

Tuesday, May 4, 2021
2:00 p.m. – 3:30 p.m.

Meeting ID: 968 5942 0647
Passcode: 473285

Join meeting

Join by Phone using same Meeting ID and Passcode: 301-715-8592
<https://zoom.us/j/96859420647?pwd=Y0RxM2RrUjFmN3lFOUlpcndsUW9hQT09>

RPO Transportation Coordinating Committee Agenda – Zoom Meeting

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

Discussion Item

5. Letter of Support for NCDOT INFRA Grant Application to Upgrade US 64 to I-87
<https://connect.ncdot.gov/resources/INFRA2020-I87/Documents/Narrative%20I-87%20NCDOT.pdf>
<https://connect.ncdot.gov/resources/INFRA2020-I87/Pages/default.aspx>

Discussion

6. STI P6 Updated Schedule
7. Draft STI P6 Local Methodology
8. Future in Person meetings
9. Report a Litterbug App: <https://www.ncdot.gov/initiatives-policies/environmental/litter-management/Pages/swat-a-litter-bug.aspx>
10. North Carolina: The State of Aviation
<https://www.ncdot.gov/divisions/aviation/Pages/state-of-aviation.aspx>

Reports

11. US 70 Commission – Last meeting held March 18, 2021
12. Hwy 17/64 Association – Last meeting held April 28, 2021
13. Legislative Update
14. NCDOT Division 4
15. NCDOT Planning Division

Other Business

16. TCC Member Comments

Public Comment

17. Public Comment

Dates of future meetings:

July 13, 2021

September 7, 2021

Nov. 2, 2021

Sept. 7, 2021

Attachments:

18. TCC March 2, 2021 Minutes
19. Letter of Support for NCDOT INFRA Grant Application to Upgrade US 64 to I-87
20. STI P6 Updated Schedule
21. UCPRPO STI P6 Local Methodology
22. North Carolina: The State of Aviation
23. US 70/I-42 Meeting Information
24. HB 511

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

March 2, 2021

RPO Transportation Coordinating Committee Minutes – Virtual Meeting

Attendance

TCC

David Beaman, Stantonsburg
Stephen Wensman, Smithfield
Wendy Oldham, Wilson's Mills
Dervie Spell, Edgecombe
Adam Tyson Nash
Bill Bass, City of Wilson

UCPRPO

James Salmons, UCPRPO

NCDOT

Jimmy Eatmon, NCDOT-Division 4
Carlos Moya, NCDOT TPD
Bobby Liverman, NCDOT Division 4
Gray Keeter, NCDOT Division 4
Sam Lawhorn, NCDOT Division 4
Jim Dunlop, NCDOT
Haywood Daughtry, NCDOT

Other

Jordan Reedy, Rocky Mount MPO
Robert Hiatt, UCPCOG
Neal Davis, JCATS
Bob League, Rocky Mount MPO

Introduction

1. *Welcome & Introductions – Adam Tyson – TCC Vice Chair*
Mr. Adam Tyson welcomed everyone and asked everyone to the meeting.
2. *Approval of Agenda*
Mr. Tyson 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 Stephen Wensman (Smithfield), second by Windy Oldham (Wilson's Mills) the agenda for the meeting was approved.
3. *Minutes – January 5, 2021*
After reviewing the Minutes for the January 5, 2021 TCC and **UPON A MOTION** by Bill Bass (City of Wilson), second by Stephen Wensman (Smithfield) the minutes for the January 5, 2021 meeting were unanimously approved with the correction of Vice Chair Adam Tyson chaired the meeting versus TCC Chairman James Diggs who was absent from the meeting.

Presentation

4. *Traffic Impact Analysis (TIA) James Dunlop, NCDOT Congestion Management Engineer*
James Dunlop provided a presentation on NCDOT's partnering opportunity on providing traffic impact analysis with local jurisdictions. His presentation included Department driveway permitting requirements.

Discussion Items

5. *Resolution of Support for US 264 to Interstate Standards (I-587)*
Members were provided with a proposed resolution of support for upgrading US 264 to Interstate Standards (I-587) from the City of Wilson to the Wilson and Wayne County line. Mr. Haywood Daughtry stated the value to economic development the upgrade would provide. After a brief discussion and **UPON A MOTION** by Stephen Wensman (Smithfield), second by David Beaman (Stantonsburg) the resolution of support was unanimously approved and recommended to the TAC for adoption.

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

6. *FY2021-2022 PWP – Planning Work Program (PWP)*

Members were provided with the NCDOT approved UCPRPO Planning Work Program (PWP) for FY2122. After a brief discussion and **UPON A MOTION** by Wendy Oldham (Wilson’s Mills), second by Stephen Wensman (Smithfield) the UCPRPO FY2122 Planning Work Program (PWP) was unanimously approved and recommended to the TAC for adoption.

Discussion

7. *Member Updates*

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

8. *TAC Member Ethics Reminder*

TCC members were asked to remind and work with their TAC members about the required State Ethics filings. They were reminded the deadline to file is April 15, 2021.

9. *NCDOT Division 4 Guide*

Members were provided the new 2021 NCDOT Division 4 Guide. It was stated that the Division 4 has done a great job completing projects and providing safe transportation for the citizens within our region. The guide provides detailed information on the Division’s hard work.

Reports

10. *US 70 Commission*

The US 70 Commission has not met since their October 15, 2020 meeting. The next meeting is scheduled for March 18, 2021 at 1:30 pm and will be live streamed on Facebook and Youtube. It was reported that the US 70 Wilson’s Mills project was still scheduled to be let in March of 2021.

11. *Hwy 17/64 Association*

The Hwy 17/64 Association met on January 27, 2021 virtually. There was a presentation from the NC First Commission, Public Opinion Polling Results by NC Go. NCDOT provided updates on all the current projects along both US 17 and US 64 corridors. Chief Engineer Ronnie Keeter reported that there was approximately \$260 million in the COVID Relief bill that will provide relief from losses last year and may help accelerate some of the projects delayed last year. The next Hwy 17/64 meeting is scheduled for April 28, 2021 with the location to be determined.

12. *Legislative Update*

The **Joint Transportation Appropriations Committee** met during last week of February, 2021.

- Financial Reports were provided on all modes of transportation from the Legislative Fiscal Research Unit
- Committee Chair stated need to stabilize the transportation industry and prevent “feast or famine” scenario.
- Need to find alternate sources of revenue due to report that GM plans to no longer build combustible engines after 2035.
- Secretary Boyette stated the need for all NCDOT Divisions i.e. highway, rail, aviation, bike/ped to work together in unison.
- Roadside trash is a huge concern. The cash crises limited past litter pickup. Effort is on the way to increase spending for contracts to outsource cleanup.
- NCDOT is working to hire internal auditors and is working towards bringing in independent auditors to help review specific audits.
- NCDOT Executive leadership currently meeting with Federal Partners with discussions on multi-modal transportation needs.

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13. IMD Update

There was not update from IMD.

14. NCDOT Division 4

Mr. Jimmy Eatmon asked member to reach out to their Division 4 District Engineers because they were there to help. He reported that the Department had filled Ronnie Keeter's old position of Eastern Chief Deputy Engineer with Greg Burns.

15. NCDOT Planning Division (TPD)

Mr. Moya-Astudillo thanked Mr. Salmons for his efforts in developing the UCPRPO PWP and asked that if anyone had any questions or concerns to contact him.

Other Business

16. TCC Member Comments

Mr. Stephen Wensman reported that the Market St bridge over I-95 replacement has resumed.

