



Transportation Advisory Committee (TAC) Meeting
Wednesday, December 20th, 2017 • 10:30 a.m.
Piedmont Triad Regional Council
1398 Carrollton Crossing Drive, Kernersville, NC 27284

AGENDA

Welcome and Ethics Statement	Steve Yokeley
Action Items	
I. TAC Minutes – October 18 th and 31 st , 2017	Steve Yokeley
II. Piedmont Legacy Trails Resolution of Support (PTRC)	Steve Yokeley
III. High Impact/Low Cost Resolution of Support (Div 9)	Steve Yokeley
IV. 2018 Meeting Dates & Locations	Steve Yokeley
V. 2018 Election of Officers	Steve Yokeley
Discussion Items	
VI. P5.0 Methodology	Elizabeth Jernigan
Informational Items	
VII. Division 9 Updates	Division Staff
VIII. Division 11 Updates	Division Staff
IX. TPB Update	TPB Staff
X. RPO Updates	Elizabeth Jernigan
New Business	TAC Members
Adjournment	Steve Yokeley

Next Meeting: Wednesday, February 21st, 2017, PTRC Kernersville



Agenda Item

Agenda Item I.

TAC Minutes – October 18th and October 31st, 2017

Background

See attached minutes from October 18th and October 31st, 2017

Action Requested

Approval of minutes.



Transportation Advisory Committee (TAC) Meeting
Wednesday, October 18, 2017 • 10:00 a.m.
Piedmont Triad Regional Council
1398 Carrollton Crossing Drive, Kernersville, NC 27284

MINUTES

Attendance

Steve Yokeley, Mt. Airy	Monta Davis-Oliver, Yadkinville
Ernest Lankford, Stokes County	Mark Crook, NCDOT Div 9
Kevin Austin, Yadkin County	Ramie Shaw, NCDOT Div 11
Brent Ward, Town of Mocksville	Elizabeth Jernigan, PTRC
Steve Shelton, Town of Danbury	Jesse Day, PTRC

Welcome and Ethics Statement

Steve Yokeley opened the meeting and read the ethics statement. There were no conflicts of interest. Quorum was not met and all items in this meeting were presented as information/discussion items only.

Presentation

- I. *Triad Area Bicycling and Pedestrian Deaths Since 1975*
Emily McVey and Mark Schultz from UNCG presented their findings on the history of bicycling and pedestrian related deaths since 1975 (see presentation.)

Discussion Items

- II. *High Impact/Low Cost Program*
Ms. Jernigan provided a brief overview of the High Impact/Low Cost program and presented the following criteria recommendations identified by the TCC:
 1. County Designation
 2. Safety
 3. Pavement Conditions Score
 4. Lane Width

5. Shoulder Width
6. Stopping Site Distance
7. Intersection turning radius

III. *Prioritization 5.0 Update*

Ms. Jernigan provided a brief update of the prioritization process, stating the projects identified in the agenda packet had been entered and the SPOT office was in the process of reviewing. Next steps include data review by the RPO and updating the methodology to meet NCDOT requirements.

IV. *Powell Bill Program Allocations*

Ms. Jernigan stated Powell Bill Allocations were included in the agenda packet.

Informational Items

V. *Division 9 Updates*

Mark Crook provided a brief update for Division 9.

VI. *Division 11 Updates*

Ramie Shaw provided a brief update for Division 11.

VII. *TPB Update*

Ms. Jernigan provided a brief overview of the CTP 2.0 process.

VIII. *RPO Updates*

Ms. Jernigan promoted the Piedmont Triad Tomorrow Summit at Bridger Field on Wednesday, November 8th hosted by the Piedmont Triad Regional Council and recommended members attend. She also requested members complete the economic development survey developed by the Piedmont Triad Regional Council to identify regional priorities in the Comprehensive Economic Development Strategy (CEDS) update. Ms. Jernigan also stated she would be sending out a doodle poll to identify the best time for a special meeting.

New Business

TAC Members

Commissioner Lankford requested meetings be moved back to 10:30am. Ms. Jernigan expressed concerns about being able to finish the meeting by 11am in order to accommodate room setup for the Board of Delegates meetings. Members present agreed they preferred to move the meeting time back to 10:30 and shorten the meeting.

Adjournment

Steve Yokeley

Commissioner Yokeley adjourned the meeting.

Next Meeting: TBD

Steve Yokeley, Chair
Transportation Advisory Committee

Elizabeth Jernigan, Secretary
Northwest Piedmont Rural Planning Organization



Transportation Advisory Committee (TAC) Special Meeting
Tuesday, October 31th, 2017 • 10:00 a.m.
GoToMeeting (teleconference)

Minutes

Attendance

Steve Yokeley, Mt. Airy

Bonnie Lasky, Town of Boonville

Kevin Austin, Yadkin County

Brent Ward, Town of Mocksville

Sharon Conaway, Walnut Cove

Tommy Wheeler, Town of Elkin

Larry Phillips, Surry County

George Burns, Town of East Bend

Wayne Moore, Town of Jonesville

Diane Hampton, NCDOT Div 9

Elizabeth Jernigan, PTRC

Welcome and Ethics Statement

Steve Yokeley opened the meeting and read the ethics statement. There were no conflicts of interest.

Action Items

I. TAC Minutes – August 16th, 2017

Commissioner Yokeley asked if committee members had a chance to review minutes from the August 16th meeting and asked for a motion to approve the minutes. Commissioner Moore made a motion to approve the minutes. Commissioner Conaway seconded the motion. All were in favor.

II. Bike/Ped Planning Grant Resolution of Support (Davie)

Ms. Jernigan summarized the NCDOT Bicycle and Pedestrian Planning Grant Program and stated a Resolution of Support was required to submit an application and stated Davie County would be submitting a resolution for a bicycle plan only instead of a comprehensive bicycle and pedestrian plan. Commissioner Yokeley asked for a motion to approve a Resolution of Support for Davie

County. Brent Ward made a motion to approve. Commissioner Moore seconded the motion. All were in favor.

III. Bike/Ped Planning Grant Resolution of Support (Elkin)

Commissioner Yokeley asked for a motion to approve a Resolution of Support for the Town of Elkin. Commissioner Phillips made a motion to approve. Commissioner Wheeler seconded the motion. All were in favor.

Adjournment

Steve Yokeley

Commissioner Yokeley requested a motion to adjourn. Commissioner Moore made a motion to adjourn. Commissioner Moore seconded the motion. All were in favor.

Next Meeting: December 20th, 2017

Steve Yokeley, Chair
Transportation Advisory Committee

Elizabeth Jernigan, Secretary
Northwest Piedmont Rural Planning Organization



Agenda Item

Agenda Item II.

Piedmont Legacy Trails Resolution of Support (PTRC)

Background

The mission of the Piedmont Legacy Trails initiative is to promote regional connections through technical assistance, education, and resource supports for trail projects. Piedmont Legacy Trails will represent a regional trail network for the Piedmont. There are countless benefits of having trails in a community, and this would be a great way for Piedmont communities to have a stronger connection, and put their name on the map. Trails are not only beneficial to people, but they can also be beneficial to the local economies, as well as the environment. When people get outside and experience nature they are healthier, happier, and more likely to protect the places that they love.

The Piedmont Land Conservancy (PLC) and the Piedmont Triad Regional Council (PTRC) along with representatives from surrounding counties have collaborated to establish Piedmont Legacy Trails to help brand the Piedmont Triad as a trails destination. The Piedmont Trails Council will support greenways, trails, and blueways throughout 12 Piedmont Triad counties including Surry, Stokes, Rockingham, Caswell, Yadkin, Forsyth, Guilford, Alamance, Davie, Davidson, Randolph, and Montgomery.

PTRC, PLC and local representatives are seeking resolutions of support from all local governments in the region. Regional support for this initiative will help build awareness, leverage funding and provide additional benefits to communities in the Piedmont Triad.

Action Requested

Adopt TAC Resolution of Support



PIEDMONT
LEGACY
TRAILS

Connecting Communities Across Our Region

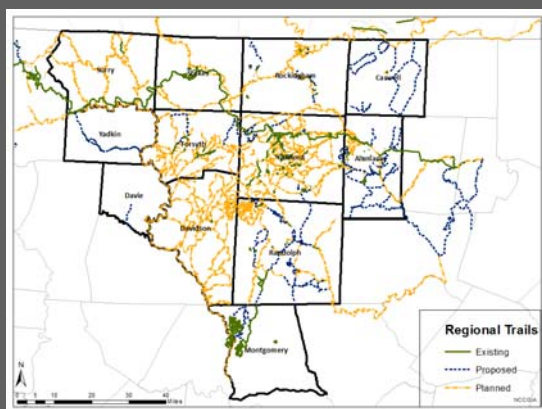


IMAGINE...

