

DRAFT AGENDA



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

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

10:00am

Wednesday, December 19, 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. Central Park Bicycle Plan Hanna Cockburn, Planning Program Manager PTRC

Action Items

- III. TAC/TCC meeting minutes October 17, 2012 Talmadge Baker
IV. Adoption of 2013 TAC/TCC Meeting Calendar Talmadge Baker
V. Amendment to STIP Project TD-4920-D (CMAQ funds) Jesse Day
VI. Project Prioritization Policy Jesse Day

Discussion Items

- VII. State Government Ethics Act Updates Jesse Day

Other Business

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

Next Meeting Date

February 20, 2013

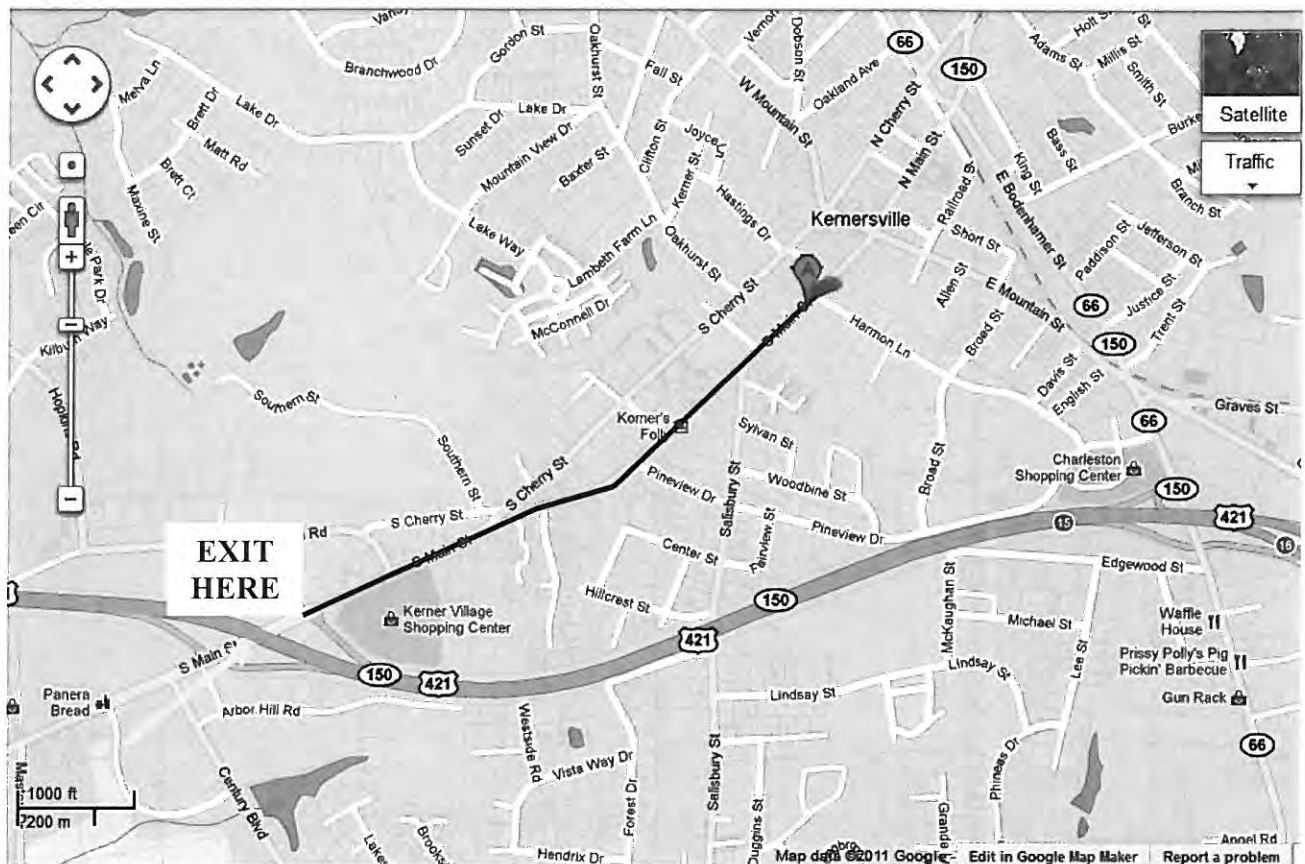
**Directions to the Paul J. Ceiner Botanical Garden
215 South Main Street Kernersville, NC 27284**

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 – Central Park Bicycle Plan – Hanna Cockburn

Background

The Piedmont Triad Regional Council Planning Department, working with other RPOs, MPOs and stakeholders is in the process of completing the Central Park Bicycle Plan. The plan covers over 350 miles of routes in Anson, Davidson, Montgomery, Moore, Randolph, Richmond, Rowan & Stanly Counties. The plan provides for on and off-road cycling routes that connect: communities, destinations, and visitors. The goals of the project are to support: resource-based recreation, economic diversification, sustainable tourism and promotion of assets in the Central Park region.

The routes have been identified, field checked and a signing plan completed. The project team is now working on the plan document, project segmentation and presentations to neighboring RPOs and MPOs.

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 October 17, 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)

October 17, 2012

TAC Members Attending

Jimmy Blake	Town of Biscoe
Alvin Foster	Town of Yanceyville
Billy Joe Kepley	Davidson County
Scott Morris	Town of Denton
Robert Aswell	Town of Wentworth
Jackie Morris	Montgomery County

Staff

Jesse Day	PTRC
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TCC Members Attending

Greg Patton	City of Randleman
Roger King	RCATS
Donna Selliff	City of Reidsville
Luke Carter	Rockingham County
Trevor Nuttall	City of Asheboro
George Hodges	Davidson County
Guy Cornman	Davidson County
Victor Pizzurro	Town of Denton
David Hyder	High Point MPO
Brad Wall	NCDOT, Division 7
Jeff Loflin	NCDOT, Division 8
Diane Hampton	NCDOT, Division 9
Vernia Wilson	NCDOT, TPB
Wayne C. Davis	NCDOT, TPB

The meeting began at 10am

- I. **Welcome and Public Comment.** Jimmy Blake welcomed everyone and shared with the group that Talmadge Baker had surgery and could not be with the group today as he is recovering.
- II. **Draft STIP Report and Overview.** Kurt Freitag and Mike Stanley with the NCDOT STIP Unit provided a detailed presentation on the new Draft STIP for the PTRPO. The presentation included a customized document comparing the new Draft STIP (2013-2023) and current adopted STIP (2012-2020). Schedule changes were shown and divided into separate highway and bridge projects. The documents have been posted to the PTRPO website at www.ptrc.org/ptrpo in the Documents and Meeting Materials Page

Action Items

- III. **Adoption of the June TAC/TCC Minutes.** Mr. Blake presented the June 20, 2012 meeting minutes. Greg Patton made a motion to adopt the minutes and Billy Joe Kepley 2nd. The motion passed unanimously.
- IV. **Resolution Supporting Locally Coordinated Non-Emergency Medical Transportation.** Mr. Blake presented the resolution in support of the current system of locally coordinated non-emergency medical transportation (NEMT). The State is considering a move towards a statewide brokerage system. According to the NCPTA, analysis of other States moves towards a statewide brokerage system has not necessarily been a savings and customer service is sometimes reduced. The General Assembly has asked for an RFP in October, to be reviewed in November. A recommendation will be provided to the General Assembly on the best statewide broker. The resolution supports the current system, acknowledging that removal of NEMT by local providers will reduce service for customers. A motion was made by Guy Cornman and Scott Morris 2nd. The resolution was passed unanimously.

Discussion Items

V. State Government Ethics Act

The new state government ethics act (Chapter 138A) now applies to MPOs and RPOs. This requires ethics training by TCC and TAC members beginning in January 2013, including a statement. Several documents we shared at the meeting so TCC and TAC members could be informed. A question was raised about how ethics requirements may affect TCC membership. Staff will provide more information at the December meeting, including opportunities for a regional training, how the training/education requirement can be completed and details on who is on the TCC and how it is set up. Current deadlines:
January 1, 2013 Members of MPOs and RPOs subject to State Government Ethics Act.
April 15, 2013 Statements of Economic Interest (SEIs) are due.
June 30, 2013 Ethics Education must be completed.

More information here:

<http://www.ethicscommission.nc.gov/coverage/planningorgs.aspx>

- VI. TIP Review Process and County Committees.** Jesse Day mentioned that RPOs will need to provide details on the TIP review and prioritization process. The process must be data driven and held using formal public hearing procedures, encouraging public involvement. The consensus was that County by County prioritization worked well during the last SPOT process.
- VII. Division 7** – Brad Wall, Division Maintenance Engineer provided an update and handout on projects
Division 8 – Jeff Loflin, District Engineer provided a printed report.
Division 9 – Diane Hampton, Division Planning Engineer was introduced to the PTRPO, she handed out a report of projects in the division.
- VIII. TPB Update.** Vernia Wilson mentioned that the Asheboro CTP The Madison/Mayodan CTP is moving forward. The 2nd steering committee meeting for the M-M CTP will be held October 30 and a public open house will be held for the Asheboro CTP on Nov. 1.
- IX. Local Updates.** No updates
- X. RPO Update.** Jesse Day shared more information on the NEMT issue from the NCPTA. He also mentioned that the NCODT Bicycle and Pedestrian Division Bicycle and Pedestrian Planning Grants are due in early December. Copies of the grant application and information were provided. Stay tuned for details on that process.
- XI. New Business.** None

Talmadge Baker, TAC Chair

Date

Jesse Day, Secretary

Date



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

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Agenda Item IV

2013 TCC/TAC Meeting Dates

Background

10am Kernersville Botanical Gardens

February 20, 2013

April 17, 2013

June 19, 2013

August 21, 2013

October 16, 2013

December 18, 2013

Action Requested

Adoption of Meeting Schedule.



Agenda Item

Agenda Item V

Amendment to STIP Project TD-4920-D (CMAQ Funds)

Background

The Piedmont Authority for Regional Transportation has requested a shift in TIP CMAQ funding from a Lexington/Denton Park and Ride Lot (FY 2013) to purchase of vans for the regional vanpool program. The \$620,000 will be reprogrammed for vanpools and are intended to help serve the non-attainment areas of Davidson County and improve air quality. The attached letter from PART describes the reasons for the funding amendment; also included is a synopsis of the Travel Demand Management program. The following shows an analysis of the Travel Demand Management program and its impact on Vehicle Miles Traveled for the region since 2000.

Fiscal Year 7/1-6/30	Vanpool VMT Reduction	Carpool VMT Reduction	Transit Work Trips VMT Reduction	Commute Challenge VMT Reduction	Total VMT Reduction	Goal VMT Reduction (tons)	% of Goal
2013	13,644,540	107,428	2,139,620	-	15,891,588	19,249,035	83%
2012	13,608,000	506,444	9,259,080	4,427,280	27,800,804	18,087,174	154%
2011	9,617,580	317,167	8,808,700	3,085,500	21,828,947	14,076,000	155%
2010	9,071,496	352,976	7,974,880	1,564,784	18,964,136	13,800,000	137%
2009	6,220,368	895,230	9,420,862	1,200,609	17,737,069	17,463,000	102%
2008	6,447,168	470,635	5,936,000	906,048	13,759,851		
2007	5,588,271	445,057	4,661,920	581,760	11,277,008		
2006	6,773,760	1,601,183	4,021,480		12,396,423		
2005	8,077,608	184,162	3,412,780		11,674,550		
2004	9,483,264		2,721,200				
2003	11,113,200		1,183,520				
2002	9,469,152						
2001	9,515,016						
2000	12,065,760						

Action Requested

Adoption of the amendment resolution

**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 Piedmont Authority for Regional Transportation has requested a TIP amendment to TD-4920-D "Lexington/Denton Park and Ride Lot" with a total project cost of \$620,000 in FY 2013 to purchase vans for the regional vanpool; 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 CMAQ project proposals for Davidson County.

Adopted this, the 19th day of December, 2012.

Talmadge Baker, Chair
Rural Transportation Advisory Committee

Jesse Day, Secretary
Rural Transportation Advisory Committee



Trustees

Chairperson

Rebecca R. Smothers
High Point TAC

Vice-Chairperson

Paul Johnson
Surry County

Treasurer

Don Truell
Davidson County

Secretary

T. Dianne Bellamy-Small
Greensboro

Leonard Williams
Burlington-Graham TAC

Robbie Perkins
Greensboro TAC

Larry Williams
Winston-Salem TAC

Ronnie K. Wall
Burlington

Bernita Sims
High Point

Allen Joines
Winston-Salem

Tom Manning
Alamance County

Carl Humphrey
Davie County

Carolyn Coleman
Guilford County

Gloria Whisenhunt
Forsyth County

Darrell Frye
Randolph County

James E. Kallam
Rockingham County

Leon Inman
Stokes County

Kevin Austin
Yadkin County

Thomas F. McKim
Airport Commission of FC

Vacant
Piedmont Triad Airport

Michael Fox, NCDOT
Andrew Perkins, NCDOT
Ralph Womble, NCDOT
Ex Officio Board Members

December 3, 2012

Mr. Jesse Day, AICP
Regional Planner
Piedmont Triad Rural Planning Organization
2216 W. Meadowview Rd. Ste 201
Greensboro, NC 27407

Dear Jesse,

The Piedmont Authority for Regional Transportation (PART) requests the consideration and approval of a program amendment for funding that has been awarded to PART for STIP project TD-4920-D; Denton/Lexington Park and Ride Development.

With the reduction in daily service to the general public as a result of reduced local funds to support the PART Express program; we are not expanding service in new travel corridors at this time. PART has seen an increased participation in the Transportation Demand Management (TDM) vanpool program. PART would like to support the vanpool program and assist their expansion needs.

This request is to reprogram the previously awarded Congestion Mitigation Air Quality (CMAQ) funds under STIP TD-4920-D for park and ride development, and utilize these CMAQ funds for Vanpool vehicle expansion and replacement. PART will work directly with NCDOT to transfer these funds to the Federal Transit Administration (FTA) and utilize the Federal funds with matching funds from PART to support the vehicle purchases.

PART is extremely appreciative of the support from the RPO and the PART member counties within our territorial jurisdiction. I am available at your convenience if you have any questions or require any clarification.

Sincerely,

Scott W. Rhine
PART Programs Manager

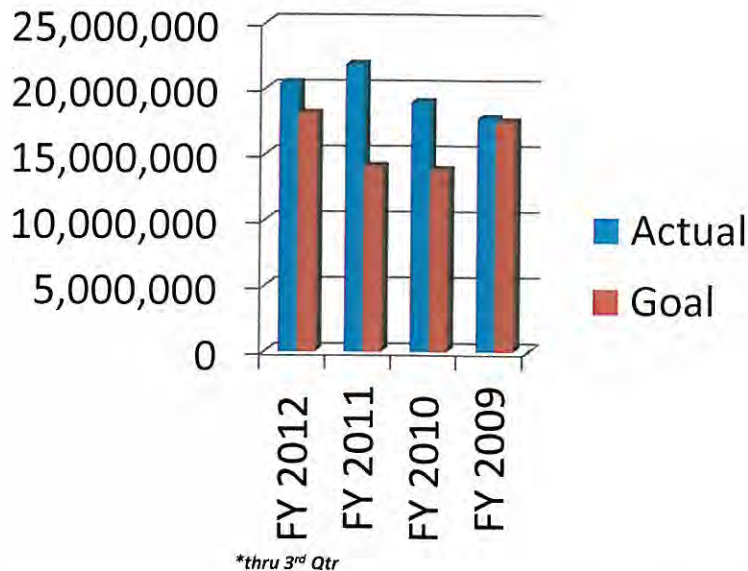
Cc: Darrell Frye, PART Finance Committee Chair
Chantale Wesley, PART TDM Manager

Section 4.2 PART TDM

PART's Transportation Demand Management (TDM) Program strives to promote energy conservation, reduce congestion, improve air quality, reduce vehicle miles, decrease highway accidents, save thousands of dollars for program participants and conserve natural resources. Accommodating travel demand through ridesharing, rather than single-occupant vehicles, can result in benefits for employers, individual travelers and the citizens of the Piedmont as a whole.

PART's TDM Program Tools include Vanpool Leasing, Rideshare Matching & Reporting, Employer Commuter Program Consulting, Commuter Surveys, Marketing & Awareness Campaigns (i.e. Triad Commute Challenge), Bike Safety, Guaranteed Emergency Ride Home, Travel Training (i.e. Buddy Rides), Bus & Shuttle Service & Park & Ride Lots. All TDM activities are aimed towards the goal of reducing vehicle miles traveled as set forth by the North Carolina Department of Transportation (NCDOT). PART has continuously surpassed this goal.

Vehicle Miles Traveled (VMT) Reduction FY 2009 – FY 2012 (thru 3rd Qtr)

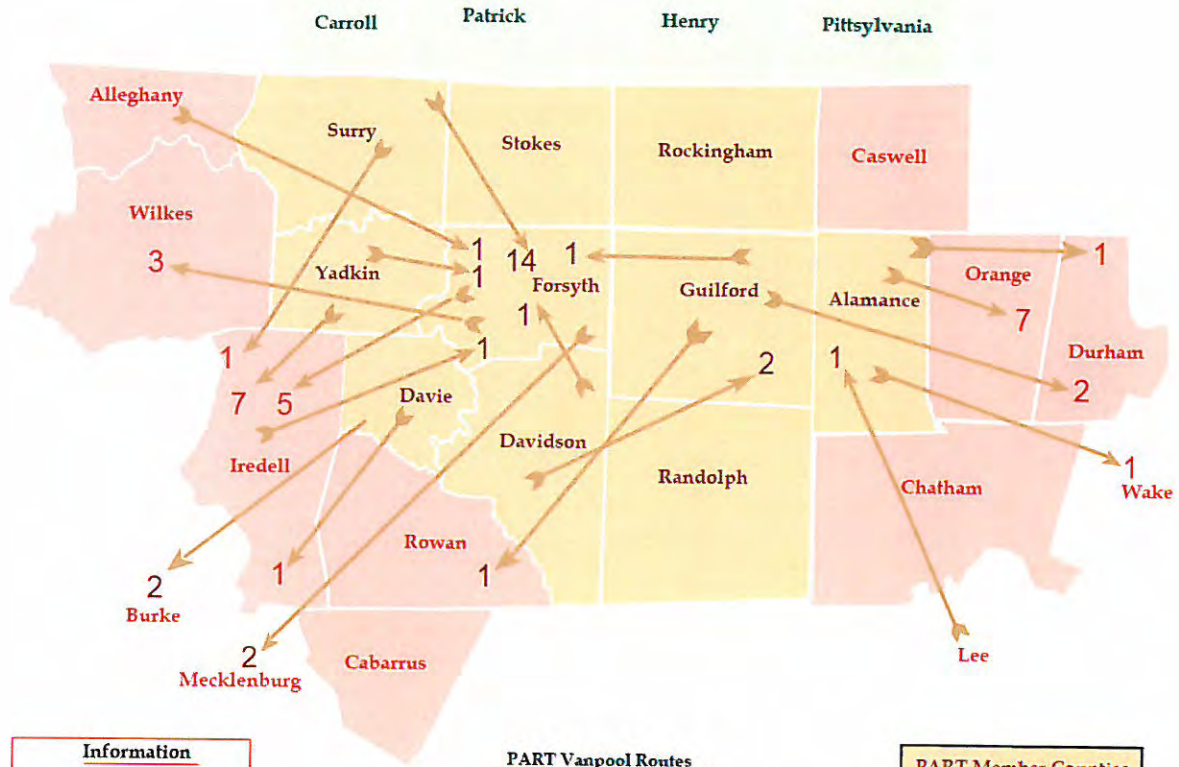


NC DOT recognizes PART's TDM Program for helping the State achieve a 25% reduction in the projected growth of commuter vehicle miles traveled per Senate Bill 953

In the coming years, transportation and mobility options will continue to be a key concern for citizens, employers and leaders in our growing state. As such, PART's TDM Program will remain a beneficial and viable option to address transportation-related issues. Below is a map of the active Vanpools in operation managed by PART.



Vanpool System Map



Information
 336-235-6658
 800-588-7787
www.PARTnc.org
www.sharetheridenc.org

PART Vanpool Routes
 Arrow indicates direction vanpools are traveling from county to county
 Number indicates how many vans are traveling that route.
 (Map Effective: July 2012)
 (56 Total Vanpools)

- PART Member Counties
- North Carolina Counties
- Virginia Counties



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

A g e n d a I t e m

Agenda Item VI

Project Prioritization Policy

Background

The North Carolina Department of Transportation has requested a copy of each MPO and RPO "Project Prioritization Policy". The General Assembly amended Section 2 of the GS 136-18 on June 26, 2012 Session law 2012-84. The law requires the Department to utilize a process for selection of transportation projects that '...efficiently use limited resources...[is] systematic, data-driven...a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input...'.

The MPOs and RPOs are required to submit by **January 4th, 2013** an explanation of current methodology for project selection, the extent of public involvement associated with current methodology and how the methodology is available to the public.

The draft "Project Prioritization Policy" and NCDOT letter requesting documentation is included for your review and comment.

Action Requested

Adoption of policy to submit to NCDOT with suggested changes or modifications.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

EUGENE A. CONTI, JR.
SECRETARY

November 9, 2012

Mr. Jesse B Day
Piedmont Triad RPO
Wilmington Bldg., Suite 201
2216 West Meadowview Rd.
Greensboro, NC 27407-3480

Dear Mr. Day:

Governor Perdue signed into law on June 26, 2012 Session Law 2012-84. This law amends Section 2 of the General Statutes 136-18 by adding a new subdivision to read:

"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input. The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization."

In order to assist the Department in administering the law, the Department requests each MPO and RPO submit the following by January 4, 2013:

1. An explanation of your current methodology for assigning local input points as part of the strategic prioritization process. Please be sure to provide information on whatever might be the criteria or transportation-related based data included in this methodology.
2. The extent of public involvement associated with your current methodology, including information on timeframes of public comment periods, ability of public to participate in regular meetings of your committees, etc.
3. Whether the current methodology is available to the public and if so, please provide a website or the location of where it is available.

Please provide as much detail as practical in your reply. The Department will then assess the status of the existing methodologies and anticipates being able to provide further guidance in the Spring, 2013.

Please submit the above to David Wasserman (dswasserman@ncdot.gov) in the Strategic Planning Office of Transportation and contact him at (919) 707-4743 if you have additional questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Trogon".

Jim Trogon, P.E.
Chief Operating Officer

Piedmont Triad Rural Planning Organization Project Prioritization Policy

The following methodology has been developed by the Piedmont Triad Rural Planning Organization for the purpose of determining regional priorities for transportation funding, as carried out through the NCDOT's "SPOT" Process. This methodology is intended to incorporate objective data and information about priorities from local jurisdictions, to ensure a process that considers data analysis, but is responsive to local needs.

This methodology has been developed to meet the requirements of Session Law 2012-84 (Senate Bill 890), which requires that NCDOT, MPOs and RPOs have a data-driven process for determining project prioritization.

The local prioritization process would consist of two parts: (1) selection and ranking of projects at the countywide level; and (2) ranking of county projects and assignment of SPOT points at the RPO level. Each of these is discussed in more detail below.

Countywide Selection and Ranking of Projects

Within each PTRPO county, all the local jurisdictions (including the county and any municipalities within the county) must work together to develop a single list of **ten (10)** highway projects and **five (5)** bicycle or pedestrian projects to submit to the PTRPO for consideration in the SPOT process. These projects should be ranked in order from highest priority (#1) to lowest (#10 for highways, #5 for bicycle/pedestrian). It is up to the local jurisdictions to determine the best method for achieving this within each county; however, as a general rule all jurisdictions should be given a chance to participate in the development of their county's list if they choose and the process should allow for public comment. The PTRPO staff is available to assist with meeting coordination, facilitation and public notice. These local priority lists must be developed and submitted to PTRPO in advance of NCDOT's deadline for submitting new SPOT projects. Once submitted to PTRPO, the local priority lists will be posted online and made available for additional public comment.

Highway

Each county will have submitted a list of up to 10 highway projects in ranked order.

Highway Project Selection Criteria

Projects selected for ranking should address as many of the following criteria as possible:

- High crash rates
- Support access to existing employment centers
- Address road capacity issues or congestion
- Include facilities for bicycles, pedestrian and/or transit
- Involve collaboration between jurisdictions (where applicable)
- Be consistent with an adopted Comprehensive Transportation Plan

The PTRPO staff will encourage local County TIP committees, the TCC or the TAC to discard selected project priorities that do not meet at least 3 of the above criteria.

Bicycle and Pedestrian

Each county will have submitted a list of up to 5 bicycle or pedestrian projects in ranked order.

Bicycle and Pedestrian Project Selection Criteria

Projects selected for ranking should address as many of the following criteria as possible:

- Evidence of bicycle/pedestrian crashes on adjacent road facilities or nearby intersections
- On or directly adjacent to High AADT roads >3000 AADT
- Connect to existing bicycle and pedestrian facilities
- Within ½ mile of schools or parks
- Connects to shopping center or high employment center
- In an adopted bicycle, pedestrian, greenway or CTP
- Involves collaboration between two or more jurisdictions

The PTRPO staff will encourage local County TIP committees, the TCC or the TAC to discard selected project priorities that do not meet at least 3 of the above criteria.

SPOT Point Assignment

Once all projects have been submitted to the PTRPO and the above criteria is met, a compiled list of projects within each county and within the region as a whole will be compiled. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval.

Highway Assignment Scoring A: For highway projects, the recommendation will call for the four top-scoring projects within each county to be allocated 100 points each. Additionally, the second-highest ranked project within the region will also be allocated 100 points, to reach PTRPOs total point allocation of 1300 points. Additional remaining projects will be drawn based on the region wide rankings to reach the full 1300 point total and awarded 100 points each.

OR

Highway Assignment Scoring B: For highway projects, the recommendation will call for the top-scoring projects within each county to be allocated 100 points, 75 points for the 2nd in each county, 50 points for the 3rd in each county, 25 for the 4th in each county, and 10 for the 5th in each county.

Bicycle and Pedestrian Scoring: For bicycle and pedestrian projects, SPOT requires PTRPO to identify and rank its top five regional priorities. The recommendation from staff will call for the top-scoring bicycle/pedestrian project within each county to be identified as one of the five regional priorities, with any remaining slots chosen by the TAC. The five selected projects will be submitted to SPOT.

These recommended point assignments will be presented to the TCC and TAC for their review and approval. The TCC retains the discretion to make recommendations to the TAC regarding changes to list. The TAC has the final discretion regarding assignment of local points, and retains the flexibility to make changes to these point assignments if it believes there is a justifiable reason to do so.

Public Participation in Project Scoring Process

As part of this project scoring process, PTRPO will post the county-level priority lists, the results of the quantitative analysis, the recommended SPOT point assignments, and the final adopted SPOT point assignments on its website. The public is invited to submit comments via the website, email, phone, or mail, as well as in person at TCC and TAC meetings. Additionally, the TAC will hold a public hearing at the start of the meeting in which it plans to approve the SPOT point assignments.

Amendments to Policy

This policy may be amended by a majority vote of the members of the TAC. Prior to adopting an amendment, the proposed amended policy should be made available for public comment. Following adoption of an amendment, a copy of the new policy should be provided to NCDOT to ensure compliance with SL 2012-84.

Adoption

A motion was made by _____ and seconded by _____ for the adoption of this policy, and upon being put to a vote it was duly adopted on December 19, 2012.

Talmadge Baker
Chairman,
Transportation Advisory Committee
Piedmont Triad RPO

Jesse Day
Secretary
Transportation Advisory Committee
Piedmont Triad RPO



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

A g e n d a I t e m

Agenda Item VII

State Government Ethics Act Update

Background

Last meeting, the State Government Ethics Act information was shared. Discussion will continue on how trainings may be offered in the region. Other RPOs are submitting letters requesting that local ethics training for elected officials be applicable for the state ethics requirements.

Action Requested

For discussion purposes and staff direction on correspondence.