Public Comment

17. Public Comment

There was no public comment.

Upcoming meeting:

The next meeting is tentatively scheduled for Tuesday, May 4, 2021 at 2:00pm.

UPON A MOTION from Bill Bass (City Wilson) to adjourn and a second motion was made by Stephen Wensman (Smithfield) and the meeting was adjourned.

Respectfully submitted,

Adam Tyson, TCC Vice Chair

James M. Salmons, UCPRPO

UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION

Honorable Pete Buttigieg
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Date May 12, 2021

Dear Secretary Buttigieg:

The program of investments outlined in the North Carolina Department of Transportation's (NCDOT's) **Future I-87 Resiliency, Innovation, Safety, Economy Project** (the "Future I-87 RISE Project" or "the Project" hereafter) application to the U.S. Department of Transportation's INFRA Program offers an opportunity for eastern North Carolina to Build Back Better. The Upper Coastal Plain Rural Planning Organization (UCPRPO) strongly supports this innovative and cost-effective Project. The Future I-87 RISE Project will improve freight mobility and rural access by providing an interstate highway connection between the Port of Virginia, CSX's new Carolina Connector (CCX) Intermodal Rail Terminal, and Raleigh, NC while supporting regional and national economic vitality, resiliency, and environmental justice through the deployment of innovative technology and creative infrastructure investments. By strategically upgrading the Future I-87 and US 64 corridors, the project will provide much needed investment to serve and fortify an underserved, rural region of North Carolina that has not proportionally shared in the state's prosperity.

The Project will improve 179 miles of US 64 and US 17 to interstate standards while fortifying a section of US 64 that is part of the United States Army Corps of Engineers (USACE) levee system protecting the vulnerable Town of Princeville, a historic African American town that is experiencing increasingly frequent and severe flooding events due to climate change. These improvements will mitigate road flooding and address environmental justice concerns being exacerbated by climate change. Collectively, the Project will offer rural residents a safer and faster travel option to access the Raleigh job market. Moreover, Future I-87 and the U.S. 64 extension out to the coast are important evacuation routes; the Project's upgrades will ensure these roadways function optimally during weather emergencies to safely and efficiently allow eastern North Carolina residents to get out of harm's way.

The Project is a large step forward in realizing North Carolina's vision to build out a resilient network of freight distribution corridors in eastern North Carolina. The future I-87 corridor traverses rural eastern North Carolina, connecting Raleigh, NC at its southern terminus and the Hampton Roads-Norfolk region in Virginia at its northern terminus. When fully completed, this corridor will serve as an interstate connection between the Port of Virginia and I-95. This corridor is critical to connecting northeastern North Carolina industries and farms to their best export option through the Port of Virginia. Improvements along the future I-87 corridor will also capitalize on the \$270M investment in the Carolina Connector Intermodal Rail Terminal (CCX) by strengthening the highway connections between CCX, the I-95 corridor, and the Port of Virginia. It is projected that activity at CCX will increase access to national and global markets for North Carolina ports and businesses and increase the efficiency of the movement of goods, producing regionally significant economic trade benefits.

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The Project will install fiber optic cable along the entire length of the future I-87 corridor, as well as the extension of U.S. 64 from Williamston to Whalebone. This investment will permit NCDOT to implement state-of-the-art wind and flood monitoring, traveler information signs, and integrated corridor management system to better manage the vehicular movement in a coordinated manner with I-95 and U.S. 70 (future I-42) where fiber is already being installed, prepare for the future implementation of connected and autonomous vehicles, enhance broadband capability in this underserved rural area, and offer the potential for revenue opportunities to NCDOT through the lease of excess fiber capacity. Furthermore, the expansion of fiber into North Carolina's more rural counties will work to ameliorate the inequities of access that have been highlighted during the COVID-19 pandemic. The installation of fiber will also represent a sound investment due to the projected revenue generation the state will see from providing a fiber/broadband "backbone" for additional incremental private investment in network expansion to rural areas.

While the Project addresses multiple evaluation criteria for the INFRA program, improving the economic competitiveness of eastern North Carolina's rural communities along future I-87 lies at the heart of this project. This INFRA grant, when combined with significant state investment in resilience measures throughout the Project corridors and an 39.6 million investment by the United States Army Corps of Engineers to protect Princeville from flooding, would position North Carolina to immediately move forward to improve safety, address key bottlenecks, and further build out the backbone of its eastern freight network while simultaneously improving the resiliency of communities along 2 key evacuation routes used by residents of North Carolina and neighboring states during extreme weather events. The Project is a prudent investment that will increase the return on prior federal investments and proactively protect existing transportation assets, thereby preventing future losses.

The Upper Coastal Plain Rural Planning Organization provides transportation planning services for the four Counties of Edgecombe, Johnston, Nash and Wilson. Two of which are served directly by future I-87, Edgecombe and Nash Counties. The completion of I-87 will aid in providing our citizens with more economic development opportunities, safer highway transportation, and help extend much needed broadband services into our rural communities.

For these reasons, we strongly urge you to support the ***Future I-87 Resiliency, Innovation, Safety, Economy Project*** and the NCDOT's application for federal INFRA grant funding to accelerate its construction.

Sincerely,

Lu Harvey Lewis
UCPRPO TAC Chair

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**UCPRPO PROPOSED Strategic Transportation Investment Act (STI)
RANKING METHODOLOGY – (4/15/21 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 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% scoring coming from NCDOT Division 4 and 15% ranking or scoring 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% ranking input and the UCPRPO having the remaining 25% ranking 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 Act 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 based upon population for each Region and Division Projects. 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 for a 30 day period. The public are 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 UCRPO 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 UCRPO 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. The UCRPO will allocate points based upon prioritizing all projects based upon transportation mode and weighted criterion as follows:

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%. http://www.ncdot.gov/strategictransportationinvestments/</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.</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%. http://www.ncdot.gov/strategictransportationinvestments/</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 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%. http://www.ncdot.gov/strategictransportationinvestments/.</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 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%. http://www.ncdot.gov/strategictransportationinvestments/.</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 for public review.</p>

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%. http://www.ncdot.gov/strategictransportationinvestments/.</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 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.**

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 prioritized the projects the results will be posted to www.ucprpo.org 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 (Brogden 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

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						Project Viability		P5.0	Total Local Input Score and Points			
	TAC Member 1	TAC Member 2	TAC Member 3	TAC Member 4	TAC Member 5	Total Priority Value	Rank	Points	Project in CTP?	Project Connectivity	Quantitative Score	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) for public review.

SCHEDULE AND PUBLIC OUTREACH

UCPRPO 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 UCPRPO 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 UCPRPO. After hearing public comments and receiving/reviewing the SPOT 6.0 scores for the projects, 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 UCPRPO 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.

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 UCPRPO website (www.ucprpo.org) for public review and comment during the 30 day comment period prior to being finalized.

Final Point Allocation and Deviation from Methodology:

Once the public comment period ends the UCPRPO 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 UCPRPO website (www.ucprpo.org) and documented in meeting minutes.

Point Flexing Policy

NCDOT allows RPOs to flex up to 500 points between the Regional Impact and Division Needs categories. UCPRPO 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 UCPRPO 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, UCPRPO 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 (UCRPO) will maintain a website with up to date information on public input opportunities. The website 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 UCRPO 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 ACT (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 Act (STI) Ranking Methodology, 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 Act (STI) Ranking Methodology is hereby adopted this ____ day of _____, _____.

