

# UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

## RPO Technical Coordinating Committee Agenda (TCC)

September 14, 2021 – 2:00 p.m.  
Wilson Operations Center  
1800 Herring Ave. - Wilson, NC 27893  
252-296-3341

### Optional Virtual Attendance

[Join Meeting](#)

<https://us06web.zoom.us/j/86469598721?pwd=WndVRm5qbnBxUzBNL0JmM3FYTW9zUT09>

Join by Phone using same Meeting ID and Passcode: **301-715-8592**

Meeting ID: **864 6959 8721**

Passcode: **582793**

1. Welcome & Introductions – James Diggs – TCC Chair
2. Additions or corrections to Agenda
3. Approval of Minutes July 13, 2021
4. Member Updates from around the Region

### Decision Item

5. Adopt Resolution of Support to Designate U-70 as I-42 in Johnston County
6. Letter of Support for Johnston County Industries FY23 5310 Funding Application

### Discussion

7. Prioritization P6 Update
8. Call for CMAQ projects for Edgecombe, Nash, and Johnston Counties Only  
November 1, 2021 to February 29, 2022
9. CCX Update – Planned opening in October
10. Neuse River Trail Clayton to Smithfield Feasibility Study Update

### Reports

11. US 70 Commission
12. Hwy 17/64 Association
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:

November 2, 2021

January 12, 2022

March 9, 2022

May 3, 2021

### Attachments:

1. TCC July 13, 2021 Minutes
2. Resolution of Support Designate U-70 as I-42 in Johnston County
3. Letter of Support for Johnston Co Ind 5310 Funding
4. STI P6.0 NCDOT Talking Points and NCDOT BOT Presentation
5. CMAQ FY2023 Call for Projects email
6. CMAQ FY2023 Budget Allocation

# UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

July 13, 2021

## RPO Transportation Coordinating Committee Minutes

### Attendance

#### TCC

Wendy Oldham, Wilson's Mills  
Mark Helmer Smithfield  
James Diggs, Wilson  
Delvin Spell, Edgecombe  
Adam Tyson Nash  
Bill Bass, City of Wilson

#### NCDOT

Bobby Liverman, NCDOT-Division 4  
Carlos Moya, NCDOT TPD

#### Other

Neal Davis, JCATS  
Michelle Brown, City of Wilson

#### UCPRPO

James Salmons

### 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. *Approval of Agenda and May 4, 2021, Minutes*

Mr. Diggs asked if everyone had an opportunity to review the agenda and Minutes for the May 4, 2021, TCC meeting and asked if anyone had any additions to be made to either to the agenda or minutes. There being none and **UPON A MOTION** by Wendy Oldham (Wilson's Mills), second by Bill Bass (City of Wilson), the agenda and minutes for the May 4, 2021, were unanimously approved as written.

4. *Member Updates*

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

### Decision Items

5. *Adopt Resolution of Support for FY2122 Planning Work Program (PWP) Amendment #1 to accommodate the (MST) Neuse River Trail Feasibility Study in Johnston County*

Members were provided with background information on the proposed amendment to the UCPRPO FY2122 PWP to provide the required budget change to accommodate the Neuse River Trail Study. It was noted that Johnston County would be required to fund all the required local match and that no other member county would be responsible for any additional funding. After a brief discussion and **UPON A MOTION** by Adam Tyson (Nash), second by Wendy Oldham (Wilson's Mills) the amendment to the UCPRPO FY2122 PWP to include an additional \$150,000.00 to fund the Neuse River Trail Study between Clayton and Smithfield in Johnston County was unanimously adopted and recommended to the TAC for adoption.

6. *Adopt the STI P6 Local Input Methodology Resolution*

Members were provided with the draft UCPRPO STI P6 Local Input Methodology within the agenda packet emailed to all members prior to the meeting. The draft methodology was also posted to the UCPRPO website for 90 days for public review. It was recommended that in the Division Funding Category 100 points from the Transit Projects be moved to the Bike/Pedestrian projects due to the increasing requests received for more bike/pedestrian projects. After further discussion and **UPON A MOTION** by Bill Bass (City of Wilson), second by Adam Tyson (Nash) it was unanimously agreed to move 100 Points from the Transit category for a total of 200 points to the Bike/Pedestrian category for a total of 200 points. Afterward the agreement and **UPON A MOTION** by Wendy Oldham (Wilson's Mills), second by Adam Tyson (Nash) the UCPRPO STI P6 Local Input Methodology was unanimously adopted.

