AGENDA

PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

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

10:00am
Wednesday, October 16, 2013
Paul J. Ceiner Botanical Garden Meeting Room
215 South Main Street Kernersville, NC 27284

Welcome

I.	Conflict of Interest Statement	Talmadge Baker
II.	Welcome, Review Agenda and Public Comment	Talmadge Baker

Presentation

III.	Strategic Mobility Formula and Prioritization Video (4min)	

Action Items

IV.	TAC/TCC meeting minutes June 19, 2013	Talmadge Baker
V.	TCC meeting minutes September 23, 2013	Jesse Day
VI.	PTRPO Identification of Projects for Prioritization	Talmadge Baker
VII.	Highway Projects in SPOT Database	Talmadge Baker

Discussion Items

VIII.	County Prioritization Public Input Workshops	Jesse Day

Other Business

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

Next Meeting Date
December 18, 2013

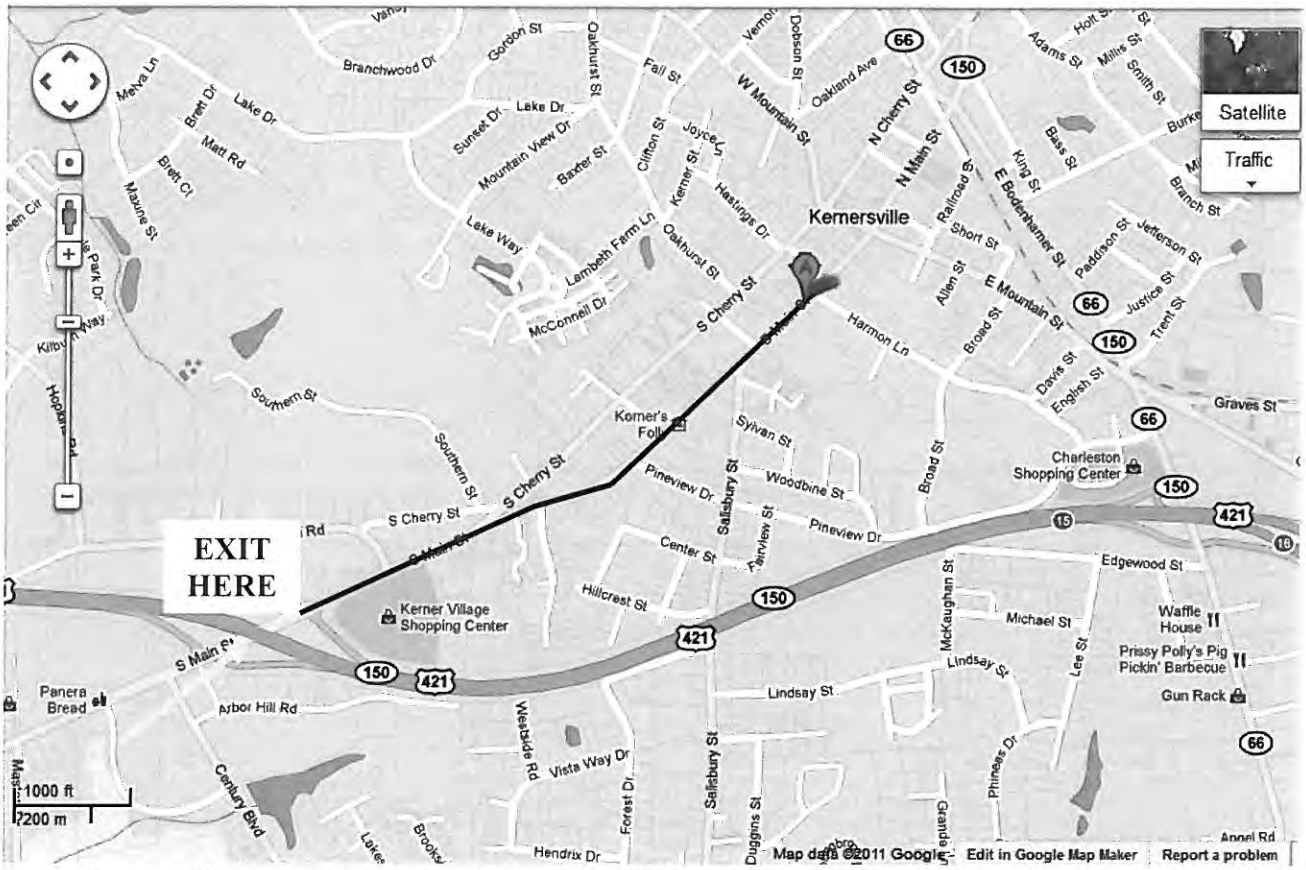
Directions to the Paul J. Ceiner Botanical Garden
215 South Main Street Kernersville, NC 27284

From the East

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

From the West

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



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

PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

Agenda Item

Agenda Item III

Strategic Mobility Formula and Prioritization Video

Background

The NCDOT has produced a 4 minute video on HB 817 to educate the public.

Strategic Mobility Formula

40% of Funds = $6B	30% of Funds = $4.5B	30% of Funds = $4.5B

Estimated $15B in Funds for SFY 2016-2025

Statewide Mobility

Focus → Address Significant Congestion and Bottlenecks

Eligible Projects
- Statewide type Projects (such as Interstates)

- Selection based on 100% Data
- Projects Programmed prior to Local Input Ranking

Regional Impact

Focus → Improve Connectivity within Regions

Eligible Projects
- Projects Not Selected in Statewide Mobility Category
- Regional Projects

- Selection based on 70% Data & 30% Local Input
- Funding based on population within Region

Division Needs

Focus → Address Local Needs

Eligible Projects
- Projects Not Selected in Statewide or Regional Categories
- Division Projects

- Selection based on 50% Data & 50% Local Input
- Funding based on equal share for each Division = ~$34M per yr

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Following the video, discussion and questions about HB 817 and implementation can be asked of officials in the room.

