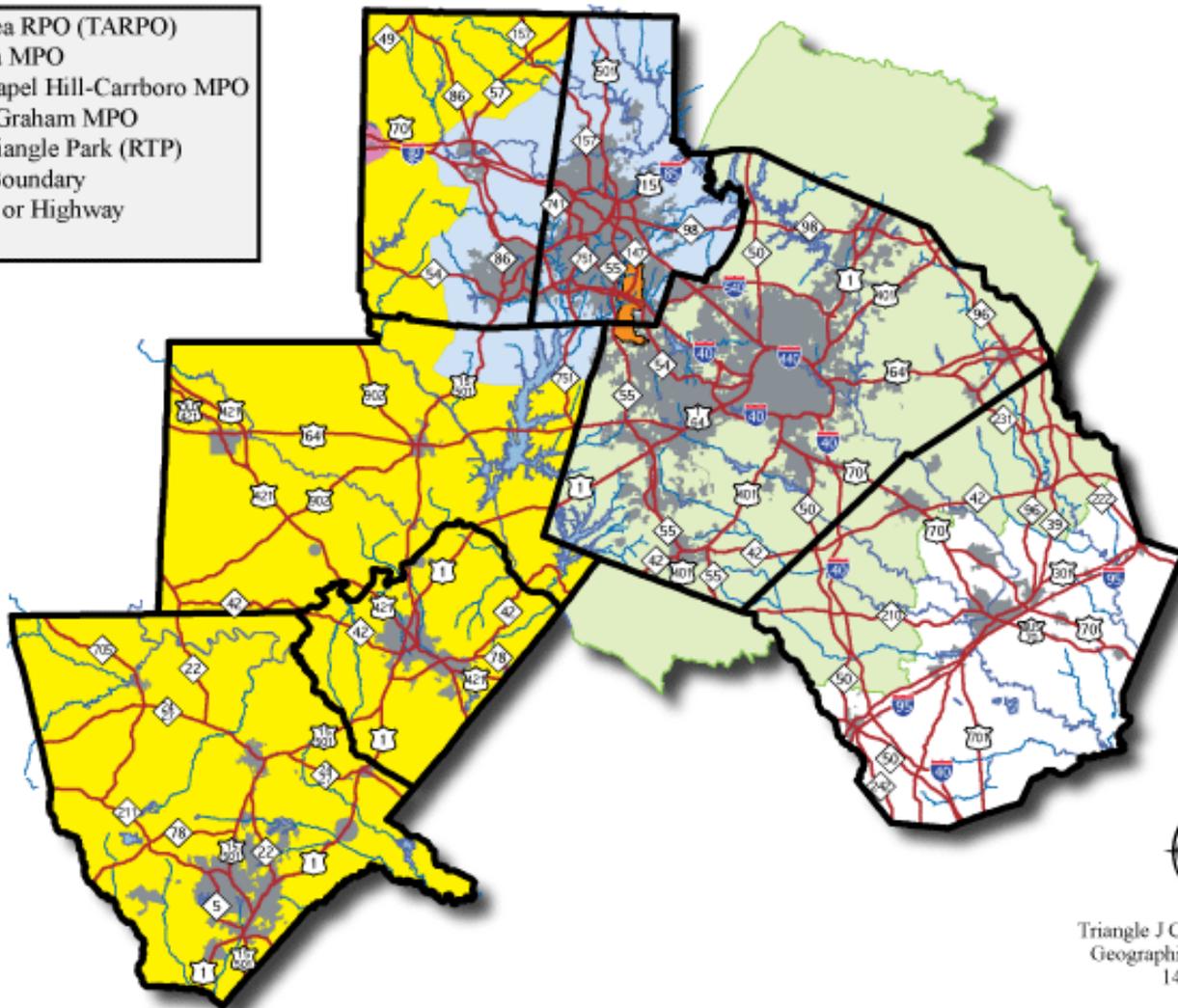
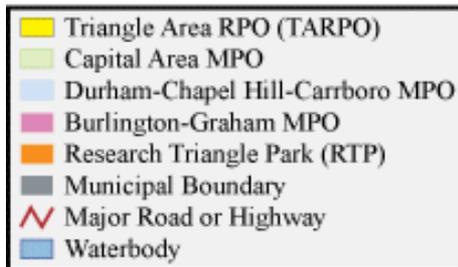




What a Rural Planning Organization Does (and Why Do They Exist?)