## Discussion

### 7. *STI P6 Prioritization Update*

Members were provided with a list of available funding for STI P6 based on each funding category. After reviewing the estimated funding availability, it was apparent that the STIP was over programmed due to rising project costs, old and/or poor estimates, and recent rising inflation. Law requires the STIP to be an accurate reflection of what will be built. It was explained that it is anticipated that some “committed” projects may become “uncommitted” and fall out of the STIP. At this time, it was believed that the STI P6 process may be halted to help balance the STIP. Members stated that they were ok with a pause with P6 but had serious concerns with not having the ability to submit new projects over the next 10-15 years. This would dramatically hinder future transportation priorities. Members also stated their desire to be included in the decision in the STIP modification process.

### 8. *Call for CMAQ projects for Edgecombe, Nash, and Johnston Counties Only November 1, 2021 to February 29, 2022*

Members were informed that the UCRPO would be accepting CMAQ projects starting in November and ending February 29, 2022. The UCRPO is allocated \$603,240.00 in funding for CMAQ projects for FY2223.

### 9. *CAMPO/UCRPO Southeast Area Study Kickoff – [Previous SEAS Link](#)*

Members were informed that CAMPO and UCRPO were teaming together again to update the Southeast Area Study. Stakeholder meetings are anticipated to kickoff this fall, 2021.

## Reports

### 10. *US 70 Commission*

There was no report on the US 70 Commission since they had not met since the last TCC meeting.

### 11. *Hwy 17/64 Association*

There was no report currently.

### 12. *Legislative Update*

Both the Governor and the NC Senate have released their draft budgets. It is anticipated that the NC House would be releasing their budget the first of August.

### 13. *NCDOT Division 4*

There was no Division 4 report provided.

### 14. *NCDOT Planning Division (TPD)*

There was no TPD report. Carlos Moya stated his appreciation to James Salmons for his work in partnering with NCDOT TPD in supporting the UCRPO members and his continued work in submitting invoices in a timely matter.

## Other Business

### 15. *TCC Member Comments*

There were no TCC member comments.

## Public Comment

### 16. *Public Comment*

There was no public comment.

## Upcoming meeting:

The next meeting is tentatively scheduled for September 14, 2021, at 2:00pm.

UPPER COASTAL PLAIN  
RURAL PLANNING ORGANIZATION

**UPON A MOTION** from Dervin Spell (Edgecombe) to adjourn and a second motion was made by Adam Tyson (Nash) and the meeting was adjourned.

Respectfully submitted,

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James Diggs, TCC Chair

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James M. Salmons, UCPRPO

**RESOLUTION TO APPROVE THE ROUTING OF I-42 WITHIN THE UPPER COASTAL PLAIN RPO**

**WHEREAS**, US 70 is a United States highway that is a primary transportation route in the Upper Coastal Plain RPO; and

**WHEREAS**, US 70 is currently routed on Future I-42; and

**WHEREAS**, the NCDOT is requesting AASHTO to allow I-42 to be signed along the current routing of US 70 between the I-40 interchange in Wake County and the US 70 Business interchange west of Wilson's Mills in Johnston County.

