

AGENDA



PIEDMONT TRIAD RURAL PLANNING ORGANIZATION

Technical Advisory Committee (TAC) & Technical Coordinating Committee (TCC) Meeting

3:30 pm

Wednesday, February 21, 2018

Location: Piedmont Triad Regional Council 1398 Carrolton Crossing Drive Kernersville

Welcome

- | | | |
|-----|--|-------------|
| I. | Welcome & Conflict of Interest Statement | Jimmy Blake |
| II. | Public Comment Period | Jimmy Blake |

Presentation

- | | | |
|------|------------------------|---------------------------------|
| III. | Piedmont Legacy Trails | Kayla Kohlmann
Kelly Larkins |
|------|------------------------|---------------------------------|

Action Items

- | | | |
|-----|----------------------------------|-------------|
| IV. | October 18, 2017 Meeting Minutes | Jimmy Blake |
| V. | Prioritization 5.0 Policy | Jimmy Blake |

Discussion Items

- | | | |
|-------|---------------------------------------|---------------|
| VI. | TAC Membership Appointments | Kelly Larkins |
| VII. | Prioritization 5.0 Update | Kelly Larkins |
| VIII. | Draft FY 18-19 Planning Work Program | Kelly Larkins |
| IX. | Draft FY 18-19 Local Match Amounts | Kelly Larkins |
| X. | State Ethics Reminder for TAC Members | Kelly Larkins |

Other Business

- | | | |
|-------|---|--------------------|
| XI. | NCDOT Board of Transportation Update | Michael Fox |
| XII. | Division Updates | Division Engineers |
| XIII. | Transportation Planning Division Update | Hemang Surti |
| XIV. | Local Jurisdiction Updates | TCC Members |
| XV. | RPO Update | Kelly Larkins |
| XVI. | New Business | Kelly Larkins |
| XVII. | Adjourn | Jimmy Blake |

Next Meeting Date

April 18, 2018 at 1:30 pm



Agenda Item

Agenda Item III

Piedmont Legacy Trails Presentation

Background

Piedmont Legacy Trails (PLT) is an effort to promote trails and connectivity across the Piedmont in order to create a regional trail network. PLT's mission statement is: "Piedmont Legacy Trails advances regional connections and branding of trails through technical assistance, education, and resource support for trail projects throughout our region."

In an effort to move forward and progress, members of the PLT Steering Committee are currently in the process of presenting this Resolution of Support to county boards, municipal boards, parks and recreation commissions, and transportation organizations.

Attachment(s)

Piedmont Legacy Trails – PTRPO Resolution of Support

Action Requested

Approval.



RESOLUTION OF SUPPORT

Whereas the Piedmont Triad Rural Planning Organization 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 Triad Regional Council, which is a regional planning organization.

Now, Therefore, Be It Resolved that the Piedmont Triad Rural Planning Organization 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 TRIAD
RURAL PLANNING ORGANIZATION

A g e n d a I t e m

Agenda Item IV

October 18, 2017 Meeting Minutes

Background

The minutes are presented for your review and approval.

Attachment(s)

October 18, 2017 Meeting Minutes.

Action Requested

Approval.

PIEDMONT TRIAD RURAL PLANNING ORGANIZATION

MINUTES

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

October 18, 2017

Meeting Attendees

TAC Members

Jimmy Blake (Chair)	Town of Biscoe
Alvin Foster (Vice Chair)	Town of Yanceyville
Walker Moffitt	City of Asheboro
Mark Richardson	Rockingham County
David Owen	Caswell County
Jackie Morris	Montgomery County

RPO Staff

Kelly Larkins	PTRC
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Guests

Emily McVey	UNC Greensboro
Mark Schulz, Ph.D.	UNC Greensboro

TCC Members

Hemang Surti	NCDOT, TPD
Ed Lewis	NCDOT, Division 7
Jason Julian	NCDOT, Division 7
Caleb Tilley	NCDOT, Division 7
Chris Smitherman	NCDOT, Division 7
Bryan Kluchar	NCDOT, Division 8
Jennifer Britt	NCDOT, Division 8
Greg Patton	City of Randleman
Donna Setliff	City of Reidsville
Tonya Caddle	Rockingham County
Kelly Stultz	City of Eden
Jeffrey Bullins	Town of Mayodan
Michael Brandt	Town of Mayodan
George T. Murphy	Town of Wentworth
Wannetta Mallette	BGMPO

The meeting began at 2:00 pm.

Welcome

- I. **Welcome & Conflict of Interest Statement.** Mr. Jimmy Blake welcomed those in attendance, reviewed the agenda, opened the meeting, and read the conflict of interest statement. No one indicated any conflict(s) of interest.
- II. **Public Comment.** Mr. Blake asked for public comment, but no comments were offered.

Presentation

- III. **40 Years of Bicycle and Pedestrian Fatalities in the Triad.** Mr. Kelly Larkins introduced Ms. Emily McVey, a Master of Public Health student from UNCG. Ms. McVey presented her research project which examined 40 years of bicycle and pedestrian data on fatalities within the PTRPO counties.

Action Items

- IV. **August 16, 2017 Meeting Minutes.** Mr. Blake shared the meeting minutes with the group. Mr. Alvin Foster made a motion to approve the minutes from the August 16, 2017, meeting and Mr. Mark Richardson seconded the motion. The motion passed unanimously.
- V. **September 22, 2017 Meeting Minutes.** Mr. Blake shared the meeting minutes with the group. Mr. David Owen made a motion to approve the minutes from the September 22, 2017, meeting and Mr. Richardson seconded the motion. The motion passed unanimously.
- VI. **Revised Memorandum of Understanding and Bylaws.** Mr. Larkins presented members final drafts of the Memorandum of Understanding (MOU) and Bylaws for the PTRPO. He reminded members that changes in the document have been reviewed by the PTRPO TAC and TCC, NCDOT's Transportation Planning Division, and the North Carolina Attorney General's Office. Mr. Richardson made a motion to approve the revised MOU and Bylaws and Mr. Foster seconded the motion. The motion passed unanimously.
- VII. **2018 Meeting Dates.** Mr. Larkins presented members the following list of 2018 PTRPO meeting dates: February 21, April 18, June 20, August 15, October 17, and December 19. He reminded those present that all meetings will start at 1:30 pm unless otherwise noted in advance, and the meeting location will continue to be PTRC Offices at 1398 Carrollton Crossing, Kernersville, NC. Mr. Richardson made a motion to approve the 2018 meeting dates and Mr. Owens seconded the motion. The motion passed unanimously.

Discussion Items

- VIII. **Prioritization 5.0 Update.** Mr. Larkins noted that local transportation projects submitted into the prioritization process were entered into an online database which closed on Friday, September 29 at 5:00 pm. Mr. Larkins also reminded members of the Prioritization 5.0 timeline and announced the final membership list for the Prioritization 5.0 Policy Committee.
- IX. **TAC Membership Appointments.** Mr. Larkins announced that in addition to regular member appointments to the TAC this coming year, he would also recommend that municipalities in each county decide on an elected official for the alternate position as well. He noted that none of the four PTRPO counties currently has an alternate selected. Mr. Larkins noted that he would be reaching out to municipalities in the next few months with more information.
- X. **2018 Presentations.** Mr. Larkins asked TAC and TCC members for assistance in determining meeting presentation topics in 2018.

Other Business

- XI. **Division Updates**
 - **Division 7** – Mr. Ed Lewis provided a written and verbal report.
 - **Division 8** – Mr. Bryan Kluchar provided a written and verbal report.
- XII. **TPB Update.** Mr. Hemang Surti provided a verbal report.
- XIII. **Local Updates.** No update was provided.
- XIV. **RPO Update.** Mr. Larkins provided TAC and TCC members a list of 2017 Powell Bill allocations.
- XV. **New Business.** Mr. Lewis provided information on NCDOT's new High Impact Low Cost program.
- XVI. **Adjourned.** Mr. Blake adjourned the meeting.

The meeting was recessed at 2:53 pm.

James (Jimmy) Blake, TAC Chair

Date

Kelly Larkins, Secretary

Date



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

A g e n d a I t e m

Agenda Item V

Prioritization 5.0 Policy

Background

The Prioritization 4.0 Policy was revised to reflect changes to the statewide Prioritization process and to clarify public outreach efforts that will be undertaken by the PTRPO. The Policy revision process consisted of review by the PTRPO Prioritization Policy Committee, public review during a 14-day period, and finally a review by the NCDOT Methodology Review Committee and SPOT Office.

Attachment(s)

Prioritization 5.0 Policy.

Action Requested

Approval.



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION
Prioritization Policy

Adopted by the PTRPO TAC on _____, 2018.

Introduction

Background

The original Transportation Reform was initiated under Executive Order No. 2 in 2009. It mandates a professional approval process for project selection. In response, NCDOT created the Strategic Prioritization Process. Prioritization Process 1.0, 2.0, and 3.0 were used to develop Transportation Improvement Programs (TIP) between FY 2012 and FY 2025. Significant changes were made to the process driven by House Bill 817 also known as Strategic Transportation Investments (STI). The bill established funding tiers (Statewide, Regional, and Division) and allocations across all modes. The new process was used for Prioritization 4.0, which supported the FY 2018-2027 TIP and will be used for Prioritization 5.0. You may view more information on the Strategic Transportation Investments (STI) at <http://www.ncdot.gov/strategictransportationinvestments/default.html>.

Prioritization 5.0 will be used for the 2020-2029 TIP development. NCDOT Board of Transportation approved the criteria in June 2017 while projects may be submitted to NCDOT beginning in July 2017. The first five years (2020-2024), also known as the Five Year Work Program, is considered committed while the Developmental Plan (years 2025-2029) is subject to change. Prioritization 5.0 continues to be a multi-modal process. Highway, public transportation, bicycle, pedestrian, aviation, and rail project needs will be evaluated. Prioritization 5.0 will cover newly submitted project needs as well as projects categorized as *Carryover* from Prioritization 4.0 but which were unfunded or not committed.

