

AGENDA



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

Transportation Advisory Committee (TAC) and Technical Coordinating Committee (TCC) Meeting

10:00am

Wednesday, June 20, 2012

Paul J. Ceiner Botanical Garden Meeting Room
215 South Main Street Kernersville, NC 27284

Welcome

- I. Welcome, Review Agenda and Public Comment Talmadge Baker

Presentation

- II. Environmental Justice Report Joshua Hedgepath

Action Items

- III. TAC/TCC meeting minutes April 18, 2012 Talmadge Baker
IV. Resolution for Davidson County CMAQ Project Amendments Talmadge Baker
V. Resolution Supporting Senate Bill S889v2 Jesse Day

Discussion Items

- VI. NC 2040 Plan Discussion Jesse Day

Other Business

- VII. Division Updates Division Engineers
VIII. TPB Update TPB Staff
IX. Local Jurisdiction Updates TCC Members
X. RPO Update Jesse Day
XI. New Business Talmadge Baker
XII. Adjourn Talmadge Baker

Next Meeting Date

August 15, 2012

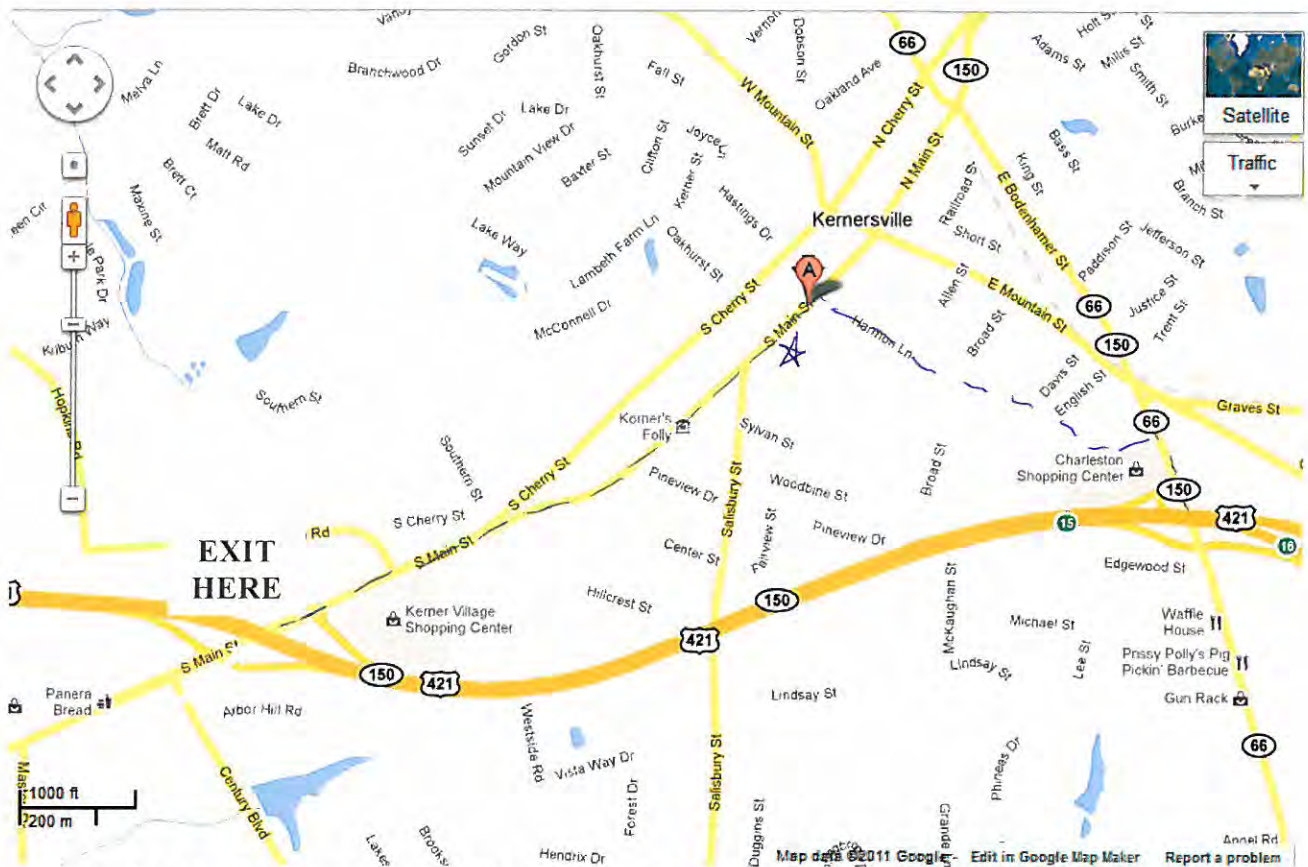
**Directions to the Paul J. Ceiner Botanical Garden
215 South Main Street Kernersville, NC 27284**