Lu Harvey Lewis, Chair
Transportation Advisory Committee

James Salmons, UCPRPO



NORTH CAROLINA

THE STATE OF AVIATION

WHAT AVIATION MEANS
TO OUR ECONOMY

JANUARY 2021





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“Our network of 72 publicly owned airports, and the aviation and aerospace assets that rely on them, move our economy forward by creating jobs, supporting business growth and connecting people and companies to markets around the globe.”

Bobby Walston, Director
N.C. Department of Transportation Division of Aviation

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NORTH CAROLINA: THE STATE OF AVIATION

2020 was one of the hardest years on record for airports and the wider aviation industry at large. Seemingly overnight, much of the industry was shut down as the Coronavirus pandemic struck our country and the world.

Impacts were swift and significant, but varied by sector. While commercial airline travel and related activities like concessions revenues declined, other sectors such as private air charters and air freight grew.

In this biennial report, we analyze 2019 data. It reveals the significant economic impacts of North Carolina's public airports and the broad ecosystem they support. The data will provide a benchmark for tracking the recovery that's expected in 2021.

North Carolina's public airports annually contribute \$61 billion to the state's economy, supporting 373,000 jobs that generate \$15 billion in personal income and \$2.5 billion in state and local tax revenues.

Our network of 72 publicly owned airports, and the aviation and aerospace assets that rely on them, move our economy forward by creating jobs, supporting business growth and connecting people and companies to markets around the globe.

We invite you to learn about the many ways our airports keep North Carolina's economy moving, and join us as we work to take aviation and aerospace innovation to new heights.



**\$61
BILLION
ECONOMIC
IMPACT**



**373,000
JOBS**



**\$15
BILLION
IN PERSONAL
INCOME**



**\$2.5
BILLION
IN TAX
REVENUE**

Impact figures are based on 2019 survey data from N.C. airports, tenants, vendors and supported businesses





AIRPORT SYSTEM

North Carolina's system of 72 public airports support the transport of more than 70 million business and leisure travelers each year. They also move 1.1 million tons of high-value, time-sensitive cargo such as medical supplies and advanced manufacturing components.

Ninety-four percent of the state's population lives within a 30-minute drive of a public airport.

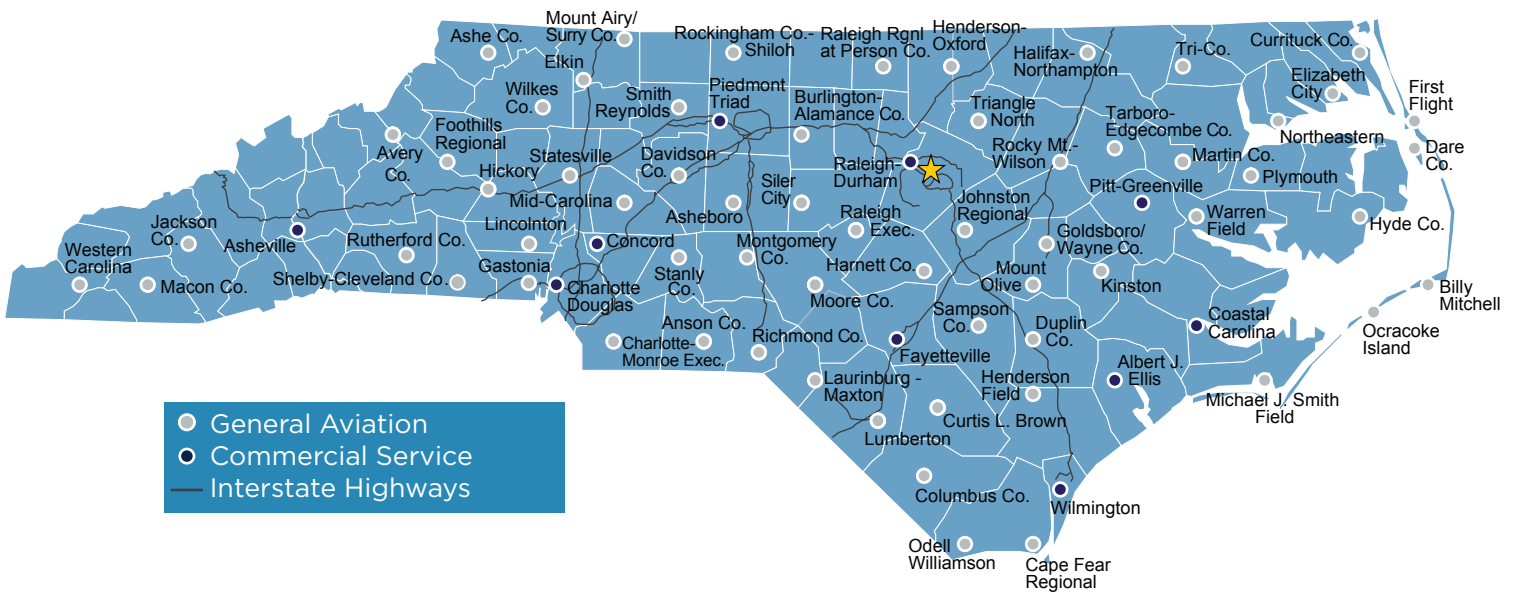
Sixty-two airports classified as general aviation connect local businesses and communities to global markets, house and refuel private aircraft, support military and agricultural aviation, and provide aviation services such as aerial photography and pilot training. Ten additional airports classified as commercial service airports also offer regularly scheduled air service.

All airports generate significant economic return for their communities and the state.

The N.C. Department of Transportation's Division of Aviation, with funding from the State of North Carolina and the Federal Aviation Administration, supports airport development and operations with grants, long-range planning, aviation business development, technical assistance and airport management training.

The goal: drive innovation and sector development that provides leading-edge aviation services for North Carolina, creating a strong aviation economy.

NORTH CAROLINA PUBLIC AIRPORTS





PASSENGER SERVICE

Flying out of the 10 commercial service airports in North Carolina, 14 commercial airlines connect North Carolina travelers to 187 destinations worldwide.

Commercial airlines own more than \$1.2 billion of property in North Carolina that generates substantial tax revenues for the state and local communities.

COMMERCIAL AIRLINES OPERATING AT N.C. AIRPORTS		
AIRPORT	ANNUAL PASSENGERS	DESTINATIONS
Albert J. Ellis (Jacksonville) (OAJ)	326,000	2
Asheville Regional (AVL)	1,617,000	21
Charlotte Douglas International (CLT)	50,200,000	178
Coastal Carolina Regional (New Bern) (EWN)	225,000	2
Concord Regional (JQF)	260,000	7
Fayetteville Regional (FAY)	434,000	2
Piedmont Triad International (Greensboro) (PTI)	2,156,000	14
Pitt-Greenville (PGV)	109,000	1
Raleigh-Durham International (RDU)	14,219,000	57
Wilmington International (ILM)	1,060,000	9
TOTAL	70,606,000	187*

* total of unique destinations

FAST FACTS

14
COMMERCIAL
AIRLINES

14,700
JOBS

10th
HIGHEST STATE FOR
AIRLINE EMPLOYMENT

12.7%
AIRLINE JOB
GROWTH, 2015-19

187
CITIES AND MARKETS
CONNECTED WORLDWIDE





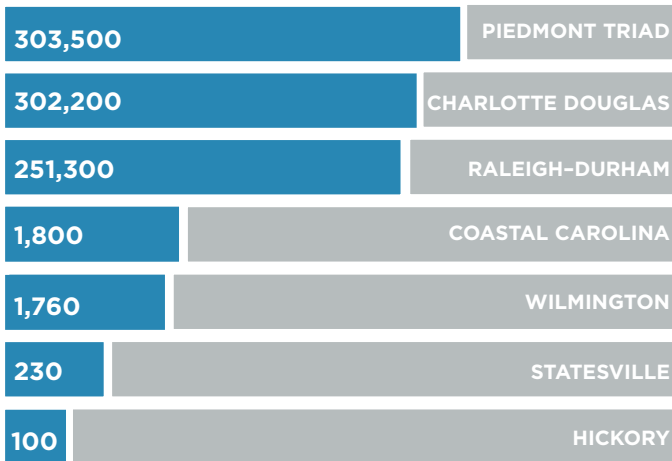
AIR CARGO

North Carolina airports provide freight air services in support of the state’s aviation economy. Air freight helps meet the global demand for the rapid movement of goods such as overnight packages and time-sensitive medical items.

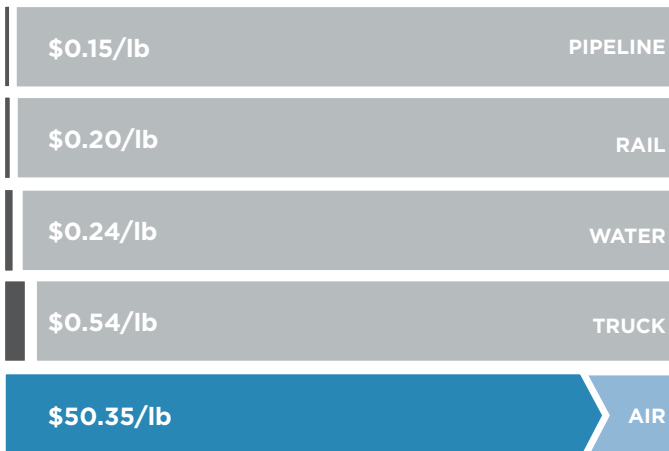
Airports connect their air freight systems to rail, port and truck freight systems, making them prime hubs for high-value goods traveling quickly and efficiently.

North Carolina ranks 16th among states in total tons of air freight cargo moved each year—more than 1.1 million tons worth more than \$23 billion. North Carolina ranks eighth in the country for employment in air freight services.

ANNUAL CARGO IN TONS



VALUE OF SHIPMENT PER LB. BY MODE

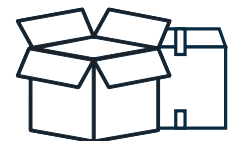


TOP N.C. AIR CARGO CARRIERS

- ABS AIR
- AMAZON PRIME AIR
- AMERICAN AIRLINES CARGO
- ATLAS AIR
- DELTA CARGO
- FEDEX
- LUFTHANSA CARGO
- SOUTHWEST CARGO
- U.S. AIRWAYS
- UPS



2,700
JOBS



15
AIR CARGO
COMPANIES



SUPPORT INDUSTRIES

Airport-related businesses provide valuable support for airlines and airport customers, and boost the state's economy.

Thirteen rental car companies serve the state's 10 commercial services airports, many with locations at each airport. Rental car companies also serve many of the general aviation airports across the state. North Carolina benefits from an eight percent tax on short-term leases and rentals of motor vehicles, which totaled more than \$84 million in 2019.

Fuel suppliers also play a significant role in the aviation industry, with 527 million gallons of fuel sold in North Carolina in 2019.

North Carolina gains significant returns from 3,300 aircraft based at the state's general aviation facilities. For example, the owner of a \$23 million plane based at Statesville Regional Airport pays local property taxes equivalent to those paid by owners of 115 \$200,000 homes, without the same need for supporting government services.

FAST FACTS

13
**AIRPORT-BASED RENTAL
CAR COMPANIES**

3,300
BASED AIRCRAFT

\$11.6 MILLION
**TAX REVENUES
GENERATED BY
BASED AIRCRAFT**

527 MILLION
**GALLONS OF FUEL
SOLD ANNUALLY**





AEROSPACE MANUFACTURING

North Carolina's aerospace manufacturing sector grew by 13 percent from 2015-2019 on the strength of companies like Boeing, Cessna, GE Aviation, Honda Aircraft, Lockheed Martin and Spirit AeroSystems that call the state their home.

The state's 200+ aerospace manufacturing companies employ 6,887 people. These companies focus primarily on:

- Aircraft, engines and engine parts;
- Search, detection and navigation instruments; and
- Manufacturing and supplying goods for the aviation industry, from tires and tray tables to carbon and graphite products.

Manufacturing thrives in North Carolina thanks to the nation's lowest corporate tax rate (among the states that assess corporate taxes). It also boasts a highly educated and skilled population, a significant military-to-workforce pipeline, and a renowned, workforce-focused community college system that combine to create an ideal environment for manufacturing to thrive.

The state boasts 3,200 miles of active freight railroads, two ports, an inland intermodal terminal and nearly 80,000 miles of state roadways, the nation's second largest state-maintained roadway system. This connectivity enables North Carolina manufacturing companies to reach global and national markets.



*Honda Aircraft Company,
Piedmont Triad International Airport*



*Mountain Air Cargo,
N.C. Global TransPark/Kinston Regional Jetport*



6,887
JOBS



2.5%
CORPORATE
TAX RATE

200+
COMPANIES



2nd

**FASTEST-GROWING AEROSPACE
MANUFACTURING SECTOR
IN THE COUNTRY**

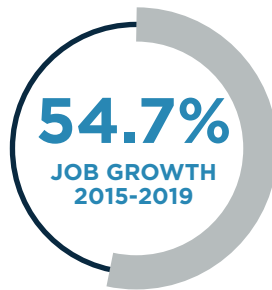


AEROSPACE MAINTENANCE, REPAIR AND OVERHAUL

More than 153 companies and 4,583 skilled workers support North Carolina's aerospace sector with critical maintenance, repair and overhaul (MRO) services. North Carolina ranks fifth in the nation in MRO employment, according to the Bureau of Labor Statistics.

Multiple MRO firms, including DRS Technologies and Vector CSP, operate near the Elizabeth City Coast Guard Air Station, supporting the needs of the U.S. Coast Guard's aircraft fleet.

Greensboro's HAECO Americas, the largest commercial aerospace MRO company operating in North Carolina, employs nearly 3,000 people.





MILITARY AVIATION

Military aviation provides significant employment in North Carolina, with eight locations employing 70,000 people. Among these is Fort Bragg, the largest military base in the world, employing more than 50,000 people.

North Carolina's military population provides one of the largest workforce pipelines in the country, with approximately 21,000 trained veterans entering the civilian workforce every year.

A 2019 study showed North Carolina businesses earned \$3 billion in defense contracts to produce military and defense products.

Military aviation also greatly contributes to the state's public airports. Each year, approximately 200,000 military operations occur at the state's 72 public airports, providing revenue and jobs for local communities.



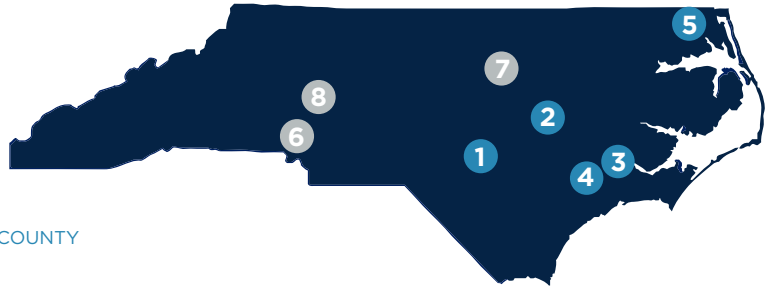
N.C. National Guard 145th Airlift Wing, Charlotte Douglas International Airport

KEY MILITARY AVIATION LOCATIONS

- 1 POPE FIELD AT FORT BRAGG | FAYETTEVILLE
- 2 SEYMOUR JOHNSON AIR FORCE BASE | GOLDSBORO
- 3 MARINE CORPS AIR STATION CHERRY POINT | HAVELOCK
- 4 MARINE CORPS AIR STATION NEW RIVER | JACKSONVILLE
- 5 ELIZABETH CITY COAST GUARD AIR STATION

N.C. NATIONAL GUARD


- 6 145TH AIRLIFT WING | CHARLOTTE DOUGLAS AND STANLY COUNTY
- 7 449TH THEATER AVIATION BRIGADE | RALEIGH-DURHAM
- 8 449TH THEATER AVIATION BRIGADE | ROWAN COUNTY




21,000
TRANSITIONING
MILITARY



70,000
JOBS



21,000
TRAINED VETERANS
ENTERING THE
WORKFORCE ANNUALLY

\$3
BILLION
IN DEFENSE CONTRACTS EARNED
BY NC COMPANIES IN 2019



UNMANNED AIRCRAFT SYSTEMS

North Carolina has positioned itself as a leader across the unmanned aircraft systems (UAS, or drones) industry. The state counted more than 33,000 recreational flyers and 5,000 permitted commercial and government operators at the end of 2020.

NCDOT's participation in the FAA's UAS Integration Pilot Program, with partners Matternet, Zipline, UPS Flight Forward and Volansi, led to a number of industry breakthroughs. This includes the first fully operational commercial drone delivery service at WakeMed Hospital in Raleigh and the first waiver for full Beyond Visual Line of Sight drone operations to be used in bridge inspections.

Leading-edge UAS education and research efforts are underway at schools of all levels in the state. More than two dozen high schools now include drones as part of their STEM curriculum. Community colleges promote drone safety by creating certifications and training for commercial and public safety professionals. Montgomery Community College operates the N.C. Public Safety Drone Academy, equipping regional emergency responders to become drone pilots. Elizabeth City State University offers one of the nation's first four-year UAS degree programs.

North Carolina-based PrecisionHawk, the world's most well-capitalized commercial drone venture, has continued to expand its ability to provide services around the world and across industries, adding product offerings in energy, insurance, government and construction.



33,293

RECREATIONAL PILOTS



5,000

COMMERCIAL PILOTS



A NCDOT crew uses a drone to control invasive plants near Bodie Island Lighthouse in Cape Hatteras National Seashore.



AVIATION EDUCATION

North Carolina’s robust higher education sector provides an abundant supply of well-educated and highly skilled talent to meet the needs of aviation and aerospace industries, as well as researching innovative technologies that propel the industry forward.

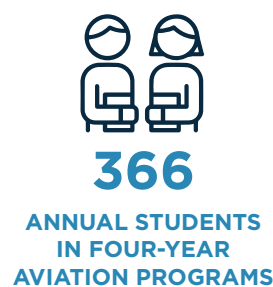
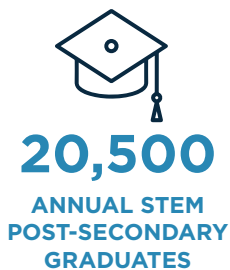
Four-year universities and community colleges offer more than 28 degree programs that are relevant to aviation and the aerospace sector. For example:

- Elizabeth City State University offers a four-year aviation science bachelor’s degree, with specializations in flight education, air traffic control, aviation electronics (avionics) and aviation management. ECSU also offers one of the nation’s first four-year drone education programs.
- Guilford Technical Community College offers associate degrees and diploma programs in avionics, aviation management, aviation manufacturing and aviation system technology.
- Eighteen N.C. Community Colleges offer workforce development programs in aerospace and aviation, including unmanned aircraft systems. These include certifications, diplomas and associate degree programs ranging from Private Pilot Ground School to Aviation Systems Technology and Aviation Electronics.



North Carolina’s strong K-12 STEM education initiative also supports the aviation workforce, including operating aviation-focused high schools such as Northeast Academy for Aerospace and Advanced Technologies in Elizabeth City.

The N.C. Community College System and the N.C. Department of Commerce provide extensive workforce development support, certificate and degree programs, and customized training for companies. These organizations are aligned with the myFutureNC goal of ensuring 2 million North Carolinians, ages 25 to 44, have a high-quality credential or a postsecondary degree by the year 2030.



AVIATION AND AEROSPACE-RELATED DEGREE PROGRAMS

UNIVERSITY	PROGRAM	CURRENTLY ENROLLED
Duke	Aerospace Engineering	17
ECSU	Aerospace Engineering & Unmanned Aircraft Systems	117
NCSU	Aerospace Engineering	443

Source: Higher education institutions. Enrollment as of Spring 2019.

*Total graduates from 2019-20 academic year

COLLEGE	PROGRAM	STUDENTS
Alamance CC	Drone Pilot Licensing	16
Asheville-Buncombe TCC	Drone Remote Pilot Certificate	33
	Aviation Management & Career Pilot Technology	98
Brunswick CC	Advanced Law Enforcement UAS	3
Cape Fear CC	Private Pilot Ground School	7
Coastal Carolina CC	Commercial Drone License - Prep	7
College of The Albemarle	Drones: An Introduction	23
	Aviation Systems Technology	36
Craven CC	Avionic Electronic Technician	10
	Aviation Systems Technology	68
Durham TCC	FAA Remote Pilot Flight Training	10
	FAA Remote Pilot Prep	11
Edgecombe CC	UAS Drone Intro/Public Safety	24
Fayetteville TCC	Airframe & Powerplant Prep	22
	Drone Training Part I	13
Gaston College	Private Pilot Ground School	15
	UAS Drone Intro/Public Safety	19
Guilford TCC	Aerostructure Manufacturing and Repair	32
	Aviation Electronics (Avionics) Technology	69
	Aviation Management & Career Pilot Technology	146
	Aviation Systems Technology	293
Lenoir CC	UAS Drone Intro/Public Safety	4
	Introduction to Drones	16
	Aviation Management & Career Pilot Technology	38
Sandhills CC	Drone Flight Certification	41
	Aviation Management & Career Pilot Technology	22
Surry CC	Small Unmanned Aircraft System	10
Wake TCC	FAA Part 107: Commercial Drone	21
Wayne CC	Aviation Systems Technology	54

Source: North Carolina Community College System (Enrollment as of Spring 2019)



ECONOMIC IMPACTS OF N.C. AIRPORTS

ANNUAL ECONOMIC IMPACTS

AIRPORT TYPE	JOBS	PERSONAL INCOME	STATE AND LOCAL TAXES	ECONOMIC OUTPUT
Commercial Service	345,230	\$13,638,240,000	\$2,287,890,000	\$55,532,450,000
General Aviation	27,315	\$1,386,920,000	\$187,102,000	\$5,229,420,000
TOTAL	372,545	\$15,025,160,000	\$2,474,992,000	\$60,761,820,000

