

Kerr-Tar Regional Council Of Governments

Rural Planning Organization

Kerr-Tar RPO TCC and TAC Meeting

Thursday, June 22, 2023

3:00PM – 4:30PM

Zoom Option - Link Below

This will be a hybrid in-person/virtual meeting. All committee members should join the meeting using Zoom if attending virtually, or attend in-person. Members of the general public may attend in-person.

I. Call to Order

- a. Call to order and establish quorum for Technical Coordinating Committee (TAC)
- b. Call to order and establish quorum for Transportation Advisory Committee (TAC)

II. Ethics Awareness and Conflict of Interest Reminder – TAC

- a. Pursuant to NCGS §138A-15 (e): ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER: Does any member have any known conflict of interest with respect to any matters coming before the board today? If so, please identify the conflict and refrain from any participation in the particular matter involved

III. Approval of Minutes

- a. TCC approval of minutes of March 23, 2023, joint meeting of the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC)
- b. TAC approval of minutes of March 23, 2023, joint meeting of the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC)

IV. Presentation and General Overview of CMAQ (Congestion Mitigation and Air Quality) & CRP (Carbon Reduction Program)

- a. Presented by Mark Eatman – Statewide Initiatives Engineer

V. Resolution Endorsing Louisburg CMAQ Project Transfer

- a. TCC approval of resolution endorsing Louisburg CMAQ project transfer
- b. TAC approval of resolution endorsing Louisburg CMAQ project transfer

VI. Resolution Endorsing Roxboro CMAQ Project

- a. TCC approval of resolution endorsing Roxboro CMAQ project
- b. TAC approval of resolution endorsing Roxboro CMAQ project

VII. Carbon Reduction Program (CRP) Recommendation – Town of Butner

- a. TCC Recommendation for Carbon Reduction Program (CRP)
- b. TAC Recommendation for Carbon Reduction Program (CRP)

VIII. Approval of FY23 Budget Amendment

- a. Approval of FY23 budget amendment by Technical Coordinating Committee (TCC)
- b. Approval of FY23 budget amendment by Transportation Advisory Committee (TAC)

IX. Prioritization 7.0 Overview – Presented by Karyl Fuller, Triangle Area RPO

X. NCDOT Board of Transportation Updates – May and June (Informational Purposes Only)

Highway Letting	Funds Request
Public Transportation	Rail Program
Aviation Program	Bicycle and Pedestrian
Federal Aid Projects	STIP Modifications
SPOT Safety & Mobility	Special and Municipal Agreements

XI. NCDOT Division 5 Updates and Maintenance Reports

XII. RPO Planner Report

- a. Introduction and Regional Visits
- b. Funding Opportunities
Safe Streets and Roads for All – Applications due by 5:00pm on Monday July 10th

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program – Applications due August 18th

XIII. Member Discussion and Comments

- a. Member Updates
- b. Future Meetings
July 2023 TBD
Thursday, August 24th, 2023 at 3:00PM

XIV. Public Comment Period

XV. Adjournment

- a. Motion to Adjourn by TCC
- b. Motion to Adjourn by TAC

ZOOM MEETING LOGIN INFORMATION

Join Zoom Meeting -

<https://us02web.zoom.us/j/89694349720?pwd=WSszNFRobG9WZ0lEVFRJbEY0T3Rydz09>

Meeting ID: 896 9434 9720

Passcode: 109063

Dial by your location

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Agenda Item III



**Kerr-Tar RPO Transportation Advisory Committee & Technical Coordinating Committee
Meeting Minutes**

Meeting Date: Thursday, March 23, 2023

Meeting Time: 3:00 PM – 4:30 PM

Meeting Location: Held via Zoom

Pursuant to NCGS §138A-15(e): ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

In accordance with the State Government Ethics Act, it is the duty of every TAC member to avoid conflicts of interest. *Does any TAC member have any know conflict of interest with respect to matters coming before the TAC today?* If so, please identify the conflict and refrain from any participation in the particular matter involved.

TCC Members Present:

Mr. Barry Baker, Planning Director, Granville County & TCC Chair
Ms. Brooke Nance, Planner II, Franklin County
Mr. Carroll Harris, Mayor, Town of Macon
Ms. Cheryl Hart, Planning Director, City of Oxford
Mr. Chris Bowley, Planning Director, Person County
Ms. Katherine Cathey, County Manager, Person County
Ms. Kim Denton, County Manager, Franklin County
Ms. Lauren Johnson, Planning Director, City of Roxboro
Mr. Michael Kelly, Planning Director, Kerr-Tar COG
Mr. Mitch Fleig, Transportation Director, PATS
Mr. Nick Morrison, Transportation Planner, NCDOT Integrated Mobility Division
Mr. Paylor Spruill, Assistant City Manager, City of Henderson & TCC Vice-Chair
Mr. Philip Geary, PE, Transportation Engineer III, NCDOT Transportation Planning Division
Mr. Tracy Parrot, PE, Deputy Division Engineer, NCDOT Division 5
Mr. Vincent Jones, County Manager, Warren County

TAC Members Present:

Ms. Emma Ruth Stewart, Town of Louisburg Councilmember & TAC Vice-Chair
Mr. Mike Ciriello, Planning Director, Town of Butner (*alternate*)
Mr. Tom Lane, Town of Butner Councilmember & TAC Chair
Mr. Walter Gardner, Jr., Mayor, Town of Warrenton

Kerr-Tar Staff and Others Present:

Ms. Heather Brutz, NC Clean Energy Tech Center, NC State University

Mr. Sam Boswell, Regional Transportation Planner & RPO Coordinator, Kerr-Tar COG

I. Roll Call of TCC & TAC to Establish Quorums; Call the TCC & TAC Meeting to Order

The meeting begins at 3:10pm and quorums are established by roll call for both committees. TCC Chair Baker calls the TCC meeting to order. TAC Vice-Chair Stewart calls the TAC meeting to order.

II. TCC/TAC Action Item I – Approval of February 23, 2023 Meeting Minutes

TCC Chair Baker requests a motion to approve the February 23, 2023 TAC/TCC meeting minutes as provided in the agenda packet. A motion is made by Paylor Spruill and seconded by Cheryl Hart. The vote is taken by roll call and all members vote in the affirmative.

TAC Vice-Chair Stewart requests a motion to approve the February 23, 2022 TCC/TAC meeting minutes as provided in the agenda packet. A motion is made by Walter Gardner and seconded by Mike Ciriello. The vote is taken by roll call and all members vote in the affirmative.

III. TCC/TAC Action Item II – Approval of Resolutions Supporting Grant Applications

The City of Roxboro is applying for the NCDOT Multimodal Planning Grant Program. The city has elected to apply for a Project Acceleration Plan rather than a Pedestrian Plan Update, which offers a shorter study schedule and primarily focus on priority project identification and project implementation.

TCC Chair Baker requests a motion to recommend to the TAC that this application be endorsed by the RPO. Mitch Fleig motions, Cheryl Hart seconds. The vote is taken by roll call and all members vote in the affirmative.

TAC Vice-Chair Stewart requests a motion to endorse these applications. Walter Gardner motions, Mike Ciriello seconds. The vote is taken by roll call and all members vote in the affirmative.

IV. TCC/TAC Action Item III – Approval of KTRPO FY23-24 Planning Work Program

TCC Chair Baker requests a motion to recommend that the TAC approve the Kerr-Tar RPO FY23-24 Planning Work Program as provided in the agenda packet. A motion is made by Cheryl Hart and seconded by Brooke Nance. The vote is taken by roll call and all members vote in the affirmative.

TAC Vice-Chair Stewart requests a motion to approve the KTRPO FY24 PWP. Mike Ciriello motions, Walter Gardner seconds. The vote is taken by roll call and all members vote in the affirmative.

V. **TCC/TAC Action Item IV – Designation of Carryover Projects from P6.0 to P7.0**

Based on P7 Workgroup recommendations, NCDOT has announced that all organizations may designate 2 projects as Carryovers for P7 that were originally submitted in P6. By default, the 2 highest Highway scoring projects have been initially designated by NCDOT as the Carryover projects.

The Kerr-Tar RPO decides to accept those default designations as the Carryover projects for P7.0. TCC Chair Baker requests a motion to support that decision. Paylor Spruill motions, Cheryl Hart seconds. The vote is taken by roll call and all members vote in the affirmative.

TAC Vice-Chair Stewart requests a motion to support the TCC recommendation regarding Carryover projects for P7.0. Mike Ciriello motions, Walter Gardner seconds. The vote is taken by roll call and all members vote in the affirmative.

RPO Staff will notify NCDOT that the committees accept the default/designated Carryover Projects.

VI. **Updates from North Carolina Clean Energy Technology Center (NCCETC)**

Heather Brutz presents to the committees on the topic of Clean Cities/Fuels Coalitions. NCCETC is currently leading efforts to assemble stakeholders for the Eastern and Central Clean Fuels Coalition, which is an effort to support clean fleets, alternative fuels, and sustainable transportation across North Carolina. Formally supporting the Clean Fuels Coalition would serve to strengthen the existing efforts at Kerr-Tar through its Clean Fuels Advanced Technology (CFAT) program.

TCC Chair Baker requests a motion to recommend that the RPO support the COG's efforts in joining the Coalition. Paylor Spruill motions, Brooke Nance seconds. The vote is taken by roll call and all members vote in the affirmative.

TAC Vice-Chair Stewart requests a motion to approve the TCC's recommendation. Mike Ciriello motions, Walter Gardner seconds. The vote is taken by roll call and all members vote in the affirmative.

RPO Staff will formally notify the COG Planning Department that it supports efforts to join and participate in the Clean Fuels Coalition.

VII. **Presentation: Granville County East Coast Greenway Feasibility Study**

RPO Staff presents the recently completed Granville County East Coast Greenway Feasibility Study Report and requests adoption by the committees.

TCC Chair Baker requests a motion to recommend that the TAC adopt the feasibility study. Cheryl Hart motions, Mitch Fleig seconds. The vote is taken by roll call and all members vote in the affirmative.

TAC Vice-Chair Stewart requests a motion to adopt the feasibility study. Walter Gardner motions, Tom Lane seconds. The vote is taken by roll call and all members vote in the affirmative.

VIII. Current & Upcoming Funding Opportunities

TCC Chair Baker turns the time over to RPO Staff to cover the following current and upcoming funding opportunities:

NCDOT's Multimodal Planning Grant Initiative:

- Any municipality is eligible to apply for a bicycle, pedestrian, or multimodal planning grant or plan update.
- Municipalities under 10,000 population are also eligible for a project acceleration study.
- Applications are **due April 10th**. Interested municipalities should contact the RPO so that resolutions of support can be passed at the March RPO meeting.

USDOT Charging & Fueling Infrastructure (CFI) Discretionary Grant Program:

- This is a new competitive grant program created by the BIL to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure.
- Applications are **due May 30th**.

