

# AGENDA



## PIEDMONT TRIAD RURAL PLANNING ORGANIZATION

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

1:30pm

Wednesday, February 17, 2016

Location: Piedmont Triad Regional Council 1398 Carrolton Crossing Drive Kernersville

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#### Welcome

- |     |   |             |
|-----|---|-------------|
| I.  | Conflict of Interest Statement            | James Blake |
| II. | Welcome, Review Agenda and Public Comment | James Blake |

#### Presentation

- |      |                         |   |
|------|-------------------------|---|
| III. | Division 8 Presentation | Pat Molamphy, NCDOT<br>Division 8 Board of<br>Transportation Member |
|------|-------------------------|---|

#### Action Items

- |     |                                       |             |
|-----|---------------------------------------|-------------|
| IV. | Approval of December 16, 2015 Minutes | James Blake |
| V.  | Prioritization Policy Adoption        | James Blake |

#### Discussion Items

- |       |   |               |
|-------|---|---------------|
| VI.   | 2016-2017 TAC Appointments                  | Kelly Larkins |
| VII.  | Draft 2016-2017 Planning Work Program (PWP) | Kelly Larkins |
| VIII. | Draft Five-Year Planning Calendar           | Kelly Larkins |
| IX.   | State Ethics Reminder                       | Jesse Day     |
| X.    | Local Match Preliminary Amounts             | Jesse Day     |

#### Other Business

- |       |                            |                             |
|-------|----------------------------|-----------------------------|
| XI.   | Division Updates           | Planning/District Engineers |
| XII.  | TPB Update                 | TPB Staff                   |
| XIII. | Local Jurisdiction Updates | TCC Members                 |
| XIV.  | RPO Update                 | Jesse Day                   |
| XV.   | New Business               | Jesse Day                   |
| XVI.  | Adjourn                    | Jesse Day                   |

#### Next Meeting Date

April 20, 2016 1:30pm

**Directions to the PTRC Offices**  
**1398 Carrollton Crossing Drive Kernersville, NC 27284**  
**(Enter Crews Farm Rd Kernersville, NC 27284 if using navigation software)**

**From the East**

Take Interstate 40 West to Exit 203 for NC 66 Kernersville/High Point....turn left off exit ramp onto NC 66 South, destination is on the right about ½ mile on right

**From the West**

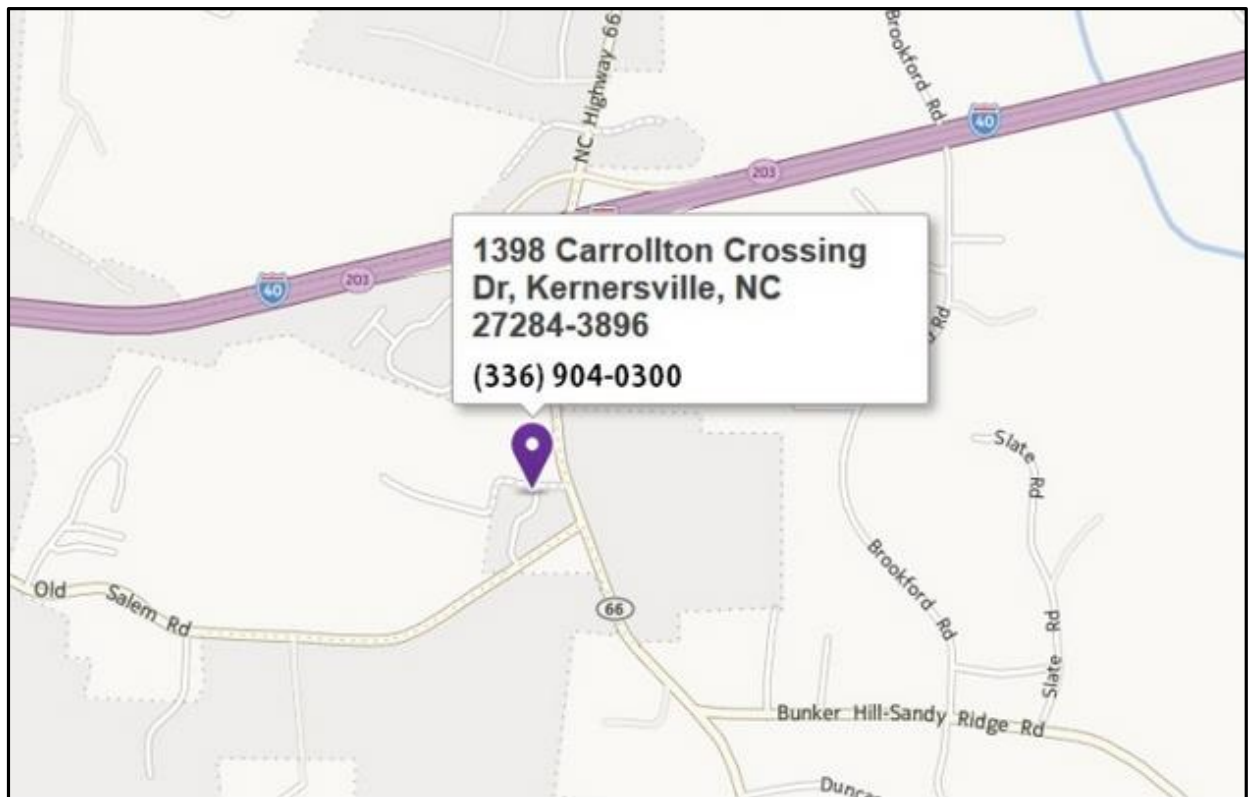
Take Interstate 40 East to Exit 203 for NC 66 Kernersville/High Point....turn right off exit ramp onto NC 66 South, destination is on the right about ½ mile on right

**From the South**

Take I 73 to I 74/US 311 towards High Point and Winston Salem. North of High Point, take the NC 66 N Exit. Turn right and travel 4.3 miles and take a left onto Crews Farm Road just past Old Salem Rd, destination will be on the left.

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The PTRC is located at 1398 Carrollton Crossing Drive in Kernersville. Our office is located just off NC Highway South in Kernersville, about a quarter of a mile south of Interstate 40.





PIEDMONT TRIAD  
RURAL PLANNING ORGANIZATION

# A g e n d a I t e m

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## **Agenda Item IV**

December 16, 2015 TCC/TAC Meeting Minutes

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## **Background**

The minutes are presented for your review and approval.