COMMERCIAL SERVICE AIRPORT IMPACTS

AIRPORT AND NAME	CITY/TOWN	JOBS	PERSONAL INCOME	STATE AND LOCAL TAXES	ECONOMIC OUTPUT
OAJ Albert J. Ellis	Jacksonville	3,460	\$124,990,000	\$19,984,000	\$565,810,000
AVL Asheville Regional	Asheville	12,520	\$401,760,000	\$65,424,000	\$1,945,850,000
CLT Charlotte Douglas International	Charlotte	169,390	\$6,842,150,000	\$1,304,950,000	\$24,585,900,000
EWN Coastal Carolina Regional	New Bern	2,710	\$99,710,000	\$16,565,000	\$456,750,000
JQF Concord Regional	Concord	5,070	\$212,510,000	\$34,873,000	\$831,540,000
FAY Fayetteville Regional/Grannis Field	Fayetteville	4,575	\$173,480,000	\$28,610,000	\$790,240,000
GSO Piedmont Triad International	Greensboro	30,015	\$1,630,780,000	\$204,727,000	\$8,641,160,000
PGV Pitt-Greenville	Greenville	1,770	\$81,460,000	\$9,480,000	\$321,160,000
RDU Raleigh-Durham International	Raleigh/Durham	99,335	\$3,498,730,000	\$518,287,000	\$15,146,510,000
ILM Wilmington International	Wilmington	16,385	\$572,670,000	\$84,990,000	\$2,247,480,000
TOTAL		345,230	\$13,638,240,000	\$2,287,890,000	\$55,532,400,000

QUANTIFYING IMPACTS

The latest analysis of the economic impacts of North Carolina’s public airports, conducted by North Carolina State University’s Institute for Transportation Research and Education (ITRE), reveals aviation-related businesses that engage with the state’s 10 commercial service and 62 general aviation airports contribute more than \$61 billion in economic output, 373,000 jobs, \$15 billion in personal income and \$2.5 billion in state and local tax revenues, based on ITRE’s 2020 analysis of 2019 airport data. The economic impacts of the 2020 COVID pandemic are not reflected in this data.

The commercial service airport analysis quantified the impacts of leisure visitors, on-airport contributions (jobs, income and spending by tenants such as airlines, rental car companies and airport security) and the impact of airport capital projects and operations (construction, facility maintenance and operational services).

The general aviation airport analysis quantified the impact of jobs supported by the airport directly, jobs supported by businesses that rely on the airport, and the impact of visitors.





GENERAL AVIATION AIRPORT IMPACTS

GENERAL AVIATION AIRPORT IMPACTS						
AIRPORT AND NAME	CITY/TOWN	JOBS	PERSONAL INCOME	STATE AND LOCAL TAXES	ECONOMIC OUTPUT	
AFP	Anson County - Jeff Cloud Field	Wadesboro	65	\$3,700,000	\$581,000	\$23,060,000
GEV	Ashe County	Jefferson	235	\$13,540,000	\$1,356,000	\$54,190,000
HBI	Asheboro Regional	Asheboro	110	\$5,630,000	\$624,000	\$18,160,000
7A8	Avery County/Morrison Field	Spruce Pine	145	\$6,140,000	\$560,000	\$21,260,000
HSE	Billy Mitchell	Hatteras	20	\$1,170,000	\$1,356,000	\$3,140,000
BUY	Burlington-Alamance Regional	Burlington	1,065	\$49,400,000	\$6,242,000	\$172,020,000
SUT	Cape Fear Rgnl Jetport/Howie Franklin Fld	Oak Island	1,985	\$87,410,000	\$11,119,000	\$280,560,000
EQY	Charlotte-Monroe Executive	Monroe	320	\$15,950,000	\$1,881,000	\$26,440,000
CPC	Columbus County Municipal	Whiteville	515	\$31,420,000	\$20,511,000	\$167,090,000
ONX	Currituck County Regional	Currituck	65	\$2,930,000	\$413,000	\$9,400,000
EYF	Curtis L Brown, Jr. Field	Elizabethtown	50	\$2,670,000	\$211,000	\$13,520,000
MQI	Dare County Regional	Manteo	480	\$19,230,000	\$3,800,000	\$72,600,000
EXX	Davidson County	Lexington	520	\$22,870,000	\$2,826,000	\$70,900,000
DPL	Duplin County	Kenansville	280	\$13,450,000	\$1,349,000	\$64,810,000
ECG	Elizabeth City CG Air Station/Regional	Elizabeth City	2,790	\$124,860,000	\$9,293,000	\$479,780,000
ZEF	Elkin Municipal	Elkin	65	\$3,510,000	\$554,000	\$12,210,000
FFA	First Flight	Kill Devil Hills	135	\$4,690,000	\$604,000	\$4,120,000
MRN	Foothills Regional	Morganton	90	\$3,660,000	\$509,000	\$10,020,000
AKH	Gastonia Municipal	Gastonia	50	\$2,280,000	\$261,000	\$6,400,000
IXA	Halifax - Northampton Regional	Roanoke Rapids	145	\$5,510,000	\$678,000	\$17,580,000
HRJ	Harnett Regional Jetport	Erwin	710	\$44,000,000	\$6,016,000	\$190,050,000
ACZ	Henderson Field	Wallace	30	\$2,040,000	\$227,000	\$5,260,000
HNZ	Henderson-Oxford	Oxford	60	\$2,190,000	\$318,000	\$15,010,000
HKY	Hickory Regional	Hickory	310	\$13,400,000	\$1,737,000	\$43,130,000
7W6	Hyde County	Englehard	5	\$550,000	\$59,000	\$1,880,000
24A	Jackson County	Sylva	15	\$680,000	\$97,000	\$2,280,000
JNX	Johnston Regional	Smithfield	860	\$40,530,000	\$5,888,000	\$121,330,000
ISO	Kinston Regional Jetport at Stallings Field	Kinston	2,105	\$115,000,000	\$10,994,000	\$487,170,000
MEB	Laurinburg-Maxton	Maxton	595	\$30,720,000	\$381,000	\$95,430,000
IPJ	Lincolnton-Lincoln County Regional	Lincolnton	140	\$5,770,000	\$886,000	\$17,650,000
LBT	Lumberton Municipal	Lumberton	130	\$5,030,000	\$385,000	\$15,520,000
1A5	Macon County	Franklin	130	\$6,520,000	\$707,000	\$18,790,000
MCZ	Martin County	Williamston	65	\$2,730,000	\$369,000	\$7,850,000
MRH	Michael J Smith Field	Beaufort	315	\$12,370,000	\$1,632,000	\$34,880,000
43A	Montgomery County	Star	5	\$590,000	\$104,000	\$1,720,000
SOP	Moore County	Pinehurst/Southern Pines	320	\$20,390,000	\$3,160,000	\$93,300,000
MWK	Mt Airy/Surry County	Mount Airy	2,545	\$129,390,000	\$22,716,000	\$691,050,000
W40	Mt Olive Municipal	Mount Olive	210	\$10,870,000	\$670,000	\$21,880,000
EDE	Northeastern Regional	Edenton	70	\$3,710,000	\$494,000	\$10,450,000
W95	Ocracoke Island	Ocracoke	20	\$990,000	\$87,000	\$5,470,000
60J	Odell Williamson Municipal	Ocean Isle Beach	75	\$2,740,000	\$360,000	\$7,130,000
PMZ	Plymouth Municipal	Plymouth	55	\$2,140,000	\$283,000	\$5,920,000
TTA	Raleigh Exec Jetport at Sanford-Lee County	Sanford	490	\$20,220,000	\$2,417,000	\$62,710,000
TDF	Raleigh Regional at Person County	Roxboro	275	\$14,950,000	\$2,070,000	\$72,810,000
RCZ	Richmond County	Rockingham	35	\$1,770,000	\$193,000	\$4,670,000
SIF	Rockingham County/NC Shiloh	Reidsville	435	\$19,730,000	\$864,000	\$64,310,000
RWI	Rocky Mount-Wilson Regional	Rocky Mount	450	\$26,400,000	\$2,861,000	\$70,500,000
RUQ	Rowan County	Salisbury	850	\$43,240,000	\$5,151,000	\$145,970,000
FQD	Rutherford County-Marchman Field	Rutherfordton	85	\$3,720,000	\$746,000	\$13,740,000
CTZ	Sampson County	Clinton	25	\$1,290,000	\$170,000	\$4,600,000
EHO	Shelby - Cleveland County Regional	Shelby	320	\$13,310,000	\$1,901,000	\$52,920,000
SCR	Siler City Municipal	Siler City	45	\$1,650,000	\$405,000	\$8,200,000
INT	Smith-Reynolds	Winston-Salem	3,665	\$230,750,000	\$29,022,000	\$814,800,000
VUJ	Stanly County	Albemarle	490	\$30,180,000	\$3,255,000	\$136,770,000
SVH	Statesville Regional	Statesville	850	\$41,380,000	\$8,733,000	\$139,200,000
ETC	Tarboro-Edgecombe	Tarboro	50	\$2,350,000	\$61,000	\$13,440,000
LHZ	Triangle North Executive	Louisburg	230	\$9,880,000	\$1,330,000	\$26,780,000
ASJ	Tri-County Airport at Henry Joyner Field	Ahoskie	35	\$1,520,000	\$213,000	\$4,470,000
OCW	Warren Field	Washington	205	\$8,210,000	\$925,000	\$23,310,000
GWW	Wayne Executive Jetport	Goldsboro	345	\$16,650,000	\$1,847,000	\$58,170,000
RHP	Western Carolina Regional	Andrews	370	\$21,870,000	\$1,901,000	\$76,170,000
UKF	Wilkes County	North Wilkesboro	165	\$5,480,000	\$739,000	\$15,470,000
TOTAL			27,315	\$1,386,920,000	\$187,102,000	\$5,229,420,000



