



# NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION

1398 CARROLLTON CROSSING DRIVE | KERNERSVILLE, NC 27284 | (336) 904-0300

December 10, 2014

Dear TAC Members,

There are two items of interest to note in addition to our regularly scheduled meeting. If you are interested in learning more about the Piedmont Together project, I will be doing a brief presentation prior to the regularly scheduled meeting. Please plan to arrive at 10:15. While some members have heard the presentation multiple times, others may not be familiar with the project. We anticipate the TCC will be recommending a Resolution of Support for Piedmont Together.

We have also arranged for Mike Stanley with NCDOT to discuss the recently released State Transportation Improvement Plan (STIP). Mr. Stanley will conduct a joint presentation to the NWPRPO and Piedmont Triad RPO following the Board of Delegates meeting on Wednesday, December 17<sup>th</sup> at 1:30pm. Please plan on attending if at all possible. If you have specific questions regarding projects in your community, please try to send those questions to me ahead of time so Mr. Stanley can adequately prepare.

I hope you are doing well and we look forward to seeing you next week.

Regards,

Elizabeth Jernigan  
*TAC Secretary*





Transportation Advisory Committee (TAC) Meeting  
Wednesday, December 17, 2014  
10:30 a.m.  
PTRC Office, Kernersville

## AGENDA

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### Welcome and Ethics Statement

Sharon Conaway

### Action Items

- I. TAC Minutes – October 15, 2014 Sharon Conaway
- II. Resolutions Sharon Conaway
  - a. Yadkin County CTP Resolution of Adoption
  - b. Piedmont Together Resolution of Support
- III. 2015 TAC Meeting Dates Sharon Conaway
- IV. CTP Study Needs List (Stokes) Elizabeth Jernigan

### Discussion Items

- V. STIP Jesse Day

### Informational Items

- VI. Division 9 Updates John Rhyne
- VII. Division 11 Updates Mike Pettyjohn
- VIII. TPB Update Vernia Wilson
- IX. NWRPO Update Elizabeth Jernigan
  - a. Downtown Streetscape Assessments
  - b. SEI & RED Update
  - c. Northern Long Eared Bat

### New Business

TAC Members

### Adjournment

Sharon Conaway

### Next Meeting

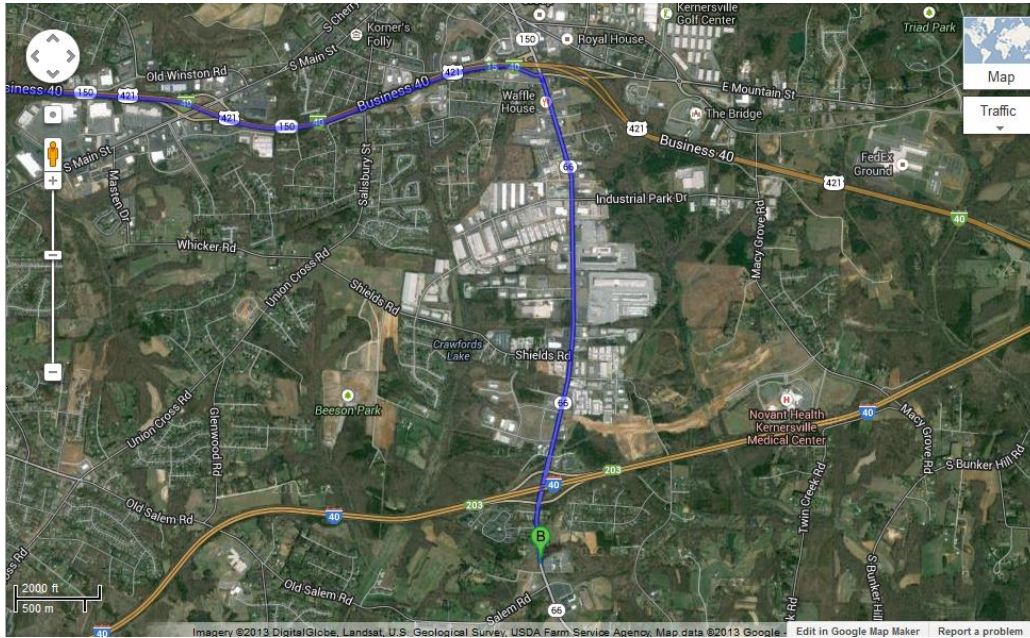
Tuesday, February 18<sup>th</sup>, 2015



DIRECTIONS TO THE PIEDMONT TRIAD REGIONAL COUNCIL  
1398 CARROLLTON CROSSING DRIVE  
KERNERSVILLE, NC 27284  
336-904-0300

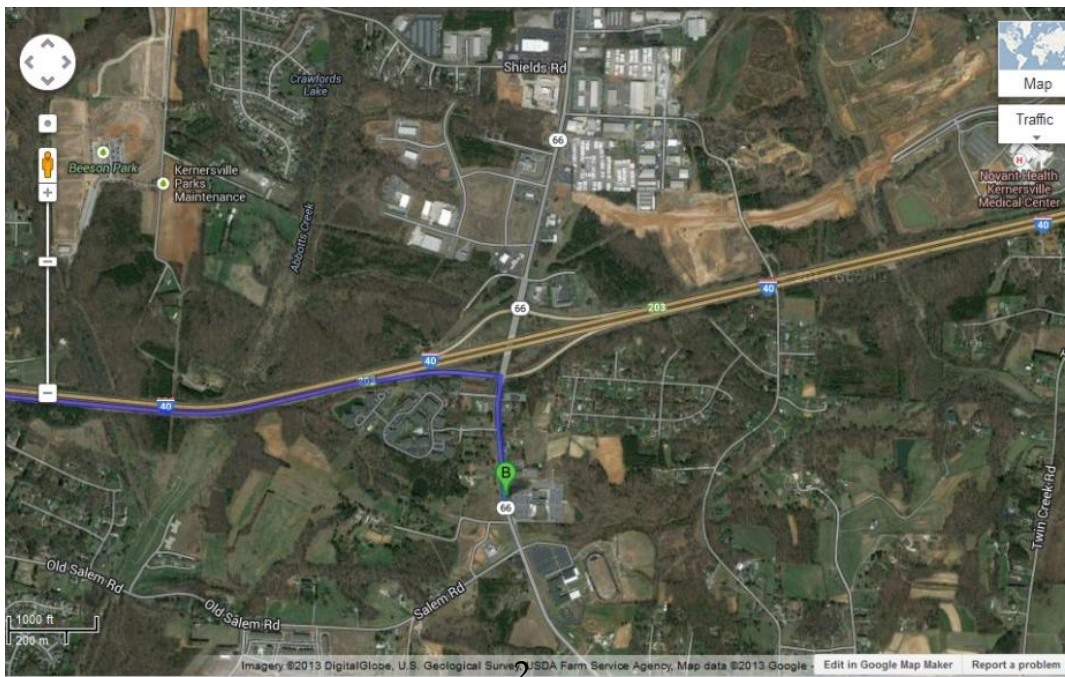
FROM BUSINESS 40 EAST:

- Take Exit 15: NC 66/NC 150 toward Kernersville
- Turn right onto NC 66 South
- Stay on NC 66 for 2.5 miles, crossing over Interstate 40
- The new PTRC Headquarters will be on the right.



FROM INTERSTATE 40 EAST:

- Take Exit 203: NC 66 toward Kernersville/High Point
- Turn right onto NC 66 South
- The new PTRC Headquarters will be on the right.







# Agenda Item

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## **Agenda Item I**

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TAC Meeting Minutes October 15th

## **Background**

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The minutes from the meetings are attached.

## **Action Requested**

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Consideration of the minutes







**Transportation Advisory Committee (TAC) Meeting**  
**Wednesday, October 15<sup>th</sup>, 2014**  
**10:30 a.m.**  
**MINUTES**

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**Welcome and Ethics Statement**

Sharon Conaway read the ethics statement; no one indicated any conflict of interest.

**Action Items**

*I. TAC Minutes – August 20 & 27, 2014*

Sharon Conaway asked for a motion to approve the two sets of minutes from the August meeting.

Will Marklin made a motion to approve the minutes and Kevin Austin seconded the motion. The minutes were adopted.

*II. NWPRPO TCC Bylaws Update*

Sharon Conaway presented the Transportation Coordinating Committee bylaws updates. The bylaws were updated to restore voting rights to the Piedmont Triad Regional Council Executive Director and the NWPRPO Coordinator as well as the Transportation Planning Branch Coordinator for NCDOT. Also, the section on standing was updated to increase the likelihood of quorum for municipalities that cannot consistently attend TCC meetings. In addition, small textual changes were made to update organization name changes of member organizations. The TCC had recommended the changes for approval on October 14, 2014.

Kevin Austin made a motion to approve the updated bylaws and Steve Yokeley seconded the motion. The updated bylaws were adopted.

*III. A. Resolution of Support: Piedmont Together*

It was mentioned that the TCC wanted more information before passing a resolution of support for the project. A 15 minute presentation was suggested by TCC members at the next NWPRPO meeting in December. Some TAC members had heard the presentation before, so a presentation on the Piedmont Together project will be included 15 minutes before the regular meeting time in December.

*B. Resolution of Support: Yadkinville Bicycle & Pedestrian Planning Grant*

A resolution of support for the Town of Yadkinville to apply for a joint bicycle and pedestrian planning grant was submitted for consideration. The Town of Yadkinville has indicated support for the matching funds need to receive the State grant.

Will Marklin made a motion to approve the resolution as presented. Wayne Moore seconded the motion. The resolution was adopted.

**Discussion Items**

*IV. Spot 3.0 Feedback*

Jesse Day provided comments that the TCC discussed regarding SPOT 3.0 and were sent to the NCRPO Association for consideration in SPOT 4.0, answering the question it would be better if:

- There was a way to keep poor projects from entering the system if they do not have justification (e.g. adopted plan, some base level of need)
  - Drop existing low scoring projects from the database
- Do a better job of identifying projects and what funds are available to match to projects (e.g. normalization was not effective in creating equity across different modes)
  - Access to certain federal funds in one mode should not penalize access to other pots of federal funds for another mode – if possible
- Look at changing the formula to allow rural projects to be based upon different metrics such as safety, lane widths, pave shoulder width.
  - Modernization of existing roadways is needed, especially in rural areas and there are few good ways to get these projects to score well using existing criteria.
- Look at eliminating parallel project recommendations from both scoring high and potentially getting funded. If the projects serve the same broad corridor – giving points to both projects does not serve the purpose of spending dollars in an efficient manner.
- There was at least some standardization with the process. Surely a plan can be developed where each MPO, RPO, Division, Region, District etc. would use a similar process. Yes, that eliminates the individual input where some deal with oranges and some with apples, and throw in some grapes and then a few nuts on top.

TAC members presented frustration that many key projects scored low, wondering if some Counties would not receive any projects.

*V. Strategic Transportation Corridors*

Jesse Day provided an overview of the new Strategic Transportation Corridors. Although not directly link to STI, the routes may end up

prioritizing funding to the newly designated routes in future prioritization. Staff plans to send comments regarding the concern about dropping US 158, US 64 West of Asheboro and NC 24-27 from the State's previous Strategic Highway Network. If there are additional comments, please send them to Kerry Morrow [kmorrow@ncdot.gov](mailto:kmorrow@ncdot.gov) by Tuesday December 2, 2014.

**Informational Items**

*VI. Division 9 Updates*

John Rhyne presented a written report on existing projects.

*VII. Division 11 Updates*

Mike Pettyjohn mentioned that two roundabout projects are moving forward on NC 67 in Boonville and Jonesville. Also, the bridge replacement near Pilot Mountain should be completed soon. Mike also mentioned that East Bend has sidewalk funds to connect to the library.

*VIII. TPB Update*

Vernia Wilson mentioned that the Yadkin County municipalities have approved the Yadkin County CTP maps and recommendations chapter. The Yadkin County Board of Commissioners hearing will be on November 17, 2014 at 7pm and NWPRPO consideration on December 17, 2014.

*IX. RPO Update*

Jesse Day introduced Elizabeth Jernigan, who is helping to coordinate the NWPRPO since Christina Walsh moved on to the Town of Wilkesboro. He also mentioned the streetscape assessment program and will be working with municipal members to roll out that program over the next fiscal year.

**New Business**

There was no new business

**Adjournment**

Sharon Conaway asked for a motion to adjourn. Will Marklin made the motion and Steve Yokeley seconded the motion. The meeting was adjourned.

\_\_\_\_\_  
Sharon Conaway, TAC Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
Elizabeth Jernigan, Secretary

\_\_\_\_\_  
Date





# Agenda Item

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## **Agenda Item II**

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Resolution of support/adoption

### **Background**

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#### **a. Yadkin County CTP Resolution of Adoption**

The Yadkin County Comprehensive Transportation Plan (CTP) is a joint effort between the Town of Yadkinville, the Town of Boonville, the Town of East Bend, the Town of Jonesville, the County, the Northwest Piedmont Rural Planning Organization, and the NCDOT - Transportation Planning Branch (TPB). This plan shall be based on the best information available including, but not limited to, population, economic conditions, traffic trends and patterns of land development in and around the County. This plan shall provide for the safe, efficient, cost-effective and environmentally sensitive use of the transportation system while addressing current and future travel needs.

#### **b. Piedmont Together Resolution of Support**

Piedmont Together is the result of a 1.6 million dollar Housing and Urban Development Grant to develop a Regional Sustainable Communities Plan for the Piedmont Triad. The Plan integrates housing, land use, economic and workforce development, transportation, and infrastructure investments and sets forth a vision for the region focusing on Jobs, Housing, Transportation, Healthy Communities, and Places and Spaces.

Piedmont Together requests the NWPRPO Transportation Advisory Committee adopt the regional vision set forth in Piedmont Together and endorse the implementation of the plan's goals, objectives and strategic actions.

### **Action Requested**

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Consideration of the resolutions



**NORTHWEST RURAL PLANNING ORGANIZATION RESOLUTION ADOPTING THE  
YADKIN COUNTY COMPREHENSIVE TRANSPORTATION PLAN**

*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**, Yadkin County and the Transportation Planning Branch, North Carolina Department of Transportation actively worked to develop a transportation plan for Yadkin County; and

**WHEREAS**, the County and the Department of Transportation are directed by North Carolina General Statutes 136-66.2 to reach agreement for a highway system that will serve present and anticipated volumes of vehicular traffic in and around the county; and

**WHEREAS**, it is recognized that the proper movement of traffic within and through the county is a highly desirable element of the comprehensive plan for the orderly growth and development of the county; and

**WHEREAS**, after full study of the plan, and following a public hearing, the Board of Commissioners of Yadkin County feel it to be in the best interests of the county to adopt a plan pursuant to General Statutes 136-66.2;

**NOW THEREFORE, BE IT RESOLVED** that the Northwest Piedmont Rural Planning Organization Technical Advisory Committee hereby endorses the Yadkin County Comprehensive Transportation Plan.

ADOPTED, this the 17th day of December 2014.

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Sharon Conaway, Chair  
NWRPO TAC

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Elizabeth Jernigan, Secretary  
NWRPO TAC





**RESOLUTION OF THE NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION  
ADOPTING THE PIEDMONT TOGETHER COMPREHENSIVE REGIONAL PLANNING  
PROJECT VISION AND ENDORSEMENT OF GOALS AND STRATEGIES THAT  
ENHANCE THE QUALITY OF LIFE FOR THE CITIZENS OF THE PIEDMONT TRIAD**

*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**, in June 2010, the Piedmont Authority for Regional Transportation (PART), the Piedmont Triad Regional Council (PTRC) and a consortium of planning agencies in the Piedmont Triad agreed to apply for a Sustainable Communities Regional Planning Grant (SCRPG) from the U.S. Department of Housing and Urban Development (HUD); and

**WHEREAS**, on October 14, 2010, PART, PTRC and area universities were awarded a \$1.6M SCRPG from HUD to develop a Regional Sustainable Communities Plan for the Piedmont Triad that integrates housing, land use, economic and workforce development, transportation, and infrastructure investments in a manner that empowers jurisdictions to consider the interdependent challenges of: (1) economic competitiveness and revitalization; (2) social equity, inclusion, and access to opportunity; (3) energy use and climate change; and (4) public health and environmental impact; and

**WHEREAS**, on May 11, 2011, the 3-year planning process began and concluded on March 27, 2014. The conclusion of the planning process resulted in Piedmont Together: a Comprehensive Regional Plan. Piedmont Together sets forth a vision for the region focusing on Jobs, Housing, Transportation, Healthy Communities, and Places and Spaces. These focus areas are supported by public input, research on the region and best practices that led to goals, objectives and strategic actions developed through an equity lens striving for opportunities for everyone.

**WHEREAS**, on August 17, 2011, the Northwest Piedmont Rural Planning Organization officially joined Piedmont Together's Consortium Committee to oversee the plan development; designating a member of the Transportation Advisory Committee.

**NOW THEREFORE BE IT RESOLVED**, that the Northwest Piedmont Rural Planning Organization Transportation Advisory Committee adopts the regional vision set forth in Piedmont Together and endorses the implementation of the plan's goals, objectives and strategic actions.

**BE IT FURTHER RESOLVED**, the Northwest Piedmont RPO (1) acknowledges that funding for implementation will come from local, state and federal grants, private foundations, local donors and private entities; (2) keeps an appointment of a representative to the Piedmont Together Consortium, and (3) encourages other regional planning entities, Triad MPO's and RPO's to reference and utilize the Piedmont Together planning goals, objectives and strategic actions to assist with future developments to enhance the quality of life in the Piedmont Triad region.

ADOPTED, this the 17th day of December 2014.

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Sharon Conaway, Chair  
NWRPO TAC

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Elizabeth Jernigan, Secretary  
NWRPO TAC

**Piedmont Together is a comprehensive project designed to build a resilient, prosperous economy and a better quality of life for all of North Carolina's Piedmont Triad residents.**

**A Regional Vision**

For a little over three years, the Piedmont Together team worked with community input and regional data and to develop a comprehensive plan that will better the future for all residents of the Piedmont Triad region. The project began in October 2010 when the US Department of Housing and Urban Development awarded the Piedmont Triad a \$1.6 million grant to aid in the development of a Regional Sustainable Communities Plan. The planning process began in May 2011 and the plan was released on March 27, 2014. There was a total of \$1,047,319 in matching funds and regional in-kind support for a total project cost of \$2,647,319.

Piedmont Together's plan focuses on Jobs, Housing, Transportation, Health and Places and Spaces. While the plan is a regional development plan, Piedmont Together believes in hearing the concerns, wants, and needs of the Piedmont Triad at the community level. The proposed regional solutions are based on the voices of community members heard through more than 20 civic forums, surveys, and three regional summits. Through our research we have learned key facts about the potential of our region's future, including:

- Nearly 350,000 new economy jobs requiring higher education will be added to the region by 2040.
- \$2.1 billion could be pumped back into the local economy with a 5% reduction in transportation cost for residents.
- Our region's population is set to grow to 2 million people by 2040.

**Unique Qualities of the Piedmont Triad**

Three large urban centers, four MPO's, two RPO's, one transportation authority and one regional council of governments;

Strong commuting pattern into Forsyth and Guilford counties;

Agricultural heritage and opportunity;

Redevelopment opportunities in abandoned industrial buildings located in each community; and

Strong community college and university system.

**The Plan Principles**

- To create a better quality of life for the Piedmont's residents
- To build a resilient economy
- To promote equity
- To preserve and better the environment
- To engage community voices in regional decision-making

**Piedmonttogether.org**  
**Point of Contact: Mark E. Kirstner**  
**markk@partnc.org**



## Accomplishments

- Developed first 12-county regional vision. Achieved through 16 Goals, 172 Objectives & 259 Action Items designed to strengthen the region.
- Engaged 5,000 + people.
- Established a 63 member Consortium.
- Developed a regional scenario modeling tool.
- Conducted seven Local Design Workshops producing seven site specific development plans.
- Held three regional summits and 20 civic forums.
- Developed two interactive mapping tools.
- Produced an Equity Profile and held two equity summits.
- Produced 20 reports and documents including:

### Civic Engagement

Strengths and Challenges in the Piedmont Triad  
If-Then Survey Report  
Piedmont Together Public Engagement Report  
Piedmont Voice Report

### Development Patterns

Regional Scenario Modeling  
The Triad: An Interconnected Web

### Equity

Equity in the Piedmont Triad  
Food Systems  
Piedmont Triad Food System Analysis

### Housing

Housing Report  
Piedmont Triad Fair Housing Equity Assessment  
Piedmont Triad Market Trends, Preferences and Opportunities to 2025 and 2040

### Jobs and Economic Development

Regional Profiles of Broadband Utilization in NC  
Triad Tomorrow — the Comprehensive Economic Development Strategy for the Piedmont Triad

## How we did it...



### Physical Environment

Climate Adaptation Report  
Green Infrastructure Report  
Planning for the Energy Future

### Transportation

Mobility Report  
Piedmont Triad Plug-In Electric Vehicle Readiness Plan

### Vision

Building a Vision: Development Process for the Implementation Goals, Objectives & Strategies

## How is Piedmont Together making a difference?

Establishing a renewed sense of regionalism.  
Scenario modeling tool is being used to develop socio-economic data projections for the regional travel demand model.  
Regional Consolidated Housing Plan being considered.  
Advancing the discussion of equity through development of a regional equity profile by PolicyLink.  
Formation of regional economic development corporation and creation of an economic development district.

Revised August 15, 2014

**Piedmonttogether.org**

**Point of Contact: Mark E. Kirstner**

**markk@partnc.org**

# Agenda Item

## Agenda Item III

2015 TAC Meeting Dates

### Background

2015 NWPRPO Meeting Schedule	
<u>TCC</u> <i>TBD</i>	<u>TAC</u> <i>Kernersville</i>
February 17 <sup>th</sup>	February 18 <sup>th</sup>
April 14 <sup>th</sup>	April 15 <sup>th</sup>
June 16 <sup>th</sup>	June 17 <sup>th</sup>
August 18 <sup>th</sup>	August 19 <sup>th</sup>
October 20 <sup>th</sup>	October 21 <sup>th</sup>
December 15 <sup>th</sup>	December 16 <sup>th</sup>

### Action Requested

Consideration of 2015 TAC meeting dates & locations



# Agenda Item

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## **Agenda Item IV**

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CTP Study Needs List (Stokes)

### **Background**

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Stokes County has not had a CTP plan completed since 2008. Their land use plan “Stokes 2035” should be completed in early 2015.

### **Action Requested**

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Recommend Stokes County for a CTP in 2015





# Agenda Item

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## **Agenda Item V**

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### State Transportation Improvement Program (STIP)

#### **Background**

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The attached supplement includes year-by-year funding tables listing projects that are funded within the 2016-2025 time frame. Projects not funded within the 2016-2025 time frame are generally not included unless some element of activity is underway and ongoing, e.g. right-of-way acquisition.

STI funded a number of aviation projects. FYI, local airports with projects shown in the 10-year program will need to send a formal letter by March 2 on their letterhead and with local match amount and name of project to hold their programming spot.

Looking ahead, we'll be working toward a final STIP adoption in June 2015. More information regarding the public involvement meetings to receive input on the Draft STIP is forthcoming. Outreach meetings are tentatively scheduled for February/March 2015.

**This release is only a draft at this point.**

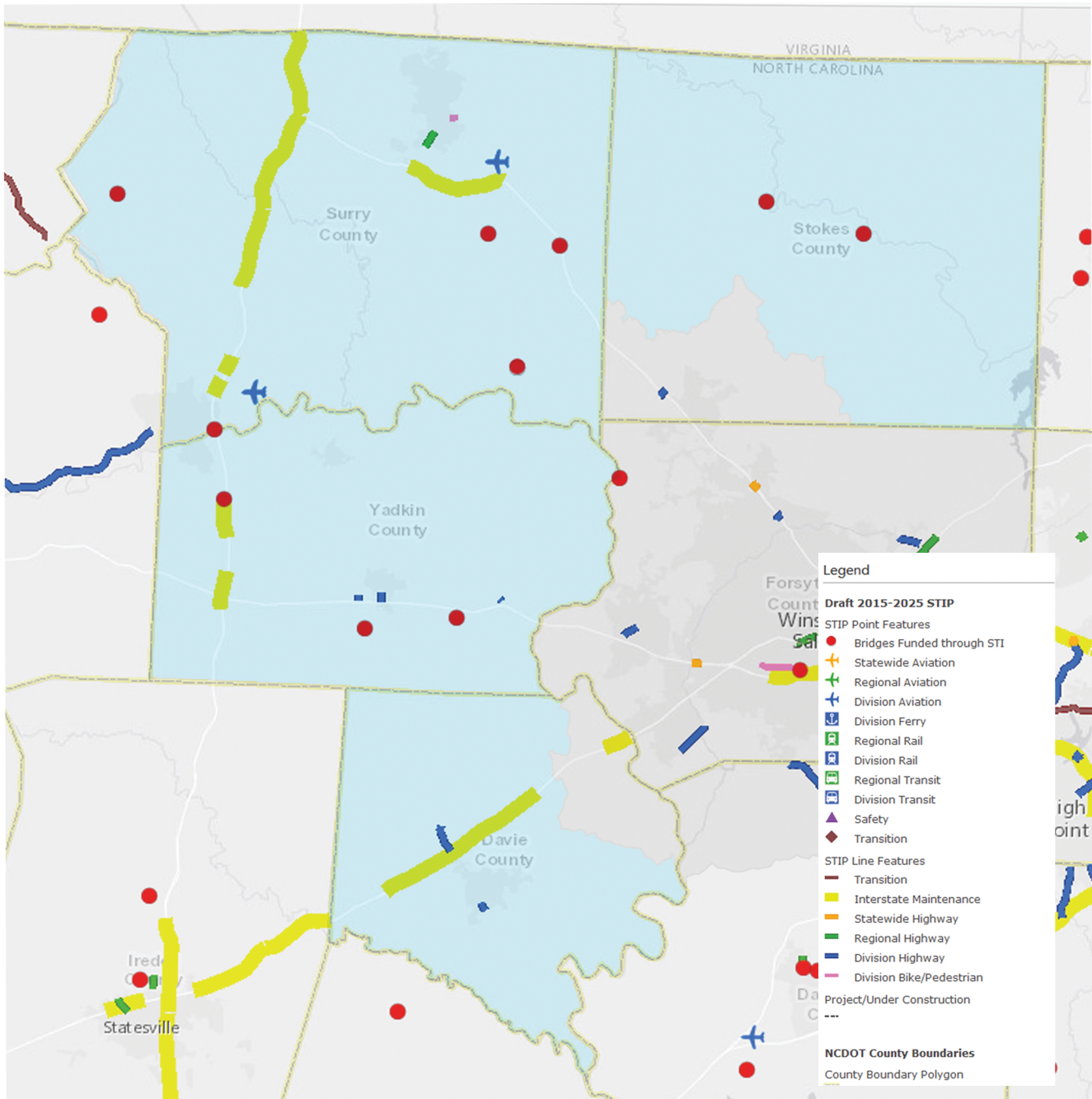
#### **Action Requested**

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Review attached STIP and note any questions to be addressed by Mike Stanley at the Dec. 17<sup>th</sup> information session following the delegates meeting at the PTRC Kernersville office (1:30pm).



# NWPRPO Draft 2016-2025 STIP

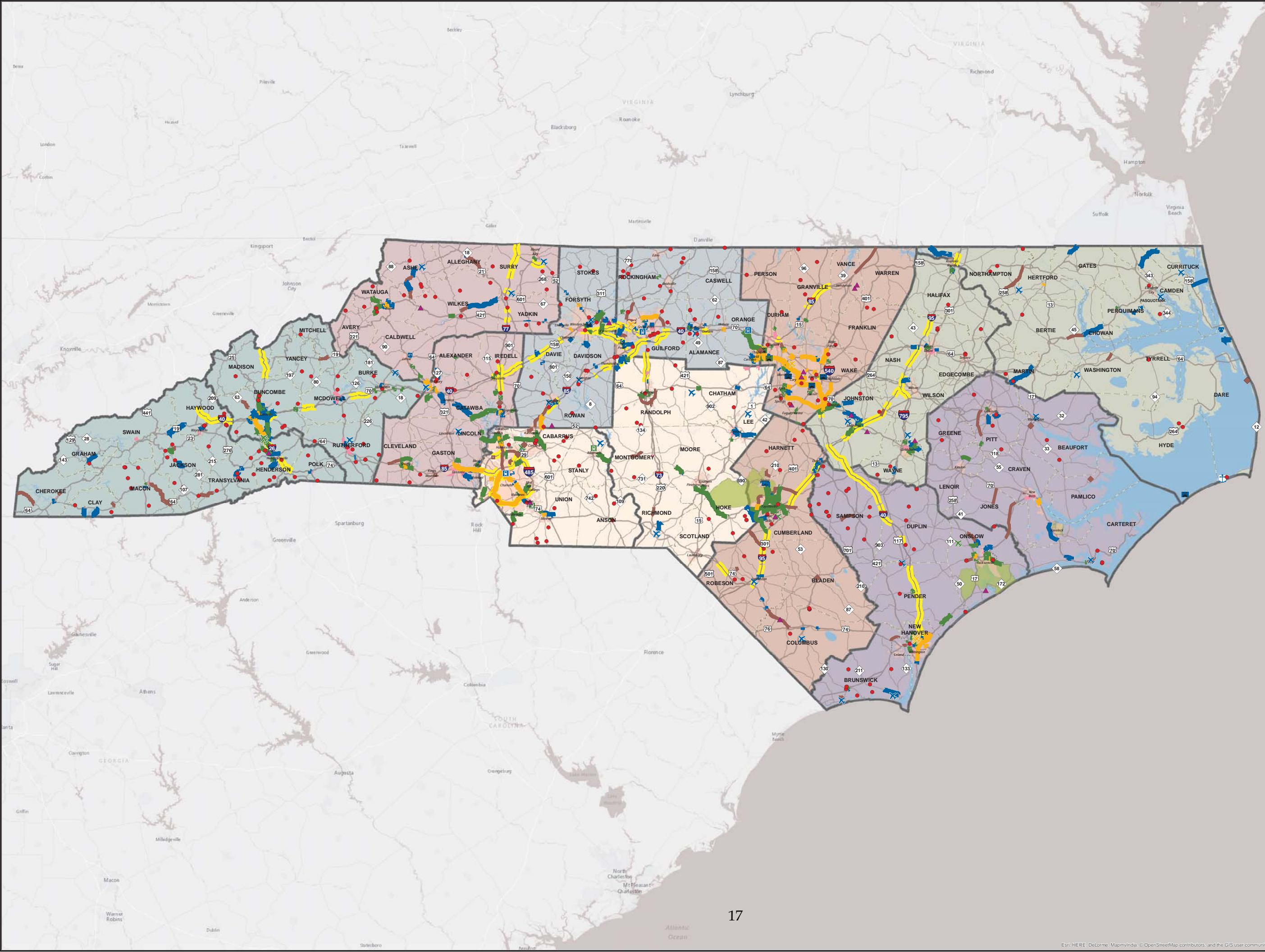
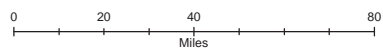




# DRAFT STIP FY 2015-2025 STI Projects

- BRIDGES FUNDED THROUGH STI
  - ✕ STATEWIDE AVIATION
  - ✕ REGIONAL AVIATION
  - ✕ DIVISION AVIATION
  - ⚓ DIVISION FERRY
  - 🚆 REGIONAL RAIL
  - 🚆 DIVISION RAIL
  - 🚆 REGIONAL TRANSIT
  - 🚆 DIVISION TRANSIT
  - ▲ SAFETY
  - ◆ TRANSITION \*
  - ◆ TRANSITION \*
  - 🛣️ INTERSTATE MAINTENANCE
  - 🛣️ STATEWIDE HIGHWAY
  - 🛣️ REGIONAL HIGHWAY
  - 🛣️ DIVISION HIGHWAY
  - 🚲 DIVISION BIKE/PEDESTRIAN
  - INTERSTATE ROUTE
  - US ROUTE
  - NC ROUTE
  - ⋯ PROJECTED/UNDER CONST.
  - 🏠 MUNICIPAL BOUNDARIES
  - 🏠 MILITARY BASE
  - 🗺️ NCDOT DIVISION BOUNDARY
  - 🗺️ COUNTY BOUNDARY
  - 🌊 WATER FEATURES
- Funding Regions**
- 🟩 A (DIV 1, 4)
  - 🟪 B (DIV 2,3)
  - 🟨 C (DIV 5,6)
  - 🟦 D (DIV 7,9)
  - 🟫 E (DIV 8,10)
  - 🟤 F (DIV 11, 12)
  - 🟩 G (DIV 13,14)

\* Note: Reflects 108 of the Major Transition Projects  
 Note: FY 2015 projects represent major projects not let as of November 2014





# Northwest Piedmont Rural Planning Organization

## Draft 2016-2025 STIP

SPOT ID	Mode	Project Category	TIP	Route / Facility Name	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	All Counties	Actual Project Cost	Cost to NCDOT	Amount Programmed (16-25)	Funding Category	Funds	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	Future Years		
A130400	Aviation	Division Needs	AV-5751	MWK - Mount Airy/ Surry County Airport			Extend runway from 4,300' to 5,500'. Project also includes extension of the parallel taxiway. (includes Project Request Numbers: 2595 )	535 - Taxiway Extension	\$ 2,160,000	Surry County	\$ 192,500	\$ 192,500	\$ 154,000	DIVISION	T							C=2160							
															O							C=240							
A130408	Aviation	Division Needs	AV-5757	ZEF - Elkin Municipal Airport			The existing runway safety area (RSA) extends only 100 feet beyond the current runway end. The FAA required minimum RSA for this B-II Airport is 150 feet wide x 300 feet long. This Project would bring the existing runway 7 end into compliance with FAA requirements. ( includes Project Request Numbers: 2219 )	210 - Construct, expand, or repair	\$ 2,520,000	Surry	\$ 6,182,000	\$ 6,182,000	\$ 6,200,000	REGIONAL	T									C=2520					
															O								C=280						
A130404	Aviation	Division Needs	AV-5758	MWK - Mount Airy/ Surry County Airport			Extend runway from 4,300' to 5,500'. Project also includes extension of the parallel taxiway. (includes Project Request Numbers: 2596 )	805 - Install runway edge lighting system / Emergency replacement	\$ 1,260,000	Surry	\$ 2,400,000	\$ 2,160,000	\$ 2,160,000	DIVISION	T									C=1260					
															O								C=140						
A130410	Aviation	Division Needs	AV-5759	ZEF - Elkin Municipal Airport			A 500 foot runway extension is proposed in order to increase safety at the airport and accommodate the variation of general aviation aircraft that utilize the airfield. A taxiway turnaround at the Runway 25 end will also increase safety and allow aircraft to pull off the runway after back taxiing. Project also includes an environmental assessment and preliminary engineering in order to properly assess all impacts. (includes Project Request Numbers: 2981 )	535 - Taxiway Extension	\$ 2,124,000	Davie	\$ 2,325,000	\$ 2,325,000	\$ 2,325,000	DIVISION	T									C=2124					
															O								C=236						
B142114	BikeandPed	Division Needs	EB-5725	Mt. Airy Middle School Greenway Connector	S. Main Street	Mt. Airy Middle School	Construct a new sidewalk from S. Main Street to Mt. Airy Middle School (Total Length: 2,500 feet) and a greenway connector from Hamburg Street to the school (Total Length: 250 feet).	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	\$ 192,500	Yadkin	\$ 10,270,000	\$ 10,270,000	\$ 10,300,000	DIVISION	TAP								PE=46						
															L							PE=12							
															TAP								C=108						
															L								C=27						
H141629	Highway	Regional Impact	R-5714	US-601	US 52	SR 1365 (Forrest Drive)	Upgrade intersection of US 601 and US 52; Conduct a corridor study to determine the best treatment for the corridor between US 52 and Forrest Drive; Analyze the potential benefits of the original CTP recommendation to convert the existing five-lane major thoroughfare into a four-lane divided boulevard with a raised median and turn bays at major intersections	11 - Access Management	\$ 6,182,000	Surry	\$ 2,800,000	\$ 2,520,000	\$ 2,520,000	DIVISION 6%	T						R=850	R=850	C=4300						
															T						U=100	U=100							
H142225	Highway	Regional Impact	R-5728	US-601	Salisbury Street		Install a new 90 degree intersection and close the end of Salisbury Street (Former SPOTID: H141405)	10 - Improve Intersection	\$ 2,325,000	Surry	\$ 1,400,000	\$ 1,260,000	\$ 1,260,000	DIVISION 6%	T			R=450	C=1875										
H142039	Highway	Regional Impact	U-5809	US-601 State Street	US 421	SR 1146 (Lee Avenue)	Construct median and roundabouts.	11 - Access Management	\$ 10,270,000	Surry	\$ 2,360,000	\$ 2,124,000	\$ 2,124,000	DIVISION 6%	T					R=1500		C=8600							
															T						U=200								
H141044	Highway	Division Needs	R-5730	SR-1605 Old US 421	SR 1146 (Shacktown Road)	SR 1711 (Speer Bridge Road)	Construct new roadway to realign SR 1605 (Old US 421) with SR 1711 (Speer Bridge Road) and construct a roundabout at the intersection with SR 1146 (Shacktown Road).	5 - Construct Roadway on New Location	\$ 31,443,000	Yadkin	\$ 31,443,000	\$ 31,443,000	\$ 31,400,000	DIVISION	T						R=5200		C=12800	C=12800					
															T						U=600								
H111145	Highway	Division Needs	R-5733	SR-1415	700 Feet South of Beamer/Billy Reynolds Rd	US 421/Beamer Rd interchange	A New interchange Is Needed on US 421 South of Billy Reynolds Rd (SR 1134) and Beamer Rd (SR 1415) intersect to Provide An alternate Access Point on US 421. This interchange in Conjunction with Proposed Connector from Is Needed to Relieve Traffic from US 601/US 421 Area.	5 - Construct Roadway on New Location	\$ 12,736,000	Yadkin	\$ 12,736,000	\$ 12,736,000	\$ 12,900,000	DIVISION	T							R=100	U=100		C=12700				
H090838	Highway	Regional Impact	R-5736	US-601	SR 1345 (Blaise Church Road)	SR 1408 (Cana Road)	Widen to Multi-Lane Facility from SR 1345 (Blaise Church Road) to Boyce Drive. Widen to 3-Lane Facility from Boyce Drive to SR 1408 (Cana Road).	1 - Widen Existing Roadway	\$ 8,778,000	Davie	\$ 8,778,000	\$ 8,778,000	\$ 8,778,000	DIVISION	T							R=2443	C=6042						
															T						U=293								

T= State Highway Trust Fund O=Other TAP=Transportation Alternatives Program L=Local C= Construction PE=Preliminary Engineering R=Right of Way U=Utilities







# Agenda Item

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## **Agenda Item VI**

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Division 9 Update

## **Background**

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Division 9 Update

## **Action Requested**

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None required



**Northwest Piedmont  
Transportation Update  
December 16, 2014**

WBS / TIP No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Comments
<b>Projects Under Construction</b>							
<b>B-4645</b>	Replace Bridges #29 and #30 over Little Yadkin River on US 52 in Stokes County.	Aug., 2013	Oct. 15, 2015 <i>(perm. vegetation established by April 12, 2016)</i>	42.8% Complete	\$6,399,752	Smith-Rowe, LLC	Contractor has completed pouring bridge deck for SB bridge. Will be working to complete remaining portions of bridge and tie-ins over the next 2 months to place SB traffic in new permanent traffic pattern.
<b>9CR.10851.150 9CR.20851.150</b>	Milling, Resurfacing, and Shoulder Reconstruction on NC 89 from NC 66 to Surry Co., NC 704 from NC 8 to SR 1434 (Aaron's Corner Ch. Rd), and 8 sections of Secondary routes in Stokes County	July 17, 2014	May 29, 2015	60.4% Complete	\$2,259,560	APAC-Atlantic, Inc. Thompson Arthur Division	Contractor has finished the paving on Maps 1,2,4 &5. They still have to install thermo and complete a few punchlist items for these maps.
<b>17BP.9.R.24</b>	Replace Bridge #23 over Peoples Creek on SR 1650 (Peoples Creek Rd) in Davie County.	Oct. 22, 2014	July 15, 2015 <i>(perm. vegetation 110 days from DOA)</i>	Availability date Dec. 15 - Jan. 19, 2015	\$371,114	Miller Engineering Co., Inc.	Contractor plans to start construction Jan. 19, 2015.
<b>17BP.9.R.29</b>	Replace Bridge #119 over Beaver Island Creek on SR 1636 (Buffalo Rd) in Stokes County.	Dec. 10, 2014	July 31, 2015 <i>(perm. vegetation established by Oct. 31, 2015)</i>	March 2, 2015 Availability Date	\$650,000	TBD	Currently advertised for bid.
<b>17BP.9.R.34</b>	Rehabilitation and bridge beam painting of (4) bridges in Davidson County, (1) in Forsyth County, (3) in Rowan County, and (1) in Stokes County.	April, 2012	Nov. 1, 2015	79.6% Complete <i>(approx. 30% behind schedule)</i>	\$12,585,775	Crowder Construction Co.	<b>Design Build Project</b> –(Br. #115) Pine Hall Rd. Bridge deck has been poured and barrier rail scheduled to be poured by 12/12. Railroad will be installing new RR crossing and will shut Pine Hall Rd to traffic for approx. 20-30 days. Bridge will be open to traffic once RR crossing is complete, in early 2015.
<b>Division Administered Projects Under Construction</b>							
<b>U-5540</b>	Construction of new Access Road off SR 1345 (Interstate Dr) to serve new manufacturing site in Mocksville. Includes construction of Bridge #129 over Unnamed Tributary to Bear Creek on Gildan Dr on SR 1345 (Interstate Dr) in Davie County (42679.3.D1)	Oct. 22, 2014	Feb. 23, 2015	25% Complete	Total cost \$1,750,000 Bridge Contract \$246,894	Roadway work by State Forces Bridge construction by Smith-Rowe, LLC	Work began Nov. 19, 2014. Sewer lines complete. Installing water lines. All H-piles have been driven. Plan to complete sub-structure and install cored slabs by Dec. 12, 2014.
<b>Division Administered Projects Under Development</b>							
<b>ER-2973I</b>	Landscaping at I-40 and US 601 Interchange in Davie County	Oct. 22, 2014	March 15, 2015 <i>(final completion with plants still living May 1, 2016)</i>	Availability date Nov. 10, 2014	\$65,566	Country Boy Landscaping	Work not yet begun. Contractor plans to start work early March, 2015.

WBS / TIP No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Comments
<b>Projects Under Development</b>							
<b>B-4819</b>	Replace Bridge #105 over Snow Creek on SR 1697 (Pitzer Rd.) in Stokes County	July, 2018	TBD	ROW July, 2017	\$1,700,000	TBD	Planning and Design in progress.
<b>B-5509</b>	Replace Bridge #62 over Neatman Creek on SR 1961 (Payne Rd.) in Stokes County	Oct., 2020	TBD	ROW Oct., 2019	\$2,025,000	TBD	
<b>B-5766</b>	Replace Bridge #82 over the Dan River on SR 1674 (Sheppard Mill Rd.) in Stokes County	FY 2022	TBD	ROW FY 2021	\$4,350,000	TBD	
<b>B-5768</b>	Replace Bridge #38 over Cedar Creek on NC 801 in Davie County	Jan., 2024	TBD	ROW Jan., 2023	\$864,000	TBD	
<b>B-5784</b>	Replace Bridge #125 over North Double Creek on SR 1484 (Dan George Rd) in Stokes County.	FY 2025	TBD	ROW FY 2024	\$1,139,000	TBD	
<b>I-5794</b>	Pavement Rehabilitation on I-40 from 1.5 mi. E. of SR 1442 (Redland Rd) to 1.4 mi. E. of NC 801, in Davie County.	FY 2018	TBD		\$1,505,000	TBD	<b>Schedules based on DRAFT 2015-2025 STIP</b>
<b>I-5765</b>	Pavement Rehabilitation on I-40 from 1.5 mi. E. of US 64 to 1.2 mi. E. of SR 1410 (Farmington Rd), in Davie County.	FY 2017	TBD		\$11,283,000	TBD	<b>Schedules based on DRAFT 2015-2025 STIP</b> Coordinate with I-5823
<b>I-5823</b>	Pavement Rehabilitation on I-40 from 1 mi. E. of SR 1143 (Davie Academy Rd) to 0.7 mi. E. of US 601, in Davie County.	FY 2019	TBD		\$11,381,000	TBD	<b>Schedules based on DRAFT 2015-2025 STIP</b> Coordinate with I-5765
<b>I-5887</b>	US 52 / Future I-74 at SR 1102 (Trinity Ch. Rd) - Convert existing grade separation to a full movement interchange	FY 2025	TBD	ROW FY 2024	\$11,190,000	TBD	<b>Schedules based on DRAFT 2015-2025 STIP</b>
<b>R-5728</b>	Intersection Improvements on US 601 at S. Salisbury St. in Mocksville in Davie County.	FY 2018	TBD	ROW FY 2017	\$2,325,000	TBD	<b>Schedules based on DRAFT 2015-2025 STIP</b>
<b>R-5736</b>	Widen to Multi-lanes - US 601 from SR 1345 (Blaise Church Rd) to SR 1408 (Cana Rd) in Davie County.	FY 2022	TBD	ROW FY 2021	\$8,778,000	TBD	<b>Schedules based on DRAFT 2015-2025 STIP</b>
<b>BD-5109AA</b>	Replace Bridge #60 over Peeler Creek on SR 1802 (Will Boone Rd) in Davie County	March, 2015	TBD	ROW Acquisition in progress	\$425,000	TBD	A waterline issue delayed utility coordination.
<b>BD-5109AE</b>	Replace Bridge #45 on SR 1998 (Mtn. View Church Rd) over a creek in Stokes County	Feb., 2015	TBD	ROW Acquisition in progress	\$475,000	TBD	
<b>BD-5109AF</b>	Replace Bridge #108 on SR 1674 (Delta Church Rd) over Snow Creek in Stokes County	April, 2015	TBD	ROW Acquisition in progress	\$1,000,000	TBD	
<b>17BP.9.P.3</b>	Bridge Painting on Bridges #136, 150 in Davidson; #'s 29,32,85,86 in Davie; #'s 53,54,55,78,115,185,297,322 in Forsyth; and #94 in Rowan County.	TBD	TBD		\$4,700,000	TBD	Funding source has changed. Will need to determine plan revisions and new letting date.

WBS / TIP No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Comments
<b>Projects Under Development</b>							
<b>17BP.9.R.5</b>	Replace Bridge #58 over Ricker's Branch on US 311 in Stokes County	Feb., 2015	TBD	75% Plans complete	\$600,000	TBD	ROW and Utility coordination underway.
<b>17BP.9.R.22</b>	Replace Bridge #103 over Branch of Dan River on SR 1707 (Stewart Rd) in Stokes County.	Feb., 2015	TBD	ROW Acquisition in progress	\$200,000	TBD	
<b>17BP.9.R.25</b>	Replace Bridge #83 over Fork of Cedar Creek on SR 1436 (Pinebrook School Rd) in Davie County.	Feb., 2015	TBD	75% Plans Complete	\$400,000	TBD	ROW acquisition in progress
<b>17BP.9.R.27</b>	Replace Bridge #11 over East Prong of Yadkin River on SR 1166 (YMCA Camp Rd) in Stokes County.	April, 2015	TBD	90% Plans Complete	\$475,000	TBD	Due to utility relocation issues, the let date has been delayed to April 2015
<b>17BP.9.R.39</b>	Replace Bridge #73 over Dutchman's Creek on SR 1324 (Ollie Harkey Rd) in Davie County.	June, 2015	TBD		\$510,000	TBD	Will be completed under Express Design Build contract to let in first half of 2015.
<b>17BP.9.R.41</b>	Replace Bridge #176 over Lick Creek on SR 1926 (Fagg Rd) in Stokes County.	June, 2015	TBD		\$623,000	TBD	
<b>17BP.9.R.46</b>	Replace Bridge #50 over Dutchman's Creek on SR 1411 (Cana Rd) in Davie County.	N/A	TBD		\$1,060,000	TBD	Project will be dropped due to funding changes and Division reprioritization.
<b>17BP.9.R.62</b>	Replace Bridge #129 over South Double Creek on SR 1484 (Dan George Rd) in Stokes County.	TBD	TBD		\$758,000	TBD	Will be completed under Express Design Build contract to let in first half of 2015.
<b>17BP.9.R.62</b>	Replace Bridge #104 over Dan River on SR 1695 (Dodgetown Rd) in Stokes County.	TBD	TBD				Will be completed under Express Design Build contract to let in first half of 2015.
<b>17BP.9.R.62</b>	Replace Bridge #224 over Snow Creek on SR 1647 (Tom Shelton Rd) in Stokes County.	TBD	TBD				Will be completed under Express Design Build contract to let in first half of 2015.
<b>17BP.9.R.62</b>	Replace Bridge #86 over Snow Creek on SR 1651 (Snow Hill Church Rd) in Stokes County.	TBD	TBD				Will be completed under Express Design Build contract to let in first half of 2015.

WBS / TIP No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Comments
<b>Completed Projects</b>							
<b>17BP.9.R.28</b>	Replace Bridge #98 over Sandy Branch on SR 1945 (Rosebud Rd) in Stokes County.	June 25, 2014	Dec. 5, 2014 (perm. Vegetation established by April 17, 2015)	99% Complete	\$438,826	APAC-Atlantic, Inc. Thompson Arthur Division	Construction is complete. Waiting period for vegetation establishment for project to be finalized.
<b>9CR.10301.150 9CR.20301.150</b>	Milling, Resurfacing, and Shoulder Reconstruction on NC 801 and 4 Secondary routes in Davie County	June 11, 2014	Nov. 15, 2014	100% Complete	\$1,601,556	APAC-Atlantic, Inc. Thompson Arthur Division	
<b>43675</b>	Construction of sidewalks, milling, paving, curb & gutter, curb ramps and Thermoplastic for Crosswalks along US 311 (Main St.) from Brookcove Rd./Third St. to Walnut Cove Shopping Center in Walnut Cove, Stokes County	April, 2014	Oct.13, 2014	100% Complete	\$317,327	Reliable Concrete Construction	

## Agenda Item IX

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RPO Update

### Background

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***a. NWPRPO Downtown Streetscape Assessments***

We have had scoping meetings with eight communities. Initial meetings identified the project area and addressed a variety of needs specific to each member. Needs range from coordination with NCDOT on state-owned roads to outreach needs, parking assessments, pedestrian safety concerns and other miscellaneous topics. We have met with Cooleemee, Danbury, Dobson, East Bend, Elkin, Mount Airy, Walnut Cove and Yadkinville.

***b. SEI and RED Requirements***

The State Ethics Commission is required to impose both fines and criminal penalties for not filing, late filing, or filing an incomplete SEI and RED.

***c. Northern Long Eared Bat***

The Northern Long Eared Bat is going to be a major factor on construction in the future. Elizabeth Jernigan will be updating the TAC on how we can expect it to affect our projects.

\*Update based on information provided by Amy Euliss, the Division Environmental Officer, to the TCC on 12/16.

### Action Requested

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File SEI and RED. The filing period opens January 1, 2015 and closes April 15, 2015. The filing deadline is April 15<sup>th</sup>.





**News You Can Use  
for MPO & RPO TAC MEMBERS  
REGARDING THE STATE GOVERNMENT ETHICS ACT**

**TAC MEMBERS MUST ANNUALLY FILE A STATEMENT OF ECONOMIC INTEREST (SEI) AND  
REAL ESTATE DISCLOSURE FORM (RED) WITH THE STATE ETHICS COMMISSION**

**1. What is an SEI?**

An SEI is a financial disclosure form about your and your **immediate** family members' financial, business and professional relationships.

**2. When am I required to file my SEI and my RED?**

**Prior to assuming your position** on the TAC of an MPO or RPO, you must file an SEI **and** an RED **and** receive your SEI evaluation letter from the Commission. Thereafter, you must **annually file an SEI and an RED on or before April 15<sup>th</sup> of each year.** (For example, if you filed your initial SEI and RED on September 10, 2014, you will need to file a 2015 SEI and a 2015 RED on or before April 15, 2015.)

**3. How do I file my SEI and RED?**

The Commission strongly recommends **on-line filing** as it is secure, allows easy information updates, and gives you access to your electronic SEIs previously filed. Filing your SEI on-line is easy, quick, convenient, and reduces the chance of reporting errors. Getting started is easy. Follow the simple steps to create your own NCID account and get access today: <http://www.ethicscommission.nc.gov/library>.

To file a paper version of the SEI, you must provide the Commission with a **signed, original** SEI form. Each SEI includes an "affirmation" and is a legally binding document.

**4. Should I file my 2015 SEI and 2015 RED prior to January 1, 2015?**

**No.** The 2015 SEI and RED forms will not be available until January 2015. In addition, your 2015 SEI/and RED will be based on responses to the questions **as of December 31, 2014.**

**5. What is the 2015 SEI and RED filing period?**

The filing period opens January 1, 2015 and closes April 15, 2015. **The filing deadline is April 15<sup>th</sup>.** SEI and RED forms received after April 15, 2015 are late and subject to the penalties below.

**6. Is there a penalty for not filing, late filing, or filing an incomplete SEI and RED?**

**YES, effective October 1, 2014 - BOTH FINES AND CRIMINAL PENALTIES.**

**FINES:** The Commission is required to impose a \$250 fine for late filing or failure to file an SEI or an RED, with a potential for a total of \$500 for late filing of both documents.

**CRIMINAL PENALTIES:** Failure to timely file a complete SEI and a complete RED within 60 days of receipt of notice of failure to file or incomplete filing **shall be a Class 1 Misdemeanor for each separate form.** There are also **criminal penalties** for knowingly failing to disclose information or providing false information.

**REPORTING:** The Commission shall **report failure to file and written allegations of failure to file the SEI, the RED, or both the SEI and the RED to the State Bureau of Investigation for investigation and possible prosecution** unless the Commission finds extenuating circumstances exist.

**SAVE THE DATE - DECEMBER 2, 2014 from 9:00 - 10:30 am - SEI and RED Education Webinar**

**Online event will be livestream broadcasted for viewing on your computer.** The Webinar will cover 1) the SEI and RED filing requirements, 2) the fines and criminal sanctions for filing violations that went into effect on October 1, 2014, and 3) other ethics obligations, such as conflicts of interest prohibitions and disclosures, and penalties for such ethics violations.

**If you have questions about the SEI or RED forms, or the filing requirements contact the State Ethics Commission at (919) 715-2071 or E-Mail: [sei@doa.nc.gov](mailto:sei@doa.nc.gov).**





## Northern Long-Eared Bat

### *Myotis septentrionalis*

The northern long-eared bat has been proposed to be federally listed as an endangered species under the Endangered Species Act. Endangered species are animals and plants that are in danger of becoming extinct. Identifying, protecting, and restoring endangered and threatened species are primary objectives of the U.S. Fish and Wildlife Service's endangered species program.

#### What is the northern long-eared bat?

**Appearance:** The northern long-eared bat is a medium-sized bat about 3 to 3.7 inches but with a wingspan of 9 to 10 inches. Its fur color can be medium to dark brown on the back and tawny to pale-brown on the underside. As its name suggests, this bat is distinguished by its long ears, particularly as compared to other bats in its genus, *Myotis*, which are actually bats noted for their small ears (*Myotis* means mouse-eared).

**Winter Habitat:** Northern long-eared bats spend winter hibernating in caves and mines, called hibernacula. They typically use large caves or mines with large passages and entrances; constant temperatures; and high humidity with no air currents. Specific areas where they hibernate have very high humidity, so much so that droplets of water are often seen on their fur. Within hibernacula, surveyors find them in small crevices or cracks, often with only the nose and ears visible.

**Summer Habitat:** During summer, northern long-eared bats roost singly or in colonies underneath bark, in cavities, or in crevices of



Photo by Steve Taylor, University of Illinois

*This northern long-eared bat, observed during an Illinois mine survey, shows visible symptoms of white-nose syndrome.*

both live and dead trees. Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat seems opportunistic in selecting roosts, using tree species based on suitability to retain bark or provide cavities or crevices. It has also been found, rarely, roosting in structures like barns and sheds.

**Reproduction:** Breeding begins in late summer or early fall when males begin swarming near hibernacula. After copulation, females store sperm during hibernation until spring, when they emerge from their hibernacula, ovulate, and the stored sperm fertilizes an egg. This strategy is called delayed fertilization.

After fertilization, pregnant females migrate to summer areas where they roost in small colonies and give birth to a single pup. Maternity colonies, with young, generally have 30 to 60 bats, although larger maternity colonies have been observed. Most

females within a maternity colony give birth around the same time, which may occur from late May or early June to late July, depending where the colony is located within the species' range. Young bats start flying by 18 to 21 days after birth. Adult northern long-eared bats can live up to 19 years.

**Feeding Habits:** Northern long-eared bats emerge at dusk to fly through the understory of forested hillsides and ridges feeding on moths, flies, leafhoppers, caddisflies, and beetles, which they catch while in flight using echolocation. This bat also feeds by gleaning motionless insects from vegetation and water surfaces.

**Range:** The range of the northern long-eared bat includes much of the eastern and north central United States, and all Canadian provinces from the Atlantic Ocean west to the southern Yukon Territory and 7

eastern British Columbia. Within the United States, this area includes the following 39 States: Alabama, Arkansas, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and Wyoming.

### **Why is the northern long-eared bat in danger of extinction?**

**White-nose Syndrome:** No other threat is as severe and immediate as the disease, white-nose syndrome. If this disease had not emerged, it is unlikely the northern long-eared population would be declining so dramatically. Since symptoms were first observed in New York in 2006, white-nose syndrome has spread rapidly from the Northeast to the Midwest and Southeast; an area that includes the core of the northern long-eared bat's range where it was most common before this disease. Numbers have declined by 99 percent in the Northeast. Although there is uncertainty about the rate that white-nose syndrome will spread within the species' range, it is expected to spread throughout the United States.

### **Other Sources of Mortality:**

Although significant population declines have not been observed due to the sources of mortality listed below, they may now be important factors affecting this bat's ability to persist while experiencing dramatic declines caused by white-nose syndrome.

**Impacts to Hibernacula:** Gates or other structures to exclude people from caves and mines restrict bat flight and movement and change airflow and internal cave and mine

microclimates. A few degrees change can make a cave unsuitable for hibernating bats. Also, cave-dwelling bats are vulnerable to human disturbance while hibernating. Bats use up their energy stores when aroused and may not survive the winter or females may not successfully give birth or rear young.

### **Loss or Degradation of Summer**

**Habitat:** Highway and commercial development, surface mining, and wind facility construction permanently remove habitat and are prevalent in many areas of this bat's range. Timber harvest and forest management can remove or alter (improving or degrading) summer roosting and foraging habitat.

**Wind Farm Operation:** Wind turbines kill bats, including northern long-eared bats, although only a small number have been documented to date. However, there are many wind projects within a large portion of the bat's range and many more are planned.

### **What Is Being Done to Prevent Extinction of the Northern Long-Eared Bat?**

**Disease Management:** Actions have been taken to slow the spread of white-nose syndrome through human transmission of the fungus into caves (e.g. cave and mine closures and advisories; national decontamination protocols). A national plan was prepared by the Service and other state and federal agencies that details actions needed to investigate and manage white-nose syndrome. Many state and federal agencies, universities and non-governmental organizations are researching this disease to try to control its spread and address its affect.

### **Addressing Wind Turbine**

**Mortality:** The Service and others are working to minimize bat mortality from wind turbines on several fronts. We fund and conduct research to determine why bats are susceptible

to turbines, how to operate turbines to minimize mortality and where important bat migration routes are located. The Service, state natural resource agencies, and wind energy industry are developing a Midwest Wind Energy Multi-Species Habitat Conservation Plan that will provide wind farms a mechanism to continue operating legally while minimizing and mitigating listed bat mortality.

**Listing:** We are proposing to list the northern long-eared bat as an endangered species under the federal Endangered Species Act. Listing affords a species the protections of the Act and increases the priority of the species for funds, grants, and recovery opportunities.

**Hibernacula Protection:** Many agencies and organizations have protected caves and mines that are important hibernacula for cave-dwelling bats.

### **What Can I Do?**

**Do Not Disturb Hibernating Bats:** Comply with all cave and mine closures, advisories, and regulations. In areas without a cave and mine closure policy, follow approved decontamination protocols (see [whitenosesyndrome.org/topics/decontamination](http://whitenosesyndrome.org/topics/decontamination)). Under no circumstances should clothing, footwear, or equipment that was used in a white-nose syndrome affected state or region be used in unaffected states or regions.

### **Leave Dead and Dying Trees**

**Standing:** Where possible and not a safety hazard, leave dead or dying trees on your property. Northern long-eared bats and many other animals use these trees.

**Install a Bat Box:** Dead and dying trees are usually not left standing, so trees suitable for roosting may be in short supply and bat boxes can provide additional roost sites.