Action Requested

For your information and discussion

Caswell County • Davidson County • Montgomery County • Randolph County • Rockingham County
Piedmont Triad Rural Transportation Planning Organization
Wilmington Building, Suite 201 2216 West Meadowview Road Greensboro, North Carolina 27407-3480
Voice (336)294-4950 Fax (336)632-0457 jday@ptrc.org

PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

Agenda Item

Agenda Item IV & V

TAC/TCC meeting minutes June 19, 2013
TCC meeting minutes September 23, 2013

Background

The minutes from the meetings are attached.

Action Requested

Consideration of the minutes.

PIEDMONT TRIAD RURAL PLANNING ORGANIZATION

DRAFT MINUTES

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

June 19, 2013

TAC Members Attending	
Talmadge Baker	City of Asheboro
Jimmy Blake	Town of Biscoe
Zane Cardwell	Rockingham County
Alvin Foster	Town of Yanceyville
Billy Joe Kepley	Davidson County
Jackie Morris	Montgomery County
TAC Alternate	
Walker Moffitt	City of Asheboro
Staff	
Jesse Day	PTRC
Laura Peoples	PTRC

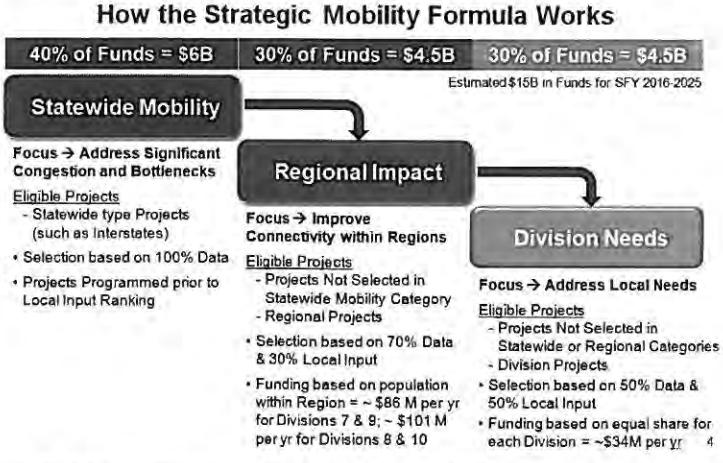
TCC Members Attending	
Kelly Becker	NCDOT Regional Office
Tonya Caddle	Rockingham County
Guy Cornman	Davidson County
John Evans	City of Asheboro
Richard Hancock	NCDOT, Division 8
Dominique Hollis	NCDOT, Division 9
Ed Lewis	NCDOT, Division 7
Roger King	RCATS
Jeff Loflin	NCDOT, Division 8
Greg Patton	City of Randleman
Donna Setliff	City of Reidsville
Darius Sturdivant	NCDOT, Division 8
Vernia Wilson	NCDOT, TPB
Guests	
Sharon Conaway	Town of Walnut Cove
Paul Johnson	Surry County
Steve Yokeley	City of Mt. Airy

The meeting began at 10:05am

I. **Conflict of Interest.** Mr. Baker read the conflict of interest statement. No one indicated any conflict(s) of interest.

II. **Welcome, Review Agenda and Public Comment.** Talmadge Baker welcomed the Northwest RPO TAC and NCDOT Board Member Cheryl McQueary and opened up the floor for public comment. Ms McQueary took the time to introduce herself, providing background on her service in Washington. Ms. McQueary encouraged any members of the RPO to contact her with questions, issues or concerns, email: clmcqueary@ncdot.gov

III. **Strategic Mobility Formula and Prioritization Presentation.** Ed Lewis and Darius Sturdivant presented an overview of the Strategic Mobility Formula legislation, which has been debated in the General Assembly. The new formula for how to spend the highway trust fund is summarized here in the attached graphic. Mr. Lewis and Sturdivant mentioned that the data driven criteria is still being worked out on the SPOT workgroup level, but once the legislation is approved, draft criteria



will be shared with RPOs/MPOs and sent to the Board of Transportation for approval and recommendation to the Joint Transportation Legislative Oversight Committee.

IV. **Health Impact Assessments in the Asheboro CTP**. Laura Peoples provided a report on Health Impact Assessments and her survey work with proposed transit in the City of Asheboro. The Assessment is ongoing and will be complete sometime over the summer. A survey of nearly 2,000 residents was launched to gauge interest in using transit, funding and health impacts.

Action Items

V. **Adoption of the April 17, 2013 TAC/TCC Minutes.** Greg Patton made a motion, Zane Cardwell 2nd. The motion passed unanimously.

VI. **Bylaws and MOU Update.** The documents have been updated to reflect the withdrawal of Davidson County and Division 9 from the RPO. In addition, the Board of Transportation Member is listed as a voting member. Alvin Foster made a motion to approve the updated Bylaws and MOU and Zane Cardwell 2nd. The motion passed the TAC unanimously.

VII. **Vision Drive Resolution of Support.** John Evans presented information on the safety issues at Vision Drive near US 220. Some conceptual improvements have been provided by NCDOT Division 8, but funding is needed to make the improvements. A resolution of support to make the improvements was presented. Greg Patton made a motion and Jackie Morris 2nd. The motion passed unanimously.

Discussion Items

VIII. **State Government Ethics Act Update.** No update, get your SEI and training completed. *(Note: The act was modified by the General Assembly. TCC members are no longer subject to the ethics requirement and TAC members are no longer required to take online training, the SEI form is still required for TAC members.)*

IX. **County TIP Committees and Prioritization**
As SPOT 3.0 ramps up in the fall, the PTRPO will need to be prepared with local transportation priorities. Typically, project ideas are generated at the County level, ranked by County and then scored by the PTRPO TCC and TAC. PTRPO staff will work with each County planning director to develop an open and transparent process for establishing a County TIP committee to recommend projects.