NCDOT's Data Driven Quantitative Scoring of Project Need

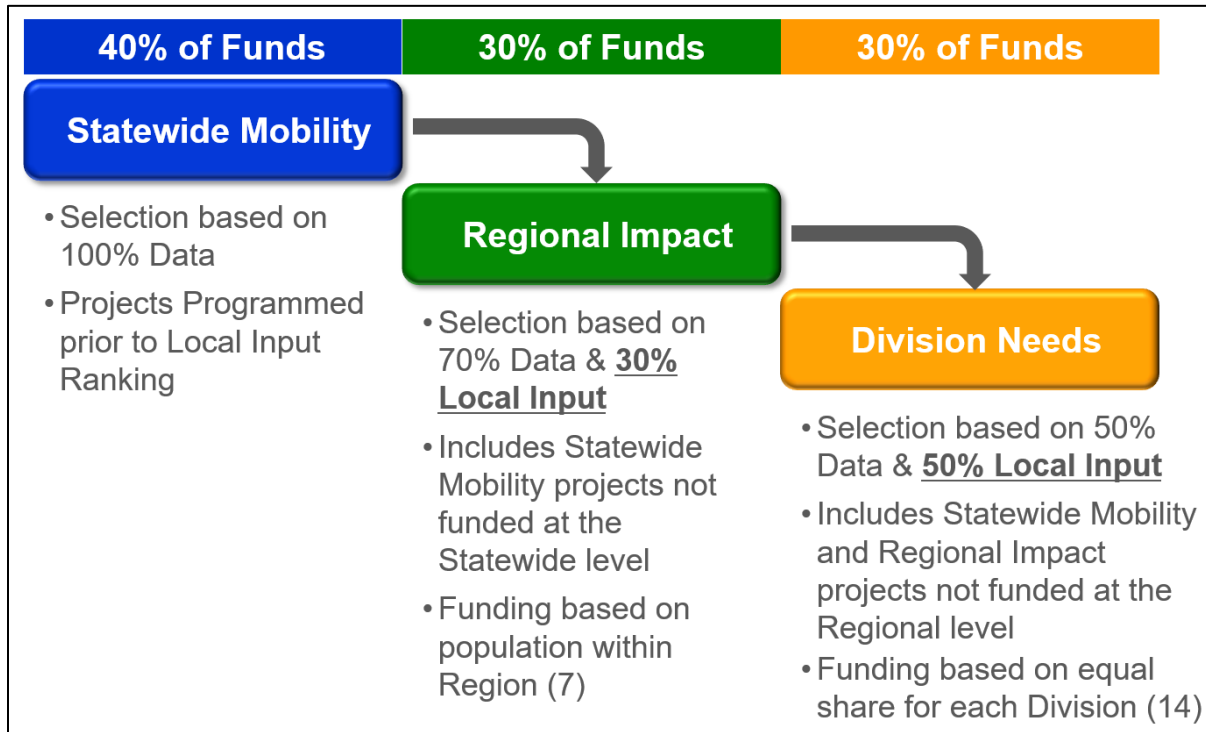
Prioritization 5.0 Scoring involves three (3) components: 1) a data driven, quantitatively scored estimate of project need, 2) PTRPO local input, and 3) NCDOT Division priority score. The first step of Prioritization 5.0 is the identification of projects for evaluation and scoring by NCDOT's Strategic Prioritization Office of Transportation (SPOT).

Project Eligibility by Funding Category

The following provides an overview of which types of projects can be submitted to each of the three (3) funding categories established by the STI legislation.

- **Statewide Mobility Projects:** Highway projects (Interstate, US, NC routes), and rail projects involving freight or safety improvements. Final rank determined by quantitative score.
- **Regional Impact Projects:** All highway projects on US and NC Routes, any rail passenger service project that is not a station improvement, and unfunded statewide projects that have cascaded down.
- **Division Needs Projects:** All projects on routes considered but not funded at the regional level and projects involving SR routes, bicycle and pedestrian, aviation projects, and passenger rail stations. Note that any projects that are funded at the regional level will be removed from the process before the PTRPO assigns final local input points.

STI Funding Categories



About this Policy

The policy is made up of four (4) parts:

- **Part I – Project Submittals:** The first part of this document describes the three (3) different types of projects found in the pre-submittal database and how many total projects per mode the Piedmont Triad Rural Planning Organization (PTRPO) can submit for Prioritization 5.0 (P5.0).
- **Part II – Identification of Projects:** The second part of this document describes how projects are selected locally for consideration by NCDOT and scored by the Strategic Prioritization Office of Transportation (SPOT).
- **Part III – Local Points Assignment:** The third part of this document describes how projects are ranked and scored locally by the PTRPO.
- **Part IV – Public Involvement:** The fourth part of this document describes how the PTRPO will involve the public and how input is gathered, during the Prioritization process.

Part I – Project Submittals

NCDOT has streamlined the listing of projects in the database. The database currently includes projects which have been categorized as either Committed or Carryover. The definition of each of these categories is as follows:

- **Committed projects** are defined as projects that are programmed for Right-of-Way or Construction in the first five (5) years (2018-2022) in the Final 2018-2027 STIP. Committed projects will continue to move forward toward construction and are not subject to re-evaluation in P5.0. This is the same approach used in P4.0.
- **Carryover projects** are defined as projects that automatically carry over from P4.0 for evaluation in P5.0. These projects must meet one of the following conditions:
 - The project is programmed in the Final 2018-2027 STIP, but not considered a Committed project. These projects generally are programmed for Right-of-way or Construction in 2023 or later (second 5 years, i.e. years 6-10). Note that if a project is programmed for Right-of-Way in the first 5 years and programmed for Construction in the second 5 years, it is considered a Committed project and not subject to re-evaluation in P5.0.
 - The project is a sibling of a programmed project (i.e., if section A is programmed in any year (1- 10), then sections B, C, D – all unfunded – would remain in database).
 - The project has a NEPA document completed within the last 10 years (January 1, 2007 or later) or the NEPA document was actively being worked on as of December 31, 2016.
- **Holding Tank** projects must be resubmitted to be considered for funding.

Total Project Submittals

The P5.0 Workgroup reached consensus in December 2016 to use the “Base Plus” approach to determine the maximum number of project submittals for MPOs and RPOs for each mode. The number of submittals for each planning organization is calculated as follows:

A base number of 12 submittals, plus the following:

- One additional submittal for every 50,000 in population within the planning organization’s geographic boundary.
- One additional submittal for every 500 centerline miles within the planning organization’s geographic boundary.

Notes:

- Population estimates are rounded to the nearest 50,000 and are based on 2015 Census data (American Community Survey).
- Centerline miles are rounded to the near 500 and are based on January 2017 NCDOT Linear Referencing System (LRS).

For P5.0, the PTRPO will receive a total of **25 submittals per mode** based on the following data:

Initial Submittals	2015 Census Pop.	Population rounded to nearest 50,000	Additional Submittals Based on Population	Centerline Miles	Centerline Miles rounded to nearest 500	Additional Submittals based on Centerline Miles	Maximum Submittals for Each Mode
12	250,859	250,000	5	3,942	4,000	8	25

Part II – Identification of Projects

How are Projects Submitted and Scored at the State Level

The Statewide Mobility category is 100% data driven. The remaining Regional Impact and Division Needs categories can involve up to three scoring components:

1. A data driven, quantitatively scored estimate of project need;
2. RPO local point assignments; and
3. NCDOT Division Engineer point assignments.

The first step of Prioritization is the **Identification of Projects** (Part II) for evaluation and data driven scoring by NCDOT's Strategic Planning Office of Transportation (SPOT). The project submittal is guided by the following constraints:

Aviation, Bike/Ped, Highway, Rail, and Public Transportation

The PTRPO can submit up to **25 projects for each mode**. These projects can be either new or from the Holding Tank (submitted during a previous Prioritization but did not score high enough to receive funding) and not in the SPOT Database (*previously scored projects will already be in the database*).

Ptrpo staff will begin identification of projects for evaluation, by compiling a list of candidate projects from previous submissions and recent planning efforts. Staff will coordinate with potential implementing sponsor agencies (including member governments, airport authorities, public transportation providers and other stakeholders).

Ptrpo staff will then screen the candidate project list to narrow it to not exceed the maximum number of new project submittals. The PTRPO staff will also consult the County Prioritization Committee, consisting of TAC and TCC members from each County. The TAC will review and take action on the recommended list of new project submittals before the submittal window opens. NCDOT intends to return the PTRPO's scored projects according to the schedule released by the SPOT Office. The screening process will consider a range of factors including:

- Eligibility requirements (e.g.; safety, in an adopted plan, etc.).
- Relative need.
- Competitiveness based on the NCDOT ranking process and criteria.
- Realistic potential for funding and implementation for the STIP out years.

Once the scores are returned, the PTRPO will be able to apply local points according to criteria outlined in Part III – Local Points Assignment. The results of the PTRPO ranking methodology will be compared to the results of the NCDOT's scoring of project need. Other factors like project readiness, available funding, and RPO priorities will also be discussed. A final decision on how to allocate PTRPO priority points will then be made before the Local Input Point window closes for point assignments.

Proposed Methodology: Identification of Projects for Evaluation

Demonstration of project need is key to a project's competitiveness under NCDOT's project selection process. The selection criteria material is provided in the following order: highway, public transportation, bicycle and pedestrian projects, aviation and rail.

Highway Projects

Project Types

Roadway Mobility (Prioritized)

Roadway mobility projects increase roadway capacity to meet traffic demand and move traffic more efficiently. Such projects should be identified in a Comprehensive Transportation Plan (CTP) or other adopted plan to be eligible. Examples include:

- Widen roadway.
- Construction of a new roadway (including relocation of existing roadway sections).
- Intersection improvements.
- Interchange construction or reconstruction.
- Access management improvements.
- Widen roadway lane and/or shoulder width.
- Adding turn lanes.
- Upgrading to current design standards (including interstate standards).

Project Eligibility Requirements

For consideration as a new project submittal, the project should meet as many of the following criteria as possible:

- Part of locally adopted plan or a Comprehensive Transportation Plan (CTP), or have a local resolution of support.
- Exhibit high crash rates.
- Support access to existing employment centers.
- Address road capacity issues or congestion.
- Include facilities for bicycles (except on fully controlled access highways where bicycles are prohibited), pedestrian and/or public transportation (except Interstate facilities).
- Involve collaboration between jurisdictions (where applicable).

Submission, Scoring, and Point Allocation Process

- The PTRPO may submit up to twenty-five (25) highway projects for Prioritization 5.0.
- NCDOT's SPOT Office will generate a quantitative score for each project based on a pre-determined set of criteria.
- PTRPO Staff will apply the scoring methodology outlined in Part II of this document to all eligible projects resulting with each project receiving a final ranking from highest to lowest.
- Each respective County Prioritization Committee will meet to discuss project rankings and determine local priority projects as needed.
- In absence of a County Prioritization Committee rank, the PTRPO TAC/TCC may use the data driven criteria to determine what projects rank highest in each County.
- The final ranking for each project will determine how many local input points it will receive.
- The PTRPO TCC will discuss the results of the quantitative scoring and local input points and make a recommendation regarding the final point allocations to the TAC.
- The PTRPO TAC will discuss and approve the final point allocations and apply Flex Points to select projects at their discretion.
- Final project points will be submitted by PTRPO Staff to NCDOT through SPOT Online.

NCDOT Highway Data Driven Criteria Summary

Funding Category	Quantitative Data
Statewide Mobility	<p>Congestion = 30%</p> <ul style="list-style-type: none"> Measures existing level of mobility along roadways by indicating congested locations and bottlenecks. <p>Benefit/Cost = 25%</p> <ul style="list-style-type: none"> Measures the expected benefits of the project over a 10 year period against the estimated project cost to NCDOT. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measures existing crashes along/at the project and calculate future safety benefits. <p>Freight = 25%</p> <ul style="list-style-type: none"> Accounts for key indicators of freight movement. <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> Measures the economic benefits the transportation project is expected to provide in economic activity (GDP) and jobs over 10 years. <p>Total = 100% (0% Local Input)</p>
Regional Impact	<p>Congestion = 20%</p> <ul style="list-style-type: none"> Measures existing level of mobility along roadways by indicating congested locations and bottlenecks. <p>Benefit/Cost = 20%</p> <ul style="list-style-type: none"> Measures the expected benefits of the project over a 10 year period against the estimated project cost to NCDOT. <p>Safety = 10%</p> <ul style="list-style-type: none"> Measures existing crashes along/at the project and calculate future safety benefits. <p>Freight = 10%</p> <ul style="list-style-type: none"> Accounts for key indicators of freight movement. <p>Accessibility/Connectivity = 10%</p> <ul style="list-style-type: none"> Improves access to opportunity in rural and less-affluent areas and improve interconnectivity of the transportation network. <p>Total = 70% + (15% Division Rank + 15% RPO Rank)</p>
Division Needs	<p>Congestion = 15%</p> <ul style="list-style-type: none"> Measures existing level of mobility along roadways by indicating congested locations and bottlenecks. <p>Benefit/Cost = 15%</p> <ul style="list-style-type: none"> Measures the expected benefits of the project over a 10 year period against the estimated project cost to NCDOT. <p>Safety = 15%*</p> <ul style="list-style-type: none"> Measures existing crashes along/at the project and calculate future safety benefits. <p>Accessibility/Connectivity = 5%*</p> <ul style="list-style-type: none"> Improves access to opportunity in rural and less-affluent areas and improve interconnectivity of the transportation network. <p>Freight = 0%*</p> <ul style="list-style-type: none"> Accounts for key indicators of freight movement. <p>Total = 50% + (25% Division Rank + 25% RPO Rank)</p>

*On August 16, 2017 the PTRPO TAC approved the use of Alternative Criteria for Division Needs Highway projects in both Division 7 and Division 8. Criteria affected by the change include Safety, Accessibility/Connectivity, and Freight. The final Alternative Criteria is shown in the above table.

Public Transportation Projects

Project Types

NCDOT requires only submitting projects in which a local funding source has been identified.

Mobility

These project types are focused on increasing efficiency. Example projects include:

- Route-specific vehicles (for new or expanded service).
- Fixed guideway (Light Rail, Commuter Rail).
- Bus Rapid Transit (BRT).
- Bus-on-shoulder-system (BOSS)/Busway.

Demand Response

Example projects include:

- Vehicles.

Facilities

These project types are focused on replacing, improving, or constructing new public transportation-related facilities. Examples of projects include:

- Passenger stations.
- Stops/shelters.
- Park and rides lots.
- Administration/Maintenance buildings.

Project Eligibility Requirements

Only Capital (expansion and facilities) projects will be scored and ranked.

Submission, Scoring, and Point Allocation Process

- The PTRPO may submit up to twenty-five (25) public transportation for Prioritization 5.0.
- NCDOT's SPOT Office will generate a quantitative score for each project based on a pre-determined set of criteria.
- PTRPO Staff will rank public transportation based on NCDOT's quantitative score.
- The final ranking for each project will determine how many local input points it will receive.
- The PTRPO TCC will discuss the results of the quantitative scoring and make a recommendation regarding the final point allocations to the TAC.
- The PTRPO TAC will discuss and approve the final point allocations and apply Flex Points to select projects at their discretion.
- Final project points will be submitted by PTRPO Staff to NCDOT through SPOT Online.

NCDOT Public Transportation Data Driven Criteria Summary

Funding Category	Public Transportation Scoring (Mobility) Quantitative Data
Regional Impact	<p>Impact = 15%</p> <ul style="list-style-type: none"> Measure = Number of trips affected by project. <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measure: Total Trips/Service population. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measure = Total trips/Total revenue seat hours. <p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measure: Additional trips/(Cost to NCDOT/Lifespan of project). <p>Total = 70% + 30% Local Input</p>
Division Needs	<p>Impact = 10%</p> <ul style="list-style-type: none"> Measure = Number of trips affected by project. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> Measure: Total Trips/Service population. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measure = Total trips/Total revenue seat hours. <p>Cost Effectiveness = 20%</p> <ul style="list-style-type: none"> Measure: Additional trips/(Cost to NCDOT/Lifespan of project). <p>Total = 50% + 50% Local Input</p>

Funding Category	Public Transportation Scoring (Demand Response) Quantitative Data
Regional Impact	<p>Impact = 10%</p> <ul style="list-style-type: none"> Measure = Number of trips affected by project. <p>Demand/Density = 20%</p> <ul style="list-style-type: none"> Measure: Total hours with the project in place/Service population. <p>Efficiency = 15%</p> <ul style="list-style-type: none"> Measure = Vehicle Utilization Ratio. <p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> Measure: Additional trips/(Cost to NCDOT/Lifespan of project). <p>Total = 70% + 30% Local Input</p>
Division Needs	<p>Impact = 10%</p> <ul style="list-style-type: none"> Measure = Number of trips affected by project. <p>Demand/Density = 15%</p> <ul style="list-style-type: none"> Measure: Total hours with the project in place/Service population. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> Measure = Vehicle Utilization Ratio. <p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> Measure: Additional trips/(Cost to NCDOT/Lifespan of project). <p>Total = 50% + 50% Local Input</p>

Funding Category	Public Transportation Scoring (Facilities) Quantitative Data
Regional Impact	<p>Impact = 20%</p> <ul style="list-style-type: none"> • Measure = Number of trips affected by project. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> • Measure: Ridership Growth Trend for the Previous 5 Years. <p>Efficiency = 15%</p> <ul style="list-style-type: none"> • Measure = Efficiency Score. <p>Cost Effectiveness = 25%</p> <ul style="list-style-type: none"> • Measure: Additional trips/(Cost to NCDOT/Lifespan of project). <p>Total = 70% + 30% Local Input</p>
Division Needs	<p>Impact = 15%</p> <ul style="list-style-type: none"> • Measure = Number of trips affected by project. <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> • Measure: Ridership Growth Trend for the Previous 5 Years. <p>Efficiency = 10%</p> <ul style="list-style-type: none"> • Measure = Efficiency Score. <p>Cost Effectiveness = 15%</p> <ul style="list-style-type: none"> • Measure: Additional trips/(Cost to NCDOT/Lifespan of project). <p>Total = 50% + 50% Local Input</p>

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).

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.

Project Funding Requirements

NCDOT requires submitting bicycle and pedestrian projects with a minimum cost of \$100,000 and recommends not exceeding \$500,000. Local governments are responsible for providing the necessary non-federal match (usually 20% of the project's total cost). NCDOT may reimburse for costs associated with right-of way acquisition, alongside other eligible costs such as preliminary engineering and construction, which may be reimbursed subject to federal guidelines and the municipal agreement.

Project Eligibility Requirements

For consideration on the List of New Project Submittals:

- In a locally adopted plan. Adopted bicycle plans, greenway plans, pedestrian plans, Safe Routes to School action plans, comprehensive transportation plans (CTPs) and long range transportation plans that identify the specific project of interest are an acceptable type of plan.
- Preliminary Evaluation/Study Completed (statement of need, public input and constraints).
- 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 1/2 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, Scoring, and Point Allocation Process

- The PTRPO may submit up to twenty-five (25) bicycle/pedestrian projects for Prioritization 5.0.
- NCDOT's SPOT Office will generate a quantitative score for each project based on a pre-determined set of criteria.
- PTRPO Staff will apply the scoring methodology outlined in Part III of this document to all eligible projects resulting with each project receiving a final ranking from highest to lowest.
- Each respective County Prioritization Committee will meet to discuss project rankings and determine local priority projects as needed.

- In absence of a County Prioritization Committee rank, the PTRPO TAC/TCC may use the data driven criteria to determine what projects rank highest in each County.
- The final ranking for each project will determine how many local input points it will receive.
- The PTRPO TCC will discuss the results of the quantitative scoring and local input points and make a recommendation regarding the final point allocations to the TAC.
- The PTRPO TAC will discuss and approve the final point allocations and apply Flex Points to select projects at their discretion.
- Final project points will be submitted by PTRPO Staff to NCDOT through SPOT Online.

NCDOT Bicycle and Pedestrian Data Driven Criteria Summary

Funding Category	Quantitative Data
Division Needs	<p>Safety = 15%</p> <ul style="list-style-type: none"> • Measure: (Number of crashes x 40%) + (Posted speed limit x 20%) + (Crash severity x 20%) + (Project safety benefit x 20%) <p>Access = 10%</p> <ul style="list-style-type: none"> • Measure: (Destination Type x 50%) + (Distance to Prime Destination x 50%) <p>Demand/Density = 10%</p> <ul style="list-style-type: none"> • Measure: Number of households and employees per square mile near facility. <p>Connectivity = 10%</p> <ul style="list-style-type: none"> • Measure: Degree of bike/ped separation from roadway, connectivity to a similar or better project type, part of/connection to a national/state/regional bike route. <p>Cost Effectiveness = 5%</p> <ul style="list-style-type: none"> • Measure: (Safety + Access + Demand + Connectivity)/Cost to NCDOT <p>Total = 50% + 50% Local Input</p>

Aviation Projects

Project Types

Aviation projects include capital improvements such as Pavement Expansions that increases capacity – i.e. a runway extension, a new taxiway, an aircraft parking apron expansion, Pavement Strengthening, Land Acquisition, Terminal Building Expansions, New Buildings – i.e. New Terminal buildings, hangars, New Navigational Aid Equipment – i.e. Glideslope, Localizer, and other equipment to improve capacity, and New Lighting Systems – i.e. Runway and Taxiway edge lighting. Typically the improvements are included in an Airport Land Plan or in a capital improvement program.

Project Eligibility Requirements

For consideration on the List of New Project Submittals: In an adopted Airport Land Plan or similar plan adopted and submitted by the airport authority.

Submission, Scoring, Point Allocation Process

- The PTRPO may submit up to twenty-five (25) aviation projects for Prioritization 5.0.
- NCDOT's SPOT Office will generate a quantitative score for each project based on a pre-determined set of criteria.
- PTRPO Staff will apply the scoring methodology outlined in Part II of this document to all eligible projects resulting with each project receiving a final ranking from highest to lowest.
- Each respective County Prioritization Committee will meet to discuss project rankings and determine local priority projects as needed.
- In absence of a County Prioritization Committee rank, the PTRPO TAC/TCC may use the data driven criteria to determine what projects rank highest in each County.
- The final ranking for each project will determine how many local input points it will receive.
- The PTRPO TCC will discuss the results of the quantitative scoring and local input points and make a recommendation regarding the final point allocations to the TAC.
- The PTRPO TAC will discuss and approve the final point allocations and apply Flex Points to select projects at their discretion.
- Final project points will be submitted by PTRPO Staff to NCDOT through SPOT Online.

NCDOT Aviation Data Driven Criteria Summary

Funding Category	Quantitative Data
Division Needs	<p>NCDOA Project Rating = 25%</p> <ul style="list-style-type: none"> • Measure: NCDOA Project Rating. <p>FAA Airport Capital Improvement Plan = 10%</p> <ul style="list-style-type: none"> • FAA Airport Capital Improvement Plan (ACIP) rating. <p>Non-State Contribution Index = 5%</p> <ul style="list-style-type: none"> • Measure: Percent of Local Contribution vs State Contribution. <p>Benefit Cost = 10%</p> <ul style="list-style-type: none"> • Measure: Total Economic Contribution/Cost to NCDOT. <p>Total = 50% + 50% Local Input</p>

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

For consideration on the List of New Project Submittals: 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, Scoring, Point Allocation Process

- The PTRPO may submit up to twenty-five (25) rail projects for Prioritization 5.0.
- NCDOT's SPOT Office will generate a quantitative score for each project based on a pre-determined set of criteria.
- PTRPO Staff will rank rail projects based on NCDOT's quantitative score.
- The final ranking for each project will determine how many local input points it will receive.
- The PTRPO TCC will discuss the results of the quantitative scoring and make a recommendation regarding the final point allocations to the TAC.
- The PTRPO TAC will discuss and approve the final point allocations and apply flex points to select projects at their discretion.
- Final project points will be submitted by PTRPO Staff to NCDOT through SPOT Online.

NCDOT Rail Data Driven Criteria Summary

Funding Category	Quantitative Data
Statewide (Class I Freight Projects Only)	<p>Benefit-Cost = 35%</p> <ul style="list-style-type: none"> • Measure: Benefit-cost score. <p>System Opportunities = 15%</p> <ul style="list-style-type: none"> • Measure: (Accessibility/Connectivity score x 50%) + (Multimodal score x 50%). <p>Safety = 30%</p> <ul style="list-style-type: none"> • Measure: Safety score. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> • Measure: (Volume/Capacity score x 75%) + (Highway Diversion score x 25%). <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> • Measure: Economic Competitive score. <p>Total = 100%</p>
Regional Impact (Freight / Passenger)	<p>Benefit-Cost = 25%</p> <ul style="list-style-type: none"> • Measure: Benefit-cost score. <p>System Opportunities = 10%</p> <ul style="list-style-type: none"> • Measure: (Accessibility/Connectivity score x 50%) + (Multimodal score x 50%). <p>Safety = 15%</p> <ul style="list-style-type: none"> • Measure: Safety score. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> • Measure: (Volume/Capacity score x 75%) + (Highway Diversion score x 25%). <p>Economic Competitiveness = 10%</p> <ul style="list-style-type: none"> • Measure: Economic Competitive score. <p>Total = 100%</p>
Division Needs (Freight / Passenger)	<p>Benefit-Cost = 10%</p> <ul style="list-style-type: none"> • Measure: Benefit-cost score. <p>System Opportunities = 15%</p> <ul style="list-style-type: none"> • Measure: (Accessibility/Connectivity score x 50%) + (Multimodal score x 50%). <p>Safety = 10%</p> <ul style="list-style-type: none"> • Measure: Safety score. <p>Capacity and Diversion = 10%</p> <ul style="list-style-type: none"> • Measure: (Volume/Capacity score x 75%) + (Highway Diversion score x 25%). <p>Economic Competitiveness = 5%</p> <ul style="list-style-type: none"> • Measure: Economic Competitive score. <p>Total = 100%</p>

PART III – Local Points Assignment

The PTRPO has a pool of points to award to 1) Regional and 2) Division level projects; 1500 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.

Local Input Point Assignment Procedures

1. Calculating Rankings

Piedmont Triad RPO staff will score all projects according to the PTRPO approved criteria.

2. Rankings List Preparation and Distribution

Once all projects in each mode have been scored according to the qualitative and quantitative criteria for that mode, PTRPO staff will develop a ranked list of projects as a whole based on the outcome of the scoring. This ranked list of all projects in all modes will be used to develop the recommended point assignments.

3. Preliminary Distribution of SPOT Points Allowance

• Regional Level (1500 Points Total)

- Highway: Top 13 scoring highway projects will receive 100 points each.
- Public Transportation: Top scoring Regional Impact public transportation project will receive 100 points.
- Rail: Top scoring Regional Impact rail project will receive 100 points.
- If there are no public transportation or rail projects to score, the next highest ranking highway projects will receive 100 points each until 1500 points is reached.

• Division Level (1100 Points Total)

- Highway: Top five (5) Scoring projects will receive 100 points each.
- Public Transportation: Top scoring Division Needs public transportation project will receive 100 points.
- Aviation: Top Scoring Projects for each of the three (3) airports will receive 100 points each.
- Bike/Ped: Two (2) of the top five (5) Scoring Projects will receive 100 points each with at least one in NCDOT Division 7 and 8 respectively.
- *Any remaining points not allocated for non-highway projects will be converted into Flex Points (see below).*

• Division Level Flex Points (400 Points Total)

400 points are automatically 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. Rationale associated with point adjustments using Flex Points will be placed on the PTRPO 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.

4. Final Points Assignment

The final point assignments will be made by the TAC after review and recommendation by the TCC and after a public review period. Any rationale for point assignments made by the TAC or via public input which deviate from this local methodology will be placed on the PTRPO website.

Highway Points

The following has been determined to be important in the selection of highway projects for prioritization within the RPO: Congestion, Accessibility, Freight, Economic Development, Environmental Justice, Safety and Local Qualitative Score.

- **Congestion:** A project will receive points with higher volume to capacity ratio.
- **Project Time in STIP:** A project will receive points if unfunded in previous STIP.
- **Freight:** A project will receive points if it improves access to airports, freight distribution facilities, or major commercial/industrial districts OR access and/or enhances freight movement to regional and national economic centers. Source: Staff determination and NCDOT data.
- **Economic Development:** A project will receive points if it improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment. Source: Staff determination and local jurisdictions.
- **Environmental Justice:** A project will receive points if it benefits Minority and Low-Income (MLI) populations. Source: Environmental Justice maps.
- **Safety:** A project with higher SPOT safety points will receive higher local points. The SPOT online tool creates the safety score based on safety benefits, crash rates, severity, and density. Source: NCDOT SPOT Office.
- **Project Costs (Division Needs):** A project will receive higher points if it cost lower than \$10 million.
- **Local Priority - 30 Points Maximum:** Five (5) highway projects from each County are eligible to receive 30 points (in Regional Impact) or 20 points (in Division Needs) 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 30 or 20 points to each project.

Qualitative and Quantitative Criteria – Highway Regional Impact					
Points	0 points	5 points	10 points	15 points	20 points
Congestion (15 Max)	Volume to capacity less than 0.5.	Volume to capacity btw 0.51 and 0.75.		Volume to capacity btw 0.751 and greater.	
Project Status (5 Max)	New submission for Prioritization.	Resubmitted project or was in previous STIP as unfunded.			
Freight* (10 Max)	Does not improve access to airports, freight distribution facilities, or major commercial/industrial districts OR access and/or enhances freight movement to regional and national economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts OR improves access and/or enhances freight movement to regional and national economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts AND improves access and/or enhances freight movement to regional and national economic centers.		
Economic Development** (10 Max)	Does not Improve access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.		Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.		
Environmental Justice*** (10 Max)	Project is not a benefit to Minority and Low-Income (MLI) populations or has possible negative impacts on existing community.	Project is a benefit to Minority and Low-Income (MLI) populations and has little or no impact to existing community.	Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing community.		
Safety (20 Max)	SPOT safety points less than 30.		SPOT safety points btw 31-50.	SPOT safety points btw 51-65.	SPOT safety points 66 and greater.
Local Priority (30 Max)	Five highway projects from each County are eligible to receive 30 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 30 points to each project.				

* Freight – determined using existing freight rail lines and existing truck network.

**Economic Development – determined using employment center files created during Piedmont Together and GIS file of land zoned for industrial development.

***Environmental Justice – determined using Piedmont Triad Environmental Justice report for census tracts above County average for minority or poverty levels using ACS 2006-2010 census tract data. Impacts may involve any change to a community's health, wellness, natural environment, or built environment. Staff will determine impacts of a potential project using the best available data.

Total possible points are 100. If two projects are tied with local PTRPO scores, then the following considerations will be made to break the tie. The 'cost of the project' (lower cost is better) the first additional consideration and 'comprehensive (or related) transportation plan consistency' is the second additional consideration. Bottom third of Regional Impact NCDOT Quantitative Scores will not be considered for local scoring, since the initial quantitative score is so low and not competitive with other projects for funding.

Qualitative and Quantitative Criteria – Highway Division Needs				
Points*	0 points	5 points	10 points	15 points
Congestion (15 Max)	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75		Volume to capacity btw 0.751 and greater.
Project Status (5 Max)	New submission for Prioritization.	Resubmitted project or was in previous STIP as unfunded.		
Freight* (10 Max)	Does not improve access to airports, freight distribution facilities, or major commercial/industrial districts OR access and/or enhances freight movement to regional and national economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts OR Improves access and/or enhances freight movement to regional and national economic centers.	Improves access to airports, freight distribution facilities, or major commercial/industrial districts AND Improves access and/or enhances freight movement to regional and national economic centers.	
Economic Development** (10 Max)	Does not improve access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.		Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment.	
Environmental Justice*** (10 Max)	Project is not a benefit to Minority and Low-Income (MLI) populations or has possible negative impacts on existing community.	Project is a benefit to Minority and Low-Income (MLI) populations and has little or no impact to existing community.	Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing community.	
Safety (20 Max)	SPOT safety points less than 30.	SPOT safety points btw 31-50.	SPOT safety points btw 51-65.	SPOT safety points 66 and greater.
Project Cost (10 Max)	Cost is over \$10M.	Cost is between \$5M and \$10M.	Cost is less than \$5M.	
Local Priority (20 Max)	Five highway projects from each County are eligible to receive 20 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 20 points to each project.			

* Freight – determined using existing freight rail lines and existing truck network.

**Economic Development – determined using employment center files created during Piedmont Together and GIS file of land zoned for industrial development.

***Environmental Justice – determined using Piedmont Triad Environmental Justice report for census tracts above County average for minority or poverty levels using ACS 2006-2010 census tract data. Impacts may involve any change to a community's health, wellness, natural environment, or built environment. Staff will determine impacts of a potential project using the best available data.

Total possible points are 100. If two projects are tied with local PTRPO scores, then the following considerations will be made to break the tie. The 'cost of the project' (lower cost is better) the first additional consideration and 'comprehensive (or related) transportation plan consistency' is the second additional consideration. Bottom 20% of Division Needs NCDOT Quantitative Scores will not be considered for local scoring, since the initial quantitative score is so low and not competitive with other projects for funding.

Bicycle and Pedestrian Quantitative Points

The following has been determined to be important in the selection of bicycle and pedestrian projects for prioritization within the RPO: safety, connectivity, plan consistency, and jurisdictional collaboration. These criteria are described in more detail below.

Safety/Crash Exposure – 25 points maximum

- See table on Page 21 for more information.

Connectivity – 25 points maximum

- Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links) – 25 points
- Projects that connect neighborhoods with schools and/or colleges – 25 points
- Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, major employment center, or significant public institution – 15 points
- All other projects – 0 points

Project Viability – 25 points maximum

- More than 50% of the ROW is publicly owned or available for the project and no major environmental constraints – 15 points
- More than 25% of the ROW is publicly owned or available for the project and no major environmental constraints – 10 points
- None of the ROW is publicly owned and has many environmental constraints – 0 points

Project Costs – 15 points maximum

- Project costing between \$150,000 and \$250,000 – 15 points
- Project costing between \$250,001 and \$500,000 – 10 points
- Project more than \$500,000 or less than \$150,000 – 0 points

Jurisdictional Collaboration – 25 points maximum

- Project involves funding participation from two or more local jurisdictions – 25 points
- Project involves planning or administrative cooperation between two or more local jurisdictions – 15 points
- Project involves planning or administrative cooperation with a foundation, other grant sources or organizations – 15 points
- All other projects – 0 points

Qualitative and Quantitative Criteria - Bicycle and Pedestrian				
Points*	0 points	10 points	15 points	25 points
Safety/Crash Exposure (25 Max) Choose Only One Row	No pedestrian or bike related crashes.			Pedestrian or bike related crash in the last 5 years on roadway or parallel roadway.
	Adds a project on a Roadway with 0-2,500 AADT.	Roadway with 2501-5,000 AADT.	Roadway with 5,001-10,000 AADT.	Roadway with 10,000+ AADT 25 points.
	All other projects.	Off-road greenway or sidepath.	Off-road greenway physically separated from roadway with no parallel roadway.	
Connectivity (25 Max)	All other projects.		Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, major employment center or significant public institution.	Projects that connect two previously disconnected (or inconveniently connected) sections of bicycle or pedestrian infrastructure (missing links) OR Projects that connect neighborhoods with schools and/or colleges.
Project Viability (15 Max)	None of the ROW is publicly owned and has many environmental constraints.	More than 25% of the ROW is publicly owned or available for the project and no major environmental constraints.	More than 50% of the ROW is publicly owned or available for the project and no major environmental constraints.	
Project Cost (10 Max)	All other projects.	\$150,000 to \$500,000.		
Jurisdictional Collaboration (25 Max)	All other projects.		Project involves planning or administrative cooperation between two or more local jurisdictions – OR with a foundation, other grant sources or organizations.	Project involves funding from two or more local jurisdictions.

