

## NORTH CAROLINA STATE ETHICS COMMISSION

SAMPLE<sup>1</sup>

### **ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER**

(to be read by the Chair or his or her designee at the beginning of each meeting)

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In accordance with the State Government Ethics Act, it is the duty of every [Board] member to avoid both conflicts of interest and appearances of conflict.

Does any [Board] member have any known conflict of interest or appearance of conflict with respect to any matters coming before the [Board] today?

If so, please identify the conflict or appearance of conflict and refrain from any undue participation<sup>2</sup> in the particular matter involved.

Rev. 1-16-07

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<sup>1</sup> N.C.G.S. §138A-15 (e): “At the beginning of any meeting of a board, the chair shall remind all members of their duty to avoid conflicts of interest and appearances of conflict under [Chapter 138A].” There is no set language required by the Act. Specific language can and should be tailored to fit the needs of each covered board as necessary.

<sup>2</sup> “A public servant shall take appropriate steps, under the particular circumstances and considering the type of proceeding involved, to remove himself or herself to the extent necessary, to protect the public interest and comply with this Chapter, from any proceeding in which the public servant’s impartiality might reasonably be questioned due to the public servant’s familial, personal, or financial relationship with a participant in the proceeding.” See N.C.G.S. §138A-36 (c). If necessary, the Chairman or individual member involved should consult with his ethics liaison, legal counsel, or the State Ethics Commission to help determine the appropriate response in a given situation.

# UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

May 10, 2017  
TAC: 3:00 p.m.  
Wilson Operations Center  
1800 Herring Ave.  
Wilson, NC 27893  
252-296-3341

## RPO Transportation Advisory Committee Agenda

1. Welcome & Introductions – Brent Wooten – TAC Chair
2. Additions or corrections to Agenda
3. Ethics Reminder
4. Approval of Minutes March 8, 2017

### Old Business – Public Comment

5. STI Project Prioritization – Review Schedule
6. Identify new projects – Town of Kenly Resolution
7. Review of P4.0 Methodology Compliance Review for UCPRPO

### Presentation

8. Southeast Area Study Presentation – *Alex Rickard, CAMPO*
9. CCX Multi-Modal Rail Project Update – *Eddie McFalls, NCDOT*

### Other Business

10. TAC Member Comments

### Reports

11. US 70 Commission – FS-1604A Feasibility Study (late April design review meeting)
12. Hwy 17/64 Association – FS-1504A Feasibility Study  
[http://www.ucprpo.org/Documents/feasibility/Feasibility-Study\\_1504A\\_Report\(Draft\)\\_Apr2017.pdf](http://www.ucprpo.org/Documents/feasibility/Feasibility-Study_1504A_Report(Draft)_Apr2017.pdf)
13. Legislative/STIP Update
14. NCDOT Division 4
15. NCDOT Planning Branch

### Public Comment

16. Public Comment

### Dates of future meetings:

July 12, 2017                      August 13, 2017                      November 15, 2017                      January 10, 2018

### Attachments:

1. TAC March 8, 2017 Minutes
2. UCPRPO STI P5 Schedule.pdf
3. UCPRPO SPOT P5 Projects List 013017\_with\_map.pdf
4. P4 Compliance Review\_UCPRPO\_040917.pdf
5. Senate Bill 381 – Informational only

# UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

March 8, 2017 October 26, 2016

## RPO Transportation Advisory Committee Minutes

### Attendance

#### TAC

C.B. Brown, Tarboro  
Brent Wooten, Pinetops  
Cheryl Oliver, Selma  
Barbara Tyre, Red Oak  
Kenneth Jones, Wilson's Mills  
Lu Harvey Lewis, Middlesex  
Derrick Creech, City of Wilson  
Ted Godwin, Johnson County  
Wayne Outlaw, Nash County  
Brenda Lucas, Spring Hope  
Logan Liles, City of Wilson

#### NCDOT

Jimmy Eatmon, NCDOT Division 4  
Carlos Moya, TPB

#### UCPRPO

James Salmons

#### TCC Member

Jae Kim, Spring Hope  
Tracy Shearin, Red Oak

#### Past TAC Member

James Alston, Castalia

### Introduction

- Welcome & Introductions – Cheryl Oliver – TAC Chair*  
TAC Chair Mrs. Cheryl Oliver (Selma) called the meeting to order. Mrs. Oliver welcomed and thanked everyone for attending the meeting.
- Mrs. Oliver asked everyone to review the agenda and requested a motion for approval. There was a request to add a proposed Resolution to provide the Town of Tarboro with CMAQ funding. **UPON A MOTION** by C.B. Brown (Tarboro), second by Brent Wooten (Pinetops) the agenda was approved. Mrs. Oliver then asked if any members have a conflict of interest on any of the items on the agenda. No conflicts of interest were disclosed.
- Minutes – October 26, 2016*  
After reviewing the Minutes for the October 26, 2016 meeting and with the requested correction to the spelling for Jae Kim (Spring Hope) and **UPON A MOTION** by Kenneth Jones (Wilson's Mills), second by Brent Wooten (Pinetops) they were unanimously approved.

### Action Items

- Adoption/Approval of FY1718 Planning Work Program (PWP)*  
The FY1718 Planning Work Program (PWP) was presented to the members as approved by both the TCC and NCDOT's Transportation Planning Branch and recommended to the TAC for adoption. After reviewing the PWP and a brief discussion on the FY1718 PWP and **UPON A MOTION** by Kenneth Jones (Wilson's Mills), second by C.B. Brown (Tarboro) the PWP was unanimously adopted and approved.

# UPPER COASTAL PLAIN

## RURAL PLANNING ORGANIZATION

### *Adoption/Approval of the 5-year Work Program*

After reviewing the 5-year Work Program and a brief discussion on the 5-year Work Program and **UPON A MOTION** by Kenneth Jones (Wilson's Mills), second by C.B. Brown (Tarboro) the 5-year Work Program was unanimously adopted and approved.

### **Old Business**

#### 5. *STI Project Prioritization – Review Schedule – Identify new projects – P4 Statistics*

Members were provided the statistics of how STI projects scored across the State in STI P4. It was noted that no rural planning organization had any Statewide Funded dollars programmed within the Draft STIP and that 100% of the Statewide funds went to fund projects located within metropolitan planning organizations boundaries. Mr. Salmons noted that originally the UCPRPO had received \$100 million for the CSX CCX project before it was moved from Johnston County to Edgecombe County which is within the Rocky Mount MPO. It was noted that the criteria seemed to be mostly weighted towards congestion. Mr. Kenneth Jones asked if there was any information about changing the 20% match requirement for non-highway bike and pedestrian projects. He stated that the match may be difficult for some of the smaller communities. It was recommended the TAC adopt a resolution in support of removing the match requirement. It was decided to table the topic for a later date to gather more information.

Members were provided with the STI P5.0 draft project list and schedule. Mr. Salmons explained that he was in the process meeting individually with TCC members to develop a draft project list for review for both the May and July meeting. It was reported that the final STI P5 project list would need to be finalized by September 15, 2017.

#### 6. *CMAQ Project Submittal Deadline March 10, 2017*

It was stated the deadline to submit potential project applications for the FY1819 CMAQ funding is March 10, 2017. Mr. Salmons explained that the Congestion Mitigation Air Quality was a program that provided funding for projects that can prove the ability to improve air quality. The Upper Coastal Plain Rural Planning Organization is currently allocated \$1,319,615 for FY1819 for potential CMAQ projects.

### **New Business**

#### 7. *New Chair/Vice Chair Nominations for FY1718*

**UPON A MOTION** by Kenneth Jones (Wilson's Mills), second by Ted Godwin (Johnston) there was a nomination for Brent Wooten (Pinetops) for Chair of the TAC. By a unanimous vote, Brent Wooten (Pinetops) was elected to Chair. **UPON A MOTION** by Kenneth Jones (Wilson's Mills), second by Ted Godwin (Johnson) there was a nomination for Lu Harvey Lewis for Vice Chair of the TAC. By a unanimous vote, Lu Harvey Lewis (Middlesex) was elected to Vice Chair.

# UPPER COASTAL PLAIN

## RURAL PLANNING ORGANIZATION

### 8. *CMAQ Funding Allocation Resolution for FY1819 Projects*

Mr. Salmons stated that several TCC members attended a one day training workshop about administering CMAQ type projects. The Town of Tarboro was the only municipality planning to submit a project application. Mr. Salmons briefly described the two proposed projects brought forward by the Town of Tarboro. The project(s) selected by the Town of Tarboro were included in a recent Pedestrian Plan completed by the UCPRPO. The TCC recommended that the TAC to adopt a resolution for CAMQ funding be allocated to the Town of Tarboro on condition they provide the required matching funds. **UPON A MOTION** by Kenneth Jones (Wilson's Mills), second by Ted Godwin (Johnston) the resolution to allocate CMAQ funding to the Town of Tarboro's projects was unanimously adopted and approved.

### Reports

### 9. Southeast Area Study–<http://southeastareastudy.com>

Mr. Salmons reported that the SEAS is nearing completion. The final document is still in progress. There is a presentation scheduled for the Johnston County Planners on March 21, 2017 starting at 6:00pm.

### 10. Reminder to TAC of State Ethics Filing Requirements – Due April 17, 2017

Mr. Salmons reported that there has been 6 TAC members who have completed their Ethics filings to date. He asked members to remind their TAC members of the April 17, 2017 deadline.

### 11. US 70 Commission – FS-1604A Feasibility Study (late April design review meeting)

It was reported that the US 70 Commission was scheduled to meet next Thursday on March 16 where Mr. Salmons would provide an update on STI P5 scheduling. Mr. Salmons reported that the US 70 Update to Interstate Standards feasibility study was still under way and would hopefully be available to provide the TAC with an update at their May meeting.

### 12. Hwy 17/64 Association – FS-1504A Feasibility Study

Mr. Salmons reported that he had attended a meeting with the director of the Hwy 17/64 Association with US Representative Butterfield and his staff and they both expressed the importance to upgrading the US 64 corridor to Interstate Standards from Raleigh to the Norfolk, VA area. In addition, both the CSX project and I-95 were highlighted. It was reported that the US 64 upgrade to Interstate Standards feasibility study was still in development and it would be provided to members once completed.

