to review current CTP. Completion of Community Understanding Reports and aid in providing public engagement; etc.	
II-1.2 Conduct CTP Needs Assessment	Review County CTP data and transportation deficiencies within current plans. Meet with members to determine CTP update needs.	
II-1.3 Analyze Alternatives and Environmental Screening		
II-1.4 Develop Final Plan	Review final graphic, written, and mapping products produced in potential CTP updates.	
II-1.5 Adopt Plan	Aid in adoption of potential CTP updates.	
II-2 PRIORITIZATION		\$ 22,000.00
II-2.1 Project Prioritization	Perform duties and responsibilities related to STI and other local prioritization activities (i.e. CMAQ) Prepare and present to TCC/TAC spreadsheet of Committed, Carryover, Holding Tank and Deleted projects. Update and maintain interactive online STI Project map. Hold meeting in each county to solicit new projects. Obtain TCC/TAC approval of projects. Gather data for highway projects and enter highway and non-highway projects into SPOT On!line. Discuss Alternative Criteria rates with other RPO/MPOs and Divisions. Attend SPOT training. Update Local Input Methodology. Carryout steps of Methodology. Post information on website as required by Methodology.	
II-3 PROGRAM AND PROJECT DEVELOPMENT		\$ 3,000.00
II-3.1 STIP Participation	Review status of projects in STIP, report to TCC/TAC	
II-3.2 Merger / Project Development	Attend MERGER meetings as required. Attend officials and public meetings.	
II-4 GENERAL TRANSPORTATION PLANNING		\$ 26,700.00
II-4.1 Regional and Statewide Planning	Attend NCARPO quarterly meetings and MPO conference. Attend Highway US 70 Commission meetings. Attend Hwy 17/64 Association meetings. Stay up to date on Joint Legislative Transportation Oversight Committee meetings and report to Executive Committee and TCC/TAC. Attend and participate in Eastern North Carolina Freight Study. Attend other transportation planning i.e. Rocky Mount TCC meetings, Tar River Transit TAB, JCATS TAB, East Coast Greenway, Mountains to Sea Trail, Regional Commuter Rail Studies, etc.	
II-4.2 Special Studies, Projects and Other Trainings	Participate in Statewide Committees i.e. NC-TIC, etc. Attend various training events i.e. RPO Training, NC GIS Conference, NCAMPO, NCDOT PTD Training, ATLAS Training, Transportation Summit, Ongoing Feasibility Studies, etc. Provide planning services to Pinetops for pedestrian plan. Special Studies: Coordinate/manage potential SPR Funded projects i.e. (MST) Neuse River Greenway Feasibility Study between Clayton and Smithfield; Study intersection at Raleigh Rd Pkwy W and Ward Blvd in Wilson.	
III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES		
III-1 ADMINISTRATIVE ACTIVITIES		\$ 22,000.00
III-1.1 Administrative Documents	Prepare, obtain approval, and submit PWP, and needed amendments. Prepare and submit Quarterly Reports and Final Yearly Narrative. Update MOU, LPA, Bylaws, or PIP as needed.	
III-1.2 TCC / TAC Work Facilitation; Ethics Compliance	Prepare minutes, agendas, materials, speakers, etc. for and hold TCC and TAC meetings. Inform TAC of Ethics information and deadlines. Assist TAC members with Ethics forms.	
III-1.3 Program Administration	Providing transportation information and data. Contact NCDOT staff concerning questions from, officials, citizens and TAC /TCC members. Phone calls, emails, and general program administration, etc.	
IV. DIRECT COSTS		
IV-1 PROGRAMMATIC DIRECT CHARGES		\$ 38,180.00
IV-1.1 Program-wide Direct Costs	Regular costs for operation of the RPO program. i.e. printing, dues and subscriptions, equipment, supplies, and professional services.	
IV-2 ADVERTISING		\$ 400.00
IV-2.1 News Media Ads	Advertising costs for Public Hearings, workshops, etc.	
IV-3 LODGING, MEALS, INCIDENTALS		\$ 2,000.00
IV-3.1 Hotel Costs	Costs for overnight stays at NCARPO quarterly meetings, NCAMPO Conference and NADO Rural Transportation Conference etc.	
IV-3.2 Meal Costs	Meal Costs while on overnight or extended travel	
IV-3.3 Incidentals	Hotel parking, tips for over night travel	
IV-4 POSTAGE		\$ 150.00
IV-4.1 Mailings	Costs for mailing RPO projects (surveys, notices, etc.)	
IV-5 REGISTRATION / TRAINING		\$ 1,500.00
IV-5.1 Conference Registration	Registration fees for NCAMPO Conference and other pertinent planning conferences.	
IV-5.2 Meeting / Workshop / Training Fees	Various training classes and events approved by NCDOT TPD. i.e. NC GIS Conference, NC URISA Conference, GIS classes	
IV-6 TRAVEL		\$ 5,000.00
IV-6.1 Mileage Reimbursement	Reimbursement for total miles traveled	
IV-6.2 Car Rental Costs	Car Rental Costs	
IV-6.3 Other Travel Expenses	Parking fee, other	
V. INDIRECT COSTS		
V-1 INDIRECT COSTS APPROVED BY COGNIZANT AGENCY FY 18-19		\$ 7,119.00
V-1.1 Incurred Indirect Costs	Indirect costs incurred for the RPO Program charged by Nash County.	
TOTAL		\$ 140,049.00

**Upper Coastal Plain RPO
Cost Share FY 2020-2021**

Estimate - Totals depend on actual expenditures incurred.

NCDOT Share	\$ 112,039.20
Local Share	\$ 28,009.80
Total	\$ 140,049.00

	2017		
	Population*	% of Total	20% Cost Share
Edgecombe	53156	0.13	\$ 3,510.17
Johnston	194271	0.46	\$ 12,828.75
Nash	95063	0.22	\$ 6,277.51
Wilson	81674	0.19	\$ 5,393.37
Total	424164	1.00	\$ 28,009.80

*North Carolina Office of State Budget and Management Most Current Provisional Certified 2017 Estim:



STATE TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

The State Transportation Improvement Program (STIP) is the North Carolina Department of Transportation's (NCDOT) 10-year schedule for projects. It is updated approximately every two years using a data-driven process called Prioritization, as well as the latest financial information, and status of preconstruction activities. The process is established in the Strategic Transportation Investments (STI) law, which also mandates ongoing evaluation and improvement. Collaboration with metropolitan and rural planning organizations and public input is a key component.

Process Begins

Oct. 2019 – May 1, 2020

Public Input

MPOs, RPOs, NCDOT divisions submit new projects for scoring

Abbreviations

- MPOs—Metropolitan Planning Organizations
- RPOs—Rural Planning Organizations
- SPOT—NCDOT Strategic Prioritization Office of Transportation
- STIP—Statewide Transportation Improvement Program

Color Codes

- Public
- Local Planning Organizations
- Local NCDOT Divisions
- NCDOT Headquarters
- NC Board of Transportation

**Future dates are preliminary and subject to change.*

May 2020 – Jan. 2021

SPOT reviews and calculates Quantitative Scores for projects (new and existing) under the latest Prioritization criteria, formulas and weights. Includes review of all data, costs and input from MPOs, RPOs, NCDOT divisions and NCDOT staff.