Total possible points are 100. If two projects are tied with local PTRPO scores, the SPOT Bicycle and Pedestrian Score will be used to break the tie as necessary in the distribution of Local Points Assignment.

Aviation Quantitative Points

The following has been determined to be important in the selection of aviation projects for prioritization within the RPO: economic development, safety, cost of project and local support. These criteria are described in more detail below.

Economic Development - 20 points maximum

- Does not improve aircraft size capacity or space availability for based aircraft – 0 points
- Increases capacity for heavier aircraft and or increases space available for new based aircraft – 15 points*
- Creates capacity for larger aircraft and or creates employment – 20 points*

* Capacity and employment are usually gained through runway lengthening, runway strengthening, or hanger and/or terminal projects.

Safety - 20 points maximum

- No safety improvements – 0 points
- Improves safety requirements outside of the runway and taxiway areas - 10 points
- Improves taxiway/taxilane safety area grades and obstacle free zones – 15 points
- Improves required runway safety area grades and runway approach obstruction clearing – 20 points

Cost of Project - 15 points maximum

- Total Project Costs is greater than \$7 Million – 0 points
- Total Project Costs is less than \$7 Million – 15 points

Local Support - 5 points maximum

- Local Community supports the project impacts and construction costs (local match exceeding minimum by at least 25% of total project cost) – 5 points

Aviation Qualitative Points

PTRPO Qualitative Score - 40 Points Maximum

Each local jurisdiction may recommend assigning 40 points to the PTRPO TAC. This can be assigned by TAC representatives or a letter from the lead administrative official from each jurisdiction.

Qualitative and Quantitative Criteria - Aviation					
Points	0 points	5 points	10 points	15 points	20 points
Economic Development (20 Max)	Does not 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.
Safety (20 Max)	No safety improvements.		Improves safety requirements outside of the runway and taxiway areas.	Improves taxiway/taxilane safety area grades and obstacle free zones.	Improves required runway safety area grades and runway approach obstruction clearing.
Cost of Project (15 Max)	Total Project Costs is greater than \$7 Million.			Total Project Costs is less than \$7 Million.	
Local Support (5 Max)	All other projects.	Local match exceeds the minimum requirement by at least 25% of project cost.			
Local Priority Score (40 Max)	Five aviation projects from each County are eligible to receive 40 points each based upon their overall priority to local jurisdictions. The factors for project selection include perceived safety, connectivity, economic development, and community impact. The points are assigned as a lump sum of 40 points to each project.				

Total possible points are 100. If two projects are tied with local PTRPO scores, the NCDOT quantitative score will be used to break the tie as necessary in the distribution of Local Points Assignment.

Public Transportation and Rail Quantitative Points

Staff determination and the Prioritization 5.0 scores released by NCDOT's SPOT Office will be used to decide the top Public Transportation and Rail projects. No public transportation project and only one (1) rail project has been submitted for Prioritization 5.0.

PART IV – Public Involvement

The PTRPO will take the following steps to insure the public will have multiple opportunities for involvement during the Prioritization process.

Before approval by the TAC, the PTRPO will release the adopted Prioritization Policy for a fourteen (14) day public review period. Prior to local points being considered for projects, the public will have a fourteen (14) day opportunity to comment on Regional Impact and Division Needs projects. The public will have the opportunity to also comment

All information relating to methodology deviation, public involvement opportunities, Prioritization in general, and other relevant information will be found at the following web address: <https://www.ptrc.org/ptrpo>. All public input opportunities will be announced by press release to PTRPO members, municipal representatives, local news outlet, and listed on the PTRPO's webpage (<http://www.ptrc.org/ptrpo>). Public input in the form of comments received during input opportunities will be documented and shared with the Prioritization Policy Committee and if deemed necessary, the PTRPO TAC/TCC, before changes are made to the Policy.

Prioritization Process Timeline: 2017-2019*

Identify Candidate Projects

Action	Date(s)	Participate(s)
County Meetings to Identify Projects	April – May 2017	TAC/TCC
Draft Project Submittal List Released	June 21, 2017	NCDOT SPOT Office
TAC & TCC Consideration of Project Submittal	August 16, 2017	TAC/TCC
TAC & TCC Approval of Project Submittal List	September 22, 2017	TAC/TCC
Submission of Final Project List to NCDOT	September 29, 2017	PTRPO Staff

Assign Points & Final Rankings

Action	Date(s)	Participate(s)
Development of Prioritization Policy for P5.0	Dec. – Jan. 2017	PTRPO Staff & Policy Committee
PTRPO Approval of Prioritization Policy	February 21, 2018	TAC/TCC
NCDOT Project Scores Released	March 2018	NCDOT SPOT Office
Public Input Period for Regional & Division Projects	April 2018	General Public
Public Meeting(s) for Local Input	April 2018	General Public
PTRPO Project Point Assignment Meetings	April – May 2018	Prioritization Committees
Regional Impact Points Assigned	May – June 2018	NCDOT SPOT Office
PTRPO Approval of Regional Impact Point Assignments	June, 20 2018	TAC/TCC
Final Regional Impact Scores Released	July – August 2018	NCDOT SPOT Office
Division Needs Points Assigned	Aug. – Sept. 2018	PTRPO Staff
PTRPO Approval of Division Needs Point Assignments	October 17, 2018	TAC/TCC
Final Division Needs Scores Released	Nov. – Dec. 2018	NCDOT SPOT Office
Final Prioritization 5.0 Scores Released	Late 2018	NCDOT SPOT Office

Release of STIP and Final Approval

Action	Date(s)	Participate(s)
Draft 2020-2029 STIP Released	January 2019	NCDOT STIP Unit
Draft 2020-2029 STIP Public Comment Period	Spring 2019	General Public
Approval of 2020-2029 STIP	July 2019	NCDOT Board of Transportation

** Future dates are preliminary and subject to change.*

Adopted _____, 2018

James (Jimmy) Blake, TAC Chair

Date

Kelly Larkins, Secretary

Date



Agenda Item

Agenda Item VI

TAC Membership Appointments

Background

2018-2019 TAC Members

	Name	Alternate
Caswell		
County	Sterling Carter	David Owen
Municipal	Alvin Foster (Yanceyville)	Cathia Stewart (Milton)
Montgomery		
County	Jackie Morris	Jim Matheny
Municipal	James Blake (Biscoe)	Vacant
Randolph		
County	Stan Haywood	Maxton McDowell
Municipal	Walker Moffitt (Asheboro)	Filmore York (Liberty)
Rockingham		
County	Mark Richardson	H. Reece Pyrtle, Jr.
Municipal	Darryl Carter (Eden)	James Festerman (Reidsville)

Yellow Highlighting = New Member

Attachment(s)

None.

Action Requested

None. For discussion.



Agenda Item

Agenda Item VII

Prioritization 5.0 Update

Background

Below is the preliminary timeline for future PTRPO Prioritization activities.

Action	Date(s)	Participate(s)
NCDOT Project Scores Released	March 2018	NCDOT SPOT Office
Public Input Period for Regional & Division Projects	April 2018	General Public
Public Meeting(s) for Local Input	April 2018	General Public
PTRPO Project Point Assignment Meetings	April – May 2018	Prioritization Committees
Regional Impact Points Assigned	May – June 2018	NCDOT SPOT Office
PTRPO Approval of Regional Impact Point Assignments	June, 20 2018	TAC/TCC
Final Regional Impact Scores Released	July – August 2018	NCDOT SPOT Office
Division Needs Points Assigned	Aug. – Sept. 2018	PTRPO Staff
PTRPO Approval of Division Needs Point Assignments	October 17, 2018	TAC/TCC
Final Division Needs Scores Released	Nov. – Dec. 2018	NCDOT SPOT Office
Final Prioritization 5.0 Scores Released	Late 2018	NCDOT SPOT Office

Attachment(s)

None.

Action Requested

None.



Agenda Item

Agenda Item VIII

Draft FY 18-19 Planning Work Program (PWP)

Background

The PTRPO has put together a draft PWP for the upcoming fiscal year. Several categories in the Planning Work Program (PWP) allow for local technical assistance to support customized transportation planning needs. If there are specific requests for projects for the RPO, they can be added to the PWP. Final approval of the PWP will occur at the April meeting.

Items identified in the PWP include the following:

- Prioritization 5.0 process.
- Assist with public transportation planning.
- Collection of regional data.
- Infrastructure mapping.
- Continue Streetscape Assessment program.
- Review and update of PTRPO administration documents as needed.
- Update the Public Involvement Plan (PIP).
- Fulfill federal Title VI requirements.
- Attend relevant conferences and trainings.
- Funding for RPO internship position.

Attachment(s)

Draft FY 18-19 Planning Work Program (PWP)

Action Requested

None.

FY 2018-2019
 PLANNING WORK PROGRAM
 ANNUAL PROPOSED FUNDING SOURCES TABLE
 Piedmont Triad Rural Planning Organization
 DRAFT

TASK CODE	WORK CATEGORY	RPO PROGRAM FUNDS		
		LOCAL 20%	STATE 80%	TOTAL
I. DATA COLLECTION AND ASSESSMENT				
I-1	DATA COLLECTION AND ASSESSMENT	\$ 4,000	\$ 16,000	\$ 20,000
I-1.1	Highway			
I-1.2	Other Modes			
I-1.3	Socioeconomic			
I-1.4	Title VI			
II. TRANSPORTATION PLANNING				
II-1	COMPREHENSIVE TRANSPORTATION PLAN (CTP) DEVELOPMENT	\$ 400	\$ 1,600	\$ 2,000
II-1.1	Develop CTP Vision			
II-1.2	Conduct CTP Needs Assessment			
II-1.3	Analyze Alternatives and Environmental Screening			
II-1.4	Develop Final Plan			
II-1.5	Adopt Plan			
II-2	PRIORITIZATION	\$ 3,200	\$ 12,800	\$ 16,000
II-2.1	Project Prioritization			
II-3	PROGRAM AND PROJECT DEVELOPMENT	\$ 1,000	\$ 4,000	\$ 5,000
II-3.1	STIP Participation			
II-3.2	Merger / Project Development			
II-4	GENERAL TRANSPORTATION PLANNING	\$ 3,600	\$ 14,400	\$ 18,000
II-4.1	Regional and Statewide Planning			
II-4.2	Special Studies, Projects and Other Trainings			
III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES				
III-1	ADMINISTRATIVE ACTIVITIES	\$ 3,600	\$ 14,400	\$ 18,000
III-1.1	Administrative Documents			
III-1.2	TCC / TAC Work Facilitation; Ethics Compliance			
III-1.3	Program Administration			
IV. DIRECT COSTS				
IV-1	PROGRAMMATIC DIRECT CHARGES	\$ 3,000	\$ 12,000	\$ 15,000
IV-1.1	Program-wide Direct Costs			
IV-2	ADVERTISING	\$ 222	\$ 887	\$ 1,109
IV-2.1	News Media Ads			
IV-3	LODGING, MEALS, INCIDENTALS	\$ 1,200	\$ 4,800	\$ 6,000
IV-3.1	Hotel Costs			
IV-3.2	Meal Costs			
IV-3.3	Incidentals			
IV-4	POSTAGE	\$ -	\$ -	\$ -
IV-4.1	Mailings			
IV-5	REGISTRATION / TRAINING	\$ 400	\$ 1,600	\$ 2,000
IV-5.1	Conference Registration			
IV-5.2	Meeting / Workshop / Training Fees			
IV-6	TRAVEL	\$ 1,000	\$ 4,000	\$ 5,000
IV-6.1	Mileage Reimbursement			
IV-6.2	Car Rental Costs			
IV-6.3	Other Travel Expenses			
V. INDIRECT COSTS				
V-1	INDIRECT COSTS APPROVED BY COGNIZANT AGENCY FY 18-19	\$ 7,200	\$ 28,800	\$ 36,000
V-1.1	Incurred Indirect Costs			
TOTAL		\$ 28,822	\$ 115,287	\$ 144,109

Approved by the TAC on: _____ 20__

 Signature, TAC Chairman

 Signature, RPO Secretary

FY 2018-2019
 PLANNING WORK PROGRAM
 AMENDMENT TABLE
 Piedmont Triad RPO
 (TEMPLATE)

1st Quarter Amendment Table Date: Day/Month/20XX		
Original Budgeted Amount	Net Change	New 1st Quarter Budgeted Amount
I. DATA COLLECTION AND ASSESSMENT		
\$ 20,000	\$ -	\$ 20,000
Provide explanation for moving funds from one category to another.		
II. TRANSPORTATION PLANNING		
\$ 2,000	\$ -	\$ 2,000
Provide explanation for moving funds from one category to another.		
\$ 16,000	\$ -	\$ 16,000
Provide explanation for moving funds from one category to another.		
\$ 5,000	\$ -	\$ 5,000
Provide explanation for moving funds from one category to another.		
\$ 18,000	\$ -	\$ 18,000
Provide explanation for moving funds from one category to another.		
III. ADMINISTRATION OF TRANS PLANNING & POLICES		
\$ 18,000	\$ -	\$ 18,000
Provide explanation for moving funds from one category to another.		
IV. DIRECT COSTS		
\$ 15,000	\$ -	\$ 15,000
Provide explanation for moving funds from one category to another.		
\$ 1,109	\$ -	\$ 1,109
Provide explanation for moving funds from one category to another.		
\$ 6,000	\$ -	\$ 6,000
Provide explanation for moving funds from one category to another.		
\$ -	\$ -	\$ -
Provide explanation for moving funds from one category to another.		
\$ 2,000	\$ -	\$ 2,000
Provide explanation for moving funds from one category to another.		
\$ 5,000	\$ -	\$ 5,000
Provide explanation for moving funds from one category to another.		
V. INDIRECT COSTS		
\$ 36,000	\$ -	\$ 36,000
Provide explanation for moving funds from one category to another.		
\$ 144,109	\$ -	\$ 144,109

Approved by the TAC on: _____ 20__

FY 2018-2019
 PLANNING WORK PROGRAM
 AMENDMENT TABLE
 Piedmont Triad RPO
 (TEMPLATE)

2nd Quarter Amendment Table Date: Day/Month/20XX		
Original Budget With Previous Q Amendment(s)	Net Change	New 2nd Quarter Budgeted Amount
I. DATA COLLECTION AND ASSESSMENT		
\$ 20,000	\$ -	\$ 20,000
Provide explanation for moving funds from one category to another.		
II. TRANSPORTATION PLANNING		
\$ 2,000	\$ -	\$ 2,000
Provide explanation for moving funds from one category to another.		
\$ 16,000	\$ -	\$ 16,000
Provide explanation for moving funds from one category to another.		
\$ 5,000	\$ -	\$ 5,000
Provide explanation for moving funds from one category to another.		
\$ 18,000	\$ -	\$ 18,000
Provide explanation for moving funds from one category to another.		
III. ADMINISTRATION OF TRANS PLANNING & POLICES		
\$ 18,000	\$ -	\$ 18,000
Provide explanation for moving funds from one category to another.		
IV. DIRECT COSTS		
\$ 15,000	\$ -	\$ 15,000
Provide explanation for moving funds from one category to another.		
\$ 1,109	\$ -	\$ 1,109
Provide explanation for moving funds from one category to another.		
\$ 6,000	\$ -	\$ 6,000
Provide explanation for moving funds from one category to another.		
\$ -	\$ -	\$ -
Provide explanation for moving funds from one category to another.		
\$ 2,000	\$ -	\$ 2,000
Provide explanation for moving funds from one category to another.		
\$ 5,000	\$ -	\$ 5,000
Provide explanation for moving funds from one category to another.		
V. INDIRECT COSTS		
\$ 36,000	\$ -	\$ 36,000
Provide explanation for moving funds from one category to another.		
\$ 144,109	\$ -	\$ 144,109

Approved by the TAC on: _____ 20__

FY 2018-2019
 PLANNING WORK PROGRAM
 AMENDMENT TABLE
 Piedmont Triad RPO
 (TEMPLATE)

3rd Quarter Amendment Table Date: Day/Month/20XX		
Original Budget With Previous Q Amendment(s)	Net Change	New 3rd Quarter Budgeted Amount
I. DATA COLLECTION AND ASSESSMENT		
\$ 20,000	\$ -	\$ 20,000
Provide explanation for moving funds from one category to another.		
II. TRANSPORTATION PLANNING		
\$ 2,000	\$ -	\$ 2,000
Provide explanation for moving funds from one category to another.		
\$ 16,000	\$ -	\$ 16,000
Provide explanation for moving funds from one category to another.		
\$ 5,000	\$ -	\$ 5,000
Provide explanation for moving funds from one category to another.		
\$ 18,000	\$ -	\$ 18,000
Provide explanation for moving funds from one category to another.		
III. ADMINISTRATION OF TRANS PLANNING & POLICES		
\$ 18,000	\$ -	\$ 18,000
Provide explanation for moving funds from one category to another.		
IV. DIRECT COSTS		
\$ 15,000	\$ -	\$ 15,000
Provide explanation for moving funds from one category to another.		
\$ 1,109	\$ -	\$ 1,109
Provide explanation for moving funds from one category to another.		
\$ 6,000	\$ -	\$ 6,000
Provide explanation for moving funds from one category to another.		
\$ -	\$ -	\$ -
Provide explanation for moving funds from one category to another.		
\$ 2,000	\$ -	\$ 2,000
Provide explanation for moving funds from one category to another.		
\$ 5,000	\$ -	\$ 5,000
Provide explanation for moving funds from one category to another.		
V. INDIRECT COSTS		
\$ 36,000	\$ -	\$ 36,000
Provide explanation for moving funds from one category to another.		
\$ 144,109	\$ -	\$ 144,109

Approved by the TAC on: April 3, 2019

FY 2018-2019
 PLANNING WORK PROGRAM
 AMENDMENT TABLE
 Piedmont Triad RPO
 (TEMPLATE)

4th Quarter Amendment Table Date: Day/Month/20XX		
Original Budget With Previous Q Amendment(s)	Net Change	New 4th Quarter Budgeted Amount
I. DATA COLLECTION AND ASSESSMENT		
\$ 20,000	\$ -	\$ 20,000
Provide explanation for moving funds from one category to another.		
II. TRANSPORTATION PLANNING		
\$ 2,000	\$ -	\$ 2,000
Provide explanation for moving funds from one category to another.		
\$ 16,000	\$ -	\$ 16,000
Provide explanation for moving funds from one category to another.		
\$ 5,000	\$ -	\$ 5,000
Provide explanation for moving funds from one category to another.		
\$ 18,000	\$ -	\$ 18,000
Provide explanation for moving funds from one category to another.		
III. ADMINISTRATION OF TRANS PLANNING & POLICES		
\$ 18,000	\$ -	\$ 18,000
Provide explanation for moving funds from one category to another.		
IV. DIRECT COSTS		
\$ 15,000	\$ -	\$ 15,000
Provide explanation for moving funds from one category to another.		
\$ 1,109	\$ -	\$ 1,109
Provide explanation for moving funds from one category to another.		
\$ 6,000	\$ -	\$ 6,000
Provide explanation for moving funds from one category to another.		
\$ -	\$ -	\$ -
Provide explanation for moving funds from one category to another.		
\$ 2,000	\$ -	\$ 2,000
Provide explanation for moving funds from one category to another.		
\$ 5,000	\$ -	\$ 5,000
Provide explanation for moving funds from one category to another.		
V. INDIRECT COSTS		
\$ 36,000	\$ -	\$ 36,000
Provide explanation for moving funds from one category to another.		
\$ 144,109	\$ -	\$ 144,109

Approved by the TAC on: May 1, 2019

FY 2018-2019
PLANNING WORK PROGRAM
 Narrative
 Piedmont Triad Rural Planning Organization

I. DATA COLLECTION AND ASSESSMENT		
I-1 DATA COLLECTION AND ASSESSMENT		\$ 20,000.00
I-1.1 Highway	Perform crash data analysis, traffic volume counts, and parking inventories as needed.	
I-1.2 Other Modes		
	Update and maintain bicycle, pedestrian, and trail facility data. Attend County transit system TAB meetings. Gather and assess freight data. Gather data for submission of projects into Prioritization.	
I-1.3 Socioeconomic	Update socioeconomic and demographic data for all counties. Participate in regional CommunityViz meetings.	
I-1.4 Title VI	Ensure PTRPO is compliant with Title VI requirements. Update Environmental Justice and Limited English Proficiency (LEP) Assessment.	
II. TRANSPORTATION PLANNING		
II-1 COMPREHENSIVE TRANSPORTATION PLAN (CTP) DEVELOPMENT		\$ 2,000.00
II-1.1 Develop CTP Vision	Assist with Steering Committee set-up for CTP; develop, distribute CTP goals survey.	
II-1.2 Conduct CTP Needs Assessment	Verify socioeconomic data for CTP.	
II-1.3 Analyze Alternatives and Environmental Screening	Assist with alternatives and environmental screenings for CTP.	
II-1.4 Develop Final Plan	Assist with development of maps for CTP.	
II-1.5 Adopt Plan		
	Prepare adoption resolutions for CTP. Attend presentation of CTP to County and Municipal boards.	
II-2 PRIORITIZATION		\$ 16,000.00
II-2.1 Project Prioritization	Prepare and present to TCC/TAC spreadsheet of Committed, Carryover, Holding Tank, and Deleted projects; hold meeting in each county to solicit new projects; obtain TCC/TAC approval of projects; gather data for highway projects and enter highway and non-highway projects into SPOT Online; discuss Alternative Criteria rates with other RPO/MPOs and Divisions; attend SPOT training. Update Local Input Methodology; carryout steps of Methodology; post information on website as required by Methodology.	
II-3 PROGRAM AND PROJECT DEVELOPMENT		\$ 5,000.00
II-3.1 STIP Participation	Review status of projects in STIP, report to TCC/TAC.	
II-3.2 Merger / Project Development	Attend merger meetings. Attend project officials and public meetings.	
II-4 GENERAL TRANSPORTATION PLANNING		\$ 18,000.00
II-4.1 Regional and Statewide Planning	Attend NCARPO quarterly meetings, MPO conference, RPO America conference, NC APA conference, NC Rural Center trainings, GIS conferences, NC Safe Routes to School conferences, NC Complete Streets conferences and workshops, and other conferences as necessary; participate in NCARPO subcommittee meetings; participate in state workgroup meetings; stay up-to-date on Joint Legislative Transportation Oversight Committee meetings and report to Executive Committee and TCC/TAC as needed; assist municipalities and counties on transportation related projects.	
II-4.2 Special Studies, Projects and Other Trainings	Continue Streetscape Assessment Program; provide planning and support for Piedmont Legacy Trails and other bicycle and pedestrian programs and projects; aid in CMAQ and other air quality outreach and education grants, trainings or programs; attend trainings including facilitation and GIS training.	
III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES		
III-1 ADMINISTRATIVE ACTIVITIES		\$ 18,000.00
III-1.1 Administrative Documents	Prepare, obtain approval, and submit PWP and needed amendments; prepare and submit Quarterly Reports and Final Yearly Narrative; update MOU and PIP as needed.	
III-1.2 TCC / TAC Work Facilitation; Ethics Compliance	Prepare minutes, agendas, materials, speakers, etc. for and hold TCC and TAC meetings; inform TAC of ethics information and deadlines; assist TAC members with ethics forms.	
III-1.3 Program Administration	Providing transportation information and data; contact NCDOT staff concerning questions from officials, citizens and TAC /TCC members; update website; perform daily tasks including phone calls, emails, etc.	
IV. DIRECT COSTS		
IV-1 PROGRAMMATIC DIRECT CHARGES		\$ 15,000.00
IV-1.1 Program-wide Direct Costs	Regular costs for operation of the RPO program. Purchases for computer hardware, plotter equipment, mapping and graphic software, computer supplies, and printing supplies.	
IV-2 ADVERTISING		\$ 1,109.00
IV-2.1 News Media Ads	Advertising costs for official public hearings, public input opportunities, workshops, etc.	
IV-3 LODGING, MEALS, INCIDENTALS		\$ 6,000.00
IV-3.1 Hotel Costs	Hotel costs associated with attending conferences, meetings, workshops and trainings hosted outside the 12 counties covered by the Piedmont Triad Regional Council including: NCARPO quarterly meetings, MPO conference, RPO America conference, NC APA conference; NC Rural Center trainings, GIS conferences, NC Safe Routes to School conferences, NC Complete Streets conferences and workshops, facilitation training, GIS training, and other conferences and trainings as necessary.	
IV-3.2 Meal Costs	Meal costs while on overnight or extended travel outside of the planning region.	
IV-3.3 Incidentals	Hotel parking, tips, etc.	
IV-4 POSTAGE		\$ -
IV-4.1 Mailings	Costs for mailing related to RPO projects (surveys, notices, etc.).	
IV-5 REGISTRATION / TRAINING		\$ 2,000.00
IV-5.1 Conference Registration	MPO conference, RPO America conference, NC APA conference; NC Rural Center trainings, GIS conferences, NC Safe Routes to School conferences, NC Complete Streets conferences and workshops, NC State Urban Design conferences, and other conferences as necessary.	
IV-5.2 Meeting / Workshop / Training Fees	GIS, facilitation, and ITRE training.	
IV-6 TRAVEL		\$ 5,000.00
IV-6.1 Mileage Reimbursement	Reimbursement for total miles traveled at the federal reimbursement rate.	
IV-6.2 Car Rental Costs	Reimbursement for rental car usage.	
IV-6.3 Other Travel Expenses	Parking fees, air fare, other.	
V. INDIRECT COSTS		
V-1 INDIRECT COSTS APPROVED BY COGNIZANT AGENCY FY 18-19		\$ 36,000.00
V-1.1 Incurred Indirect Costs	Indirect costs incurred for the RPO program.	
TOTAL		\$ 144,109.00



Agenda Item

Agenda Item IX

Draft FY 18-19 Local Match Amounts

Background

RPO County	2016 RPO Population	Percent of Total	FY 2018-19 Dues (not rounded)	FY 2018-19 Dues (rounded)	Past Dues FY 2017-18	Difference
Caswell	23,689	9.40%	\$ 2,707.90	\$ 2,708.00	\$ 2,703.00	\$ 5.00
Montgomery	27,768	11.01%	\$ 3,174.17	\$ 3,174.00	\$ 3,186.00	\$ (12.00)
Randolph	108,790	43.15%	\$ 12,435.83	\$ 12,436.00	\$ 12,390.00	\$ 46.00
Rockingham	91,891	36.44%	\$ 10,504.10	\$ 10,504.00	\$ 10,543.00	\$ (39.00)
	252,138	100.0%	\$ 28,822.00	\$ 28,822.00	\$ 28,822.00	
			Total Match	\$ 28,822.00		
			Total Grant	\$ 115,287.00		
			Total RPO	\$ 144,109.00		

Attachment(s)

None.

Action Requested

None.



Agenda Item

Agenda Item X

2018 State Ethics Requirements

Background

Under North Carolina law, TAC members and alternates must submit the Statement of Economic Interest (SEI) and the Real Estate Disclosure (RED) form by April 16 of this year. These submission requirements are the same as last year.

Please note, the Ethics Commission is required to impose a fine of \$250 for late filing and/or failure to file each form. Please visit the following link for more information and access to the forms: https://ethics.ncsbe.gov/sei/blankForm.aspx?type=MPO_RPO.

Attachment(s)

- PTRPO 2018 Ethics Reminder Memo
- SEI Helpful Tips
- Instructions for Obtaining and Individual NCID Account

Action Requested

None.



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

MEMORANDUM

To: Piedmont Triad RPO TAC Members
From: Kelly E. Larkins, Piedmont Triad RPO Local Coordinator
cc: Clerks to the Board
Date: Wednesday, February 21, 2018
Re: 2018 State Ethics Compliance Reminder [*updated*]

Under North Carolina Law, Transportation Advisory Committee (TAC) Members and Alternates must submit the Statement of Economic Interest (SEI) and the Real Estate Disclosure (RED) form by April 16, 2018. *Note that this requirement is different from other ethics requirements you are required to fulfill as an elected official.*

Please remember that The State Ethics Commission is required to impose a fine of \$250 for late filing and/or failure to file each form which can result in a total of \$500. In addition, TAC Members (existing and new) who do not file by the deadline will not be able to vote at future PTRPO meetings.

The links to access the online forms and print forms (if you are filing manually) are located here: https://ethics.ncsbe.gov/sei/blankForm.aspx?type=MPO_RPO. As a TAC member, you have two forms to complete—the Statement of Economic Interest (SEI) and the Real Estate Disclosure (RED). For electronic filers, the Real Estate Disclosure (RED) Form has been incorporated into the SEI questions.

Quick Notes

- For existing TAC members, if there have not been any changes in your circumstances since last year, you may file the “No Change Form” for the SEI, but the RED will still need to be completed.
- **File early.** Do not wait until April to complete and submit your forms. If you encounter problems, you may not meet the April 15 deadline.
- **File online.** While you do have the option of manual filing, there are many advantages to an online filing: (1) The SEI and RED forms are combined and submitted together; (2) You will not miss any questions; (3) Filing will be easier next year; and (4) You will get an immediate confirmation after you have filed your forms.

For your information I have attached two handouts that you might find useful. The first is titled “SEI Helpful Tips 2018” and the other provides directions on how to obtain a NCID account if you do not already have one. If you need further assistance or have questions about filing, please contact the staff of the State Ethics Commission at 919-814-3600 or ethics.commission@ncsbe.gov.

SEI Helpful Tips 2018

File annually by April 16 to avoid fines and other penalties.

READ EACH QUESTION CAREFULLY AS THE TIME PERIODS FOR REPORTING VARY PER THE NC STATE GOVERNMENT ETHICS ACT (N.C.G.S 138A)

- 1. PUBLIC RECORDS.** The State Ethics Commission (Commission) is required to collect and maintain disclosures from certain persons covered by the State Government Ethics Act (Ethics Act). *By law, the information requested is public record and available to the public upon request.* As public records, 2015 Statements of Economic Interest (SEI) are available on the Commission's website. Personal contact information, however, is not.
- 2. CONTACT INFORMATION PAGE.** The Contact Information page, which includes your personal contact information, will not be available on the Commission's website.
- 3. CHILDREN'S INITIALS.** Only list minor children's INITIALS on the SEI. List each child's full legal name on the Confidential Form at the end of the SEI. The Confidential Form is not a public record, and the Commission will not make it available to the public.
- 4. ANSWER EACH QUESTION.** It is important to answer each question, including all applicable subparts. Even if your answer is "no" or "not applicable," make certain you answer *each question*. Many of the questions have "yes" and "no" boxes to check for your convenience. Incomplete SEIs may cause delays and negatively impact your public service on a covered board or as an employee.
- 5. WHY ARE YOU FILING.** You must list the complete name of the state board or state agency employer for which you are filing the SEI. Without this information, your SEI may be delayed and negatively impact your public service on a covered board or as an employee.
- 6. HOW TO FILE.** The Commission strongly recommends *on-line filing* as it is secure, allows easy information updates, and gives you access to your electronic SEIs previously filed. Filing your SEI on-line is easy, quick, convenient, and reduces the chance of reporting errors. Getting started is easy. Create your own NCID account and get access today: <https://ncidp.nc.gov/ncidsspr/>.

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

FAXED OR EMAILED COPIES OF YOUR SEI CANNOT BE ACCEPTED

- 7. INCOME.** List each source of income as requested on the SEI. The actual dollar amount is not required. Be sure to list your employer as a source of income in Question # 6 of the SEI.
- 8. READ CAREFULLY.** Read each question carefully, as the Ethics Act requires that you disclose your financial holdings and obligations, personal property, and real property and may also include your knowledge of the holdings of both your immediate family and your extended family. "Immediate family" and "extended family" are defined terms in the Ethics Act, and those definitions are included with this document.

SEI Helpful Tips 2018

PAY CLOSE ATTENTION TO TIME PERIODS IN EACH QUESTION

9. REFLECT. Think carefully about WHY you are filing, and whether it has any relationship to your position. Does your board or commission license or regulate you? For many of the boards, a subject matter expert like a licensee is needed. Answering “yes” does *not* prohibit your service on the board, and your perspective is valued.

10. MAKE A COPY. Make a copy of the SEI for your own records, and make a note in your calendar when you submit it, whether on-line or by mail or hand delivery. When you successfully submit your SEI electronically *on-line*, the final screen will provide a confirmation number and will be definitive proof that you have satisfied your filing obligation. Please print the confirmation screen for your records.

11. ETHICS LIAISON. Contact your Ethics Liaison to assist you in your obligations under the Ethics Act. Your Ethics Liaison is good source of information about how to fill out your SEI.

12. ON-LINE HELP. The Ethics Commission has on-line resources to answer questions you may have about your SEI. For more information, please visit the **State Ethics Commission website** which has education offerings.

13. DEFINITIONS. As noted above, certain terms are defined in the Ethics Act (“immediate family”). These definitions may be helpful to you in completing your SEI. A complete list of all definitions used in the Ethics Act is available on the Commission’s website. Some of the more common ones are attached to this document.

14. WE ARE HERE TO HELP YOU. In addition to on-line resources and written materials, the Ethics Commission has expert staff ready to answer any questions you might have and assist you in completing and filing your SEI. Do not hesitate to contact us at

ethics.commission@ncsbe.gov

(919) 814-3600

SEI Helpful Tips 2018

HELPFUL DEFINITIONS

The definitions below may be helpful to you in completing your SEI. A complete list of all definitions used in the State Government Ethics Act, N.C.G.S. § 138A-3, is available on the Commission's website.

Board. Any State board, commission, council, committee, task force, authority, or similar public body, however denominated, created by statute or executive order, as determined and designated by the Commission, except for those public bodies that have only advisory authority.

Business. Any of the following organized for profit: association, business trust, corporation, enterprise, joint venture, organization, partnership, proprietorship, vested trust, and every other business interest, including ownership or use of land for income.

Business with which associated. A business in which the covered person or filing person or any member of that covered person's or filing person's immediate family does any of the following: is an employee, holds a position as a director, officer, partner, proprietor, or member or manager of a limited liability company, irrespective of the amount of compensation received or the amount of the interest owned, owns a legal, equitable or beneficial interest of ten thousand dollars (\$10,000) or more in the business or five percent (5%) of the business, whichever is less, other than as a trustee on a deed of trust, or is a lobbyist registered under Chapter 120C of the General Statutes.

For the purposes of this definition, the term "business" shall not include a widely held investment fund, regulated investment company, or pension or deferred compensation plan, if all of the following apply: the covered person, filing person, or a member of the covered person's or filing person's immediate family neither exercises nor has the ability to exercise control over the financial interests held by the fund, and the fund is publicly traded or the fund's assets are widely diversified.

Emancipation. A minor child, under the age of 18 years, is emancipated by the following acts: marriage, enlistment in the United States armed forces, or court action for emancipation.

Extended family. Spouse, lineal descendant, lineal ascendant, sibling, spouse's lineal descendant, spouse's lineal ascendant, spouse's sibling, and the spouse of any of these individuals.

Honoraria. Payments for services for which fees are not legally or traditionally required.

Immediate family. An unemancipated child of the covered person residing in the household and the covered person's spouse, if not legally separated. A member of a covered person's extended family shall also be considered a member of the immediate family if actually residing in the covered person's household.

Judicial officer. Justice or judge of the General Court of Justice, district attorney, clerk of court, or any individual elected or appointed to any of these positions prior to taking office.

Nonprofit corporation or organization with which associated. Any not for profit corporation, organization, or association, incorporated or otherwise, that is organized or operating in the State primarily for religious, charitable, scientific, literary, public health and safety, or educational purposes and of which the covered person, filing person, or any member of the covered person's or filing person's immediate family is a director, officer, governing board member, employee, lobbyist

SEI Helpful Tips 2018

registered under Chapter 120C of the General Statutes, or independent contractor. Nonprofit corporation or organization with which associated shall not include any board, entity, or other organization created by this State or by any political subdivision of this State.

Person. Any individual, firm, partnership, committee, association, corporation, business, or any other organization or group of persons acting together. The term "person" does not include the State, a political subdivision of the State, a board, or any other entity or organization created by the State or a political subdivision of the State.

Person with which the legislator is associated. Any of the following: a member of the legislator's extended family, a client of the legislator, a business with which the legislator or a member of the legislator's immediate family is associated, a nonprofit corporation or association with which the legislator or a member of the legislator's immediate family is associated, the State, a political subdivision of the State, a board, or any other entity or organization created by the State or a political subdivision of the State that employs the legislator or a member of the legislator's immediate family.

Person with which the public servant is associated. Any of the following: a member of the public servant's extended family, a client of the public servant, a business with which the public servant or a member of the public servant's immediate family is associated, a nonprofit corporation or association with which the public servant or a member of the public servant's immediate family is associated, and the State, a political subdivision of the State, a board, or any other entity or organization created by the State or a political subdivision of the State that employs the public servant or a member of the public servant's immediate family.

Trusts: Blind Trust. A trust established by or for the benefit of a covered person or a member of the covered person's immediate family for divestiture of all control and knowledge of assets. A trust qualifies as a blind trust under this subdivision if the covered person or a member of the covered person's immediate family has no knowledge of the holdings and sources of income of the trust, the trustee of the trust is independent of and not associated with or employed by the covered person or a member of the covered person's immediate family and is not a member of the covered person's extended family, and the trustee has sole discretion as to the management of the trust assets.

Trusts: Vested Trust. A trust or annuity, or other funds held by a trustee or other third party for the benefit of the covered person or a member of the covered person's immediate family, except a blind trust. A vested trust shall not include a widely held investment fund, including a mutual fund, regulated investment company, or pension or deferred compensation plan, if the covered person or a member of the covered person's immediate family neither exercises nor has the ability to exercise control over the financial interests held by the fund; and the fund is publicly traded, or the fund's assets are widely diversified.

OBTAINING AN INDIVIDUAL NCID ACCOUNT

PLEASE NOTE: The State Ethics Commission does *not* maintain or administer the NCID system. NCID is maintained by the Office of Information Technology Services. If you experience a problem obtaining your NCID or require technical assistance, please contact ITS directly. The contact information and links to additional resources are below.

If you already have an NCID, use it to log in to the SEI form.

If you have forgotten your NCID information, please contact the ITS Service Desk (see below).

1. Click on **Create NCID Account** to open a new browser window for NCID.
2. Click **REGISTER** at the bottom of the screen.
3. Select **INDIVIDUAL ACCOUNT**.
4. Complete all of the required information including the Challenge Questions & click **CREATE ACCOUNT**.
5. A screen should appear with information about the NCID process. After reviewing this information, click **CLOSE THIS WINDOW**.
6. Within a few minutes, you should receive an e-mail requesting you to validate your NCID. Click the link in the e-mail to validate your account.
7. When you click the link, a screen should appear telling you that the REQUESTED ACCOUNT HAS BEEN ENABLED. Click **CLOSE WINDOW**.

Wait approximately 5 minutes before attempting the SEI login.

8. Return to the SEI Forms Webpage, choose the appropriate SEI Form & click **LOGIN**. Please review the "Instructions for Using the Web Form" before you begin.

Please contact the ITS Service Desk if you experience a problem and require technical assistance.

Phone: 919.754.6000

Toll Free: 800.722.3946

Email: its.incidents@its.nc.gov

Additional Resources: <https://www.ncid.its.state.nc.us/>

State Ethics Commission
January 1, 2014



PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

A g e n d a I t e m

Agenda Item XIII

Transportation Planning Division (TPD) Update

Background

TPD has recently started a new initiative to create a Newsletter that highlights current information related to NCDOT, TPD, and MPO/RPOs. Attached is our first newsletter for the PTRPO. Our goal is to provide an update at every upcoming TCC/TAC meeting.

Attachment(s)

Transportation Planning Division Newsletter

Action Requested

None. For your information.



TPD Statewide Initiatives

Statewide Plan

TPD has selected a the firm to lead the update of the Statewide Plan effort which should begin in March 2018. As stakeholders, MPO/RPOs will be engaged throughout the process. The current NCDOT 2040 Plan can be found at the following link: <https://www.ncdot.gov/performance/reform/2040Plan/>

Transportation Corridor Studies

TPD recently finished the development of the generic master plan which will serve as the starting point for each of the Strategic Transportation Corridors (STC) master plan studies. As stakeholders, MPO/RPOs will be engaged throughout the process. Below are the designated corridors within the PTRPO area:

- **Corridor F** (I-73,I-74/Future I-73,I-74 from South Carolina state line to Virginia state line running thru Montgomery, Randolph and Rockingham Counties). **Corridor J** (US 29N/NS) in Greensboro to Virginia state line running thru Rockingham and Caswell Counties). **Corridor K** (US 421/NC 87 from US 74 west of Wilmington to Greensboro running thru portion of Randolph County). **Corridor R** (US 64W/NC 49 East of Charlotte to US 1 running thru all of Randolph County).

Link to the official Strategic Transportation Corridors (STC) web page:

<https://connect.ncdot.gov/projects/planning/Pages/NCTransportationNetwork.aspx>

Freight Plan

The draft Statewide Freight Plan was presented for adoption at the September BOT meeting. FHWA has approved the NCDOT Freight Plan on November 21, 2017. It can be found online at:

<https://connect.ncdot.gov/projects/planning/Statewide-Freight-Plan/Pages/default.aspx>.

HERE Data

HERE Data is available for use for NCDOT business purposes, subsequently being available for RPO use. Data available for travel times and speed measures across the state. Program available at: <https://pda.ritis.org/suite>

“Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina...”

- NCDOT Mission Statement

FHWA News

RPO Program Reviews: FHWA submitted their findings and recommendations for improvement to NCDOT. TPD has developed an action plan to address the recommendations.

FHWA, NCDOT and the RPO Administrative Documents Committee continue collaborating on the implementation of resulting changes.

The Transportation Planning Capacity Building Program (TPCB) website (<https://planning.dot.gov/>) offers the latest resources and updates for transportation planning agencies and stakeholders.

FHWA has an interactive map that shows the Federal highway system, freight network, fatal crashes, MPO information, and demographic maps at the county level. Link:

<https://hepgis.fhwa.dot.gov/fhwagis/#>

Comprehensive Transportation Plan (CTP) 2.0 Update

CTPs are Comprehensive Transportation Plans developed through a process that involves every city and county working together with the state to draft long-range plans and to fulfill our general statute requirements for providing planning according to GS 136-66.2. CTP 2.0 is an “Improvement Initiative” over the last two years in collaboration with MPOs and RPOs to streamline and enhance the CTP planning products and the process.

The changes include: New report documentation summary, mapping, classification and definitions, and an updated approach to analysis of non-highway modes.

Currently, the Transportation Planning Division (TPD) is completing our reviews and coordination, and Internal Staff training on CTP 2.0 items is being planned. In the coming months, we will provide an overview presentation and guidance to all MPOs and RPOs explaining CTP 2.0.

MPO/RPO Conference

The NCAMPO annual conference will be held on April 25-27 at the Durham Convention Center. <http://www.ncampo.org/ncampo-conference/>

PTRPO Update

The Caswell County CTP is still under internal review. Once review is complete, I will finalize all maps and information into a Draft CTP report. That report will be distributed to all stakeholders for a 3 week review period for any final comments. I anticipate these milestones occurring within the next few months.

Upcoming RPO Dates

Upcoming	Date
Draft UPWP for FY 18-19, Indirect Cost Plan Due	February 28, 2018
New CTP Requests Due	March 16, 2018
3rd Quarter Invoice and Work Summary Due	May 10, 2018
Signed UPWP for FY 18-19	May 31, 2018

Contact Info

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NCDOT - TPD
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Visit us on the web
at www.ncdot.gov

Traffic Forecasts (TF)

Project Level Traffic Forecasting is an essential part of the planning process.

A TF includes future traffic estimates for projects that are listed in the State's Transportation Improvement Program.

These projects include proposed roads, improvements of existing roads and intersections, and bridge improvements programmed for implementation over the next seven years. This information is used to help with the design of the project.

For forecasting in progress or recently completed, please visit the webpage below and click on the “NC DOT Traffic Forecasting Data” link.

ncdot.maps.arcgis.com