### 13. CCX Rocky Mount Master Plan

Mr. Salmons reported that the goal of CSX is to have the multi-modal rail hub up and running by the end of 2018. In addition, there is currently a master plan ongoing to help identify the impact the new facility will have on the local communities.

### 14. Legislative/STIP Update

House Bill 92 which establishes a Blue-Ribbon Commission to manage and prioritize large cost projects i.e. I-95. Lastly Senate Bill 92 was discussed which would require a maintenance bond for subdivision roads which would help ensure private subdivision roads would be maintained until the NCDOT was able to take ownership and maintenance responsibilities.

# UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

The members were informed of the proposed House Bill 81 which applies additional weighting on the local input during the STI process by lowering the weight provided to NCDOT Divisions. It was asked if the data score weighted heavier towards congestion. Mr. Salmons stated that there was some interest in lowering the weight of congestion especially within the rural communities.

**15. NCDOT Division 4**

Mr. Jimmy Eatmon asked member to start thinking about any new projects that members may be interested in and reminded members now was the time to discuss them as per the P5 project deadline was later this year.

**16. NCDOT Planning Branch**

Mr. Carlos Moya introduced himself and thanked Mr. James Salmons and the UCPRPO for providing the draft PWP to TPB in a timely and professional manner. He asked that if any members had any questions to please let him know.

**Other Business**

*17. TAC Member Comments*

Mr. Ted Godwin thanked Mr. James Salmons for meeting with local communities within Johnston County.

**Public Comment**

*1. Public Comment*

There was no public comment

**Upcoming meeting:**

The next meeting will be based on the release of STI Regional Programmed Projects but is tentatively scheduled for May 8, 2017.

**UPON A MOTION** from Mr. Brent Wooten (Pinetops) was made to adjourn with a second motion was made by Mr. Ted Godwin (Johnston) and the meeting was adjourned.

Respectfully submitted,

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Brent Wooten, TAC Chair

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James M. Salmons, UCPRPO Transportation Planner

# UPPER COASTAL PLAIN

## RURAL PLANNING ORGANIZATION

### Upper Coastal Plain Rural Planning Organization State Transportation Improvement Process P 5.0 2017-2018 Schedule

DATE	ACTION	DESCRIPTION
May-July 2017	RPO Staff and TCC	Solicit new projects from the public and RPO Staff meets with TCC members to add any additional projects submitted.
<b>September 2017</b>	<b>TAC Action</b>	<b>TAC takes action to finalize new project submission list.</b>
September 2017	RPO Staff	Inputs any new projects on SPOTONLINE
September 2017	RPO Staff and TCC	Review Local Input Methodology and make revisions (if required).
November 2017	Public Meeting	TAC/TCC reviews Local Input Methodology and invites public input at the regular November TAC Meeting (if Methodology is revised).
<b>January 2018</b>	<b>TAC Action</b>	<b>TAC takes action on the Local Input Methodology (if Methodology is revised).</b>
March 2018	NCDOT	TIP Unit programs Statewide Projects
<b>April - June 2018</b>	<b>TAC Action</b>	<b>TAC receives and evaluates Public Input at regular TAC Meetings and completes prioritizing of Regional STI Projects.</b>
July-August 2018	NCDOT	SPOT Finalizes Regional Impact Scores and TIP Unit Programs Regional Impact Projects.
<b>September-October 2018</b>	<b>TAC Action</b>	<b>TAC receives and evaluates Public Input at regular TAC Meeting and completes prioritizing of Division STI Projects.</b>
November-December 2018	NCDOT	SPOT Finalizes Division Needs Scores and TIP Unit Programs Division Needs Projects.
January 2019	NCDOT	NCDOT Releases Draft STIP



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RESOLUTION 17-02

**RESOLUTION SUPPORTING THE UPGRADE OF EXIT 107 ON I-95  
WITHIN THE TOWN OF KENLY TO PROVIDE SAFE MOBILITY, EASE  
CONGESTION AND IMPROVE ACCESSIBILITY**

**WHEREAS**, the Nationally Strategic I-95 Corridor is a vital route not only to the Town of Kenly but to the entire United States to provide safe mobility of people and goods along the eastern coast of the United States; and

**WHEREAS**, the US 301 corridor is a benefit to not only the Town of Kenly but to the entire eastern region of North Carolina to provide safe mobility of goods and people along eastern North Carolina; and

**WHEREAS**, the primary route of NC 222 provides citizens of eastern North Carolina a safe corridor of travel for employment, healthcare, shopping, recreation, movement of freight, and other business; and

**WHEREAS**, the Town of Kenly is located at the interchange (Exit 107) of I-95 and US 301; and

**WHEREAS**, the upgrade of I-95 has been identified as a critical project by the Trump Administration and identified to be widened to a six-lane freeway by the recently adopted Comprehensive Transportation Plan (CTP) adopted by Johnston County and other member municipalities; and

**WHEREAS**, a future design of upgrading Exit 107 along I-95 that includes a safe and convenient connection to NC 222 will enhance safety, mobility and economic opportunity for the citizens of the Town of Kenly and eastern North Carolina; and

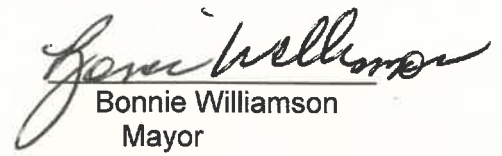
**WHEREAS**, the upgrade of Exit 107 along I-95 will provide safe accessibility to and from US 301 and areas planned for manufacturing and industrial growth; and

**WHEREAS**, the project will improve the I-95 Strategic National and State Corridor that helps businesses, and will enable economic development which creates jobs for smaller communities along US 301.




**NOW, THEREFORE, BE IT RESOLVED** that the Town Council of Kenly hereby supports the upgrade of Exit 107 on Interstate 95 which will include a safe and convenient connection to NC 222.

Adopted by the Town Council during its regular meeting on this the 10th day of April, 2017.