Triangle Area Rural Planning Organization (TARPO)



Triangle J Council of Governments
Geographic Information System
14 August 2006





RPO Creation

- **Rural constituencies felt that metro areas had stronger voice through Federally funded MPO structure**
- **Federally mandated “rural consultation” process in TEA-21**
- **NCDOT meets this requirement with the RPOs around the state, generally funding 80% of their operations with Highway Trust Fund money**



Important Dates

- FHWA and FTA made a final ruling in January 2003 regarding the role of non-metropolitan local officials in the statewide planning process based on recommendations from AASHTO, NACo, and NADO.
- **Each state was required to develop and implement a consultation process by February 24, 2004**

Current Rural Concerns

- **Transportation safety on rural roads**
 - 47% NC rural highway miles are narrow vs. 12% US avg.
- **Modernization needs backlog**
- **Maintenance & preservation needs significant and growing**
 - 3,200 road miles become deficient every year
 - NC's deficient minor bridges 23% higher than US avg.
 - Over the next 25 years, 3,409 bridges will need replacement;
 - 1,533 bridges will need rehabilitation

Goals from NC's Strategic Plan for Transportation and the Smart Growth Commission

- **Make decisions in a manner that builds trust and mutual respect**
- **Share decision making authority with recognized local, regional, state and federal transportation agencies**
- **Provide quality customer service**
- **Ensure local and regional views are respected in State decision-making**
- **Demonstrate responsible stewardship of resources**
- **Support the development of sustainable, vibrant communities**



RPO Mission (from NCGS)

- **Engage in Long-Range, Multi-Modal Transportation Planning, in Cooperation With the NCDOT**
- **Prioritize Recommendations for Transportation Improvement Program Projects**
- **Promote Public Participation in the Rural Transportation Planning Processes**
- **Disseminate Transportation Information to Local Governments and Stakeholders**

North Carolina's Rural Consultation Process

- **Transportation Planning**
- **Program Development and STIP**
- **Consultation in Project Development**

North Carolina's Rural Consultation Process

- Transportation Planning:
 - Statewide Transportation Planning
 - Rural (non-metropolitan) Transportation Planning
 - Metropolitan Transportation Planning
 - Transportation Conformity (Air Quality)

Statewide Plans

- Identify Strategic Corridors
- Promote Statewide Mobility
 - (Balancing Statewide Mobility and Local Land Uses is often the biggest challenge in the process)

Local (RPO & MPO Plans)

- 1. Set specific goals and objectives**
- 2. Define the Planning Area Boundary**
- 3. Examine existing conditions**
- 4. Estimate future travel needs, develop multi-modal transportation plan**
- 5. Evaluate alternative strategies**

Plan Development and Adoption

- The Comprehensive Transportation Plan (CTP) is the “ultimate build-out vision” for multi-modal improvements within the planning area (e.g. widening, new corridors, bike/ped projects, transit, traffic controls/signals, access management, etc.)
- Local Governing Boards, the RPO and NCDOT will mutually adopt the CTP



Comprehensive Multi-Modal Transportation Planning

- **Lee County CTP – Adopted by NCDOT Board on June 1, 2008 - Completed**
- **Moore County CTP – TPB Staff Assigned; Local Committee Identifying 4 “Special Area Stakeholder Groups”**
- **Orange County Rural CTP – In progress**
- **Pittsboro CTP—In Progress (Highway Only, Outsourced to Consultant)**
- **Chatham County CTP – Start Date Not Established; anticipate May or June 2011**



Comprehensive Multi-Modal Transportation Planning

- **Examples of what the RPO staff does in support of the CTP process**
 - **Population, Employment and Land Use inventory and forecasting**
 - **Data Gathering, analysis and mapping**
 - **Facilitation and Coordination (meetings like this!)**

(all these also support NEPA Merger process discussed later in project development)