*A regional network of connected trails
across the Piedmont*



PIEDMONT
LEGACY
TRAILS



EXISTING TRAILS IN OUR AREA



▪ Our region already has hundreds of great existing trails.

- ✓ State Parks
 - ✓ Pilot Mountain
 - ✓ Hanging Rock
 - ✓ Haw River
- ✓ Haw River Trail
- ✓ Deep River Trail
- ✓ Yadkin River Blueway Trail
- ✓ Urban Greenways
- ✓ Uwharrie National Forest



PIEDMONT LEGACY TRAILS



Mission:

Piedmont Legacy Trails advances regional connections and branding of trails through technical assistance, education, and resource support for trail projects throughout our region.



WHAT PIEDMONT LEGACY TRAILS DOES

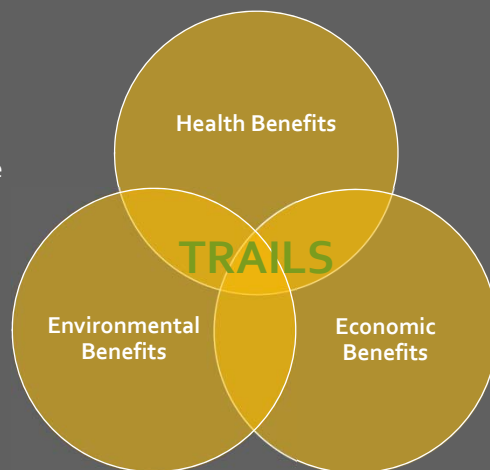
- Local and regional advocacy
- Regional branding of trails
- Web-based sharing of trail information
- Working towards an interactive regional trail map
- Annual trail summits



WHY TRAILS?



- Investments in trail infrastructure produce remarkable returns and have transformative effects for communities.



HEALTH BENEFITS



- **Accessible trails encourage an active lifestyle**
- **Provide free and accessible recreation**
 - In NC, walking for pleasure is #1 reported recreation activity, 61% of people participate in walking and 59% participate in hiking trails (SCORP, 2015-2020)
- **East Coast Greenway Example**
 - Changed the ability of residents to get out and live active lifestyles.
 - A boost in wellness has saved over \$14 million in healthcare costs per year.



of increased bike trips, walk trips per year. Health care cost savings.
Source: The Impact of Greenways in the Triangle

ENVIRONMENTAL BENEFITS



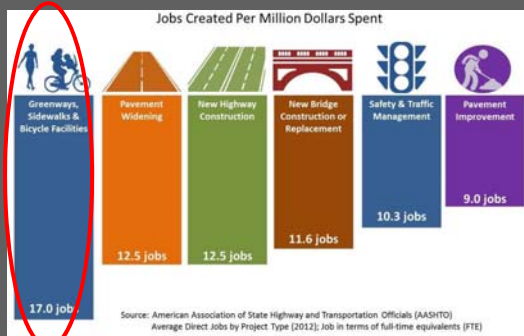
- **Habitat protection**
 - ✓ Trails protect important habitats, protect clean freshwater, and provide corridors for people and wildlife.
- **Greenways serve as natural floodplains**
 - ✓ Potential to remove up to 50% more nutrients and pesticides.
- **Education**
 - ✓ Opportunity for education experiences for both young and old.
- **Pollution prevention**
 - ✓ By reducing vehicle trips AND promoting growth of trees.



ECONOMIC BENEFITS



- Trails provide an opportunity for new businesses to develop and allow current businesses to grow and thrive.
- Studies confirm that every dollar spent building multi-use trails returns a multiple of that yearly.



TOURISM BENEFITS



- Enhanced tourism**
 - Opportunity for events to create revenue streams (paddles, outdoor festivals, 5k's, triathlons, bicycle rides, nature hikes)
- Stimulate economic development**
 - Trail users need equipment related to recreational activity (equestrian, bicycling, running)
 - A trail system can brand an area as a "trail town" or trails destination.



COMMUNITY BENEFITS



- Trails are a community asset.
- Trail communities attract younger, professional, motivated citizens.
- **Trails are the new “town square”**
 - ✓ People naturally congregate here, meeting family and friends away from the TV.
 - ✓ Trails help make connections between neighbors, foster pride in the town, and build a better community.



COMMUNITY BENEFITS



- **Enhance quality of life**
 - ✓ Trails are #1 desired neighborhood amenities.
 - ✓ Communities that have trails and greenways often experience increases in property values and revenue (NCDOT, 2016)
 - ✓ A study in Colorado found that \$1 invested in open space provided \$6 of public benefits (The Trust for Public Land)

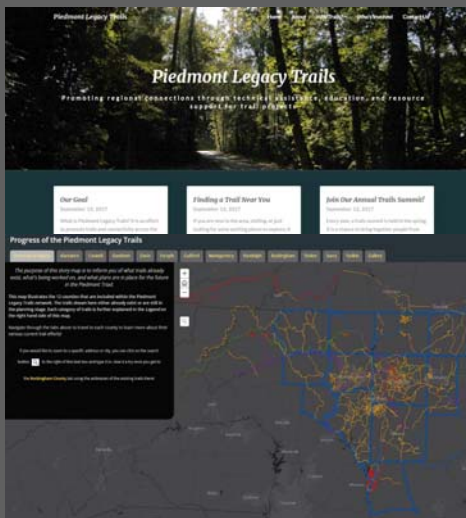


CASE STUDY: ELKIN AREA ECONOMIC IMPACTS



- Building a network of trails in Wilkes, Surry and Yadkin Counties.
 - ✓ (1) E & A Rail Trail, (2) Stone Mountain Trail, (3) Overmountain Victory Trail and (4) Yadkin River Trail
- Visitation on the E & A Trail
 - ✓ October 2013 = 50 October 2014 = 2,200
- Other Impacts
 - ✓ 16 new business in the last 3 years in Elkin (examples include bike shops, restaurants, etc.)
 - ✓ Increase in paddling outfitter businesses
 - ✓ Start of birding program and hatchery supported trout stream in the area

WHY PIEDMONT LEGACY TRAILS?



- Branding
- Education
- Regional Trails Summits
- Interactive trail finding maps
- Help with leveraging resources
- Guided by 12 county steering committee

CONNECTING PEOPLE THROUGH TRAILS & MOVING FORWARD



Connecting your family and friends through trails.

“Of all the paths you take in life, make sure a few of them are dirt.” – John Muir

Source: exploreboone.com

ADOPT OUR RESOLUTION OF SUPPORT



**PIEDMONT
LEGACY
TRAILS**

RESOLUTION OF SUPPORT

Whereas _____ is committed to enhancing the quality of life for its citizens and recognizes that supporting Piedmont Legacy Trails will help create a regional network of trails, including greenways and blueways; and

Whereas, trails provide key amenities to neighborhoods and safe areas for our citizens and children to travel, exercise, play and connect with nature and communities; and

Whereas, trails have significant impact on the economic viability of the region through increased tourism, enhanced property values, as well as the ability to attract and retain businesses to the region due to improved quality of life; and

Whereas, committing to this Resolution may help leverage funding from federal, state, local and private sources for trails; and

Whereas, Piedmont Legacy Trails is coordinated by Piedmont Land Conservancy which is dedicated to preserving important natural areas, and Piedmont Trail Regional Council, which is a regional planning organization.

Now, Therefore, Be It Resolved that _____ supports Piedmont Legacy Trails in partnership with neighboring communities to implement a system of regional trails that connects our communities, people and regional points of interest for years to come.

Name _____ Date _____

Title _____

Piedmont Legacy Trails
A project of Piedmont Land Conservancy and Piedmont Trail Regional Council
www.piedmonttrails.org



ACKNOWLEDGEMENTS

Any Questions?



*Credit: D Burden
BikePedImages.org*

- Dr. Bill Blackley, EVTA
- Dabney Sanders, Action Greensboro
- Alta Planning and Design
- Greenville County Rec
- East Coast Greenway Alliance
 - ✓ "Impact of East Coast Greenway in the Triangle"





NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION

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

NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION RESOLUTION SUPPORTING PIEDMONT LEGACY TRAILS

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, the NWPRPO is committed to enhancing the quality of life for its citizens and recognizes that supporting Piedmont Legacy Trails will help this goal by supporting development of a regional network of trails and greenways; and

WHEREAS, trails, greenways, and blueways provide key amenities to neighborhoods and safe areas for our citizens and children to travel, exercise, play and connect with nature; and

WHEREAS, trails have significant impact on the economic viability of the region through increased levels of tourism, enhanced property values, as well as the ability to attract and retain businesses to the region due to improved quality of life; and

WHEREAS, committing to this Resolution of Support will help leverage funding from federal, state, local and private sources to support the development of local trails.