From the East

Take Business 40 West/US 421 to the South Main Street Exit for Kernersville....turn right off exit onto S. Main Street... Paul J. Ceiner Botanical Gardens located 0.75 miles on right

From the West

Take Business 40 East/US 421 to the South Main Street Exit for Kernersville....turn left off exit onto S. Main Street... Paul J. Ceiner Botanical Gardens located 0.75 miles on right



Paul J. Ceiner Botanical Garden 215 South Main Street Kernersville, NC 27284 (336) 996-7888



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

A g e n d a I t e m

Agenda Item II

Presentation – Environmental Justice

Background

Joshua Hedgepath, Intern with the Piedmont Triad RPO has completed an update to the Environmental Justice scan completed for the RPO several years ago. Using new census data and detailed analysis of factors related to environmental justice, he has created a very useful tool and report when it comes to environmental justice in the Piedmont Triad.

Action Requested

FYI



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

A g e n d a I t e m

Agenda Item III

TAC/TCC meeting minutes April 18, 2012

Background

The minutes from the meeting are attached.

Action Requested

Consideration of the minutes.

PIEDMONT TRIAD RURAL PLANNING ORGANIZATION

MINUTES

Joint Meeting of the Technical Coordinating Committee (TCC) and Transportation Advisory Committee (TAC)

April 18, 2012

TAC Members Attending

Talmadge Baker	City of Asheboro, Chair
James Blake	Town of Biscoe
Stan Haywood	Randolph County
Alvin Foster	Town of Yanceyville
James Kallam	Rockingham County
Billy Joe Kepley	Davidson County
Jackie Morris	Montgomery County
Kent Williamson	Caswell County

Staff

Jesse Day	PTRC
Hanna Cockburn	PTRC

TCC Members Attending

Evan Cates	City of Randleman
Greg Patton	City of Randleman
Richard Hancock	NCDOT, Division 8
George Hodges	Davidson County
Rick Comer	City of Lexington
Roger King	RCATS
Frankie Legaux	Rockingham County
David Spainhour	NCDOT, Division 9
Rob Stone	NCDOT, Division 8
Richard Hancock	NCDOT, Division 8
Michael Brandt	Town of Mayodan
Kelly Stultz	City of Eden

Guests

Warren Miller	Fountainworks
---------------	---------------

The meeting began at 10am

- I. **Public Comment.** No public comments

- II. **Piedmont Crescent Partnership Presentation.** Warren Miller of Fountainworks discussed the Piedmont Crescent Partnership, encompassing an area from Charlotte to Raleigh including the three Economic Development regions for Charlotte, the Triad and Triangle. Major issues being addressed include: is the transportation system infrastructure in this fast growing region sustainable into the future? How will it work for all communities in the region? There was a question about reaching out to Counties to participate in the partnership and how it will "sync" with other efforts? The Piedmont Crescent Partnership has grant funding through the summer of 2012 and ultimately will need to stand on its own through additional resources. The following action plan was shared during the presentation and is work to be completed through the summer:
 - Conduct interviews with business and thought leaders
 - Finalize and appoint a business leadership team (Mayors and 6 business leaders)
 - Host three regional listening sessions in the Summer
 - Leadership team meets to refine the purpose, focus, and ongoing structure of the Partnership
 - Announce the 'Launch' of the Partnership along with a set of transportation infrastructure recommendations

Action Items

- III. **Adoption of the February TAC/TCC Minutes.** Talmadge Baker presented the February, 2012 meeting minutes. Guy Cornman made a motion to adopt the minutes and Jimmy Blake 2nd. The motion passed unanimously.

- IV. **Local Match Funding Amounts.** Talmadge Baker presented the local match funding amounts for FY 2012-13. James Kallam made a motion to adopt the amounts and Guy Cornman 2nd. The motion carried unanimously.

- V. **Planning Work Program and 5-Year Plan.** Jesse Day presented the Planning Work Program and 5 – Year Plan for FY 2012-13 Michal Brandt suggested adding assistance with inventorying sign visibility to the PWP. Greg Patton made a motion to adopt the PWP and James Kallam 2nd. Guy Cornman made a motion to adopt the 5-Year Plan and James Blake 2nd. Both motions passed unanimously.

Discussion Items

- VI. **I 73-74 Functional Classification Change.** Jesse Day presented functional classification memos to upgrade the functional class of US 220 to Interstate standards in Montgomery and Randolph Counties. There were no comments.
- VII. **New Census Urban Area Boundaries.** Jesse Day presented information on the new census urban area boundary designation. Major changes included Lexington and Welcome being included in an urbanized area.
- VIII. **Division 7 – No Report**
Division 8 – Rob Stone presented a printed report and indicated that US 311/I-74 will be completed by spring 2013. Current sections of I 73-/74 will be signed by the end of the year.
Division 9 – David Spainhour, Division Maintenance Engineer handed out a report of projects in the division. I -85 widening is on schedule. Northbound bridge will be open soon and the southbound bridge is scheduled for being open Spring of 2013.
- IX. **TPB Update.** No Report
- X. **Local Updates.** No updates
- XI. **RPO Update.** Jesse Day mentioned that RPOs are now voting members in the merger process. There are upcoming trainings that are being scheduled and a slot for a TAC or TCC member is available. Upcoming meeting on May 16 from 4:30 to 6:30pm on a US 220 proposed safety improvement at Ellisboro Rd. south of Madison. Upcoming meeting on the I-73 connector near PTI on May 7th from 4-7pm.
- XII. **New Business.** None