End of Feb. 2021

STIP Unit identifies and publishes Statewide Mobility projects for the draft STIP

Cycle Starts Again

Mar. – May 2021

Public Input

MPOs, RPOs, NCDOT divisions rank projects on the Regional Impact level (which can include projects that were not funded at the Statewide Mobility level)

June–July 2022

NC Board of Transportation approves Final 2023-2032 STIP

Feb. 2022

Public Input

NCDOT releases entire draft STIP

End of July 2021

SPOT finalizes Regional Impact project scores

STIP Unit identifies and publishes Regional Impact projects for the draft STIP

Aug.–Oct. 2021

Public Input

MPOs, RPOs, NCDOT divisions rank projects at the Division Needs level (which can include projects that were not funded at the Statewide or Regional level)

STRATEGIC TRANSPORTATION INVESTMENTS LAW

Passed in 2013, the Strategic Transportation Investments Law (STI) allows NCDOT to use its funding more efficiently and effectively to enhance the state's infrastructure, while supporting economic growth, job creation and a higher quality of life. This process encourages thinking from a statewide and regional perspective, while also providing flexibility to address local needs.

STI allocates available revenues based on data-driven scoring and local input. It was implemented for the first time to develop the 2016–2025 State Transportation Improvement Program (STIP), which schedules the projects that will be funded during a 10-year period. While federal law requires it to be updated at least every four years, NCDOT typically updates the STIP every two years.

PRIORITIZATION

NCDOT uses a transparent, data-driven method for prioritizing transportation investment decisions. Through the process, called Prioritization, potential transportation improvement projects are submitted to NCDOT to be scored and ranked at the statewide, regional and division levels, based on approved criteria such as safety, congestion, benefit-cost and local priorities. These scores and other factors are used to determine whether a project receives funding. The current round of Prioritization is referred to as P6.0.

HOW THE STI LAW WORKS

STI funds projects in three categories:

- Division Needs
- Regional Impact
- Statewide Mobility

Division Needs

Projects in this category receive 30 percent of the available revenue, shared equally over NCDOT's 14 transportation divisions, which are groupings of local counties. Project scores are based 50 percent on data and 50 percent on rankings by local planning organizations and the NCDOT transportation divisions.

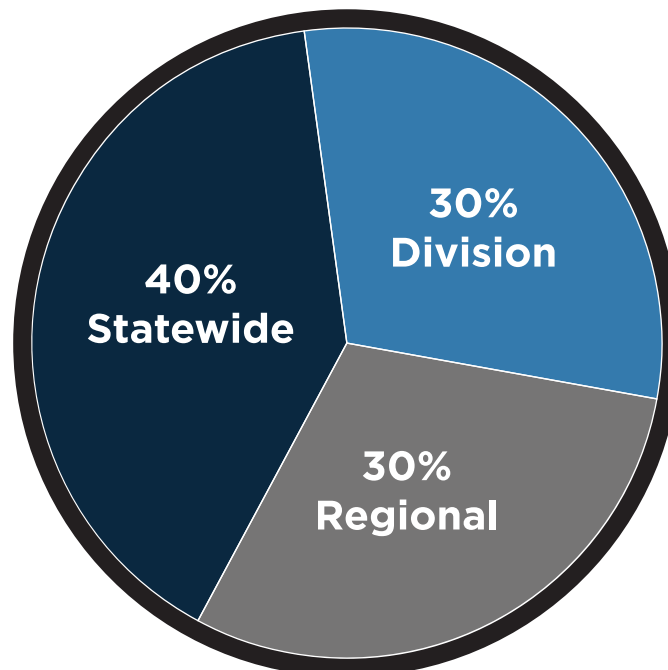
Regional Impact

Projects in this category receive 30 percent of available revenue. Projects on this level compete within regions made up of two NCDOT transportation divisions, with funding divided among the regions based on population. Data makes up 70 percent of the project scores in this category. Local rankings account for the remaining 30 percent.

Statewide Mobility

Projects in this category receive 40 percent of available revenue. The project selection process is based 100 percent on data.

REVENUE DISTRIBUTION



The NC FIRST Commission was created in March 2019 to evaluate North Carolina’s transportation investment needs. Their job is to advise the Secretary of Transportation of new or better ways to ensure that critical financial resources are available in the future. As part of this process, we’ll be looking for input from you, the people of North Carolina! This brief considers our rural communities and their transportation needs in light of current funding challenges.

Rural Transportation Issues in North Carolina

Overview

North Carolina’s diverse rural communities—much like our cities or suburban neighborhoods—rely on a range of transportation options to support quality of life, access to needed services, and economic viability. But rural communities also present distinctive travel patterns and needs that are important to keep in mind as the state considers how to pay for transportation into the future.

What are “rural” communities in North Carolina?

The term “rural” may bring many things to mind, from strollable main streets, to secluded mountain towns, coastal landscapes, or rolling farmland. But a precise definition can be hard to pin down, in part because researchers and government agencies use dozens of classification systems to distinguish “urban” from “rural” based on various criteria such as population density, geographic isolation, land use, or economic influence.¹ In transportation policy, for example, each urbanized area with a population over 50,000 is part of a designated regional “metropolitan planning area,” and everywhere else is “non-metropolitan.”²

Whichever definition you use, North Carolina is considerably rural. The U.S. Census Bureau ranks us as having the second largest rural population in the country, and as being the most rural of the nation’s ten most populous states (Figure 1).³ The NC Rural Center counts 80 of the state’s 100 counties as rural based on population density (Figure 2).⁴ And in transportation terms, non-metropolitan planning areas now cover almost half of the state’s population, over half its road miles, and more than 75 percent of its land area.⁵

Figure 1: The Ten Most Populous States: Population Share Living in Rural Areas in 2010

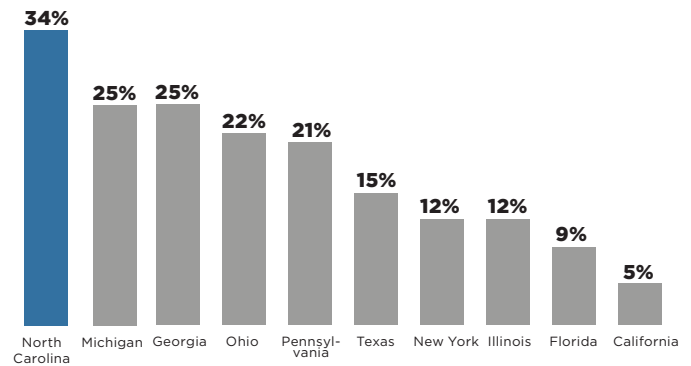
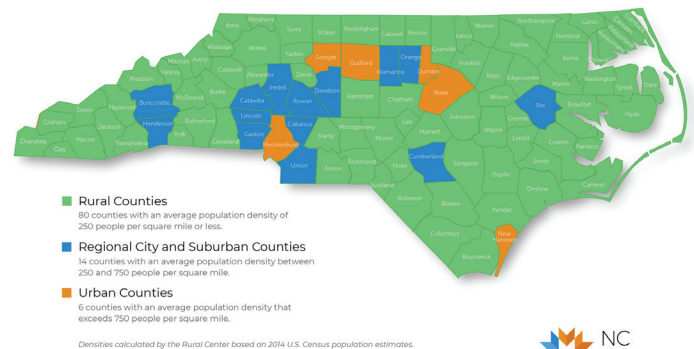


Figure 2: North Carolina Counties by Population Density



¹ UNC Charlotte Urban Institute; U.S. Department of Agriculture; North Carolina Center for Public Policy Research; U.S. Census Bureau.

² 23 U.S. Code §§134 and 135; N.C. Gen. Stat. §§136-200 et seq.

³ North Carolina Department of Transportation using 2010 U.S. Census Bureau data.

⁴ NC Rural Center.

⁵ UNC Carolina Population Center; North Carolina Association of Rural Planning Organizations.

While “urban/rural” distinctions can be helpful, they risk hiding that most places are neither wide-open spaces nor towering cities, but fall somewhere in-between on a gradual rural-urban continuum. This is especially true in North Carolina, where rural areas tend to be more densely populated—and cities less densely populated—than in other states,⁶ making it “a state of small towns.” Further, more than ever before, people, products, and information flow across regions in a complex web of interdependence. Whether it’s commuters going to work, families on vacation, or businesses moving materials and merchandise, real life largely ignores artificial rural-urban boundaries.⁷ Because most of us travel in rural areas at least some of the time—or benefit from services, workers, and goods that do—rural transportation is an issue that concerns everyone.

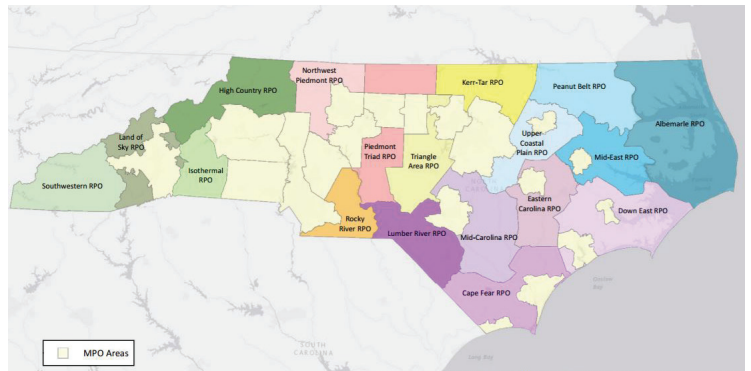
How are rural transportation projects planned and paid for in North Carolina?

Transportation planning processes at the state level and in metropolitan areas are governed by federal law. Under federal law, each urbanized area must have a “metropolitan planning organization” that is composed largely of local officials, whose job it is to ensure that all transportation spending in metro areas is based on a continuing, cooperative, and comprehensive planning process.⁸ In 2000, North Carolina recognized the need for more coordinated transportation planning in non-metropolitan areas, so the state went above and beyond federal requirements by enacting a state law that established “rural transportation planning organizations” (RPOs).⁹ Today, North Carolina has 18 RPOs that serve every rural county in the state (**Figure 3**).¹⁰

To receive state or federal funding, all proposed transportation projects must go through a rigorous planning and selection process. First, RPOs work collaboratively with state and local entities to study and develop projects, which are then added to a Comprehensive Transportation Plan. Next, RPOs and division engineers from the state department of transportation choose projects from these plans to submit to the statewide strategic prioritization process (also known as Strategic Transportation Investments, or STI). Through this process, potential projects from rural and urban areas alike are scored using data-driven criteria and local input. Projects that are finally selected through this process become part of the state’s fiscally restrained ten-year spending and construction plan, known as the State Transportation Improvement Program (STIP).¹¹

Under the strategic prioritization process, all proposed projects from across the state must compete for the same limited funding. Although each prioritization cycle involves RPOs and other stakeholders in improving the overall scoring process, rural projects have so far tended to have a harder time competing well for statewide funds because some of the scoring criteria—such as traffic volume and congestion—are less likely to apply to less traveled rural routes. Recent years have seen increased funding for rural projects, as well as examples of successful regional collaboration among RPOs and their metropolitan counterparts, but how best to address rural concerns through the statewide project selection process remains a challenge.¹²

Figure 3: Rural Planning Organizations in North Carolina



⁶ NC Rural Center; North Carolina Office of State Budget and Management; UNC Carolina Population Center.

⁷ National Association of Development Organizations; UNC School of Government.

⁸ 23 U.S. Code §§134 and 135; North Carolina Association of Metropolitan Planning Organizations.

⁹ N.C. Gen. Stat. §§136-210 et seq.; North Carolina Association of Rural Planning Organizations; North Carolina Department of Transportation.

¹⁰ North Carolina Association of Rural Planning Organizations.

¹¹ N.C. Gen. Stat. §§136-189.10 et seq.; North Carolina Association of Rural Planning Organizations; North Carolina Department of Transportation.

¹² North Carolina Association of Metropolitan Planning Organizations; North Carolina Association of Rural Planning Organizations.

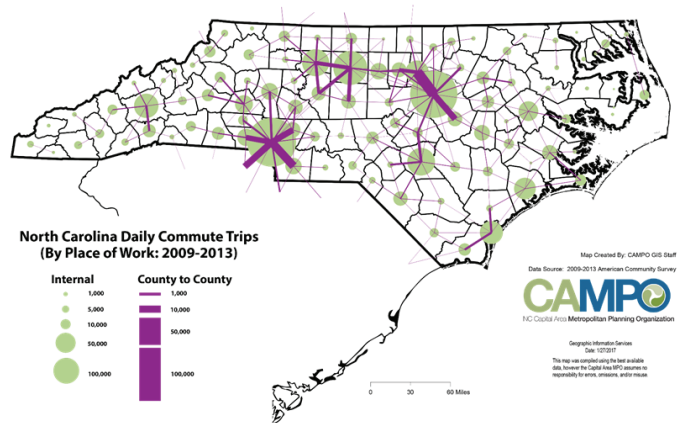
What are the transportation needs of North Carolina's rural communities?

“Our nation’s transportation network is an integrated system,” notes the Federal Highway Administration, “with each segment, rural and urban, necessary to the whole, and accompanied with its own issues and needs.”¹³ Today, rural North Carolina faces a number of distinctive transportation needs related to safety, connectivity, economic viability, and quality of life.

Road and bridge safety. In North Carolina, the rate of traffic fatalities on non-Interstate, rural roads is 3.5 times higher than on all other roads, and 12 percent of rural bridges are rated poor or structurally deficient—the ninth highest share in the nation. These statistics reflect broader trends; nationwide, rural roads and bridges are more likely to have significant deficiencies and deterioration, lack desirable safety features, and have higher rates of traffic fatalities.¹⁴ Safety, maintenance, and modernization projects—such as adding paved shoulders or widening lanes on narrow roads—can help, but can also be expensive and difficult to fund.

Strategic connectivity. For rural communities, which tend to rely heavily on roads for their travel needs, economic vitality can depend on highway connections that bring goods to larger markets or make it easier for visitors to reach local tourist attractions. Access to efficient, interregional road networks can also help draw jobs to rural areas—as highway accessibility continues to be a top priority when businesses select sites for new or expanded facilities¹⁵—as well as help rural residents get to more distant jobs; today, a growing number of North Carolinians travel across county lines for work,¹⁶ reflecting increasingly complex regional labor markets and commuting patterns (Figure 4).¹⁷ More broadly, strategic highway corridors (as well as links to rail, regional airports, and other options) not only support the well-being of rural communities, but can also benefit urban centers that depend on rural commodities and labor.

Figure 4: Commuting Patterns in North Carolina



Rural transit. Public transit services exist in all of North Carolina’s 100 counties; in rural areas, transit can be a vital lifeline to healthcare, education, jobs, and community services, especially for people who lack other options.¹⁸ But long distances and sparser populations can make rural transit costly and difficult to provide, leading to limited service in some areas, even as extended work commutes are on the rise. Adding to the strain, rural communities are aging ahead of the national curve while facing ongoing healthcare shortages, which is increasing the demand for paratransit and medical transportation services to get people of all ages to the care they need.¹⁹

Active transportation for livability and place-making. Rural areas, like urban centers, have shown growing interest in bicycle and pedestrian projects that offer residents and visitors enjoyable, safe, and active ways to get around. Such amenities can also support economic revitalization by showcasing the unique features of rural communities and making them more attractive places to live, visit, or open a business. The funding for these facilities, however, can be especially hard to find in tight rural budgets—a situation that has reportedly become more difficult since 2013, when the state ended its former policy of paying the 20 percent local match that is required to access federal funding for bicycle and pedestrian projects.²⁰

¹³ Federal Highway Administration.

¹⁴ TRIP; U.S. Department of Transportation.

¹⁵ Economic Development Partnership of North Carolina; Area Development.

¹⁶ North Carolina Department of Commerce; North Carolina Department of Transportation.

¹⁷ North Carolina Capital Area Metropolitan Planning Organization.

¹⁸ North Carolina Department of Transportation.

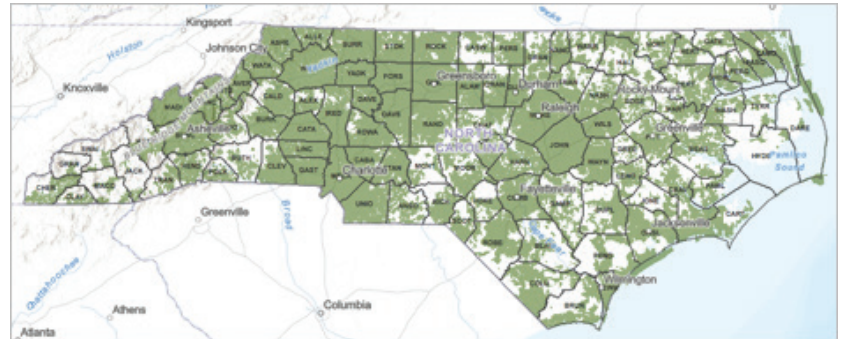
¹⁹ NC Rural Center; North Carolina Office of Rural Health; UNC Sheps Center for Health Services Research; U.S. Department of Agriculture; North Dakota State University.

²⁰ 2013 N.C. Sess. Laws, Chap. 2013-183 (N.C. Gen. Stat. §136-189.11).

Building local capacity. When seeking federal or state funding through the strategic prioritization process, rural areas may lack the resources to make their transportation projects competitive with those from large urban centers. The state supports communities of all sizes by assigning engineers to help with the planning work, and also provides each rural planning organization with \$100,000 to \$135,000 per year in pass-through federal funding;²¹ still, other challenges such as fewer local staff and limited local funds for preliminary project analysis mean that rural projects may still fall behind.

Broadband internet access. High-speed internet has transformed nearly every aspect of life in the 21st century, yet many rural communities are being left behind; 93.7 percent of North Carolina households have access to broadband internet, but 95 percent of unserved households are in rural areas (**Figure 5**).²² While transportation remains critical to helping rural residents get to employment centers and needed services, internet access can do its part by making more health care, education, job opportunities, and other resources available to rural North Carolinians without leaving their homes. Broadband internet can not only supplement transportation systems, but also is becoming more essential to them; emerging transportation technologies—such as connected vehicles and “smart” roadways that communicate with each other to enhance mobility and safety—will also require expanded internet service. Several initiatives are underway to support broadband deployment across the state, including a new “Dig Once” policy to facilitate the installation of broadband infrastructure during road construction projects.²³

Figure 5: North Carolina Broadband Service Areas



Broadband service areas with at least 25mb/s download and 3mb/s upload speeds

How can state transportation funding decisions help rural communities thrive?

State decisions that affect how much funding is available for transportation projects, how it is spent, and where it comes from can all play a role in supporting rural communities. First, as traditional revenues such as gas taxes continue to decline, the state is working to bridge the gap with forward-thinking solutions. Ensuring there are enough state dollars to go around will be critical to meeting transportation needs in North Carolina’s rural, suburban, and urban areas alike. Policies that facilitate state funding for smaller projects—as well as for safety, maintenance, livability, or multimodal solutions—can also help rural communities, as can initiatives that encourage flexible, creative, collaborative, and regional problem-solving. Rural concerns are complex and may require a smart combination of economic development, housing, health care, technology, education, and other strategies in concert with transportation investments, so funding approaches that encourage partnerships and coordination among state agencies are worth exploring. Lastly, as North Carolina considers alternatives to the gas tax, decision makers will need to address how each funding option may affect rural-urban equity as well as the impact on those rural residents who may need to travel longer distances to reach work or other services and amenities.

Acknowledgments: Many thanks to the experts who graciously shared their knowledge and resources for this issue brief: Patrick Woodie and Jason Gray, NC Rural Center; Patrick Flanagan, Eastern Carolina Council; Brian Dabson, UNC School of Government; Matt Day, Triangle Area Rural Planning Organization; and Jeff Michael, UNC Charlotte Urban Institute.

²¹ NC Rural Center; North Carolina Association of Rural Planning Organizations.

²² North Carolina Department of Information Technology.

²³ See also the governor’s Broadband Task Force on Connecting North Carolina that was launched in March 2019 by N.C. Executive Order 19-91, as

well as the Broadband Infrastructure Office of the North Carolina Department of Information Technology and the *Connecting North Carolina* state broadband plan that the office created in accordance with 2015 N.C. Sess. Laws, Chap. 2015-241.

TAC Members and the State Ethics Commission

TAC members and alternates are required by law to file certain financial disclosures called the **Statement of Economic Interest (SEI) form** and **Real Estate Disclosure (RED) form** with the State Ethics Commission. These two forms are due within 60 days of appointment and then every year thereafter during the annual filing season which runs concurrent to tax season (**Jan to April 15th**). Be advised that failure to file these forms may result *in fines of up to \$500 annually*.

TAC members are **not** required to receive State Ethics Commission education.

ELECTRONIC FILING

As of 2019, we have a **new electronic filing system** —and it is the quickest way to file. This informational walk-through is intended to get you over a few common obstacles.

Online account creation

The SEI can be filed electronically by creating an account here: <https://ef.ncsbe.gov/>

This Ethics Commission account will be personal to you alone. It does not matter what email you use, so use the email that is most convenient for you.

The password rules are:

1. 8 character minimum
2. Special character such as (*%&#@+)
3. A digit (0-9)
4. An uppercase letter

You may want to set yourself a reminder for what email/password combo you use.

****ONLINE FILING NO LONGER REQUIRES AN NCID.**** The system uses email verification—it will email your account email a link. By clicking on the link, you activate a live account. The verification email should arrive within a minute or so: If you do not receive the email with the verification link in it within 90 seconds, check your Junk and Spam folders. *HINT: the system does not seem to work well with Hotmail.*

Online SEI/RED forms

The online filing is a smart form. It will launch questions and propose answers based on your previous answers, which is a great help from year to year!

Depending on the answers to the initial questions, the system will start a **Long form or a No Change form**. New members: Since you **did not file last year** and are new to a board, you must file a Long Form.

CANDIDACY: (if activated) answer **No** (otherwise click through).

Your **Reason for Filing** is: **Board/Commission** then click **+**, choose “[INSERT YOUR MPO OR RPO]” from drop down menu. *If you serve on more than one Board, you may choose multiple answers.*

Note

You are required to file with the State Ethics Commission due to your work on your TAC, and not because you are an elected local official. Do not choose “Local Government Commission”, “Board of Transportation” or any other reason for filing *otherwise you will be required to re-file*. In the electronic system, when you select your MPO or RPO as your reason for filing, the system will automatically generate a **Real Estate Disclosure form** so no need to fill out two documents! (Ask your Board Chair or the Ethics Liaison for your TAC if you do not know the TAC official name.)

After you complete REASONS FOR FILING, you will advance to FILER INFORMATION. You can import your information (box at top of page), then fill in the rest of the information. All boxes with (*) next to them need to be answered

Please read the questions carefully. Answer the question correctly, fully and responsively. You will be asked to list real estate ownership and LLCs and sources of income. Be sure to disclose responsively.

If you are interrupted, the system will remember where you leave off—you can pick right up the next time you log in.

The USER GUIDES in the upper right hand are helpful.

Confirmation of electronic filing

To finish filing, you must have completed the entire form and electronically signed it by checking the affirmation box.

You can be assured that you have successfully filed if 3 things happen: 1. A pop-up will appear with a Confirmation number 2. Your In-Progress SEI will now show as a Completed SEI in your account (click Home) 3. You receive an email with a copy of your filed SEI. *CONFIRMATION WILL BE VERY CLEAR.*

ADDITIONAL INFORMATION FOR TAC FILERS

Paper filings

SEI and RED forms may be downloaded and completed by manually. Annual forms are available in the second week of the new year. https://ethics.ncsbe.gov/sei/blankForm.aspx?type=MPO_RPO is the MPO/RPO page. Paper forms must be mailed or hand delivered. Forms must be postmarked by the deadline. Use the address on the form.

Evaluations

The State Ethics Commission staff has the responsibility of reviewing and evaluating all financial disclosures for potential conflicts of interest. We provide an evaluation letter to you at the time of your initial filing and annually thereafter.

Assistance

The State Ethics Commission Staff is here to help you fulfill your statutory obligations. If you have any questions regarding the SEI or RED, general questions on how to complete the form, or timing of filing, do not hesitate to call me. I will be happy to help you fulfill your filing requirements!

Susanne L. Sing

Susanne Sing | Compliance Analyst

STATE ETHICS COMMISSION

430 N. SALISBURY STREET

RALEIGH, NC 27603

919.814.3607 o | SUSANNE.SING@NCSBE.GOV

<https://ethics.ncsbe.gov>



13 January 2020



COMPLETE STREETS

NCDOT is committed to providing an efficient multimodal transportation network in North Carolina to safely meet the access, mobility, and safety needs of motorists, transit users, bicyclists, and pedestrians of all ages and abilities.

WHAT'S NEW?

- NCDOT Complete Streets 2.0 Recommendations - Action Plan
- Complete Streets Policy (Adopted on August, 8, 2019)
- Complete Streets Implementation Guide
- Frequently Asked Questions (FAQs)

EFFECTIVE DATE?

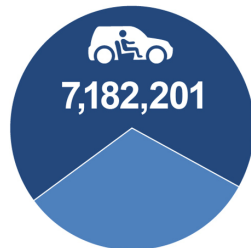
All STIP projects without a final environmental document are subject to the NCDOT Complete Streets Policy

Projects submitted for prioritization require a Complete Streets Project Sheet as part of the submission process

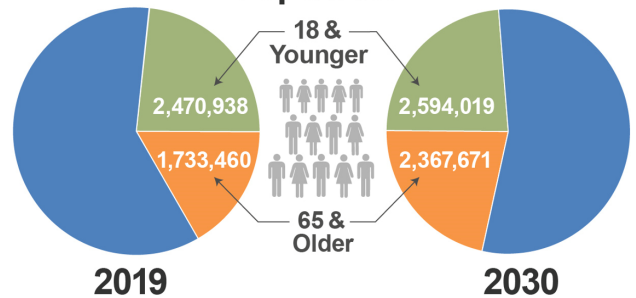
BY THE NUMBERS

North Carolina's population of 10,542,548 is expected to top 12 million by 2035

Active Drivers



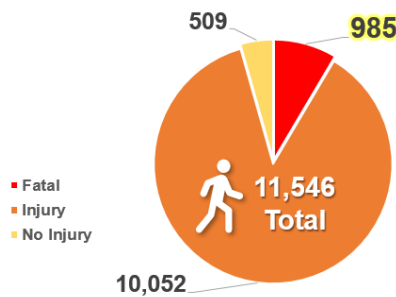
Population



By 2030 nearly half the population will be in age ranges where driving is either not an option or a diminishing option. Millennials will make up the largest portion of North Carolina population by 2035.

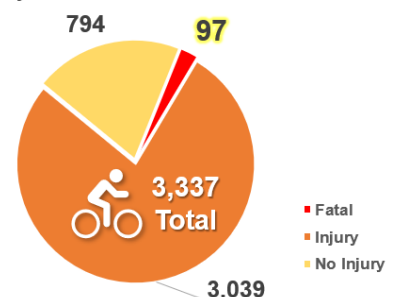
The Complete Streets policy aims to protect vulnerable users by providing additional multimodal facility options.

Pedestrian Crashes, 2014-2018



NC 7th highest total pedestrian fatalities by state

Bicycle Crashes, 2014-2018



NC 8th highest rate of bicycle fatalities per capita

COMPLETE STREETS POLICY 2.0

- ✓ NCDOT planners, designers, and engineers are required to consider and incorporate multimodal facilities in the design and improvement of all appropriate transportation projects.
- ✓ The Department is committed to collaborate with cities, towns, and communities to ensure planned pedestrian, bicycle, and transit options are included as an integral part of their total transportation vision.

DESIGN GUIDANCE



The policy identifies sources for facility design guidance. Facilities proposed in plans and project development must reference the design guidance provided by:

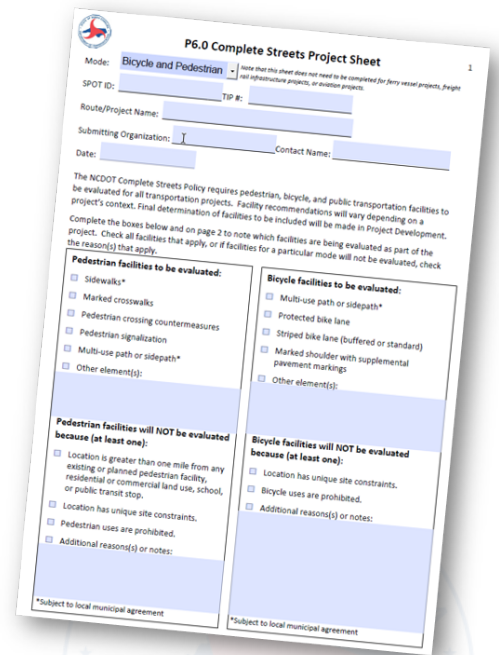
- NCDOT Roadway Design Manual and Cross Sections
- American Association of Highway Transportation Officials
- National Association of City Transportation Officials
- Federal Highway Administration

COMPLETE STREETS PROJECT SHEET

Identifies planned and existing multimodal features of a proposed transportation project, and provides the ability to request exceptions to the policy, including:

- Unique site constraints
- Distance from existing/planned facilities
- Bicycle/Pedestrian prohibitions
- No existing/planned transit service

These are evaluated by the Complete Streets Review Team



Complete Streets Impacts:

- Planned multimodal facilities are consistently incorporated into NCDOT Planning and Project Development processes
- Multimodal considerations are consistently made during resurfacing and maintenance operations

COST SHARE AND BETTERMENT

Pedestrian Facility	In Plan	• NCDOT pays full cost
Bicycle Facility	Not in Plan, but Need Identified	• Cost Share*
Side Path	Betterment	• Local pays full cost
Greenway Crossing		
Bus Pull Out		
Bus Stop (pad only)		

*Exception – NCDOT pays full cost for on-road bicycle facility

Cost Share Formula

Population	NCDOT / Local Share
• > 100,000	80% / 20%
• 50,000 to 100,000	85% / 15%
• 10,000 to 50,000	90% / 10%
• < 10,000	95% / 5%

Betterment

- A requested improvement that exceeds the recommendations from a plan and/or exceeds need identified in the project development process
- Aesthetic materials and treatments
- Landscaping in excess of standard treatments
- Lighting in excess of standard treatments

Johanna Cockburn
 Director,
 Integrated Mobility Division
 jcockburn@ncdot.gov

CONTACT

Joseph Furstenberg
 Transportation Consultant,
 Integrated Mobility Division
 jcfurstenberg@ncdot.gov

From: Vine-Hodge, John A ncrpolistserv@lists.ptcr.org
Subject: [NCRPO] Call for Applications - NCDOT Bicycle and Pedestrian Planning Grant Initiative
Date: February 19, 2020 at 12:08 PM
To: ncrpolistserv@lists.ptcr.org



The N.C. Department of Transportation is accepting applications from communities for the [2020 Bicycle and Pedestrian Planning Grant Initiative](#). The program provides funding for municipalities across the state to develop comprehensive bicycle or pedestrian plans.

All North Carolina municipalities are eligible to apply for a **standard bike or pedestrian plan** ([application](#)). Additionally, the following options are available:

- Counties with population of less than 50,000 may apply for a bicycle or pedestrian plan.
- Smaller municipalities with populations of less than 10,000 can apply to develop combined bicycle and pedestrian plans.
- Municipalities of less than 5,000 population may apply for a **project acceleration plan** ([application](#)) – an abbreviated plan primarily focusing on priority project identification and implementation.
- Municipalities (and counties with populations of less than 50,000) who currently have bicycle plans and/or pedestrian plans, either through this grant program or otherwise, may apply for a **plan update** ([application](#)) provided the existing plan is at least five years old.

The **deadline** for applications, to be submitted electronically, is **Tuesday, May 19** at 5 p.m. It is anticipated that award recipients will be notified by September 2020.

This program is sponsored by the department's Integrated Mobility Division (formerly the Division of Bicycle and Pedestrian Transportation) and the Transportation Planning Division. Since 2004, approximately \$6.5 million has been awarded through this program to 211 municipalities and 6 counties across the state.

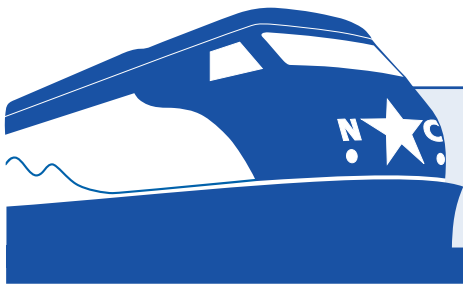
Proposals are divided and judged in geographical groups to help establish equitable distribution of funding across the state. The selected awardees commonly incorporate a diverse mix of municipalities from large cities to small towns.

Plans funded are not for one specific project, but represent a comprehensive strategy for expanding bicycle and pedestrian opportunities within a given municipality. The plans may address facilities, programs, policies and design features that encourage safe walking and bicycling.

A short **webinar** will be held on **Monday, March 17** to describe the grant program and to respond to any questions from potential applicants.

For more information on the Bicycle and Pedestrian Planning Grant Initiative, contact Bryan Lopez at (919) 707-2606 / balopez@ncdot.gov or Kathryn Zeringue at (919) 707-2610 / kezingue@ncdot.gov.

*NCDOT
Integrated Mobility Division
919-707-2607
javinehodge@ncdot.gov
<https://connect.ncdot.gov/municipalities/PlanningGrants/Pages/Planning-Grant-Initiative.aspx>*



← Click to view the [2019 Rail Review Video](#)

NCDOT Rail Division

The Rail Report



[@NC_By_Train](#) [facebook.com/NCByTrain](#) [ncbytrain.org](#) 919-707-4700 Jan./Feb. 2020

Rail Division Deputy Director Allan Paul Retires After 44 Years of Working on the Railroad

After 44 years of working on the railroad, Deputy Rail Division Director Allan Paul has decided to “Pull the Pin” and retire on Feb. 1, 2020. Allan is a proud 1975 graduate of Wake Forest University and adheres to the school’s “Pro Humanitate” motto, which is understood to mean that we do what we do for the sake of humanity, for the people of the world. It is a very specific call to community service.

He joined the N.C. Department of Cultural Resources in September 1975 and served five years with that agency. His most notable achievement during his tenure at Cultural Resources was the preservation and restoration of the Historic Spencer Shops which is now the North Carolina Transportation Museum. From 1980–1992, Allan was self-employed and performed contract work with Class One, Regional and Tourist railroads throughout North America.



Allan Paul (left) and Craig Newton inspect Greensboro Station track and platform work, 2005 (Photo by Ken Taylor)

In 1988 Governor Jim Martin appointed Allan to the “Governor’s Task Force on Passenger Rail Service.” Four years later the governor and then NCDOT Secretary Tommy Harrelson asked Allan to develop and implement NCDOT’s state passenger rail program. Starting as a Transportation Planner, Allan rose through various positions to become Deputy Director of the Rail Division.

Thanks to his vision, guidance and leadership, North Carolina’s passenger rail program now offers three daily round trips between Charlotte and Raleigh on North Carolina’s *Piedmont* service, in addition to Amtrak’s *Carolinian* (Trains 79 and 80) Charlotte-Raleigh-New York service which began in 1990. Under Allan’s leadership, North Carolina’s passenger program has become a national leader in customer satisfaction and cost-effective operations.

To expand service beyond the once daily *Carolinian* round trip, locomotives and coaches were needed. At the time new equipment was in short supply and cost prohibitive. To get *Piedmont* service up and running in a timely manner and within budget, Allan developed a program where used equipment was purchased and refurbished. In 1995, *Piedmont* (Trains 73 and 74) service began with two state-owned GP 40 locomotives and five passenger cars, adding a second Raleigh to Charlotte round trip to North Carolina intercity train service.

As Allan worked to expand passenger options and add more equipment to the state’s *Piedmont* fleet, work was underway to improve safety and capacity on the busy North Carolina Railroad mainline between Raleigh and Charlotte. Equipment refurbishments and railroad improvements enabled the addition of a third round trip in 2010 and a fourth in 2018.



Allan reviewing Piedmont Improvement Program projects, 2017 Inspection Train



Allan at opening of Raleigh Union Station, 2018

During this time of passenger service expansion, Allan and his team also preserved, restored and/or built 25 train stations throughout North Carolina. The Station Improvement Program has greatly impacted the growth of passenger service and on economic development in the state. All stations that serve intercity passenger trains have been enhanced, making

each station unique. The Rail Division made the best use of existing stations and adaptively reused buildings that were not former stations, as in the case of the Durham Station and the recently completed Raleigh Union Station.

Work is now underway to develop Gateway Station on property in Uptown Charlotte that was advanced under Allan's guidance as the best location for a multimodal and multiuse station.

He has served on numerous state and national passenger rail committees, and is an original member of the national "Next Generation Equipment Committee." Over the last ten years, they developed designs and specifications for new passenger locomotives and railcars now being manufactured in the United States. Allan also served as the lead Rail Division representative on the "State Emergency Response Team" since 1996.

His proudest accomplishment, however, has been the many friendships, past and present, he has been privileged to gain at NCDOT and throughout the railroad industry.



Allan at the controls during a locomotive demonstration



Allan (right) at NC Volunteer Train Host training session

Under Allan's lead, the Rail Division's corridor program has also become a national model for preserving and returning to service under-utilized rail corridors. He guided and grew the North Carolina Volunteer Train Host Program to become the longest running and most successful volunteer host program in the United States. Throughout his years of service with the Rail Division, he nurtured many productive partnerships with local, county, state and federal agencies, as well as Amtrak and North Carolina's Class One and short line railroads.



Allan Paul (left), former Rail Director Paul Worley and former Rail Planning Manager Mark Sullivan at Amtrak's X-2000 equipment demonstration in 1993



Allan inspects the Piedmont Corridor

The Rail Division congratulates Allan on his many years of exemplary service to our state and thanks him for his tremendous contributions to the success of North Carolina's passenger rail services.

Deal Advances on Southeast Rail Corridor

North Carolina has received good transportation news as an important agreement reached on Dec. 19 will advance plans to improve the Southeast's freight and passenger rail network.

The Virginia Department of Rail and Public Transportation recently announced a major deal with CSX. Part of the deal will enable the N.C. Department of Transportation to acquire a 10-mile portion of an inactive freight line in North Carolina so it can be converted for use on the Southeast Rail Corridor.

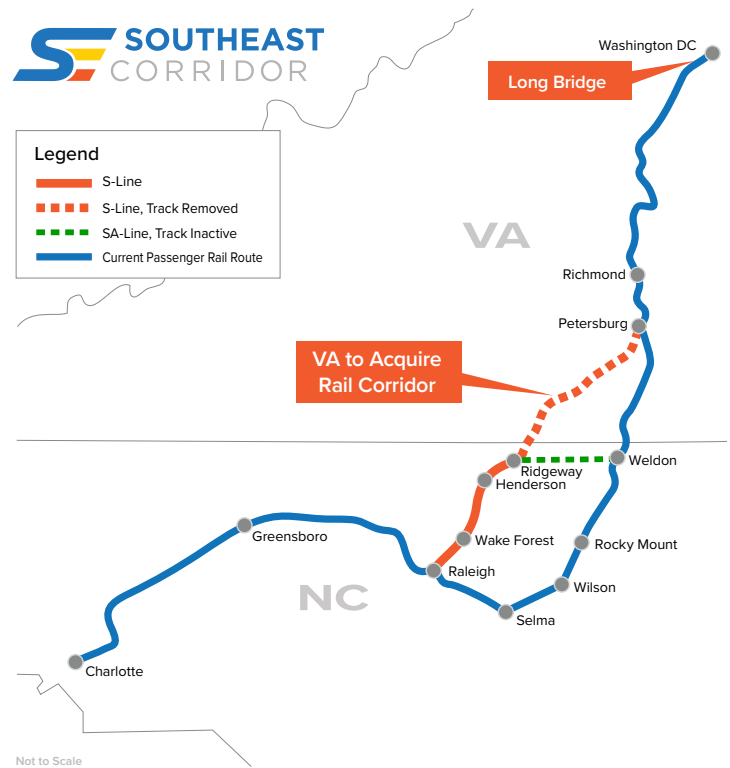
The Southeast Rail Corridor is a network of passenger and freight rail from Washington D.C. to Jacksonville, Fla. The rail runs roughly parallel to Interstate 85 and U.S. 1 through North Carolina. The 10-mile section to be acquired runs from Ridgeway in Warren County to the North Carolina-Virginia border.

"This is a key step as we work to improve our rail system to move people and goods more efficiently between North Carolina and communities along the East Coast," said Jason Orthner, director of the NCDOT's Rail Division.

This deal will also enable the construction of a new Virginia-owned Long Bridge across the Potomac River, and acquisition of more than 350 miles of railroad right-of-way.

This deal comes as officials with North Carolina and Virginia are strategizing about how to acquire both in-service and out-of-service rail lines for enhanced freight and passenger services. North Carolina Sen. Tom McInnis is chairman of the North Carolina delegation of the VA-NC Interstate High Speed Rail Compact and a chairman of state legislative transportation committees.

"This agreement takes us a big step forward in our efforts to better connect North Carolina communities," McInnis said. "And it will offer new connections between our state and our neighbors, providing lasting economic development opportunities."