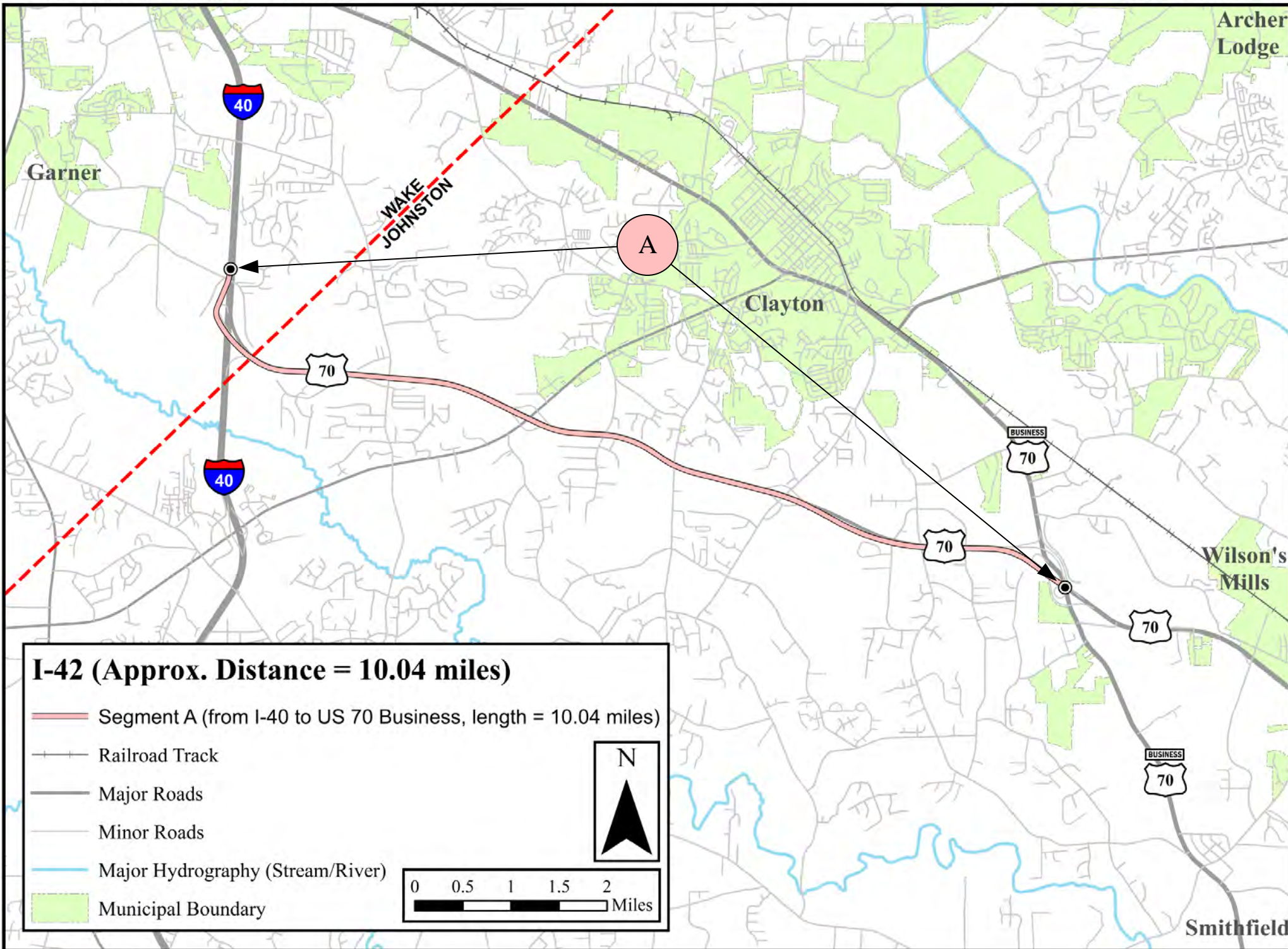
**BE IT THEREFORE RESOLVED** that the Transportation Advisory Committee of the Upper Coastal Plain RPO approves the designation of I-42 within its boundaries this 21<sup>st</sup> day of July, 202.

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Lu Harvey Lewis, Chair  
Transportation Advisory Committee

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James Salmons, UCPRPO



# UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

September 22, 2021

Public Transportation Director  
North Carolina Department of Transportation  
1550 Mail Service Center  
Raleigh, NC 27699-1550

RE: FY 2023 5310 Grant Letter of Support – Johnston County Industries

Dear Ms. Cockburn:

On behalf of the Upper Coastal Plain Rural Planning Organization (UCPRPO), the UCPRPO TAC supports the **FY21 5310 application for the transportation project submitted by Johnston County Industries**, which will help the purchase of transportation services from JCATS for Johnston County citizens with disabilities.

Johnston County Industries has provided transportation in conjunction with JCATS for employment and training opportunities and access to community resources for individuals with disabilities for over 30 years. We understand the value of providing safe and affordable transportation to those with disabilities.

On September 22, 2021 at their regularly scheduled meeting, the Upper Coastal Plain Rural Planning Organization Transportation Advisory Committee (UCPRPO TAC) adopted this letter of support for the FY2022 5310 grant application being submitted by Johnston County Industries.