WHEREAS, Piedmont Legacy Trails is coordinated by Piedmont Land Conservancy which is dedicated to preserving important natural areas, and Piedmont Triad Regional Council, which is a regional planning organization.

NOW THEREFORE, BE IT RESOLVED that the Northwest Piedmont Rural Planning Organization Transportation Advisory Committee does hereby support Piedmont Legacy Trails and is committed in concept to working with neighboring communities and with Piedmont Legacy Trails to plan, design and build a system of trails that will connect our communities, people and special regional points of interest for years to come.

Adopted on this, the 20th day of December, 2017.

Steve Yokeley
NWPRPO Transportation Advisory Committee, Chair

Elizabeth Jernigan
NWPRPO Transportation Advisory Committee, Secretary

Agenda Item III.

High Impact/Low Cost Resolution of Support (NCDOT Division 9)

Background

As part of Senate Bill 257, “Current Operations Appropriations Act of 2017”, Section 34.7.(c) High-Impact and Low-Cost Projects, NCDOT has been tasked to develop a quantitative, evidence-based formula to use in selecting projects to receive funding under this program. As part of this formula, please see the attached 12 criteria that can be used in the formula to identify candidate projects under this program.

Division 9 has identified potential projects and is seeking a resolution of support to pursue the following projects:

Project	County	Proposed Improvements	Total
Flat Shoals Rd (SR 2019) & NC 8	Stokes	Roundabout (or left turn lanes)	\$715,000
Sheppard Mill Rd (SR 1674) & NC 8	Stokes	Roundabout	\$1,017,500
NC 66 & Mountain View Rd	Stokes	Left Turn Lanes	\$605,000
NC 8/NC 89/ Dodgetown Rd (SR 1695)	Stokes	Roundabout	\$1,072,500
Farmington Rd (SR 1410)@ 1-40 Eastbound Ramp	Davie	Roundabout	\$1,001,000
Junction Rd (SR 1139)/Marginal St (SR 1139)/Main St.	Davie	Roundabout	\$1,085,000

Action Requested

Adopt TAC Resolution of Support



NORTHWEST PIEDMONT
RURAL PLANNING ORGANIZATION

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

**NORTHWEST PIEDMONT RURAL PLANNING ORGANIZATION
RESOLUTION SUPPORTING HIGH IMPACT/LOW COST PROJECTS**

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, Senate Bill 257 has appropriated funds to be used for construction projects that are high impact and low cost.

WHEREAS, Projects funded under this subsection include intersection improvement projects, minor widening projects, and operational improvement projects.

WHEREAS, NCDOT Division 9 has formulated a list of candidate projects in its Division suitable for meeting the requirements of this program.

NOW THEREFORE, BE IT RESOLVED that the Northwest Piedmont Rural Planning Organization Transportation Advisory Committee does hereby support the list of projects.

Adopted on this, the 20th day of December, 2017.

Steve Yokeley
NWPRPO Transportation Advisory Committee, Chair

Elizabeth Jernigan
NWPRPO Transportation Advisory Committee, Secretary

NCDOT Division 9 High Impact/Low Cost Project List

Project	County	Proposed Improvements	Total
Flat Shoals Rd (SR 2019) & NC 8	Stokes	Roundabout (or left turn lanes)	\$715,000
Sheppard Mill Rd (SR 1674) & NC 8	Stokes	Roundabout \$1,017,500	\$1,017,500
NC 66 & Mountain View Rd	Stokes	Left Turn Lanes	\$605,000
NC 8/NC 89/ Dodgetown Rd (SR 1695)	Stokes	Roundabout	\$1,072,500
Farmington Rd (SR 1410)@ 1-40 Eastbound Ramp	Davie	Roundabout	\$1,001,000
Junction Rd (SR 1139)/Marginal St (SR 1139)/Main St.	Davie	Roundabout	\$1,085,000

Agenda Item IV.

2018 Meeting Schedule

Background

2018 NWPRPO TAC Schedule
February 21, 2018
April 18, 2018
June 20, 2018
August 15, 2018
October 17, 2018
December 19, 2018
Time: 10:30 a.m.
Location: PTRC Kernersville
<i>* Meeting dates are scheduled prior to the PTRC Board of Delegates Meetings</i>

Action Requested

Identify meetings locations and adopt schedule



Agenda Item

Agenda Item V.

2018 Election of Officers

Background

The officers of the NWPTAC will consist of a Chairperson and a Vice-Chairperson serving annual terms. A NWPTAC member can serve an unlimited number of terms as an officer, but is limited to serving only two consecutive terms at any one level.

Steve Yokeley has served term as Chairman. NWPRPO staff recommends nominating Commissioner Yokeley for a second term as Chairman and Wayne Moore for a second term as Vice-Chairperson.

Action Requested

Elect 2018 Chairperson and Vice-Chairperson.

Agenda Item VI.

NWPRPO Local Point Assignment Methodology for Prioritization 5.0

Background

Each MPO and RPO is required to have an adopted methodology for the assignment of local input points in the STI Prioritization process. These methodologies are reviewed and updated as appropriate each time we go through a prioritization cycle (approximately every two years). The methodology must be approved by both the NWPRPO and the NCDOT Methodology Review Committee before the window for local points opens in April 2018.

NWPRPO staff recommends the majority of our methodology remain the same as it was in Prioritization 4.0 but should consider the following modifications:

- Consider changing “Transportation Plan Consistency” under Bicycle and Pedestrian Criteria. This is required for submittal.

Action Requested

For review and discussion only

P 5.0 METHODOLOGY

A Strategy for Public Engagement



NORTHWEST PIEDMONT
RURAL PLANNING ORGANIZATION



DRAFT 2017

P 5.0 Methodology

Approved by the Transportation Advisory Committee

on xxxxxxxx

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Introduction

Prioritization 5.0

Overview

The State Transportation Improvement Program (STIP) is the North Carolina Department of Transportation's (NCDOT) 10-year construction schedule for projects. The schedule is updated every two years based on a data-driven process called Prioritization, as well as the latest state and federal financial situation, and the status of preconstruction activities. Schedule development must adhere to the State Transportation Investments (STI) law, which mandates ongoing evaluation and improvement to ensure the process continues to be responsive to North Carolina's diverse needs. Developing a STIP is accomplished through ongoing collaboration between NCDOT, metropolitan and rural planning organizations, and public input. This is a multi-modal process in which highway, transit, bicycle and pedestrian, aviation, rail, and ferry project needs are evaluated. The current round of Prioritization is referred to as P5.0, because it is the fifth iteration of this process.

Prioritization is a transparent, data-driven method for prioritizing transportation investment decisions. Through this process, potential transportation improvement projects are submitted to NCDOT to be scored and ranked through the Strategic Mobility Formula at the statewide, regional and division levels, based on approved criteria such as safety, congestion, benefit-cost and local priorities. These scores and other factors are used to determine whether a project receives funding. Local input is considered only at the regional and division level. Statewide funding is distributed through data-driven scoring. Additional information is available on the North Carolina Department of Transportation's [Strategic Transportation Investments](#) webpage.

NWPRPO Prioritization Policy

The Northwest Piedmont Rural Planning Organization (NWPRPO) 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 NWPRPO's policy incorporates local needs and data-driven scoring methods to create informed and effective decisions. These criteria and their corresponding weights are identified in Tables 1 and 2.

Figure 1: Revenue Distribution

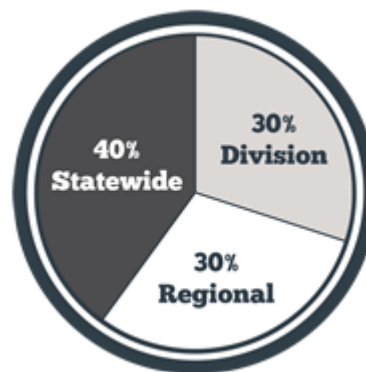


Table 1: Ranking Criteria Summary Table - Regional Impact

**Ranking Criteria Summary Table - Regional Impact
Highway**

Criteria	Total Score (weight)
Safety	20
Congestion	15
Total Cost	15
Transportation Plan Consistency	10
Local Priority Score	40
Total Potential Score	100

Table 2: Ranking Criteria Summary Table - Division Needs

**Ranking Criteria Summary Table - Division Needs
Highway**

Criteria	Total Score (weight)
Safety	20
Congestion	15
Total Cost	15
Transportation Plan Consistency	10
Local Priority Score	40
Total Potential Score	100

Bicycle & Pedestrian

Criteria	Total Score (weight)
Safety	20
Total Cost	20
Plan Consistency	20
Local Priority Score	40
Total Potential Score	100

Aviation

Criteria	Total Score (weight)
Economic Development	20
Safety	20
Total Cost	20
Local Priority Score	40
Total Potential Score	100

Phase I: Identification of Projects

Identifying projects of critical need is the key to competitiveness in Prioritization 5.0. Within each NWRPO county, all jurisdictions must work together to develop a single list of projects in all modes to submit to the NWRPO for use in the SPOT process. Utilizing the Northwest Piedmont RPO's *Public Participation Plan*, TCC and TAC, the following methodology for soliciting and identifying projects was developed.