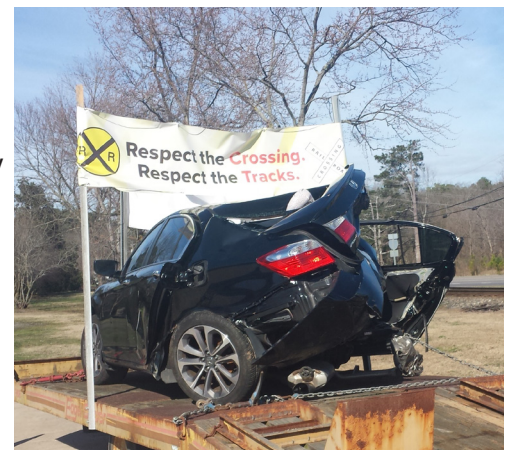


Morrisville Police, NCDOT Stage Crashed Car to Promote Rail Safety

Throughout January, a crashed vehicle was on display near the railroad crossing at Morrisville-Carpenter Road and Chapel Hill Road in Wake County as part of the "Operation Respect the Tracks" campaign sponsored by the Morrisville Police Department and the NCDOT Rail Division. The crashed car, which stemmed from an incident at the location on Nov. 30, 2019 was accompanied by a banner and rail safety messaging.

Drivers need to remember the following rail safety tips:

- Always expect a train at every highway-rail intersection;
- It takes a train traveling at 55 miles per hour more than a mile to stop;
- Trains always have the right-of-way, even when emergency and law enforcement vehicles are involved;
- Always stop your vehicle when crossing gates are down or lights are flashing. Never try to drive around the gate;
- Never stop your car on railroad tracks. When approaching an intersection at railroad tracks, keep your car safely behind the white lines; and
- Never race a train to a crossing.



NC By Train Experiences Record-Setting Thanksgiving Holiday

Sunday, Dec. 1 was a record-setting day on the *Piedmonts* with 2,244 total passengers handled on all six of the *Piedmont* trains. Train 76 had the highest on board count at 486.

The *Carolinians* also had very good ridership that day. Train 79 had 864 passengers and train 80 had 870 for a total of 1,734.

The combined ridership on the *Piedmont* and *Carolinian* trains for Dec. 1 was 3,958. This Sunday was part of the Thanksgiving holiday ridership period which covers the Wednesday before Thanksgiving through the following Sunday.



Passengers Traveling for Thanksgiving Enjoy New Benches at Cary Station

Ridership at Cary soared after the station was expanded, from 40,000 per year in 2011, to more than 80,000 per year currently. As a result, many passengers had to sit on the floor or stand, so two new waiting room benches were custom made to match the existing benches and delivered in November. Cary Depot consistently ranks number one nationally in Amtrak's quarterly passenger surveys of overall station experience.

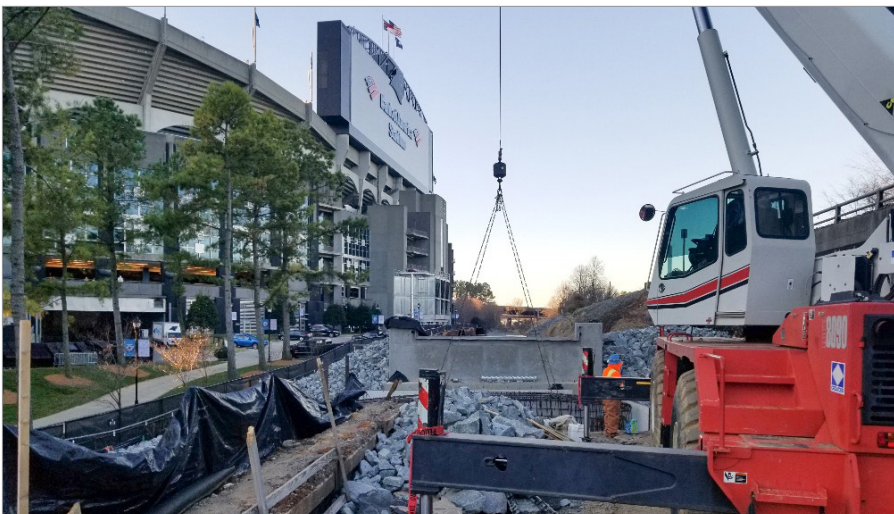
Charlotte Gateway Station – Phase I Construction Update



Greyhound station moved



Pouring 4th Street bridge cap



P&N bridge work by the Bank of America Stadium



Retaining wall work by Bank of America Stadium

CCX Construction Update

The Rocky Mount CCX Intermodal Terminal Site preparation and surveying is ongoing. Significant grading operations are underway for the wheeled parking area, transfer staging area and the south lead tracks.



Aerial view of terminal site looking west



Aerial view of terminal site looking north



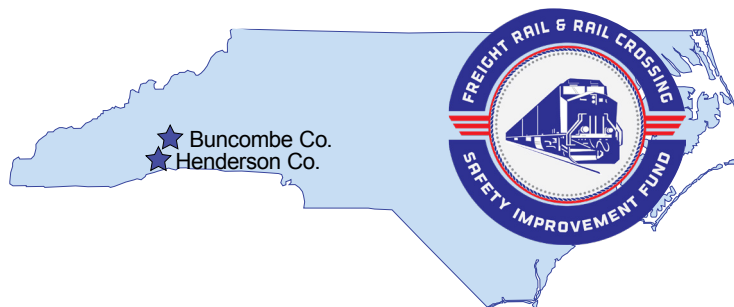
Aerial view of south lead tracks roadbed grading

NCDOT and the Blue Ridge Southern Railroad Improve Crossings

Our featured crossings this month are both on the Blue Ridge Southern Railroad. NCDOT Division 14 and Henderson County Maintenance assisted the Blue Ridge Southern Railroad and the Rail Division with improving the Cane Creek Road crossing near Fletcher. The surface of this crossing consisted of timber and asphalt inside the gauge of the track, and asphalt only outside. The timbers were deteriorating and in need of replacement. The new surface is asphalt and rubber rail seal providing a better crossing surface for drivers.

NCDOT Division 13 and Buncombe County Maintenance assisted the railroad and the Rail Division with improving the Hominy Baptist Church Road near Candler. This crossing

was asphalt and rubber rail seal, plus the asphalt was failing, creating potholes and uneven asphalt inside the gauge of the track. This was replaced with new rail seal and asphalt, giving drivers a much improved crossing surface.



Cane Creek Road crossing before improvements



Hominy Baptist Church Road crossing before improvements



Cane Creek Road crossing after improvements



Hominy Baptist Church Road after improvements

Ridership & Revenue on NC By Train Service – October 2019 vs. 2018

	RIDERSHIP			REVENUE		
	2019	2018	% +/-	2019	2018	% +/-
<i>Piedmont</i>	22,238	20,480	9%	\$539,500	\$498,751	8%
<i>Carolinian</i>	22,027	22,735	-3%	\$1,397,806	\$1,426,083	-2%

1,225 
Hours Volunteered by N.C. Train Hosts in October supporting NC By Train onboard and at events

October 2019 – Service modifications affected four *Piedmont* trains and one *Carolinian* train.

2019 Santa Train on the Piedmont

Three hundred kids of all ages enjoyed this year's Raleigh Santa Train. On the round trip between Raleigh and Greensboro, Santa and Mrs. Claus visited each child and their families. A special thanks to the NC Train Host Association volunteers and Rail Plan for helping the Rail Division and Amtrak make this day a success.