Sincerely,

Lu Harvey Lewis  
UCPRPO TAC Chair

### Prioritization 6.0/STIP Talking points:

- NCDOT established an internal workgroup to look at issues related to rising cost estimates.
  - o Necessary because in the last few years, many projects were coming in much more expensive than initial estimates.
  - o These increases impact the STIP.
- Cost increases are caused by a variety of things such as:
  - o Estimates were done before projects were fully defined.
  - o Automated Cost Estimation Tool didn't have the capability to include all specific impacts that can increase cost.
  - o Estimates were done many years before construction – and costs increased over that time.
  - o Recent increases in costs of property, supplies and contractor/consultant rates.
- NCDOT identified the issue, and implemented a review of over 450 projects in the STIP.
  - o Updated over 1,000 individual estimates (construction, utility relocation, property acquisition)
  - o Process nearing completion.
  - o Results indicate many projects will be more expensive than initial estimates.
- Cost increases will force NCDOT to adjust the future STIP (2024-2033).
  - o Law requires the STIP to be an accurate reflection of what will be built.
  - o STIP must be limited by what revenue NCDOT realistically anticipates.
  - o As the cost of projects increases, it decreases the number of projects that can be built or moves projects to a later date when funds will be available.
    - Example – if you budget \$10 to buy 10 cans of soup, and soup prices increase to \$2 per can, you cannot buy the 10 cans you budgeted for – can only buy 5.
  - o NCDOT estimated funding levels have not changed, but the price of delivering projects has increased.
    - Estimates are updated regularly to account for inflation.
    - Costs have been rapidly increasing due to our growing economy.
    - Example – Associated General Contractors of America are reporting the cost of basic materials has increased by more than 10% so far this year.
- The STIP is a planning document and not a fiscal document and this does not jeopardize NCDOT's financial standing. There are processes in place with many checks and balances that ensure we do not overspend.
- This, also, highlights the ongoing issues with transportation needs outpacing revenue.
- NCDOT is working with MPO/RPOs as the STIP adjustment takes place.
- Because of the cost increases in the updated estimates, the Prioritization Workgroup decided on July 19<sup>th</sup> to recommend to the Board of Transportation that the next project prioritization cycle (P6.0) be halted during this time.
  - o Next draft STIP does not have to be prepared and presented until December 2022.
  - o Allows NCDOT time to complete project estimate updates.
  - o Allows MPOs/RPOs time to work on this at the local level.
  - o Allows workgroup/NCDOT opportunity to continue to evaluate various options for creating the next draft STIP.





**NORTH CAROLINA**  
Department of Transportation

# P6.0 & STIP Program Update

Leigh Wing, PE – STIP Eastern Regional Manager

Jason Schronce, PE – SPOT Manager

August 4, 2021

Connecting people, products and places safely and efficiently

## Today's Topics

- Review
- P6.0 Workgroup Update
- STI Committee for Reprioritization (STICR)
- STIP Program Update
- Inflation



# Review

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## Key Items

- Refreshed 1,000+ estimates in the STIP
- Most of the 22 funding buckets substantially overprogrammed
- Prioritization 6.0 Workgroup discussing next steps for P6.0
- Board input needed for 2024 – 2033 STIP development

# P6.0 Workgroup Update

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## Questions for Prioritization Workgroup

- Continue or modify P6.0?
- Approach used to determine funding schedules for 2024 -2033 STIP?
- Next STIP to include Committed projects only or Committed + Non -Committed projects?
- Input on STICR guidelines?

## Q1: Continue or modify P6.0?

Consensus recommendation to stop P6.0 after quantitative scoring and not proceed with the planned local input point process

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SPOT continues to finalize P6 quantitative scores with expected release in September 2021

Workgroup plans to meet monthly in the short-term to develop recommendations for programming/scheduling of 2024-2033 projects

Continue to update the BOT on Workgroup progress

# STIP Program Update

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

Statewide Mobility		Regional Impact			Division Needs		
Available Funding	Programming Status	Region	Available Funding	Programming Status	Division	Available Funding	Programming Status
\$9.4B	\$3.03B Over	A (D1 & D4)	\$588.8M	\$567.3M Over	1	\$506M	\$106.6M Over
		B (D2 & D3)	\$855.1M	\$541.8M Over	2	\$506M	\$412.6M Over
		C (D5 & D6)	\$1.56B	\$274.4M Over	3	\$506M	\$242.2M Over
		D (D7 & D9)	\$1.17B	\$668.2M Over	4	\$506M	\$147.5M Over
		E (D8 & D10)	\$1.46B	\$571.3M Over	5	\$506M	\$203.0M Over
		F (D11 & D12)	\$784.0M	\$791.8M Over	6	\$506M	\$465.4M Over
		G (D13 & D14)	\$609.2M	\$1.25B Over	7	\$506M	\$0.6M Over
					8	\$506M	\$348.4M Over
					9	\$506M	\$105.1M Over
					10	\$506M	\$277.9M Over
					11	\$506M	\$334.4M Over
					12	\$506M	\$277.1M Over
					13	\$506M	\$270.4M Over
					14	\$506M	\$194.4M Over

Available funding based on 2024-2033 time frame

As of July 26, 2021

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## P6.0 Funding Availability – Committed Projects Only