  
Bonnie Williamson  
Mayor

**ATTEST:**

  
Sharon Evans  
Town Clerk

# UCPRPO STI P5.0 REGIONAL Highway Projects DRAFT List

version 5/3/17

SPOT ID	Project Category	TIP#	Route / Facility Name	From / Cross Street	To	Description	Specific Improvement Type	All Divisions	All Counties	P3 Region Score	P4 Division Score	Cost	Status	Proposed Action	
H090224-A	Regional Impact	R-3407A	NC-33	US 64 in Tarboro	NC 42 at Scott'S Crossroads	Widen to Multi-Lanes	1 - Widen Existing Roadway	04, ,	Edgecombe, , ,	25.56	19.28	\$32,069,000.00	NEPA Completed 3/31/10	1	
H090224-B	Regional Impact	R-3407B	NC-33	NC 42 at Scott'S Crossroads	NC 222 at Belvoir Crossroads	Widen to Multi-Lanes	1 - Widen Existing Roadway	02, 04,	Pitt, Edgecombe, ,	21.87	16.55	\$43,200,000.00	NEPA Completed 3/31/10	2	
H090346-C	Regional Impact	U-2561C	NC-43	SR 1613 (Woodruff Avenue)	I-95	SR 1616 (Country Club Road) to I-95. Widen to Multi-Lanes with Curb and Gutter. Section C: SR 1613 (Woodruff Avenue) to I-95.	1 - Widen Existing Roadway	04, ,	Nash, , ,	25.82	18.94	\$18,584,000.00	In STIP	3	
H090470	Regional Impact	U-4424	NC-111 Wilson Street	US 64 Alternate (Western Boulevard)	NC 122 (Mcnair Road)	Widen to Three Lanes	1 - Widen Existing Roadway	04, ,	Edgecombe, , ,	30.60	23.60	\$9,900,000.00	In STIP	4	
H111270	Regional Impact		NC-58	NC 42/Ward Blvd. (SR 1516)	Forest Hills Rd. (SR 1165)	Upgrading NC 58 Between NC 42/Ward Blvd. (SR 1516) and Forest Hills Rd. (SR 1165) to a Five-Lane Facility with Sidewalks and to Provide Accommodations For Bike to Correspond to Proposed Bicycle and Pedestrian Improvements.	1 - Widen Existing Roadway	04, ,	Wilson, , ,	26.90	21.29	\$1,003,000.00	In STIP	5	
H111279	Regional Impact		US-70	US 301	I-95	Provide a 4-Lane Divided Cross Section For This Facility. the Addition of a Median Will Allow For Better Access Control, thereby Providing Higher Mobility For the Facility.	11 - Access Management	04, ,	Johnston, , ,	42.92	35.23	\$8,775,000.00	In STIP	6	
H111282	Regional Impact		- Wilson Signal System	Wilson City Limits	Wilson City Limits	Construct Citywide Signal System in City of Wilson	13 - Citywide Signal System	04, ,	Wilson, , ,	69.73	28.93	\$5,000,000.00	In STIP	7	
H140389	Regional Impact	U-5726	US-301 , NC-96 , NC-39	Booker Dairy Rd	Ricks Rd	This road is currently nearing capacity. The addition of a median will allow for better controlled access which will provide more mobility. Converting the road to 4 lanes with median and sidewalks will also provide safe routes for pedestrians that currently are creating trails along side the road.	4 - Upgrade Arterial to Superstreet	04, ,	Johnston, , ,	36.41	27.08	\$13,317,000.00	In STIP	8	
H141828	Regional Impact		NC-42	SR 1003 (Buffalo Road)	CAMPO/Upper Coastal Plain RPO Boundary at the Wilson County Line	Modernize roadway and operational improvements including widening lanes, improving shoulders, passing lanes, turning lanes, and intersection improvements. (Moving Ahead Project)	16 - Modernize Roadway	04, ,	Johnston, , ,	32.05	24.88	\$12,295,000.00	In STIP	9	
H150256	Statewide Mobility		I-95	I-95	US 701/NC 96	Construct diamond with one loop interchange allowing for future widening of I-95 relocating multiple routes as necessary to construct interchange to current standards	Interchange Improvement	04, ,	Johnston, , ,	35.06	25.28	\$10,912,000.00	In STIP	10	
H090417	Regional Impact	U-3464	US-301 , NC-96	NC 96	SR 1007 (Brogden Road)	NC 96 to SR 1007 (Brogden Road). Widen to Multi-Lanes.	1 - Widen Existing Roadway	04, ,	Johnston, , ,	25.72	18.94	\$31,956,000.00	UCPRPO P4 Points Applied	Keep: Consider revising?	1
H111266	Regional Impact		US-264	US 264	US 264 Alt./NC 42/ Ward Blvd.	Upgrading US 264 Alt. from Airport Blvd. (SR 1320) to US 264 Alt./NC 42/Ward Blvd. (SR 1516) to a Four-Lane Divided Boulevard with a 23 Foot Raised Landscaped Median, Sidewalks, and Wide Outside Lanes with Accommodations For Bikes. the Project Proposal For US264Alt. from US 264 Bypass to Airport Blvd. (SR 1320) includes Measure to Limit Access, Such As a Superstreet Design with Single Phased Lights For Protected Left Turns, Right-ins, Right-Outs, and Limited Driveways.	4 - Upgrade Arterial to Superstreet	04, ,	Wilson, , ,	37.32	27.33	\$18,126,000.00	UCPRPO P4 Points Applied	Keep	2
H111268	Regional Impact		NC-58	SR 1320 (Airport Blvd)	NC 42/Ward Blvd. (SR 1516)	Upgrading NC 58 Between Airport Blvd. (SR 1320) and NC 42/Ward Blvd. (SR 1516) to a Four-Lane Divided Boulevard with a Raised 23 - Foot Median with Bicycle and Pedestrian Lanes, and Curb and Gutter.	11 - Access Management	04, ,	Wilson, , ,	26.32	18.08	\$18,126,000.00	UCPRPO P4 Points Applied	Keep	3
H090182	Regional Impact	R-2700	NC-11	US 64 Relocation North of Bethel	NC 903	Widen to Four Lanes with a Bypass of Oak City on New Location.	6 - Widen Existing Roadway and Construct Part on New Location	01, 04,	Martin, Edgecombe, ,	16.60	11.80	\$16,077,000.00		Keep	4
H111275	Regional Impact		NC-42	US 264/ I-795	Forest Hills Rd. (SR 1165)	Upgrade This Corridor to a Four-Lane Divided Boulevard with a Raised 23-Foot Median with Bicycle and Pedestrian Lanes, and Curb and Gutter. Realignment Is Proposed, As Part of This Project at NC 42/ Old Raleigh Rd. (SR 1136) and Airport Blvd. (SR 1158) Due to the Proximity of This Intersection to Several Schools in the Area.	11 - Access Management	04, ,	Wilson, , ,	25.49	18.07	\$14,578,000.00		Keep	5
H111281	Regional Impact		US-301	US 264 Alt - MLK Parkway	Lipscomb Rd	Upgrade This Facility to a Four-Lane Divided Boulevard with a 23-Foot Raised Landscaped Median, Sidewalks, and Wide Outside Lanes with Accommodations For Bikes.	11 - Access Management	04, ,	Wilson, , ,	47.92	35.23	\$53,507,000.00		Remove: Project in Progress	
H129200-G	Statewide Mobility		I-95	SR 1002 (Long Branch Road)	I-40	Widen Roadway to 8 Lanes.	1 - Widen Existing Roadway	06, 04,	Harnett, Johnston, ,	36.66	25.23	\$143,388,000.00		Trade with Kenly Project	
H129204	Statewide Mobility		I-95	North SR 1001	South of SR 1604	Widen Roadway to 6 Lanes.	1 - Widen Existing Roadway	04, ,	Nash, Wilson, ,	29.37	19.73	\$444,862,000.00		Trade with Potential NC 4 ramp on I-95	
H129205	Statewide Mobility		I-95	South of SR 1604	North of NC 481	Widen Roadway to 6 Lanes.	1 - Widen Existing Roadway	04, ,	Nash, Halifax, ,	32.03	22.05	\$348,801,000.00		Remove: Too expensive	
H140979	Regional Impact		NC-242	US 301	I-40	Widen to 4 lane highway with median and sidewalks (4E Section). Provide a four lane divided cross section for NC 242 North from its junction with US 301 Hwy to its intersection with Interstate 40. The addition of a median will allow for better controlled access which will provide more mobility as the corridor develops in the near future. Recent development and proposed new development in the near future means an increase in AADT thereby creating the need for controlled access for safer mobility.	1 - Widen Existing Roadway	04, ,	Johnston, , ,	24.18	19.39	\$23,603,000.00		Modify to shorten to northern section	6
H141265	Statewide Mobility		US-64	SR 1003 (Rollesville Rd) at Knightdale Bypass	Martin County Line	Upgrade US 64 to Interstate Standards	17 - Upgrade Freeway to Interstate Standards	04, 05,	Edgecombe, Nash, Wake, Franklin	34.21	22.81	\$133,958,000.00		Keep	7
H150861	Statewide Mobility		NC 11	US 264 Byp	US 64	Upgrade roadway to Interstate Standards (Note: Only 4.38% is within UCPRPO boundary)	2- Upgrade Arterial to Freeway/Expressway	04, ,	Pitt, Edgecombe	38.11	17.81	\$144,237,000.00		Mid-East RPO Project	
	Statewide Mobility		I-95	NC 4 Ramp (Exit 145)		Improve ramp to eliviate short radius in preparation for CCX Project	Interchange Improvement	04,	Nash					Additional Project (Nash)	8
	Regional Impact		US 258	SR 1003 (Suggs Rd)	Sara Lee Rd	Widen to Three Lanes	1 - Widen Existing Roadway	04,	Edgecombe					Additional Project (Pinetops)	9
	Statewide Mobility		I-95	US 301 (Exit 107)		Improve intersection to include safe and convenient connection to NC 222	Interchange Improvement	04,	Johnston, , ,					Additional Project (Kenly)	10

- = Recommended new projects
- = Remains on STI List - Project in STIP but not funded and requires re-prioritization in P5
- = Remains on STI List - Project has NEPA work completed

UCPRPO IS ALLOCATED A TOTAL OF 23 PROJECTS TO BE PRIORITIZED IN "P5"

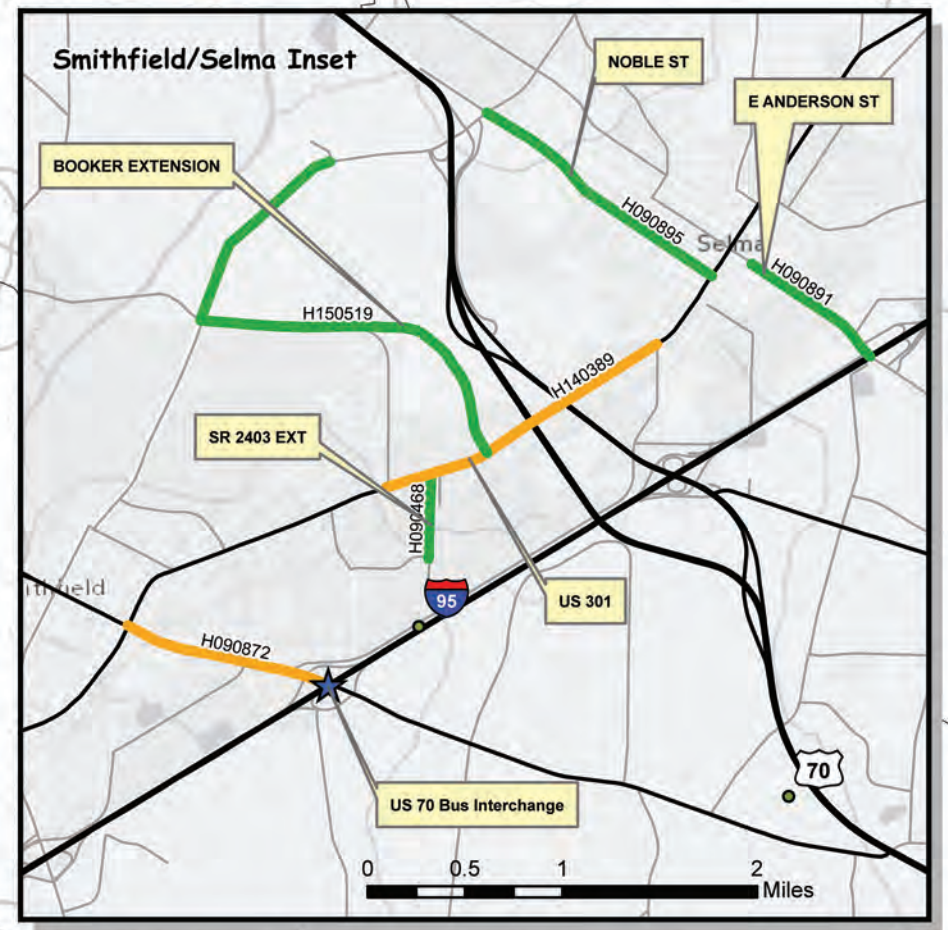
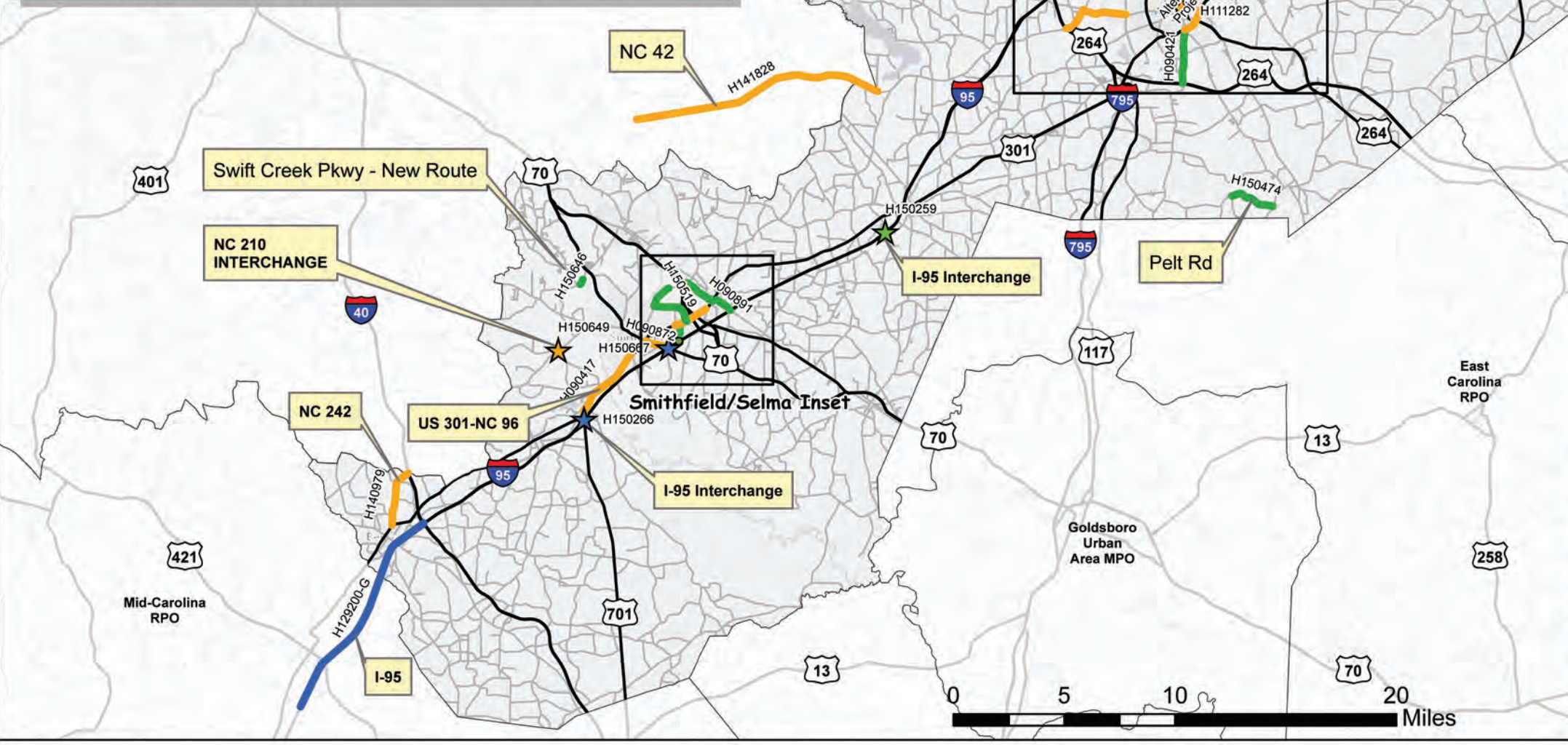
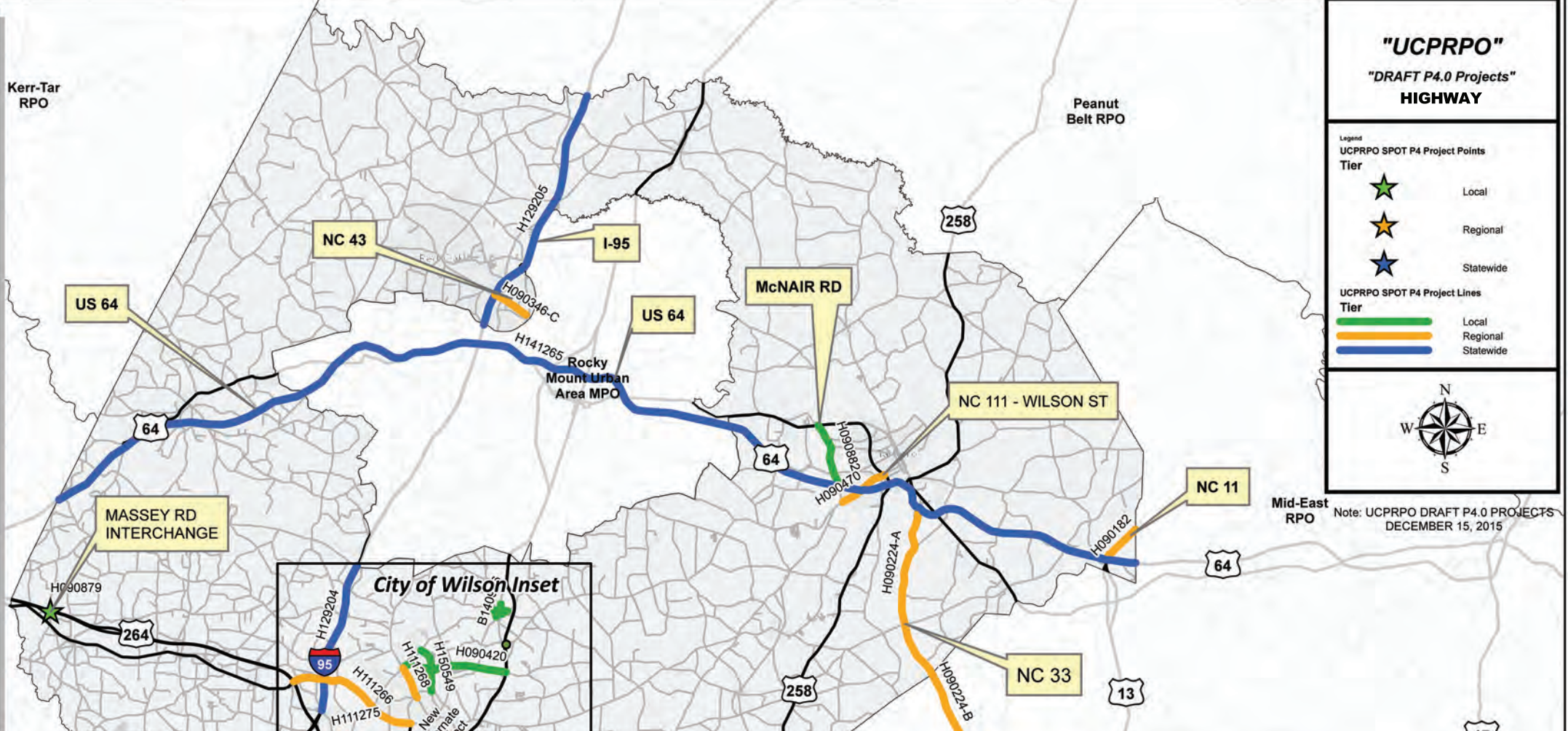
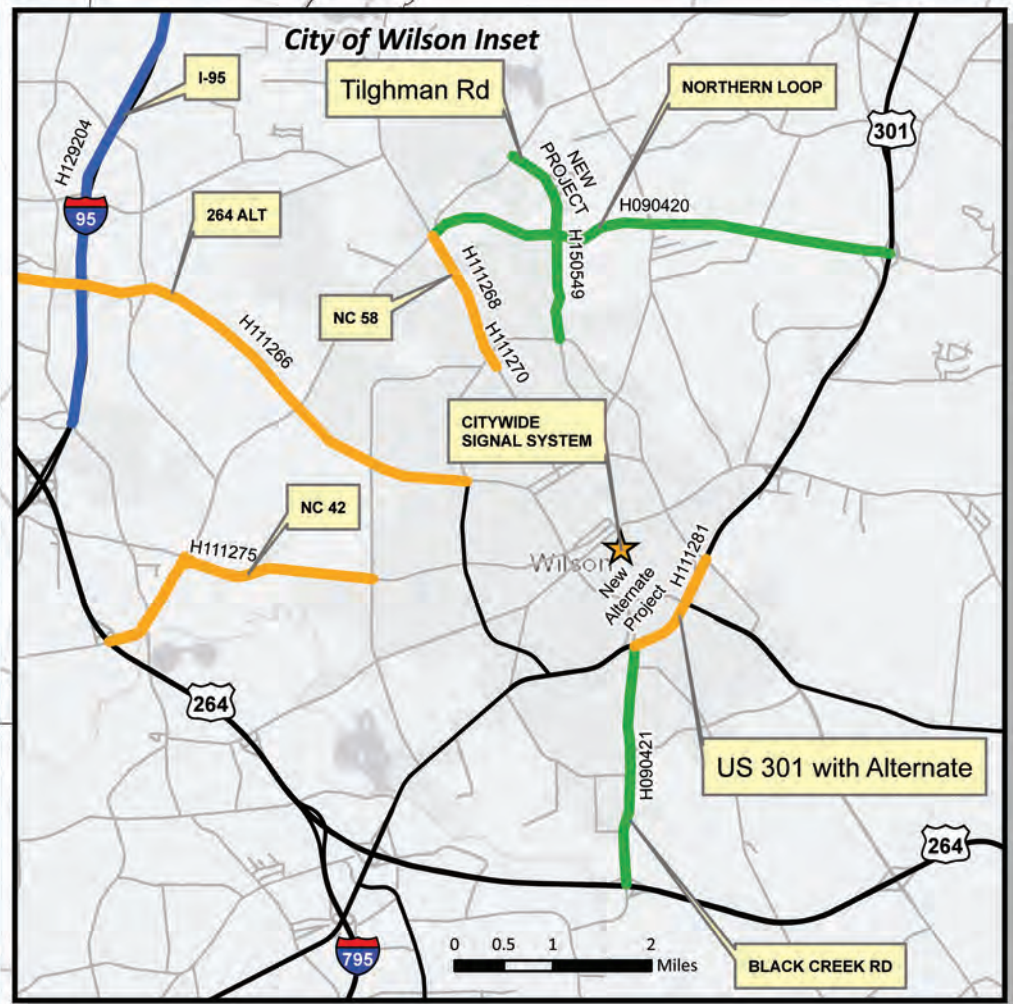
**UCPRPO STI P5.0 DIVISIONAL Highway Projects DRAFT List**

5/3/17

SPOT ID	Project Category	TIP#	Route / Facility Name	From / Cross Street	To	Description	Specific Improvement Type	All Divisions	All MPOs/RPOs	All Counties	P4 Division Score	Cost	Status	Proposed Action
H090882	Division Needs		SR-1207 McNair Road	US 64	US 64 Alternate	Widen McNair Road to Three (3) Lanes from US64 to US 64 Alternate in Edgecombe County.	1 - Widen Existing Roadway	04, ,	Upper Coastal Plain RPO, ,	Edgecombe, ,	6.16	\$16,077,000.00	UCPRPO P4 Points Applied	Keep
H090895	Division Needs		SR-1900 Noble Street	SR 1003 (Buffalo Road)	US 301	Expand to Three(3) Lanes from SR 1003 to US 301	1 - Widen Existing Roadway	04, ,	Upper Coastal Plain RPO, ,	Johnston, ,	10.16	\$8,609,000.00	UCPRPO P4 Points Applied	Keep
H090421	Division Needs	U-3471	SR-1606 Black Creek Road	US 264 Bypass	US 301/264 Alternate (Ward Boulevard)	US 264 Bypass to US 301/264 Alternate (Ward Boulevard). Widen to Multi-Lanes.	1 - Widen Existing Roadway	04, ,	Upper Coastal Plain RPO, ,	Wilson, ,	14.76	\$18,080,000.00		Keep
H090468	Division Needs	U-4419	- New Route - SR 2403 (Component Drive) Extension	Peeden Street	US 301 (Bright Leaf Boulevard)	Peeden Street to US 301 (Bright Leaf Boulevard). Construct Two Lanes on Multi-Lane Right of Way, New Location.	5 - Construct Roadway on New Location	04, ,	Upper Coastal Plain RPO, ,	Johnston, ,	6.44	\$9,680,000.00		Remove - Re: Smithfield
H090879	Division Needs		SR-1124 Massey Road	US 264		interchange Development at US 264 and Massey Road in Nash County	9 - Convert Grade Separation to Interchange	04, ,	Upper Coastal Plain RPO, ,	Nash, ,	3.66	\$11,190,000.00		Remove?: Scores Poorly
H090891	Division Needs		SR-1927 East Anderson Street	Webb Road	I-95	Widen to Three (3) Lanes from I-95 to Webb Street in Johnston County	1 - Widen Existing Roadway	04, ,	Upper Coastal Plain RPO, ,	Johnston, ,	13.48	\$5,234,000.00		Keep
H140772	Division Needs		East Railroad St	Tobacco St	Rock Quarry Rd	Extend Roadway on New Location (Note: Only .32% within Upper Coastal RPO boundary)	5 - Construct Roadway on New Location	04, ,	Rocky Mount MPO, Upper Coastal RPO	Wilson	8.24	\$3,317,000.00		Keep
H150459	Division Needs		SR-1323 - Tilghman Rd	Ward Blvd	SR-1332 - Lake Wilson Rd	Widen from two 10' lanes to a two 14' lane facility with 11' trunk lane, curb and gutter, and 2' paved shoulders with bike lanes and sidewalks. (Cross Section 3B)	1 - Widen Existing Roadway	04, ,	Upper Coastal Plain RPO, ,	Wilson, ,	12.45	\$17,551,000.00		Keep
H150474	Division Needs		Pelt Rd - SR 1632	NC 222	Saint James Church Rd - SR 1631	Raise section of highway out of flood way to help prevent flooding.	11 - Access Management	04,,	Upper Coastal Plain RPO, ,	Wilson, ,	6.71	\$750,000.00		Remove: Scores Poorly
H150636	Division Needs	U-3470	- New Route - Northern Loop	NC 58 (Nash Street)	Tilgham Rd	NC 58 (Nash Street) to US 301 interchange at SR 1426 (Rosebud Church Road). Multi-Lanes on New Location.	5 - Construct Roadway on New Location	04, ,	Upper Coastal Plain RPO, ,	Wilson, ,	12.90	n/a		Modify (City of Wilson)
H150646	Division Needs		SR-1501 - Swift Creek Parkway Improvements	South end entrance of Johnston County airport	North end entrance of Johnston County airport	Add turning lanes into the Johnston County airport and into the existing Industrial park. Approximately 2,000 lf of road widening to add a central turn lane to 2 airport driveways and the neighboring industrial park.	1 - Widen Existing Roadway	04, ,	Upper Coastal Plain RPO, ,	Johnston, ,	12.87	\$990,000.00		Keep
H150661	Division Needs		New Route - Proposed Service Road	US 70 - Mallard Rd	Yleverton Grove Rd	Add new service road parallel to I-95. Approximately 1 mile service road to aid in economic development.	5 - Construct Roadway on New Location	04, ,	Upper Coastal Plain RPO, ,	Johnston, ,	1.81	\$6,928,000.00		Remove: Scores Poorly
	Division Needs		SR 1952 - Southern Nash High Rd	South of southern student drive entrance	Northern entrance	Widen to three (3) Lanes south of southern entrance to current three (3) Lanes and improve southern entrance intersection	1 - Widen Existing Roadway	04,,	Upper Coastal Plain RPO, ,	Nash, ,				Additional Project (Nash)
	Division Needs		- New Route - Northern Loop	Tilgham Rd	US 301 interchange at SR 1436 (Rosebud Church Road)	NC 58 (Nash Street) to US 301 interchange at SR 1426 (Rosebud Church Road). Multi-Lanes on New Location.	5 - Construct Roadway on New Location	04, ,	Upper Coastal Plain RPO, ,	Wilson				Additional Project (City of Wilson)

- = Modified Project
- = Additional project identified
- = Removal Recommended

UCPRPO IS ALLOCATED A TOTAL OF 23 PROJECTS TO BE PRIORITIZED IN "P5"



## "UCPRPO"

### "DRAFT P4.0 Projects" HIGHWAY

Legend

UCPRPO SPOT P4 Project Points

Tier	Symbol	Category
Local	Green Star	Local
Regional	Yellow Star	Regional
Statewide	Blue Star	Statewide

UCPRPO SPOT P4 Project Lines

Tier	Color	Category
Local	Green	Local
Regional	Orange	Regional
Statewide	Blue	Statewide

Note: UCPRPO DRAFT P4.0 PROJECTS  
DECEMBER 15, 2015

## UCPRPO STI P5.0 Non-Highway Projects List

SPOT ID	Mode	Project Category	TIP#	Route / Facility Name	From / Cross Street	To	Description	Specific Improvement Type	All Divisions	All MPOs/RPOs	All Counties	P4 Division Score	Cost	Satus
A130494	Aviation	Division Needs		ETC - Tarboro-Edgecombe Airport			Expand the Corporate Apron by 8,350 SF and construct a 70' X 80' Hangar. (includes Project Request Numbers: 2898 )	2100 - Hangers and Economic Development	04,,	Upper Coastal Plain RPO,,	Edgecombe	58.38	\$513,000	In STIP
A130499	Aviation	Division Needs		JNX - Johnston County Airport			This project provides for construction of Phase I of the new corporate area development. Phase I will include the construction of a new t-hangar area and construction of a new apron. Elements of construction will include clearing and grubbing, grading and drainage, paving, and erosion control measures. (includes Project Request Numbers: 2127 )	1240 - Corporate and T-hanger Taxiways	04,,	Upper Coastal Plain RPO,,	Johnston	51.05	\$3,613,765	In STIP
A150740	Aviation	Division Needs		ETC - Tarboro-Edgecombe Airport			Fuel Farm - Partner Connect Project #3231		04,,	Upper Coastal Plain RPO,,	Edgecombe		\$470,000	
A150741	Aviation	Division Needs		ETC - Tarboro-Edgecombe Airport			T-Hangars & Taxilane - Partner Connect Project #3431	2100 - Hangers and Economic Development	04,,	Upper Coastal Plain RPO,,	Edgecombe	22.01	\$550,000	
A130498	Aviation	Division Needs		JNX - Johnston County Airport			The existing taxiway pavements will be approaching the end of their useful life and require pavement rehabilitation. Assumed design would include a 3" asphalt maintenance overlay. The taxiways will be widened to 50' at this time to conform to C- III standards. (includes Project Request Numbers: 2129 )	1110 - Design	04,,	Upper Coastal Plain RPO,,	Johnston	34.17	\$3,240,000	

T130099	Transit	Division Needs		Johnston County fy16 expansion vehicle			JCATS currently operates a fleet of 31 vehicles. Due to increasing demand, our vehicles are wearing out at a faster rate than we are replacing them, and so, we have fallen behind the curve. We need to add 1 expansion vehicle to include 1 25' LTV.	Expansion-Demand Response	04,,	Upper Coastal Plain RPO,,	Johnston	46.55	\$49,000	
T130137	Transit	Division Needs		Wilson co fy16 vehicle expansion			Project #1 - Wilson County services the residents of Wilson as well those in the county. Wilson County operates 24 hours a day Monday through Friday with limited services on weekends. Wilson County provides transportation services for eight(8) service agencies within Wilson County.	Expansion-Demand Response	04,,	Upper Coastal Plain RPO,,	Wilson	48.76	\$56,500	

B140926	Bike/Ped	Division Needs		Elm City Sidewalk Project	Elementary School	Middle School	Construct sidewalks along Toisnot St, W Main St, and Branch St which connects to Elm City Elementary School and Elm City Middle School		04,,	Upper Coastal Plain RPO,,	Wilson	43.68	\$115,000	
B150570	Bike/Ped	Division Needs		Middlesex Sidewalk Project			Construct sidewalks from down town Middlesex Park to Middlesex Elementary School along W Hanes St.		04,,	Upper Coastal Plain RPO,,	Nash	40.92	\$208,250	
	Bike/Ped	Division Needs		Red Oak Project	N Carriage Rd	Red Oak Battleboro Rd	Construct sidewalks along Red Oak Battleboro Rd-N Old Carriage Rd-Red Oak Blvd. This project will provide a connection between shopping, Red Oak Middle School and the Red Oak/Battleboro Ennis Park		04,,	Upper Coastal Plain RPO,,	Nash			
	Bike/Ped	Division Needs		Pinetops Project	S Sally Jenkins St	Past 16th st	Construct sidewalk wot exent connectivity from GW Carver Elementary School to the Vidant Medical Facility		04,,	Upper Coastal Plain RPO,,	Nash			

= Recommended new projects

# Local Input Point Assessment Review and Recommendations

## *Draft Appendix*

*prepared for*

**North Carolina Department of Transportation**

*prepared by*

**Cambridge Systematics, Inc.**



*April 2017*

## Local Input Point Process – Compliance Review

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The Local Input Point Process Verification and Recommendations Report is based on three different reviews of the P4.0 process: **compliance**, **methodology**, and **statistical**.

- During the **compliance review**, conducted from December 15<sup>th</sup>, 2016 to February 28<sup>th</sup>, 2017, each organization's process within P4.0 was reviewed relative to NCDOT standards in accordance with GS 136-18.42.
- The **methodology review** investigated multiple aspects of all 51 methodologies (19 MPOs, 18 RPOs, and 14 Divisions), identifying methodology types and highlighting best practices that are transferable to all organizations. Details on all methodologies will be provided in Appendix B to the Final Report.
- The **statistical review** assessed the local input point assignment patterns for the 1,877 eligible projects within the Regional Impact and Division Need categories, determining patterns, correlations, and variances within the assignment of local input points. The results of the statistical review will be provided in Appendix C to the Final Report.

