



**AGENDA
TECHNICAL ADVISORY COMMITTEE**

6:00-8:00
118 East Union Street
Marshville Community Building

1. Amend/Adopt Agenda.....Tony Dennis, Chairman
(ACTION NEEDED)
2. Approval of Minutes.....Tony Dennis, Chairman
TAC-November 2007 (ACTION NEEDED)
3. Election of New Officers.....Dana Stoogenke, RPO
(ACTION NEEDED)
4. HOV, HOT and Managed Lane Study.....Tim Gibbs, CDOT
(INFORMATION)

Background: Transportation planners from across the region have joined together to examine the feasibility of Fast Lanes on major highways in the Charlotte region. The study will determine the technical, financial and institutional feasibility of dedicating lanes on major highways in the Charlotte region for active traffic management. <http://www.charmeck.org/fastlanes/home.htm>

5. Senate Bill 1513.....Jim Blackburn, NCACC-General Counsel
(INFORMATION)

Background: Senate Bill 1513 was passed in 2007, allowing Counties to participate in financing improvements to public streets, highways and bridges. It also allows municipalities that receive an allocation of funds from the Highway Trust Fund an option to continue receive allocation or have the allocation reprogrammed to fund projects on NCDOT's Transportation Improvement Program List.

6. 2008-2009 Planning Work Program/ Five-Year Calendar...Dana Stoogenke, RPO
(ACTION NEEDED)

Background: NCDOT requires that the Planning Work Program and Five-Year Calendar are adopted annually by the TAC. These documents help staff, member organizations and NCDOT understand goals and benchmarks for the RPO.

7. Safe Routes to School Resolution.....Martha Sue Hall, Albemarle
(ACTION NEEDED)

Background: The City of Albemarle is applying for an Action Plan Service Award via NCDOT's Safe Routes to School Program (SRTS). If successful, the Action Plan will provide a framework for identifying projects, programs and activities that will make walking and bicycling to school safer and more appealing. Action Plan Service Award recipients will create their plans by working with a consultant who is designated and directly contracted by NCDOT and trained to develop a SRTS Action Plan.

**8. Statewide TAC Resolution.....Dana Stoogenke, RPO
(ACTION NEEDED)**

Background: The formation of a statewide association of Transportation Advisory Committees would provide MPOs and RPOs with a state-level forum to develop joint legislative agendas, share best practices, and address state and federal issues. The North Carolina Association of Rural Planning Organizations is asking each individual RPO/MPO for its endorsement.

**9. Air Quality Letter and/or Resolution.....Dana Stoogenke, RPO
(INFORMATION)**

Background: A few neighboring RPOs and MPOs have either sent the Environmental Protection Agency Resolutions and/or letters regarding the intensification of air quality standards. Clarification is needed whether individual member governments of Rocky River RPO are submitting input to the EPA or if the Rocky River RPO should send a letter on behalf of the member governments.

10. Old Business

11. New Business

12. Public Comment

13. Adjourn

**Next meeting:
March 20, 2007**
Location: Horne Library
Polkton- SPCC



Technical Advisory Committee Meeting Minutes

Members Present: Tony Dennis (Stanly County – TAC Chairman), Charlie Akin (New London), Frank Deese (Marshville), Jim Harrison (Badin), Bobby Sikes (Anson County), Larry Smith (Red Cross), Harold Thompson (Norwood – TAC Vice Chairman), and James Inman (Locust-Alt).

Members Absent: Kevin Barbee (Stanfield), Wade Barbee (Richfield), Allan Baucom (Union), Peter Equist (Misenheimer), Joe M. Estridge (Ansonville), Steve Garris (Peachland), Harold Greene (Locust), Martha Sue Hall (Albemarle), Roy Helms (Oakboro), and Minnie Staton (Polkton).

Others Present: Larry Helms, Troy Alexander (Albemarle), Raymond Allen (Albemarle), Calvin Gaddy (New London – Alt), Gene McIntyre (Stanly – Alt), Barry Moose (NCDOT Div. 10), Beverly Rogers (RPO Admin. Asst.), Dana Stoogenke (RPO Director), and Carl Webber (Marshville – TCC Vice Chairman).

A. Welcome

The meeting convened at 6:10 pm. Quorum was established.

B. Approval of agenda (Approved)

Tony Dennis recommended the order of the agenda be changed, so item three and seven were switched. A motion was made by Frank Deese to approve the agenda with the change and seconded by Charles Akin. It passed unanimously.

C. Approval of minutes (Approved)

A motion was made by Frank Deese to approve the September 2007 minutes. It was seconded by Charles Akin and passed unanimously.