Statewide Mobility		Regional Impact			Division Needs		
Available Funding	Programming Status	Region	Available Funding	Programming Status	Division	Available Funding	Programming Status
\$9.4B	\$2.29B Over	A (D1 & D4)	\$588.8M	\$188.4M Over	1	\$506M	\$45.6M Over
		B (D2 & D3)	\$855.1M	\$353.4M Over	2	\$506M	\$121.9M Over
		C (D5 & D6)	\$1.56B	\$106.4M Over	3	\$506M	\$76.3M Under
		D (D7 & D9)	\$1.17B	\$480.9M Over	4	\$506M	\$192.0M Under
		E (D8 & D10)	\$1.46B	\$529.2M Over	5	\$506M	\$183.0M Over
		F (D11 & D12)	\$784.0M	\$326.0M Over	6	\$506M	\$64.0M Under
		G (D13 & D14)	\$609.2M	\$953.0M Over	7	\$506M	\$93.0M Under
					8	\$506M	\$18.8M Over
					9	\$506M	\$49.8M Under
					10	\$506M	\$46.5M Over
					11	\$506M	\$20.4M Under
					12	\$506M	\$223.1M Over
					13	\$506M	\$173.1M Over
					14	\$506M	\$80.6M Over

Available funding based on 2024-2033 time frame

As of July 26, 2021

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# STICR

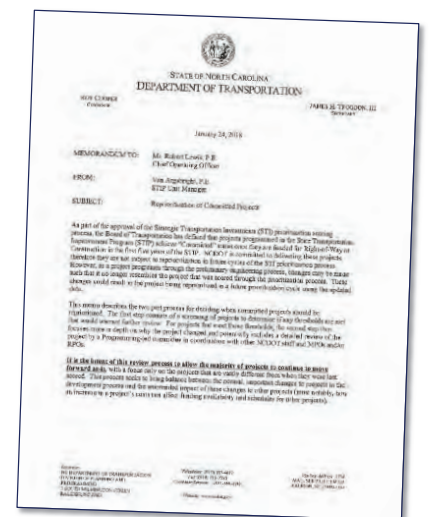
## STI Committee for Reprioritization (STICR)

Purpose – review projects that meet cost thresholds

- Cost threshold >35% or >\$25M from cost used in Prioritization
- Implemented for projects selected in P5.0+

STICR Options:

- Project continues as is
- Modify project scope to reduce cost
- Reprioritize project in next Prioritization Cycle



## Projects Subject to STICR – Various Options

Prioritization Round	35% or \$25M (current threshold)	25% or \$25M	20% or \$20M
P5.0	112	119	123
P4.0 + P5.0	284	303	312
P3.0 + P4.0 + P5.0	447	470	482

Inflation

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## Inflation

- Inflation is accounted for in the STIP by reducing available revenue to program projects
- Inflation amount is evaluated as we begin each new STIP development process
- Currently, revenue is reduced by ~\$1B to account for inflation in the STIP

The Department would like Board input on how to handle inflation on the next STIP.

## STIP Funding by Category: Inflation at 1% (current), 3% and 5% Held Constant After Year 5

Statewide Mobility			Regional Impact				Division Needs			
1%	3%	5%	Region	1%	3%	5%	Division	1%	3%	5%
\$9.4B	\$8.7B	\$7.9B	A (D1 & D4)	\$589M	\$542M	\$492M	1	\$506M	\$466M	\$424M
			B (D2 & D3)	\$855M	\$787M	\$715M	2	\$506M	\$466M	\$424M
			C (D5 & D6)	\$1.56B	\$1.44B	\$1.31B	3	\$506M	\$466M	\$424M
			D (D7 & D9)	\$1.17B	\$1.08B	\$980M	4	\$506M	\$466M	\$424M
			E (D8 & D10)	\$1.46B	\$1.35B	\$1.22B	5	\$506M	\$466M	\$424M
			F (D11 & D12)	\$784M	\$722M	\$655M	6	\$506M	\$466M	\$424M
			G (D13 & D14)	\$609M	\$561M	\$509M	7	\$506M	\$466M	\$424M
							8	\$506M	\$466M	\$424M
							9	\$506M	\$466M	\$424M
							10	\$506M	\$466M	\$424M
							11	\$506M	\$466M	\$424M
							12	\$506M	\$466M	\$424M
							13	\$506M	\$466M	\$424M
							14	\$506M	\$466M	\$424M