Talmadge Baker, TAC Chair

Date

Jesse Day, Secretary

Date



Agenda Item IV

Resolution of Support – Davidson County CMAQ Project Amendments

Background

The Town of Denton has requested a TIP amendment to C-5126 “Install Sidewalks” with a total project cost of \$50,000 in FY 2012. The project has run into some obstacles due to the federal requirements associated with a small sidewalk project.

The Town of Denton has requested the Piedmont Triad RPO resubmit a CMAQ application and associated air quality analysis supporting the purchase of an electric vehicle and charging station.

Davidson County has requested a TIP amendment to C-5209 “Fleet Vehicle Replacement” with a total project cost of \$254,000 in FY 2013. The desired fleet vehicles requested are not available for purchase and substitute vehicles are not needed at this time.

The Davidson County Transportation division has requested the Piedmont Triad RPO resubmit a CMAQ application and associated air quality analysis supporting operations of new transit service routes begun this spring and the construction of shelters along the routes.

Action Requested

Consideration of the matching fund amounts.

**RESOLUTION
REGARDING FUNDING FOR CONGESTION MITIGATION
AND AIR QUALITY PROJECTS IN DAVIDSON COUNTY**

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, Congestion Mitigation and Air Quality (CMAQ) funds were established by Federal ISTEA legislation in 1991 in order to help local areas achieve and maintain the National Ambient Air Quality Standards for Ozone, Carbon Monoxide and Particulate Matter; and

WHEREAS, Davidson County, North Carolina is located within an Ozone Maintenance Area as designated by the Environmental Protection Agency; and

WHEREAS, The jurisdictions located within Davidson County are eligible for CMAQ funds for projects and programs which will reduce transportation-related emissions; and

WHEREAS, The Piedmont Triad Rural Planning Organization has identified projects eligible for CMAQ funds on behalf of Davidson County, the Town of Denton and the City of Lexington for a range of projects; and

WHEREAS, These funds typically require a local match of twenty (20) percent; and

WHEREAS, The Town of Denton has requested a TIP amendment to C-5126 "Install Sidewalks" with a total project cost of \$50,000 in FY 2012 to purchase an electric vehicle and charging station; and

WHEREAS, Davidson County requested a TIP amendment to C-5209 "Fleet Vehicle Replacement" with a total project cost of \$254,000 in FY 2013 to support operations for two new transit routes and shelters to encourage ridership; and

NOW THEREFORE, BE IT RESOLVED that the Piedmont Triad Rural Planning Organization hereby requests that the North Carolina Department of Transportation give consideration of funding amendments for the two CMAQ project proposals for Davidson County and the Town of Denton.

Adopted this, the 20th day of June, 2012.

Talmadge Baker, Chair
Rural Transportation Advisory Committee

Jesse Day, Secretary
Rural Transportation Advisory Committee



CMAQ PROJECT APPLICATION

In order to be considered a complete application package, all fields must be appropriately completed & required additional information as noted must be attached. No incomplete applications will be considered.

Project Area(s):	<input type="checkbox"/> Burlington-Graham MPO	<input type="checkbox"/> Hickory MPO	<input type="checkbox"/> NW Piedmont RPO	<input type="checkbox"/> Unifour RPO
	<input type="checkbox"/> Cabarrus-Rowan MPO	<input type="checkbox"/> High Point MPO	<input checked="" type="checkbox"/> Piedmont Triad RPO	<input type="checkbox"/> Upper Coastal Plain RPO
	<input type="checkbox"/> Capital Area MPO	<input type="checkbox"/> Kerr-Tar RPO	<input type="checkbox"/> Rocky Mount MPO	<input type="checkbox"/> Winston-Salem MPO
	<input type="checkbox"/> Durham-Chapel Hill-Carrboro MPO	<input type="checkbox"/> Lake Norman RPO	<input type="checkbox"/> Rocky River RPO	
	<input type="checkbox"/> Gaston MPO	<input type="checkbox"/> Land of Sky RPO	<input type="checkbox"/> Southwestern RPO	
	<input type="checkbox"/> Greensboro MPO	<input type="checkbox"/> Mecklenburg Union MPO	<input type="checkbox"/> Triangle RPO	<input type="checkbox"/> Statewide

Project Sponsor Information	Agency:	Davidson County
	Contact Name:	Rex Buck, Public Works and Services Director
	Address:	PO Box 1067, Lexington, NC 27293
	Telephone:	(336)242-2008
	Email Address:	Rex.buck@davidsoncountync.gov

Proposed Project Information	Title:	PT-2 - REVISED June 2012
	Description:	Transit operations support for the Lexington Circulator route started January 2012. Transit operations support for the Thomasville/Lexington Connector route started April 2012. Construction of 14 bus shelters along Lexington Circulator route.
		<i>Include project details, proposed improvements, purpose, need, how it will provide service, who are the primary players & where it will operate/serve. Attach a sketch design plan of the proposed project which shows the general location of this project.</i>

GENERAL PROJECT ELIGIBILITY

Check the NC non-attainment or maintenance county(ies) in which the proposed project is located:

<input type="checkbox"/> Cabarrus	<input checked="" type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe	<input type="checkbox"/> Gaston	<input type="checkbox"/> Haywood*	<input type="checkbox"/> Lincoln	<input type="checkbox"/> Orange	<input type="checkbox"/> Swain*	* Indicates partial county AQ designation
<input type="checkbox"/> Catawba	<input type="checkbox"/> Davie	<input type="checkbox"/> Forsyth	<input type="checkbox"/> Granville	<input type="checkbox"/> Iredell*	<input type="checkbox"/> Mecklenburg	<input type="checkbox"/> Person	<input type="checkbox"/> Union	
<input type="checkbox"/> Chatham*	<input type="checkbox"/> Durham	<input type="checkbox"/> Franklin	<input type="checkbox"/> Guilford	<input type="checkbox"/> Johnston	<input type="checkbox"/> Nash	<input type="checkbox"/> Rowan	<input type="checkbox"/> Wake	

Check the CMAQ-eligible project type: (CHECK ALL THAT APPLY)

<input type="checkbox"/> Transportation Control Measures (see below)	<input type="checkbox"/> Transportation Management Associations
<input type="checkbox"/> Extreme Low-Temperature Cold Start Programs	<input type="checkbox"/> Carpooling & Vanpooling
<input type="checkbox"/> Alternative Fuels	<input type="checkbox"/> Freight/Intermodal
<input type="checkbox"/> Congestion Relief & Traffic Flow Improvements	<input type="checkbox"/> Diesel Engine Retrofits
<input checked="" type="checkbox"/> Transit Improvements (see below)	<input type="checkbox"/> Idle Reduction
<input type="checkbox"/> Bicycle/Pedestrian Facilities & Programs	<input type="checkbox"/> Training
<input type="checkbox"/> Travel Demand Management	<input type="checkbox"/> I/M Programs
<input type="checkbox"/> Public Education & Outreach Activities	<input type="checkbox"/> Experimental Pilot Projects

IF TRANSPORTATION CONTROL MEASURES was chosen above, check the allowable type(s):

<input type="checkbox"/> Programs for improved public transit
<input type="checkbox"/> Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
<input type="checkbox"/> Employer-based transportation management plans, including incentives
<input type="checkbox"/> Trip-reduction ordinances
<input type="checkbox"/> Traffic flow improvement programs that reduce emissions
<input type="checkbox"/> Fringe & transportation corridor parking facilities serving
<input type="checkbox"/> Multiple-occupancy vehicle programs or transit service
<input type="checkbox"/> Programs to limit/restrict vehicle use in downtown areas or other areas of emission concentration particularly during peak periods
<input type="checkbox"/> Programs for the provision of all forms of high-occupancy, shared-ride services
<input type="checkbox"/> Programs to limit portions of road surfaces or certain sections of the metro area to the use of non-motorized vehicles or pedestrian
<input type="checkbox"/> Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
<input type="checkbox"/> Programs to control extended idling of vehicles
<input type="checkbox"/> Reducing emissions from extreme cold-start conditions
<input type="checkbox"/> Employer-sponsored programs to permit flexible work schedules
<input type="checkbox"/> Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & to generally reduce the need for SOV travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
<input type="checkbox"/> Programs for new construction/major reconstructions of paths/tracks or areas solely for pedestrian or other non-motorized vehicle use

IF TRANSIT IMPROVEMENTS was chosen above, specify how service will be improved:

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

EMISSIONS REDUCTION CRITERIA

QUANTATIVE analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities is enhanced communication & outreach that is expected to influence travel behavior & air quality.

Indicate the type of analysis completed: **QUANTATIVE** **QUALITATIVE**

Briefly describe the method used to estimate the emissions reduction: (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

Davidson County Transportation has added two additional fixed route services in 2012. Support for operations and bus shelters at 14 key transit stops in Lexington are requested to improve route use. Ridership on the Lexington Circulator Route has been increasing since its inception by an average of over 400 riders monthly. Monthly ridership is averaging 106 tpd (May 2012) and is expected to increase to 125 tpd with the installation of shelters. Assuming a savings of 15 miles/rider, yields a net VMT reduction of 1,875 miles a day for Monday through Friday service (260 operating days). Ridership on the Thomasville/Lexington Connector route is averaging 55 riders daily in its second month of operation. Ridership is expected to average 100 riders daily, as awareness of the route increases. Using 15 miles/rider, yields a net VMT reduction of 1,500 miles a day for Monday through Friday service (260 operating days).

For QUANTATIVE analyses, list the expected annual emissions BEFORE and AFTER project implementation:	Pollutant	Daily Emissions	Daily Emissions	Daily Emissions
		Before (kg)	After (kg)	Reduction (kg)
	Carbon Monoxide	46.09	0.0	46.09
	Volatile Organic Compounds	4.35	-0-	4.35
	Oxides of Nitrogen	13.76	0.0	13.76
	Total	64.2	0.0	64.2

ESTIMATED PROJECT COSTS & REQUESTED DELIVERY SCHEDULE

Check individual project phases that apply & indicate funding required for each:

Cost estimates should reflect anticipated inflation compounded annually at 5% from the CURRENT calendar year. A minimum 20% match is required for most projects. Please see 23 U.S.C. §120(c) Appendix 3 for a listing of projects that may be funded at up to 100 percent Federal share.

Phase(s)	CMAQ \$	Matching \$	Total \$	Federal Fiscal Year(s)
<input type="checkbox"/> Planning, Engineering & Design				
<input type="checkbox"/> Right-of-Way				
<input checked="" type="checkbox"/> Construction	\$56,000	\$15,000	\$71,000	2013
<input checked="" type="checkbox"/> Operation	\$144,000	\$36,000	\$180,000	2013
<input type="checkbox"/> Implementation				
Project Total	\$200,000	\$51,000	\$251,000	

List the source(s) of matching funds:

Davidson County, general fund.

Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality & eventually cover their own costs and is limited to three years. Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three. (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

General funds, offset by increased ridership will be used to support the two new routes after three years. Support from future MPO membership and associated funding sources may also be used in future years.

BENEFIT/COST INFORMATION

Using the Total ANNUAL Emissions Reductions & the Total Project Cost (CMAQ + Match), please calculate the Benefit/Cost Ratio	Total Annual Emissions Reductions (in kg) =	16,692
	Total Project Cost (in \$1000) =	251
	Benefit/Cost Ratio =	66.5

MISCELLANEOUS

For construction of trails, has the Department of Interior been contacted?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Will the ITS project conform to the National ITS architecture?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A

SUPPORTING INFORMATION

Check supporting information included as attachment(s) to this application:

- MPO/RPO Support Resolution (**REQUIRED unless Statewide**) Assumptions
 Additional project description and/or details Other, please specify:
 Complete emissions calculations

MPO/RPO PRIORITY INFORMATION This project has been prioritized by the MPO/RPO and received the following ranking among all CMAQ requests:

2



CMAQ PROJECT APPLICATION

FOR NCDOT USE ONLY

In order to be considered a complete application package, all fields must be appropriately completed & required additional information as noted must be attached. No incomplete applications will be considered.

Project Area(s):	<input type="checkbox"/> Burlington-Graham MPO	<input type="checkbox"/> Hickory MPO	<input type="checkbox"/> NW Piedmont RPO	<input type="checkbox"/> Unifour RPO
	<input type="checkbox"/> Cabarrus-Rowan MPO	<input type="checkbox"/> High Point MPO	<input checked="" type="checkbox"/> Piedmont Triad RPO	<input type="checkbox"/> Upper Coastal Plain RPO
	<input type="checkbox"/> Capital Area MPO	<input type="checkbox"/> Kerr-Tar RPO	<input type="checkbox"/> Rocky Mount MPO	<input type="checkbox"/> Winston-Salem MPO
	<input type="checkbox"/> Durham-Chapel Hill-Carrboro MPO	<input type="checkbox"/> Lake Norman RPO	<input type="checkbox"/> Rocky River RPO	
	<input type="checkbox"/> Gaston MPO	<input type="checkbox"/> Land of Sky RPO	<input type="checkbox"/> Southwestern RPO	
	<input type="checkbox"/> Greensboro MPO	<input type="checkbox"/> Mecklenburg Union MPO	<input type="checkbox"/> Triangle RPO	<input type="checkbox"/> Statewide

Project Sponsor Information	Agency:	Town of Denton
	Contact Name:	Scott Morris
	Address:	PO Box 306 Denton, NC 27239
	Telephone:	336 859-4231
	Email Address:	scottmorris@uwharrierealestate.com

Proposed Project Information	Title:	Electric Vehicle and Charging Station
	Description:	Purchase an electric vehicle to replace existing fleet vehicle used to conduct town business including utilities maintenance, code enforcement and monitoring/metering. Install electric vehicle charging station on Town property available for Town and public use.

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

GENERAL PROJECT ELIGIBILITY

Check the NC non-attainment or maintenance county(ies) in which the proposed project is located:

<input type="checkbox"/> Cabarrus	<input checked="" type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe	<input type="checkbox"/> Gaston	<input type="checkbox"/> Haywood*	<input type="checkbox"/> Lincoln	<input type="checkbox"/> Orange	<input type="checkbox"/> Swain*	* Indicates partial county AQ designation
<input type="checkbox"/> Catawba	<input type="checkbox"/> Davie	<input type="checkbox"/> Forsyth	<input type="checkbox"/> Granville	<input type="checkbox"/> Iredell*	<input type="checkbox"/> Mecklenburg	<input type="checkbox"/> Person	<input type="checkbox"/> Union	
<input type="checkbox"/> Chatham*	<input type="checkbox"/> Durham	<input type="checkbox"/> Franklin	<input type="checkbox"/> Guilford	<input type="checkbox"/> Johnston	<input type="checkbox"/> Nash	<input type="checkbox"/> Rowan	<input type="checkbox"/> Wake	

Check the CMAQ-eligible project type: (CHECK ALL THAT APPLY)

<input type="checkbox"/> Transportation Control Measures (see below)	<input type="checkbox"/> Transportation Management Associations
<input type="checkbox"/> Extreme Low-Temperature Cold Start Programs	<input type="checkbox"/> Carpooling & Vanpooling
<input checked="" type="checkbox"/> Alternative Fuels	<input type="checkbox"/> Freight/Intermodal
<input type="checkbox"/> Congestion Relief & Traffic Flow Improvements	<input type="checkbox"/> Diesel Engine Retrofits
<input type="checkbox"/> Transit Improvements (see below)	<input type="checkbox"/> Idle Reduction
<input type="checkbox"/> Bicycle/Pedestrian Facilities & Programs	<input type="checkbox"/> Training
<input type="checkbox"/> Travel Demand Management	<input type="checkbox"/> I/M Programs
<input type="checkbox"/> Public Education & Outreach Activities	<input type="checkbox"/> Experimental Pilot Projects

IF TRANSPORTATION CONTROL MEASURES was chosen above, check the allowable type(s):

- Programs for improved public transit
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or HOV
- Employer-based transportation management plans, including incentives
- Trip-reduction ordinances
- Traffic flow improvement programs that reduce emissions
- Fringe & transportation corridor parking facilities serving
- Multiple-occupancy vehicle programs or transit service
- Programs to limit/restrict vehicle use in downtown areas or other areas of emission concentration particularly during peak periods
- Programs for the provision of all forms of high-occupancy, shared-ride services
- Programs to limit portions of road surfaces or certain sections of the metro area to the use of non-motorized vehicles or pedestrian
- Programs for secure bicycle storage facilities & other facilities, including bicycle lanes in both public & private areas
- Programs to control extended idling of vehicles
- Reducing emissions from extreme cold-start conditions
- Employer-sponsored programs to permit flexible work schedules
- Programs/ordinances to facilitate non-automobile travel, provision/utilization of mass transit & to generally reduce the need for SOV travel, as part of transportation planning & development efforts of a locality, including programs & ordinances applicable to new shopping centers, special events & other centers of vehicle activity
- Programs for new construction/major reconstructions of paths/tracks or areas solely for pedestrian or other non-motorized vehicle use

IF TRANSIT IMPROVEMENTS was chosen above, specify how service will be improved:

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

EMISSIONS REDUCTION CRITERIA

QUANTATIVE analysis of air quality impacts is required for most project types. **QUALITATIVE** analysis is only allowable when it is not possible to accurately quantify emissions benefits, such as public education, marketing & other outreach efforts, which can include advertising alternatives to SOV travel, employer outreach & public education campaigns. The qualitative analysis should be based on a reasoned & logical determination that the project/program will decrease emissions & contribute to attainment or maintenance of NAAQS. The primary benefit of these activities is enhanced communication & outreach that is expected to influence travel behavior & air quality.

Indicate the type of analysis completed: **QUANTATIVE** **QUALITATIVE**

Briefly describe the method used to estimate the emissions reduction: (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

E-ride EVX-2 Patriot, a neighborhood electric vehicle will provide the Town of Denton with an all electric vehicle alternative to the existing gasoline fleet vehicles used to meter and perform utility maintenance. The project also involves installation of a Type 2 electric vehicle charging station on public property.

Emissions estimates obtained from ICLEI's Clean Air and Climate Protection Software.

Vehicles being replaced is a van.

Emissions year is 2009-2010

Emission rates are based on average travel of 20 miles/per day 260 days a year.

For QUANTATIVE analyses, list the expected annual emissions BEFORE and AFTER project implementation:	<u>Pollutant</u>	<u>Daily Emissions Before (kg)</u>	<u>Daily Emissions After (kg)</u>	<u>Daily Emissions Reduction (kg)</u>
	Carbon Monoxide	0.331	0	0.331
	Volatile Organic Compounds	0.033	0	0.033
	Oxides of Nitrogen	0.024	0	0.024
	Total	0.388	0	0.388

ESTIMATED PROJECT COSTS & REQUESTED DELIVERY SCHEDULE

Check individual project phases that apply & indicate funding required for each:

Cost estimates should reflect anticipated inflation compounded annually at 5% from the CURRENT calendar year. A minimum 20% match is required for most projects. Please see 23 U.S.C. §120(c) Appendix 3 for a listing of projects that may be funded at up to 100 percent Federal share.

<u>Phase(s)</u>	<u>CMAQ \$</u>	<u>Matching \$</u>	<u>Total \$</u>	<u>Federal Fiscal Year(s)</u>
<input type="checkbox"/> Planning, Engineering & Design				
<input type="checkbox"/> Right-of-Way				
<input type="checkbox"/> Construction				
<input type="checkbox"/> Operation				
<input checked="" type="checkbox"/> Implementation	\$32,000	\$8,000	\$40,000	FY 2012
Project Total	\$32,000	\$8,000	\$40,000	

List the source(s) of matching funds:

Town of Denton general fund.

Operation assistance under CMAQ is intended to help start up viable new transportation services that will benefit air quality & eventually cover their own costs and is limited to three years. Other funding sources should supplement & ultimately replace CMAQ funds for operation assistance. Briefly describe how funding will be secured to continue the program after year three. (ATTACH ADDITIONAL SHEET(S) IF NEEDED)

BENEFIT/COST INFORMATION

Using the Total ANNUAL Emissions Reductions & the Total Project Cost (CMAQ + Match), please calculate the Benefit/Cost Ratio	Total Annual Emissions Reductions (in kg) =	100.9
	Total Project Cost (in \$1000) =	\$35
	Benefit/Cost Ratio =	2.9

MISCELLANEOUS

For construction of trails, has the Department of Interior been contacted?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Is the fare/fee subsidy program part of a broad program to reduce emissions?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A
Will the ITS project conform to the National ITS architecture?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/A

SUPPORTING INFORMATION

Check supporting information included as attachment(s) to this application:

- | | |
|--|---|
| <input checked="" type="checkbox"/> MPO/RPO Support Resolution (REQUIRED unless Statewide) | <input type="checkbox"/> Assumptions |
| <input checked="" type="checkbox"/> Additional project description and/or details | <input type="checkbox"/> Other, please specify: |
| <input type="checkbox"/> Complete emissions calculations | |



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

Agenda Item

Agenda Item V

Resolution Supporting Senate Bill S889v2

Background

This bill will change the language defining Rural Transportation Planning Organizations, deletions shown with a ~~strike through~~ and additions in **bold**: “representatives from contiguous areas in three to fifteen counties, ~~with or~~ **with** a total population of the entire area represented of at least 50,000 persons according to the latest population estimate of the Office of ~~State Planning Office of State~~ Budget and Management

Action Requested

Adoption of the Resolution

RESOLUTION
ENDORING THE NORTH CAROLINA JOINT LEGISLATIVE TRANSPORTATION
OVERSIGHT COMMITTEE REVISIONS TO THE RPO AREA DEFINITION (S889v2)

WHEREAS, The Piedmont Triad Rural Planning Organization and supports the important transportation planning role of Rural Planning Organizations (RPOs) provides across the state; and

WHEREAS, The 2012 Census will force some RPOs to redrawn their boundaries; and

WHEREAS, The sixth meeting of the Joint Legislative Transportation Oversight Committee (JLTOC) during the 2011-2012 biennium was held April 13, 2012 and members discussed Transportation Planning. The JLTOC heard a presentation on RPOs and their role in state transportation planning. After discussion, JLTOC members agreed to draft legislation changing the parameters for forming an RPO; and

WHEREAS, The JLTOC submitted a report to the 2012 Regular Session of the 2011 General Assembly which includes the following text change to the RPO enabling legislation:

Rural Transportation Planning Organizations shall include representatives from contiguous areas in three to fifteen counties, or a total population of the entire area represented of at least 50,000 persons according to the latest population estimate of State Budget and Management; and

WHEREAS, The PTRPO agrees with the JLTOC recommendations; and

NOW THEREFORE, BE IT RESOLVED that the PTRPO has endorsed the recommendations from the JLTOC to change the parameters for forming an RPO and urges legislators to vote in favor of this change in S889v2.

ADOPTED: This the 20th day of June, 2012.

Talmadge Baker, Chair
Rural Transportation Advisory Committee

Jesse Day, Secretary
Rural Transportation Advisory Committee



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

Agenda Item

Agenda Item VI

NC 2040 Plan Discussion

Background

We have received multiple presentations on the NCDOT 2040 Plan in the past year. The draft has been released. The attached excerpt from the NCDOT 2040 Plan downloaded June 6, 2012 shows the Summary table of proposed policies, processes and programs from the 30 year plan. Some transportation planning organizations have provided feedback on the 2040 Plan recommended action items and other contents of the plan.

The Board of Transportation will hear comments and draft changes at the June meeting and are expected to consider adoption of the plan at the August 2012 BOT meeting.

If you would like to review the entire plan, please visit the following link:

<http://www.ncdot.gov/performance/reform/2040Plan/>

Action Requested

Consideration of plan contents and feedback.

Closing

The coming decades hold great challenges for NCDOT as it continues to build and maintain a transportation system supporting North Carolina's economic potential. But if the Department builds upon the initiatives embraced in this 2040 Plan, is consistent and aggressive in its investment priorities, and focused on improving its policies, process, and programs, these challenges will be met.

Summary Table Proposed Policies, Processes and Programs

1	<p>Focus Investment on Multimodal Facilities of Statewide Importance. Given that North Carolina's financial resources are limited and infrastructure needs are extensive, we will place highest priority on investments within the Statewide Tier, e.g., Strategic Highway Corridors and intercity rail passenger lines. Such projects will be defined by a regularly-updated North Carolina Multimodal Investment Network which will maximize Statewide Tier safety, mobility and economic development as top priorities, and NCDOT will accomplish this by continuing to improve the State's project priority processes. In considering this initiative, NCDOT will continue its support and funding of all modes at the Regional and Subregional Tiers.</p>
2	<p>Work with Regional Planning Partners to Increase Flexibility and Responsiveness. North Carolina's continued urbanization plus growing diversity of transportation needs across the State's geographic regions calls for greater flexibility in addressing local and regional transportation needs. In order to strengthen and better integrate decision-making and planning, we will seek to further improve the MPO and RPO processes with a focus on improving relationships and communications. Among other options, this will include gaining more familiarity with local areas and issues while evaluating possible restructuring.</p>
3	<p>Reward Entities that Better Integrate Land Use and Transportation Planning. There is widespread concern that the segregation of land use planning and transportation planning in North Carolina may lead to inefficient allocation of limited transportation funding resources, that transportation project development processes may not be supportive of local land use planning objectives, and that supplemental funding opportunities that could maximize effective investment and efficient resource management through the capture of increased property value stemming from public investment may be missed. To address these challenges we will initiate and stimulate changes in the way land use and transportation issues are integrated in the decision-making, planning and funding processes.</p>
4	<p>Expedite Project Development and Delivery Through Improved Efficiency and Flexibility. NCDOT has a mission to connect people and places in North Carolina safely and efficiently with accountability and environmental sensitivity. NCDOT strives to accomplish this mission while also delivering projects on time and within a realistic budget. To that end, NCDOT will continue to seek efficiencies and flexibility in the project development and delivery process, including system planning, programming, corridor planning, alternatives analysis, early consideration of environmental issues, preliminary engineering, final design, right-of-way, letting and construction.</p>
5	<p>Strengthen Planning Processes to Recognize North Carolina's Diversity. Facing a growing and more diverse State population over the next 30 years, we will create transparent procedural and analytical approaches to ensure that transportation investments and impacts from the Statewide and local planning processes are appropriately considered from all perspectives of the human environment and that they reflect proactive and expansive public involvement strategies. This includes minorities, low-income groups, elderly and disabled individuals, and other protected populations.</p>

6	<p>Maximize Economic Opportunity and Job Creation via Improved Freight Initiatives. Through the work of the NC Logistics Task Force, NCDOT and sister State agencies have become increasingly aware of the critical need to optimize the movement of freight. In order to maximize economic development and job creation opportunities, we will work with freight logistics enterprises and local / regional planning partners to better integrate logistics needs into the transportation planning process.</p>
7	<p>Establish New Sources of Revenue for Transportation Investments. NCDOT has concluded that traditional transportation revenue streams are non-sustainable and insufficient to meet both system preservation and improvement needs. We thus will establish a framework for promoting, endorsing, and supporting new and replacement revenue streams for transportation activities in addition to exploring other revenue opportunities, such as value capture.</p>
8	<p>Increase Funding Flexibility to Recognize Regional, Urban and Rural Differences. Growing and more diverse transportation system options demand greater flexibility in allocation of limited financial resources. We will analyze current transportation funding allocations and identify opportunities to further optimize funding in the State Transportation Improvement Program.</p>
9	<p>Embrace and Capitalize on Technological Advances. NCDOT should ensure that technological advances are pursued on at least two fronts:</p> <ol style="list-style-type: none"> 1. New applications in vehicle manufacturing, construction materials and construction processes, global challenges such as climate change, and system management, 2. As an opportunity to disseminate information in a timely and clear manner to the public. <p>These initiatives will require the establishment of on-going relationships with global vehicle and ITS technology suppliers, think-tanks, and universities, as well as the development of improved public communications techniques.</p>
10	<p>Diversify Opportunity and Participation for Sub-regional Transportation Systems. In coordination and cooperation with our local and regional partners, NCDOT will study and examine the potential benefits to all parties of a possible transition or transfer of some portion of responsibility for funding and / or operation of some Subregional Tier transportation facilities (e.g., secondary roads) to some local governments. This approach will enhance flexibility for local and regional decision-makers.</p>