NORTH CAROLINA

AIRPORT IMPACTS



\$61
BILLION
ECONOMIC
IMPACT



373,000
JOBS



\$15
BILLION
IN PERSONAL
INCOME



\$2.5
BILLION
IN TAX
REVENUE



@NCDivisionofAviation



ncaviation



@NCAviation

The North Carolina Department of Transportation Division of Aviation promotes the economic well-being of North Carolina by developing a safe and robust air transportation system.

Bobby Walston, Director
N.C. Department of Transportation Division of Aviation
1050 Meridian Drive, Morrisville, NC 27560
919-814-0550
ncdot.gov/aviation

US 70 Projects Update

March 18, 2021



NCDOT

DIVISION 4

**Corridor Upgrades
Feasibility Studies
Resurfacing**

W-5600

US 70 Improvements near Wilson's Mills - Johnston County

Project Description:

Upgrade US 70 to Interstate standards from US 70 Business to Neuse River.

Funding Status:

Fully funded in 2020-2029 STIP. Build NC Bond Project.

Schedule:

- Project Scoping Meeting - July 2012
- Public Meeting - February 2016
- CE Approved - July 2016
- Right of Way Acquisition – March 2018
- Construction – Letting March 2021

Activities Underway

- Right of way acquisitions are substantially complete.
- Utility relocations are nearing completion, with the exception of Duke Transmission.
- Final plans are complete.
- Permits have been received.

Upcoming Actions

- Duke Transmission relocation - Spring 2021
- Project letting and award - March 2021

Project Manager: Addison Gainey, P.E., (252) 640-6400, nagainey@ncdot.gov

TIP: R-5829

US 70 Wayne - Johnston Counties



R-5829A & R-5829B

US 70 Improvements near Princeton - Johnston County

Project Description:

Upgrade US 70 to Interstate standards from US 70 Goldsboro Bypass to West of US 70A.

Funding Status:

Currently funded in 2020-2029 STIP.

Schedule:

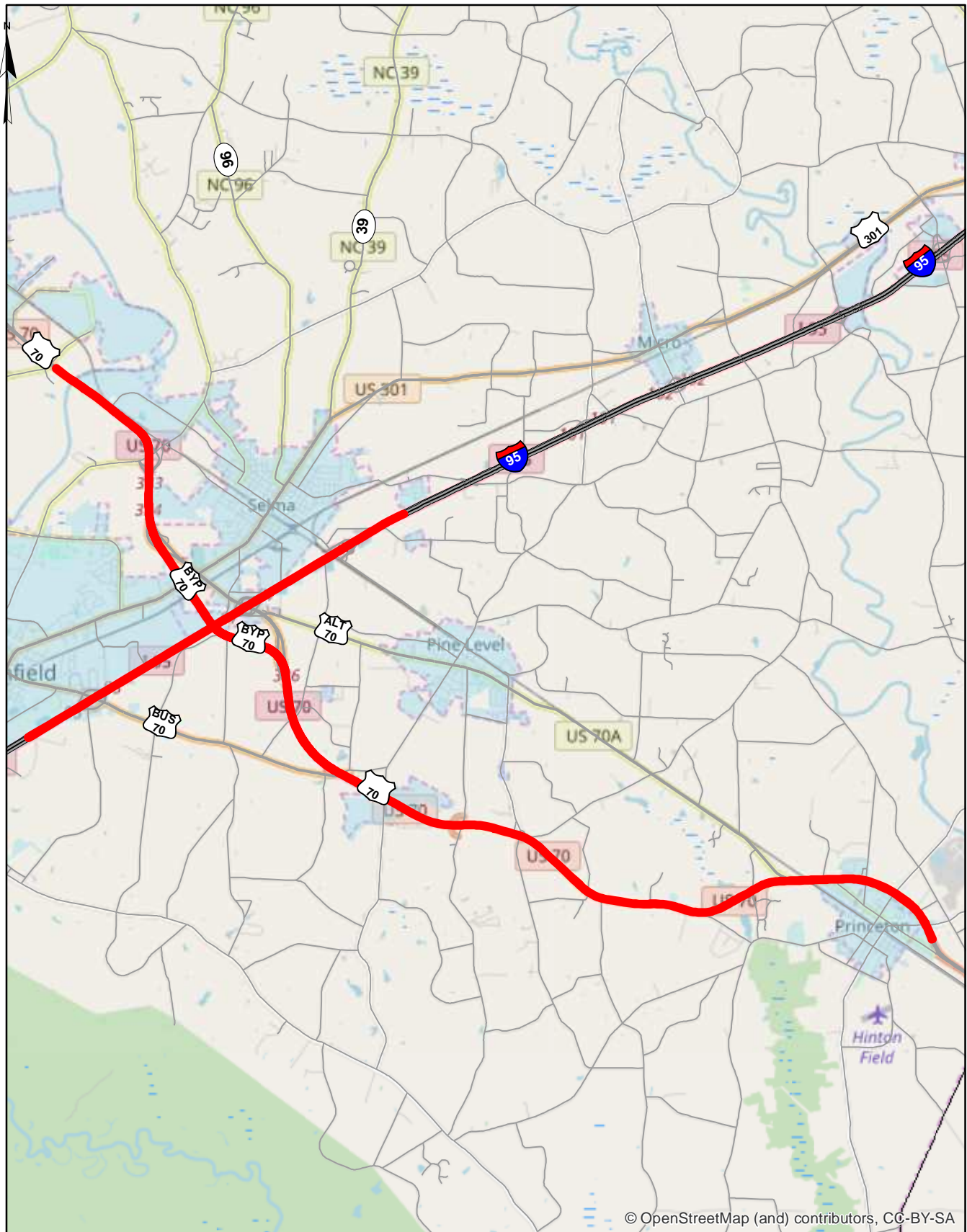
- Environmental Document (CE) - July 2019 (complete)
- Design activities resumed March 2021.
- Right of Way Plans and Acquisition - R-5829A FY 2025
R-5829B FY 2025
- Design Bid Build Let – R-5829A FY 2027
R-5829B FY 2029