D. Presentation

Tony Dennis presented former NCDOT Board Member, Larry Helms with a Certificate of Appreciation on behalf of the Rocky River Rural Planning Organization Technical Advisory Committee. He was a very strong advocate for the region and Mr. Dennis wished him luck on all of his future plans. Mr. Helms returned his appreciation to Dana Stoogenke and the TAC Board for the work they have accomplished.

Tony Dennis also recognized three former members not present- Rockne Bryant, Joe M. Estridge and Steve Garris- for their participation with the

Technical Advisory Committee. Certificates of Appreciation from the TAC Board will be mailed out accordingly.

E. Draft 2009-2015 TIP (Information)

Barry Moose reviewed the major changes in the state transportation funding for the region. I-485 project were the biggest and most devastating delay to the region. There were more than \$200 million worth of project delays for more than two years. All the other projects in the TIP, other than minor changes, stayed relatively the same. In the RPO's region, the Polkton-Anson NC 218 Project R-3820 is under much scrutiny. Most of the Town of Polkton has a historic designation which has caused a \$700,000 to \$1 million project to escalate into a \$15-\$18 million dollar project. Therefore, NCDOT must reevaluate the priority of the project compared to the cost.

Mr. Moose met with the Mecklenburg-Union MPO (MUMPO) to review the proposed improvements to NC 218. This project will span about 30 miles and has a estimated cost of \$18 million. MUMPO did not have a quorum, so, no recommendation could be given. The project is split between the MPO (60%) and RPO (40%), thus, Mr. Moose would like both parties to be in agreement. NC 218 is one of the RPO's priority projects. Mr. Moose will meet with MUMPO again in December.

The US 52 Project R-2320 (section G) was advanced from 2009 to 2008 due to the Monroe bypass project being delayed.

NCDOT is looking for ways to create funds for the Bridge projects in the future. In about 10 years, North Carolina will need 4,000 bridges replaced. Currently, the state is replacing an average 100 to 130 bridges each year. The State needs to be replacing an average of 400 to 450 bridges a year, in order to keep up with the anticipated needs.

F. Albemarle Comprehensive Pedestrian Plan (Approved)

Raymond Allen discussed the process of completing the Comprehensive Pedestrian Plan for Albemarle and explained the benefits of the plan. The cost of completion of the plan was approximately \$34,000. DOT paid 70% of the cost. A motion was made by James Inman for the TAC to endorse the Albemarle Comprehensive Pedestrian Plan. Frank Deese seconded the motion and it passed unanimously.

G. Public Involvement Policy Update (Approved)

Every two years, NCDOT requires the Rural Planning Organizations to update their Public Involvement Policy. The RRRPO's Policy had not been updated since 2004. Dana Stoogenke explained the Policy spells out procedures for public involvement. Jim Harrison suggested adding to the document that pertinent information be posted in the Post Office. All residents in Badin have PO Boxes, so this would be a much more meaningful place to post a public notice than the library or Town Hall. It was also suggested that the town web sites be linked to the Rocky River RPO website as a source of information.

James Inman recommended the Public Involvement Policy Update be endorsed by the TAC. Charlie Akin seconded the motion and it passed unanimously.

H. Comprehensive Transportation Planning Prioritization (Approved)

Dana Stoogenke explained that NCDOT requires Rural Planning Organizations to update the Comprehensive Transportation Planning Priority List once each year. The TCC reviewed the list and recommended the advancement of Locust to the top of the prioritization list. James Inman recommended the Updated Comprehensive Transportation Planning Prioritization List be endorsed by the TAC. Charlie Akin seconded the motion and it passed unanimously.

I. Pedestrian and Bicycle Grant Endorsement (Approved)

There was a call for Pedestrian and Bicycle Grants in September 2007. Locust and Marshville are applying for the Pedestrian Grant Application and Albemarle is applying for the Bicycle Grant Application. A motion was made by Frank Deese to endorse the resolutions for the Pedestrian Grant for Locust and Marshville and Bicycle Grant for Albemarle. Charles Akin seconded the motion and it passed unanimously.

J. Transportation Planning Branch Update (Information)

No one from the Transportation Planning Branch was able to attend the meeting.

K. Old Business (Information)

The Sidewalk Inventory for the region, which is being prepared by GIS intern, Grant Russell, should hopefully be completed in January.

The Carolina Thread Trail greenway project announced \$15 million in seed money from Duke Energy, Wachovia, Bank of America, and Community Foundation of the Carolinas. The Greenway will stretch over 15 counties in N.C. and S.C. The RPO is part of the main skeleton of the greenway. There is an

anticipated call for regional greenway master planning grant applications as early as January 2008. Funding would be mainly through this new organization.