Example: Population Projections

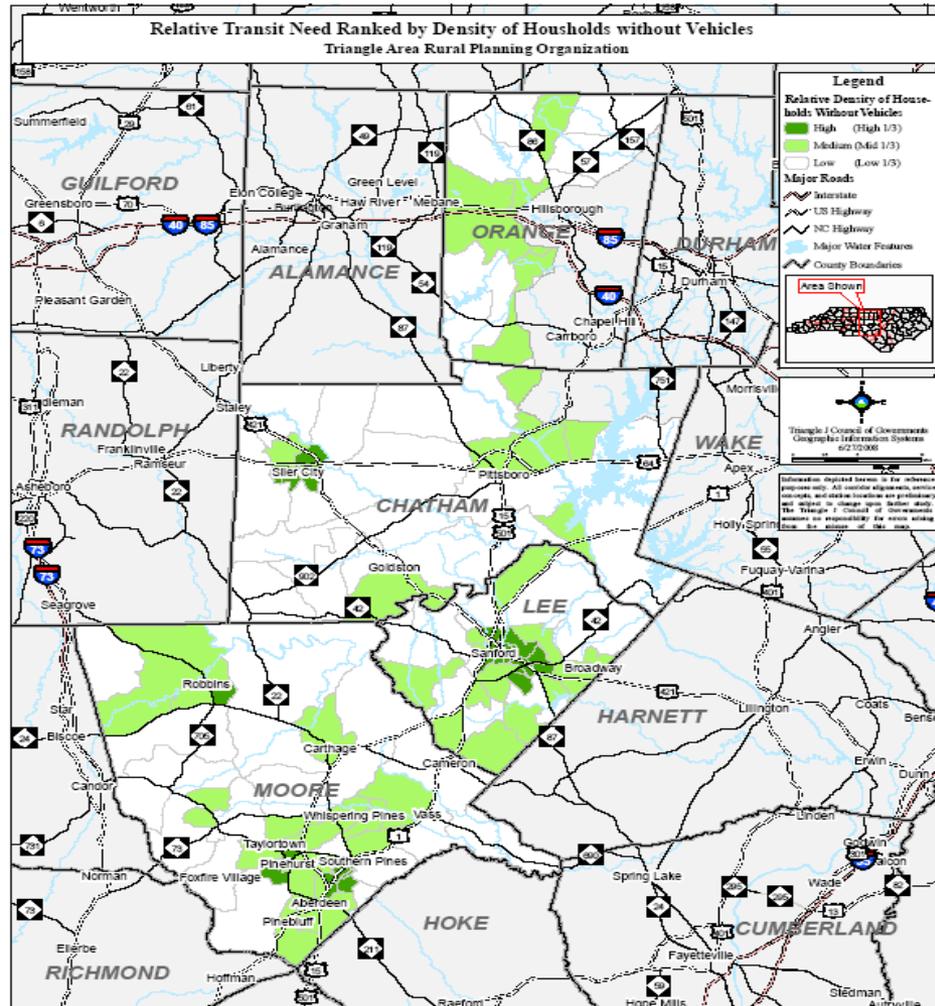
NAME	Undeveloped Deed Acres	Average Developed Lot Acres	Build out lots at average lot size	Predicted New DUs	Occupancy Rate	Persons Per HH	Additional Population Potential to Reach Capacity	Baseyear DUS	Baseyear Pop	Capacity DUs	Capacity Pop	A2030	A2040	Additional Capacity
Township 1, Carthage	54392.96	4.95	10986	9888	89.50%	2.52	22301	3,268	7370	13155	29671	11342	14154	15517
Township 2, Bensalem	53234.20	8.94	5954	5358	86.70%	2.64	12264	1,741	3984	7099	16248	5648	6721	9527
Township 3, Sheffield	37536.92	4.07	9217	8296	91.40%	2.60	19713	2,430	5774	10725	25487	6462	6850	18637
Township 4, Ritter	30931.38	5.74	5387	4848	88.30%	2.61	11174	1,474	3396	6322	14570	4956	5980	8590
Township 5, Deep River	29622.15	12.54	2362	2126	78.80%	2.37	3970	225	421	2351	4391	510	561	3830
Township 6, Greenwood	22156.90	6.35	3492	3143	90.10%	2.59	7333	2,065	4820	5208	12153	9430	12153	0
Township 7, McNeill	23834.57	1.58	15051	13546	87.70%	2.25	26730	9,389	18527	22935	45257	23870	26554	18703
Township 8, Sandhill	27803.16	1.96	14154	12739	91.60%	2.48	28938	6,845	15549	19583	44487	18957	20626	23861
Township 9, Mineral Springs	39859.65	1.09	36665	32998	83.80%	2.21	61113	13,319	24666	46317	85779	36528	42495	43284
Township 10, Little River	12225.26	1.27	9589	8630	81.60%	2.88	20282	2,707	6362	11338	26644	18781	26644	0
	331597.15			101572			213819	43462	90869	145034	304688	136484	162738	141950
	sum of deed acres that meet the building-to-land-value ratio worth less than \$1 worth of building per 1\$ worth of land	average lot sizes for developed deed acres in each township	these = column b divided by c	assumes 10% non-residential, open space, and right of way	From 2000 Census	From 2000 Census		Using 2010	Using 2010	Buildout Dwelling Units	Buildout Population Prediction	2030 Total Population	2040 Total Population Red indicates buildout total persons	