Table 3: Phase I - Identification of Projects

Phase I: Identification of Projects	
County & Municipal Pre-submittal Meetings	Spring 2017
Public Call for Projects	July – August, 2017
TAC approval of project submittal list	June 2017
Projects entered into SPOT Online	July – September 2017

Table 4: Phase II - Scoring and Ranking of Projects

Phase II: Scoring and Ranking of Projects	
TAC considers draft ranking and scoring process	December 2017
Quantitative scores and draft list of programmed statewide mobility projects released	March 2018
Deadline for approval of local input point assignment methodologies	March 21, 2018
County TIP Meetings and Public Outreach Meeting	March - April, 2018
NWRPO submits Regional Impact project list to NCDOT	April – June 2018
Draft list of programmed regional impact projects released	July – August 2018
NWRPO submits Division Needs project list to NCDOT	October 2018
Final P5.0 scores released	November – December 2018
2020-2029 Draft STIP released	January 2019

Project Solicitation Process

- RPO staff meets with county and municipal staff, elected officials and other interested participants to identify local project needs.
- A [public call for projects](#) is held in accordance with the guidelines presented in the Public Participation Plan. Paid advertisements are distributed through local newspapers in the NWRPO planning area and via email, newsletters, social media and other public outreach methods.
- Comments identified during the public input period are compiled into a single draft project submittal list and presented to the TCC, TAC, and other stakeholders for review and posted on the NWRPO website.
- The TAC reviews and takes action on the draft project submittal list.

- Projects are submitted to the SPOT On!ine website during the submission window.

For more information about the NWPRPO Public Participation Plan, please visit the NWPRPO webpage at www.ptrc.org/nwprpo.

Project Solicitation Guidelines

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.

Highway

- The following project types are considered “carryover projects” and do not count again the number of project submittals:
 - Projects programmed in the Final 2018-2027 STIP, but not considered a Committed project.
 - Sibling of a programmed project
 - Project with a NEPA document completed within the last 10 years or a NEPA document currently being worked on.
- If desired, the RPO may utilize “one out ,one in” in which a new project may be substituted for an existing project.

Other Modes

Non-highway projects are subject to different eligibility requirements and submittal processes. Public transportation, aviation, bicycle, and pedestrian projects that were not funded previously must be resubmitted.

- Bicycle and Pedestrian: NWPRPO is eligible to submit a total of 21 new projects which meet eligibility requirements and provide local match.
- Rail: NWPRPO is eligible to submit a total of 21 new rail projects which meet eligibility requirements.
- Public Transportation: NWPRPO is eligible to submit a total of 21 new transit projects which meet eligibility requirements.
- Aviation: NWPRPO is eligible to submit a total of 21 new aviation projects which meet eligibility requirements and local match. Eligibility and Submission Requirements

Highway Projects

Project Types

Roadway Mobility:

Roadway mobility projects increase roadway capacity to meet traffic demand and move traffic more efficiently. Projects identified in a Comprehensive Transportation Plan (CTP) and prepared for implementation in Fiscal Years 2020-2029 are encouraged. Examples include:

- Widen roadway;
- Construction of a new roadway (including relocation of existing roadway sections);
- Intersection improvements;
- Interchange construction or reconstruction; and
- Access management improvements

Modernization Projects:

Roadway modernization project types are focused on upgrading roadways without adding substantial capacity. Examples of modernization projects include:

- Widen roadway lane and/or shoulder width;
- Adding turn lanes; and
- Upgrading to current design standards (including interstate standards)

Project Eligibility Requirements

For highest scoring potential, the project should meet as many of the following criteria as possible:

- Part of a locally adopted Comprehensive Transportation Plan or other adopted plan;
- Exhibit high crash rates;
- Support access to existing employment centers;
- Address road capacity issues or congestion;
- Include facilities for bicycles, pedestrian, and/or transit (except Interstate facilities); and
- Involve collaboration between jurisdictions (where applicable)

Submission and Scoring

For the NWPRPO 21 new highway projects may be submitted to NCDOT. The County TIP Committee will rank highway projects for consideration by the NWPRPO TAC/TCC for scoring, or as soon as data driven scores are available for all the highway projects in the SPOT database.

Bicycle and Pedestrian Projects

Project Types

Bicycle Projects: *(Stand alone projects for design and/or construction)*

Bicycle projects include on-road bike facilities (shoulders, bike lanes, wide outside lanes, sidepaths) and shared-use paths (greenways). NCDOT requires submitting bicycle projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000.

Pedestrian Projects: *(Stand alone projects for design and/or construction)*

These projects may include sidewalks and intersection improvements. Examples may include curb ramps and pedestrian bridges. NCDOT requires submitting pedestrian projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000.

Project Eligibility Requirements

Only projects listed in an adopted CTP, Bicycle, Pedestrian or Greenway Plan or another locally adopted plan are eligible. Projects should address as many of the following criteria to be considered for submittals:

- 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
- Right of way in process, owned publicly or demonstrated support by private landowners
- Involves collaboration between two or more jurisdictions

Submission and Scoring

For the NWPRPO, 21 new bicycle and pedestrian projects may be submitted to NCDOT. The County TIP Committee will rank projects for consideration by the NWPRPO TAC/TCC for scoring, or as soon as data driven scores are available for all bicycle and pedestrian projects in the SPOT database. If funded, counties or municipalities will be required to provide a letter of support documenting local match and other contributions.

Rail Projects

Project Types

Track, structures, intermodal facility and stations improvements can be funded to support freight or passenger service. **Passenger rail service** spanning two or more counties is eligible for project selection in the Regional Impact category and other passenger rail service inside a County can be funded through the Division Needs category.

Project Eligibility Requirements

- Identified projects will be shared with the NCDOT Rail Division and approved based on inclusion into Statewide or Regional rail plans or other adopted transportation plans.

Submission and Scoring

For the NWPRPO 21 new rail projects may be submitted to NCDOT. The County TIP Committee will rank projects for consideration by the NWPRPO TAC/TCC for scoring, or as soon as data driven scores are available for all the rail projects in the SPOT database.

Public Transportation Projects

Project Types

Mobility

- Route-specific vehicles (expansion only)
- Corridors
 - Fixed guideway
 - Bundle of vehicle + other (ex. stops / shelters, park and rides, bus pullouts)
 - BRT (specific service + potential service by others)
 - BOSS / Busway (*all users regardless of provider*)

Demand Response

- Vehicles (expansion only)

Facility

- Passenger stations
- Individual or bundled stops/shelters
- Individual or bundled park and rides
- Admin/Maint buildings (data converted into trips)

Project Eligibility Requirements

Public Transportation Projects

- Project entry requirements (per NCDOT Public Transportation Division)
 - New facility – rural transit systems must request 90% funding from STI unless the facility is for a regional system
 - Replacement facility – if federally funded, existing facility must be at least 40 years old (per FTA)
 - Expansion vehicles – refer to supplementary list of systems for spare ratio data, to assist with assessing if the system’s vehicle utilization or service warrants an expansion vehicle (typically 20% or less warrants a need, but this is not a steadfast rule)
- Minimum total project cost = \$40,000 (same as P4.0)
- Project submitter can choose amount of state funds to request – anywhere between 10% and 90% of total project cost (up to legislative cap).
 - 10% = Better Cost Effectiveness, but not guaranteed availability of 80% federal funds
 - 90% = Lower Cost Effectiveness score, but more attractive for Loca Input Points, and guaranteed funding availability through STI if programmed.

Submission and Scoring

For the NWPRPO 21 new transit projects may be submitted to NCDOT. The County TIP Committee will rank projects for consideration by the NWPRPO TAC/TCC for scoring, or as soon as data driven scores are available for all the transit projects in the SPOT database.

Aviation Projects

Project Types

As in P4.0, the definition of capital projects eligible for STI includes infrastructure projects that exceed the NC Airport System Plan system objectives or regulatory requirements for each airport. These are typically larger projects involving expansion of facilities (runways, terminals, etc.).

All other projects that help meet system objectives (as listed and defined in the NC Airport System Plan) are not eligible for STI. These take into account safety, maintenance, and current operational needs, and are typically not conducted to increase mobility or reduce congestion.

Project Eligibility Requirements and Submission

- The Northwest Piedmont RPO currently has only General Aviation Airports with projects eligible in the Division Needs category.
- Projects should already be entered into the NCDOT Division of Aviation's Partner Connect System by the local Airport Manager or the City/County Manager.

Submission and Scoring

For the NWPRPO 21 new aviation projects may be submitted to NCDOT. The County TIP Committee will rank projects for consideration by the NWPRPO TAC/TCC for scoring, or as soon as data driven scores are available for all the aviation projects in the SPOT database.

Phase II: Local Points Assignment

The NWPRPO has a pool of points to award to 1) Regional and 2) Division level projects; 1300 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. Some projects will be eligible for Local Input Points in both levels, while some will only be eligible at the Division level. The RPO intends to assign the maximum allowed points (100) in Regional and Division levels based on rankings described below.

RPO Project Scoring, Ranking, and Point Assignment

County Transportation Improvement Program (TIP) Committees

The County TIP Committees shall oversee the prioritization of all county projects. County TIP Committees consist of TAC and TCC members from each County and other local representatives as needed. County TIP Committees are supported by NCDOT division engineers in an effort to improve project scoring potential.

Scoring

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. RPO staff will calculate the scores of each project based upon the information contained within these tables. In the event that two project scores are tied, the SPOT score will be used to break the tie.

Local Priority Score:

It is difficult to capture project needs completely using quantitative criteria, therefore jurisdictions need a way to provide local knowledge about their highest priorities. The Local Priority Score is designed to allow jurisdictions to base a portion of the overall score for select projects on factors such as perceived safety, congestion, connectivity, project feasibility, economic development, and community impact. Within each County, 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. Projects are selected by the County TIP Committee. A County may choose to give a project allocation to another member jurisdiction if desired. Any rationale associated with use of the Local Priority Score will be placed on the RPO website.

Ranking

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.

Local Input Point Assignment

Regional Impact and Division Needs projects have a pool of 1,300 points. The maximum number of points that can be applied to a project at each level is 100. Some projects are eligible for points in both levels, while others are eligible at the division level only.

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

Regional Level: (1300 points)

- Highway: Top 13 scoring highway projects will receive 100 points each

Division Level: (1300 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 200 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. 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

The final point assignments will be approved by the TAC based upon the TCC recommendations and public input. The *Public Participation Plan* outlines the following opportunities for public involvement in the prioritization process: 1) regular meetings of the TCC & TAC, 2) Public Hearings, 3) Posting draft and final documents on the NWPRPO website, and 4) public comment of draft TIP at Public Forums.

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

Table 5: Highway - Regional Level Projects

Highway - Regional Level Projects				
Criteria	0 points	10 points	20 points	30 points
Safety (30 pt. max)	SPOT safety score less than 30	SPOT safety score 31-50	SPOT safety score 51-65	SPOT safety score 66-80+
	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 (20 pt. max)	Volume to capacity less than 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.			
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 (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 6: Highway - Division Level Projects

Highway - Division Level Projects					
Criteria	0 points	5 points	10 points	15 points	20 points
Safety (20 pt. max)	SPOT Safety score less than 30	SPOT Safety score 31-50	SPOT Safety score 51-65	SPOT Safety score 66-80	SPOT Safety 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 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 (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 7: Bicycle & Pedestrian Projects – Division Level

Bicycle & Pedestrian Projects – Division Level				
Criteria	0 points	10 points	15 points	20 points
Safety (20 pt. max)	SPOT Safety Score 4 th Quartile	SPOT Safety Score 3 rd Quartile	SPOT Safety Score 2 nd Quartile	SPOT Safety 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 (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 8: 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 (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.			

Northwest Piedmont RPO Prioritization Policy: Public Input and Approval

The RPO will release the draft prioritization policy for public comment when conditional authorization is granted by NCDOT. The public comment period will be announced in accordance with public input processes described in the *Public Participation Plan*. All public comments will be documented and reasonable edits to the methodology may be made prior to final approval by the TAC. The adopted NWPRPO methodology will then be sent to the Strategic Prioritization Office of Transportation for final approval.

Appendix A: Northwest Piedmont RPO P5.0 Submitted Projects

Approved by Northwest Piedmont RPO TAC on August 16th 2017

Figure 2: Submitted Highway Projects

Highway Projects

SpotID	Mode	Route/Project Name	From	To	Project Description	Funding Region(s)	Division(s)	MPO(s)/RPO(s)	Total Project Cost	Total Quantitative Score (NCDOT)
H090022	Highway	I-74	NC 65 in Winston-Salem	I-74 in Surry County	NC 65 in Winston-Salem to I-74 in Surry County. Upgrade to interstate Standards	D	9, 11	Winston-Salem Urban Area MPO, Northwest Piedmont RPO	\$60,148,000	
H090241-A	Highway	US 64	US 64 from US 601 South of Mocksville	Davidson County Line	US 601 South of Mocksville to US 52 in Lexington. Widen to Multi-Lanes and Upgrade interchange at US 52. Section A: US 64 from US 601 South of Mocksville to Davidson County Line.	D	9	Northwest Piedmont RPO	\$136,195,000	

H111145	Highway		SR 1134 (Billy Reynolds Road)	SR 1150 (Hoots Road)	Construct two lane roadway on new location from SR 1134 (Billy Reynolds Road) at SR 1415 (South Beamer Road) to SR 1150 (Hoots Road) with new interchange at US 421	F	11	Northwest Piedmont RPO	\$18,300,000	
H150253	Highway	NC 8	NC 89	VA Line	Widen NC 8 from NC 89 to VA Line	D	9	Northwest Piedmont RPO	\$0	
H150268	Highway	SR 1605 (Old US 421)	SR 1600 (Falcon Road)		Construct roundabout.	F	11	Northwest Piedmont RPO	\$800,000	
H150534	Highway	SR 1144 (Johnson Ridge Road)	NC 67 (Winston Road)	NC 268 Bypass (CC Camp Road)	Construct new interchange at NC 268 BUS, construct new roadway from NC 268 BUS to NC 67 and widen existing roadway to 3-lane road with roundabouts at Parkwood Drive and Claremont with Bike/Ped facilities.	F	11	Northwest Piedmont RPO	\$55,048,000	
H150668	Highway	SR 1116 (Junction)	SR 1170 (Main Street)		Construct roundabout	D	9	Northwest Piedmont RPO	\$800,000	

		Road/Marginal Street)								
H150804	Highway	SR 1410 (Farmington Road)	I-40 Eastbound Ramp	US-158	Construct roundabouts at both I-40 E Ramp and US-158	D	9	Northwest Piedmont RPO	\$800,000	
H170325	Highway	SR 1410 (Farmington Road)	I-40 W Ramp		Construct roundabout.	D	9	Northwest Piedmont RPO	\$800,000	
H170327	Highway	SR 1410 (Farmington Road)	US-158	Rocky Dale Lane	Widen existing roadway and improve intersections at 158 and I-40 ramps with roundabouts.	D	9	Northwest Piedmont RPO	\$12,574,000	
H170333	Highway	NC 8	SR 1652 (Sheppard Mill Rd)		Construct roundabout.	D	9	Northwest Piedmont RPO	\$800,000	
H170507	Highway	NC 89 (W Pine St)	SR 1387 (Toast Rd)	SR 1396 (Pine Ridge Rd)	Modernize and Improve intersection at Pine Ridge Rd.	F	11	Northwest Piedmont RPO	\$5,123,000	
H170509	Highway	NC 89 (W Pine St)	SR 1397 (Round Peak Church Rd)		Improve Intersection	F	11	Northwest Piedmont RPO	\$480,000	
H170522	Highway	NC 268 (South Key Street)	SR 2099 (Barney Venable Road)	US 21	Modernize with intersection improvements at Blue Grass Ln, Toms Creek Rd, Quaker Church Rd, Siloam Rd, Copeland School Rd,	F	11	Northwest Piedmont RPO	\$31,586,000	

					Rockford Rd, Twin Oaks Rd, Joe Ln Mill Rd, Friendship Church Rd.					
H170530	Highway	US 601	Cody Trail	Yadkin River	Modernize Roadway	F	11	Northwest Piedmont RPO	\$8,521,000	
H170538	Highway	SR 1363 (Woodruff Rd)	NC 67	NC 67	Modernize roadway	F	11	Northwest Piedmont RPO	\$4,466,000	
H170539	Highway	US 601	NC 67	(SR 1502/1503) Country Club Road	Modernize roadway and improve intersection at Mackie Rd (SR 1134)	F	11	Northwest Piedmont RPO	\$6,997,000	
H170544	Highway	SR 1349 (Rock House Mtn Rd)	SR 1338		Construct Roundabout	F	11	Northwest Piedmont RPO	\$800,000	
H170551	Highway	US 421	US 601 (S State St)		Install roundabout and lengthen ramp to Walnut St	F	11	Northwest Piedmont RPO	\$800,000	
H170553	Highway	SR 1314 (E Main St)	US 601	SR 1765 (Unifi Industrial Rd)	Modernize with pedestrian improvements at 601 & main and mini- roundabout at Van Buren and Main	F	11	Northwest Piedmont RPO	\$2,004,000	
H171321	Highway	NC 67	US 601	W Main St.	Modernize NC 67 from Boonville to East Bend with intersection improvements	F	11	Northwest Piedmont RPO	\$15,294,000	

					at Nebo Rd, Fairground and Main St.					
H171323	Highway	SR 1144 (Johnson Ridge Rd)	NC 286 (E Main St)	NC 268 Bypass (CC Camp Road)	Widen to 3-lane with roundabouts at Parkwood Drive and Claremont Rd. and bike/ped facilities	F	11	Northwest Piedmont RPO	\$22,795,000	
H171325	Highway	NC 103 (E. Pine St)	SR 1742 (Quaker Rd)		Improve Intersection	F	11	Northwest Piedmont RPO	\$1,116,000	
H171327	Highway	NC 67 (Elm St)	NC 67 (Bridge St)	US 21 Bus (W Main St)	Widen and construct roundabouts at N Bridge St. and W Main St.	F	11	Northwest Piedmont RPO	\$3,855,000	
H171474	Highway	SR 1001 (Zephyr Road)	177	SR 1100 (W Atkins St.)	Modernize roadway and construct part on new locations to tie Zephyr into Atkins	F	11	Northwest Piedmont RPO	\$3,614,000	
H172182	Highway	US 21 BUS (N Bridge Street)	NC 268 (CC Camp Rd.)		Improve Intersection by providing additional right turn storage onto East bound NC 268	F	11	Northwest Piedmont RPO	\$558,000	

Figure 3: Submitted Aviation Projects

Aviation Projects

SpotID	Mode	Route/Project Name	Facility	Project Description	Division(s)	MPO(s)/RPO(s)	Total Project Cost	Total Quantitative Score (NCDOT)
A172308	Aviation	Box Hangar	ZEF - Elkin Municipal Airport	This project will include site preparation and construction of one box hangar. Site preparation will also be completed for additional box hangars (leaving site ready platforms). Large Box Hangars are needed to enable additional aircraft to be based in multi aircraft and corporate aircraft hangars at the airport.	11		\$1,365,000	
A170373	Aviation	Taxiway Extension	ZEF - Elkin Municipal Airport	Construct 500 foot runway extension. Project also includes an Environmental Assessment and preliminary engineering in order to properly asses all impacts.	11	Northwest Piedmont RPO	\$2,575,000	
A172306	Aviation	Hangar Construction	MWK - Mount Airy-Surry County Airport	Project consists of the construction of 12 t-hangars. Combined into Project No. 3365.	11	Northwest Piedmont RPO	\$1,112,000	

A172300	Aviation	Hangar Site Preparation and T-Hangar Taxilane - East	ZEF - Elkin Municipal Airport	This project will prepare multiple individual hangar location for build out by the airport or individuals. This project will construct an 10 Unit T-hangar and prepare site ready locations for box hangars on the eastside of the terminal area.	11	Northwest Piedmont RPO	\$2,070,000	
A172303	Aviation	General Aviation Area Expansion	MWK - Mount Airy-Surry County Airport	Project consists of approximately 6,500 square yards of pavement in the future terminal area that could accommodate multiple large aircraft storage hangars or a new terminal building. Combined into Project No. 3365. (Partner Connect #2602)	11	Northwest Piedmont RPO	\$1,216,000	
A172305	Aviation	General Aviation Area Expansion - Phase II	MWK - Mount Airy-Surry County Airport	Project consists of the complete interior airport access road, water and sewer extensions to serve all airport facilities, approximately 10,100 square yards of pavement to the south of Insteel hangar that can accommodate 12 t-hangars. Combined into Project No. 3365. (Partner Connect \$2609)	11	Northwest Piedmont RPO	\$3,110,000	
A172304	Aviation	Apron Expansion	MWK - Mount Airy-Surry County Airport	Project consists of approximately 6,500 square yards of pavement in the future terminal area that could accommodate multiple large aircraft storage hangars or a new terminal building. Combined into Project No. 3365. (Partner Connect # 2594)	11	Northwest Piedmont RPO	\$532,000	

Figure 4: Submitted Bicycle & Pedestrian Projects

Bicycle & Pedestrian Projects

SpotID	Mode	Route/Project Name	From	To	Project Description	Funding Region(s)	Division(s)	MPO(s)/RPO(s)	Total Project Cost	Total Quantitative Score (NCDOT)
B142081	Bicycle & Pedestrian	Hospital Sidewalk Network - S. South Street	Worth Street	Rockford Street	Construct a sidewalk along 1). S. South Street from Worth Street to Rockford Street (Total Length: 1,520 feet); 2). Rockford Street from Penn Street to US 52 (Total Length: 1,500 feet); and 3). Worth Street from South Street to US 52 (Total Length: 1,200 feet).	F	11	Northwest Piedmont RPO	\$784,230	
B170641	Bicycle & Pedestrian	SR 1809 (Old Westfield Rd)	W Main St	Pilot Mountain Middle School	Construct sidewalk on both sides of the road with four crossings of Old Westfield Rd, including an enhanced crossing employing a RRFB signal at the school location.	F	11	Northwest Piedmont RPO	\$824,826	
B170642	Bicycle & Pedestrian	US Bus 21 (N. Bridge St)	NC 268 (CC Camp Rd)	Highland Ave	Construct Sidewalk on west	F	11	Northwest Piedmont RPO	\$289,695	

					side of N. Bridge St.					
B170648	Bicycle & Pedestrian	New Route	NC 1388 (Adams Rd)	US 601 (State St)	Construct multi-use trail on new location.	F	11	Northwest Piedmont RPO	\$375,410	
B142114	Bicycle & Pedestrian	Mt. Airy Middle School Greenway Connector	S. Main Street	Mt. Airy Middle School	Construct a new sidewalk from S. Main Street to Mt. Airy Middle School (Total Length: 2,500 feet) and a greenway connector from Hamburg Street to the school (Total Length: 250 feet).	F	11	Northwest Piedmont RPO	\$385,175	
B170645	Bicycle & Pedestrian	NC 67	Jonesville Town Hall	N. Park Drive	Construct sidewalk on NC 67 from Mayberry Road turning left on Valley Road and ending at N. Park Dr with intersection improvements at NC 67 and Valley Rd.	F	11	Northwest Piedmont RPO	\$423,719	
B170643	Bicycle & Pedestrian	US 21 Bus (W Main St)	Mineral Springs Rd	SR 1300 (Swain St)	Improve sidewalk conditions on both sides of the street and improve intersection at Swain and Main St. with crosswalks, curb	F	11	Northwest Piedmont RPO	\$266,941	

					ramps and other sidewalk improvements as needed.					
B172203	Bicycle & Pedestrian	NC 268 (N. Key St)	SR 1857 (W Main St)	W. 52 Bypass	Construct sidewalk on both sides of N. Key St	F	11	Northwest Piedmont RPO	\$320,751	
B170649	Bicycle & Pedestrian	New Route	NC 1134 (N. Lee Ave)	N. State St. & Oak Street	New multi-use path extending off Northwood Church Rd, splitting in forested area and connecting to N. State Street on one side and Oak St. on the other.	F	11	Northwest Piedmont RPO	\$798,667	
B172133	Bicycle & Pedestrian	Main Street	Sheppards Mill Bridge	Government Center	Construct sidewalk on the south side of Main Street.	D	9	Northwest Piedmont RPO	\$538,038	
B170638	Bicycle & Pedestrian	Nature Center Dr	S. Main St	SR 1201 (Hampton Cir)	Construct sidewalk along Nature Center Drive from Main St to SR 1201 to adjoining sidewalk.	F	11	Northwest Piedmont RPO	\$146,321	

B172213	Bicycle & Pedestrian	NC 268 (S. Key St)	W. Main St.	SR 1886 (Hope Valley Rd)	Enhance existing sidewalk and construct sidewalk on both sides with pedestrian bridge and mid-block crossing with RRFB.	F	11	Northwest Piedmont RPO	\$1,290,997	
B172041	Bicycle & Pedestrian	Yadkinville Road	Valley Road	Senior Center	Construct a sidewalk on the north side of Yadkinville Rd/Wilkesboro St/Meroney St (total length 3,500 feet)	D	9	Northwest Piedmont RPO	\$1,033,940	
B172230	Bicycle & Pedestrian	NC 268	Hope Valley Rd	NC 2048 (Shoals Rd)	Construct sidewalk along both sides of S. Key St	F	11	Northwest Piedmont RPO	\$1,093,557	
B170637	Bicycle & Pedestrian	Cooper Street	Dobson Elementary	Assisted Living Center	Construct Sidewalk	F	11	Northwest Piedmont RPO	\$144,725	
B172250	Bicycle & Pedestrian	SR 2050 (Academy St)	SR 1857 (E Main St)	SR 2050 (Golf Course Rd)	Construct sidewalk on both sides of the road with crosswalks at W Main St, E Marion St, E Pine St and crossing the Yadkin Valley Railroad.	F	11	Northwest Piedmont RPO	\$932,974	

Appendix B: Northwest Piedmont RPO Public Participation Plan

To access to the Public Participation Plan, visit: <http://www.ptrc.org/index.aspx?page=232>.



Agenda Item

Agenda Item VII.

Division 9 Updates

Background

See attached documentation from Division 9

Action Requested

For your information only.

Northwest Piedmont RPO
Transportation Update
Tuesday, December 19, 2017

TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Centrally Managed Projects Under Construction								
17BP.9.R.61 (C203681)	Replace (2) Bridges in Davidson, (1) in Davie, (3) Bridges in Rowan, and (4) Bridges in Stokes County.	May 19, 2015	June 30, 2019	15% Complete Design and construction in progress	\$10,642,621	Smith-Rowe, LLC	Mezak Tucker, PE (336)249-6255	EXPRESS DESIGN BUILD - Br. #73 on Ollie Harkey Rd in Davie Co. closed Oct. 3, 2017 for 120 days for the construction of new bridge. Bridge work is almost complete with roadway tie-in remaining. Br. #86 on Stacy Rothrock Rd in Stokes Co is scheduled to begin Jan. 8, 2018 - closing the road with a detour for 180 days. Br. #104 on Dodgetown Rd in Stokes Co. is scheduled to be replaced mid-February 2018. There will be no road closure for this bridge as new bridge will be constructed outside existing alignment. Bridge #129 on Dan George Rd. and Bridge #224 on Tom Shelton Rd. in Stokes Co. are scheduled to be replaced late 2018. The contract consists of the replacement of (1) bridge in Davie Co. and (4) bridges in Stokes Co., including Br. #73 over Dutchman's Creek on SR 1324 (Ollie Harkey Rd) in Davie Co.; Br. #86 over Snow Creek on SR 1691 (Stacy Rothrock Rd.), Br. #104 over the Dan River on SR 1695 (Dodgetown Rd.), Br. #129 over South Double Creek on SR 1484 (Dan George Rd.), and Br. #224 over Snow Creek on SR 1647 (Tom Shelton Rd.) in Stokes Co.
17BP.9.R.73 (C204004)	EXPRESS DESIGN BUILD - Replace (3) Bridges in Davidson Co and (2) Bridges in Davie Co	June 20, 2017	June 1, 2019	7% Complete Design is underway Construction expected to begin in Spring, 2018	\$6,817,750	RE Burns & Sons, Inc	Kelly Seitz, PE (704)630-3220	EXPRESS DESIGN BUILD - Includes replacement of Bridge #31 on NC 8 over Lick Creek; Bridge #55 on NC 47 over Flat Swamp Creek; and Bridge #82 on NC 47 over Lick Creek in Davidson Co., and Bridge #50 on SR 1411 (Cana Rd) over Dutchman's Creek and Bridge #78 on SR 1338 (County Line Rd) over Hunting Creek in Davie Co.
I-0911A 34147.3.4 (C203965)	DESIGN BUILD - Grading (Widening), Drainage, Paving and ITS on I-40 from West of NC 801 in Davie Co. to SR 1101 (Harper Rd) in Forsyth Co. (2.614 miles)	July 18, 2017	Dec. 31, 2020	6% Complete permitting and Design work in progress	\$71,962,779	Flatiron Constructors, Inc/Blythe Development Co - JV	Jordan Scott, PE (336)293-9610	DESIGN BUILD - Project will widen approximately 3.3 miles of I-40 to a six-lane divided facility from west of NC 801 in Davie County to east of SR 1101 (Harper Road/Tanglewood Park Business Road) in Forsyth County. The project will replace dual bridges on I-40 over the Yadkin River and accommodate a future greenway by replacing the Bert's Way roadway bridge over I-40 with a pedestrian bridge. Design Noise Report draft anticipated mid December with Final report March 2018. Public meeting with Town of Bermuda Run tentatively scheduled in March after final DNR. Construction start March 2018.
Division Managed Projects Under Construction								
17BP.9.C.9 (DI00177)	Replace Culvert #107 on Lynn Branch at SR 1696 (Duggins Rd.) in Stokes County.	Dec. 13, 2017	April 27, 2018 (perm. veg. establishment Oct. 27, 2018)	Availability date Jan. 22, 2018 **	\$625,000	TBD	Matt Jones, PE (336)747-7800	** Availability date for ICT No. 1 - March 5, 2018
17BP.9.R.41 (DI00178)	Replace Bridge #176 over Lick Creek on SR 1926 (Fagg Rd) in Stokes County.	Dec. 13, 2017	ICT No. 1 completion + 180 days	Availability date Jan 22 - Feb 26, 2018	\$623,000	TBD	Matt Jones, PE (336)747-7800	Availability date is work start date after Jan. 22 but before Feb. 26, 2018. ICT No. 1 completion is 100 days from work start date
2017CPT.09.28. 10301.1 2017CPT.09.29. 20301.1 (DI00167)	Milling, Resurfacing, Shoulder Reconstruction and Pavement Markings for 17.35 miles of 4 Sections of Primary routes and 10 sections of Secondary Routes in Davie Co.	May 24, 2017	June 29, 2018	37% Complete	\$3,127,002	APAC-Atlantic, Inc Thompson Arthur Div.	Jeremy Guy, PE (336)747-7900	Contract awarded May 25, 2017. Work began August 5, 2017. The contractor has completed the paving on Farmington Road and does not plan on working on any other map until next year.
I-5765 53008.3.1 (C203929)	Pavement Rehabilitation on 5 miles of I-40 from 1.5 mi. E. of US 64 to 1.2 mi. E. of SR 1410 (Farmington Rd), in Davie County.	Feb. 21, 2017	Oct. 01, 2018 (permanent vegetation established by March 30, 2019)	79% Complete	\$29,690,680	APAC-Atlantic, Inc Thompson Arthur Div.	Jeremy Guy, PE (336)747-7900	The Contractor has completed the work in Segments 2 and 3. All traffic is in its normal pattern with all lanes open as of Thanksgiving, 2017. The Contractor will have periodic lane closures throughout the winter for patching and the removal of crossovers, but no long term lane closures are expected until March, 2018 when they begin work on Segment 1.
R-5789B/C 44919.3.3/4 (DI00175)	Install ADA Ramps, curb & gutter and sidewalks at various locations in Davie and Forsyth Counties	Oct. 25, 2017	May 18, 2018	Availability date Jan. 8, 2018	\$90,631	Eastern Earthscapes & Construction, LLC	Jeremy Guy, PE (336)747-7900	Precon scheduled for December 14, 2017.
Centrally Managed Projects Under Development								

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TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
B-5766 45722.3.1	Replace Bridge #82 over the Dan River on SR 1674 (Sheppard Mill Rd.) in Stokes County	March 15, 2022	TBD	ROW Acquisition March 19, 2021	\$4,350,000	TBD	Kevin Fischer, PE (919)707-6514	*Schedule subject to Approved 2018-2027 STIP - Planning and Design in progress
B-5768 45724.3.1	Replace Bridge #38 over Cedar Creek on NC 801 in Davie County	Oct. 17, 2023	TBD	ROW Acquisition Oct. 21, 2021	\$865,000	TBD	Kevin Fischer, PE (919)707-6514	Schedule subject to APPROVED 2016-2025 STIP - Design work will begin in Fall, 2017. Planning work complete
R-5862A 47549.3.2	Widen US 64 to multilanes from US 601 South of Mocksville to Davidson Co Line	Jan. 1, 2030	TBD	PY	\$76,000,000	TBD	Laura Sutton, PE (919)707-6030	*Schedule subject to Approved 2018-2027 STIP
Division Managed Projects Under Development								
I-5823 50466.3.1	Pavement Rehabilitation on I-40 from W. of US 601 to the Iredell County line.	Jan. 15, 2019	TBD	Planning and Design in progress	\$30,000,000	TBD	Brett Abernathy, PE (336)747-7800	DDRL - Schedule subject to Approved 2018-2027 STIP Coordinate with I-5765
I-5887 46372.3.1	US 52 / Future I-74 at SR 1102 (Trinity Church Rd) near King in Stokes County - Convert existing grade separation to a full movement interchange	Feb. 18, 2025	TBD	ROW Acquisition Feb. 17, 2023	\$5,980,000	TBD	Brett Abernathy, PE (336)747-7800	DDRL - *Schedule subject to Approved 2018-2027 STIP
R-5728 50220.3.1	Intersection Improvements on US 601 at S. Salisbury St. in Mocksville in Davie County.	March 20, 2018	TBD	ROW Acquisition in progress	\$825,000	State Forces	Brett Abernathy, PE (336)747-7800	Schedule subject to Approved 2018-2027 STIP
R-5736 50194.3.1	Widen to Multi-lanes - US 601 from SR 1345 (Blaise Church Rd) to SR 1408 (Cana Rd) in Davie County.	June 15, 2021	TBD	ROW Acquisition June 19, 2020	\$12,320,000	TBD	Brett Abernathy, PE (336)747-7800	DDRL - Schedule subject to Approved 2018-2027 STIP Planning and Design in progress
R-5768 44670.3.1	Upgrade intersection and improve railroad crossing at US 311 and NC 65 in Walnut Cove in Stokes Co	Jan. 21, 2020	TBD	ROW Acquisition Sept. 21, 2018	\$3,300,000	TBD	Brett Abernathy, PE (336)747-7800	DPOC - Schedule subject to Approved 2018-2027 STIP Planning and Design in progress
R-5828 47100.3.1	Construct Roundabout at the intersection of US 311 (S. Main Street) and First Street in Walnut Cove in Stokes Co	July 10, 2019	TBD	ROW Acquisition July 27, 2018	\$650,000	TBD	Brett Abernathy, PE (336)747-7800	*Schedule subject to Approved 2018-2027 STIP
R-5854 47542.3.1	Construct Roundabouts on SR 1410 (Farmington Rd) at I-40 Eastbound Ramp and US 158 intersection	June 26, 2024	TBD	ROW Acquisition June 30, 2023	\$1,788,000	TBD	Brett Abernathy, PE (336)747-7800	*Schedule subject to Approved 2018-2027 STIP
U-6002 47137.3.1	Construct Roundabout at intersection of Yadkinville Road (NS) and Wilkesboro Street (NS) in Davie County.	June 24, 2020	TBD	ROW Acquisition June 29, 2018	\$650,000	TBD	Brett Abernathy, PE (336)747-7800	*Schedule subject to Approved 2018-2027 STIP - Planning and Design in progress
U-6076 47519.3.1	Widen US 158 to three-lane section from SR 1630 (Baltimore Rd) in Davie Co. to SR 1103 (Lewisville Clemmons Rd) in Clemmons	January 1, 2030	TBD	ROW Acquisition Jan. 23, 2026	\$30,102,000	TBD	Brett Abernathy, PE (336)747-7800	*Schedule subject to Approved 2018-2027 STIP Planning and Design in progress
17BP.9.C.3	Replace pipe #2061 on Unnamed Creek at SR 1316 (Dyson Rd.) in Davie County.	TBD	TBD	Planning and Design in progress	\$200,000	TBD	Matt Jones, PE (336)747-7800	Division Let - Due to funding and TIP Program changes, the let date is currently being reviewed.
17BP.9.C.4	Replace pipe #2085 on Branch of Cedar Creek at SR 1436 (Pinebrook School Rd.) in Davie County.	TBD	TBD	Planning and Design in progress	\$200,000	TBD	Matt Jones, PE (336)747-7800	Division Let - Due to funding and TIP Program changes, the let date is currently being reviewed.
17BP.9.C.6	Replace pipe #128 on Elk Creek at SR 1433 (Puckett Rd.) in Stokes County.	Feb. 28, 2018	TBD	Right of Way Acquisition Complete/Utility Relocation underway	\$500,000	TBD	Matt Jones, PE (336)747-7800	Division Let Planning and design is underway.
17BP.9.C.12	Replace pipe #290 on Danbury Creek at SR 1128 (Brown Rd) in Stokes County	Feb. 26, 2020	TBD	Planning and Design in progress	\$450,000	TBD	Matt Jones, PE (336)747-7801	Division Let
17BP.9.R.41	Replace Bridge #176 over Lick Creek on SR 1926 (Fagg Rd) in Stokes County.	Dec. 13, 2017	TBD	Advertised for let	\$875,000	TBD	Matt Jones, PE (336)747-7800	Currently advertised for let
17BP.9.R.72	Replace Bridge #8 over Dan River on NC 704 in Stokes County.	Feb. 27, 2019	TBD	Planning and Design in progress	\$1,750,000	TBD	Matt Jones, PE (336)747-7800	Division Let Planning and design is underway.

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TIP / WBS No.	Description	Let Date	Completion Date	Status	Construction Cost	Contractor	Project Administrator	Comments
Division Managed Projects Under Development								
17BP.9.R.88	Replace Bridge #76 over Dan River on SR 1432 (Collinstown Rd.) in Stokes County	2023	TBD	Planning and Design in progress	\$2,500,000	TBD	Matt Jones, PE (336)747-7800	Division Let Planning and design is underway.
17BP.9.R.90 (Old B-5509)	Replace Bridge #62 over Neatman Creek on SR 1961 (Bolejack Rd) in Stokes County	Jan. 24, 2018	TBD	ROW Acquisition in progress	\$1,200,000	TBD	Matt Jones, PE (336)747-7800	Right of way acquisition in progress. One parcel has potential septic issues. Septic evaluation in progress; potential to delay let to address septic issues.
17BP.9.R.93	Replace Bridge #25 over Bailey Creek on SR 1621 (Beauchamp Rd) in Davie County	Dec. 9, 2020	TBD		\$700,000	TBD	Matt Jones, PE (336)747-7800	Division Let
17BP.9.R.94	Replace Bridge #65 over Bear Creek on SR 1313 (Duke Whitaker Rd) in Davie County	Feb. 9, 2022	TBD		\$725,000	TBD	Matt Jones, PE (336)747-7800	Division Let
17BP.9.R.98	Replace Bridge #15 over Vade Mecum Creek on NC 66 in Stokes County	Sept. 22, 2021	TBD		\$825,000	TBD	Matt Jones, PE (336)747-7800	Division Let
17BP.9.R.100 (Old B-4819)	Replace Bridge #105 over Snow Creek on SR 1697 (Pitzer Rd.) in Stokes County	Sept. 25, 2019	TBD	ROW TBD	\$1,700,000	TBD	Matt Jones, PE (336)747-7800	*Schedule subject to Approved 2018-2017 STIP -With changes to the TIP this project will now be Division Managed and funded by the Division Managed Bridge Program. This project is slated to be accelerated.
17BP.9.R.104 (Old B-5784)	Replace Bridge #125 over North Double Creek on SR 1484 (Dan George Rd) in Stokes County.	Feb. 28, 2019	TBD	ROW Acquisition nearing completion	\$1,085,000	TBD	Matt Jones, PE (336)747-7800	Construction will likely be accelerated to 2018. Looking at combining construction of this bridge with bridge in project 17BP.9.R.61
Completed Projects								
2017CPT.09.41.20852 (D100159)	Asphalt Surface Treatment (AST) on 33.2 miles of 47 Sections of Secondary Routes in Stokes Co.	March 8, 2017	October 6, 2017	100% Complete	\$949,812	Whitehurst Paving Co., Inc.	Jeremy Guy, PE (336)747-7900	All work is complete and accepted for this contract.
2017CPT.09.31.20341 2017CPT.09.34.10851 2017CPT.35.20851 (D100162)	Milling, Resurfacing, Shoulder Reconstruction, and Pavement Markings on 1 Secondary Route in Forsyth and Various Primary and Secondary Routes in Stokes Co (total of 17.34 miles)	April 12, 2017	Oct. 20, 2017	100% Complete	\$2,586,583	Sharpe Brothers	Jeremy Guy, PE (336)747-7900	Contractor began work on June 3, 2017. All work is complete.

Agenda Item X.

RPO Updates

Background

Title VI

All RPOs must develop and adopt a Title VI plan, which includes signed standard USDOT Title VI Assurances, a signed Title VI Policy Statement, and other Title VI elements that are required for sub-recipients of federal funds in accordance with federal law. In the near future please use the template provided by NCDOT's Office of Civil Rights to aid in the development of your RPO's Title VI plan.

Planning Work Program

As a result of the FHWA review of the RPO Program, NCDOT is requiring all RPOs to include indirect cost in their FY18-19 Planning Work Program (PWP) and onward. The new updated PWP template will be released in the coming weeks.

TAC Appointments

Our TAC bylaws require members be appointed annually. You should have received a notice requesting reappointment.

TAC Ethics Requirements

TAC members are required annually to complete ethics requirements. They can fill out a "no change" form if they have no changes from last year. The window to complete ethics requirements starts in January.

Action Requested

For your information only.