X. **Division 7** – Provided an electronic report – Ed Lewis. No questions.
Division 8 – Provided an electronic report – Darius Sturdivant. No questions
Division 9 – Provided electronic and hard copy report update – Dominique Hollis. No questions.

XI. **TPB Update.** No updated

XII. **Local Updates.** No updates

XIII. **RPO Update.** Provided a legislative report from the Metro Mayors Coalition. Mr. Baker recognized Billy Joe Kepley's service on the RPO board. Mr. Kepley gave thanks to the collaborative and cooperative nature of the PTRPO TAC.

XIV. **New Business.** None

_____ _____

Talmadge Baker, TAC Chair **Date**

_____ _____

Jesse Day, Secretary **Date**

PIEDMONT TRIAD RURAL PLANNING ORGANIZATION

DRAFT MINUTES

Meeting of the Technical Coordinating Committee (TCC)

September 23, 2013

TCC Members Attending			
Kelly Becker	NCDOT Regional Office	Vernia Wilson	NCDOT, TPB
Tonya Caddle	Rockingham County		
Trevor Nuttall	City of Asheboro	Staff	
Ed Lewis	NCDOT, Division 7	Jesse Day	PTRC
Jeff Loflin	NCDOT, Division 8	Christina Walsh	PTRC
Roger King	RCATS		
Greg Patton	City of Randleman		
Nick Holcomb	City of Randleman		

The meeting began at 1:35pm

I. **Conflict of Interest.** Jesse Day read the conflict of interest statement. No one indicated any conflict(s) of interest.

II. **Welcome, Review Agenda and Public Comment.** Jesse Day reviewed the agenda and asked for any public comment.

III. **Strategic Mobility Formula and Prioritization Presentation.** A video produced by NCDOT was shared with the TCC members present. The video is available here: https://connect.ncdot.gov/projects/planning/Pages/ResourcesMPO-RPO.aspx. A summary of August technical changes bill which modifies the original strategic mobility legislation were reviewed, including a requirement to involve public comments in how the Division Engineer points are assigned in the prioritization process and continually improving the prioritization process and recognizing the SPOT workgroup for input into prioritization process improvements and changes. Mr. Lewis mentioned that he attended a training on the new transportation process and several aviation representatives were there and mentioned a need to build relationships with RPOs across the State.

Discussion Items

IV. **Local Prioritization Policy Discussion**. As mentioned in the agenda packet, consideration of aviation, public transit and rail needs to be incorporated into the PTRPO local prioritization policy. It was mentioned that a template for submitting projects and guiding public meetings would be helpful. Simple explanations of how the data driven scoring process works for different projects will be helpful in the policy.

V. **Public Participation Plan Overview.** The PTRPO public participation plan was reviewed. It was mentioned that the NCDOT policy for public input workshops involve advertising 2-weeks in advance and when possible are mentioned in the Wednesday and Sunday paper. Areas where there is limited English proficiency, Spanish versions of information is important. It was recommended to provide information between 10 and 24 days ahead of the meeting and allow a 30 day review period on the PTRPO website.

VI. **County TIP Committees**
PTRPO staff will work with each County planning director to convene the County TIP committees and solicit projects for submitting into the SPOT 3.0 database. The first round of public workshops will be held beginning the week of October 28th. These workshops will

allow the public to learn about the Strategic Transportation Investments legislation and also to see what projects are important to include in the PTRPO submission for scoring.

VII. **Division 7 –** Provided an electronic report – Ed Lewis. No questions.
Division 8 – Provided a brief report – Jeff Loflin. No questions

VIII. **TPB Update.** No updates

IX. **Local Updates.** Roger King mentioned that the Public Transportation Director Teresa Hart was re-assigned within NCODT. No new director has been named.

X. **RPO Update.** Provided a printed update summarizing public transit and bike/ped grant opportunities.

XI. **New Business.** None

_____ _____
Paul Kron, TCC Chair **Date**

_____ _____
Jesse Day, Secretary **Date**

PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

Agenda Item

Agenda Item VI

PTRPO Identification of Projects for Prioritization Process

Background

The Identification of Projects for Prioritization Process Document summarizes how projects are submitted for each mode, how the project's data driven criteria is determined and scored, while providing helpful background information.

The document will be used as a handout at County Public Input Workshop meetings being held October 29th – November 6th. In addition any previously submitted projects and those projects being submitted by partner agencies in transportation (aviation and public transit) will be shared with the general public.

Action Requested

Consideration of the Identification of Projects for Prioritization Process Document

PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

Prioritization 3.0: Identification of Projects for Evaluation by NCDOT

Prioritization 3.0 Background

The previous Governor, Perdue, set the direction for NCDOT's current Transportation Reform initiative with Executive Order No. 2 in 2009. This order mandates a professional approval process for project selection. NCDOT created the Strategic Prioritization Process in response. The first version of the Strategic Prioritization Process (Prioritization 1.0) was used to support development of the FY 2012-2018 Transportation Improvement Program. The second version (Prioritization 2.0), initiated in June 2011, supported development of the FY 2014-2020 Transportation Improvement Program. However, due to new federal legislation approval and a change in administration at the State level, the FY 2014-2020 was delayed and not approved by the Board of Transportation.

Over the last year, NCDOT has been working with internal and external stakeholders to revamp the process. Significant changes have been made to the process and were 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.

Prioritization 3.0 will be a primary input for the FY 2016-2020 TIP and Developmental Plan for FY 2021-2025. The first five years (2016-2020), also known as the Five-Year Work Program, is considered committed. NCDOT has stated its intent to deliver at least 95% of the program within this five-year time frame, hile the Developmental Plan (FY 2021-2025) is subject to change. Prioritization 3.0 is a multi-modal process. Highway, transit, bicycle and pedestrian, aviation, and rail project needs will be evaluated. Prioritization 3.0 will cover newly submitted project needs as well as projects that had been submitted under Prioritization 2.0 but were unfunded or funded in FY 2016 or later. You may view more information on the Strategic Transportation Investments (STI) at http://www.ncdot.gov/strategictransportationinvestments/default.html.