Available funding based on 2024 -2033 timeframe



## STIP Funding by Category: Inflation at 1%, 3% and 5% Compounded Full 10 Years

Statewide Mobility			Regional Impact				Division Needs			
1%	3%	5%	Region	1%	3%	5%	Division	1%	3%	5%
\$9.3B	\$8.1B	\$6.9B	A (D1 & D4)	\$579M	\$507M	\$427M	1	\$497M	\$436M	\$368M
			B (D2 & D3)	\$840M	\$737M	\$620M	2	\$497M	\$436M	\$368M
			C (D5 & D6)	\$1.54B	\$1.35B	\$1.13B	3	\$497M	\$436M	\$368M
			D (D7 & D9)	\$1.15B	\$1.01B	\$850M	4	\$497M	\$436M	\$368M
			E (D8 & D10)	\$1.44B	\$1.26B	\$1.06B	5	\$497M	\$436M	\$368M
			F (D11 & D12)	\$770M	\$675M	\$569M	6	\$497M	\$436M	\$368M
			G (D13 & D14)	\$599M	\$525M	\$442M	7	\$497M	\$436M	\$368M
							8	\$497M	\$436M	\$368M
							9	\$497M	\$436M	\$368M
							10	\$497M	\$436M	\$368M
							11	\$497M	\$436M	\$368M
							12	\$497M	\$436M	\$368M
							13	\$497M	\$436M	\$368M
							14	\$497M	\$436M	\$368M

Available funding based on 2024 -2033 timeframe

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## Inflation Options - Total Reduction to STIP

Total Reduction to 10 Year STIP		
Inflation	Constant After Year 5	Compounded Full 10 Years
1%	\$889M	\$1.30B
3%	\$2.75B	\$4.14B
5%	\$4.74B	\$7.33B

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

**Subject:** CMAQ FY 2023 Call for Projects

**Date:** June 23, 2021 at 5:25 PM

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

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

Good Afternoon,

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

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

Thanks for your continued interest in the CMAQ program.

Thanks,  
CMAQ Program  
Transportation Planning Division  
[cmaq@ncdot.gov](mailto:cmaq@ncdot.gov)

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



CMAQ FY2023  
Budget...21.xlsx



Updated Fillable  
CMAQ...21.pdf

**CMAQ Target Allocations:**

**Fiscal Year 2023**

	FY 2023
FY2023 Federal CMAQ Apportionment <sup>1</sup>	\$ 53,525,032
2% SPR Setaside	\$ 52,454,531
90% Obg. Limit	\$ 47,209,078
<b>Total Assumed CMAQ State Allocation<sup>3</sup></b>	<b>\$ 47,209,078</b>

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

Footnotes:

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

# CCX Construction Update, Rocky Mount



Construction is ongoing at the Carolina Connector (CCX) intermodal terminal in Edgecombe County. Work continues to finalize, test and commission the cranes. Last touches are being applied to lanes, parking, tracks and facility grounds as CSX, the Carolinas Gateway Partnership and NCDOT anticipate an October opening of the facility.



Spreader cabling for Crane 3 installed



Entry sign for Carolina Connector Terminal



Lane paving between tracks 2 and 3



Cars and containers on site for crane testing

## UPDATED FACT SHEET: Bipartisan Infrastructure and Investment Jobs Act

AUGUST 02, 2021 • STATEMENTS AND RELEASES

On July 28, the President and the bipartisan group announced agreement on the details of a once-in-a-generation investment in our infrastructure, which was immediately taken up in the Senate for consideration. The legislation includes around \$550 billion in new federal investment in America's roads and bridges, water infrastructure, resilience, internet, and more. The bipartisan Infrastructure Investment and Jobs Act will grow the economy, enhance our competitiveness, create good jobs, and make our economy more sustainable, resilient, and just.

The legislation will create good-paying, union jobs. With the President's Build Back Better Agenda, these investments will add, on average, around 2 million jobs per year over the course of the decade, while accelerating America's path to full employment and increasing labor force participation.

President Biden believes that we must invest in our country and in our people by creating good-paying union jobs, tackling the climate crisis, and growing the economy sustainably and equitably for decades to come. The bipartisan legislation will deliver progress towards those objectives for working families across the country. The bipartisan Infrastructure Investment and Jobs Act:

- Makes the largest federal investment in public transit ever
- Makes the largest federal investment in passenger rail since the creation of Amtrak
- Makes the single largest dedicated bridge investment since the construction of the interstate highway system
- Makes the largest investment in clean drinking water and waste water infrastructure in American history, delivering clean water to millions of families
- Ensures every American has access to reliable high-speed internet
- Helps us tackle the climate crisis by making the largest investment in clean energy transmission and EV infrastructure in history; electrifying thousands of school and transit buses across the country; and creating a new Grid Deployment Authority to build a resilient, clean, 21<sup>st</sup> century electric grid

The President promised to work across the aisle to deliver results for working families. He believes demonstrating that democracies can deliver is a critical challenge for his presidency. Today's agreement shows that we can

come together to position American workers, farmers, and businesses to compete and win in the 21st century.