Upcoming Actions

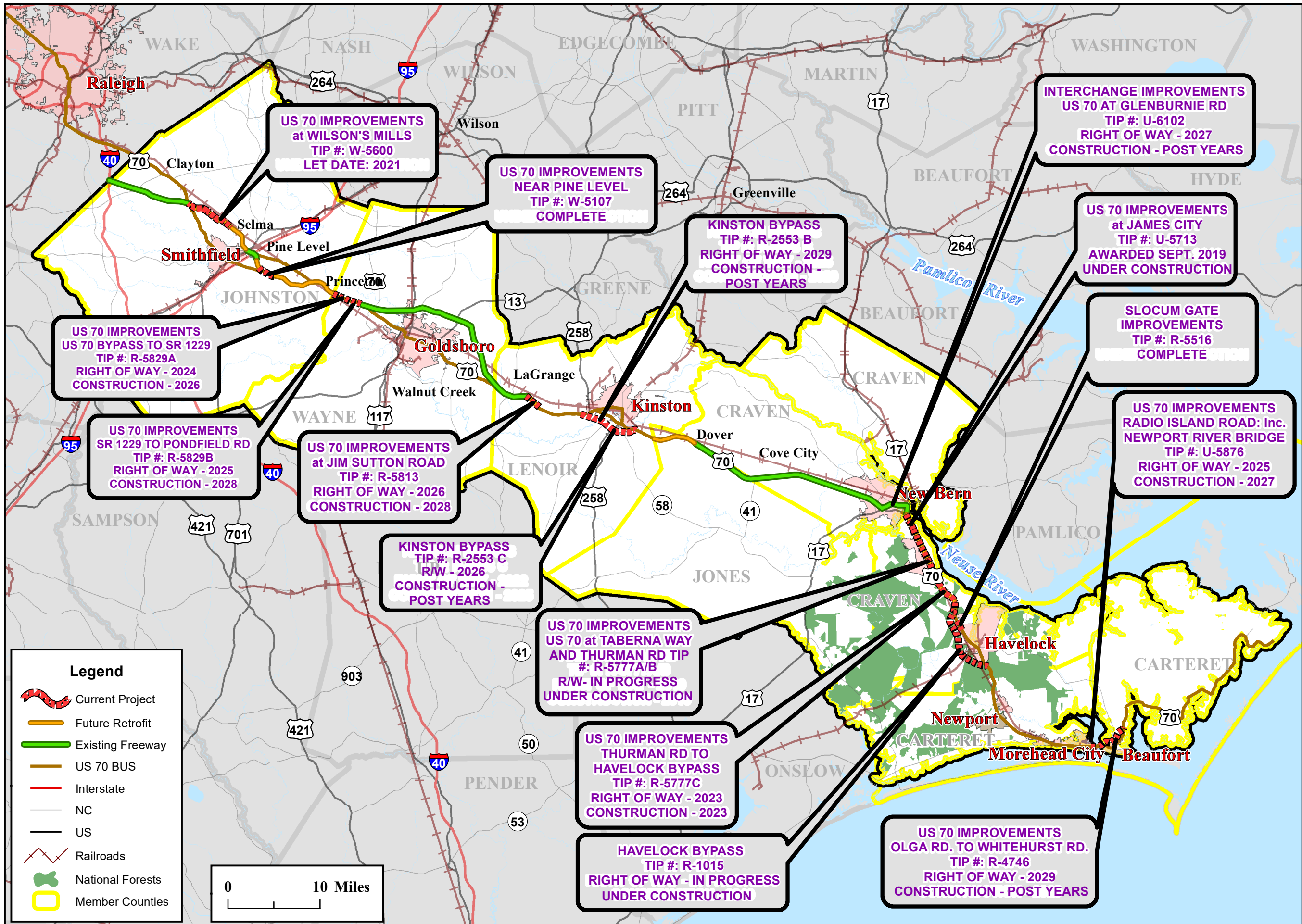
- Begin 25% plan development

Project Manager: Addison Gainey, P.E., (252) 640-6400, nagainey@ncdot.gov

FS-1604A - US 70 Johnston County

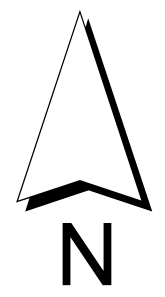


Feasibility Study for US 70 from SR 1003 (Buffalo Road) near Selma to SR 2372 (Edwards Road) in Princeton Completed Date: August 2018
Link: https://connect.ncdot.gov/projects/planning/FeasibilityStudiesDocuments/Feasibility-Study_1604A_Report_2018.pdf



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND PROJECT MANAGEMENT UNIT

US 70 CORRIDOR NC DOT PROJECT LOCATIONS
WAKE, JOHNSTON, WAYNE, LENOIR, JONES, CRAVEN, CARTERET COUNTIES



Date: March 2021

Figure 1

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2021

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HOUSE BILL 511

Short Title: STI Funding/Bicycle/Pedestrian Improv. (Public)

Sponsors: Representatives Butler, Belk, Martin, and Hawkins (Primary Sponsors).
For a complete list of sponsors, refer to the North Carolina General Assembly web site.

Referred to: Rules, Calendar, and Operations of the House

April 12, 2021

1 A BILL TO BE ENTITLED
2 AN ACT TO AUTHORIZE THE USE OF STRATEGIC TRANSPORTATION
3 INVESTMENTS ACT (STI) FUNDS FOR INDEPENDENT BICYCLE AND
4 PEDESTRIAN IMPROVEMENTS.

5 The General Assembly of North Carolina enacts:

6 **SECTION 1.** G.S. 136-189.10(2)g. reads as rewritten:

7 "g. ~~Federally~~ Federal and local government funded independent bicycle
8 and pedestrian improvements."

9 **SECTION 2.** G.S. 136-189.11(d)(3)c. reads as rewritten:

10 "c. Bicycle and pedestrian limitation. – The Department ~~shall not~~ may
11 provide financial support for federal and local government funded
12 independent bicycle and pedestrian improvement ~~projects, except for~~
13 ~~federal funds administered by the Department for that purpose. This~~
14 ~~sub-subdivision shall not apply to funds allocated to a municipality~~
15 ~~pursuant to G.S. 136-41.1 that are committed by the municipality as~~
16 ~~matching funds for federal funds administered by the Department and~~
17 ~~used for bicycle and pedestrian improvement projects. This limitation~~
18 ~~shall not apply to funds authorized for projects in the State~~
19 ~~Transportation Improvement Program that are scheduled for~~
20 ~~construction as of October 1, 2013, in State fiscal year 2012-2013,~~
21 ~~2013-2014, or 2014-2015-projects."~~

22 **SECTION 3.** This act is effective when it becomes law.



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