Scoring of Project Need

Prioritization 3.0 involves three components: 1) a data driven, quantitatively scored estimate of project need, 2) RPO priority score, and 3) NCDOT Division Engineer priority score. The first step of Prioritization 3.0 is the identification of projects for evaluation and data driven scoring by NCDOT's Strategic Planning Office of Transportation (SPOT). **This document focuses solely on submitting projects for the data driven evaluation of projects.** The project submittal is guided by the following constraints:

Highway

- Submit up to 13 new roadway projects not previously submitted under Prioritization 2.0 *(previously submitted highway projects will already be in the database)*
- The number of roadway safety and infrastructure health project submittals is not restricted. *(However, no RPO rankings or priority points can be assigned to these projects. These projects will be evaluated in a separate process focused strictly on need and available resources.)*

Other Modes

- Resubmit public transportation, aviation, bicycle, and pedestrian projects that were not funded previously, which will require a local funding match. *(Previously submitted projects will be cleared from the database.)*
- Submit up to a total of 20 bicycle and pedestrian projects.
- The number of transit capital project submittals is not restricted, but requires local match.
- The number of aviation capital project submittals is not restricted, but requires local match.

RPO staff will begin the first step, 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, transit providers and other stakeholders).

RPO staff will then screen the candidate project list to narrow it to not exceed the maximum number of new project submittals. The RPO staff will also consult the County TIP 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 at the December, 2013 meeting. NCDOT intends to return the RPO's scored projects in early *May 2014*. The screening process will consider a range of factors including:

- Eligibility requirements;
- Relative need;
- Competitiveness based on the NCDOT ranking process and criteria;
- Realistic potential for funding and implementation between FY 2016-2020.

Once the scores are returned in May, the RPO will be able to apply local points. The RPO staff will develop a scoring and ranking methodology across all modes for consideration in early 2014.

The results of the RPO 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 considered. A final decision on how to allocate RPO priority points will then be made. RPO scores for all modes are due to SPOT by July 31, 2014.

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 projects, public transportation, bicycle and pedestrian projects, and aviation.

Highway Projects

Project Types

Roadway Mobility

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) to be eligible. Examples include:

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

Projects for implementation in Fiscal Years 2016-2025 should be submitted.

Modernization Projects *(Not Prioritized)*

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

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

Roadway Infrastructure Health Projects *(Not Prioritized)*

Infrastructure health projects include maintenance, rehabilitation, bridge replacement, and related projects.

Roadway Safety Projects *(Not Prioritized)*

Roadway safety projects include a wide range of treatments in response to documented safety issues.

Project Eligibility Requirements

Roadway Projects

For consideration on the List of New Project Submittals, the project should meet as many of the following criteria as possible:

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

Submission and Scoring Methodology

For the PTRPO only 13 **new highway** projects may be submitted to NCDOT. In addition, 5 existing projects in the system may be replaced with 5 new projects. Therefore, a total of 18 new projects can be submitted to NCDOT. If the number of requested projects exceeds the number allowed to be submitted, staff will provide detailed information by project on the factors described in the Project Eligibility Requirements to the County TIP Committee and the PTRPO TAC/TCC. Staff may suggest removal of projects that do not meet as many Project Eligibility Requirements as other projects. The County TIP Committee will rank highway projects for consideration by the PTRPO TAC/TCC for scoring in May 2014, or as soon as data driven scores are available for all the highway projects in the SPOT database.

NCDOT Highway Data Driven Criteria Summary

Funding Category	Quantitative Data
Statewide Mobility	**[Travel Time] Benefit/Cost = 30%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT **Congestion = 30%** • Comparison of the existing traffic volume to the existing capacity of the roadway (Depending on data availability, congestion may be measured by comparing congested travel speeds to uncongested speeds.) **Economic Competitiveness = 10%** • Estimate the number of long-term jobs and the percent change in economic activity within the NCDOT Division the project is expected to provide over 30 years **Safety = 10%** • Evaluation of the number, severity, and frequency of crashes along the roadway **Multimodal [& Freight + Military] = 20%** • Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals **Total = 100% (0% Local Input)**
Regional Impact	**[Travel Time] Benefit/Cost = 30%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT **Congestion = 30%** • Comparison of the existing traffic volume to the existing capacity of the roadway (Depending on data availability, congestion may be measured by comparing congested travel speeds to uncongested speeds.) **Safety = 10%** • Evaluation of the number, severity, and frequency of crashes along the roadway **Total = 70% (30% Local Input)**
Division Needs	**[Travel Time] Benefit/Cost = 20%** • Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT **Congestion = 20%** • Comparison of the existing traffic volume to the existing capacity of the roadway (depending on data availability, Congestion may be measured by comparing congested travel speeds to uncongested speeds) **Safety = 10%** • Evaluation of the number, severity, and frequency of crashes along the roadway **Total = 50% (50% Local Input)**

Public Transportation Projects

Project Types

General Information

Only Major Capital projects that can be accomplished in Fiscal Years 2015 and 2016-2020 should be submitted. Any phase, start-up or continuation of a capital project, can be submitted as long as a portion can be accomplished by 2020. Projects submitted for FY 2015 will not be prioritized. NCDOT requires only submitting projects in which a local funding source has been identified.

Expansion Vehicles

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

- New bus routes and/or services (demand response, headway reductions)
- Purchase of new buses or vans

Facilities

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

- Transit-related facilities
- Park and Ride Lots
- Bus Shelters

Project Eligibility Requirements

Public Transportation Projects

Only Capital (expansion and facilities) projects will be scored and ranked. **However, NCDOT is requiring all projects submitted must have a designated local funding source for FY 2015-2020.**

Submission and Scoring Methodology

Each County public transit provider will submit Project Requests to NCDOT. Fiscal year 2015 projects are due November 15, 2013 while fiscal year 2016-2020 projects are due November 29, 2013 Project Requests that are scored by NCDOT and have secured a local funding commitment, will be considered for scoring in May 2014. The County TIP Committee may rank public transportation projects for scoring by the PTRPO TAC/TCC. In absence of a County TIP Committee rank, the PTRPO TAC/TCC may use the data driven criteria to determine what projects rank highest in each County and assign points in May 2014.

NCDOT Public Transportation Data Driven Criteria Summary

Funding Category	Public Transit Scoring (Expansion) Quantitative Data
Regional Impact Total = 70% **(30% Local Input)**	**Benefit/Cost = 45%** • Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state **Vehicle Utilization Data = 5%** • Examines how systems are maximizing current fleet **System Safety = 5%** • Compares system safety statistics to the national average **Connectivity = 5%** • Measures the connectivity of the proposed expansion of service to destinations (education, medical, employment, retail, other transfers) **System Operational Efficiency = 10%** • Compares the number of trips to revenue hours reported
Division Needs Total = 50% **(50% Local Input)**	**Benefit/Cost = 25%** • Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state **Vehicle Utilization Data = 5%** • Examines how systems are maximizing current fleet **System Safety = 5%** • Compares system safety statistics to the national average **Connectivity = 5%** • Measures the connectivity of the proposed expansion of service to vital destinations **System Operational Efficiency = 10%** • Compares the number of trips to revenue hours reported
Funding Category	**Public Transit Scoring (Facilities) Quantitative Data**
Regional Impact Total = 70% **(30% Local Input)**	**Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 40%** • Age: examines the age of the facility compared to the useful life of the facility • Facility Demand: measures the demand for new or expanded maintenance and operations facilities • Park & Ride: compares utilization to cost to state to construct • Bus Shelter: examines current demand (boardings and alightings) at the shelter location **Benefit-Cost = 5%** • Examines the benefit (trips) relative to the cost of the project to the state. **System Operational Efficiency = 5%** • Compares the number of trips to revenue hours reported **Facility Capacity = 20%** • Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity
Division Needs Total = 50% **(50% Local Input)**	**Age of Facility, Facility Demand, Park & Ride, Bus Shelter = 30%** • Age: examines the age of the facility compared to the useful life of the facility • Facility Demand: measures the demand for new or expanded maintenance and operations facilities • Park & Ride: compares utilization to cost to state to construct • Bus Shelter: examines current demand (boardings and alightings) at the proposed shelter location **Benefit-Cost = 5%** • Examines the benefit (trips) relative to the cost of the project to the state. **System Operational Efficiency = 5%** • Compares the number of trips to revenue hours reported **Facility Capacity = 10%** • Identifies the need for additional capacity by comparing proposed capacity, current usage, and current capacity

Data for the criteria will be obtained from NTD, OPSTATS, and local transit systems and will include the following:

Expansion Vehicles Category

- Current Annual Average Trips per Vehicle
- Life Expectancy of Vehicle or Facility
- Projected Ridership
- Total Cost (must determine State Match)
- Maximum Number of Vehicles during Peak Hour
- Total Fleet Size
- System Reported Incidents, injuries, fatalities
- Vital Destinations (medical, employment, retail, education, and other transportation modes)
- Annual Ridership
- Revenue Hours

Facilities

- Facility Age *(excludes Park & Ride, Bus Shelters)*
- -Number of Peak Service Vehicles
- -Number of Facility Bus Bays
- Number of Park & Ride spaces
- Park & Ride Expected Utilization
- Bus Stop Boardings and Alightings *(Bus Shelters)*
- Annual Trips Provided by Facility
- Annual Ridership
- Revenue Hours
- Facilities Capacity *(All)*

Bicycle and Pedestrian Projects

Project Types

Bicycle Projects *(stand alone projects for design and/or construction)*
Bicycle projects include on-road bike facilities (shoulders, bike lanes, wide outside lanes, sidepaths) and shared-use paths (greenways). NCDOT requires submitting bicycle projects with a minimum cost of $100,000 and recommends not exceeding $500,000. The PTRPO can submit a total of 20 new bicycle and pedestrian projects to NCDOT.

Pedestrian Projects *(stand alone projects for design and/or construction)*
These projects may include sidewalks and intersection improvements. Examples may include curb ramps and pedestrian bridges. NCDOT requires submitting pedestrian projects with a minimum cost of $100,000 and recommends not exceeding $500,000. The PTRPO can submit a total of 20 new pedestrian and bicycle projects to NCDOT.

Project Eligibility Requirements

Bicycle & Pedestrian Projects

For consideration on the List of New Project Submittals:

- In an adopted CTP, Bicycle, Pedestrian or Greenway Plan or another locally adopted 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 ½ mile of schools or parks
  - Connects to shopping center or high employment center
  - In an adopted bicycle, pedestrian, greenway or CTP
  - Right of way in process, owned publicly or demonstrated support by private landowners
  - Involves collaboration between two or more jurisdictions

Submission and Scoring Methodology

A total of **20 new** projects may be submitted to NCDOT by *January 31, 2014*. Each County TIP committee may submit up to 5 new bicycle or pedestrian projects for scoring by NCDOT. In the event that there are more than 5 projects submitted by each County TIP committee (totaling 20+ projects) to the PTRPO TAC/TCC, the PTRPO staff will evaluate projects using the above criteria and recommend projects not meeting criteria be removed from the system. Proof of local support is needed if submitted to NCDOT as a ranked project in May 2014. This local support will need to be demonstrated through a commitment to provide local match funding for the project if awarded by NCDOT.

NCDOT Bicycle and Pedestrian Data Driven Criteria Summary

Funding Category	Quantitative Data
Division Needs	**Access = 10%** • This criterion measures community benefit as a result of constructing the proposed project, and is measured by the quantity and significance of destinations associated with the proposed project. Access benefit is also measured by the proximity of the proposed project to the most important end destination. **Constructability = 5%** • This criterion measures the readiness of a project to be constructed in the near term. Factors such as secured right-of-way, environmental impact, and completed preliminary engineering work are used to calculate this score. **Safety = 15%** • This criterion uses bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need. **Demand Density = 10%** • This criterion measures user benefit as a result of constructing the proposed project, and it is measured by the density of population and employment within a walkable or bike-able distance of the proposed project. **Benefit/Cost = 10%** • This criterion adds the Access and Demand scores together to create a combined benefit score, and then the benefit is divided into the cost of the project to NCDOT. **Total = 50%**

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

Aviation Projects

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 and Scoring Methodology

There are no limits to project submittals. Each airport authority has been asked to submit projects to NCDOT by *November 1, 2013*. Following the delivery of project eligibility and scores by NCDOT to the PTRPO, County TIP Committees may rank airport improvement projects for consideration by the PTRPO TAC/TCC. Proof of local funding support is requested if submitted to NCDOT as a ranked and scored project by the PTRPO.

NCDOT Aviation Data Driven Criteria Summary

Funding Category	Quantitative Data
Division Needs	**NCDOA Project Rating = 30%** • Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on priority of the project and need of the project. **FAA Airport Capital Improvement Plan = 10%** • Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating **Local Investment Index = 5%** • A measurement of the project's local funds compared to state funds and provides greater points for projects that have a higher percent of local funding sources (i.e. local or public-private funds) **Volume/Demand Index = 10%** • Index representing traffic (aircraft operations) plus employment density (jobs near the airport). Identifies projects where there is more traffic and in areas with more user demand. **Total = 50%**

Prioritization Process Timeline: 2013-2014

PHASE I: Identify Candidate Projects

• **TAC Considers Policy on Identification of Projects for Evaluation by NCDOT**	**October 16**
• Conduct RPO Public Input Meetings (Round 1)	October 29-November 6
• Aviation Projects Due to NCDOT	November 1
• Transit FY 15 Projects Due to NCDOT	November 15
• Transit FY 16-20 Project Due to NCDOT	November 29
• **TAC Approval of Project Submittal List**	**January 2014**
• Submit All Outstanding Projects to NCDOT	January 31, 2014

PHASE II: Assign Points & Final Rankings

• **TAC Considers draft ranking and scoring process**	**April 2014**
• **NCDOT Scores Released**	**May 1, 2014**
• Conduct RPO Public Input Meetings (Round 2)	May 2014
• **TAC Approval of priority rankings and scoring**	**June 2014**
• Submit Scored Projects to NCDOT	July 31, 2014

PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

Agenda Item

Agenda Item VII

Highway Projects in SPOT Database

Background

The highway projects from Prioritization 2.0 are included. Modifications to existing projects are needed by October 23rd, 2013 while deletion of any projects are necessary by January 31st, 2014

From David Wasserman, NCDOT SPOT Office
Attached you'll find the Draft list of existing highway projects in the prioritization database which will be scored in Prioritization 3.0 (P3.0) under the new Strategic Transportation Investments (STI) legislation. This list includes projects from P2.0, as well as former Mobility Fund, Urban Loop and other projects that are scheduled to be let for construction after July 1, 2015.

SPOT will consider modifying or removing any projects in this list, as long as there is agreement between the MPO/RPO(s) and Division(s). Any project removed will result in an additional new highway project submittal for the MPO, RPO, or Division in January 2014 (Each MPO, RPO, and Division can receive a maximum of 5 additional submittals).

Please feel free to contact SPOT with any questions.

David

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Action Requested

Consideration of the existing highway project list and any modifications.

P3.0 Existing Highway Projects
DRAFT - SUBJECT TO CHANGE

September 25, 2013

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First MPORPO	First County	Second County
H090131-C	131	Statewide Mobility	Capacity	Widen Existing Roadway	R-2560C	NC 87		SR 1159 (Parkdale Road) in Caswell County	NC 150 East of Williamsburg in Rockingham County	SR 1547 in Alamance County to US 29 in Reidsville. Widen to Multi-Lanes. Section C: SR 1159 (Parkdale Road) in Caswell County to NC 150 East of Williamsburg in Rockingham County.	Piedmont Triad RPO	Caswell	Rockingham
H090140-A	140	Statewide Mobility	Capacity	Widen Existing Roadway and Construct Part on New Location	R-2575A	US 158		NC 86 West of Yanceyville	NC 86 Near Pleasant Grove	Widen to Multi-Lanes	Piedmont Triad RPO	Caswell	
H090153	153	Statewide Mobility	Capacity	Widen Existing Roadway	R-2586	US 158		US 29 at NC 14	NC 86 West of Yanceyville	Widen to Multi-Lanes	Piedmont Triad RPO	Caswell	Rockingham
H090229	229	Regional Impact	Capacity	Widen Existing Roadway	R-3418	NC 86		US 158	Virginia State Line	US 158 to Virginia State Line. Widen to Multi-Lanes.	Piedmont Triad RPO	Caswell	
H090603	603	Regional Impact	Capacity	Widen Existing Roadway		NC 119		US 158	NC 62 (Cloninger Drive)	from US 158 to New Location NC 62 Connector (See R-3105). Widen to Multi-Lanes. Add to Stip.	Piedmont Triad RPO	Caswell	
H090611	611	Regional Impact	Modernization	Modernize Roadway		NC 150		US 158	NC 87	from US 158 in Caswell County to NC 87 in Rockingham. Widen Lanes, Pave Shoulders. Add to Stip.	Piedmont Triad RPO	Caswell	Rockingham
H090695	695	Regional Impact	Capacity	Construct Roadway on New Location			New Route	NC 62	NC 86	Two-Lane Connector on New Location from NC 62 South of Yanceyvile City Limit to NC 86 East of Yanceyville City Limit.	Piedmont Triad RPO	Caswell	
H090023-A	23	Statewide Mobility	Modernization	Upgrade Freeway to Interstate Standards	I-4406A	I-73/74/US 220		North of US 220 Alternate	South of NC 211	South of Steeds to North of Emery. Upgrade to interstate Standards. Section A: North of US 220 Alternate to South of NC 211	Piedmont Triad RPO	Montgomery	
H090023-B	24	Statewide Mobility	Modernization	Upgrade Freeway to Interstate Standards	I-4406B	I-73/74/US 220		South of NC 211	North of SR 1500 (Post office Road)	South of Steeds to North of Emery. Upgrade to interstate Standards. Section B: South of NC 211 to North of SR 1500 (Post office Road).	Piedmont Triad RPO	Montgomery	
H090023-C	25	Statewide Mobility	Modernization	Upgrade Freeway to Interstate Standards	I-4406C	I-73/74/US 220		North of SR 1500 (Post office Road)	North of NC 24/27	South of Steeds to North of Emery. Upgrade to interstate Standards. Section C: North of SR 1500 (Post office Road) to North of NC 24-27.	Piedmont Triad RPO	Montgomery	
H090023-D	26	Statewide Mobility	Modernization	Upgrade Freeway to Interstate Standards	I-4406D	I-73/74/US 220		North of NC 24/27	North of SR 1002 (Spies Road)	South of Steeds to North of Emery. Upgrade to interstate Standards. Section D: North of NC 24/27 to North of SR 1002 (Spies Road).	Piedmont Triad RPO	Montgomery	
H090023-E	27	Statewide Mobility	Modernization	Upgrade Freeway to Interstate Standards	I-4406E	I-73/74/US 220		North of SR 1002 (Spies Road)	North of US 220 Alternate	South of Steeds to North of Emery. Upgrade to interstate Standards. Section E: North of SR 1002 (Spies Road) to North of US 220 Alternate.	Piedmont Triad RPO	Montgomery	
H090113	113	Statewide Mobility	Capacity	Widen Existing Roadway	R-2527	NC 24/27		NC 73	Troy Bypass	Widen to Multi-Lanes	Piedmont Triad RPO	Montgomery	
H090114	114	Statewide Mobility	Capacity	Widen Existing Roadway	R-2528	NC 24/27		I-73/74/US 220	Carthage Bypass	Widen to Multi-Lanes	Piedmont Triad RPO	Montgomery	Moore
H090158	158	Regional Impact	Capacity	Widen Existing Roadway and Construct Part on New Location	R-2591	NC 211		US 220 East of Candor	US 15/501 in Aberdeen	US 220 East of Candor to US 15/501 in Aberdeen. Widen to Multi-Lanes with Bypass of Pinehurst on New Location.	Piedmont Triad RPO	Montgomery	Moore

P3.0 Existing Highway Projects
DRAFT - SUBJECT TO CHANGE

September 25, 2013

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First MPORPO	First County	Second County
H090598	598	Regional Impact	Modernization	Modernize Roadway		NC 109		NC 73 (Main Street)	NC 24/27	NC 73 in Mt. Gilead to NC 24-27 West of Troy. Widen Existing; Add Shoulders; install Turn Lanes at Traffic Generators and Signalization.	Piedmont Triad RPO	Montgomery	
H090696	696	Regional Impact	Modernization	Modernize Roadway		NC 731		Pee Dee River	US 220 Business	Widen Existing Lanes; Add Paved Shoulders; Address Drainage Issues from Pee Dee River to US 220 Business.	Piedmont Triad RPO	Montgomery	
H090739	739	Division Needs	Capacity	Construct Roadway on New Location			New Route	SR 1332 (Page Street)	NC 24/27 (Troy Bypass)	Two Lane Connector Between Troy Bypass and Page Street (SR 1332) in Troy to Accomodate Truck Traffic.	Piedmont Triad RPO	Montgomery	
H112081	2081	Division Needs	Modernization	Modernize Roadway		SR 1150	River Road	NC 24/27	NC 109	Wide Shoulders For Bicycle Route, Straighten Turns, Turn Lanes, Site Distance Improvement For Safety	Piedmont Triad RPO	Montgomery	
H090043	43	Statewide Mobility	Capacity	Widen Existing Roadway	I-5105	I-73/74/US 220		South of US 220 Business	North of SR 2269 (Vision Drive)	South of US 220 Business/ SR 1138 (Dawson-Miller Road) to North of SR 2269 (Vision Drive). Geometric, Operational, and Safety Improvements.	Piedmont Triad RPO	Randolph	
H090061-CB	63	Statewide Mobility	Capacity	Widen Existing Roadway	R-2220CB	US 64		Davidson County Line	SR 1409 (Lake Park Road)	Widen to Multi-Lanes	Piedmont Triad RPO	Randolph	
H090061-DA	64	Statewide Mobility	Capacity	Widen Existing Roadway	R-2220DA	US 64		SR 1409 (Lake Park Road)	Proposed Asheboro Bypass	Widen to Multi-Lanes	Piedmont Triad RPO	Randolph	
H090061-DB	65	Statewide Mobility	Capacity	Widen Existing Roadway	R-2220DB	US 64		Proposed Asheboro Bypass	NC 49	Widen to Multi-Lanes	Piedmont Triad RPO	Randolph	
H090061-E	66	Statewide Mobility	Capacity	Widen Existing Roadway	R-2220E	US 64		NC 49		Reconstruct interchange	Piedmont Triad RPO	Randolph	
H090120-A	120	Statewide Mobility	Capacity	Widen Existing Roadway	R-2535A	NC 49		Existing Four Lanes West of Farmer at SR 1174 (Waynick Meadow Road)	East of SR 1163 (tot Hill Farm Road)	SR 1174 West of Farmer to Proposed Asheboro Southern Bypass (R-2536) West of SR 1193. Widen to a Four Lane Divided Facility. Section A: Existing Four Lanes West of Farmer at SR 1174 (Waynick Meadow Road) to East of SR 1163 (tot Hill Farm Road).	Piedmont Triad RPO	Randolph	
H090120-B	121	Statewide Mobility	Capacity	Widen Existing Roadway	R-2535B	NC 49		East of SR 1163 (Tot Hill Farm Road)	Proposed Asheboro Bypass West of SR 1193 (Old NC 49)	SR 1174 West of Farmer to Proposed Asheboro Southern Bypass (R-2536) West of SR 1193. Widen to a Four Lane Divided Facility. Section B: East of SR 1163 (tot Hill Farm Road) to the Proposed Asheboro Bypass West of SR 1193 (Old NC 49).	Piedmont Triad RPO	Randolph	
H090256	256	Regional Impact	Capacity	Widen Existing Roadway and Construct Part on New Location	R-3803	NC 49	Fayetteville Street	SR 2427(Kinro Road)	NC 49 (Swannanoa Street)	East Liberty Bypass, NC 49(Fayetteville Street) at SR 2427(Kinro Road) to NC 49 (Swannanoa Street). Two Lanes on Four Lane Right of Way, Part New Location.	Piedmont Triad RPO	Randolph	
H090271	271	Division Needs	Capacity	Widen Existing Roadway and Construct Part on New Location	R-4065		New Route	SR 1950 (West Academy Street)	US 311 Near Sophia	SR 1950 (West Academy Street) to US 311 near Sophia. Multi-Lane Connector on New Location.	Piedmont Triad RPO	Randolph	

P3.0 Existing Highway Projects
DRAFT - SUBJECT TO CHANGE

September 25, 2013

SPOTID	P2.0 SPOTID	Project Category	Improvement Type	Specific Improvement	TIP #	Route Number	Route Name	From/Cross Street	To	Description	First MPORPO	First County	Second County
H090509	509	Regional Impact	Modernization	Modernize Roadway	U-5005	US 220 Business		Proposed US 64 Bypass	US 64/NC 49	Proposed US 64 Bypass to US 64/NC 49. Upgrade Roadway, Address intersections and Other Safety Issues.	Piedmont Triad RPO	Randolph	
H090742	742	Regional Impact	Modernization	Modernize Roadway		NC 705		I-73/74/US 220	US 220A	I-73/74 (US 220) to US 220 a in Seagrove. Improve Existing Two-Lane Cross Section to Curb and Gutter with Sidewalks and Bicycle Accomodations.	Piedmont Triad RPO	Randolph	
H111119	1119	Regional Impact	Capacity	Widen Existing Roadway		US 220 Business		US 311 Extension	SR 2123 Caudle Road	Widen Roadway to Four Lanes with a Median	Piedmont Triad RPO	Randolph	
H111295-D	1295	Statewide Mobility	Capacity	Construct Roadway on New Location	R-2536D	US 64	New Route - Asheboro Bypass Zoo Connector	Asheboro Bypass	NC 159	Construct Two Lanes on New Location	Piedmont Triad RPO	Randolph	
H090131-DA	132	Statewide Mobility	Capacity	Widen Existing Roadway	R-2560DA	NC 87		NC 150 East of Williamsburg	SR 2594 (Holliday Loop Road)	SR 1547 in Alamance County to US 29 in Reidsville. Widen to Multi-Lanes. Section Da: NC 150 East of Williamsburg to SR 2594 (Holliday Loop Road).	Piedmont Triad RPO	Rockingham	
H090228	228	Regional Impact	Modernization	Modernize Roadway	R-3414	NC 65/87		West of SR 2371 (Old County Home Road) in Wentworth	US 158-29 Business (Freeway Drive) in Reidsville	West of SR 2371 (Old County Home Road) in Wentworth to US 158-29 Business (Freeway Drive) in Reidsville. Upgrade Existing Roadway.	Piedmont Triad RPO	Rockingham	
H090273	273	Regional Impact	Capacity	Widen Existing Roadway	R-4402	NC 14/87		NC 700/770 (Meadow Road) in Eden	Virginia State Line	NC 700/770 (Meadow Road) in Eden to the Virginia State Line. Widen to Multi-Lanes.	Piedmont Triad RPO	Rockingham	
H090307	307	Regional Impact	Interchange/Intersection	Improve Interchange	R-5015	US 311/NC 135		Future I-74/US 220		Widen Bridge on US 311/NC 135 Over Future I-74/US 220 and Upgrade interchange.	Piedmont Triad RPO	Rockingham	
H090597	597	Regional Impact	Capacity	Widen Existing Roadway		NC 770		SR 1743 (Gant Road)	SR 1789 (industrial Drive)	SR 1743 (Gant Road) to SR 1789 (industrial Drive) in Eden. Widen to Multi-Lanes. Add to Stip.	Piedmont Triad RPO	Rockingham	

PIEDMONT TRIAD
RURAL PLANNING ORGANIZATION

Agenda Item

Agenda Item VIII

County Prioritization Public Input Workshops

Background

The PTRPO prioritization policy uses County TIP Committees to generate priority projects for each County. In an effort to gather public input for projects to submit to NCDOT for scoring, a round of public workshops is scheduled this fall. These workshops will not attempt to pick and rank projects for recommendation to the County TIP Committee and PTRPO TAC, but will be used to identify priority projects to be considered for scoring and ranking in early 2014. The workshops are also an opportunity to educate the public on the new transportation legislation.

Caswell County	**November 4th 3:30-5:30pm**	**Courthouse**	**Yanceyville**
Montgomery County	**November 6th 3:00-5:00pm**	**Commissioners Room**	**Troy**
Randolph County	**October 29th 3:00-5:00pm**	**Old Courthouse**	**Asheboro**
Rockingham County	**October 30th 3:00-5:00pm**	**Ag Extension Office**	**Wentworth**

Staff has been working with TCC representatives in each County to schedule meetings and invite all partner agencies, government and stakeholders.

Action Requested

For your information.