L. New Business

A 2008 TAC and TCC Schedule were distributed. This schedule can also be found on-line at www.rockyriverrpo.org.

The Safe Route to School Grant Applications are due to NCDOT on January 14, 2008.

M. Public Comment

N. Adjourned at 7:00 pm.

A motion was made by Frank Deese to adjourn and Harold Thompson seconded the motion. It passed unanimously.

Adopted: This the ___ day of January 2008.

TAC, Chairman

Attest:

Dana Stoogenke, Secretary



2008-2009 PLANNING WORK PROGRAM

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I. INTRODUCTION

The Rocky River Rural Planning Organization (RPO) uses the Planning Work Program (PWP) to describe to the North Carolina Department of Transportation (NCDOT) how it plans to carry out the rural transportation planning process.

Senate Bill 1195
North Carolina General Assembly established Rural Transportation Planning Organizations

Each year, RPO staff, with guidance from the Transportation Coordinating Committee (TCC), reviews planning goals and objectives, and identifies new tasks for the coming fiscal year. The Transportation Advisory Committee (TAC) reviews and adopts the PWP before it is forwarded to NCDOT. Quarterly reports are submitted to NCDOT and reimbursements are based on task completion.

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The sections outline the work to be completed in Fiscal Year 2008-2009 by work element category. Below is the Program Summary for Fiscal Year (FY) 2008-2009. The final section of this document is the overall budget table, by work element and source of funds.

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Program Summary FY 2008- 2009

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Table with 3 columns: Work Element, Amount, and Percentage. Rows include II-A Surveillance of Inventory Data, II-B Long-Range Transportation Plan, III-A Planning Work Program, III-B Transportation Improvement Program, III-C Civil Rights Compliance and Other Regulatory Requirements, III-D Incidental Planning and Project Development, III-E Administration and Services, and a TOTAL row.

II. CONTINUING TRANSPORTATION PLANNING WORK PROGRAM

A. SURVEILLANCE OF INVENTORY DATA

A-1 Traffic Volume Counts (Estimated Cost \$300)
RRRPO will maintain a database of current and past traffic count maps. The RRRPO will review annual average daily traffic (AADT) maps as provided by NCDOT and will suggest updated studies as necessary. When requested, the data will be provided to local agencies and the public. Deliverables: Create AADT count maps for clients and analyze county locations.

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A-2 Status of Transportation Plans (Estimated Cost \$1,000)
Staff will continually collect and maintain an inventory of current thoroughfare plans/comprehensive transportation plans in the area and provide information from such plans as requested to local partners, to include GIS coding and mapping as requested. Deliverables: List of current thoroughfare plans, comprehensive transportation plans, land use plans, local contact information, and maps upon request.

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A-3 Highway & Street System Existing Committed Inventory (Estimated Cost \$1000)
A highway and street system inventory utilizing data from the Division 10 Engineer and member jurisdictions will be maintained, to include the status of any major highway system improvements proposed, underway, and completed. Network data will be updated for all existing and committed US highways and NC highways, major thoroughfares, and rural major collector streets as needed, including posted speed limit, lane width and number of lanes, segment length, traffic signal locations, and adjacent land. Deliverables: Update spatial database, inventory, and maps.

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A-4 Traffic Accident Data (Estimated Cost \$ 300)
Compile updated traffic accident from NCDOT. High accident and high fatality locations will be identified for corridor studies, short-range, and long-range transportation planning processes. Staff will share this information with local governments, as requested. Deliverables: Accident data analysis on an as-requested basis.

A-6 Dwelling Unit, Population, and Employment Changes (Estimated Cost \$3,000)
Any revisions and additions to the baseline data from 2000 census and other sources will be continually compiled in the GIS database. This demographic information will be used in the Metrolina Regional Model yearly updates. Deliverables: Update spatial database and derive demographic information.

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A-9 Mapping/Data Inventory (Estimated Cost \$12,000)
Individual layers of data such as Traffic Analysis Zone (TAZ) boundaries, urban boundaries, land use, and transportation plans will be maintained using GIS. Maps will be created and maintained for planning corridor studies, TIP prioritization and other transportation planning activities and committee meetings. Deliverables: Create and update spatial database, inventory and maps.

A-11 Bicycle-Pedestrian Facilities Inventory (Estimated Cost \$4,000)
An inventory of major bicycle and pedestrian facilities in the RPO area will be updated. Deliverables: Produce maps showing major existing bicycle/pedestrian facilities, as a part of the CTP update process.

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B. LONG RANGE TRANSPORTATION PLAN

B-1 Collection of Data: (Estimated Cost \$1,000)

Existing data will be updated into the GIS database for population, households, employment, and future land use. **Deliverables:** Population and employment updates as needed for the Metrolina Regional Model and CTPs (Norwood, Anson / Wadesboro, Marshville and Oakboro / Red Cross); maps and reports using this data as necessary.

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B-5 Community Goals and Objectives: (Estimated Cost \$2,000)

Local goals and objectives process will continue. Community forums will be held, as needed, for transportation planning needs in the RPO area, including, but not limited to, support of the CTP process for (Norwood, Anson / Wadesboro, Marshville and Oakboro / Red Cross). **Deliverables:** Assist NCDOT in determining the community goals and objectives for CTP.

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B-8 Highway Planning: The RPO will evaluate future traffic volumes, highway capacities, safety and physical conditions, and project costs to develop a future highway network. **Deliverables:** Recommendations of highway projects to be included in local transportation plans; RPO endorsement of the local transportation plans. ¶

B-9 Transit Planning: (Estimated Cost \$2,500)

The existing transit service and unmet needs will be evaluated. Potential transit markets, transit corridors, and park & ride lots, in connection with Charlotte Area Transit System (CATS) existing regional express bus services, van pooling programs and future transit corridors, will be identified. Staff will assist local communities with outreach associated with the planned extension of express bus service into eastern Union County. The RPO will work and coordinate with the local Community Transportation Service (CTS) agencies in potential regionalization of CTS as well. **Deliverables:** Serve on related Boards/Committees; Create list for future fixed route regional transit service and/or CTS service; reports on transit planning activities.

B-10 Bicycle & Pedestrian Planning (Estimated Cost \$6,000)

The RPO will work with NCDOT Division of Bicycle and Pedestrian Planning and local planners on developing local bicycle and pedestrian plans for the RPO area, primarily in support of CTP updates. RPO staff will assist local partners with rail-trail planning and integrating bicycle and pedestrian plans with park planning. Staff will also assist RPO members on their bicycle and pedestrian planning efforts and planning grant submittals. **Deliverables:** Help member governments with grant submittal on a first-come first-serve basis. Recommendations of local and regional bicycle/pedestrian facility improvements to be included in the transportation plans; RPO endorsement of local bicycle/pedestrian planning grants applications. Participate in the Uwharrie Bike Mapping project and Carolina thread trail activities.

B-17 Air Quality Planning/Conformity Analysis (Estimated Cost \$11,000)

As Union County has been designated as non-attainment by 8-hour ozone standards, the Rocky River RPO will continually participate in air quality conformity processes, including interagency consultation work closely with the Federal, State, MPOs and local agencies to reduce on-road mobile source emissions. Staff will participate in the adoption of the Region Conformity Determination Report and help submit CMAQ applications as requested. Staff will participate or assist in any public meetings for new air quality standards. **Deliverables:** Submit necessary data to CDOT to update transportation model. Comment on the Charlotte Region Conformity Determination report; assist with CMAQ project applications; advertise the public involvement meeting for the region's conformity determination report.

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III. ADMINISTRATION

A. PLANNING WORK PROGRAM (Estimated Cost \$3,500)

A Planning Work Program (PWP) will be developed annually by RPO staff, in cooperation with other participating agencies. Amendments to the PWP will be made and quarterly and annual progress reports to NCDOT will be prepared, as required by State RPO administrative procedures manual. Deliverables: Submit quarterly progress reports and annual performance reports on RPO activities; amend current Planning Work Program (PWP) as needed; Submit PWP document, budget for FY 2009-2010, and the 5-Year Planning Calendar.

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B. TRANSPORTATION IMPROVEMENT PROGRAM (Estimated Cost \$7,500)

The RPO and local planners will evaluate transportation needs in the area and solicit public input for local concerns. The RPO will comment on the draft 2009-2015 State Transportation Improvement Program (STIP). The RPO will also attend all relevant STIP hearings to provide appropriate RPO comments on project lists and descriptions. Participate in any discussion with Division Office, District Office or NC Turnpike Authority for TIP projects. Deliverables: Comment on NCDOT draft STIP and review the TIP selection process.

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Deleted: Create transportation project priority list for the 2009-2015 STIP, to include a ranking system for regionally significant projects, maps and other materials as necessary to interpret RPO needs; c

C. CIVIL RIGHTS AND OTHER REGULATORY COMPLIANCE

C-2 Environmental Justice (Estimated Cost \$2,500)

The RPO is particularly sensitive to environmental justice issues and will perform specific outreach to members of the community who have not historically participated in the planning process. Outreach will be coordinated with the NCDOT and all appropriate agencies to ensure all affected members of the community have been represented in the planning process. Deliverables: Presentations of planning processes and/or specific projects as determined to be necessary by RPO, including supporting the CTP process (Norwood, Anson / Wadesboro, Marshville and Oakboro / Red Cross); produce maps showing concentrations of minority and low-income populations.

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C-7 Public Involvement (Estimated Cost \$4,000)

Public meetings for the several Comprehensive Transportation Plans—including Wadesboro / Anson, Oakboro / Red Cross, Norwood and Marshville, should take place this year. The 2035 LRTP updates conformity determinations report draft documents will go for public review in association with the MPOs. The appropriate agencies will review document, and responded to public comments.

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The RPO will also maintain and update a website with RPO contact information, products, meeting notices, and other relevant information. Deliverables: Update of brochures and website, and perform specific outreach, as necessary, for planning and project development purposes.

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D. INCIDENTAL PLANNING AND PROJECT DEVELOPMENT

D-1 Transportation Enhancement Planning (Estimated Cost \$3,500)

The RPO will coordinate with NCDOT and local jurisdictions in the development of enhancement projects, should funds for construction of such facilities become available. Staff will review and provide assistance to RPO members in preparing grant applications as

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requested. **Deliverables:** Technical services to local enhancement applications; RPO endorsement of the applications.

D-2 Environmental Analysis and Pre-TIP Planning (Estimated Cost \$3,000)

Staff will work with member jurisdictions and NCDOT to evaluate the impacts of transportation projects on physical, social, and economic environments in the pre-TIP planning process, and will attend Merger Team meetings consistent with all appropriate state and federal regulations. Staff will also include environmental justice as criteria in review of STIP projects and other transportation studies. **Deliverables:** Report on environmental studies of TIP projects and minutes from the Merger Team meetings.

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D-3 Special Studies (Estimated Cost \$8,900)

The RPO planner will perform special transportation studies on an as-needed basis for member governments. Special studies may include a HOV/HOT Lane Study and a Multi-County Commuter Travel Study. Staff will also work with NCDOT and local members in the development and update of local transportation plans and corridor studies in the region, and CTPs currently under study. **Deliverables:** Documentation of any special studies conducted, including maps and recommendations.

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D-4 Regional and Statewide Planning (Estimated Cost \$14,000)

The RPO will participate in the Charlotte Regional Alliance for Transportation (CRAFT) as a voting member and the Interagency Consultation Committee. The RPO staff or members will attend meetings of the North Carolina Association of Metropolitan Planning Organizations (MPOs), and North Carolina Association of Rural Planning Organization (NCARPO). Upon request, the RPO will participate in NCDOT initiatives. **Deliverables:** Reports on transportation legislations, state and regional transportation planning activities.

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E. ADMINISTRATION AND SERVICES (Estimated Cost \$21,000)

The continuing transportation planning process requires considerable time for administrative tasks. This work element includes preparing notices, agendas, and minutes for TAC, TCC, and special meetings of the RPO; attending regular RPO and any relevant committee meetings; preparing budgets, expenditure reports and reimbursement requests; maintaining current and soliciting additional membership; and generally managing all functions of the RPO.

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Also included in this work element will be attendance at training classes and conferences. Finally, this element includes the general dissemination of information about the RPO and its activities to the press, public, and other agencies, except in those cases where the information is related to another work element. **Deliverables:** Management of TAC and TCC meetings, creation and distribution of agendas and minutes, and RPO related correspondence.

I, Chairman of the Rocky River Rural Planning Organization Transportation Advisory Committee do hereby certify that the Committee approved the FY 2008, 2009 Planning Work Program on January 17, 2008,

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_____, Chairman
Rocky River RPO TAC

Dana Stoogenke, Secretary
Rocky River RPO TAC

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Year	Planning Work Program	TIP Project Priority	CTP	Air Quality Planning	Transit Planning	Bike-Ped. Planning	Enhancement Project	Public Involvement	State and Regional Coordination
FY 08-09	Jan-09	Comments on draft FY 09-15 TIP	Assist with the completion of Anson County/Wadesboro; Marshville, Norwood and Oakboro/Red Cross	Comment and attend public meetings on the new standard; continue model update work; participate in Conformity Report; help apply for CMAQ, if available	Continue updating Transit Service Plan; Collect states on CATS Express Bus	Continue update our network of GIS alternative transportation; NCDOT Ped-Bike planning grant applications. Assist with Safe Routes to School.	Assistance for applications	On-going air quality conformity process and CTP process	Attend NCAMPO and NCARPO meetings; Attend CRAFT meeting; participate in regional model development
FY 09-10	Jan-10	Priority list for FY 11-17 TIP	Assist with the update for Locust; Begin Richfield, New London Misenheimer	Continue model update work; Help lobby on behalf of any new county that may get pulled into "non-attainment" designation.		Continue update our network of GIS alternative transportation; NCDOT Ped-Bike planning grant applications. Assist with Safe Routes to School.	Pre-application work	On-going air quality conformity and CTP process	Attend NCAMPO and NCARPO meetings; Attend CRAFT meeting; participate in regional model development
FY 10-11	Jan-11	Comments on draft FY 11-17 TIP	Assist with the completion of Locust Update and the Richfield New London, and Misenheimer	Work with CDOT to update model with Anson County if, it is pulled into "non-attainment", participate in Conformity Report; help apply for CMAQ, if available	Update Transit Service Plan	Continue update our network of GIS alternative transportation; NCDOT Ped-Bike planning grant applications. Assist with Safe Routes to School.	Assistance for applications	On-going air quality conformity and CTP process	Attend NCAMPO and NCARPO meetings; Attend CRAFT meeting; participate in regional model development
FY 11-12	Jan-12	Priority list for FY 13-19 TIP	Continue assisting NCDOT with updating CTPs	Continue model update work; participate in Conformity Report; help apply for CMAQ, if available		Continue update our network of GIS alternative transportation; NCDOT Ped-Bike planning grant applications. Assist with Safe Routes to School.	Pre-application work	On-going air quality conformity and CTP process	Attend NCAMPO and NCARPO meetings; Attend CRAFT meeting; participate in regional model development
FY 12-13	Jan-13	Priority list for FY 13-19 TIP	Continue assisting NCDOT with updating CTPs	Continue model update work; participate in Conformity Report; help apply for CMAQ, if available	Update Transit Service Plan	Continue update our network of GIS alternative transportation; NCDOT Ped-Bike planning grant applications. Assist with Safe Routes to School.	Assistance for applications	On-going air quality conformity and CTP process	Attend NCAMPO and NCARPO meetings; Attend CRAFT meeting; participate in regional model development

Harold Thompson, TAC Chairman

Dana Stoogenke, RPO Secretary



**Resolution Endorsing the City of Albemarle
Application for a
*Safe Route to School, Action Plan Service Award***

A motion was made by _____ and seconded by _____
for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS, The Safe Routes to School Program is intended to provide a framework to address transportation and safety pertaining to school aged residents; and

WHEREAS, the purpose of the Safe Routes to School Program seeks to enable and encourage children, including those with disabilities, to walk and bicycle to school; and

WHEREAS, the City of Albemarle has received a call for proposals regarding participation in the Safe Routes to School Action Plan grants; and

WHEREAS, the City of Albemarle has short and long range plans for thoroughfare and multi-modal planning; and

WHEREAS, the City of Albemarle seeks to continue to improve upon local transportation and traffic planning; and

WHEREAS, the City of Albemarle believes that acting in partnership with stakeholders including Stanly County Schools, the Department of Transportation, and local advocacy groups is in the best interest of all City residents;

THEREFORE, the Rocky River Rural Planning Organization pursuant to and directed by the call for proposals for Action Plan Service Awards does hereby endorse the City of Albemarle's Action Plan Service Award Application.

Adopted: This the 17 day of January, 2008.

, Chairman Rocky River RPO

ATTEST:

Dana Stoogenke, Secretary, Rocky River RPO



January 17, 2008

EPA Docket Center
Environmental Protection Agency
Mail Code 6102T
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Re: Docket ID No. EPA-HQ-OAR-2005-0172

To Whom It May Concern:

The Rocky River Rural Planning Organization (RPO) is located in South Central North Carolina, east of Charlotte, and provides transportation planning for member jurisdictions. The Rocky River RPO strongly supports clean-air standards at a level that ensures public health and improves quality of life for all residents. Only one of the RPO's three counties (Union County) is designated as nonattainment for the 8-hour ground-level ozone National Ambient Air Quality Standard (NAAQS). The State of North Carolina's pending State Implementation Plan (SIP) demonstrates our attainment of that standard by 2009, thus, the region is hopeful that its air quality will meet the national standard.

The Rocky River RPO is a planning partner, with other MPOs and RPOs, in the Metrolina 8-hour ozone non-attainment area. The RPO has sponsored innovative land use and transportation planning processes in our region, and has administered CMAQ projects to promote transit—as well as pedestrian transportation—options.

But, the Rocky River RPO is concerned that, in the course of its required review of NAAQS, the EPA is considering tightening the ozone standard of 0.08 parts per million, even before the current standard is met. This could significantly expand the number of nonattainment areas and result in emissions controls in additional areas, thereby imposing significant administrative and regulatory burdens on more citizens, businesses and local governments.

If this unfunded mandate becomes law, we urge policy-makers to consider working toward establishing and—where appropriate—increasing dollars for educational, modeling, and other programs proven effective elsewhere. We also urge them to make regulatory/policy changes that promote the integration of land use and transportation planning.

We commend the EPA for its ongoing work to promote public health through responsive and appropriate National Ambient Air Quality Standards.

US EPA
Docket ID No. EPA-HQ-OAR-2005-0172
January 17, 2007

Thank you for the opportunity to comment on this docket.

Sincerely,

,Chairman

cc:
Transportation Advisory Committee Members
Technical Coordinating Committee Members
Representative Robin Hayes
Senator Elizabeth Dole
Senator Richard Burr

From: Beverly Rogers [admin@rockyriverrpo.org]
Sent: Tuesday, January 15, 2008 11:29 AM
To: admin@rockyriverrpo.org
Subject: S 1513 Senate Bill

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007

SESSION LAW 2007-428
SENATE BILL 1513

AN ACT to allow counties to participate in financing improvements to public streets, highways, and bridges; and to allow municipalities that receive an allocation of funds from the highway fund and the highway trust fund with monies for repair, maintenance, construction, reconstruction, widening, or improving streets of the municipality an option to elect to continue to receive allocations or have the allocation reprogrammed to fund any project on the department of transportation's transportation improvement list.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 136-18(29a) reads as rewritten:

"(29a) To coordinate with all public and private entities planning schools to provide written recommendations and evaluations of driveway access and traffic operational and safety impacts on the State highway system resulting from the development of the proposed sites. All public and private entities shall, upon acquiring land for a new school or prior to beginning construction of a new school, relocating a school, or expanding an existing school, request from the Department a written evaluation and written recommendations to ensure that all proposed access points comply with the criteria in the current North Carolina Department of Transportation "Policy on Street and Driveway Access". The Department shall provide the written evaluation and recommendations within a reasonable time, which shall not exceed 60 days. This subdivision shall not be construed to require the public or private entities planning schools to meet the recommendations made by the ~~Department~~ Department, except those highway improvements that are required for safe ingress and egress to the State highway system."

SECTION 2. G.S. 136-45 reads as rewritten:

"§ 136-45. General purpose of law; control, repair and maintenance of highways.

The general purpose of the laws creating the Department of Transportation is that said Department of Transportation shall take over, establish, construct, and maintain a statewide system of hard-surfaced and other dependable highways running to all county seats, and to all principal towns, State parks, and principal State institutions, and linking up with state highways of adjoining states and with national highways into national forest reserves by the most practical routes, with special view of development of agriculture, commercial and natural resources of the State, ~~and~~ and, except as otherwise provided by law, for the further purpose of permitting the State to assume control of the State highways, repair, construct, and reconstruct and maintain said highways at the expense of the entire State, and to relieve the counties and cities and towns of the State of this burden."

SECTION 3. G.S. 136-51 reads as rewritten:

"§ 136-51. Maintenance of county public roads vested in Department of Transportation.

From and after July 1, 1931, the exclusive control and management and responsibility for all public roads in the several counties shall be vested in the Department of Transportation as hereinafter provided, and all county, district, and township highway or road commissioners, by whatever name designated, and whether created under public, public-local, or private acts, shall be abolished:

Provided, that for the purpose of providing for the payment of any bonded or other indebtedness, and for the interest thereon, that may be outstanding as an obligation of any county, district, or township commission herein abolished, the boards of county commissioners of the respective counties are hereby constituted fiscal agents, and are vested with authority and it shall be their duty to levy such taxes on the taxable property or persons within the respective county, district, or township by or for which said bonds or other indebtedness were issued or incurred and as are now authorized by law to the extent that the same may be necessary to provide for the payment of such obligations; and the respective commissions herein abolished shall on or before July 1, 1931, turn over to said boards of county commissioners any moneys on hand or evidences of indebtedness properly applicable to the discharge of any such indebtedness (except such moneys as are mentioned in paragraph (a) above); and all uncollected special road taxes shall be payable to said boards of county commissioners, and the portion of said taxes applicable to indebtedness shall be applied by said commissioners to said indebtedness, or invested in a sinking fund according to law. All that portion of said taxes or other funds coming into the hands of said county commissioners and properly applicable to the maintenance or improvement of the public roads of the county shall be held by them as a special road fund and disbursed upon proper orders of the Department of Transportation.

Provided, further, that in order to fully carry out the provisions of this section the respective boards of county commissioners are vested with full authority to prosecute all suitable legal actions.

Nothing in this section shall prevent a county from participating in the cost of rights-of-way, construction, reconstruction, improvement, or maintenance of a road on the State highway system under agreement with the Department of Transportation. A county is authorized and empowered to acquire land by dedication and acceptance, purchase, or

eminent domain and make improvements to portions of the State highway system lying within or outside the county limits utilizing local funds that have been authorized for that purpose. The provisions of G.S. 153A-15 apply to any county attempting to acquire property outside its limits. All improvements to the State highway system shall be done in accordance with the specifications and requirements of the Department of Transportation."

SECTION 4. G.S. 136-98 reads as rewritten:

"§ 136-98. Prohibition of local road taxes and bonds and construction of roads by local authorities; existing contracts. Counties authorized to participate in costs of road construction and maintenance.

(a) ~~From and after the first day of July, 1931, no county or road district by authority of any public, public-local, or private act shall levy any taxes for the maintenance, improvement, reconstruction, or construction of any of the public roads in the various and several counties of the State, nor shall any county, through the board of commissioners thereof or the highway commission, nor shall any district or township highway commission, issue or sell or enter into any contract to issue or sell any bonds heretofore authorized to be issued and sold, but unissued and unsold, for the purpose of obtaining money with which to improve, maintain, reconstruct, or construct roads, except for the purpose of discharging obligations entered into prior to the ratification of this section, and all acts authorizing the board of county commissioners, the county highway commissions, district highway or township commissions, to issue and sell bonds for the purpose aforesaid, are hereby amended so as to conform to this section. No board of county commissioners nor county highway commission, nor district nor township highway commission from and after the passage of this section shall enter into any contract to build or construct roads in the various and several counties except for such projects as can be completed and paid for prior to July 1, 1931. All contracts heretofore entered into by any county through the board of county commissioners, county highway commission, and all contracts heretofore entered into by any district or township highway commission which shall be incomplete on July 1, 1931, shall be taken over by the Department of Transportation and completed by the Department of Transportation by the use of money and funds applicable thereto, by the terms of the said contracts. Nothing in this section or in any section of Chapter 145 of the Public Laws of 1931 that may appear in this Code shall be construed to prohibit the levying of taxes authorized by law for the payment of interest or principal on outstanding bonds or other evidences of debt lawfully issued. Any county or road district which has heretofore issued bonds or other evidences of debt by authority of law for road improvement purposes may refund said bonds or other evidences of debt under and pursuant to the laws of the State of North Carolina relative thereto.~~

(b) Nothing in this Article prohibits counties from establishing service districts for road maintenance under Part 1, Article 16 of Chapter 153A of the General Statutes.

(c) A county is authorized to participate in the cost of rights-of-way, construction, reconstruction, improvement, or maintenance of a road on the State highway system under agreement with the Department of Transportation."

SECTION 5. Chapter 136 of the General Statutes is amended by adding a new section to read:

"§ 136-41.4. Municipal use of allocated funds; election.

A municipality that qualifies for an allocation of funds pursuant to G.S. 136-41.1 shall have the option to accept all funds allocated to the municipality, under that section, for the repair, maintenance, construction, reconstruction, widening, or improving of the municipality's streets, or the municipality may elect to have some or all of the allocation reprogrammed for any Transportation Improvement Project currently on the approved project list within the municipality's limits or within the area of any metropolitan planning organization or rural planning organization.

If a municipality chooses to have its allocation reprogrammed, the minimum amount that may be reprogrammed is an amount equal to that amount necessary to complete one full phase of the project selected by the municipality or an amount that, when added to the amount already programmed for the Transportation Improvement Project selected, would permit the completion of at least one full phase of the project."

SECTION 6. Section 5 of this act becomes effective October 1, 2007. The remainder of this act is effective when it becomes law.

In the General Assembly read three times and ratified this the 2nd day of August, 2007.

s/ Beverly E. Perdue
President of the Senate

s/ Joe Hackney
Speaker of the House of Representatives

s/ Michael F. Easley
Governor

Approved 10:41 a.m. this 23rd day of August, 2007