IX. NCDOT Division 5 Reports & News

Project Updates:

- Tracy Parrott presented project updates for the Kerr-Tar region. There have been few changes since the project memo in February.
- The window for project swaps in the Draft 2024-2033 STIP is now closed. The BOT is expected to adopt the 2024-2033 STIP soon, as preparations begin for Prioritization 7.0.

News & Events:

- The NCDOT Spring Litter Sweep will be held April 15-29. RPO Staff has sent out materials and information to RPO members that can be used for communications and social media outreach.

X. Other Business

TCC Chair Baker turns the time over to RPO Staff to cover the following RPO items:

S-Line Transit-Oriented Development (TOD) Study:

- The final TOD report is expected to be complete in May.
- This summer, NCDOT will begin their NC Regional S-Line Mobility Hub study.

Kerr-Tar Safe Routes to School and Clean Fuels Advanced Technology (CFAT) Programs:

- NCDOT still has not announced recipients of the Safe Routes to School Non-Infrastructure Grant Program. If awarded, this funding would extend KTCOG's Safe Routes to School Program for another 3 years.

REMINDER: State Ethics Commission Filings:

- All TAC members and alternates are required to complete two filings with the State Ethics Commission each year: a **Statement of Economic Interest (SEI)** form and a **Real Estate Disclosure (RED)** form. Forms are **due on April 17th** this year.

XI. Public Comment

There was no comment from the public.

This meeting is Sam Boswell's last meeting as RPO Coordinator for the Kerr-Tar region. Beginning in April, he will be the RPO Director for the Cape Fear region. TAC and TCC members thanked him for his work and wished him well on his new opportunities.

XII. Adjournment

TCC Chair Baker requests a motion to adjourn, which was made by Brooke Nance and seconded by Mitch Fleig. All TCC members vote to adjourn. The TCC meeting adjourns.

TAC Vice-Chair Stewart requests a motion to adjourn, which was made by Tom Lane and seconded by Walter Gardner. All TAC members vote to adjourn. The TAC meeting adjourns.

Agenda Item IV

BIPARTISAN INFRASTRUCTURE LAW



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FACT SHEETS

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	\$2.494 B	\$2.536 B*	\$2.587 B*	\$2.639 B*	\$2.692 B*	\$2.746 B*

*Calculated (sum of estimated individual State CMAQ apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Statutory Citations

- § 11115; 23 U.S.C. 149

Funding Features

Except as specified above and below, the BIL continues all funding features that applied to CMAQ under the FAST Act.

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CMAQ apportionment is calculated based on a ratio specified in law. [23 U.S.C. 104(b)(4)] (See "Apportionment" fact sheet for a description of this calculation)

Set-asides

- 2% for State Planning and Research (SPR). [23 U.S.C. 505]
- For a State that has a nonattainment or maintenance area for fine particulate matter (PM_{2.5}), the BIL requires that an amount equal to 25% of the amount of the State's CMAQ apportionment attributable to the weighted population of such areas in the State must be used for

projects targeting PM2.5 reductions in those PM2.5 nonattainment and maintenance areas, including for diesel replacements (in addition to retrofits), and the BIL requires States to prioritize benefits to disadvantaged communities or low-income populations living in or adjacent to such area, to the extent practicable. [§ 11115(5); 23 U.S.C. 149(k)(1)(A) and (B)] States with low population density are not subject to this set-aside under certain conditions. [23 U.S.C. 149(k)]

Transferability to and from Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CMAQ funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, National Highway Freight Program, [NEW] Carbon Reduction Program, and [NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CMAQ. [23 U.S.C. 126] (See other program-specific fact sheets for additional details.)

Federal Share

- As a general rule, in accordance with 23 U.S.C. 120. (See the “Federal Share” fact sheet for additional detail.)

Eligible Activities

- The BIL continues all prior CMAQ eligibilities, and adds four new eligibilities:
 - shared micromobility, including bikesharing and shared scooter systems; [§ 11115(1); 23 U.S.C. 149(b)(7)]
 - the purchase of diesel replacements, or medium-duty or heavy-duty zero emission vehicles and related charging equipment; [§ 11115(1); 23 U.S.C. 149(b)(8)]
 - modernization or rehabilitation of a lock and dam, or a marine highway corridor, connector, or crossing if functionally connected to the Federal-aid highway system and likely to contribute to attainment or maintenance of national ambient air quality standards (capped at 10% of CMAQ apportionment); and [§ 11115(1) and (2); 23 U.S.C. 149(b)(10), (b)(11), and (c)(4)]
 - in alternative fuel projects, vehicle refueling infrastructure that would reduce emissions from nonroad vehicles and nonroad engines used in construction projects or port-related freight operations. [§ 11115(3); 23 U.S.C. 149(f)(4)(A)]

Program Features

Except as specified above and below, BIL continues all requirements that applied to CMAQ under the FAST Act.

Assistance to MPOs

- The BIL permits, upon request of an MPO serving a transportation management area (TMA) with population of 1 M or more, the United States Department of Transportation to assist the MPO in tracking progress made in minority or low-income populations as part of a performance plan. [§ 11115(6); 23 U.S.C. 149(l)(3)]

Operating Assistance

- The BIL allows CMAQ funds to be used for operating assistance (without time limitation) in association with a transit system located in certain areas. [§ 11115(7); 23 U.S.C. 149(m)(2)]

Additional Information and Assistance

- For more information about this program, visit: https://www.fhwa.dot.gov/environment/air_quality/cmaq/.
- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm

From: Eatman, Mark R <mreatman@ncdot.gov>
Sent: Tuesday, May 16, 2023 3:58 PM
Subject: Continuous CMAQ Application Process Update
Importance: High

Good Afternoon CMAQ partners,

In the past we have asked you all to submit CMAQ projects on a yearly basis (typically in mid March). We are transitioning away from that yearly process to a continuous application process. What this means for you all is that applications can be submitted to TPD whenever you have a project to submit.

In terms of future review and awards, we will be looking at batches of projects on a quarterly basis. The end date for these quarters will be **March 31, June 30, September 30, and December 31**. If there are any special circumstances that require expedited review, please let us know and we'll do our best to process your request. Additionally, TPD may adjust this process if awards start to outpace available funding.

Additionally, we will be making some additional updates to the CMAQ process and will be updating our CMAQ Process document. More updates on that to come.

Please continue to use the current CMAQ application (attached) for application submittals. You can submit applications to me, and I'll place them on the CMAQ SharePoint site.

In the future we will be moving toward an online based application that will likely utilize SharePoint. I'll need some volunteers to help me test this system out, so let me know if you'd be interested in participating. More to come on that later as well so stay tuned.

If you have any questions or concerns, please feel free to contact me.

Thanks,

Mark R. Eatman, PE
Statewide Initiatives Engineer
Transportation Planning Division
North Carolina Department of Transportation

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BIPARTISAN INFRASTRUCTURE LAW



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FACT SHEETS

Carbon Reduction Program (CRP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	---	\$1.234 B*	\$1.258 B*	\$1.283 B*	\$1.309 B*	\$1.335 B*

*Calculated (sum of estimated individual State Carbon Reduction Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Statutory Citations

- § 11403; 23 U.S.C. 175

Funding Features

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "Apportionment" fact sheet for a description of this calculation)

Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and [NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CRP. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

Suballocation

- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:
 - *Urbanized areas with an urbanized area population greater than 200,000:* This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]
 - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000:* This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)]
 - *Urban areas with population at least 5,000 and no more than 49,999.* [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)]
 - *Areas with population of less than 5,000.* [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)]
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)]
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)] States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas. [23 U.S.C. 175(e)(3)]

Federal Share

- In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.) [§ 11403; 23 U.S.C. 120 and 175(f)]

Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to— [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
 - a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - a public transportation project eligible under 23 U.S.C. 142;
 - a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
 - a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
 - a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
 - efforts to reduce the environmental and community impacts of freight movement;
 - a project that supports deployment of alternative fuel vehicles, including—
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
 - certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
 - a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
 - any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Coordination in Urbanized Areas Other Than Transportation Management Areas

Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a State shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(4)]

Consultation in Rural Areas

Before obligating CRP funds for an eligible project in a rural area, a State shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(5)]

Program Features

Carbon Reduction Strategy

- Requires each State, in consultation with any MPO designated within the State, to– [§ 11403; 23 U.S.C. 175(d)]
 - develop a carbon reduction strategy not later than 2 years after enactment; [§ 11403; 23 U.S.C. 175(d)(1)] and
 - update that strategy at least every four years; [§ 11403; 23 U.S.C. 175(d)(3)]
- Requires the carbon reduction strategy to–
 - support efforts—and identify projects and strategies—to support the reduction of transportation emissions;
 - at the State's discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
 - be appropriate to the population density and context of the State, including any MPO designated within the State. [§ 11403; 23 U.S.C. 175(d)(2)]
- Allows the carbon reduction strategy to include projects and strategies for safe, reliable, and cost-effective options to–
 - reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the relevant MPO;
 - facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches. [§ 11403; 23 U.S.C. 175(d)(2)(B)]
- Requires FHWA to–
 - review the State's process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements; and
 - at the request of a State, provide technical assistance in the development of the strategy. [§ 11403; 23 U.S.C. 175(d)(4) and (5)]

Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements. [§ 11403; 23 U.S.C. 175(g)]

Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm

CRP Non-Eligible Projects

- Planning activities but environmental documents are eligible
- Feasibility studies
- Projects with no carbon reduction benefits
 - Diesel bus to diesel bus
 - Replacing existing sidewalks
 - Fare free to fare free unless you can demonstrate increase in ridership
- Does not connect to a destination

Example of CRP Eligible Projects

- Construction of sidewalks
- Transit expansion
 - New Transit Operations
 - Park and ride lot
- Transit electrification
- Alternative Fuel Transit Vehicles: Biofuels, compress natural gas, propane
- Improve traffic flow: Roundabouts, Continuous right turn lanes
- Truck stop electrification
- EV Charging
 - Needs to be public
- Town Clean vehicles
 - Buy America requirements or receive a waiver from FHWA
- Upgrade Street lights with energy efficient bulbs

Agenda Item V



TOWN *of* LOUISBURG

NORTH CAROLINA

Charming Since 1779

June 19, 2023

Transportation Coordinating Committee (TCC)
& Transportation Advisory Committee (TAC)
C/o Madeline Galliano
Kerr-Tar Council of Governments
P.O. Box 709
Henderson, NC 27536

RE: Transfer of CMAQ Project Funds from C-5610F to C-5610E

Dear Ms. Galliano,

The Town of Louisburg requests that a portion of the CMAQ funds awarded to the Town under the sidewalk project, C-5610F (West River Road to Joyner Park) be transferred to an active sidewalk project, C-5610E (Smoketree Way and North Main St). The requested transfer amount is \$317,014.

At the time C-5610F was awarded (Federal portion \$559,291), the Town did not anticipate the future increased costs of the project which arose from inflation, required design modifications and environmental impacts. With these issues confronting the Town, a revised opinion of cost for this project placed the total budget well over a million dollars. It is the conclusion of Town Council that the completion of C-5610F is beyond its resources at the present time.