Example: Employment Projections

NAME	2008 Employees from Info USA	Pop 2008	Employment Ratio (persons per job)	Employee s Year 2010	Employee s Year 2020	Employee s Year 2030	Employee s Year 2040
Township 1, Carthage	3177	7025	2.21	3333	4114	5129	6401
Township 2, Bensalem	390	3849	9.87	404	481	572	681
Township 3, Sheffield	559	5699	10.19	566	598	634	672
Township 4, Ritter	568	3274	5.76	589	713	860	1037
Township 5, Deep River	8	413	51.63	8	9	10	11
Township 6, Greenwood	401	4487	11.19	431	600	843	1086
Township 7, McNeil	9296	17981	1.93	9578	10952	12341	13728
Township 8, Sandhill	9848	15240	1.55	10048	11171	12250	13328
Township 9, Mineral Springs	13266	23447	1.77	13956	17291	20667	24043
Township 10, Little River	402	5725	14.24	447	772	1319	1871
				39360	46702	54624	62859
Red text indicates buildout							
Based on 2008 Employment and may not reflect economic downturn							

Example: Special Populations Mapping





'Non-Car' Planning: Bike and Ped

- **Pittsboro Pedestrian Plan – Complete**
- **Sanford Pedestrian Plan – Complete**
- **Southern Pines Bicycle Plan – Adoption Pending**
- **Aberdeen Pedestrian Plan – Grant Approved; Town Creating Steering Committee**



“Non-Car” Planning: Transit

- **Chatham County Community Transportation Service Plan for Chatham Transit Network (in progress, outsourced to consultant)**
- **Lee County Community Transportation Service Plan for Chatham Transit Network (in progress, outsourced to consultant)**
- **Locally Coordinated Human Service Transit Plans for all 4 Counties (Complete)**



Plan to Action—STIP

(Statewide Transp. Improvement Program)

- **Gov. Perdue's Executive Order # 2 mandated a more data-driven (and less political) prioritization process.**
- **The just released draft STIP is the first one to come out of the new process.**
- **New format based on 5 year (delivery) and 6-10 year (developing) projects.**
- **MPOs also have a 25-year “fiscally constrained” plan, the Long Range Transportation Plan (LRTP); currently RPOs are exempt from this requirement**





Plan to Action—STIP

- **TARPO staff solicit new/revised project requests from local governments and Divisions**
- **These are mapped, field verified where possible, and entered into the SPOT process with associated data—Cost Estimates, existing and proposed facility, etc.**
- **TARPO staff also work with the RTCC and RTAC to rank the projects—generally amicable, but other RPOs not so lucky**





From Plan to Action—STIP

- **The RPO, NCDOT Division, and NCDOT Statewide all “subjectively” rank projects based on their perspective**
- **Those composite ranks are then matched with SPOT scores for a final priority list**
- **Those projects are matched with available “pots of money” (keyword is “fiscally constrained plan.”)**
- **The result is the State Transportation Improvement Plan (STIP)**





Plan to Action—Project Development

- Current issues in funding:
 - “Equity Formula”
 - “Mobility Fund”
 - Overall shortfall of gas tax and other revenues to pay for transportation needs



Plan to Action—Project Development

- Matching projects to the “pots of money” is key.
- Traditional road building is done with Highway Trust Fund
- All pots have limitations; many keyed to achieving a specific goal (some examples follow later)





Plan to Action—Project Development

- Projects in STIP go to design unit; multiple alternatives evaluated
- Short list of “preferred” alternatives will go to public process and “Merger” Process (*RPO involved here*)
- If project clears those hurdles, the final alignment/ engineering/ environmental documentation will be done and ROW acquisition starts
- Construction Starts





Activity: Congestion Mitigation For Air Quality (CMAQ) Grant Program

- **Orange County & Chatham County Eligibility**
- **Eight Hour Ozone Standard Maintenance Area Qualification**