Supporting the compliance, methodology, and statistical reviews was direct coordination with MPO, RPO, and Division staff through two questionnaires, and a questionnaire for MPO and RPO policy committee chairs involved in the local input point process. Collectively this research informs the best practices and recommendations presented in the Local Input Point Process Verification and Recommendations report.

**Appendix A, Local Input Point Process – Compliance Review**, presents the findings of the compliance review for all 51 organizations' P4.0 local input point process. The following pages provide a summary of the NCDOT standards upon which the compliance review was conducted, and a summary of benchmarks that Cambridge Systematics (CS) used to determine compliance for each standard for each organization. The assessment for each organization explains the findings of the CS review, and documents organization specific best practices and opportunities to better meet or exceed NCDOT standards.



## NCDOT Standards for the Local Input Point Process

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The following standards have been set by NCDOT for MPOs, RPOs, and Divisions to use in developing methodologies and administering local input point assignment.

1. **Criteria Transparency:** NCDOT requires organizations to identify at least one quantitative and qualitative criteria to be used in the local input point assignment process **for all modes of transportation**. Evaluation criteria should be transparent and understandable to the public by including a weight or measurement for each criteria.
2. **Material Availability:** NCDOT requires each organization to publicize methodologies and final P4.0 local input points on their website and include a statement in the methodology that notifies the public as to how they can access local input materials.
3. **Schedule and Point Dissemination Transparency:** NCDOT requires that each methodology include a description of how the final point assignment will be disseminated and shared with the public, as well as a schedule with targeted completion dates.
4. **Point Assignment Documentation:** Although not explicitly outlined by NCDOT standards, part of ensuring transparency throughout the local input process is confirming that points are assigned based on the methodology and that the reasoning behind point assignment is clear to the public. This measure was reviewed by examining each organization's website to assess the degree to which point assignments could be traced back to criteria listed in the methodology. Please note that because this is not explicitly noted in the NCDOT standard, it is possible to be in compliance, however still have an opportunity for improved transparency.
5. **Point Assignment Deviation Transparency:** Transparency hinges upon public awareness of point assignment. If the TCC or policy committee chooses to assign points in a manner that differs from the quantitative + qualitative methodology, the occurrence and reasoning behind each decision should be documented and disclosed to the public.
6. **Public Review:** NCDOT requires organizations to hold a minimum of one public hearing or meeting AND one public review period throughout the local input point assignment process, that allows sufficient time for consideration of any public comment prior to the TCC or policy committee making the final point assignment."
7. **Consideration of Public Comment:** NCDOT requires methodologies to explain **how** the TCC or policy committee will consider the input of public comments on preliminary point assignment.





## Local Input Point Process Assessment Benchmarks\*

NCDOT Standard	Meets the Standard	Could Improve in this Area
<b>1</b> Criteria Transparency	<ul style="list-style-type: none"> <li>➤ Organization includes a minimum of one quantitative and one qualitative criterion.</li> <li>➤ Criteria are assigned weights and measurements and are presented in a readable way.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Organization is missing either a quantitative or qualitative criterion.</li> <li>➤ Criteria are not assigned weights or measurements, but listed as vague qualitative considerations.</li> <li>➤ The way that evaluation criteria are used to assign local input points is not made clear in the methodology.</li> </ul>
<b>2</b> Material Availability	<ul style="list-style-type: none"> <li>➤ Methodology and P4.0 local input points are accessible via a link on the organization's website.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Methodology and/or P4.0 local input points could not be found via link or search on the website. Note, materials posted in a meeting agenda or minutes were not considered publically available.</li> </ul>
<b>3</b> Schedule and Point Dissemination Transparency	<ul style="list-style-type: none"> <li>➤ Methodology describes how the public can access final point assignments.</li> <li>➤ Methodology includes a schedule or completion dates.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Methodology does not describe how the public can access final point assignments.</li> <li>➤ Methodology does not include a schedule or completion dates.</li> </ul>
<b>4</b> Point Assignment Documentation	<ul style="list-style-type: none"> <li>➤ Exceeds Standard - Organization posts P4.0 local input points showing how each evaluation criteria was scored, enabling review of project rankings and point assignments.</li> <li>➤ Meets Standard/Could Improve - Organization posts P4.0 local input points showing the quantitative score or project ranking, and point assignments, but not the scoring for each criteria. Organizations consistent with this finding will be given check marks in each column.</li> </ul>	<ul style="list-style-type: none"> <li>➤ P4.0 local input points could not be found via link or search on the website, therefore point assignment documentation is unclear. Note, scores and point assignments posted in a meeting agenda or minutes were not considered adequate documentation.</li> </ul>
<b>5</b> Point Assignment Deviation Transparency	<ul style="list-style-type: none"> <li>➤ If a deviation occurred, the reasoning was clearly documented.</li> </ul>	<ul style="list-style-type: none"> <li>➤ A deviation occurred and the reasoning was not clearly documented.</li> <li>➤ It is unknown if a deviation occurred.</li> </ul>
<b>6</b> Public Review	<ul style="list-style-type: none"> <li>➤ Organization holds at least one public hearing or meeting</li> <li>➤ Organization holds at least one public comment period.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Organization does not hold at least one public hearing or meeting.</li> <li>➤ Organization does not hold at least one public comment period.</li> </ul>
<b>7</b> Consideration of Public Comment	<ul style="list-style-type: none"> <li>➤ Methodology clearly describes how the policy committee considers public comment. At a minimum, methodology states that public input is considered by the policy committee.</li> <li>➤ Public input is used as a weighted evaluation criteria.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Methodology does not provide any description of how public input is incorporated.</li> </ul>

\*Note that this evaluation is primarily based on the adopted MPO, RPO, and Division methodologies in addition to a review of material availability and point assignment documentation available through a review of organizations' websites. **This review was conducted from December 15, 2016 – February 28, 2017.** Website content available prior to or after these dates are not included in this assessment. Note that the P4.0 local input point process for the MPOs, RPOs, and Divisions generally covered the period from February 2016 (including internal development and refinement of the local methodology) to final Division Needs point submission in October 2016.



## Upper Coastal Plain RPO (UCPRPO)

**Summary:** UCPRPO evaluates projects based on the quantitative score generated by NCDOT as well as supplemental qualitative criteria that differ by mode. UCPRPO calculates the z-score for each evaluation criterion, and derives the total project scores using a formula that weights the z-score for each criterion. Based on these rankings, UCPRPO assigns the maximum 100 points to all top ranked projects using a target modal mix for both the Regional Impact and Division Needs category.

NCDOT Standard	Meets the Standard	Could Improve in this Area	Explanation
1 Criteria Transparency	✓		Methodology includes the minimum of one quantitative and qualitative criterion. Criteria are assigned weights and measurements.
2 Material Availability	✓		Methodology and P4.0 local input points are easily accessible on the website.
3 Schedule and Point Dissemination Transparency	✓		Methodology includes a schedule and informs readers how to access prioritization materials.
4 Point Assignment Documentation	✓	✓	Website links to a point assignment spreadsheet that shows the quantitative score, total qualitative score, total RPO score, and proposed local input points; however, the relationship between these factors is difficult to discern because the scores for individual criteria are not provided.
5 Point Assignment Deviation Transparency	✓		Methodology includes a deviation clause stating that any deviation from the methodology will be documented with rationale/reasoning and posted on the website. P4.0 deviations were posted on the website and in policy committee meeting materials.
6 Public Review	✓		Organization hosts at least one public hearing and comment period.
7 Consideration of Public Comment	✓		Public input is a weighted evaluation criteria and is also considered by the policy committee in final point assignment.

### Process Highlights

UCPRPO uses public input as a weighted evaluation criteria for each mode of transportation, thereby ensuring that public opinion is reflected in the quantitative process for ranking projects and assigning local input points. Additionally, the methodology includes an example spreadsheet showing how the RPO calculates the final projects scores and rankings.

### To Better Meet NCDOT Standards, UCPRPO Could:

- 4 UCPRPO meets the NCDOT standard, however could include the points assigned to individual criteria when posting the point assignment spreadsheet (like the example posted in the methodology) so that final local input point assignment can be traced back to the methodology.



# CCX Transportation and Freight Master Plan

## Background and Objectives

The Carolinas Gateway Partnership (CGP), the North Carolina Department of Transportation (NCDOT), and North Carolina Department of Commerce (NCDOC) are partnering with CSX to develop the Carolina Connector Intermodal Facility (CCX) in Edgecombe County that will provide intermodal access to Rocky Mount, the Twin Counties (Nash and Edgecombe County), the Triangle, and all of eastern North Carolina. The construction of CCX will also provide rail intermodal access to the Port of Wilmington. In order to maximize the number of jobs created by CCX, the area around the site and transportation connections between the site and other potential freight nodes need to be planned.

## Project Scope

The CCX Freight and Transportation Master Plan is intended to complement and support the mission of project partners to maximize long-term economic benefits that can be realized from public and private investments in and around CCX. The planning process will integrate strategic, transportation, and freight land use considerations around the site and along transportation corridors that link CCX to regional freight nodes. This effort includes:

Development of a **Strategic Plan** to establish the vision, potential, goals and activities required to realize statewide and regional benefits from supportive investments around CCX. The study team will evaluate freight nodes along the CSX rail network, regional highway transportation corridors, industry trends and freight forecasts to identify industries that may benefit from site locations near or connected to the CCX facility. Recommended strategic actions will be defined to address corridor-level freight transportation needs and to attract target industry users to sites served by CCX.

A **Master Plan** of transportation corridor improvements and conceptual land uses surrounding CCX will be prepared. Focusing on targeted industries identified in the Strategic Plan, the team will develop conceptual freight use development scenarios and identify critical highway and railroad links between markets and freight nodes. Recommended transportation capital improvement projects will be identified. Available developable land, transportation access, and utility services needed to attract industry investment will also be identified. A benefit-cost analysis will be performed for each proposed project or program of projects as input to the STI Prioritization 5.0 process. The team will further evaluate projects for eligibility and likely competitiveness under available federal grant programs.

## Stakeholder Coordination

The plan will be developed with input from a Stakeholder Advisory Group and include the following entities:

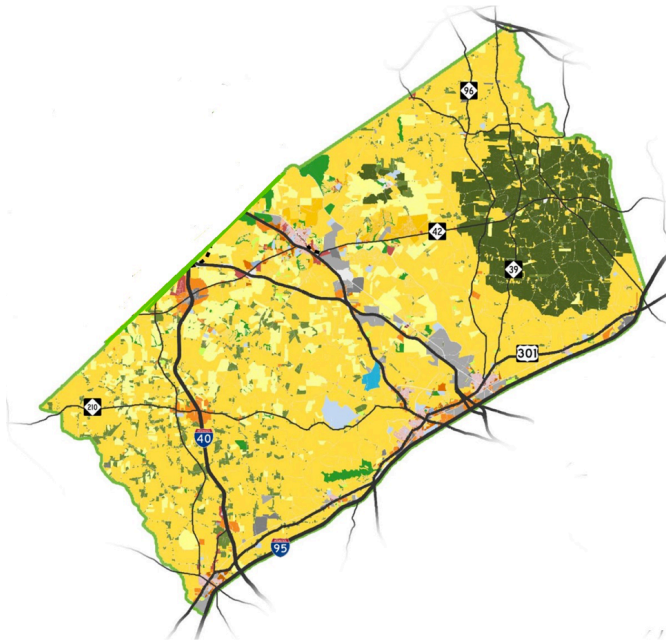
CAMPO	Edgecombe County	NC Department of Agriculture and Consumer Services	North Carolina Chamber
Carolinas Gateway Partnership	Global TransPark	NC Farm Bureau	Rocky Mount Urban Area MPO
City of Rocky Mount	Military Growth Task Force	NC Ports	Upper Coastal Plan RPO
CRTPO	Mt. Olive University, Agribusiness Center	NC State Poole College SCRC	Virginia Port Authority
CSX	Nash County	NCDOT	Wilmington Urban Area MPO
Economic Development Partnership of NC	NC Commerce		

## Implementation Strategies

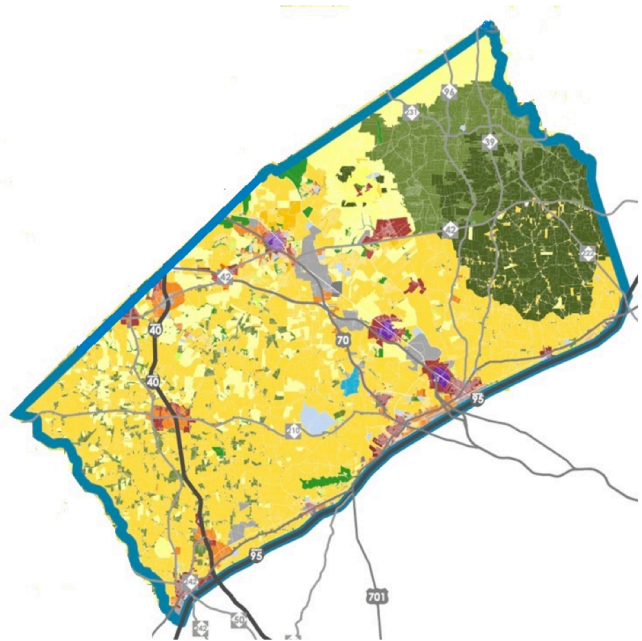
Johnston County: March 20, 2017

The Southeast Area Study has focused on existing and possible future land use patterns, and the impacts of those patterns on transportation systems. Following consideration of current plans and policies, and the goals that have been developed for this area, a Preferred Growth Scenario was constructed to illustrate future land use patterns that would help achieve the area's goals. A key feature of the Preferred Scenario is encouraging additional growth that will be occurring to locate in existing town centers and emerging activity areas. Following is a summary of current Land Use Plans that are in place in and around Garner, compared to the draft Preferred Scenario for this same area.

## Johnston County



Current Land Use Plans



SEAS Preferred Scenario

The SEAS identifies and highlights 18 Implementation Strategies for this area that can help area communities work together to achieve the commonly held preferences for land use outcomes. Following discussions of the Preferred Scenario and the 18 Implementation Strategies, four priority strategies have been identified for each of the 13 jurisdictions in the Study Area as being particularly timely and relevant for that individual jurisdiction.

The three Implementation Strategies that are particularly recommended for consideration by Johnston County are:

- Adjust the County's Future Land Use Plan
- Promote Nodal Development along Key Transportation Corridors
- Coordinate with Economic Development Plans

Descriptions of these strategies appear on the back of this page.

### **Strategy 1: Adjust Future Land Use Plan**

*Update Johnston County's Comprehensive Plan.*

*Include consideration of SEAS recommended Future Land Use Patterns.*

#### Benefits:

- Articulate a vision aligned with neighboring jurisdictions.
- Provide clarity regarding community preferences.
- Provide encouragement and certainty to development community.
- Increase focus on land with access to main transportation corridors.

#### What Can Be Done:

- Increase emphasis on compact, mixed use development at activity centers.
  - Provide policy guidance regarding infrastructure investment.
  - Identify areas for adjustment in zoning regulations
- 

### **Strategy 2: Encourage Development at Nodes along Key Transportation Corridors**

*Adjust Johnston County regulations to encourage concentrated development in identified activity centers along key transportation corridors.*

#### Benefits:

- Encourage development that has a mix of uses that support each other.
- Maximize use of public infrastructure.
- Increase focus on land with access to main transportation corridors.

#### What Can Be Done:

- Create zoning districts and rules to focus on activity centers along highways.
  - Amend zoning map.
- 

### **Strategy 3: Coordinate with Economic Development Plans**

*Pursue options to align policies and regulations with local and regional Economic Development Plans.*

#### Benefits:

- Use land use and transportation tools to help achieve the County's economic goals.
- Help align land use, transportation, and economic development initiatives to best support commonly held objectives.
- Increase focus on intergovernmental and regional economic trends as opportunities.

#### What Can Be Done:

- Work to coordinate infrastructure investment with local economic development priorities.
- Adjust land use plans to promote identified economic development priorities.
- Partner with local municipalities and neighboring jurisdictions to document economic priorities and strategies that align, and work to specifically identify land use and transportation initiatives that would support those priorities.



**UCPRPO PROPOSED Strategic Transportation Investment Act (STI)  
RANKING METHODOLOGY – (12/08/15 Revisions)**

**STI Prioritization 4.0 Background**

Former Governor Bev Perdue set the direction for NCDOT’s current Transportation Reform initiative with Executive Order No. 2 in 2009. This order mandates a professional approval process for project selection. NCDOT created the Strategic Prioritization Process in response. The newly elected Governor McCrory and the North Carolina Department of Transportation continue to support this prioritization process and are committed to improving the quality of life for citizens in North Carolina through transportation. Together, we want to find more efficient ways to better connect all North Carolinians to jobs, health care, education and recreational experiences. The Strategic Transportation Investments Bill (HB817), which was signed into law on June 26, 2013, will help make that possible by better leveraging existing funds to enhance the state’s infrastructure.

The Strategic Transportation Investments (STI) - also called the Strategic Mobility Formula - is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state. It allows NCDOT to use its existing revenues more efficiently to fund more investments that improve North Carolina’s transportation infrastructure, create jobs and help boost the economy.

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.

<b>STI Selection Formula</b>		
<b>Statewide Projects</b>	<b>Regional Projects</b>	<b>Division Projects</b>
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. You may view more information on the Strategic Transportation Investments (STI) at <http://www.ncdot.gov/strategictransportationinvestments/default.html>.

According to the law below, this document will describe how the Upper Coastal Plain Rural Planning Organization will score or rank its applicable projects.

**Session Law 2012-84 amended Section 2 of the General Statutes 136-18 Prioritization Process**

*“The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input.*

***The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization.” - S.L. 2012-84***

## **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 approve the methodology in its January, 2016 meeting. Upon approval there will be a 30 day public comment period where the methodology will be published on the UCPRPO website [www.ucprpo.org](http://www.ucprpo.org). After the 30-day public comment period there will be a public hearing/meeting at the normally scheduled TAC meeting in March, 2016. All public comment will be documented by the RPO staff and considered by the TAC prior to its final approval by the TAC at this meeting.
- 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 March, 2016 meeting. Once the points have been allocated, the preliminary point allocation will be published to the [www.ucprpo.org](http://www.ucprpo.org) website for public review and comment for a 30 day period. The public will be invited to the TAC May 2016 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 July and September 2016.

## **UCPRPO POINT ALLOCATION METHODOLOGY**

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

120 W. Washington St., Suite 2110 Nashville, NC 27856  
252-459-1545 (Ph) • 252-459-1381 (Fax)

**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 UCPRPO will allocate points based upon prioritizing all projects based upon transportation mode and weighted criterion as follows:

<b>Upper Coastal Plain Rural Planning Organization Highway Ranking Criteria – Region and Division</b>	
<b>Quantitative Criteria</b>	<p><b>NCDOT Data-Driven Scores = 20%</b> The data-driven scores provided by NCDOT will be weighted at 20%. <a href="http://www.ncdot.gov/strategictransportationinvestments/">http://www.ncdot.gov/strategictransportationinvestments/</a></p>
<b>Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)</b>	<p><b>Public Comments and Input = 40%</b> 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”. Each TAC member’s prioritization ballot will be available for public view at <a href="http://www.ucprpo.org">www.ucprpo.org</a>.</p> <p><b>Viability of the Project = 40%</b> A viable project is one that is capable of providing growth and development for the local and regional community and has been adopted within the local Comprehensive Transportation Plan (CTP). A project is also viable if it provides connectivity and provides a benefit to multiple communities. For example the project will score higher if it provides connectivity to more than one County or Municipality providing access to more businesses and communities. <b>Project Viability will be measured as follows:</b>  <b>Project is in Comprehensive Transportation Plan (CTP)</b>  <b>Maximum of 50 Points:</b>                      If project is in CTP = 50 Points                      If project is not in CTP = 0 Points</p> <p><b>Project provides Connectivity - Maximum Points 25 Points:</b>                      Regional (Multiple Counties) = 25 points                      County (Multiple Local Governments within one County) = 20 points</p>



	Local (One Local Government) = 15 points
	<b>Upper Coastal Plain Rural Planning Organization</b> <b>Transit Ranking Criteria - Division</b>
<b>Quantitative Criteria</b>	<b>NCDOT Data-Driven Scores = 30%</b> The data-driven scores provided by NCDOT will be weighted at 30%. <a href="http://www.ncdot.gov/strategictransportationinvestments/">http://www.ncdot.gov/strategictransportationinvestments/</a>
<b>Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)</b>	<b>Transit Expansion = 30%</b> This criterion will be applied to transit projects that increase service to citizens versus projects which do not.  <b>Transit Expansion (Service Expansion) Maximum 10 Points:</b> Project Expands Services = 10 Points Project Does Not Expand Service = 0 Points  <b>Public Comments and Input = 40%</b> 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". Each TAC member's prioritization ballot will be available for public view at <a href="http://www.ucprpo.org">www.ucprpo.org</a> for public review.

<b>Upper Coastal Plain Rural Planning Organization</b> <b>Aviation Ranking Criteria – Division</b>	
<b>Quantitative Criteria</b>	<p><b>NCDOT Data-Driven Scores = 20%</b>  The data-driven scores provided by NCDOT will be weighted at 20%.  <a href="http://www.ncdot.gov/strategictransportationinvestments/">http://www.ncdot.gov/strategictransportationinvestments/</a>.</p>
<b>Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)</b>	<p><b>Aviation Operational Improvements = 40%</b>  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><b>Aviation Operational Improvements Maximum 10 Points:</b>  Project provides Operational Improvements = 10 Points  Project Does Not Provide Operational Improvements = 0 Points</p> <p><b>Public Comments and Input and Community Benefit = 40%</b>  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”. Each TAC member’s prioritization ballot will be available for public view at <a href="http://www.ucprpo.org">www.ucprpo.org</a> for public.</p>

<b>Upper Coastal Plain Rural Planning Organization Bike/Pedestrian Ranking Criteria - Division</b>	
<b>Quantitative Criteria</b>	<p><b>NCDOT Data-Driven Scores = 50%</b>            The data-driven scores provided by NCDOT will be weighted at 50%.  <a href="http://www.ncdot.gov/strategictransportationinvestments/">http://www.ncdot.gov/strategictransportationinvestments/</a>.</p>
<b>Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)</b>	<p><b>Connectivity – Gaps and Connectivity = 20%</b>            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><b>Bike/Pedestrian Connectivity - Maximum 10 Points:</b>            Project provides Connectivity and/or Fills Gaps = 10 Points            Project Does Not provide Connectivity and/or Fills Gaps = 0 Points</p> <p><b>Public Comments and Input = 30%</b>            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”. Each TAC member’s prioritization ballot will be available for public view at <a href="http://www.ucprpo.org">www.ucprpo.org</a> for public review.</p>

<b>Upper Coastal Plain Rural Planning Organization Rail Ranking Criteria – Region and Division</b>	
<b>Quantitative Criteria</b>	<p><b>NCDOT Data-Driven Scores = 50%</b>  The data-driven scores provided by NCDOT will be weighted at 50%.  <a href="http://www.ncdot.gov/strategictransportationinvestments/">http://www.ncdot.gov/strategictransportationinvestments/</a>.</p>
<b>Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)</b>	<p><b>Railroad Company/NCDOT Rail Division Support = 30%</b>  This criterion will be applied to Rail projects that have the support of the Railroad Company and/or the NCDOT Rail Division</p> <p><b>Railroad Company/NCDOT Rail Division Support Maximum 10 Points:</b>  Project has support = 10 Points  Project Does have support = 0 Points</p> <p><b>Public Comments and Input = 20%</b>  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”. Each TAC member’s prioritization ballot will be available for public view at <a href="http://www.ucprpo.org">www.ucprpo.org</a> for public review.</p>

## UCPRPO Prioritization Process Schedule: FY 2015-2016

- **November 2015:**
  - a. Projects - Submission of new Transportation Projects to the TCC and TAC Committee meetings. After submittal, all projects will be posted to the UCPRPO web site <http://ucprpo.org/Projects/SPOTProjects.html> for Public Review.
  - b. Methodology - The UCPRPO will develop a SPOT project ranking methodology for preliminary approval by the TAC at its January, 2016 meeting.
  
- **November-January 2015-2016:**
  - a. Projects - Submission of projects will be submitted through NCDOT SPOT ON!ine between October 20, 2015 and November 20, 2015.
  - b. Methodology - The TCC/TAC Committees will present the proposed UCPRPO Ranking Criteria Methodology for public review at the TAC's January, 2016 meeting. The proposed methodology will be posted on the UCPRPO website to provide a 30 day public review period.
  
- **March 2016:**

Methodology - At the TAC meeting a public hearing will be held to consider any public comments on the proposed UCPRPO SPOT 4.0 Prioritization Ranking Criteria Methodology. After considering all public comment the TCC/TAC will then approve the final SPOT 4.0 Prioritization SPOT Quantitative scores will be posted on the UCPRPO website ([www.ucprpo.org](http://www.ucprpo.org)) once received from NCDOT for public review.
  
- **March-May 2016:**

Regional Projects - At the TAC meeting a public meeting will be held to consider any public comments on Regional projects to be scored by the UCPRPO. After the public meeting and receiving/reviewing the SPOT 4.0 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 UCPRPO website for a 30 day public review period. Final point allocation for Regional projects by the TAC will be adopted at the May 2016 TAC meeting.
  
- **June-September 2016:**

Division Projects - At the TCC/TAC meetings a public hearing will be held to consider any public comments on the proposed UCPRPO SPOT 4.0 Scoring. The TCC/TAC will then take into consideration any public comments and approve the projects scores for submittal to NCDOT by the September, 2016 deadline. Final point allocation for Division projects by the TAC will be adopted at the September 2016 TAC meeting.

## Qualitative Public Comment Criteria Measurement:

TAC members will hear from the UCPRPO Community at each of the public hearing/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 repeatedly 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](http://www.ucprpo.org) for a 30 day public review and comment period. Prior to finalizing the project rankings, a public hearing/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 final. Once the ballots have been completed the methodology explained on page 8 "Methodology for Evaluating and Weighting Criterion" will be used to compute the final project rankings and point allocation.

**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

## Methodology for Evaluating and Weighting Criterion:

To weight each criterion, a Z-Score will be computed for each specific criterion. 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. **This method will be applied to all modes of transportation based upon criterion described in pages 3 thru 7.**

Sample Ballot Results - Public Comments Criterion Evaluation						TOTALS		
SPOTID	TAC Member 1	TAC Member 2	TAC Member 3	TAC Member 4	TAC Member 5			
417	2	9	3	9	2	25		
892	9	2	9	3	9	32		
893	4	5	4	6	6	25		
889	5	7	5	4	5	26		
262	6	3	6	5	4	24		
874	3	4	2	2	3	14		
420	8	8	7	7	7	37		
1277	7	6	8	8	8	37		
891	1	1	1	1	1	5		
	45	45	45	45	45	225		
Project Viability Criterion Evaluation Metrics								
SPOTID	Project in CTP Y/N	Project Connectivity	TOTALS					
417	50	25	75					
892	0	25	25					
893	0	20	20					
889	50	15	65					
262	0	15	15					
874	0	25	25					
420	50	20	70					
1277	50	0	50					
891	50	20	70					
	250	165	415					
Sample Evaluation Results for Regional Highway Projects								
SPOTID	Data Driven - Quantitative Score - 20%	Qualitative Score - Public Comments - 40%	Viability Score of Project - 40%	Data Driven Z-Score*	Public Comments Z-Score*	Project Viability Z-Score*	Total Score (Data* X .10) + (Public Comment* X .50) + (Viability* X .40)	UCPRPO Points Given
417	-18.31	25	-75	-1.170155049	7.133560014	-12.03814897	-2.195866591	100
892	-16.94	32	-25	-0.906203509	8.475579642	-2.452294477	2.228073364	
893	-16.11	25	-20	-0.747716742	7.133560014	-1.493709028	2.106397046	
889	-15.83	26	-65	-0.693610345	7.325277103	-10.12097807	-1.257002455	100
262	-15.37	24	-15	-0.606643738	6.941842924	-0.535123579	2.44135899	
874	-8.52	24	-25	0.707799403	6.941842924	-2.452294477	1.937379259	
420	-6.67	37	-70	1.061325717	9.434165091	-11.07956352	-0.445894227	100
1277	-6.15	37	-50	1.162531252	9.434165091	-7.245221722	1.108083598	
891	-5.99	5	-70	1.192673012	3.299218217	-11.07956352	-2.873603518	100
Mean	-12.21	26.11	-46.11					
Standard Deviation	5.22	9.55	24.72					
Note: For the Regional Highway category the lowest 12 z-scoring projects receive the highest prioritization and receive 100 points each. This example highlights the 4 priority projects based on receiving the lowest z-scores as an example only.								

The Formula for computing the Z-Scores is:

$$Z = \frac{X - M}{SD}$$

Z= Z-Score; X=Raw Score; M=Mean; SD=Standard Deviation

The Z-Scores will then be weighted based upon the criterion weights required. Note that in the event of a tie between projects the project with the highest data-driven score will prevail. Once the scores have been tabulated they will be published on the UCPRPO website ([www.ucprpo.org](http://www.ucprpo.org)) for public review.

### **Point Allocation:**

Once scores have been computed for each project, the projects with the lowest Z-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 Z-Scoring highway projects will receive 100 points each.
- Transit – The top single Z-Scoring transit project will receive 100 points.
- Rail – The top single Z-Scoring rail project will receive 100 points.

#### **Division Level Projects**

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

Note: Any points not allocated in non-highway modes will transfer to the next highest Z-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 Z-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](http://www.ucprpo.org)) for public review and comment during the 30 day comment period prior to being finalized.

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## **Final Point Allocation:**

Once the public comment period ends the UCPRPO will hold a public hearing/meeting in May and September, 2016 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](http://www.ucprpo.org)).

**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 4.0, or P4.0) 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 P4.0 Local Prioritization Input Methodology (UCPRPO Strategic Transportation Act (STI) Ranking Methodology (12/08/15 Revisions)), which is in compliance with state law and NCDOT guidance; and

**WHEREAS**, the P4.0 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 \_\_\_\_\_, \_\_\_\_\_.

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Cheryl Oliver, Chair  
Transportation Advisory Committee

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James Salmons, UCPRPO