### **Roads, Bridges, and Major Projects**

One in five miles, or 173,000 total miles, of our highways and major roads and 45,000 bridges are in poor condition. Bridges in poor condition pose heightened challenges in rural communities, which often may rely on a single bridge for the passage of emergency service vehicles. The bipartisan Infrastructure Investment and Jobs Act will invest \$110 billion of new funds for roads, bridges, and major projects, and reauthorize the surface transportation program for the next five years building on bipartisan surface transportation reauthorization bills passed out of committee earlier this year. This investment will repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. The bill includes a total of \$40 billion of new funding for bridge repair, replacement, and rehabilitation, which is the single largest dedicated bridge investment since the construction of the interstate highway system. The bill also includes around \$16 billion for major projects that are too large or complex for traditional funding programs but will deliver significant economic benefits to communities.

### **Safety**

America has one of the highest road fatality rates in the industrialized world. The legislation invests \$11 billion in transportation safety programs, including a new, \$5 billion Safe Streets for All program to help states and localities reduce crashes and fatalities in their communities, especially for cyclists and pedestrians. It includes a new program to provide grants to community owned utilities to replace leaky and obsolete cast iron and bare steel natural gas pipelines, some of which are over 100 years old. It will more than double funding directed to programs that improve the safety of people and vehicles in our transportation system, including highway safety, truck safety, and pipeline and hazardous materials safety.

### **Public Transit**

America's transit infrastructure is inadequate – with a multibillion-dollar repair backlog, representing more than 24,000 buses, 5,000 rail cars, 200 stations, and thousands of miles of track, signals, and power systems in need of replacement. The legislation includes \$39 billion of new investment to modernize transit, and improve accessibility for the elderly and people with disabilities. That is in addition to continuing the existing transit programs for five years as part of surface transportation reauthorization. In total, the new investments and reauthorization provide \$89.9 billion in guaranteed funding for public transit over the next five years. This is the largest Federal investment in public transit in history, and devotes a larger share of funds from surface transportation reauthorization to transit in the history of the programs. It will repair and upgrade aging infrastructure, modernize bus and rail fleets, make stations accessible to all users through a new program with \$1.75 billion in dedicated funding, and bring transit service to new communities with an additional \$8 billion for Capital Investment Grants. It

will replace thousands of transit vehicles, including buses, with clean, zero emission vehicles through an additional \$5.75 billion, of which 5 percent is dedicated to training the transit workforce to maintain and operate these vehicles. And, it will benefit communities of color since these households are twice as likely to take public transportation and many of these communities lack sufficient public transit options.

### **Passenger and Freight Rail**

Unlike highways and transit, rail lacks a multi-year funding stream to address deferred maintenance, enhance existing corridors, and build new lines in high-potential locations. The legislation positions Amtrak and rail to play a central role in our transportation and economic future. This is the largest investment in passenger rail since the creation of Amtrak 50 years ago. The legislation invests \$66 billion in rail to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, \$12 billion for partnership grants for intercity rail service, including high-speed rail, \$5 billion for rail improvement and safety grants, and \$3 billion for grade crossing safety improvements.

### **EV Infrastructure**

U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market. The President believes that must change. The bill invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. The bill will provide funding for deployment of EV chargers along highway corridors to facilitate long-distance travel and within communities to provide convenient charging where people live, work, and shop. Federal funding will have a particular focus on rural, disadvantaged, and hard-to-reach communities.

### **Electric Buses**

American school buses play a critical role in expanding access to education, but they are also a significant source of pollution. The legislation will deliver thousands of electric school buses nationwide, including in rural communities, helping school districts across the country buy clean, American-made, zero emission buses, and replace the yellow school bus fleet for America's children. The legislation also invests \$5 billion in zero emission and clean buses and \$2.5 billion for ferries. These investments will drive demand for American-made batteries and vehicles, creating jobs and supporting domestic manufacturing, while also removing diesel buses from some of our most vulnerable communities. In addition, they will help the more than 25 million children and thousands of bus drivers who breathe polluted air on their rides to and from school. Diesel air pollution is linked to asthma and other health problems that hurt our communities and cause

students to miss school, particularly in communities of color and Tribal communities.

### **Reconnecting Communities**

Too often, past transportation investments divided communities – like the Claiborne Expressway in New Orleans or I-81 in Syracuse – or it left out the people most in need of affordable transportation options. In particular, significant portions of the interstate highway system were built through Black neighborhoods. The legislation creates a first-ever program to reconnect communities divided by transportation infrastructure. The program will fund planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure through \$1 billion of dedicated funding in addition to historic levels of major projects funding, for which these investments could also qualify.