Air Quality Conformity



- EPA sets National Ambient Air Quality Standard
- 8 hr ozone standard of 0.08ppm
- NC non-attainment boundaries

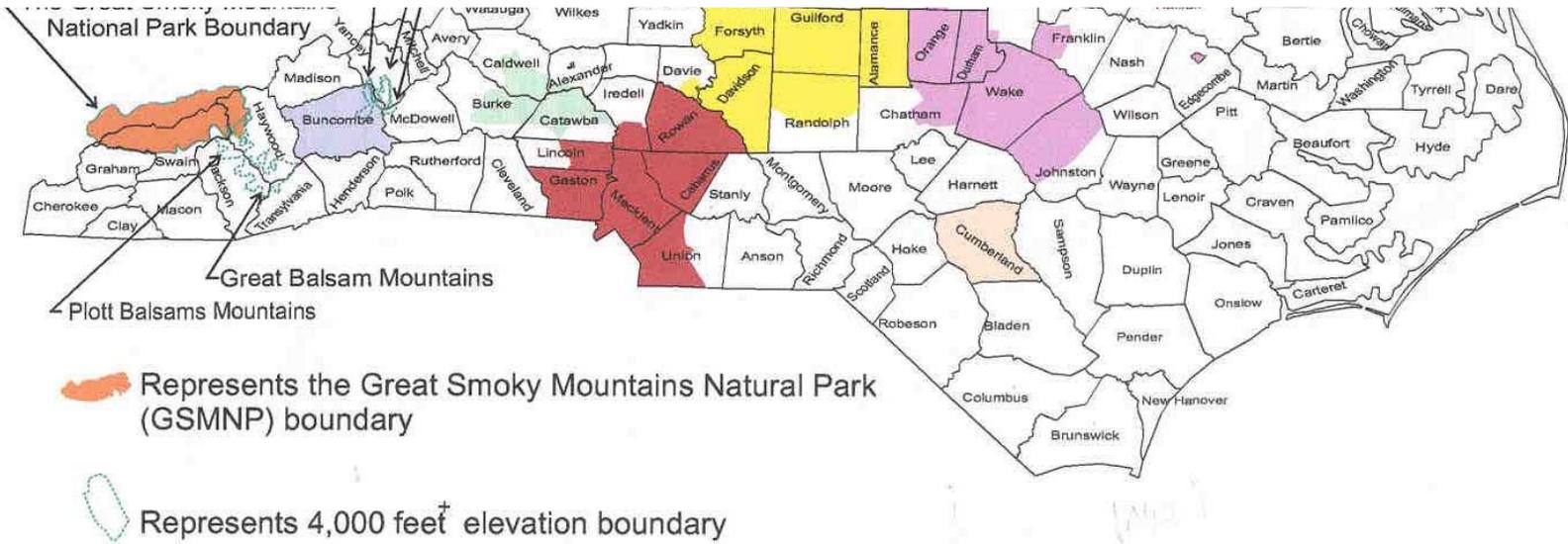
Transportation “conformity” is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent w/ AQ goals.

Consultation in Project Development

Merger 01 Process—Once a project is under way:

- The Merger 01 Process has been developed to improve the current method of advancing highway projects through the National Environmental Policy Act (NEPA) process
- Currently RPOs have an advisory role in the process with full membership on the merger team to follow. RPOs will be invited to attend the meetings that are part of the NEPA process

North Carolina's Recommendation on 8-hr Ozone Non-attainment Boundaries



Reductions in emissions will be required in areas as needed, even in areas not designated nonattainment.



Potential CMAQ Projects

- **Transit Projects**
- **Traffic Signalization Projects**
- **Park and Ride Lots**
- **Pedestrian Improvements – Sidewalks & Crosswalks**





Enhancement Projects Categories

- **Bicycle & Pedestrian Facilities**
- **Bicycle & Pedestrian Safety Projects**
- **Acquisition of Scenic Easements or Historic Sites**
- **Scenic & Historic Highways/Welcome Centers**
- **Landscaping & Scenic Beautification**
- **Historic Preservation**





Enhancement Projects Categories (Continued)

- **Control of Outdoor Advertising**
- **Rehabilitation of Historic Transportation Facilities**
- **Preservation of Abandoned Railroad Corridors**
- **Archaeological Planning & Research**
- **Environmental Mitigation**
- **Transportation Museums**



www.tarpo.org