That said, the Town seeks to redirect a portion of C-5610F's federal fund allocation to another sidewalk project, C-5610E (Smoketree Way and North Main Sidewalk). This project has its PE component largely complete and now is entering ROW acquisition. At the present, its PE allocation exceeds budget by \$105,116 while the forecasted total project cost will exceed budget by \$396,167. For this reason, the Town requests an increase in the federal allocation by an additional 317,014. The balance of funds to ensure a 80/20 match will be made up by the Town.

Sincerely,

A handwritten signature in blue ink that reads "Philip Slayter".

Philip Slayter
Planning & Zoning Administrator



**RESOLUTION IN SUPPORT OF THE TOWN OF LOUISBURG
TRANSFER OF CMAQ PROJECT FUNDS FROM C-5610F TO C-5610E**

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and,

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and,

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and,

WHEREAS, the Kerr-Tar RPO has administered a CMAQ project selection process among the local area jurisdictions in air quality non-attainment and maintenance counties of Franklin, Granville, and Person; and

WHEREAS, the Town of Louisburg was previously funded for a sidewalk project C-5610F (West Rive Road to Joyner Park); and

WHEREAS the Town of Louisburg did not anticipate the future increased costs of project C-5610F and the completion is beyond its resources at this time; and

WHEREAS the Town of Louisburg has an active sidewalk project-C-5610E (Smoketree Way and North Main Street); and

WHEREAS the Kerr-Tar Rural Planning Organization believes the C-5610E project will improve bicycle and pedestrian mobility for regional tourism and residents, enhance safety, and provide resilience and quality of life to the local communities; and

WHEREAS the Kerr-Tar Rural Planning Organization believes C-5610E project will improve the Town of Louisburg's pedestrian environment by expanding sidewalk connectivity and enhance safety;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee (TAC) and Technical Coordinating Committee (TCC) of the Kerr-Tar Rural Planning Organization endorses and fully supports the Town of Louisburg's request to transfer funds from C-5610F to C-5610E.

Thomas Lane, Chairman
KTRPO TAC

Date

Madeline Galliano
KTRPO Representative

Date

Agenda Item VI



KERR-TAR RURAL PLANNING ORGANIZATION (RPO)
Resolution Endorsing City of Roxboro CMAQ Project Proposal

WHEREAS, the Safe, Accountable Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and,

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and,

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and,

WHEREAS, the Kerr-Tar RPO has administered a CMAQ project selection process among the local area jurisdictions in air quality non-attainment and maintenance; and,

WHEREAS, the resulting candidate project proposal meets the requirements of CMAQ and the guidelines established by NCDOT to administer the program;

NOW THEREFORE, be it resolved that the Transportation Advisory Committee (TAC) and Technical Coordinating Committee (TCC) of the Kerr-Tar Rural Planning Organization endorses the CMAQ application by the City of Roxboro to build out sidewalk infrastructure along the western side of N. Main Street from N. Madison Blvd. up to School Street.

Thomas Lane, Chairman
KTRPO TAC

Date

Madeline Galliano
KTRPO Representative

Date

Agenda Item VII



RPO CRP PROJECT APPLICATION

FOR NCDOT USE ONLY	
APP ID	STIP ID

IN ORDER TO BE CONSIDERED A COMPLETE APPLICATION PACKAGE, ALL FIELDS MUST BE APPROPRIATELY COMPLETED & REQUIRED ADDITIONAL INFORMATION AS NOTED MUST BE ATTACHED. INCOMPLETE APPLICATIONS WILL BE RETURNED. PLEASE ONLY FILL OUT THE SECTIONS THAT PERTAIN TO THE PHASE YOU ARE CURRENTLY IN.

1 RPO/MPO/NCDOT Unit NAME(S)

Kerr-Tar RPO

2 TOWN & COUNTY NAME

Town of Butner, Granville County

3 PROJECT SPONSOR INFORMATION

Organization	Town of Butner
Contact Name	Mike Ciriello
Contact Title	Planning Director
Address	415 Central Ave, PO Box 270, Butner NC 27509
Telephone	919-575-3031
E-Mail	mciriello@butnenc.org

4 PROJECT INFORMATION

Include location of the project in the description box below, such as road name, address.

Title	Veazey Road / Central Avenue / Westbrook Intersection		
Description	The intersection as currently configured is unsafe and causes cars time to safely navigate. We propose resolving the intersection's alignment issue by building a traffic circle to provide for the safe and free flow of vehicular traffic. This will also reduce the time cars spend idling at this intersection, thus reducing carbon emissions.		
Existing STIP?	NO	If yes, STIP ID?	Population of the Area Being Served 8,487

Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary stakeholders & where it will operate & serve. Attach a sketch design plan of the proposed project which shows the general location.

PROJECT COSTS & DELIVERY SCHEDULE

5 APPLICABLE PROJECT PHASES, FUNDING & YEARS

Input information **ONLY** for the phase for which you are requesting funds.

- CRP projects are awarded by State Fiscal Years (FY). FY runs from July 1st of the previous year to June 30th of the current year. For example, FY 2023 is from July 1, 2022, through June 30, 2023.
- Cost estimates should include contingency fee, NCDOT admin fee, and inflation cost (as applicable).
- Minimum 20% match is required for all projects.
- Minimum amount of \$100,000 required.
- Project sponsor is responsible for any overage amount.

Check box if this project is not typical 80/20 split. The minimum split is 80/20.

Check box if this project is eligible for state match.

Phases(s)	CRP Amount	Matching Amount	Total	FY
<input checked="" type="checkbox"/> Planning, Engineering & Design	\$240,000	\$60,000	\$300,000	FY23/24
<input type="checkbox"/> Right-of-Way				
<input checked="" type="checkbox"/> Construction	\$1,607,040	\$401,760	\$2,008,800 (SPOT estimate + 20% contingency)	FY23/24
<input type="checkbox"/> Operation				

<input type="checkbox"/>	Transit Implementation				
<input type="checkbox"/>	Non-transit Implementation				
	Other:	\$184,704	\$46,176	\$230,880 (NCDOT admin fee 10%)	FY 23/24
Project Total		\$2,539,680			

6 LIST THE SOURCE(S) OF MATCHING FUNDS

Eligible for use of state trust funds for match

GENERAL PROJECT INFORMATION

7 SELECT CRP-ELIGIBLE IMPROVEMENT TYPE (check all that apply):

Alternative Fuels <input type="checkbox"/>	Transit Improvements <input type="checkbox"/>
Freight/Intermodal <input type="checkbox"/>	Congestion Relief & Traffic Flow Improvements <input checked="" type="checkbox"/>
Bicycle/Pedestrian Facilities & Programs <input type="checkbox"/>	Transportation Control Measures <input type="checkbox"/>
Intelligent Transportation Systems <input type="checkbox"/>	Diesel Engine Retrofits <input type="checkbox"/>
Carbon Reduction Strategy Development <input type="checkbox"/>	Travel Demand Management <input type="checkbox"/>
Micro-mobility <input type="checkbox"/>	Electronic Toll Collection <input type="checkbox"/>
Carpooling & Vanpooling <input type="checkbox"/>	Truck Stop Electrification System <input type="checkbox"/>
Port Electrification <input type="checkbox"/>	Energy Efficiency Improvements <input type="checkbox"/>
Congestion Management Technologies <input type="checkbox"/>	Other <input type="checkbox"/>

If "Other" please describe:

8 IF TRANSIT IMPROVEMENT, SPECIFY HOW SERVICE WILL BE IMPROVED

<input type="checkbox"/> New facilities associated with a service increase	<input type="checkbox"/> New vehicles used to expand the transit fleet
<input type="checkbox"/> Operating assistance for new service (limit three years)	<input type="checkbox"/> Fare subsidies

9 EMISSIONS REDUCTION CRITERIA

Only fill out the information that applies to your project. For more information about this section, view the [CMAQ Emissions Calculator Toolkit](#).

Alternative Fuel Vehicles & Infrastructure

Annual Vehicle Miles Traveled (VMT)	
Number of Vehicles	
What type of vehicle(s) are you replacing?	
Odometer reading of the vehicle you are replacing	
Model year of vehicle(s) are you replacing?	
What conventional fuel are you replacing?	<input type="checkbox"/> GASOLINE <input type="checkbox"/> DIESEL FUEL
What is the model year of the alternative fuel vehicle(s) to be purchased?	
What alternative fuel will your new vehicle(s) use?	
Annual number of charging stations	
Number of ports per charging station	
Kilowatt hours	

Bicycle & Pedestrian Improvements

Current roadway annual average daily traffic (AADT)	
Length of proposed facility and map	

Carpooling & Vanpooling

Which program is being evaluated?	<input type="checkbox"/> CARPOOL <input type="checkbox"/> VANPOOL
Are the pick-up drop off locations centralized?	<input type="checkbox"/> YES <input type="checkbox"/> NO
What is the average distance participants drive to the central locations? (Roundtrip Miles)	

What is the population of commuting workers?			
What is the number of vehicles participating in the pooling program?			
On average, how many passengers are there per carpool/vanpool vehicle? (Driver not included)			
What is the average commute distance? (Roundtrip Miles)			
What vehicle type is used in the vanpool?			
<input type="checkbox"/>	MINI VAN	<input type="checkbox"/>	VAN (8,500<GVW<10,000 LB)
<input type="checkbox"/>		<input type="checkbox"/>	VAN (10,000<GVW<14,000 LB)
What fuel type is used by the vanpool vehicle(s)?			
<input type="checkbox"/>	GASOLINE	<input type="checkbox"/>	DIESEL FUEL
<input type="checkbox"/>		<input type="checkbox"/>	COMPRESSED NATURAL GAS
<input type="checkbox"/>		<input type="checkbox"/>	ELECTRICITY
What is the model year of the vanpool vehicle(s)?			
10 SUBMIT			
1) SAVE APPLICATION AND ALL ATTACHMENTS IN A SINGLE PDF DOCUMENT			
2) Submit eligibility form as single PDF document to nbearle-young@ncdot.gov			

Project Areas and Concepts North End Traffic Study Area and Components –



Needs: Construction, Planning and Engineering

Grants Targeted:

- Carbon Reduction Program
- RAISE
- Thriving Communities

Samuel Boswell

From: Keilson, David P <dpkeilson@ncdot.gov>
Sent: Friday, March 17, 2023 3:14 PM
To: Samuel Boswell
Subject: RE: [External] Cost Estimate for Butner Traffic Circle

Sam,

Here's the breakdown from the SPOT Online tool:

Construction 1,674,000

ROW 540,000

It doesn't show anything for Design.

From a couple of roundabouts we've studied recently, I've seen Design costs of about 100K and 250K (not including contingency). Based on the sketch you sent, I would guess yours might be toward the higher end of that range.

Thanks,

David

From: Samuel Boswell <sboswell@kerrtarcog.org>
Sent: Friday, March 17, 2023 8:26 AM
To: Keilson, David P <dpkeilson@ncdot.gov>
Subject: RE: [External] Cost Estimate for Butner Traffic Circle

CAUTION: External email. Do not click links or open attachments unless you verify. Send all suspicious email as an attachment to [Report Spam](#).

Hi David,

Sorry I didn't think to ask this the other day – of that \$2.21M, what is the estimated split between the Engineering/Design phase and the Construction phase? The Town already owns the ROW.

Thanks,
Sam

From: Keilson, David P <dpkeilson@ncdot.gov>
Sent: Tuesday, March 14, 2023 4:23 PM
To: Samuel Boswell <sboswell@kerrtarcog.org>; Tracy Parrott <tnparrott@ncdot.gov>
Cc: Brandon Jones <bhjones@ncdot.gov>
Subject: RE: [External] Cost Estimate for Butner Traffic Circle

Sam,

The group in Division 5 that does estimates said that a detailed estimate would take about 3 months (due to current workload) which may be too late for your application, but he thought the \$2.21M from SPOT Online was a reasonable figure to use given the number of unknowns.




Agenda Item VIII
(To be provided at the RPO Meeting)

Agenda Item IX

**Prioritization 7.0 Training
for KTRPO**

Karyl Fuller, TARPO Director

June 22, 2022

History



Started from House Bill 817. Adopted on June 26, 2013 with overwhelming support.

Prioritization 3.0 started in 2014 and the draft STIP was released December 2015.

Prioritization 4.0 started in 2015 and the draft STIP was released in January 2017.

Prioritization 5.0 started in July 2017 and the draft STIP (2020-2029) was released in January 2019.

Prioritization 6.0 began in October 2019. It was not completed.


Current Situation



Typically, NCDOT develops a 10-year Statewide Transportation Improvement Program every two years.

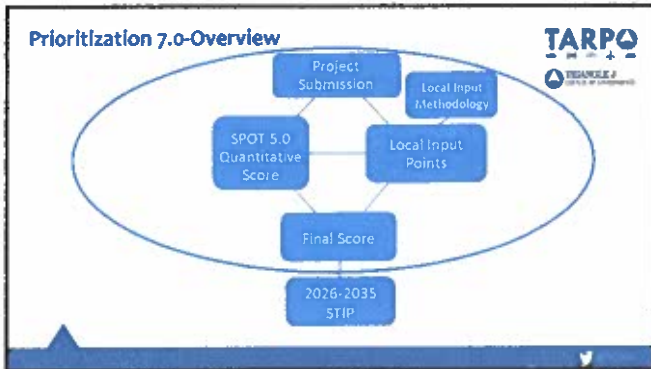
Currently, we are operating under 2020-2029 STIP. See [here](#) for the full document and [here](#) for a map showing all of the projects.

The 2024-2033 STIP was adopted on June 6th by Board of Transportation. It still must be approved by FHWA.

2020-2029 STIP Projects Map





- ### Prioritization 7.0
- Statewide**
 - 40% of the funding
 - For KTRPO, rail (freight) and highways quality, but only certain roads: I-85, US 158, US 1 (may not be an exhaustive list)
 - Completely Data-driven using the SPOT score. No local input
 - Regional**
 - 30% of the funding, split into 7 regions, based on population. KTRPO is in Region C, Div. 5 & 6
 - For KTRPO, transit, rail and highways quality: All of the roads included in the statewide tier, all US/NC routes, freight and passenger rail, transit that cover 2+ counties
 - 70% of the score is the SPOT quantitative score, 30% is local input, split between KTRPO and Division 7 and 8.
 - Division**
 - 30% of the funding, split evenly between all 14 Divisions.
 - For KTRPO, all state-maintained roads, including all of the above, public transportation, rail, and bike/pedestrian
 - 50% of the score is the SPOT quantitative score, 50% is local input, split between KTRPO and Division 7 or 8

Highway Criteria--Mobility

Criteria	Measure Description	Statewide Weight	Regional Weight	Division Weight
Congestion	(Volume) and (Volume/Capacity)	30%	20%	15%
Benefit/Cost	(10-year Travel Time Savings benefit) - (10-year Safety benefit) / (Cost to NC DOT)	25%	20%	15%
Safety	SE0, Crash Deaths, Crash Severity, Crash Rate, Safety Benefits (ET, Crash Frequency, Crash Severity, Safety Benefits)	10%	10%	10%
Freight	Truck Volume and (Truck Percentage)	25%	10%	5%
Economic Competitiveness	TRE03 Motor Output (% Change in Long-Term Trend) and (% Change in County Loadings over 10 years)	10%	-	-
Accessibility / Connectivity	Measurement of overall economic distress indicator and measures the project operations viability of the roadway	-	10%	5%

Project Types: Widening, Intersection/Interchange Improvements, Access Management, and other capacity **enhancements**

Highway Criteria-Modernization TARPO

Criteria	Measure (Formula)	Statewide Weight	Regional Weight	Division Weight
Congestion	(Volume) and (Volume/Capacity)	10%	5%	-
Safety	SEC Crash Density, Crash Severity, Crash Rate, Safety Benefits BT Crash Frequency, Crash Severity, Safety Benefits	25%	25%	20%
Freight	(Truck Volume) and (Truck Percentage)	25%	10%	5%
Lane Width	Existing lane width vs. DOT design standard	10%	10%	5%
(Paved) Shoulder Width	Existing paved shoulder width vs. DOT design standard	20%	10%	10%
Pavement Condition	Existing Pavement Condition Rating (PCR) along the project	10%	10%	10%

Project Types: Modernize Roadway and Upgrade Freeway to Interstate Standards


Non-Highway Criteria-Changes for Prioritization 7.0 TARPO

Mode	Changes for P7
Aviation	Updates SITs to better align with projects
Bike/Ped	Use P6 scoring with approved adjustments to Points of Interest
Ferry	Updates to SITs and Ferry Routes
Public Transportation	Clarified that MicroTransit is included in Demand Response and confirmed that mobility hubs are eligible facilities
Rail	Addition of a new Rail Modernization SIT

Modal Allocation TARPO


- In the Statewide tier, all eligible modes (highway, rail, aviation) compete directly, subject to various caps
- For Regional/Division:
 - Highways will receive between 90-94% of all funding
 - Non-highway will receive between 6-10%. All Division non-highway projects compete at the Division level
 - ~4% will be a direct competition between all modes
- This is a change from P 6.o. Historically, the minimum for non-highway modes has been 4%

KTRPO's Involvement in Prioritization



- Project Submittal
 - KTRPO receives 21 submittals slots for each mode
 - SPOT Online is open for project submittals from ~7/10/2023-9/29/2023
- Local Input Points—1500 Points
 - Develop a Local Input Methodology—must be approved by TAC and NCDOT (by 4/1/2024)
 - Assign Draft Input Points for Regional Projects by 8/31/2024
 - Assign Draft Input Points for Division Projects by 11/31/2024
- Changes can be made to final assignments based on public comments and other rationales, as long as KTRPO publishes those reasons

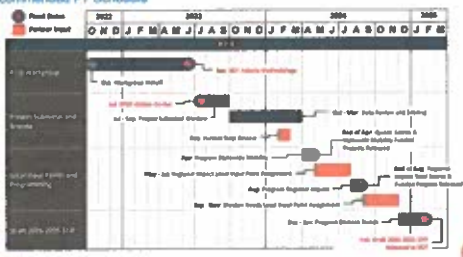

Local Input Points



- KTRPO will receive 1400 points for Prioritization 7.0
- KTRPO must have an approved methodology and assign draft local input points



Prioritization 7.0 Timeline-Draft

Recommended P7 Schedule



Prioritization 7.0 Schedule

- July 10, 2023-SPOT 7.0 opens for project submissions
- End of September 2023-SPOT closes for new submissions
- Winter 2023-Draft Local Input Point Methodology is sent to NCDOT for preliminary approval
- February 8, 2024 -KTRPO conditionally approves the Local Input Point Methodology
- April 1, 2024- Deadline for Approval of Local Input Point Assignment Methodology

Draft Prioritization 7.0 Schedule

- End of April 2024- Quantitative Scores and Draft list of Programmed Statewide Mobility Projects released
- May 1, 2024- Regional Impact Local Input Point window opens for 3 months
- End of July 2024- Regional Impact Local Input Point window closes
- End of August 2024 - Draft list of Programmed Regional Impact Projects released
- September 1, 2024 - Division Needs Local Input Point window opens for 3 months
- End of November 2024- Division Needs Local Input Point window closes
- February 2025 - 2026-2035 Draft STIP released

 @TJCOG

Questions?



Karyl Fuller, GISP
 Director, TARPO
 Triangle J Council of Governments
 Triangle Area Rural Planning Organization
 kfuller@tjcog.org
 (919) 558-9320
 www.tarpo.org | www.tjcog.org

Notes on Funding Leverage

3/7/2020

Guidance on Other Fund Contributions in P&E

Highways, Aviation, and Rail include Funding Leverage in the Overall/Total estimate formulas:

Funding Leverage = (Other Funds / Total Project Cost) x 100
Cost of Funding Leverage = % of other funds contributed to the project

During scoring (and submittals), ONLY the Benefit/Cost scoring of the overall estimate formula is used:

- This calculation uses the Cost to BODD at the time of submittal
- The SCALED Benefit/Cost portion is then set and will not change
- Funding Leverage is added to the SCALED Benefit/Cost portion (with a ceiling cap of 200 points)

The image shows three screenshots from a software interface. The first is titled 'Highway - Benefit Cost' and shows a bar chart with a red bar at the top and a blue bar below it. The second is titled 'Aviation Scoring' and shows a table with columns for 'Benefit/Cost' and 'Points', with values 100 and 100 respectively. The third is titled 'Rail Scoring' and shows a table with columns for 'Benefit/Cost' and 'Points', with values 100 and 100 respectively.

Agenda Item X

HIGHWAY LETTING
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH N.C.
MAY 16, 2023
DIVISION 5

PAGE: 4 of 9
ITEM C

C204874
2023CPT.05.10.20911.1
STATE FUNDED
VANCE

PROPOSAL LENGTH 18.484 MILES
TYPE OF WORK MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.
LOCATION 13 SECTIONS OF SECONDARY ROADS.

EST CONST PROGRESS.... FY-2024...81% OF BID
FY-2025...19% OF BID

RPN 005 2 BIDDER(S) DBE GOAL 6.00 %
ESTIMATE 3,415,425.00

DATE AVAILABLE JUL 01 2023
INTER COMPLETION NOV 30 2023 COMPLETE ALL WORK REQUIRED OF MAP #13
FINAL COMPLETION NOV 30 2024

	\$ TOTALS	% DIFF
CAROLINA SUNROCK LLC RALEIGH, NC	2,711,775.59	-20.6
S T WOOTEN CORPORATION WILSON, NC	3,227,842.94	-5.5

AWARDED

**NCDOT MAY 2023 BOARD OF TRANSPORTATION AGENDA
Funds Request
Division-wide Small Construction, Statewide Contingency,
Public Access, Economic Development, High Impact/Low Cost**

According to Executive Order No. 2 and G.S. 143B-350(g), the Board is requested to concur with staff recommendation and delegate authority to the Secretary to approve funds for specific Division-wide Small Construction / Statewide Contingency projects.

Division & County	Project Description	Fund Type	Amount
Division 3 Pender	WBS 50837 Preliminary engineering and design for a roundabout at the intersection of NC 210, SR 1574 (Dallie Futch Road), and SR 1002 (Island Creek Road). Establish funds	High Impact/ Low Costs <hr/> TOTAL	\$245,000.00 <hr/> \$245,000.00
Division 3 Onslow	WBS 45333.3.21 Construction for TIP Project W-5203U: Install dual left turn lanes on NC 53 and SR 1336 (Henderson Drive) in Jacksonville. These funds are needed to align project funding with the latest estimate. Increase funds	Contingency <hr/> TOTAL	\$500,000.00 <hr/> \$500,000.00
Division 3 New Hanover	WBS 48858 Install traffic signal at SR 1576 (River Road) and SR 2566 (Halyburton Memorial Parkway) Increase funds	High Impact/ Low Costs <hr/> TOTAL	\$102,000.00 <hr/> \$102,000.00
Division 5 Granville	WBS 50792 Install roundabout at US 158 Business (Williamsboro Street) and Gilliam Street / New College Street in Oxford. Establish funds	High Impact/ Low Costs <hr/> TOTAL	\$154,228.89 <hr/> \$154,228.89
Division 5 Wake	WBS 50793 Install traffic signals at SR 1010 (Ten Ten Road) and SR 1377 (Blaney Farm Road); and at SR 1010 (Ten Ten Road) and SR 1404 (Johnson Pond Road). Establish funds	High Impact/ Low Costs <hr/> TOTAL	\$142,757.59 <hr/> \$142,757.59

NCDOT MAY 2023 BOARD OF TRANSPORTATION AGENDA
Funds Request
Division-wide Small Construction, Statewide Contingency,
Public Access, Economic Development, High Impact/Low Cost

Division & County	Project Description	Fund Type	Amount
Division 5 Warren	WBS 49916 Radius improvements at US 401 and US 158 Business in Warrenton. Increase funds	Contingency <u>TOTAL</u>	<u>\$50,000.00</u> <u>\$50,000.00</u>
Division 6 Robeson	WBS 44852.3.26 Construction for TIP Project W-5706Y: Curve improvements along NC 710 at the curve northwest of SR 1345 (Island Grove Road) near Philadelphus. Increase funds	High Impact/ Low Costs <u>TOTAL</u>	<u>\$106,550.00</u> <u>\$106,550.00</u>
Division 7 Guilford	WBS 50806 Install left turn lane on SR 2347 (Lake Brandt Road) at SR 2324 (Plainfield Road). Establish funds	High Impact/ Low Costs <u>TOTAL</u>	<u>\$500,000.00</u> <u>\$500,000.00</u>
Division 8 Richmond	WBS 50799 Widen and strengthen the roadway along sections of SR 1471 (Patterson Road) and SR 1465 (Sycamore Lane). Establish funds	High Impact/ Low Costs <u>TOTAL</u>	<u>\$395,000.00</u> <u>\$395,000.00</u>
Division 8 Richmond	WBS 50833 Upgrade signals at US 220 and Greene Street in Rockingham. Establish funds	High Impact/ Low Costs <u>TOTAL</u>	<u>\$10,000.00</u> <u>\$10,000.00</u>
Division 8 Moore	WBS 50800 Install improvements at NC 2 (Midland Road) and Midland Drive in Pinehurst. Improvements align with the NC 2 (Midland Road) Corridor Study and include closing the Midland Drive median, and adding a left turn lane and a U-turn bulb out on NC 2. Establish funds	High Impact/ Low Costs <u>TOTAL</u>	<u>\$200,000.00</u> <u>\$200,000.00</u>

May 4, 2023

<u>Division</u>	<u>Project Number</u>	<u>ConCPT</u>	<u>Estimated Project Cost</u>
07	24-CO-120	PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION FY24 ConCPT Coordination - Operating Support for the coordination of trips between three or more transit systems: Piedmont Authority for Regional Transportation, Guilford County, Randolph County Application Number: 1000018293	\$400,000.00 Total \$0.00 Federal \$200,000.00 State \$200,000.00 Local
02	24-CO-054	CARTERET COUNTY FINANCE OFFICER FY24 ConCPT Coordination - Operating Support for the coordination of trips between three or more transit systems: Carteret County, CARTS, Lenoir County, GWTA, JCATS, OUTS, Duplin County, and Greene County (DownEast Express) Application Number: 1000014931	\$200,000.00 Total \$0.00 Federal \$100,000.00 State \$100,000.00 Local
03	24-CO-052	CAPE FEAR PUBLIC TRANSPORTATION AUTHORITY DBA WAVE FY24 ConCPT Coordination - Operating Support for the coordination of trips between three or more transit systems: Cape Fear Public Transportation, Brunswick County, Pender County Application Number: 1000016777	\$600,000.00 Total \$0.00 Federal \$600,000.00 State \$0.00 Local
<u>Division</u>	<u>Project Number</u>	<u>RURAL STATE OPERATING</u>	<u>Estimated Project Cost</u>
01	24-RO-005	ALBEMARLE REGIONAL HEALTH SERVICES FY24 Rural State Operating Grant State Operating funds for multi-county transit system by Albemarle Regional Health Services Application Number: 1000015925	\$600,000.00 Total \$0.00 Federal \$300,000.00 State \$300,000.00 Local
01	24-RO-025	HYDE COUNTY NON-PROFIT PRIVATE TRANSPORTATION CORP FY24 Rural State Operating Grant State Operating funds for multi-county transit system by Hyde County Non-Profit Application Number: 1000016138	\$25,166.00 Total \$0.00 Federal \$12,583.00 State \$12,583.00 Local
04	24-RO-047	GOLDSBORO WAYNE TRANSPORTATION AUTHORITY FY24 Rural State Operating Grant State Operating funds for multi-county transit system by Goldsboro-Wayne Transit System. Application Number: 1000016318	\$130,000.00 Total \$0.00 Federal \$65,000.00 State \$65,000.00 Local
05	24-RO-030	KERR AREA TRANSPORTATION AUTHORITY FY24 Rural State Operating Grant State Operating funds for multi-county transit system by KARTS Transit System. Application Number: 1000016284	\$442,566.00 Total \$0.00 Federal \$221,283.00 State \$221,283.00 Local

NCDOT May 2023 Board of Transportation Agenda

Rail Program

Town/County Division	Project Description	Estimated Cost
Division 1 Pasquotank, Chowan, Camden County 80000.1.4.150	The Rail Division requests Board approval of Freight Rail & Rail Crossing Safety Improvement (FRRCSI) funds for the Chesapeake & Albemarle Railroad (CA). The project will extend a siding, upgrade turnouts, return a rail siding to service, and provide rail improvements along the CA corridor. CA will be responsible for the construction of the project. The total estimated cost to the Department is \$570,000. FRRCSI ID: F23118	\$570,000
Divisions 1, 2, 4, 5 Beaufort, Greene, Johnston, Martin, Nash, Pitt, Wake, Washington, Wilson County 80000.1.4.122	The Rail Division requests Board approval of additional Freight Rail & Rail Crossing Safety Improvement (FRRCSI) funds for the Carolina Coastal Railway (CLNA). The project will provide bridge modernization, crosstie upgrades, and speed improvements. This supplemental funding is needed due to escalating material costs. CLNA will be responsible for the construction of the project. Department funding was approved for \$1,120,000 on May 8, 2022. With this supplemental funding, the total estimated project cost is \$2,540,000 and the Department will fund up to 50% of the project costs, not to exceed \$1,270,000. FRRCSI ID: F22102	\$150,000
Divisions 2, 4, 5 Beaufort, Warren, Nash Counties 80000.1.4.149	The Rail Division requests Board approval of Freight Rail & Rail Crossing Safety Improvement (FRRCSI) funds for the Carolina Coastal Railway (CLNA). The project will provide improvements along the CLNA corridor. CLNA will be responsible for the construction of the project. The total estimated cost to the Department is \$385,000. FRRCSI ID: F23117	\$385,000
Division 8 Montgomery County 80000.3.4.3	The Rail Division requests Board approval of Freight Rail & Rail Crossing Safety Improvement (FRRCSI) funds for the Aberdeen Carolina & Western Railroad (ACWR). The project will expand an ongoing short line improvement project that is building a rail yard. Additional enhancements will facilitate a full truck-rail transloading operation in Candor. ACWR will be responsible for the construction of the project. The total estimated cost to the Department is \$1,060,000. FRRCSI ID: F23123	\$1,060,000
Division 8 Montgomery County 80000.1.4.152	The Rail Division requests Board approval of Freight Rail & Rail Crossing Safety Improvement (FRRCSI) funds for the Aberdeen Carolina & Western Railroad (ACWR). The project will upgrade culverts on the ACWR rail corridor for improved drainage. ACWR will be responsible for the construction of the project. The total estimated cost to the Department is \$490,000. FRRCSI ID: F23120	\$490,000

May 4, 2023

NCDOT May 2023 Board of Transportation Agenda

Aviation Program

Division Airport County	Project Description	Estimate
Division 4 Mount Olive Municipal Airport Wayne County	New Helicopter Parking Pad (Construction/CA/RPR) (Amendment) (WBS TBD) This project will construct a new helicopter parking pad. This state aid funding provides the match to federal funding through the Safety Enhancement program. (PR# 4650)	\$9,206 Total \$9,206 State \$0 Local
Division 5 Raleigh Regional Airport Person County	Runway, Connector Taxiways & Apron Pavement Rehabilitation (Construction) WBS 36244.60.9.3 This request will provide initial construction funding for the pavement rehabilitation of the Runway 6/24, associated taxiway connectors and aircraft parking apron. (PR# 3593)	6,500,000 Total 5,850,000 State 650,000 Local

ITEM I-4 SUMMARY – 2 REQUESTS – Total Cost: \$ 6,509,206
Total State Cost \$ 5,859,206
Total Local Investment \$ 650,000

*Costs are estimated. Only eligible costs within the project scope of work will be reimbursed.

May 4, 2023

**REVISIONS TO THE 2020-2029 STIP
HIGHWAY PROGRAM
STIP MODIFICATIONS**

DIVISION 5			
HL-0033	(SR 3126) AIRPORT BOULEVARD, GARDEN SQUARE	UTILITIES	FY 2023 - \$60,000 (BGDA)
WAKE	LANE TO SR 1637 (CHURCH STREET) IN MORRISVILLE.		FY 2023 - \$40,000 (L)
PROJ.CATEGORY	CONSTRUCT ROADWAY ON NEW LOCATION.	CONSTRUCTION	FY 2024 - \$2,540,000 (BGDA)
DIVISION	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN. DELAY CONSTRUCTION FROM FY 23 TO FY 24.</u>		FY 2024 - \$635,000 (L)
			FY 2025 - \$5,008,000 (BGDA)
			FY 2025 - \$1,252,000 (L)
			FY 2026 - \$932,000 (BGDA)
			FY 2026 - \$233,000 (L)
			<u>\$10,700,000</u>
HL-0050	SR 1349 (DILLARD DRIVE), VILLAGE TAVERN ROAD TO	RIGHT-OF-WAY	FY 2023 - \$64,000 (S)
WAKE	SR 1319 (JONES FRANKLIN ROAD) IN RALEIGH.		FY 2023 - \$110,000 (BGDA)
PROJ.CATEGORY	INSTALL TWO WAY LEFT TURN LANE.	CONSTRUCTION	FY 2024 - \$406,000 (S)
DIVISION	<u>TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN. DELAY CONSTRUCTION FROM FY 23 TO FY 24.</u>		FY 2024 - \$692,000 (BGDA)
			<u>\$1,272,000</u>
HS-2005O	US 1 / US 158, US 1 / US 158 AT SR 1237 (MASON	UTILITIES	FY 2024 - \$80,000 (HSIP)
WARREN	DREWRY ROAD). INTERSECTION REALIGNMENT.	CONSTRUCTION	FY 2024 - \$335,000 (HSIP)
PROJ.CATEGORY	<u>ADD PROJECT BREAK AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>		<u>\$415,000</u>
STATEWIDE			
HS-2005P	US 501, US 501 AT NC 57 (HILLSBOROUGH ROAD).	CONSTRUCTION	FY 2024 - \$260,000 (HSIP)
PERSON	INSTALL TRAFFIC SIGNAL.		<u>\$260,000</u>
PROJ.CATEGORY	<u>ADD PROJECT BREAK AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>		
REGIONAL			
HS-2005Q	SR 1142 (HUMIE OLIVE ROAD), SR 1142 (HUMIE OLIVE	CONSTRUCTION	FY 2024 - \$130,000 (HSIP)
WAKE	ROAD) AT BLAZING TRAIL DRIVE/DRIVEWAY ACCESS		<u>\$130,000</u>
PROJ.CATEGORY	TO APEX FRIENDSHIP HIGH AND ELEMENTARY		
DIVISION	SCHOOLS. INSTALL TRAFFIC AND PEDESTRIAN		
	SIGNALS.		
	<u>ADD PROJECT BREAK AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>		
HS-2005R	SR 3120 (MORRISVILLE PARKWAY), SR 3120	CONSTRUCTION	FY 2024 - \$50,000 (HSIP)
WAKE	(MORRISVILLE PARKWAY) AT SR 3043 (FERSON ROAD)		<u>\$50,000</u>
PROJ.CATEGORY	/ GREEN HOPE SCHOOL ROAD. IMPROVE PEDESTRIAN		
DIVISION	CROSSING.		
	<u>ADD PROJECT BREAK AT REQUEST OF TRANSPORTATION MOBILITY AND SAFETY DIVISION.</u>		

* INDICATES FEDERAL AMENDMENT

May 4, 2023
Board of Transportation Agenda – Special and Municipal Agreements

Division 4, cont.

County of Halifax
(Halifax/Assignor)
JBB Packaging LLC
(Industry/Assignee)
Halifax County
80000.3.1.19
RAIL

On November 19, 2019, the Department, County of Halifax, and JBB Packaging entered into a Rail Industrial Access Agreement (RIAA) to rehabilitate and realign an existing rail spur off the CSX SA-line at approximately MP 80.30 to serve the Industry. This Assignment and Assumption Agreement is an acknowledgement and approval by the Department of the RIAA transfer of the contingent interest liability from Halifax to the Industry. The terms and conditions of the RIAA will remain the same with the Industry assuming, covenanting, and agreeing to keep and fulfill all terms and conditions. There is no cost to the Department for this Agreement.

Division 5

Vance Granville Community
College
Vance County
50084.1.52
11470

This Project is to provide a National Summer Transportation Institute curriculum targeted for high school and middle school students related to transportation career opportunities. The Department shall reimburse the University 100% of the approved eligible costs up to the maximum federal and state award amount of \$33,049.

City of Durham
Durham County
5B.203214.6
1000018352

This Project consists of the design and construction of a pipe replacement on Pope Road in Durham. The Municipality shall be 100% responsible for the total cost of work. The estimated cost of the Project is \$36,509.21.

Division 6

Town of Elizabethtown
Bladen County
36248.205
1000017836

This Agreement is for reimbursement to the Department for work performed in the Town of Elizabethtown. Under the provision of G.S. 136-41.1, the Department is authorized to use Powell Bill funds allocated to a municipality when the municipality fails to pay. The reimbursement due is \$925,000.

UNC Pembroke
Robeson County
50084.1.51
11472

This Project is to provide a National Summer Transportation Institute curriculum targeted for high school and middle school students related to transportation career opportunities. The Department shall reimburse the University 100% of the approved eligible costs up to the maximum federal and state award amount of \$45,807.

NCDOT JUNE 2023 BOARD OF TRANSPORTATION AGENDA
Funds Request
Division-wide Small Construction, Statewide Contingency,
Public Access, Economic Development, High Impact/Low Cost

Division & County	Project Description	Fund Type	Amount
Division 3 Pender	WBS 50896 Supplemental funding to support the design and construction of a stormwater infiltration system along NC 50 (South Shore Drive) in Surf City. Establish funds	High Impact/ Low Costs <hr/> TOTAL	<u>\$280,000.00</u> \$280,000.00
Division 5 Durham	WBS 48937 Widen NC 54 eastbound from Falconbridge Road to SR 1110 (Farrington Road) and install a continuous right turn lane to I-40. Increase funds	High Impact/ Low Costs <hr/> TOTAL	<u>\$101,925.52</u> \$101,925.52
Division 5 Warren	WBS 49916 Radius improvements at US 401 and US 158 Business in Warrenton. Decrease funds	High Impact/ Low Costs <hr/> TOTAL	<u>(\$101,925.52)</u> (\$101,925.52)
Division 6 Columbus	WBS 50395 Repair storm drainage system on NC 904 in Tabor City. Increase funds	Small Construction <hr/> TOTAL	<u>\$10,000.00</u> \$10,000.00
Division 6 Cumberland	WBS 44852.3.21 Construction for TIP Project W-5706U: Upgrade traffic signal and install pedestrian improvements at the intersection of SR 1404 (Hay Street), SR 3578 (Fort Bragg Road), Oakridge Avenue, and Highland Avenue in Fayetteville. These funds are needed to align the project funding with the latest estimate. Establish funds	High Impact/ Low Costs <hr/> TOTAL	<u>\$128,425.72</u> \$128,425.72
Division 6 Harnett	WBS 50870 Install signal at US 401 and SR 1415 (Rawls Church Road). This request is pending consultation per North Carolina General Statute 136-11.1. Establish funds	High Impact/ Low Costs <hr/> TOTAL	<u>\$650,000.00</u> \$650,000.00

NCDOT June Board of Transportation Agenda

Public Transportation Program

Division	Project Number	RURAL STATE OPERATING	Estimated Project Costs
05	24-RO-083	PERSON COUNTY FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Person County. Application Number: 1000018415	\$133,719.00 Total
			\$0.00 Federal
			\$133,719.00 State
			\$0.00 Local
01	24-RO-005	ALBEMARLE REGIONAL HEALTH SERVICES FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Albemarle Regional. Application Number: 1000018449	\$159,500.00 Total
			\$0.00 Federal
			\$159,500.00 State
			\$0.00 Local
01	24-RO-023	CHOANOKE PUBLIC TRANSPORTATION AUTHORITY FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Choanoke Public Transportation. Application Number: 1000018454	\$161,250.00 Total
			\$0.00 Federal
			\$161,250.00 State
			\$0.00 Local
01	24-RO-028	MARTIN COUNTY FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Martin County. Application Number: 1000018783	\$65,000.00 Total
			\$0.00 Federal
			\$65,000.00 State
			\$0.00 Local
02	24-RO-034	LENOIR COUNTY FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Lenoir County. Application Number: 1000018746	\$235,619.00 Total
			\$0.00 Federal
			\$235,619.00 State
			\$0.00 Local
02	24-RO-017	BEAUFORT COUNTY DEVELOPMENTAL CENTER, INC. FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Beaufort County. Application Number: 1000018432	\$178,400.00 Total
			\$0.00 Federal
			\$178,400.00 State
			\$0.00 Local
02	24-RO-029	CRAVEN COUNTY DBA CARTS FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Craven County. Application Number: 1000018749	\$20,000.00 Total
			\$0.00 Federal
			\$20,000.00 State
			\$0.00 Local

04	24-RO-039	COMMUNITY AND SENIOR SERVICES OF JOHNSTON COUNTY FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Community and Senior Services. Application Number: 1000018458	\$394,000.00	Total
			\$0.00	Federal
			\$394,000.00	State
			\$0.00	Local
04	24-RO-001	CITY OF WILSON FY24 Rural State Operating Grant Operating costs related to rural community transportation services for City of Wilson. Application Number: 1000018765	\$150,000.00	Total
			\$0.00	Federal
			\$150,000.00	State
			\$0.00	Local
04	24-RO-035	WILSON COUNTY FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Wilson County. Application Number: 1000018522	\$135,000.00	Total
			\$0.00	Federal
			\$135,000.00	State
			\$0.00	Local
04	24-RO-043	CITY OF ROCKY MOUNT TAX COLLECTOR FY24 Rural State Operating Grant Operating costs related to rural community transportation services for City of Rocky Mount. Application Number: 1000018565	\$400,000.00	Total
			\$0.00	Federal
			\$400,000.00	State
			\$0.00	Local
04	24-RO-047	GOLDSBORO WAYNE TRANSPORTATION AUTHORITY FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Goldsboro Wayne. Application Number: 1000018756	\$222,500.00	Total
			\$0.00	Federal
			\$222,500.00	State
			\$0.00	Local
05	24-RO-030	KERR AREA TRANSPORTATION AUTHORITY FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Kerr Area Transportation. Application Number: 1000018744	\$625,000.00	Total
			\$0.00	Federal
			\$625,000.00	State
			\$0.00	Local
05	24-RO-063	WAKE COUNTY FINANCE OFFICE FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Wake County. Application Number: 1000018774	\$46,080.00	Total
			\$0.00	Federal
			\$46,080.00	State
			\$0.00	Local
06	24-RO-044	CUMBERLAND COUNTY FINANCE DEPT FY24 Rural State Operating Grant Operating costs related to rural community transportation services for Cumberland County. Application Number: 1000018776	\$100,000.00	Total
			\$0.00	Federal
			\$100,000.00	State
			\$0.00	Local

Sims Wilson County Division 4	Town of Sims Bicycle and Pedestrian Project Acceleration Plan Population 321	\$54,075 \$20,000 \$29,575 \$4,500	Total Federal (37%) State (55%) Local (8%)
Raleigh Wake County Division 5	City of Raleigh Bicycle Plan Update Population 469,502	\$154,500 \$20,000 \$63,250 \$71,250	Total Federal (13%) State (41%) Local (46%)
Roxboro Person County Division 5	City of Roxboro Bicycle and Pedestrian Project Acceleration Plan Population 8,300	\$54,075 \$20,000 \$29,575 \$4,500	Total Federal (37%) State (55%) Local (8%)
Angier Harnett County Division 6	Town of Angier Pedestrian Plan Update Population 5,596	\$54,075 \$20,000 \$29,575 \$4,500	Total Federal (37%) State (55%) Local (8%)
Fayetteville Cumberland County Division 6	City of Fayetteville Pedestrian Plan Update Population 210,000	\$154,500 \$20,000 \$63,250 \$71,250	Total Federal (13%) State (41%) Local (46%)
Mars Hill Madison County Division 13	Town of Mars Hill Bicycle and Pedestrian Plan Population 2,203	\$69,525 \$20,000 \$43,525 \$6,000	Total Federal (29%) State (63%) Local (9%)
Woodfin Buncombe County Division 13	Town of Woodfin Bicycle and Pedestrian Plan Population 8,010	\$69,525 \$20,000 \$43,525 \$6,000	Total Federal (29%) State (63%) Local (9%)
Andrews Cherokee County Division 14	Town of Andrews Bicycle and Pedestrian Project Acceleration Plan Population 1,729	\$54,075 \$20,000 \$29,575 \$4,500	Total Federal (37%) State (55%) Local (8%)
Murphy Cherokee County Division 14	Town of Murphy Bicycle and Pedestrian Plan Population 1,700	\$69,525 \$20,000 \$43,525 \$6,000	Total Federal (29%) State (63%) Local (9%)

Funding Sources

Federal = State Planning and Research

State = (a) State Planning and Research State Match and (b) State Planning Funds

Local = Local Match

Note: Percentages may not total to 100% due to rounding error

**NCDOT JUNE 2023 BOARD OF TRANSPORTATION AGENDA
APPROVAL OF STRATEGIC TRANSPORTATION INVESTMENT FUNDS**

TOWN / COUNTY DIVISION PROJ. CATEGORY	PROJECT DESCRIPTION	ESTIMATED COST
WAKE DIV. 5 I-6005 STATEWIDE	WBS 47959.1.1 I-87/US 64/US 264 FROM US 64 BUSINESS (WENDELL BOULEVARD) TO US 264. \$432,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.	\$100,000.00
WAKE DIV. 5 I-6007 STATEWIDE	WBS 47961.1.1 I-87/US 64/US 264 AT SR 2233 (SMITHFIELD ROAD). \$423,312.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.	\$100,000.00
DURHAM DIV. 5 I-6010 STATEWIDE	WBS 47963.1.1 I-85/US 15 FROM EAST OF SR 1827 (MIDLAND TERRACE) TO SR 1632 (RED MILL ROAD) IN DURHAM. \$177,257.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.	\$100,000.00
FRANKLIN DIV. 5 R-3608 REGIONAL	WBS 46957.1.1 US 401/NC 39/ NC 56/ NC 581 (NASH STREET) TO SR 1229 (MAIN STREET). \$1,154,287.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.	\$200,000.00
DURHAM DIV. 5 U-5717 STATEWIDE	WBS 50400.1.1 US 15 / US 501 AT SR 1116 (GARRETT ROAD) IN DURHAM. \$2,600,000.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.	\$200,000.00
WAKE DIV. 5 U-5746 REGIONAL	WBS 54032.1.1 US 401 FROM WAKE TECHNICAL COMMUNITY COLLEGE TO SR 1010 (TEN-TEN ROAD). \$1,770,383.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.	\$150,000.00

**NCDOT JUNE 2023 BOARD OF TRANSPORTATION AGENDA
APPROVAL OF STRATEGIC TRANSPORTATION INVESTMENT FUNDS**

TOWN / COUNTY DIVISION PROJ. CATEGORY	PROJECT DESCRIPTION	ESTIMATED COST
WAKE DIV. 5 U-5748 REGIONAL	WBS 50168.1.1 US 401 AT SR 2044 (LIGON MILL ROAD) / SR 2224 (MITCHELL MILL ROAD)/ AND SR 2006 (PERRY CREEK ROAD) INTERSECTION IN RALEIGH. \$4,622,002.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL STRATEGIC TRANSPORTATION INVESTMENTS FUNDS ARE REQUESTED. THIS IS A BUILD NC BOND PROJECT.	\$210,000.00
WAKE DIV. 5 U-5826 DIVISION	WBS 44398.3.1 SR 2000 (FALLS OF NEUSE ROAD) FROM I-540 TO SR 2006 (DURANT ROAD). \$13,500,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. FUNDS NEED TO BE INCREASED BY \$8,792,750.00 TO REFLECT THE LOW BID RECEIVED. THIS IS A CASH FLOW PROJECT WITH \$4,000,000.00 IN SFY 25 AND \$4,792,750.00 IN SFY 26.	\$8,792,750.00
VANCE DIV. 5 U-5890 DIVISION	WBS 44658.1.1 SR 1162 (DABNEY DRIVE) FROM COBLE BOULEVARD TO US 158 BUSINESS IN HENDERSON. \$2,232,591.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.	\$250,000.00
WAKE DIV. 5 U-5936 STATEWIDE	WBS 45944.1.1 SR 1728 (WADE AVENUE) FROM I-40 TO I-440 IN RALEIGH. \$1,171,510.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.	\$100,000.00
PERSON DIV. 5 U-5969 REGIONAL	WBS 45957.1.1 US 501 FROM SOUTH OF US 158 TO SR 1601 (NORTH MAIN STREET) IN ROXBORO. \$3,112,230.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.	\$375,000.00

**NCDOT JUNE 2023 BOARD OF TRANSPORTATION AGENDA
APPROVAL OF FUNDS FOR SPECIFIC SPOT SAFETY IMPROVEMENT PROJECTS
AND FOR SPECIFIC SPOT MOBILITY PROJECTS**

L-6

**ACCORDING TO EXECUTIVE ORDER NO. 2 AND G.S. 143B-350(G) THE BOARD IS
REQUESTED TO CONCUR WITH STAFF RECOMMENDATIONS AND DELEGATE AUTHORITY
TO THE SECRETARY TO APPROVE FUNDS FOR SPECIFIC SPOT SAFETY AND SPOT
MOBILITY IMPROVEMENT PROJECTS**

TOWN / COUNTY DIVISION PROJ.	PROJECT DESCRIPTION	ESTIMATED COST
WAKE CO. DIV. 5 SS-6205M	WBS 50873 US 401 AT FAIRVIEW ROAD INTERCHANGE, SR 1841 (VICTORY CHURCH ROAD) NEAR UPPER BARTON CREEK, SR 2215 (BUFFALOE ROAD) NEAR BEAVERDAM CREEK, AND SR 2052 (ROGERS ROAD) EAST OF HERITAGE BRANCH ROAD. INITIAL SPOT SAFETY FUNDS ARE NEEDED FOR GUARDRAIL INSTALLATION. FILE 05-23-70742	\$150,000.00
VANCE CO. DIV. 5 SS-6205N	WBS 50874 SR 1546 (PETER GILL ROAD) AT SR 1547 (ABBOTT ROAD). INITIAL SPOT SAFETY FUNDS ARE NEEDED FOR ALL WAY STOP INSTALLATION. FILE 05-22-69789	\$16,000.00
FAYETTEVILLE / CUMBERLAND CO. DIV. 6 SS-6206AB	WBS 50875 US 401 (SKIBO ROAD) AT CAMPGROUND ROAD. INITIAL SPOT SAFETY FUNDS ARE NEEDED FOR TRAFFIC SIGNAL UPGRADES AND PEDESTRIAN ACCOMMODATIONS INSTALLATION. FILE 06-23-70489	\$390,000.00
BLADEN CO. DIV. 6 SS-6206AC	WBS 50876 SR 1003 (TWISTED HICKORY ROAD) AT SR 1100 (CENTER ROAD). INITIAL SPOT SAFETY FUNDS ARE NEEDED FOR ALL WAY STOP INSTALLATION. FILE 06-22-69535	\$34,000.00

JUNE 6, 2023

**NCDOT JUNE 2023 BOARD OF TRANSPORTATION AGENDA
APPROVAL OF FUNDS FOR SPECIFIC FEDERAL - AID PROJECTS**

TOWN/COUNTY PROJ. CATEGORY	PROJECT DESCRIPTION	ESTIMATED COST
Division 5		
FRANKLIN WAKE COUNTIES R-2814C SW/DIV	WBS 34506.2.FR7, FEDERAL NO. STP-0401(249) US 401 FROM NC 96 TO SR 1103 (FLAT ROCK CHURCH ROAD/CLIFTON POND ROAD). \$15,905,065.00 HAS PREVIOUSLY BEEN APPROVED FOR RIGHT OF WAY. FUNDS NEED TO BE DECREASED (\$273,750.00). WORK ASSOCIATED WITH THIS WBS IS COMPLETE. THIS WBS WILL BE CLOSED.	(\$273,750.00) Cost (\$219,001.00) Fed. (\$54,749.00) State
FRANKLIN WAKE COUNTIES R-2814C SW/REG	WBS 34506.2.FRU7, FEDERAL NO. STP-0401(249) US 401 FROM NC 96 TO SR 1103 (FLAT ROCK CHURCH ROAD/CLIFTON POND ROAD). \$4,380,000.00 HAS PREVIOUSLY BEEN APPROVED FOR UTILITIES. FUNDS NEED TO BE DECREASED (\$2,447,245.00). WORK ASSOCIATED WITH THIS WBS IS COMPLETE. THIS WBS WILL BE CLOSED.	(\$2,447,245.00) Cost (\$1,957,797.00) Fed. (\$489,448.00) State
WAKE CO. R-2829 STATEWIDE	WBS 35517.1.TA1, FEDERAL NO. STP-0540(21) NEW ROUTE (FUTURE NC 540) - EASTERN WAKE FREEWAY/TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION (RALEIGH OUTER LOOP), I-40 TO I-87/ US 64/US 264 BYPASS. \$19,346,062.00 HAS PREVIOUSLY BEEN APPROVED FOR PRELIMINARY ENGINEERING. ADDITIONAL FUNDS ARE REQUESTED.	\$24,000,000.00 Cost \$19,200,000.00 Fed. \$4,800,000.00 State
WAKE CO. U-5317 DIVISION	WBS 45430.3.1, FEDERAL NO. STPDA-0507(003) NORTH JUDD PARKWAY EXTENSION FROM NC 55 (NORTH BROAD STREET) TO NC 42 (WEST ACADEMY STREET) IN FUQUAY-VARINA. \$18,750,000.00 HAS PREVIOUSLY BEEN APPROVED FOR CONSTRUCTION. FUNDS NEED TO BE DECREASED (\$1,044,635.00). WORK ASSOCIATED WITH THIS WBS IS COMPLETE. THIS WBS WILL BE CLOSED.	(\$1,044,635.00) Cost (\$1,044,635.00) Fed.

Agenda Item XII

Safe Streets and Roads for All (SS4A) Grant Program

General Grant Program Information

Under the Bipartisan Infrastructure Law (BIL), the [Safe Streets and Roads for All \(SS4A\)](#) program provides financial support for planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians, bicyclists, public transportation users and operators, personal conveyance, micromobility users, motorists, and commercial vehicle operators.

The SS4A program supports the development of comprehensive safety action plans that identify the most significant roadway safety concerns in a community and the implementation of projects and strategies to address roadway safety issues. The SS4A program provides funding for two types of grants: Planning and Demonstration Grants and Implementation Grants.

Opportunity Status: Open

Posted Date: 03/30/2023

Close Date: 07/10/2023

Eligible Applicants:

State Governments; Local Governments; Federally Recognized Tribes and Affiliated Groups; Planning and Project Organizations; Transportation Providers and Operators; Academic and Research Institutions; U.S. Territories

Eligible Activities:

Planning; Construction; Equipment and Materials; Operations and Maintenance; Technology Demonstrations and Deployment; Technical Assistance, Workforce Development, and Training/Education; Accessibility

Transportation Type:

Bike/Ped Roadway Transit

Most Recent Annual Program Funding Amount:

\$1,000,000,000

Annual Award Amount:

\$100,000 - \$25 Million

Cost Sharing or Matching Requirement:

Yes

Match Waiver:

No

Rural Set-Aside:

No

Grant Opportunity ID:
DOT-SS4A-FY23-01

Grant Opportunity Link:
[Grants.gov Opportunity: Safe Streets and Roads for All](#)

Links to Additional Information:

- [Safe Streets and Roads for All \(SS4A\) Grant Program](#)

Agency:
USDOT / Office of the Secretary of Transportation (OST)

Eligibility Information

Eligible applicants include:

- Metropolitan planning organizations (MPOs)
- Political subdivisions of a state or territory (e.g., cities, towns, counties, special districts, and similar units of local government under state law)
- Federally recognized Tribal governments
- Multijurisdictional groups of entities described above in which a lead applicant is identified as the primary point of contact
- Transit districts, authorities, or public benefit corporations are eligible if created under state law, including transit authorities operated by political subdivisions

Eligible uses of **Planning and Demonstration Grants** include activities such as:

- Goal setting
- Safety analyses
- Equity representation
- Policy and process improvement
- Strategic planning
- Demonstration activities that will inform the development of an action plan

Eligible uses of **Implementation Grant** funds include carrying out the Action Plan. Examples include:

- Applying low-cost roadway safety treatments system-wide
- Transforming roadway corridors on a [High-Injury Network](#) into a [Complete Street](#)
- Installing pedestrian safety enhancements
- Carrying out speed management strategies
- Creating safe routes to school
- Conducting education campaigns
- Reducing roadway departure crashes through additional safety infrastructure
- Improving the safety of intersections

Funding Information

The SS4A program is authorized at \$1 billion in competitive grants per year through FY 2026. There is no statutory minimum or maximum but expected award sizes in fiscal year 2023 are between \$100,000 and \$25 million depending on the scope.

Federal cost-sharing for planning grants is 80 percent; applicants must provide the remaining 20 percent using non-federal funds (in-kind contributions are allowed).

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program

Applications Due August 18, 2023

Link to Notice of Funding Opportunity

<https://www.grants.gov/web/grants/view-opportunity.html?oppld=347585>

Program Purpose

The BIL establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Grant Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Allocations

- **Planning Grants:**
 - \$25 M/year for FY22-FY23
- **Resilience Improvement Grants:**
 - \$175 M/year for FY22-FY23
- **Community Resilience & Evacuation Route Grants:**
 - \$25 M/year for FY22-FY23
- **At-Risk Coastal Infrastructure Grants:**
 - \$25 M/year for FY22-FY23

Rural Set-Aside: not less than 25% of the amounts made available to carry out 23 U.S.C. 176(d), for each fiscal year, shall be used for grants for projects located in areas that are outside an urbanized area with a population of over 200,000

Tribal Set-Aside: not less than 2% of the amounts made available to carry out 23 U.S.C. 176(d), for each fiscal year, shall be used for grants to eligible Indian tribes.

Limitation on Construction of New Capacity: an eligible entity that receives a Resilience Improvement, Community Resilience and Evacuation Route, or At-Risk Coastal Infrastructure Grant may use not more than 40% of the amount of the grant for the construction of new capacity.

Limit on Certain Activities: not more than 25% of the total amount provided under 23 U.S.C. 176(d), for each fiscal year, may be used for a facility or service for intercity rail passenger transportation

Planning Grants:

The Federal share of the cost of a planning activity carried out using a planning grant under 23 U.S.C. 176(d)(3) shall be 100%.

Resilience Improvement, Community Resilience and Evacuation Route, and At-Risk Coastal Infrastructure Grants:

- The Federal share of the cost of a project shall not exceed 80% of the total project cost.

- If the entity is an Indian tribe (as defined in 23 U.S.C. 207(m)(1)), the Federal share of the cost of a project may be up to 100%.
- The non-Federal share may be reduced by:
 - 7 percentage points if the entity is a State or metropolitan planning organization (MPO), or the entity is located within a State or in an area served by a MPO, that has developed a Resilience Improvement Plan and prioritized the project on that Resilience Improvement Plan developed in accordance with 23 U.S.C. 176(e); and
 - 3 percentage points if the entity is a State or MPO, or the entity is located in a State or area served by an MPO, that has a Resilience Improvement Plan developed in accordance with 23 U.S.C. 176(e) and it is incorporated into the metropolitan transportation plan under 23 U.S.C. 134 or the statewide long-range transportation plan under 23 U.S.C. 135, as applicable.
- An eligible entity may not receive a reduction in non-Federal share under 23 U.S.C. 176(e)(1) of more than 10 percentage points for any single project carried out with a grant under the PROTECT Discretionary Grant Program.
- A reduction in non-Federal share under 23 U.S.C. 176(e)(1) shall not reduce the non-Federal share of the costs of a project carried out with a grant under the PROTECT Discretionary Grant Program to an amount that is less than zero.
- An eligible entity may use Federal funds (other than PROTECT Discretionary Grant Program funds) to meet the non-Federal share for a project funded with PROTECT Discretionary Grant Program funds.

Eligible Facilities

- PROTECT Discretionary Grant Program funds may only be used for eligible activities and eligible costs (see below) associated with—
 - A highway project eligible for assistance under Title 23, U.S.C.;
 - A public transportation facility or service eligible for assistance under chapter 53 of Title 49, U.S.C.;
 - A facility or service for intercity rail passenger transportation (as defined in 49 U.S.C. 24102); or
 - A port facility, including a facility that connects a port to other modes of transportation, improves the efficiency of evacuations and disaster relief, or aids transportation.

Eligible Activities

- The PROTECT Discretionary Grant program provides funding for—
 - **Planning Grants** to include resilience planning, predesign, design, or the development of data tools to simulate transportation disruption scenarios, including vulnerability assessments; technical capacity building to facilitate the ability of the eligible entity to

assess the vulnerabilities of its surface transportation assets and community response strategies under current conditions and a range of potential future conditions; or evacuation planning and preparation. In the case of States and MPOs, this includes grants for developing Resilience Improvement Plans in accordance with 23 U.S.C 176(e)(2).

- **Resilience Improvement Grants** to improve the ability of an existing surface transportation asset to withstand one or more elements of a weather event or natural disaster, or to increase the resilience of surface transportation infrastructure from the impacts of changing conditions, such as sea level rise, flooding, wildfires, extreme weather events, and other natural disasters.
- **Community Resilience and Evacuation Route Grants** that strengthen and protect evacuation routes that are essential for providing and supporting evacuations caused by emergency events, including:
 - resilience improvements, if they will improve evacuation routes,
 - projects that ensure the ability of the evacuation route to provide safe passage during an evacuation and reduce the risk of damage to evacuation routes as a result of future emergency events,
 - the acquisition of evacuation route or traffic incident management equipment or signage, or
 - projects that will ensure access or service to critical destinations, including hospitals and other medical or emergency services facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and Federal facilities.

Upon notification to the Secretary that existing evacuation routes are not sufficient to adequately facilitate evacuations, including the transportation of emergency responders and recovery resources, eligible activities include:

- expanding evacuation route capacity, including installation of:
 - communications and intelligent transportation system equipment and infrastructure,
 - counterflow measures, or
 - shoulders; and
- construction of new or redundant evacuation routes.
- **At-Risk Coastal Infrastructure Grants** to strengthen, stabilize, harden, elevate, relocate or otherwise enhance the resilience of highway and non-rail infrastructure, including: bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure, such as culverts and tide gates to protect highways that are subject to, or face increased long-term future risks of, a weather event, a natural disaster, or changing conditions, including coastal flooding, coastal erosion, wave action, storm surge, or sea level rise, in

order to improve transportation and public safety and to reduce costs by avoiding larger future maintenance or rebuilding costs.

Eligible Entities

- **Planning, Resilience Improvement, and Community Resilience and Evacuation Route Grants:**
 - a State (including, D.C. and Puerto Rico) or political subdivision of a State
 - a metropolitan planning organization
 - a unit of local government
 - a special purpose district or public authority with a transportation function, including a port authority
 - an Indian tribe (as defined in 23 U.S.C. 207(m)(1))
 - a Federal land management agency that applies jointly with a State or group of States
 - a multi-State or multi-jurisdictional group of entities consisting of any eligible entities listed above

- **At-Risk Coastal Infrastructure Grants:**
 - a State (including DC, Puerto Rico, the United States Virgin Islands, Guam, American Samoa, and the Commonwealth of the North Mariana Islands) in, or bordering on, the Atlantic, Pacific, or Arctic Ocean, the Gulf of Mexico, Long Island Sound, or one or more of the Great Lakes
 - a political subdivision of a State described above
 - a metropolitan planning organization in a State described above
 - a unit of local government in a State described above
 - a special purpose district or public authority with a transportation function, including a port authority, in a State described above
 - an Indian tribe in a State described above
 - a Federal land management agency that applies jointly with a State or group of States described above
 - a multi-State or multijurisdictional group of eligible entities listed above

System Resilience Elements

- Within each of the grant categories, projects may include the use of natural infrastructure or the construction or modification of storm surge, flood protection, or aquatic ecosystem restoration elements that are determined to be functionally connected to a transportation improvement, such as:
 - increasing marsh health and total area adjacent to a highway right-of-way to promote additional flood storage;
 - upgrades to and installation of culverts designed to withstand 100-year flood events;
 - upgrades to and installation of tide gates to protect highways; and
 - upgrades to and installation of flood gates to protect tunnel entrances.

Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm