



NORTHWEST PIEDMONT
RURAL PLANNING ORGANIZATION

Technical Coordinating Committee (TCC) Meeting

Time: 12:00 PM – 1:00 PM

Date: June 15, 2021

Location: Online via - <https://ptrc-org.zoom.us/j/98949809522>

Welcome

- | | | |
|-----|--|--------------|
| I. | Welcome & Conflict of Interest Statement | Andy Goodall |
| II. | Public Comment Period | Andy Goodall |

Presentation

- | | | |
|------|------------------------|------------------|
| III. | Piedmont Legacy Trails | Brianna Haferman |
|------|------------------------|------------------|

Action Items

- | | | |
|------|----------------------------------|------------------|
| IV. | April TCC Minutes | Andy Goodall |
| V. | Planning Work Program Amendment | Carter Spradling |
| VI. | SPOT 6.0 Methodology | Carter Spradling |
| VII. | Resolution of Support - Mt. Airy | Carter Spradling |

Discussion Items

- | | | |
|-------|---------------------------|------------------|
| VIII. | Record House Keeping Form | Carter Spradling |
|-------|---------------------------|------------------|

Other Business

- | | | |
|-------|---------------------|------------------|
| IX. | Division 9 Updates | Phillip Craver |
| X. | Division 11 Updates | Sean Sizemore |
| XI. | RPO Update | Carter Spradling |
| XII. | TPD Update | Reuben Crummy |
| XIII. | BOT Update | BOT Member |
| XIV. | New Business | TAC Members |
| XV. | Adjourn | Andy Goodall |

Next Meeting
August 17, 2021



NORTHWEST PIEDMONT
RURAL PLANNING ORGANIZATION

AGENDA ITEM

Agenda Item 4

April 14, 2021 Meeting Minutes

Background

The minutes are presented for your review and approval.

Attachment(s)

Meeting minutes.

Actions Requested

Approval.

NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION

MINUTES

Meeting of the Technical Coordinating Committee (TCC) – April 20, 2021

Meeting Attendees

TCC Members		NCDOT Members	RPO Members	
Michael Pardue	Jonesville	Kyle Laird (PART)	Jesse Day	PTRC
Lisa Hughes	Yadkin County	Mike Pettyjohn	Carter Spradling	NWPRPO
Adam Barr	Davie County	Sean Sizemore		
Chris Knopf	Surry County	Reuben Crummy		
Daniel White	Surry County	John Rhyne		
Mike Koser	Yadkinville	Pat Ivey		
David Bone	Davie County	Phillip Craver		

The meeting began at 12:02 AM.

Welcome

- I. **Welcome and Conflict of Interest Statement** – Chairman Goodall was not in attendance. The meeting was chaired by Vice Chair Pardue. Mr. Pardue welcomed those in attendance, reviewed the agenda, opened the meeting, and read the conflict of interest statement. No one present indicated any conflict(s) of interest.
- II. **Public Comment** – Mr. Pardue asked for public comments. There were no members of the general public present.

Presentation

- III. **PART** – Kyle Laird from the Piedmont Authority for Regional Transportation provided a presentation outlining how PART functions, their role in the region, and some ways in which PART and the NWPRPO can work together more harmoniously.

Action Items

- IV. **February TCC Minutes Approval** – Request was made to adopt minutes of the February NWRPO TCC minutes. Mrs. Hughes made the motion to approve and Mr. Knopf seconded. The motion to approve passed unanimously.
- V. **FY 21–22 Planning Work Program** – Mr. Spradling presented a draft FY 21–22 PWP for approval. Mrs. Hughes made the motion to approve and Mr. Knopf seconded. The motion to approve passed unanimously.
- VI. **FY 21–22 Local Match Amounts** – Mr. Spradling introduced a schedule of local RPO dues for the upcoming fiscal year for approval. Mr. Knopf made the motion to approve and Mr. Koser seconded. The motion to approve passed unanimously.
- VII. **Yadkin Valley Regional Bicycle Plan Adoption** – Mr. Spradling asked for formal adoption of the recently completed Yadkin Valley Regional Bicycle Plan. It has previously been adopted by each of the counties represented within the plan. Mr. Barr made the motion to approve and Mrs. Hughes made seconded. The motion to approve passed unanimously.

Discussion Items

- VIII. **Division 9 Update** – Mr. Craver gave a verbal report.
- IX. **Division 11 Update** – Mr. Sizemore gave a verbal report.
- X. **RPO Update** – Mr. Spradling gave a verbal report.
- XI. **Regional CTP and TPD Updates** – Mr. Crummy gave a verbal report regarding the status of the CTP and presented the TPD newsletter.
- XII. **BOT Update** – No BOT member was present.
- XIII. **New Business** – No new business was introduced.
- XIV. **Adjourn** – Mr. Pardue adjourned the meeting at 1:02



NORTHWEST PIEDMONT
RURAL PLANNING ORGANIZATION

AGENDA ITEM

Agenda Item 5

FY 2020-2021 Planning Work Program (PWP) Amendment

Background

For the second year in a row, the Covid-19 pandemic has drastically altered the way we have conducted our business. Consequently, several budgeted categories require re-examination and reallocation.

No extra dollars are being requested. This is moving funds from one pot to another for accounting purposes.

Attachment(s)

FY 2020-2021 Planning Work Program (PWP) proposed amendment.

Actions Requested

Approval.

Northwest Piedmont RPO
 FY 20-21 PWP Amendment

Task Code	Budget deduction categories:	Reallocation	Current Expenditures	Current Budget	% Budget Spent	New Budget	% New Budget Spent
IV-2	Advertising	\$ (1,250.00)	\$ -	\$ 1,250.00	0	\$ -	0.00%
IV-3	Lodging, Meals, Incidentals	\$ (2,500.00)	\$ -	\$ 2,500.00	0	\$ -	0.00%
IV-6	Travel	\$ (4,500.00)	\$ -	\$ 4,500.00	0	\$ -	0.00%
		\$ (8,250.00)					

Task Code	Budget addition categories:	Reallocation	Current Expenditures	Current Budget	% Budget Spent	New Budget	% New Budget Spent
I-1	Data Collection and Assessment	\$ 250.00	\$ 9,155.86	\$ 12,000.00	76.3	\$ 12,250.00	74.74%
II-1	CTP development	\$ 2,500.00	\$ 9,647.45	\$ 8,000.00	120.59	\$ 10,500.00	91.88%
II-2	Prioritization	\$ 1,000.00	\$ 14,490.51	\$ 18,225.00	79.51	\$ 19,225.00	75.37%
II-4	General Transportation Planning	\$ 2,700.00	\$ 16,643.96	\$ 19,000.00	87.6	\$ 21,700.00	76.70%
III-1	Administrative Activities	\$ 1,800.00	\$ 13,119.47	\$ 16,000.00	82	\$ 17,800.00	73.70%
		\$ 8,250.00					



NORTHWEST PIEDMONT
RURAL PLANNING ORGANIZATION

AGENDA ITEM

Agenda Item 6

SPOT 6.0 Methodology Update

Background

NCDOT requires the NWP RPO to update its input and scoring methodology through each round of prioritization. Our methodology remains largely unchanged from P5.0 with one single exception: we will be allowed to reallocate up to 500 points from Division Needs to Regional impact and vice versa.

Adding this new language does not indicate that we must utilize this new allocation tool, but it does allow for greater flexibility in point assignment if needed.

With language approval today, we'll move to a public comment period. Afterwards, we'll ask for a special vote of the TAC in July to adopt the change.

Attachment(s)

Draft P6 Methodology.

Actions Requested

Approval.

P 6.0 METHODOLOGY

A Strategy for Public Engagement



NORTHWEST PIEDMONT
RURAL PLANNING ORGANIZATION



P 6.0 Methodology

Approved by the Transportation Advisory Committee

*on *****, 2021*

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Introduction

The North Carolina legislature and NC Department of Transportation require all rural and metropolitan planning organizations (RPOs and MPOs) to develop a local ranking process for projects across all modes of transportation (highway, bicycle/pedestrian, public transit, aviation, rail, and ferry). The following process will be submitted for approval to the NCDOT's Strategic Prioritization Office of Transportation (SPOT), be made available to the public for their comment and finally, adopted by Northwest Piedmont Rural Planning Organization's Transportation Advisory Committee (TAC), to ensure compliance with the legislative mandate.

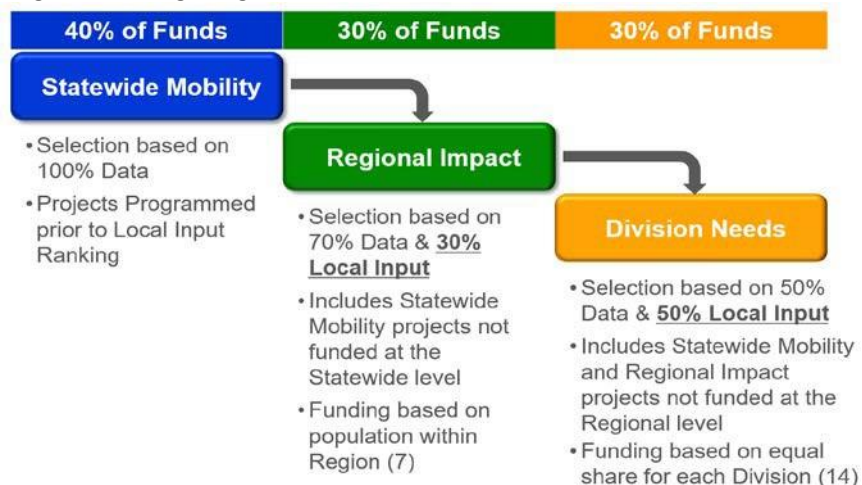
The Northwest Piedmont Rural Planning Organization (NWRPO) which serves the non-MPO areas of Davie, Stokes, Surry, Yadkin counties developed the following policy for the purpose of determining regional transportation priorities, according to the State of North Carolina's Strategic Transportation Investments (STI) law and the associated Strategic Prioritization Process (SPOT). The NWRPO's policy incorporates local needs and data-driven scoring methods to create informed and effective decisions.

As stipulated by STI Legislation, local input points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The Northwest Piedmont RPO may allocate the following number of local points for projects in eligible categories:

- **0 points-Statewide Projects:** Entirely determined by quantitative score.
- **1400 points-Regional Level Projects:** All highway projects on US and NC Routes and any projects cascading down from the Statewide category.
- **1400 points-Division Level Projects:** All projects on routes considered but not funded at the regional level **and** projects involving SR routes, bicycle and pedestrian, and aviation projects. Any projects that are funded at the regional level will be removed from the process before the Northwest Piedmont RPO assigns final local input points.

Unfunded Statewide Mobility projects may cascade down to the Regional Impact and Division Needs categories and can be funded under those categories. Regional Impact projects can also cascade down to the Division Needs category.

Figure 1: Funding Categories



Schedule

Table 1: Phase I - Identification of Projects

Phase I: Identification of Projects

County & Municipal Pre-submittal Meetings	Spring 2019
Public Call for Projects	July – August, 2019
TAC approval of project submittal list	June 2020
Projects entered into SPOT Online	July – September 2020

Table 2: Phase II - Scoring and Ranking of Projects

Phase II: Scoring and Ranking of Projects

TAC considers draft ranking and scoring process	June 16, 2021
Quantitative scores and draft list of programmed statewide mobility projects released	TBD
Deadline for approval of local input point assignment methodologies	July 30, 2021
County Meetings and Public Outreach Meeting	August 2021
NWPRPO submits Regional Impact point assignment to NCDOT	September – November 2021
Draft list of programmed regional impact projects released	December – January 2021/22
NWPRPO submits Division Needs project list to NCDOT	February – April 2022
Final P6.0 scores released	May – July 2022
2024-2033 Draft STIP released	August 2022

Project Solicitation

Each MPO/RPO is eligible to submit 12 base projects plus one additional submittal for every 50,000 in population and one additional submittal for every 500 centerline miles. Based on this formula, the Northwest Piedmont RPO may submit up to 21 new projects in each mode. The RPO solicited candidate projects from county TIP committees in Spring/Summer 2019, published a call for public projects in local newspapers, and promoted the call for projects on NWPRPO website, through newsletters and email, social media and other public outreach methods. The results of the project solicitation were reviewed by the TCC and adopted on June 21st by the TAC. 21 highway, 4 aviation, and 20 bicycle and pedestrian projects were approved to be submitted for scoring in P6.0.

Local Point Assignment Methodology

This process and the point assignment methodology described herein will be presented to the TAC for their approval at their June 2021 meeting. Before that meeting, the methodology will have been sent to the SPOT office for their comment. The approved methodology will be sent to the SPOT office no later than July 30, 2021.

Public Input Process

Local Methodology

By June 30, 2021, the RPO will release the draft methodology for a 14-day public comment period. Northwest Piedmont RPO will accept comments by mail and email. This 14-day period will be advertised on the RPO website and via local media. The methodology will be available on the RPO website, <https://www.ptrc.org/services/regional-planning/transportation/northwest-piedmont-rpo>. The results of the public comment period will be presented to the TCC and TAC in July 2021, during which the public will also be permitted to submit verbal or written comments. All public comment will be documented and reasonable edits to the methodology may be made prior to final approval by the TAC and submission to the Strategic Prioritization Office of Transportation in July 2021. The process, summarized here, will be conducted in accordance with the RPO's Public Involvement Plan.

Project Ranking

The RPO will release the Regional and Division Ranked projects' draft points assignments for a 14-day public comment period. Northwest Piedmont RPO will accept comments by mail or email. This 14-day period will be advertised on the NWPRPO website, through email, social media and other public outreach methods, and all relevant documents will be available on the RPO website. The results of the public comment period will be presented to the TCC and TAC at their August 2021 meeting, during which the public will also be permitted to submit verbal or written comments. All public comment will be documented. The process will be conducted in accordance with the RPO's public involvement plan.

The TAC will approve points at the Regional level during their October 2021 meeting and at the Division level during their December, 2021 meeting. All public comments received and all final point assignments and any justification/rationale for local input points assignments which deviates from this methodology will be placed on the RPO website, <https://www.ptrc.org/services/regional-planning/transportation/northwest-piedmont-rpo>.

Materials Sharing

All information related to this process will be made available at <https://www.ptrc.org/services/regional-planning/transportation/northwest-piedmont-rpo> and remain available at a minimum until the adoption of the Final STIP by the BOT.

Description of Criteria & Weights

Local Priority Score

The RPO local methodology includes quantitative and qualitative criteria in the scoring process. The following tables contain the criteria and weights developed by the members of the TAC and TCC. In the event that two project scores are tied, the P6.0 quantitative score will be used to break the tie. Within each County, up to five highway projects, five bicycle & pedestrian projects, and five aviation projects can be selected to receive 40 points each using the Local Priority Score. The points are assigned as a lump sum of 40 points to each project. A County may choose to give a project allocation to another member jurisdiction if desired.

Table 3: Highway - Regional Level Projects

Highway - Regional Level Projects				
Criteria	0 points	10 points	20 points	30 points
Safety (30 pt. max)	P6.0 quantitative score less than 30	P6.0 quantitative score 31-50	P6.0 quantitative score 51-65	P6.0 quantitative score greater than or equal to 66
	The project will receive points based upon the safety score calculated by SPOT, which includes data about crash density, crash severity, critical crash rate, crash frequency, and severity index. Proposed new roads will receive a score based upon the accident history and proposed improvement to existing roads in the vicinity. Higher safety scores indicate poorer performance.			
Congestion (20 pt. max)	Volume to capacity less than or equal to 0.5	Volume to capacity 0.51 – 0.75	Volume to capacity greater than 0.751	
	The volume to capacity ratio indicates the actual amount of traffic in comparison to the maximum amount of traffic allowed while providing an acceptable level of service.			
Transportation Plan Consistency (10 pt. max)	Project is <u>not</u> listed in STIP, CTP, feasibility study, or other locally adopted plan	Project is listed in STIP, CTP, feasibility study, or other locally adopted plan		
	The project will receive points based upon its status in a locally adopted plan.			
Local Priority Score				
Local Priority Score (40 pt. max)	<input type="checkbox"/> Project <u>not selected</u> for Local Priority Score		<input type="checkbox"/> Project <u>selected</u> to receive 40 points for Local Priority Score	
	Five highway projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, congestion, connectivity, project feasibility, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.			

Table 4: Highway - Division Level Projects

Highway - Division Level Projects					
Criteria	0 points	5 points	10 points	15 points	20 points
Safety (20 pt. max)	P6.0 quantitative score less than 30	P6.0 quantitative score 31-50	P6.0 quantitative score 51-65	P6.0 quantitative score 66-80	P6.0 quantitative score over 80
	The project will receive points based upon the safety score calculated by SPOT, which includes data about crash density, crash severity, critical crash rate, crash frequency, and severity index. Proposed new roads will receive a score based upon the accident history and proposed improvement to existing roads in the vicinity. Higher safety scores indicate poorer performance.				
Congestion (15 pt. max)	Volume to capacity less than or equal to 0.25	Volume to capacity 0.251 - 0.5	Volume to capacity 0.51- 0.75	Volume to capacity 0.751 - 1.0 or greater	
	The volume to capacity ratio indicates the actual amount of traffic in comparison to the maximum amount of traffic allowed while providing an acceptable level of service.				
Total Cost (15 pt. max)	Cost over \$10 million		Cost \$5-10 million	Cost less than \$5 million	
	The project will receive points based upon its total cost range.				
Transportation Plan Consistency (10 pt. max)	Project is <u>not</u> listed in STIP, CTP, feasibility study, or other locally adopted plan		Project is listed in STIP, CTP, feasibility study, or other locally adopted plan		
	The project will receive points based upon its status in a locally adopted plan.				
Local Priority Score					
Local Priority Score (40 pt. max)	<input type="checkbox"/> Project <u>not selected</u> for Local Priority Score		<input type="checkbox"/> Project <u>selected</u> to receive 40 points for Local Priority Score		
	Five highway projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, congestion, connectivity, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.				

Table 5: Bicycle & Pedestrian Projects – Division Level

Bicycle & Pedestrian Projects – Division Level				
Criteria	0 points	10 points	15 points	20 points
Safety (20 pt. max)	P6.0 quantitative score 4 th Quartile	P6.0 quantitative score 3 rd Quartile	P6.0 quantitative score 2 nd Quartile	P6.0 quantitative score 1st Quartile
	The project will receive points based upon the SPOT safety score, which was developed using bicycle and pedestrian crash data and speed limit information along project corridors to award points to projects with the highest safety need.			
Total Cost (20 pt. max)	Cost over \$500,000			Cost between \$100,000 - \$500,000
	The project will receive points based upon its total cost range.			
Plan Consistency (20 pt. max)	Project is <u>not</u> listed in STIP, CTP, feasibility study, or other eligible locally adopted plan			Project is listed in STIP, CTP, feasibility study, or other eligible locally adopted plan
	The project will receive points based upon its status in a locally adopted plan.			
Local Priority Score				
Local Priority Score (40 pt. max)	<input type="checkbox"/> Project <u>not selected</u> for Local Priority Score		<input type="checkbox"/> Project <u>selected</u> to receive 40 points for Local Priority Score	
	Five bicycle & pedestrian projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, connectivity, and community impact. The points are assigned as a lump sum of 40 points to each project.			

Table 6: Bicycle & Pedestrian Projects – Division Level

Aviation Projects – Division Level				
Criteria	0 points	10 points	15 points	20 points
Economic Development (20 pt. max)	Project <u>does not</u> improve aircraft size capacity or space availability for based aircraft		Increases capacity for heavier aircraft and/or increases space available for new based aircraft	Creates capacity for larger aircraft and/or creates employment
	The project will receive points based upon its ability to increase aircraft capacity and create employment. Examples of aircraft capacity projects are runway extensions, strengthening or increased hangar space.			
Safety (20 pt. max)	Project <u>does not</u> provide safety improvements	Improves safety requirements outside of the runway and taxiway areas	Improves taxiway/taxilane safety area grades and obstacle free zones	Improve required runway safety area grades and runway approach obstruction clearing
	The project will receive points based upon safety improvements to runway and taxiway areas.			
Total Cost (20 pt. max)	Cost over \$7 million		Cost \$3-7 million	Cost less than \$3 million
	The project will receive points based upon its total cost range.			
Local Priority Score				
Local Priority Score (40 pt. max)	<input type="checkbox"/> Project <u>not selected</u> for Local Priority Score		<input type="checkbox"/> Project <u>selected</u> to receive 40 points for Local Priority Score	
	Five aviation projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, connectivity, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.			

Total Score and Project Ranking Approach

The TCC and TAC will evaluate the full list of projects for the RPO region from September to October, 2021, using the methodology. When all project scores are calculated, RPO staff will develop a ranked list of projects based upon the outcome of the scoring process. This ranked list of projects in all modes will be used to develop recommended point assignments.

Point Assignment Process

Overview

The NWPRPO has a pool of points to award to 1) Regional and 2) Division level projects; 1400 points are available in each category of projects. The maximum number of points that can be applied to a project at each level is 100. Unfunded projects in the Statewide Mobility Category will cascade to the Regional Level and will be eligible to receive points. Likewise, projects unfunded at the Regional Level will cascade to the Division Level and will be eligible to receive points. The RPO intends to assign the maximum allowed points (100) in Regional and Division levels based on rankings described below.

The RPO intends to assign local input points in the following manner:

Regional Level: (1400 points)

- **Highway:** Top 14 scoring highway projects will receive 100 points each

Division Level: (1400 points)

- **Highway:** Top 9 scoring highway projects will receive 100 points each
- **Bicycle & Pedestrian:** Top scoring project will receive 100 points
- **Aviation:** Top scoring project will receive 100 points
- **Flex Points:** The remaining 300 points are designated as Flex Points to recognize projects that demonstrate significant need, yet did not receive local input points in other categories. Flex Points assignment varies according to need and circumstances, however the maximum distribution remains 100 points for any project. TCC members will identify recommend projects deemed suitable for Flex Points to the TAC. Any rationale associated with point adjustments using Flex Points will be placed on the RPO website. The following list describes some of the circumstances in which Flex Points may be utilized:
 - Inter-jurisdictional projects that require coordination and negotiation with adjacent MPOs, RPOs, and NCDOT Divisions;
 - Projects which rank outside of the limits described for Highway, Bicycle & Pedestrian, and Aviation projects, yet demonstrate significant need and remain high priorities for local jurisdictions;

- Projects which are determined feasible through discussions with local jurisdictions and NCDOT Division, yet their project feasibility is not easily quantified in the scoring process.
 - Transit projects
- Local Input Point Flexing Policy: The NWPRPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 Local Input Points can be transferred from one category to the other. If the organization chooses to flex Local Input Points, the NWPRPO will provide written documentation to the SPOT Office prior to assigning Regional Impact Local Input Points.

Final point assignments will be approved by the TAC based upon the TCC recommendations and public input. Final approval, point assignment, and local input point submission to the SPOT office for Regional projects will be completed by October 2021 and for Division projects, no later than February 2022.

Any rationale for point assignments made by the TAC which deviate from this local methodology will be placed on the RPO website.



NORTHWEST PIEDMONT
RURAL PLANNING ORGANIZATION

AGENDA ITEM

Agenda Item 7

Resolution of Support – Mt. Airy

Background

Mt. Airy has applied for a NCDOT pedestrian planning grant to update their pedestrian plan. They have requested that we pass a resolution of support to further their efforts.

Attachment(s)

Mt. Airy Resolution of support

Actions Requested

Approval.



**A RESOLUTION ENDORSING THE
APPLICATION FOR A
PEDESTRIAN PLANNING GRANT BY THE TOWN OF
MOUNT AIRY**

WHEREAS, the Transportation Advisory Committee is the duly recognized transportation decision making body for the Northwest Piedmont Rural Planning Organization (NWPRPO), as authorized under NCGS 136-211; and

WHEREAS, the North Carolina Department of Transportation has established a Bicycle and Pedestrian Planning Grant which provides funding to complete comprehensive local bicycle and pedestrian transportation plans; and

WHEREAS, **Mount Airy** is applying for funding from the North Carolina Department of Transportation for a comprehensive pedestrian plan; and

WHEREAS, the Transportation Advisory Committee of the NWPRPO finds it to be in the interest of the NWPRPO to endorse said application;

NOW THEREFORE, BE IT RESOLVED that the Northwest Piedmont Rural Planning Organization Transportation Advisory Committee hereby endorses the pedestrian plan application by the Town of Mount Airy and if the project is selected, will provide technical assistance for the duration of the project.

Adopted on this, the 16th day of August, 2021.

Kevin Austin, Chairman
Transportation Advisory Committee

Carter Spradling, Secretary
Transportation Advisory Committee



NORTHWEST PIEDMONT
RURAL PLANNING ORGANIZATION

AGENDA ITEM

Agenda Item 8

Record House Keeping Form

Background

In order to ensure that our records are up to date, please fill out the included fillable pdf and email it back to me at cspradling@ptrc.org.

If you prefer, you may fill it out by hand and email/fax it to me.

Attachment(s)

Record House Keeping Form

Actions Requested

Please fill out the attached form and return it to me at your leisure.



NORTHWEST PIEDMONT
RURAL PLANNING ORGANIZATION

TCC/TAC Member Housekeeping

Member Name:

Board:

TCC TAC

Represented Geography:

Term:

Preferred Email Address:

Mailing Address:

Preferred Phone #: