UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION

November 7, 2017
TCC: 10:30 a.m.
Wilson Operations Center
1800 Herring Ave.
Wilson, NC 27893
252-296-3341

RPO Transportation Coordinating Committee Agenda

1. Welcome & Introductions – Bill Bass – TCC Chair
2. Additions or corrections to Agenda
3. Approval of Minutes September 5, 2017

Decision Items

4. Proposed STI P5 Project Amendment – JCATS Facilities Project
5. UCPRPO STI P5 Methodology
6. Resolution of Support for City of Wilson Bicycle Pedestrian Planning Grant
7. Resolution of Support for NCDOT INFRA Grant Application

Discussion Items

8. NCDOT Proposed Sidewalk and Pedestrian Policy – Recommendations
9. CMAQ Projects FY19
10. CTP Review/Updates

Reports

11. US 70 Commission – NCDOT Eastern NC Flood Study
12. Hwy 17/64 Association – January Meeting in Bethel
13. JCATS Performance Excellence Award
14. Legislative/STIP Update
15. NCDOT Division 4 – High Impact/Low Cost Program
16. NCDOT Planning Branch

Public Comment

17. Public Comment

Other Business

18. TCC Member Comments

Dates of future meetings:

January 9, 2018 March 6, 2018 May 1, 2018 July 10, 2018

Attachments:

1. TCC September 5, 2017 Minutes
2. UCPRPO STI P5 Schedule.pdf
3. UCPRPO Draft P5 Methodology.pdf
4. Resolution of Support City of Wilson Bicycle Pedestrian Planning Grant
5. Resolution of Support NCDOT INFRA Grant Application
6. Draft NCDOT Sidewalk Pedestrian Policy.pdf
7. Complete Streets Policy
8. CMAQ Schedule
9. JCATS Performance Excellence Award

UPPER COASTAL PLAIN
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September 5, 2017

RPO Transportation Coordinating Committee Minutes

Attendance

TCC
Alicia Gregory, Wilson's Mills
Cynthia Jenkins, Edgecombe
Matt Kirkland, Johnston
Jae Kim, Spring Hope
Julie Maybee, Smithfield
Alicia Gregory, Wilson's Mills
Bill Bass, City of Wilson
J. P. Duncan, Wilson
Bill Dreitzler, Smithfield
Adam Tyson, Nash
Tracy Shearin, Red Oak
Troy Lewis, Tarboro
Catherine Grimm, Tarboro

NCDOT
Jimmy Eatmon, NCDOT-Division 4
Jiles Harrell, NCDOT Division 4

Other
Ron Townley, UCPCOG

UCPRPO
James Salmons

Introduction

1. *Welcome & Introductions – Bill Bass – TCC Chair*
   Mr. Bill Bass welcomed everyone and asked everyone to introduce themselves and then called the meeting to order.
2. *Approval of Agenda*
   Mr. Bill Bass asked if everyone had an opportunity to review the agenda and asked if anyone had any additions to be made to the agenda. Being none and **UPON A MOTION** by Tracy Shearin (Red Oak), second by Matt Kirkland (Johnston) the agenda was unanimously approved as written.
3. *Minutes – July 25, 2017*
   After reviewing the Minutes for the July 25, 2017 TCC meeting and **UPON A MOTION** by Matt Kirkland (Johnston), second by J.P. Duncan (Wilson) the minutes were unanimously approved.

New Business

4. *Proposed STI P5 Project list for adoption and recommendation to TAC*
   Members were provided with a proposed list of projects to submit for the STI P5 Prioritization process. It was explained that there was a request from the Town of Micro to add an additional pedestrian project to the list. Having no objections, the Micro project was added to the list. Mr. Troy Lewis requested that the Tarboro Airport project A150741be replaced with a project to extend the existing runway with the Partner Connect number 3771. Having no objections, the Tarboro Aviation project A150741 was replaced with Partner Connect number 3771. After reviewing the list of highway projects it was understood that the UCPRPO had one additional highway project slot available to add an additional highway project to the list. After members reviewed the list it was recommended by Cynthia Jenkins to include the Princeville US 64 west off ramp as an additional project. With no objections, the US 64 Princeville west off ramp was added. **UPON A MOTION** by Cynthia Jenkins (Edgecombe), second by Jimmy Eatmon (Division 4) the STI P5 project list was unanimously approved with the following additional project modifications:
   a. Additional pedestrian project for the Town of Micro.
   b. Trade Tarboro Airport project A150741 with Partner Connect project 3771.
   c. Add the Princeville US 64 west off ramp as an additional highway project.
5. *UCPRPO STI P5 Methodology*
   All members were provided the Draft UCPRPO STI P5 Local Methodology for review. Mr. Salmons explained that the methodology is used to establish a process to be used to submit local input points

for selected projects for prioritizing STI P5 projects. He stated the deadline to submit the methodology to NCDOT would be in January 2018. Therefore, if any members were interested in updating or modifying the methodology to be prepared to do so at the next TCC meeting scheduled for November 7, 2017. There was a detailed review and discussion on the current methodology and Comprehensive Transportation Plans (CTPs) and their adoption process. There were no specific recommendations for changes to the UCPRPO STI P5 Methodology at this time.

Reports

6. *NCDOT Proposed Sidewalk and Pedestrian Policy – Local Cost Share*
Members were provided with a Draft Sidewalk and Pedestrian Policy that NCDOT is currently reviewing. It was pointed out the change in the amount of local match required by local municipalities or counties and would be based on population.

7. *US 70 Commission – FS-1604A Feasibility Study*
Mr. Salmons reported that the design team for upgrading US 70 to Interstate 42 from Wilson's Mills to the Wayne County line met August 29th to provide a review of the proposed design. He highlighted the fact that the purpose of the Feasibility Study was not to produce a final design for the project but to provide a general review of the potential project and what are the potential impacts and cost of the project. The next US 70 Commission was scheduled to be held on September 21, 2017. In addition, the design team is scheduled to provide the TAC a presentation on the proposed design at their next TAC meeting scheduled for September 13, 2017.

8. *Hwy 17/64 Association – FS-1504A Feasibility Study*
http://www.ucprpo.org/Documents/feasibility/Feasibility-Study_1504A_Report(Draft)_Apr2017.pdf
Mr. Salmons recommended members review the feasibility study produced for upgrading US 64 from Wake County to Williamston to Interstate Standards. In addition the Hwy 17/64 Association was scheduled to meet again September 20, 2017.

9. *Legislative/STIP Update*
The final updated FY1827 STIP was approved at the NCDOT BOT August meeting. The updated STIP included widening I-95 South of Benson to 6 or 8 lanes. In addition the NC 4 Interchange improvements north of Rocky Mount was also included in the updated STIP FY1827

10. *NCDOT Division 4*
Mr. Jimmy Eatmon reported that Division 4 Engineer Tim Little has been promoted to NCDOT Chief Engineer. Mr. Ronnie Keeter will replace Tim Little as the new Division 4 Engineer.

11. *NCDOT Planning Branch*
There were no TPB comments.

Public Comments

12. There were no public comments

Other Business

13. *TCC Member Comments*
There were no TCC comments.

Upcoming meeting:
Mr. Salmons stated the next meeting would be an opportunity to propose modifications to the UCPRPO STI P5 Local Methodology.

UPON A MOTION from Tracey Shearin (Red Oak) was made to adjourn and a second motion was made by Catherine Grimm (Tarboro) and the meeting was adjourned.

Respectfully submitted,

_____ _____

Bill Bass, TCC Chair James M. Salmons, UCPRPO

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.
September 2017	**TAC Action**	**TAC takes action to finalize new project submission list.**
September 2017	RPO Staff	Inputs any new projects on SPOTONL!ne
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).
January 2018	**TAC Action**	**TAC takes action on the Local Input Methodology (if Methodology is revised).**
March 2018	NCDOT	TIP Unit programs Statewide Projects
April - June 2018	**TAC Action**	**TAC receives and evaluates Public Input at regular TAC Meetings and completes prioritizing of Regional STI Projects.**
July-August 2018	NCDOT	SPOT Finalizes Regional Impact Scores and TIP Unit Programs Regional Impact Projects.
September-October 2018	**TAC Action**	**TAC receives and evaluates Public Input at regular TAC Meeting and completes prioritizing of Division STI Projects.**
November-December 2018	NCDOT	SPOT Finalizes Division Needs Scores and TIP Unit Programs Division Needs Projects.
January 2019	NCDOT	NCDOT Releases Draft STIP

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

STI P5 JCATS Facility Project Amendment

SPOT Online

Edit Project | Cancel

Navigation Wizard

- Project type
- Route
- Map Sketch
- Details
- Cost
- Score
- Summary

7 Summary

Spot Id	Improvement Type	Route/Facility Name
T171935	9 - Facility - Maintenance	JCATS Admin/Maintainance Facility

Route	
Primary Purpose	To provide additional maintenance and admin capacity to the JCATS facility. From 2006 to 2015, JCATS has experienced tremendous growth in the number of trips it provides. In Fiscal Year (FY) 2015, JCATS provided more than 102,000 trips. In a given month, JCATS provides nearly 8,000 trips. From 2010 to 2015, JCATS ridership increased at a rate of just over 1.5% per year.
Route/Facility Name	JCATS Admin/Maintainance Facility
Project Description	Construct new Admin/Maintenance Facility
State Share	10
Local Share	10
Federal Share	80
Other Share	0
Transit System Legal Name	Johnston County Council on Aging, Inc.
Contact Person	Neal Davis
Contact Phone Number	919-202-5030
Contact Email Address	neal@cssjohnston.org
First MPO/RPO	Upper Coastal Plain RPO
First MPO/RPO Percent	60
Second MPO/RPO	Capital Area MPO
Second MPO/RPO Percent	40
First Division	Division 4
First Division Percent	100
Details	
New facility or expansion of existing	Expansion
Number of additional trips generated by project, 10 years in the future with project and growth (2027)	13400
Number of vehicles at facility with project	31
Number of bays at facility with project	3
Cost	
Estimated Total Project Cost	$ 6,845,094
Other Funding Sources	
Local County	$ 684,509
Federal Funds	$ 5,476,075
Cost To NCDOT	**$ 684,510**
Score	

← Previous | Save & Return to Map View

UPPER COASTAL PLAIN
RURAL PLANNING ORGANIZATION

UCPRPO PROPOSED Strategic Transportation Investment Act (STI) RANKING METHODOLOGY – (8/28/17 Revisions)

STI Prioritization 5.0 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.

STI Selection Formula

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

All modes of capital transportation projects must compete for funding including highways, transit, aviation, rail, and bike/pedestrian. 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, 2018 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. After the 30-day public comment period there will be a public hearing/meeting at the normally scheduled TAC meeting in March, 2018. 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 April, 2018 meeting. Once the points have been allocated, the preliminary point allocation will be published to the www.ucprpo.org website for public review and comment for a 30 day period. The public will be invited to the TAC May 2018 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 2018.

UCPRPO POINT ALLOCATION METHODOLOGY

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

UCPRPO POINT ALLOCATION
REGIONAL PROJECTS

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

UCPRPO POINT ALLOCATION
DIVISION PROJECTS

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

Note: All projects receiving points will receive the maximum 100 points allowed per project. The UCPRPO will allocate points based upon prioritizing all projects based upon transportation mode and weighted criterion as follows:

	Upper Coastal Plain Rural Planning Organization **Highway Ranking Criteria – Region and Division**
Quantitative Criteria	**NCDOT Data-Driven Scores = 20%** The data-driven scores provided by NCDOT will be weighted at 20%. http://www.ncdot.gov/strategictransportationinvestments/
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	**Public Comments and Input = 40%** The TAC will consider all public input and comments provided to them during open meetings. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section "Qualitative Public Comment Criteria Measurement". Each TAC member's prioritization ballot will be available for public view at www.ucprpo.org. **Viability of the Project = 40%** 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. **Project Viability will be measured as follows**: **Project is in Comprehensive Transportation Plan (CTP)** **Maximum of 50 Points**: If project is in CTP = 50 Points If project is not in CTP = 0 Points **Project provides Connectivity - Maximum Points 25 Points:** Regional (Multiple Counties) = 25 points County (Multiple Local Governments within one County) = 20 points

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

	Upper Coastal Plain Rural Planning Organization Aviation Ranking Criteria – Division
Quantitative Criteria	**NCDOT Data-Driven Scores = 20%** The data-driven scores provided by NCDOT will be weighted at 20%. http://www.ncdot.gov/strategictransportationinvestments/.
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	**Aviation Operational Improvements = 40%** This criterion will be applied to aviation projects that improve operational improvements that make the airport safer and/or increases capacity or addresses deficiencies in the facility. **Aviation Operational Improvements Maximum 10 Points:** Project provides Operational Improvements =10 Points Project Does Not Provide Operational Improvements = 0 Points **Public Comments and Input and Community Benefit = 40%** The TAC will consider all public input and comments provided to them during open meetings provided by both the public and RPO Aviation Agencies. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section "Qualitative Public Comment Criteria Measurement". Each TAC member's prioritization ballot will be available for public view at www.ucprpo.org for public.

	Upper Coastal Plain Rural Planning Organization Bike/Pedestrian Ranking Criteria - Division
Quantitative Criteria	**NCDOT Data-Driven Scores = 50%** The data-driven scores provided by NCDOT will be weighted at 50%. http://www.ncdot.gov/strategictransportationinvestments/.
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	**Connectivity – Gaps and Connectivity = 20%** This criterion will be applied to Bike/Pedestrian projects that provide connection or alleviates gaps in connecting principle points such as churches, employment center, shopping, and or schools… etc. **Bike/Pedestrian Connectivity - Maximum 10 Points:** Project provides Connectivity and/or Fills Gaps = 10 Points Project Does Not provide Connectivity and/or Fills Gaps = 0 Points **Public Comments and Input = 30%** The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section "Qualitative Public Comment Criteria Measurement". Each TAC member's prioritization ballot will be available for public view at www.ucprpo.org for public review.

	Upper Coastal Plain Rural Planning Organization Rail Ranking Criteria – Region and Division
Quantitative Criteria	**NCDOT Data-Driven Scores = 50%** The data-driven scores provided by NCDOT will be weighted at 50%. http://www.ncdot.gov/strategictransportationinvestments/.
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	**Railroad Company/NCDOT Rail Division Support = 30%** This criterion will be applied to Rail projects that have the support of the Railroad Company and/or the NCDOT Rail Division **Railroad Company/NCDOT Rail Division Support Maximum 10 Points:** Project has support = 10 Points Project Does have support = 0 Points **Public Comments and Input = 20%** The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section "Qualitative Public Comment Criteria Measurement". Each TAC member's prioritization ballot will be available for public view at www.ucprpo.org for public review.

UCPRPO Prioritization Process Schedule: FY 2017-2018

- **September 2017:**
    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/SPOT.html for Public Review.
    b. Methodology - The UCPRPO will develop a SPOT project ranking methodology for preliminary approval by the TAC at its January, 2018 meeting.

- **July-January 2017-2018:**
    a. Projects - Submission of projects will be submitted through NCDOT SPOT ON!ine between July, 2017 and September 30, 2017.
    b. Methodology - The TCC/TAC Committees will present the proposed UCPRPO Ranking Criteria Methodology for public review at the TAC's January, 2018 meeting. The proposed methodology will be posted on the UCPRPO website to provide a 30 day public review period.

- **January 2018:**
  Methodology - At the TAC meeting the public will be heard and comments will be considered on the proposed UCPRPO SPOT 5.0 Prioritization Ranking Criteria Methodology. After considering all public comment the TCC/TAC will then approve the final methodology. The final SPOT 5.0 Prioritization SPOT Quantitative scores will be posted on the UCPRPO website (www.ucprpo.org) once received from NCDOT for public review.

- **April-June 2018:**
  Regional Projects - At the TCC/TAC meetings, members will hear and consider any public comments on Regional projects to be scored by the UCPRPO. After hearing public comments and receiving/reviewing the SPOT 5.0 scores for the projects, all projects will be scored utilizing the adopted Ranking Methodology and the preliminary results of the scores will be posted on the UCRPO website for a 30 day public review period. Final point allocation for Regional projects by the TAC will be adopted at the June 2018 TAC meeting.

- **September-October 2018:**
  Division Projects - At the TCC/TAC meetings, members will hear and consider any public comments on Division projects to be scored by the UCPRPO for SPOT P5 projects. The TCC/TAC will then take into consideration any public comments and approve the projects scores for submittal to NCDOT by the October, 2018 deadline. Final point allocation for Division projects by the TAC will be adopted at the October 2018 TAC meeting.

Qualitative Public Comment Criteria Measurement:

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

Along with input from the UCPRPO Community, members will be able to view the data-driven scores provided by NCDOT during this process. It will be the TAC members' responsibility to prioritize projects based upon each required criterion for each mode of transportation. TAC members will base their rankings upon facts that the projects have been discussed 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 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 criterions 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 Evaluta

SPOTID	TAC Member 1	TAC Member 2	TAC Member 3	TAC Member 4	TAC Member 5	TOTALS
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 Evalutaion 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 Evalutation Results for Regional Highway Projects

SPOTID	Data Driven - Quantatative Score - 20%	TAC 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) 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) for public review and comment during the 30 day comment period prior to being finalized.

Final Point Allocation:

Once the public comment period ends the UCPRPO will hear from the public at their regularly scheduled meetings in June and October, 2018 to hear final public input. Afterwards the TAC will be asked to approve the final point allocation. All public comments received and all final point assignments and any justification/rationale for point assignment which deviates from this local Methodology will be placed on the UCPRPO website (www.ucprpo.org) and documented in meeting minutes.

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 5.0, or P5.0) 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 P5.0 Local Prioritization Input Methodology (UCPRPO Strategic Transpiration Act (STI) Ranking Methodology (8/28/17 Revisions)), which is in compliance with state law and NCDOT guidance; and

WHEREAS, the P5.0 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 _____, _____.

_____

Brent Wooten, Chair
Transportation Advisory Committee

_____

James Salmons, UCPRPO

RESOLUTION IN SUPPORT FOR THE CITY OF WILSON – BICYCLE AND PEDESTRIAN PLANNING GRANT

WHEREAS the North Carolina Department of Transportation (NCDOT) Division of Bicycle and Pedestrian Transportation and the Transportation Planning Branch created an annual matching grant program – the Bicycle and Pedestrian Planning Grant Initiative – to encourage municipalities to develop comprehensive bicycle and pedestrian plans; and

WHEREAS all municipalities within North Carolina are eligible to apply for a joint bicycle and pedestrian plan; and

WHEREAS a resolution by the local MPO and RPO organizations is required to apply for the Bicycle and Pedestrian Grant Application; and

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

WHEREAS the City of Wilson with a population of 49,620 and is located in Wilson County and is included within the planning boundary of the Upper Coastal Plain Rural Organization; and

WHEREAS the City of Wilson intends to apply for a Bicycle and Pedestrian Planning Grant; and

WHEREAS the citizens of the Upper Coastal Plain Rural Planning Organization share a community interest with the City of Wilson for providing healthy alternative modes of transportation, employment, a healthy environment, shopping and recreation, and business within the City of Wilson; and

THEREFORE BE IT RESOLVED that the Upper Coastal Plain Rural Planning Organization endorses and supports the City of Wilson's Bicycle and Pedestrian Planning Grant.

Adopted this _____ day of _____, 2017.

_____
Bill Bass, TCC Chairman
Upper Coastal Plain Rural Planning Organization

RESOLUTION IN SUPPORT FOR THE I-95/US 70 Innovative Technology and Rural Mobility Corridor Improvements – INFRA Grant

WHEREAS the North Carolina Department of Transportation (NCDOT) proposes I-95/US 70 Innovative Technology and Rural Mobility Corridor Improvements.; and

WHEREAS this investment in the infrastructure of Eastern North Carolina will have a long-lasting, positive impact on the economy, mobility, and safety of the region.
; and

WHEREAS the I-95 section of the Project will increase safety, bring key portions of the facility into a state of good repair and up to current design standards, add capacity and increase the flow of traffic on this national artery in North Carolina. These improvements will ensure connections between the Southeast, Mid-Atlantic, Northeast, military installations, and international ports on the eastern seaboard are maintained and enhanced.
; and

WHEREAS the US 70 (future I-42) portion of the Project completes the last two remaining gaps between I-40 and the eastern terminus of the Havelock Bypass to bring the entire stretch of road up to freeway standards. This will be the culmination of a decades-long effort to develop this facility to serve Eastern North Carolina both economically and in times of need, as US 70 serves as an evacuation route during severe storms; and

WHEREAS the plan to install the conduit and fiber backbone within the project's right of way along these portions of I-95 and US 70 will enable service within these critical corridors. This infrastructure improvement will provide capacity for current and future needs, allow for modernization of public safety centers, and provide the environment for connected and autonomous vehicles, among its many benefits; and

WHEREAS while each component of the Project can stand alone, the greatest benefits are realized when the two investments are jointly made. The ITS features included in the Project would facilitate detours when adverse circumstances close I-95 for hours at a time. The communications coverage provided with US 70 and I-95 could easily be extended to include the southern portion of US 117 between I-40 and US 70. Collectively, by wiring this "triangle" near the center of I-95 as it traverses the state, NCDOT would have the ability to analyze and manage traffic capacity in real time using the IT enhancements in response to crash and natural hazard events; and

WHEREAS that Upper Coastal Plain Rural Planning Organization provides transportation planning for the four counties in of Edgecombe, Johnston, Nash, and Wilson within Eastern North Carolina; and

THEREFORE BE IT RESOLVED that the Upper Coastal Plain Rural Planning Organization endorses and strongly supports the I-95/US 70 Innovative Technology and Rural Mobility Corridor Improvements project and the North Carolina Department of Transportation's application for federal INFRA Grant funding to accelerate its construction.

Adopted this ____day of _____, 2017.

_____
Bill Bass, TCC Chairman
Upper Coastal Plain Rural Planning Organization

SIDEWALK AND PEDESTRIAN POLICY

NCDOT POLICY (#)
Policy number assigned by the Governance Office upon final approval.

Business Category: Transit	Business Area: Bike/Ped	
Approval Date: 3/19/1999	Last Revision Date: 2/20/2017	Next Review Date: 2/20/2021
Authority: Select all that apply: ☐ N/A ☒ Requires Board approval ☐ Requires FHWA approval ☐ Requires other external agency approval: Click here to enter external agency name(s).		Policy Owner: Bike/Ped

Definitions: In this policy unless otherwise stated the following terms will have the following meaning:

1) Hazard - is defined as a situation when pedestrian movements are physically blocked in a manner which forces pedestrians to use another mode of transportation or walk in an automobile traffic lane (parallel with the automobile traffic) to pass a barrier.

Purpose: To provide statewide uniformity in the construction of sidewalks on roadway projects.

Policy: This policy establishes guidelines for sidewalk replacement due to highway improvement. It is the policy of the Department of Transportation to replace existing sidewalks disturbed as a result of a highway improvement. In addition, the Department of Transportation is authorized to construct new sidewalks adjacent to State highway improvement projects at the request of the municipality provided the municipality agrees to reimburse the Department of Transportation for the actual construction cost of the sidewalks. Maintenance of sidewalks will be the responsibility of the municipality.

These guidelines provide an updated standard for implementing the Pedestrian Policy adopted by the Board of Transportation in August 1993 and the Board of Transportation Resolution September 8, 2000. The resolution reaffirms the Department's commitment to improving conditions for bicycling and walking, and recognizes non-motorized modes of transportation as critical elements of the local, regional, and national transportation system. The resolution encourages North Carolina cities and towns to make bicycling and pedestrian improvements an integral part of their transportation planning and programming.

The Pedestrian Policy addresses TIP projects and makes an important distinction between "considering the needs of pedestrians to avoid creating hazards to pedestrian movements" and the concept of "facilitating pedestrian movements for other reasons."

HAZARDS

The concept of "not creating a hazard" is intended to allow municipalities to have the flexibility to add pedestrian facilities as a part of the project, or in the future after the TIP project is complete. Our current standard cross sections generally do not create barriers for pedestrian movements.

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Preventing Hazards

- If there is evidence that a TIP project would create a hazard to existing pedestrian movements, the DOT will take the initiative to not create the hazard. However, if there is no evidence that a TIP project would create a hazard to existing pedestrian movements, the municipality will need to prove there will be pedestrian movements which will be affected within five years by the hazard created by the TIP project.

QUALIFYING THE NEED FOR PEDESTRIAN FACILITIES

Planning studies should evaluate the need for pedestrian facilities based on the degree to which the following criteria are met.

1. Local Pedestrian Policy
2. Local Government Commitment
3. Continuity and Integration
4. Location
5. Generators
6. Safety
7. Existing or Projected Pedestrian Traffic

REQUIREMENTS FOR DOT FUNDING:

Replacing Existing Sidewalks

- The DOT will pay 100% of the cost to replace an existing sidewalk which is removed to facilitate the roadway improvements.

TIP Incidental Projects

- Defined: Incidental pedestrian projects are defined as TIP projects where pedestrian facilities are included as part of the roadway project.

Requirements:

The municipality and/or county notifies the Department in writing of its desire for the Department to incorporate pedestrian facilities into project planning and design. Notification states the party's commitment to participate in the cost of the facility as well as being responsible for all maintenance and liability. Responsibilities are defined by agreement. Execution is required prior to contract let.

The municipality is responsible for evaluating the need for the facility (i.e.: generators, safety, continuity, integration, existing or projected traffic) and public involvement.

Written notification must be received by the Project Final Field Inspection (FFI) date. Notification should be sent to the Project Engineer and the agreements section of the Transportation Program Unit. Requests received after the project FFI date will be incorporated into the TIP project, if feasible, and only if the requesting party commits by agreement to pay 100% of the cost of the facility.

Due to the technical difficulty of describing justification for pedestrian facilities, the committee chose a cost sharing approach to provide cost containment for the pedestrian facilities. The DOT may share the incremental cost of constructing the pedestrian facilities if the "intent of the criteria" are met. Only improvements that have a sidewalk adjacent to it will be included in the total project construction cost. Additionally, the cost of bridges will be funded entirely by the DOT. This total project construction cost does not include the construction cost of any incidental pedestrian facilities. A cost sharing approach is used to demonstrate the Department's and the municipality's/county's commitment to pedestrian transportation (sidewalks, multi-use trails and greenways). The matching share is a sliding scale based on population as follows:

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a. Municipalities will cost chare according to the following chart:

MUNICIPAL POPULATION	PARTICIPATION DOT	LOCAL
>100,000	50%	50%
50,000 to 60,000	60%	40%
10,000 to 50,000	70%	30%
<10,000	80%	20%

b. Counties or other interested parties will cost share according to the following chart:

COUNTY/OTHER POPULATION	PARTICIPATION DOT	LOCAL
>60,000	60%	40%
40,000 to 60,000	70%	30%
20,000 to 40,000	80%	20%
<20,000	90%	10%

Note: The cost of bridges will not be included in the shared cost of the pedestrian installation if the Department is funding the installation under provision 6 – pedestrian facilities on bridges.

Note: Municipalities of greater than 10,000 population that are located within a Transportation Management Area (urbanized area > 200,000 population) may petition their respective Metropolitan Planning Organization (MPO) to fund the pedestrian improvement with a combination of 80% MPO-managed federal funds (such as STPDA) and 20% local match, in lieu of the above cost sharing approach. The MPO's governing board must approve the request and notify the NCDOT, and the same be incorporated in the municipal agreement covering the pedestrian improvement, in order for the funding to be authorized in this manner.

Independent Projects

- Defined: Independent pedestrian projects are defined as projects where pedestrian facilities are the entire project. Independent pedestrian projects have a separate planning and funding process. Inquire with the Division of Bicycle and Pedestrian Transportation for further information.

Right-Of-Way

- The Department will review the feasibility of including the facility in our project and will try to accommodate all requests where the Department has acquired appropriate right of way on curb and gutter sections and the facility can be installed in the current project berm width. The standard project section is a 10-ft. (3.0-meter) that accommodates a 5-ft sidewalk. In accordance with AASHTO standards, the Department will construct 5-ft sidewalks with wheelchair ramps. Betterment cost (i.e.: decorative pavers) will be a Municipal responsibility.

If the facility is not contained within the project berm width, the Municipality is responsible for providing the right of way and/or construction easements as well as utility relocations, at no cost to the Department. This provision is applicable to all pedestrian facilities including multi-use trails and greenways.

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A municipality may request a multi-use trail or greenway in place of a sidewalk but within the berm width. A municipality may request multi-use trail on one side of the roadway in lieu of a standard sidewalk on both sides of the roadway. In such case, the local participation will be based on the costs of building two standard sidewalks. Or a municipality may widen one sidewalk to provide a multi-use trail and the additional width will be a betterment cost.

Maintenance

Local governments will be responsible for maintaining all pedestrian facilities.

Introduction

These guidelines provide a procedure for implementing the Pedestrian Policy adopted by the Board of Transportation in August 1993 and the Board of Transportation Resolution September 8, 2000. The Pedestrian Policy addresses TIP projects and makes an important distinction between "considering the needs of pedestrians to avoid creating hazards to pedestrian movements" and the concept of "facilitating pedestrian movements for other reasons." Consequently, these guidelines are divided into three main sections:

1) Considering the needs of pedestrians to avoid creating hazards.
2) Quantifying the need for pedestrian facilities.
3) Requirements for DOT funding.

Considering The Needs of Pedestrians to Avoid Creating Hazards

Section "D" of the Pedestrian Policy states: "In the planning, design and construction of TIP transportation projects, the DOT shall consider the needs of pedestrians and will not create hazards to pedestrian movements." This means that during each phase of a project, a DOT employee should consider how the project will affect pedestrian movements. If the project will create a hazard to pedestrian movement, the DOT should use engineering judgment and find a way to remove the hazard. A hazard in this context is defined as a situation when pedestrian movements are physically blocked in a manner which forces pedestrians to use another mode of transportation, or walk in an automobile traffic lane (parallel with the automobile traffic) to pass as a barrier.

This does not mean that the DOT should build pedestrian facilities on all TIP projects. However, it does mean that the DOT should consider how projects will affect pedestrians and how projects can be designed to accommodate vehicular demands without creating barriers to pedestrians. Hazards can be divided into two categories, lateral barriers and perpendicular barriers. Lateral barriers prevent pedestrians from traveling parallel to the roadway. Perpendicular barriers prevent pedestrians from crossing a roadway.

The concept of "not creating a hazard" is intended to allow municipalities to have the flexibility to add pedestrian facilities as part of the project or in the future after the TIP project is complete. Because bridges are so expensive and because they often have useful lives over fifty years, bridges should be given special consideration when pedestrian travel is anticipated.

Bridges

Current standard cross sections generally do not create barriers for pedestrian movements. For bridges on streets with shoulder approaches, a minimum shoulder may be sufficient to "not create a hazard for pedestrian movements" over or under the bridge. For bridges on streets with curb and gutter approaches, the Department will fund and construct sidewalks on both sides of the bridge facility if the bridge is less than 200 feet in length. If the bridge is greater than 200 feet in length, the Department will fund and construct a sidewalk on one side of the bridge structure. The bridge will also be studied to determine the costs and benefits of constructing sidewalks on both sides of the structure. If in the judgement of the Department, sidewalks on both sides are justified, then they will be funded and constructed. For dual bridges less than 200 feet in length with a curb and gutter approach, sidewalks will be constructed on the outside of each bridge structure. If the dual bridges are greater than 200 feet in length, then a sidewalk on the outside of one bridge will automatically be funded and constructed. The bridges will also be studied to determine the costs and benefits of

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constructing sidewalks on the outside of both bridges and if the judgements of the Department, sidewalks on both bridges are justified, then they will be funded and constructed.

Shoulder Cross Sections

When a rural road with a shoulder section has a pedestrian facility outside of the ditch, the ditch will not be considered a perpendicular barrier. Similarly, as long as there is some space where pedestrians can walk which is not in an automobile travel lane, the ditch will not be considered a lateral barrier either.

Widening Projects

If a TIP project widens a road from 2 lanes to 5 lanes, the new 5-lane road is not considered a perpendicular barrier. Similarly, as long as there is some space where pedestrian can walk which is not in an automobile travel lane, the new 5-lane road is not considered a lateral barrier either.

Relocating Pedestrian Movements

This policy is not intended to require a pedestrian bridge or tunnel at interchanges where sidewalks and crosswalks are not practical. In these cases, the DOT may consider relocating the pedestrian movement to avoid creating unsafe situations or making unpracticed design modifications. Typically, relocated pedestrian movements should be no more than 800 meters (0.5 miles) away from the original path of the pedestrians. The 800-meter distance is a one-way distance, not a round trip distance.

Construction Process

During the construction phase of a project, there may be times when it is not possible to maintain all pedestrian movements through the entire construction process. When necessary, there may be temporary barriers to pedestrian movements in the work zone.

Example

For example, the “XYZ” Expressway is a new controlled-access freeway through an established urban area. A major thoroughfare with sidewalks which will have a new interchange with the Expressway connects a neighborhood on the north side of the Expressway with a hospital on the south side of the Expressway. Because the proposed interchange for the major thoroughfare is a Single-Point-Diamond design with free-flowing ramps in all four quadrants, there is no safe way for a pedestrian to cross the Expressway without conflicting with free-flowing traffic. Although there is a nearby railroad bridge over the Expressway, pedestrians are prohibited from that bridge because it was not designed to accommodate both trains and pedestrians. Consequently, residents who live in a neighborhood a few blocks from the hospital will now need to drive to the hospital or walk through a free-flowing traffic lane.

In this example the design engineer should make every reasonable effort to design this interchange to accommodate the automobile traffic, and not create a barrier for pedestrian movements. If the interchange design requires free-flow ramps as this Single- Point-Diamond design does, the engineer should determine if it is possible for pedestrians to cross the free-flow traffic lanes. If the peak hour traffic flow has acceptable gaps to allow pedestrians to cross safely, the ramps will not be considered a barrier. However, if traffic volumes or pedestrian volumes are too great, an alternative pedestrian facility should be considered. If accommodating pedestrians at the interchange will compromise safety or good engineering judgment, the engineer should consider if shifting the pedestrian movement away from the interchange is a feasible alternative.

Quantifying The Need for Pedestrian Facilities

Section “e” of the Pedestrian Policy states: “The Department recognizes there are certain situations in which pedestrian facilities provide significant benefits in the movement of pedestrian traffic”. If a municipality would like the DOT to consider a project for “significant benefits,” the municipality is responsible for collecting any necessary information and submitting a written request prior to the initiation of a planning study. The DOT will review the request and, if necessary, verify the data from the municipality. If pedestrian facilities are not incorporated into a project during the planning phase, and if there are significant factors which change during the time between the project planning study and the project design

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phase, municipalities may resubmit a request for pedestrian facilities prior to or at the post hearing meeting for the Design Public Hearing or Combined Hearing (whichever is applicable). The costs of sidewalks added to a project after the post hearing meeting for the Design Public Hearing or Combined Hearing will be the responsibility of the municipality. The Manager of the Programming and TIP Branch may allow DOT participation and sidewalk construction cost after the post hearing meeting if there is sufficient justification.

Planning studies should evaluate the need for pedestrian facilities based on the degree which allow the following seven criteria to be met. Municipalities should address each of these criteria when submitting requests for pedestrian facilities. Subsequently, the DOT will make the final determination for pedestrian facility eligibility.

1) Local Pedestrian Policy. There is evidence that local policies on urban development are encouraging urban densities and residential developments to occur in a manner to facilitate pedestrian travel by reducing walking distances, and requiring sidewalk construction in development ordinances.

    - Is there a local pedestrian plan, either independent or included as a part of a larger document?
    - Do subdivision ordinances require pedestrian facility construction?
    - Do local zoning ordinances facilitate pedestrian travel?

(For example, do the zoning ordinances encourage mixed-use developments which are accessible to pedestrians or do the zoning ordinances encourage highway strip development which is not accessible to pedestrians?)

2) Local Government or Local Sponsor Commitment. There is a local government/sponsor plan and commitment to provide an integrated system of pedestrian facilities which will connect with pedestrian facilities provided by the project.

    - Does the local Capital Improvement Program include local funds for providing pedestrian facilities which will connect with pedestrian facilities provided by the NC TIP project?
    - How many pedestrian facilities currently connect with the pedestrian facilities provided by the project?
    - How many subdivisions have provided pedestrian facilities which are or will be connected with pedestrian facilities provided by the project?
    - Has a responsible local government agency agreed in writing to maintain the pedestrian facility?

3) Continuity and Integration. The project provides a connection to an existing or a proposed pedestrian network and will provide a critical link in the network.

    - Is the project a critical link in an existing network?
    - (For example, will this project provide a missing link in an existing network where there are pedestrian facilities extending beyond the length of this project?)
    - Is the project a critical link in a proposed network?
    - (For example, will this project provide any link in a proposed network where there will be pedestrian facilities extending beyond the length of this project?)

4) Location. The project is located within a Census defined urban area or growth area where development is anticipated in the immediate future; a majority of the properties within walking distance of the project are developed, or projected to be developed within 5 years at urban type residential densities. This five-year period will begin at the completion of the appropriate environmental document.

    - Is the project located in a Census defined urban area?
    - Is the project located in a growth area (Urbanized Area Boundary) where development is anticipated in the immediate future, but is not in a Census defined urban area?
    - Are a majority of the properties within walking distance of the project developed, or projected to be developed within 5 years at urban type residential densities

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- (A minimum of 1 dwelling unit per acre)?

5) Generators. The project serves as a primary access from one or more of the following to another:

    - day care, elementary or secondary school
    - college or university
    - community facility (such as a library or park)
    - public transportation
    - commercial, office, industry, or business centers
    - residential areas
    - Will any of these land-uses within two kilometers (1.2 miles) of the project use this project as a primary access?

6) Safety. The project provides demonstrable safety benefits for pedestrians. An evaluation to determine safety benefit should include, but not be limited to, the following questions:

    - Will the pedestrian facility separate pedestrians from automobile traffic with a posted speed greater than 80 kilometers per hour (50 miles per hour)?
    - Will the pedestrian facility be used by children (0-14), elderly (65+), handicapped, or low-income people?
    - Will the pedestrian facility reduce potential pedestrian-vehicle conflicts?
    - Wil the pedestrian facility reduce potential identified safety needs of the area?

7) Existing or Projected Traffic. Continued, sustained pedestrian travel can be shown by and of the following:

    - Evidence of existing usage such as well-worn paths
    - Projected usage based on previous experience with similar facilities
    - Minimum of 150 pedestrians per 24-hour period along a corridor planned for the project

Requirements for DOT Funding

REPLACING EXISTING SIDEWALKS

Section "b" of the Pedestrian Policy states: "*When a highway construction project having to do with the widening of an existing street requires that an existing sidewalk be torn up to make room for the widening, it is the policy of the Department of Transportation to replace the sidewalk*." This statement says the DOT will pay 100% of the cost to replace an existing sidewalk which is removed to make room for a roadway improvement project.

PREVENTING HAZARDS

Section "d" of the Pedestrian Policy states: "*In the planning, design, and construction of TIP transportation projects, the DOT shall consider the needs of pedestrians and will not create hazards to pedestrian movements*." If there is evidence that a TIP project would create a hazard to existing pedestrian movements, the DOT will take the initiative to not create the hazard. However, if there is evidence that a TIP project would create a hazard to existing pedestrian movements, the municipality will need to prove there will be pedestrian movements which will be affected within five years by the hazard created by the TIP project. The five-year period will begin at the completion of the appropriate environmental document (Categorical Exclusion, Finding of No Significant Impact, or Environmental Impact Statement).

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CERTAIN SITUATIONS

Section "e" of the Pedestrian Policy states: "*The Department recognizes there are certain situations in which pedestrian facilities provide significant benefits in the movement of pedestrian traffic*. *The Department of Transportation may participate in the provision of these facilities on a full or shared-cost basis*." This statement says the DOT may participate in funding incidental projects, and independent projects as described below.

INCIDENTAL PROJECTS

Incidental pedestrian projects are defined as TIP projects where pedestrian facilities are included as part of the project. The DOT may share the incremental cost of constructing the pedestrian facilities if the "intent of the criteria" are met, and the request for DOT participation is made prior to or at the post hearing meeting for the Design Public Hearing. Only improvements that have a sidewalk adjacent to it will be included in the total project construction cost. Additionally, the cost of bridges will not be included in the total project construction cost since the provision of pedestrian facilities on bridges will be funded entirely by the DOT. This total project construction cost does not include the construction cost of any incidental pedestrian facilities. The matching share is a sliding scale based on population as follows:

a. Municipalities will cost share according to the following chart:

Municipal Population	PARTICIPATION	
	DOT	LOCAL
>100,000	50%	50%
50,000 to 100,000	60%	40%
10,000 to 50,000	70%	30%
<10,000	80%	20%

b. Counties or other interested parties will cost share according to the following chart:

County/Other Population	PARTICIPATION	
	DOT	LOCAL
>60,000	60%	40%
40,000 to 60,000	70%	30%
20,000 to 40,000	80%	20%
<20,000	90%	10%

The local government share of the pedestrian facility construction funding may not be DOT Federal or State money for the purposed of these guidelines. In addition, the right-of-way municipalities provided for pedestrian projects may not be counted toward the required local contribution.

Note: Municipalities of greater than 10,000 population that are located within a Transportation Management Area (urbanized area > 200,000 population) may petition their respective Metropolitan Planning Organization (MPO) to fund the pedestrian improvement with a combination of 80% MPO-managed federal funds (such as STPDA) and 20% local match, in lieu of the above cost sharing approach. The MPO's governing board must approve the request and notify the NCDOT, and the same be incorporated in the municipal agreement covering the pedestrian improvement, in order for the funding to be authorized in this manner.

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EXAMPLE

A 10-mile project proposes to widen an existing two lane road to a five lane curb and gutter roadway. Four miles of the project is within the city limits and there are no existing sidewalks. The city requests that sidewalk be included on one side on 2 miles of the project that falls within the city boundaries. The DOT concurs that the sidewalk is warranted and it added to the project. The city population is 75,000.

To determine the contribution by the DOT and by the city, the "total project construction cost", for purposes of determining participation, must be calculated. Costs are included only if the construction occurs within municipal boundaries and a requested sidewalk is adjacent to the roadway. Additionally, the cost of bridges is excluded from the cost. Therefore, the "total project construction cost" will be the cost of improvements for 2 miles of the project. DOT estimates that it will cost $5 million to construct the 2 miles of improvements, not including the cost of the sidewalks or bridges. It is estimated that the sidewalk will cost
$170,000 to construct. DOT's share would be 60% of $170,000 or $102,000. The city's share would be $68,000.

INDEPENDENT PROJECTS

Independent pedestrian projects are defined as projects where pedestrian facilities are the entire project. Independent pedestrian projects have a separate planning and funding process. Inquire with the Division of Bicycle and Pedestrian Transportation for further information.

GENERAL INFORMATION

RIGHT-OF-WAY

In general, municipalities are responsible for providing any right-of-way needed to construct pedestrian facilities. The DOT will allow pedestrian facilities on DOT right-of- way only if the pedestrian facility will not compromise the safety of vehicles or pedestrians. For preventing hazards, the DOT may buy the necessary right-of-way. For incidental and independent projects, the DOT shall not pay extra right-of-way cost for pedestrian facilities.

Since the DOT's typical curb and gutter cross-section generally has a 3.0 meter (10 foot) berm, a 1.5 meter (5 foot) pedestrian facility may fit within this standard right-of-way.

Applicable AASHTO standards for right-of-way and design must be met. The DOT will not narrow automobile travel lanes to accommodate incidental pedestrian facilities. For example, if a project specifies five 3.6 meter (12 foot) lanes on a section of road, the DOT will not reduce the width of the travel lanes to 3.0 meters (10 feet) to create room for pedestrian facilities. In addition, if right-of-way is restricted, and there is insufficient room for pedestrian facilities and a utility strip, the utility strip will take precedence.

Applicable Federal and State regulations must also be met. For example, if right-of- way for a particular project is restricted by historic property, federal regulations on historic preservation may prohibit the DOT from using additional right-of-way for pedestrian facilities.

DRAFT

MAINTENANCE

Local governments are responsible for maintaining all pedestrian facilities. The Municipal Agreement will formally specify that the DOT is not responsible for maintaining pedestrian facilities.

Scope: This Policy applies to all relevant STIP projects and is to be adhered by NCDOT's project development engineers and other pertinent personnel.

Procedures: N/A

Related Documents: Process of Determining Eligible TIP Projects for Incidental Pedestrian Facilities, Appendix

Revision History		
Revision Date	Revision Number	Description

DRAFT

a. Municipalities will cost chare according to the following chart:

MUNICIPAL POPULATION	PARTICIPATION DOT	LOCAL
>100,000	50%	50%
50,000 to 60,000	60%	40%
10,000 to 50,000	70%	30%
<10,000	80%	20%

b. Counties or other interested parties will cost share according to the following chart:

COUNTY/OTHER POPULATION	PARTICIPATION DOT	LOCAL
>60,000	60%	40%
40,000 to 60,000	70%	30%
20,000 to 40,000	80%	20%
<20,000	90%	10%

The North Carolina Board of Transportation adopted a Complete Streets policy in July 2009. The policy directs the North Carolina Department of Transportation (NCDOT) to consider and incorporate all modes of transportation when building new projects or making improvements to existing infrastructure. Under the new policy, NCDOT will collaborate with cities, towns, and communities during the planning and design phases of new streets or improvement projects. Together, they will decide how to provide the transportation options needed to serve the community and complement the context of the area.

The policy adopted by the Board of Transportation directed NCDOT to develop planning and design guidelines. The following chapters represent the planning and design guidelines, and are the result of a collaborative effort between NCDOT and representatives of metropolitan planning organizations, cities, towns, transit agencies, and the Federal Highway Administration. Development of the guidelines included public comment periods to gain feedback from cities, towns, transit agencies, advocacy groups, and other interested parties; the input gained informed the planning and design guidelines.

The following, included in this preface for reference, is NCDOT's adopted complete streets policy.

http://www.completestreetsnc.org

Under the Complete Streets policy, NCDOT is to collaborate with communities during the planning and design phases of new streets or improvement projects to decide how to provide transportation options needed to serve the community.

The UCPRPO currently has $1,319,915 - $525,000 (Tarboro Project) = $794, 615 in CMAQ funding available for FY1819.

The schedule provided for FFY18/19 CMAQ funds is shown below:

Who?	What?	Deadline
Projects to be Programmed in FFY 2018		
MPO/RPO	Develop applications and submit to CMAQ website	March 15, 2017
TPB	Review project proposals	March 30, 2017
IRT	Conduct interagency review	April 30, 2017
TPB	Conducts follow-up coordination to address IRT comments/questions	May 31, 2017
TPB	Send letters of approval for final projects to MPOs/RPOs	June 30, 2017
MPO/RPO	Notify Local Project Sponsors of approval of final projects	At MPO/RPO discretion
TPB	Request funding set up in SAP	June 30, 2017
LPS	Project implementation – Request local agreement	July 1, 2017 – January 31, 2018
Projects to be Programmed in FFY 2019		
MPO/RPO	Develop applications and submit to CMAQ website	March 15, 2018
TPB	Review project proposals	March 30, 2018
IRT	Conduct interagency review	April 30, 2018
TPB	Conducts follow-up coordination to address IRT comments/questions	May 31, 2018
TPB	Send letters of approval for final projects to MPOs/RPOs	June 30, 2018
MPO/RPO	Notify Local Project Sponsors of approval of final projects	At MPO/RPO discretion
TPB	Request funding set up in SAP	June 30, 2018
LPS	Project implementation – Request local agreement	July 1, 2018 – January 31, 2019

Note 1 - Requests that entail funding in both FFY 2018 and FFY 2019 would need to be submitted on FFY 2018 schedule

Acronyms:
MPO/RPO – Eligible Metropolitan or Rural Planning Organization
TPB – NCDOT Transportation Planning Branch
IRT – Interagency Review Team (currently NCDOT, FHWA/FTA, EPA, NCDAQ)
LPS – Local Project Sponsor

CMAQ Target Allocations: Federal Fiscal Years 2018 & 2019

	FFY 2018	FFY 2019
Estimated FAST Act CMAQ Apportionment	$ 53,178,847	$ 54,152,328
2% SPR Setaside	$ 52,115,270	$ 53,069,281
90% Obg. Limit	$ 46,903,743	$ 47,762,353
Total Assumed CMAQ State Allocation[1]	**$ 46,903,743**	**$ 47,762,353**