### **Airports, Ports, and Waterways**

The United States built modern aviation, but our airports lag far behind our competitors. According to some rankings, no U.S. airports rank in the top 25 of airports worldwide. Our ports and waterways need repair and reimagining too. The bill invests \$17 billion in port infrastructure and \$25 billion in airports to address repair and maintenance backlogs, reduce congestion and emissions near ports and airports, and drive electrification and other low-carbon technologies. Modern, resilient, and sustainable port, airport, and freight infrastructure will support U.S. competitiveness by removing bottlenecks and expediting commerce and reduce the environmental impact on neighboring communities.

### **Resilience and Western Water Infrastructure**

Millions of Americans feel the effects of climate change each year when their roads wash out, airport power goes down, or schools get flooded. Last year alone, the United States faced 22 extreme weather and climate-related disaster events with losses exceeding \$1 billion each – a cumulative price tag of nearly \$100 billion. People of color are more likely to live in areas most vulnerable to flooding and other climate change-related weather events. The legislation makes our communities safer and our infrastructure more resilient to the impacts of climate change and cyber-attacks, with an investment of over \$50 billion. This includes funds to protect against droughts, floods and wildfires, in addition to a major investment in weatherization. The bill is the largest investment in the resilience of physical and natural systems in American history.

### **Clean Drinking Water**

Currently, up to 10 million American households and 400,000 schools and child care centers lack safe drinking water. The legislation's \$55 billion investment represents the largest investment in clean drinking water in American history, including dedicated funding to replace lead service lines and the dangerous chemical PFAS (per- and polyfluoroalkyl). It will replace all of the nation's lead pipes and service lines. From rural towns to struggling



cities, the legislation invests in water infrastructure across America, including in Tribal Nations and disadvantaged communities that need it most.

### **High-Speed Internet**

Broadband internet is necessary for Americans to do their jobs, to participate equally in school learning, health care, and to stay connected. Yet, by one definition, more than 30 million Americans live in areas where there is no broadband infrastructure that provides minimally acceptable speeds – a particular problem in rural communities throughout the country. The legislation’s \$65 billion investment – which builds on the billions of dollars provided for broadband deployment in the American Rescue Plan – will help ensure every American has access to reliable high-speed internet with an historic investment in broadband infrastructure deployment, just as the federal government made a historic effort to provide electricity to every American nearly one hundred years ago.

The bill will also help lower prices for internet service by requiring funding recipients to offer a low-cost affordable plan, by requiring providers to display a “Broadband Nutrition Label” that will help families comparison shop for a better deal, and by boosting competition in areas where existing providers aren’t providing adequate service. It will also help close the digital divide by passing the Digital Equity Act (which creates new grant programs for digital inclusion), by requiring the Federal Communications Commission to adopt rules banning digital redlining, and by creating a new, permanent program to help more low-income households access the internet. Over one in four households will be eligible for this new Affordable Connectivity Benefit.

### **Environmental Remediation**

In thousands of rural and urban communities around the country, hundreds of thousands of former industrial and energy sites are now idle – sources of blight and pollution. 26% of Black Americans and 29% of Hispanic Americans live within 3 miles of a Superfund site, a higher percentage than for Americans overall. Proximity to a Superfund site can lead to elevated levels of lead in children’s blood. The legislation invests \$21 billion in environmental remediation, making the largest investment in addressing the legacy pollution that harms the public health of communities and neighborhoods in American history, creating good-paying union jobs in hard-hit energy communities and advancing economic and environmental justice. The bill includes funds to clean up Superfund and brownfield sites, reclaim abandoned mine land and cap orphaned gas wells.

### **Power Infrastructure**

As the recent Texas power outages demonstrated, our aging electric grid needs urgent modernization. A Department of Energy study found that power outages cost the U.S. economy up to \$70 billion annually. The legislation’s roughly \$65 billion investment includes the single largest investment in clean energy transmission in American history. It upgrades our

power infrastructure, including by building thousands of miles of new, resilient transmission lines to facilitate the expansion of renewable energy. It creates a new Grid Deployment Authority, invests in research and development for advanced transmission and electricity distribution technologies, and promotes smart grid technologies that deliver flexibility and resilience. It invests in demonstration projects and research hubs for next generation technologies like advanced nuclear, carbon capture, and clean hydrogen.

### **Offsets**

In the years ahead, the legislation will generate significant economic benefits. It is financed through a combination of redirecting unspent emergency relief funds, targeted corporate user fees, strengthening tax enforcement when it comes to crypto currencies, and other bipartisan measures, in addition to the revenue generated from higher economic growth as a result of the investments.

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