Area	Pollutants	2010 Estimated NA Area Population[1]	Weighting Factors[2]	Adjusted Population	Percent (%)	FFY 2018 Target	FFY 2019 Target	Adjusted FFY 2018 Target	Adjusted FFY 2019 Target	Notes	Blanket STIP Project
Statewide[3]					35.00%	$ 16,416,310	$ 16,716,824	**$ 16,337,750**	**$ 16,638,656**		C-5600
Regional[4]					5.00%	$ 2,345,187	$ 2,388,118	**$ 2,345,187**	**$ 2,388,118**		C-5601
Subregional[5]					60.00%	$ 28,142,246	$ 28,657,412	**$ 28,220,806**	**$ 28,735,579**		
Catawba Region											
Hickory MPO	PM2.5	158,524	1.00	158,524	2.86%	$ 805,017	$ 819,753	**$ 805,017**	**$ 819,753**	No adjustments	C-5608
Great Smoky Mountain National Park Region											
Land of Sky RPO	Ozone (1997)	554	1.00	554	0.01%	$ 2,813	$ 2,865				
								$ 50,000	**$ 50,000**	See note 6	C-5612
Southwestern RPO	Ozone (1997)	3,342	1.00	3,342	0.06%	$ 16,971	$ 17,282				
Metrolina Region											
Cabarrus-Rowan MPO	Ozone (2008,1997)	323,384	1.00	323,384	5.84%	$ 1,642,209	$ 1,672,271	**$ 1,642,209**	**$ 1,672,271**	No adjustments	C-5603
Charlotte Regional TPO	Ozone (1997, 2008), CO					$ 8,284,488	$ 8,436,142	**$ 8,284,488**	**$ 8,436,142**	No adjustments	C-5613
Mecklenburg County	*Ozone (1997, 2008), CO*	*919,628*	*1.44*	*1,324,264*	*23.90%*						
All Other Areas	*Ozone (1997, 2008)*	*255,932*	*1.20*	*307,118*	*5.54%*						
Gaston Cleveland Lincoln MPO	Ozone (1997, 2008)	287,839	1.00	287,839	5.19%	$ 1,461,704	$ 1,488,462	**$ 1,461,704**	**$ 1,488,462**	No adjustments	C-5606
Rocky River RPO	Ozone (1997, 2008)	19,469	1.00	19,469	0.35%	$ 98,867	$ 100,677	**$ 98,867**	**$ 100,677**	No adjustments	C-5617
Rocky Mount Region											
Rocky Mount MPO	Ozone (1997)	88,797	1.00	88,797	1.60%	$ 450,929	$ 459,184	**$ 450,929**	**$ 459,184**	No adjustments	C-5616
Upper Coastal Plain RPO	Ozone (1997)	128,751	1.00	128,751	2.32%	$ 653,823	$ 665,792	**$ 653,823**	**$ 665,792**	No adjustments	C-5619
Traid Region											
Burlington-Graham MPO	Ozone (1997), PM2.5	16,844	1.00	16,844	0.30%	$ 85,537	$ 87,103	**$ 85,537**	**$ 87,103**	No adjustments	C-5602
Greensboro MPO	PM2.5	376,308	1.00	376,308	6.79%	$ 1,910,967	$ 1,945,949	**$ 1,910,967**	**$ 1,945,949**	No adjustments	C-5607
High Point MPO	PM2.5	254,257	1.00	254,257	4.59%	$ 1,291,168	$ 1,314,804	**$ 1,291,168**	**$ 1,314,804**	No adjustments	C-5609
Winston-Salem MPO	CO, PM2.5	382,904	1.00	382,904	6.91%	$ 1,944,463	$ 1,980,058	**$ 1,944,463**	**$ 1,980,058**	No adjustments	C-5620
NW Piedmont RPO	Ozone (1972)	326	1.00	326	0.01%	$ 1,655	$ 1,686	**$ 50,000**	**$ 50,000**	See note 6	C-5614
Triangle Region											
Capital Area MPO	Ozone (1997), CO					$ 6,339,943	$ 6,456,001	**$ 6,339,943**	**$ 6,456,001**	No adjustments	C-5604
Wake County	*Ozone (1997), CO*	*900,993*	*1.20*	*1,081,192*	*19.51%*						
All Other Areas	*Ozone (1997)*	*167,271*	*1.00*	*167,271*	*3.02%*						
Durham-Chapel Hill-Carrboro MPO	Ozone (1997), CO					$ 2,377,986	$ 2,421,517	**$ 2,377,986**	**$ 2,421,517**	No adjustments	C-5605
Durham County	*Ozone (1997), CO*	*267,587*	*1.2*	*321,104*	*5.79%*						
All Other Areas	*Ozone (1997)*	*147,169*	*1.00*	*147,169*	*2.66%*						
Kerr Tarr RPO	Ozone (1997)	107,840	1.00	107,840	1.95%	$ 547,633	$ 557,658	**$ 547,633**	**$ 557,658**	No adjustments	C-5610
Triangle RPO	Ozone (1997)	44,518	1.00	44,518	0.80%	$ 226,071	$ 230,210	**$ 226,071**	**$ 230,210**	No adjustments	C-5618
Totals		**4,852,237**		**5,541,776**	**100%**	**$ 46,903,743**	**$ 47,762,353**	**$ 46,903,743**	**$ 47,762,353**		

Footnotes:

1 *Source - GIS Analysis of 2010 Census Population, 2010 Census Adjusted MPO & RPO Boundaries & EPA Pollutant Shapefiles*

2 *See "Table 2: SAFETEA-LU CMAQ Apportionment Factors " tab; Source - http://www.fhwa.dot.gov/ENVIRonment/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm*

3 *35% of NC CMAQ Apportionment, per NCDOT Guidelines*

4 *5% of NC CMAQ Apportionment, per NCDOT Guidelines*

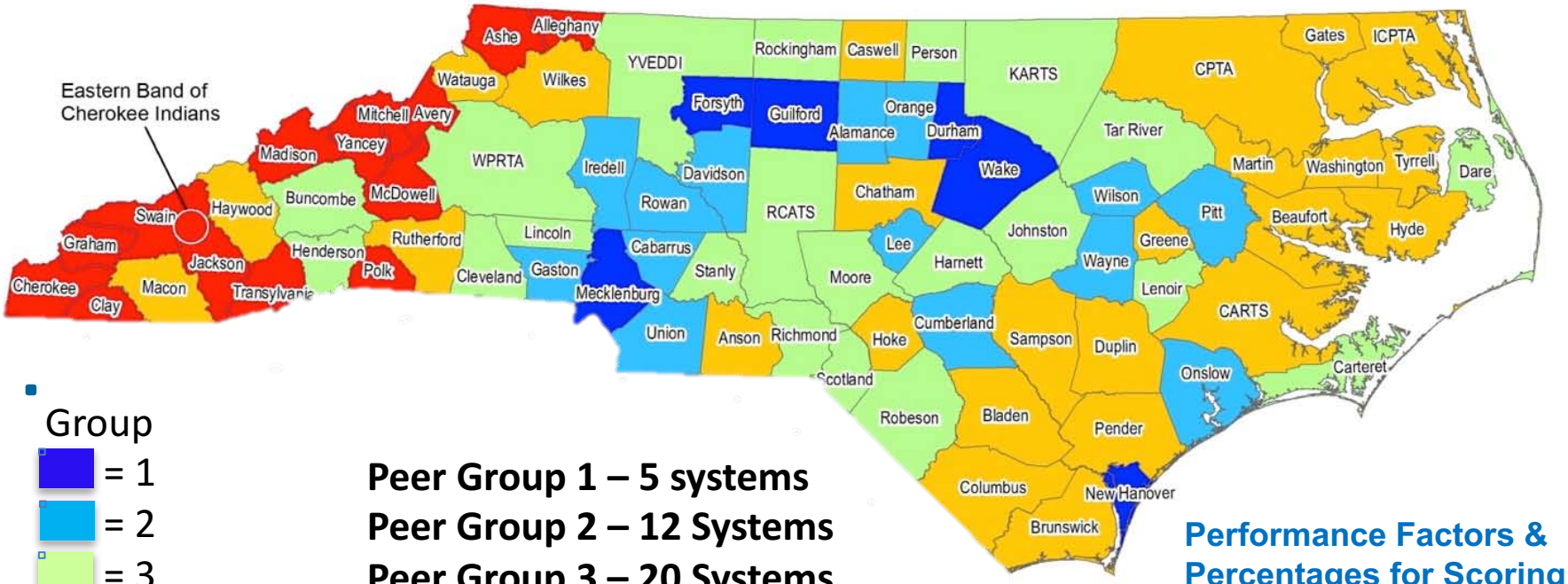
5 *60% of NC CMAQ Apportionment, per NCDOT Guidelines*

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 $50,000 to ensure that each AQ region can program at least one*

Updated 11/7/2016 (TCA)


STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
PERFORMANCE EXCELLENCE
Community Transportation Category
PEER GROUP 3
1ST PLACE
JCATS
Johnston County Area Transit System
September 2017

Community Transportation Peer Groups



Group
- = 1
- = 2
- = 3
- = 4
- = 5

Peer Group 1 – 5 systems
Peer Group 2 – 12 Systems
Peer Group 3 – 20 Systems
Peer Group 4 – 25 systems
Peer Group 5 – 14 systems

Performance Factors & Percentages for Scoring

Passengers Per Seat Hour	25%
Subsidy Per Trip ($)	35%
Cost per Trip	30%
Net Promoter Score (NPS)	10%

Community Transportation FY17 Performance Excellence Award Winners by Peer Group

Peer Group 1

- Wake County

Peer Group 2

- Cabarrus County

Peer Group 3

- Johnston County Area Transit System

Peer Group 4

- Brunswick Transit System, Inc.

Peer Group 5

- Cherokee County Transit