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## **Action Requested**

Approval of the minutes.



# PIEDMONT TRIAD RURAL PLANNING ORGANIZATION

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## MINUTES

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

December 16, 2015

#### TAC Members Attending

Talmadge Baker	City of Asheboro
Jimmy Blake	Town of Biscoe
Jackie Morris	Montgomery County
Alvin Foster	Town of Yanceyville
Stan Haywood	Randolph County
Walker Moffitt	City of Asheboro (alternate)
Mark Richardson	Rockingham County

#### Staff

Jesse Day	PTRC
Kelly Larkins	PTRC

#### TCC Members Attending

George T. Murphy	Town of Wentworth
Ed Lewis	NCDOT, Division 7
Darius Sturdivant	NCDOT, Division 8
Jennifer Britt	NCDOT, Division 8
Jeff York	Randolph County
Trevor Nuttall	City of Asheboro
Donna Setliff	City of Reidsville
Michael Abuya	NCDOT, TPB
Andy Bailey	NCDOT, TPB

#### Guests

None

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#### The meeting began at 1:28pm

- I. **Conflict of Interest.** Mr. James Blake read the conflict of interest statement. No one indicated any conflict(s) of interest.
- II. **Welcome, Review Agenda and Public Comment.** Mr. Blake welcomed those in attendance, reviewed the agenda and opened the meeting. Mr. Blake asked for public comment, but no comments were offered. Mr. Blake recognized Talmadge Baker's last PTRPO meeting as a member and thanked him for his service to the RPO since its inception.

#### **Action Items**

- III. **October 21, 2015 Meeting Minutes.** The meeting minutes were shared. Mr. Alvin Foster made a motion to adopt the minutes and Mr. Mark Richardson 2<sup>nd</sup> the motion. The minutes passed unanimously.
- IV. **CTP Study Needs List.** The following municipalities were submitted for consideration for an update to their existing CTP: *Stoneville, Randleman, Liberty and Reidsville*. Mr. Richardson made a motion to submit the CTP Study Needs List and Mr. Stan Haywood 2<sup>nd</sup> the motion. The motion passed unanimously.
- V. **2016 Meeting Dates.** The following meeting dates were presented for adoption in 2016:
  - February 17
  - April 20
  - June 15
  - August 17
  - October 19
  - December 14 or 21

It was mentioned that the December 21 date may change due to the proximity to Christmas. The date will be adjusted to the PTRC Board of Delegates schedule, which may be December 14, 2016. Mr. Richardson made a motion to adopt the revised meeting schedule and Mr. Trevor Nuttall 2<sup>nd</sup> the motion. The meeting dates were passed unanimously.

**Discussion Items**

- VI. Prioritization Policy Update.** The draft prioritization policy was presented by Kelly Larkins. He summarized changes to the policy on the NCDOT side of project scoring and emphasized the need for the RPO to look at changes to the policy. A meeting will be scheduled with members of the prioritization policy committee in January; members are Kent Williamson, Tonya Caddle, Trevor Nuttall and Ed Lewis.
- VII. SPOT 4.0 Project Submission Update.** The project submittals for the RPO went in on schedule. A couple of changes included moving the Deep River Trail Extension project to the Worthville section of the Deep River and the widening of US 158 from US 220 to US 29 in Rockingham County was already automatically in the system due to an ongoing feasibility study. The full submitted list was included in the agenda packet and a large 3-ring binder of all the projects was shared at the meeting.
- VIII. Legislative Update.** A handout overview of the FAST Act was distributed.
- IX. STIP Revisions for the PTRPO.** There were several STIP revisions distributed in the Agenda packet that are planned for Board Adoption at the January meeting. The budget included additional funds for transportation, which moved up several PTRPO projects in Rockingham and Caswell Counties including: I 73 Interchange Improvement with NC 135/US 311; NC 65/NC 87 widening from Wentworth to Reidsville; US 311/NC 14 Interchange with Kings Highway in Eden; and the NC 86 Interchange with Walter’s Mill Road.

**Other Business**

- X. Division 7 Update** – Provided a written and verbal report (provided earlier in the meeting).  
**Division 8** – Darius Sturdivant provided a written and verbal report.
- XI. TPB Update.** Michael Abuya introduced himself as the new RPO coordinator. Caswell County will be updating their Comprehensive Transportation Plan beginning in early 2016.
- XII. Local Updates.** No Updates.
- XIII. RPO Update.** Jesse Day thanked Talmadge Baker again and mentioned that he received a “Distinguished Service” award from the Piedmont Triad Regional Council in October. He also mentioned that Kelly Larkins will be assisting with administration of the PTRPO.
- XIV. New Business.** None

_____	_____
<b>James Blake, TAC Chair</b>	<b>Date</b>
_____	_____
<b>Jesse Day, Secretary</b>	<b>Date</b>



# A g e n d a I t e m

## **Agenda Item V**

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Prioritization Policy Adoption

### **Background**

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The PTRPO Project Prioritization Policy is submitted for your consideration and approval. Updates were made to the policy to reflect additional requirements of the SPOT 4.0 process, which differ from the SPOT 3.0 process. The Prioritization Policy Committee met on Tuesday, February 2, 2016 to discuss changes to Part II: Local Points Assignments. Changes to the scoring criteria are highlighted in yellow.

### **Action Requested**

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For consideration and approval.





## PIEDMONT TRIAD RURAL PLANNING ORGANIZATION

### **Prioritization 4.0: Identification and Scoring of Projects for Prioritization Policy**

#### **Background**

The following policy is guided by the Strategic Transportation Investments (STI) law passed in 2013 (HB817 Session Law 2013-183). General information about STI is available here:

<http://www.ncdot.gov/strategictransportationinvestments/default.html>.

#### **About this Policy**

The policy is made up of two parts:

Part I - Identification of Projects: The first 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 II - Local Points Assignment: The second part of this document describes how projects are ranked and scored locally by the Piedmont Triad RPO

# Part 1 – 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 points assignment (see Part II, p. 12), and 3) NCDOT Division Engineer points assignment. The first step of Prioritization is the **identification of projects** (Part 1) 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 Transit

- Submit up to 13 new projects **for each mode** not in the SPOT Database (*previously scored projects will already be in the database*)

RPO 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, 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 before submittal window opens. NCDOT intends to return the RPO'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 RPO will be able to apply local points according to criteria outlined in Part II – Local Points Assignment. 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 discussed. A final decision on how to allocate RPO priority points will then be made before the Local Input Point window closes for points assignment.

### 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) 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.
- Widen roadway lane and/or shoulder width;
- Adding turn lanes;
- Upgrading to current design standards (including interstate standards); and
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## 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, another adopted plan or 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, 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. The County TIP Committee will rank highway projects for consideration by the PTRPO TAC/TCC for scoring, 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
<b>Statewide Mobility</b>	<p><b>Congestion = 30%</b></p> <ul style="list-style-type: none"> <li>• 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.)</li> </ul> <p><b>[Travel Time] Benefit/Cost = 25%</b></p> <ul style="list-style-type: none"> <li>• Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT</li> </ul> <p><b>Safety = 15%</b></p> <ul style="list-style-type: none"> <li>• Evaluation of the number, severity, and frequency of crashes along the roadway</li> </ul> <p><b>Freight = 15%</b></p> <ul style="list-style-type: none"> <li>• Measure of existing congestion along key military and truck routes, and routes that provide connections to transportation terminals</li> </ul> <p><b>Economic Competitiveness = 10%</b></p> <ul style="list-style-type: none"> <li>• 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</li> </ul> <p><b>Multimodal = 5%</b></p> <p><b>Total = 100% (0% Local Input)</b></p>
<b>Regional Impact</b>	<p><b>Congestion = 20%</b></p> <ul style="list-style-type: none"> <li>• 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.)</li> </ul> <p><b>[Travel Time] Benefit/Cost = 20%</b></p> <ul style="list-style-type: none"> <li>• Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT</li> </ul> <p><b>Safety = 10%</b></p> <ul style="list-style-type: none"> <li>• Evaluation of the number, severity, and frequency of crashes along the roadway</li> </ul> <p><b>Accessibility/Connectivity = 10%</b></p> <ul style="list-style-type: none"> <li>• Three component formula using commute times by census tracts, upgrade of travel function of roadway, and Department of Commerce County Tier designations</li> </ul> <p><b>Freight = 10%</b></p> <p><b>Total = 70% (15% Division Rank + 15% RPO Rank)</b></p>
<b>Division Needs</b>	<p><b>Congestion = 15%</b></p> <ul style="list-style-type: none"> <li>• 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)</li> </ul> <p><b>[Travel Time] Benefit/Cost = 15%</b></p> <ul style="list-style-type: none"> <li>• Travel time savings the project is expected to provide over 30 years divided by the cost of the project to NCDOT</li> </ul> <p><b>Safety = 10%</b></p> <ul style="list-style-type: none"> <li>• Evaluation of the number, severity, and frequency of crashes along the roadway</li> </ul> <p><b>Accessibility/Connectivity = 5%</b></p> <p><b>Freight = 5%</b></p> <p><b>Total = 50% (25% Division Rank + 25% RPO Rank)</b></p>

## Public Transportation Projects

### Project Types

#### General Information

NC DOT 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.

#### **Submission and Scoring Methodology**

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.

## NCDOT Public Transportation Data Driven Criteria Summary

Funding Category	<u>Public Transit Scoring (Expansion)</u> Quantitative Data
<p><b>Regional Impact Total = 70%</b>  (30% Local Input)</p>	<p><b>Cost Effectiveness = 20%</b></p> <ul style="list-style-type: none"> <li>Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state.</li> </ul> <p><b>Access = 10%</b></p> <ul style="list-style-type: none"> <li>Considers the availability of the vehicle fleet for passenger service.</li> </ul> <p><b>Impact = 20%</b></p> <ul style="list-style-type: none"> <li>Considers the relative impact of the proposed service measured by the total of expected trips divided by existing trips.</li> </ul> <p><b>System Safety = 5%</b></p> <ul style="list-style-type: none"> <li>Compares system safety statistics to the national average.</li> </ul> <p><b>Market Share = 15%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul>
<p><b>Division Needs Total = 50%</b>  (50% Local Input)</p>	<p><b>Cost Effectiveness = 15%</b></p> <ul style="list-style-type: none"> <li>Assesses the projected ridership for the life of the expansion vehicle relative to the cost of the vehicle to the state.</li> </ul> <p><b>Access = 5%</b></p> <ul style="list-style-type: none"> <li>Considers the availability of the vehicle fleet for passenger service.</li> </ul> <p><b>System Safety = 5%</b></p> <ul style="list-style-type: none"> <li>Compares system safety statistics to the national average.</li> </ul> <p><b>Impact = 15%</b></p> <ul style="list-style-type: none"> <li>Considers the relative impact of the proposed service measured by the total of expected trips divided by existing trips.</li> </ul> <p><b>Market Share = 10%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul>
Funding Category	<u>Public Transit Scoring (Facility – Passenger)</u> Quantitative Data
<p><b>Regional Impact Total = 70%</b>  (30% Local Input)</p>	<p><b>Impact = 20% (split with Age)</b></p> <ul style="list-style-type: none"> <li>Relative impact of the proposed expansion or new facility compared to the existing facilities. Measures improvement to current system performance.</li> </ul> <p><b>Age (Non-expansion projects) = 20% (split with Impact)</b></p> <ul style="list-style-type: none"> <li>Compares the age of facility to the useful life based on definitions provided by Ernst &amp; Young and FTA.</li> </ul> <p><b>Cost Effectiveness = 20%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of state dollar output.</li> </ul> <p><b>Market Share = 15%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul> <p><b>Ridership Growth = 15%</b></p> <ul style="list-style-type: none"> <li>Examines a transit system's need to expand.</li> </ul>
<p><b>Division Needs Total = 50%</b>  (50% Local Input)</p>	<p><b>Impact = 15% (split with Age)</b></p> <ul style="list-style-type: none"> <li>Relative impact of the proposed expansion or new facility compared to the existing facilities. Measures improvement to current system performance.</li> </ul> <p><b>Age (Non-expansion projects) = 15% (split with Impact)</b></p> <ul style="list-style-type: none"> <li>Compares the age of facility to the useful life based on definitions provided by Ernst &amp; Young and FTA.</li> </ul> <p><b>Cost Effectiveness = 15%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of state dollar output.</li> </ul> <p><b>Market Share = 10%</b></p> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul> <p><b>Ridership Growth = 10%</b></p> <ul style="list-style-type: none"> <li>Examines a transit system's need to expand.</li> </ul>

<b>Funding Category</b>	<b>Public Transit Scoring (Facility – Administrative/Maintenance/Operations) Quantitative Data</b>
<b>Regional Impact Total = 70%</b>  <b>(30% Local Input)</b>	<b>Impact = 20% (split with Age)</b> <ul style="list-style-type: none"> <li>Relative impact of the proposed expansion or new facility compared to the existing facilities.</li> </ul> <b>Age (Non-expansion projects) = 20% (split with Impact)</b> <ul style="list-style-type: none"> <li>Compares the age of facility to the useful life based on definitions provided by Ernst &amp; Young and FTA.</li> </ul> <b>Cost Effectiveness = 20%</b> <ul style="list-style-type: none"> <li>Effectiveness of state dollar output.</li> </ul> <b>Market Share = 15%</b> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul> <b>Ridership Growth = 15%</b> <ul style="list-style-type: none"> <li>Examines a transit system's need to expand.</li> </ul>
<b>Division Needs Total = 50%</b>  <b>(50% Local Input)</b>	<b>Impact = 20% (split with Age)</b> <ul style="list-style-type: none"> <li>Relative impact of the proposed expansion or new facility compared to the existing facilities.</li> </ul> <b>Age (Non-expansion projects) = 20% (split with Impact)</b> <ul style="list-style-type: none"> <li>Compares the age of facility to the useful life based on definitions provided by Ernst &amp; Young and FTA.</li> </ul> <b>Cost Effectiveness = 15%</b> <ul style="list-style-type: none"> <li>Effectiveness of state dollar output.</li> </ul> <b>Market Share = 10%</b> <ul style="list-style-type: none"> <li>Effectiveness of the transit system with the proposed new trips.</li> </ul> <b>Ridership Growth = 10%</b> <ul style="list-style-type: none"> <li>Examines a transit system's need to expand.</li> </ul>

## 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**

Proof of local support is needed if submitted to NCDOT with local input points. 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**

<b>Funding Category</b>	<b>Quantitative Data</b>
<b>Division Needs</b>	<p><b>Access = 10%</b></p> <ul style="list-style-type: none"><li>• 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.</li></ul> <p><b>Safety = 15%</b></p> <ul style="list-style-type: none"><li>• This criterion uses bicycle and pedestrian crash data and speed limit information along project corridors to determine the existing safety need.</li></ul> <p><b>Demand = 10%</b></p> <ul style="list-style-type: none"><li>• 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.</li></ul> <p><b>Connectivity = 10%</b></p> <ul style="list-style-type: none"><li>• Score per each SIT, based on degree of bike/ped separation from roadway, ADA compliance, and connectivity to a similar or better project type.</li></ul> <p><b>Cost Effectiveness = 5%</b></p> <ul style="list-style-type: none"><li>• This criterion adds the Safety, Access, Demand, and Connectivity scores together to create a combined benefit score, and then the benefit is divided into the cost of the project to NCDOT.</li></ul> <p><b>Total = 50%</b></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

#### 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

### NCDOT Aviation Data Driven Criteria Summary

Funding Category	Quantitative Data
<b>Division Needs</b>	<p><b>NCDOA Project Rating = 25%</b> Projects prioritized and classified within NC Division of Aviation (NCDOA) established project categories. Assigns point values based on <u>priority</u> of the project and <u>need</u> of the project.</p> <p><b>FAA Airport Capital Improvement Plan = 10%</b> Federal Aviation Administration Airport Capital Improvement Plan (ACIP) Rating</p> <p><b>Non=State Contribution Index = 5%</b> 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)</p> <p><b>Benefit Cost = 10%</b> Measures total economic contribution</p> <p><b>Total = 50%</b></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

#### Rail Projects

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 and Scoring Methodology

### NCDOT Rail (Track and Structures) Data Driven Criteria Summary

Funding Category	Quantitative Data
<b>Statewide (Freight Only)</b>	<p><b>Cost Effectiveness = 35%</b></p> <ul style="list-style-type: none"> <li>Takes into account return on investment (ROI) and long-term job creation for project scoring, and incorporates the P3.0 Benefit-Cost and Economic Competitiveness criteria.</li> </ul> <p><b>System Health = 35%</b></p> <ul style="list-style-type: none"> <li>Incorporates P3.0 Capacity/Congestion, Accessibility, and Connectivity criteria, and reflects Cambridge global and rail recommendations.</li> </ul> <p><b>Safety and Suitability = 20%</b></p> <ul style="list-style-type: none"> <li>Represents the P3.0 Safety criterion, and is based on the Rail Division's FHWA-approved Investigative Index that measures crash potential at-grade crossings.</li> </ul> <p><b>Project Support = 10%</b></p> <ul style="list-style-type: none"> <li>Leverages projects with alternative funding sources, and could include nonmonetary measures of local support as metrics are established.</li> </ul> <p><b>Total = 100%</b></p>
<b>Regional Impact (Freight / Passenger)</b>	<p><b>Cost Effectiveness = 25%</b></p> <ul style="list-style-type: none"> <li>Takes into account return on investment (ROI) and long-term job creation for project scoring, and incorporates the P3.0 Benefit-Cost and Economic Competitiveness criteria.</li> </ul> <p><b>System Health = 20%</b></p> <ul style="list-style-type: none"> <li>Incorporates P3.0 Capacity/Congestion, Accessibility, and Connectivity criteria, and reflects Cambridge global and rail recommendations.</li> </ul> <p><b>Safety and Suitability = 15%</b></p> <ul style="list-style-type: none"> <li>Represents the P3.0 Safety criterion, and is based on the Rail Division's FHWA-approved Investigative Index that measures crash potential at-grade crossings.</li> </ul> <p><b>Project Support = 10%</b></p> <ul style="list-style-type: none"> <li>Leverages projects with alternative funding sources, and could include nonmonetary measures of local support as metrics are established.</li> </ul> <p><b>Total = 70%</b></p>
<b>Division Needs (Freight / Passenger)</b>	<p><b>Cost Effectiveness = 20%</b></p> <ul style="list-style-type: none"> <li>Takes into account return on investment (ROI) and long-term job creation for project scoring, and incorporates the P3.0 Benefit-Cost and Economic Competitiveness criteria.</li> </ul> <p><b>System Health = 10%</b></p> <ul style="list-style-type: none"> <li>Incorporates P3.0 Capacity/Congestion, Accessibility, and Connectivity criteria, and reflects Cambridge global and rail recommendations.</li> </ul> <p><b>Safety and Suitability = 10%</b></p> <ul style="list-style-type: none"> <li>Represents the P3.0 Safety criterion, and is based on the Rail Division's FHWA-approved Investigative Index that measures crash potential at-grade crossings.</li> </ul> <p><b>Project Support = 10%</b></p> <ul style="list-style-type: none"> <li>Leverages projects with alternative funding sources, and could include nonmonetary measures of local support as metrics are established.</li> </ul> <p><b>Total = 50%</b></p>

# PART II -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 RPO 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 14 Scoring Highway Projects will receive 100 points each
- Transit: Top Scoring Transit Project will receive 100 points
- If there are no transit or rail projects to score, the next ranking highway project will receive 100 points

*Division Level (1500 Points Total)*

- Highway: Top 5 Scoring projects will receive 100 points each
- Transit: Second to top scoring project will receive 100 points.
- Aviation: Top Scoring Projects for each of the 3 airports will receive 100 points each
- Bike/Ped: Two of the top 5 Scoring Projects will receive 100 points each with at least one in NCDOT Division 7 and 8 respectively
- Flex Points: The remaining 400 points are designated as Flex Points to recognize projects that demonstrate significant need, yet did not receive local input points in other categories. Flex Points assignment varies according to need and circumstances. Rationale associated with point adjustments using Flex Points will be placed on the RPO website. The following list describes some of the circumstances in which Flex Points may be utilized:
  - Inter-jurisdictional projects that require coordination and negotiation with adjacent MPOs, RPOs, and NCDOT Divisions;
  - Projects which rank outside of the limits described for Highway, Bicycle & Pedestrian, and Aviation projects, yet demonstrate significant need and remain high priorities for local jurisdictions;
  - Projects which are determined feasible through discussions with local jurisdictions and NCDOT Division, yet their project feasibility is not easily quantified in the scoring process.
  -

### 4. Final Points Assignment

The final point assignments will be made by the Piedmont Triad Transportation Advisory Committee (TAC) after review and recommendation by the Piedmont Triad RPO Technical Coordinating Committee (TCC) and after a public comment period and public hearing as per the PTRPO Public Participation Plan. *Any rationale for point assignments made by the TAC or via public input which deviate from this local methodology will be placed on the RPO website.*

## Highway Quantitative 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 - 15 Points Maximum

- Volume to capacity less than 0.5 – 0 Points;
- Volume to capacity btw 0.51 and 0.75 – 5 Points;
- Volume to capacity btw 0.751 and 1.0 – 15 Points

### Project Time in STIP - 5 Points Maximum

- Project in a previous STIP as unfunded – 5 points

### Freight - 10 Points Maximum

- Doesn't 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 - 0 Points
- 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 – 5 Points
- 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. -10 Points

### Economic Development - 10 Points Maximum

- Doesn't improve access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment – 0 Points
- Improves access to existing employment centers or opens access to land zoned, or identified in development guides, for future employment – 10 Points

### Environmental Justice - 10 Points Maximum

- Project is not a benefit to Minority and Low-Income (MLI) populations or has impacts on existing homes and businesses. – 0 Points
- Project is a benefit to Minority and Low-Income (MLI) populations and has little or no impact to existing homes and businesses – 5 Points
- Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing homes and businesses – 10 Points

### Safety -20 Points Maximum

The SPOT online tool has created a safety score based on crash rates, severity and density.

- SPOT safety points less than 30 – 0 Points
- SPOT safety points btw 31-50 – 10 Points
- SPOT safety points btw 51-65 – 15 Points
- SPOT safety points btw 66-80+ - 20 Points

## Highway Qualitative Points

### Local Priority - 30 Points Maximum

Each local jurisdiction may recommend assigning 30 points to the RPO TAC. This can be assigned by TAC representatives or letter(s) from the lead administrative official from all jurisdictions involved in the project.

## Piedmont Triad RPO Qualitative and Quantitative Criteria – Highway (Regional Impact)

Points*	0 points	5 points	10 points	15 points	20 points
<b>Congestion (15 Max)</b>	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75		Volume to capacity btw 0.751 and 1.0	
<b>Project Time in STIP (5 Max)</b>	New submission for SPOT consideration	Project in a previous STIP as unfunded			
<b>Freight* (10 Max)</b>	Doesn't 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.		
<b>Economic Development* (10 Max)</b>	Doesn't 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.		
<b>Environmental Justice* (10 Max)</b>	Project is not a benefit to Minority and Low-Income (MLI) populations or has impacts on existing homes and businesses.	Project is a benefit to Minority and Low-Income (MLI) populations and has little or no impact to existing homes and businesses.	Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing homes and businesses.		
<b>Safety (20 Max)</b>	SPOT safety points less than 30		SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80+
<b>Local Priority (30 Max)</b>	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.				

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.**

\* 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.

## Piedmont Triad RPO Qualitative and Quantitative Criteria – Highway (Division Needs)

Points*	0 points	5 points	10 points	15 points
<b>Congestion (15 Max)</b>	Volume to capacity less than 0.5	Volume to capacity btw 0.51 and 0.75		Volume to capacity btw 0.751 and 1.0
<b>Project Time in STIP (5 Max)</b>	New submission for SPOT consideration	Project in a previous STIP as unfunded		
<b>Freight* (10 Max)</b>	Doesn't 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.	
<b>Economic Development* (10 Max)</b>	Doesn't 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.	
<b>Environmental Justice* (10 Max)</b>	Project is not a benefit to Minority and Low-Income (MLI) populations or has impacts on existing homes and businesses.	Project is a benefit to Minority and Low-Income (MLI) populations and has little or no impact to existing homes and businesses.	Project is a significant benefit to Minority and Low-Income (MLI) populations and has no impact to existing homes and businesses.	
<b>Safety (20 Max)</b>	SPOT safety points less than 30	SPOT safety points btw 31-50	SPOT safety points btw 51-65	SPOT safety points btw 66-80+
<b>Project Cost (10 Max)</b>	Cost is over \$10M	Cost is between \$5M and 10M	Cost is less than \$5M	
<b>Local Priority (20 Max)</b>	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.			

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.**

\* 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.

## 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

- Pedestrian project (sidewalks, crosswalks) on a roadway with a reported pedestrian-related crash in the last five years – 25 points OR
- Pedestrian corridor project on a road that does not currently have any sidewalks and high vehicle AADT on roadway (0-2,500 AADT no points, 2501-5,000 AADT 10 points, 5,001-10,000 AADT 15 points or 10,000+ AADT 25 points) OR
- Project adds crossing improvements on a road – and high vehicle AADT on roadway (0-2,500 AADT no points, 2501-5,000 AADT 10 points, 5,001-10,000 AADT 15 points or 10,000+ AADT 25 points)
- On-road bicycle project (bike lanes, wide outside lanes, paved shoulders, shared lane markings) on a roadway with a reported bicycle-related crash in the last five years – 25 points
- Project adds on-road bicycle facility – and high vehicle AADT on roadway (0-2,500 AADT no points, 2501-5,000 AADT 10 points, 5,001-10,000 AADT 15 points or 10,000+ AADT 25 points) OR
- Off-road greenway project that is accessible to pedestrians and/or bicyclists and is physically separated from a roadway – 25 points

### 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, or major employment center – 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 there appear to be a lot of 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

## Piedmont Triad RPO Qualitative and Quantitative Criteria - Bicycle and Pedestrian

Points*	0 points	10 points	15 points	25 points
<b>Safety/Crash Exposure (25 Max)</b> 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
		Off-road greenway sidepath	Off-road greenway physically separated from roadway with no parallel roadway	
<b>Connectivity (25 Max)</b>	All other projects.		Projects that are located in or provide a connection to a central business district, shopping center, park, hospital, or major employment center	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
<b>Project Viability (15 Max)</b>	None of the ROW is publicly owned and few and 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	
<b>Project Cost (10 Max)</b>	< \$500,000 or > \$150,000	\$250,001 ≤ \$500,000	\$150,000 ≤ \$250,000	
<b>Jurisdictional Collaboration (25 Max)</b>	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

### 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

RPO Qualitative Score --40 Points Maximum

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

## Piedmont Triad RPO Qualitative and Quantitative Criteria - Aviation

Points	0 points	5 points	10 points	15 points	20 points
<b>Economic Development (20 Max)</b>	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.
<b>Safety (20 Max)</b>	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.
<b>Cost of Project (15 Max)</b>	Total Project Costs is greater than \$7 Million			Total Project Costs is less than \$7 Million	
<b>Local Support (5 Max)</b>		Local match exceeds the minimum requirement by at least 25% of project cost			
<b>Local Priority Score (40 Max)</b>	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 SPOT Online score will be used to break the tie as necessary in the distribution of Local Points Assignment.

## Transit and Rail Quantitative Points

The SPOT 4.0 scores will be used to determine top projects for Transit and Rail. Please refer to the Local Points Assignment for how maximum local points will be assigned and distributed.

## Piedmont Triad RPO Prioritization Policy Public Review

Upon approval by the TAC, the RPO will release the adopted prioritization policy for public review. The review opportunity will be sent by press release to local newspapers and listed on the RPO's website in accordance with the *Public Participation Plan*. Any public comments will be documented and shared with the TAC and Strategic Prioritization Office of Transportation.

### Prioritization Process Timeline: 2015-2016

#### Part I: Identify Candidate Projects

TCC Consideration of Project Submittal	October 7, 2015
TAC Approval of Project Submittal List	October 21, 2015
Submit All Outstanding Projects to NCDOT	October 19-November 25, 2015

#### Part II: Assign Points & Final Rankings

TAC Considers draft ranking and scoring process	Feb 2016
PTRPO Public Input Meetings for Project Ranking	March-April 2016
NCDOT Scores Released, Statewide Projects Selected	March 31 2016
Regional Impact Points Assignment	April-May 2016
Regional Impact Projects Selected	June-July 2016
Division Needs Points Assigned	Aug-Sept. 2016
Final P4.0 Scores Released	October 2016
2017-2027 Draft STIP Released	December 2016

Adopted \_\_\_\_\_, 2016

\_\_\_\_\_  
James Blake, TAC Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jesse Day, Secretary

\_\_\_\_\_  
Date



# Agenda Item

## Agenda Item VI

2016-2017 TAC Appointments

### Background

The Chair term runs two years on odd years, membership is selected in even years.

### 2015-2017 TAC Chairs

Chair: James Blake (Town of Biscoe)

Vice-Chair: Alvin Foster (Town of Yanceyville)

### 2016-2017 TAC Appointments

	Name	Alternate
<b>Caswell</b>		
<i>County</i>	Kent Williamson	David Owen
<i>Municipal</i>	Alvin Foster (Yanceyville)	n/a
<b>Montgomery</b>		
<i>County</i>	Jackie Morris	Jim Matheny
<i>Municipal</i>	James Blake (Biscoe)	n/a
<b>Randolph</b>		
<i>County</i>	Stan Haywood	Arnold Lanier
<i>Municipal</i>	Walker Moffitt (Asheboro)	n/a
<b>Rockingham</b>		
<i>County</i>	C. Zane Cardwell	H. Keith Duncan
<i>Municipal</i>	Darryl Carter (Eden)	n/a

### Action Requested

For your information.





# Agenda Item

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## Agenda Item VII

Draft 2016-2017 Planning Work Program (PWP)

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### Background

The Piedmont Triad RPO has put together a draft PWP for the upcoming fiscal year. Key work items include the following:

- Continued work on the Caswell County CTP.
- Requested CTPs for Liberty, Reidsville, and Stoneville.
- Project Prioritization and SPOT.
- Assistance with Transit Planning.
- Continuation of the Streetscapes Assessment Project.
- Continuation of Rural Safety Planning.

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.

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### Action Requested

For information and discussion.



**FY 2016-2017 DRAFT  
PLANNING WORK PROGRAM  
ANNUAL PROPOSED FUNDING SOURCES TABLE  
Piedmont Triad Rural Planning Organization**

TASK CODE	TASK CODE/ WORK PRODUCT DESCRIPTION	WORK PRODUCT FORMAT	GEOGRAPHY	PRIMARY PROJECT # (IF APPLICABLE)	RPO PROGRAM FUNDS		
					HIGHWAY/TRANSIT		TOTAL
					LOCAL 20%	STATE 80%	
<b>I. DATA COLLECTION AND ASSESSMENT</b>					<b>\$ 5,512</b>	<b>\$ 22,048</b>	<b>\$ 27,560</b>
I-1	<b>DATA COLLECTION AND ASSESSMENT</b>						
I-1.1	CTP Inventory and Assessment						
	Annual list of prioritized CTP needs	Spreadsheet	Piedmont Triad	1516-01			
I-1.2	Bicycle and Pedestrian Inventory and Assessment						
	Collect bicycle and pedestrian features	GIS Data	Piedmont Triad	1516-02			
	Compile bicycle and pedestrian features	Report	Piedmont Triad	1516-02			
I-1.3	Parking Inventories						
I-1.4	Vehicle Occupancy Rates (VOR) Counts and Assessment						
I-1.5	Traffic Volume Counts and Assessment						
	Local requests for traffic volume data	Summary/Assessment	Piedmont Triad	1617-01			
I-1.6	Crash Data and Assessment						
	Local requests for data	Summary/Assessment	Piedmont Triad	1617-01			
I-1.7	Public Transportation Service Data and Assessment						
	Update Human Transportation LCP	Report	Piedmont Triad	1617-02			
	Compile Census Data for LCP	GIS Data	Piedmont Triad	1617-02			
I-1.8	Multimodal Data Collection and Assessment						
	Provide Data summary to transportation providers and locals	Summary/Assessment	Piedmont Triad	1617-02			
I-1.9	Freight Data Collection and Assessment						
	Attend Triad Freight Model meetings	Meeting Participation	Piedmont Triad	1617-01			
I-1.10	Socioeconomic Data Inventory						
	Update Human Transportation LCP	GIS Data	Piedmont Triad	1617-02			
I-1.11	Environmental and Land use Data Inventory and Assessment						
	Comprehensive Safety Planning	GIS Data	Piedmont Triad	1617-04			
I-1.12	Demographic Data Collection and Assessment						
	Provide data for ongoing projects and local requests	GIS Data	Piedmont Triad	1617-03			
<b>II. TRANSPORTATION PLANNING</b>					<b>\$ 2,800</b>	<b>\$ 11,200</b>	<b>\$ 14,000</b>
II-1	<b>COMPREHENSIVE TRANSPORTATION PLAN (CTP) DEVELOPMENT</b>						
II-1.1	<b>Develop CTP Vision</b>						
II-1.1.a	CTP Study Setup						
	Assist Reidsville with Future Land Use Update	Meeting Participation	Reidsville	1617-07			
	Assist Liberty with Future Land Use Update	Meeting Participation	Liberty	1617-10			
II-1.1.b	Local CTP Vision						
	Reidsville CTP	Meeting Participation	Reidsville	1617-07			
	Stoneville CTP	Meeting Participation	Randleman	1617-11			
	Liberty CTP	Meeting Participation	Liberty	1617-10			
II-1.2	<b>Conduct CTP Needs Assessment</b>						
II-1.2.a	Data Collection and Assessment						
	Reidsville CTP	Report	Reidsville	1617-07			
	Stoneville CTP	Report	Randleman	1617-11			
	Liberty CTP	Report	Liberty	1617-10			
II-1.2.b	Current and Future Year Data Endorsements						
II-1.2.c	Deficiency Assessment						
II-1.3	<b>Analyze Alternatives and Environmental Screening</b>						
II-1.3.a	Alternatives Assessment						
	Reidsville CTP Alternatives Assessment	Spreadsheet	Reidsville	1617-07			
	Stoneville CTP Alternatives Assessment	Spreadsheet	Randleman	1617-11			
	Liberty CTP Alternatives Assessment	Spreadsheet	Liberty	1617-10			
II-1.3.b	Local Alternative Consensus						
	Reidsville CTP Local Alternative Consensus	Meeting Participation	Reidsville	1617-07			
	Stoneville CTP Local Alternative Consensus	Meeting Participation	Randleman	1617-11			
	Liberty CTP Local Alternative Consensus	Meeting Participation	Liberty	1617-10			
II-1.4	<b>Develop Final Plan</b>						
II-1.4.a	Develop CTP Maps						
	Caswell County CTP Mapping	Other	Caswell County	1617-09			
II-1.4.b	Local Endorsement						
	Caswell County CTP Local Endorsement	GIS Data	Caswell County	1617-09			
II-1.4.c	Adopt Plan						
	Caswell County CTP Adoption	Meeting Participation	Caswell County	1617-09			
II-1.4.d	CTP Document						
	Development of Caswell County CTP Document	Report	Caswell County	1617-09			
II-1.4.e	CTP and Local Land Use Revisions						
	Caswell County CTP and Local Land Use Revisions	Other	Caswell County	1617-09			
II-1.4.f	Development of Local Implementation Strategies						
	Caswell County CTP	GIS Data	Caswell County	1617-09			
II-2	<b>PRIORITIZATION AND PROGRAM DEVELOPMENT</b>				<b>\$ 3,620</b>	<b>\$ 14,480</b>	<b>\$ 18,100</b>
II-2.1	<b>Local Project Prioritization</b>						
II-2.1.a	Local Project Prioritization						
	Enter SPOT 4.0 Project Scores	Database/Report	Piedmont Triad	1617-12			
	Compile List of SPOT Projects	Meeting Participation	Piedmont Triad	1617-12			
II-2.1.b	Project Entry and SPOT Prioritization Process						
	SPOT 4.0 Project Entry	Database/Report	Piedmont Triad	1617-12			
II-2.2	<b>STIP Participation</b>						
II-2.2.a	STIP Participation						
	Convene Local meetings on STIP Results	Meeting Participation	Piedmont Triad	1617-01			
	Provide feedback on draft STIP at hearings	Summary/Assessment	Piedmont Triad	1617-01			
II-3	<b>PROJECT DEVELOPMENT</b>				<b>\$ 1,600</b>	<b>\$ 6,400</b>	<b>\$ 8,000</b>
II-3.1	<b>Problem Statement and Purpose and Need</b>						

SPENDING DETAILS PER LINE ITEM ARE REQUIRED EACH QUARTER.

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TASK CODE	TASK CODE/ WORK PRODUCT	WORK PRODUCT	GEOGRAPHY	PRIMARY PROJECT #	RPO PROGRAM FUNDS		
					HIGHWAY/TRANSIT		
II-3.1.a	Purpose and Need Data						
	Develop Purpose and Need Data for LCPs	Summary/Assessment	Piedmont Triad		1518-02		
	Develop Purpose and Need Data for CTPs	Summary/Assessment	Piedmont Triad		1518-01		
II-3.1.b	Public Involvement Strategies						
	Publish Newsletter	Summary/Assessment	Piedmont Triad		1617-01		
II-3.2	Merger Process						
II-3.2.a	Meeting Attendance						
	Attend Merger Meetings (as needed)	Meeting Participation	Piedmont Triad		1617-01		
II-3.3	Indirect and Cumulative Effects						
II-3.3.a	ICE Assessment of Probable Growth						
II-4	GENERAL TRANSPORTATION PLANNING					\$ 5,340	\$ 21,360 \$ 26,700
II-4.1.a	Regional or Statewide Planning						
	Attendance at Rural Transportation Planning Conference	Meeting Participation	National		1617-01		
	Attend RPO Quarterly Meetings	Meeting Participation	Statewide		1617-01		
	Clean Cities Coalition Planning	Meeting Participation	Piedmont Triad		1112-05		
	Attend NCAMPO/RPO Conference	Meeting Participation	Statewide		1617-01		
	Supporting Local Planning Efforts	Meeting Participation	Piedmont Triad		1617-01		
	Other Conference Attendance	Meeting Participation	Statewide		1617-01		
II-4.1.b	Special Studies and Projects						
	Downtown Streetscape Inventory	Database/Report	Piedmont Triad		1415-02		
	Comprehensive Safety Planning	Database/Report	Piedmont Triad		1617-04		
	Dan River Corridor Study	Meeting Participation	Piedmont Triad		1415-05		
II-4.1.c	CMAQ Planning						
II-4.1.d	Air Quality Assessment						
II-4.1.e	Alternative Funding						
	Grant support for transportation projects	Summary/Assessment	Piedmont Triad		1617-03		
II-4.1.f	Training and Certification						
	AICP Continuing Education	Meeting Participation	Statewide		1617-01		
	APA Conference	Conference Participation	National		1617-01		
II-4.2	Title VI						
II-4.2.a	RPO Affirmation of Title VI Compliance						
II-4.2.b	Transportation Initiatives and ADA Compliance						
II-4.2.c	Environmental Justice Assessment						
II-4.2.d	Limited English Proficiency (LEP) Assessment						
<b>III. ADMINISTRATION OF TRANSPORTATION PLANNING AND POLICIES</b>							
III-1	ADMINISTRATIVE DOCUMENTS AND PUBLIC INVOLVEMENT					\$ 6,191	\$ 24,762 \$ 30,953
III-1.1	Administrative						
III-1.1.a	Planning Work Program						
	Update PWP and Track Progress	Administrative	Piedmont Triad		1617-01		
III-1.1.b	5-Year Planning Calendar						
	Update 5-Year Calendar	Administrative	Piedmont Triad		1617-01		
III-1.1.c	Quarterly Invoice and Progress Reports						
	Compile Invoices and Progress Reports	Administrative	Piedmont Triad		1617-01		
III-1.1.d	TCC/TAC Work Facilitation						
	Convene and conduct TCC/TAC meetings and tasks	Administrative	Piedmont Triad		1617-01		
III-1.1.e	Regulatory Documents						
III-1.1.f	Miscellaneous Expenses						
	Respond to TAC/TCC Member Requests as needed	Administrative	Piedmont Triad		1617-01		
	Ethics Education and Coordination	Administrative	Piedmont Triad		1617-01		
	GIS Maintenance and License	Other	Piedmont Triad		1617-06		
III-1.2	Public Involvement						
III-1.2.a	Public Involvement Plan (PIP)						
	Revise Public Involvement Plan (PIP) as needed	Administrative	Piedmont Triad		1617-01		
III-1.2.b	Documentation of Public Input						
	Update Website	Administrative	Piedmont Triad		1617-01		
<b>TOTAL</b>						\$ 25,063	\$ 100,250 \$ 125,313

Approved by the TAC on \_\_\_\_\_ April 20\_\_\_\_\_, 2016.

\_\_\_\_\_  
Signature, TAC Chairman

\_\_\_\_\_  
Signature, RPO Secretary



# A g e n d a I t e m

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## **Agenda Item VIII**

Draft Five-Year Planning Calendar

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### **Background**

The Five-Year Planning Calendar outlines the work items to be completed over the next five years.

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### **Action Requested**

For information and discussion.



**Piedmont Triad RPO • Five-year Planning Calendar, 2016-2021 DRAFT**

Fiscal Year	I. Data Collection & Assessment	II-1. Transportation Planning	II-2 Prioritization and Program Development	II-3. Project Development	II-4. General Transportation Planning
FY 16-17	<ul style="list-style-type: none"> <li>Update land use &amp; parcel data, as available</li> <li>Update environmental sensitivity maps</li> <li>Update crash data maps</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize CTP Needs for gap areas</li> <li>Participate in Bicycle &amp; Pedestrian Master Plans</li> <li>Participate in 5 Year Transit Plan updates</li> <li>Coordinate with Piedmont Together Plan (e.g. grant writing and goals, objectives)</li> <li>Coordinate with MPO LRTP updates</li> <li>Update Locally Coordinated Plan as needed</li> </ul>	<ul style="list-style-type: none"> <li>Develop and approve Priority Needs List and enter into SPOT</li> <li>Conduct public input meetings</li> <li>Participate in Merger Team as needed</li> </ul>	<ul style="list-style-type: none"> <li>Maintain website</li> <li>Conduct bicycle &amp; pedestrian safety education programs and events</li> <li>LCP data support and writing</li> <li>I-73 Coordination with Virginia</li> </ul>	<ul style="list-style-type: none"> <li>Complete Downtown Streetscape inventories</li> <li>Comprehensive Safety Planning</li> <li>Special studies plan implementation</li> <li>Participate in NCARPO activities</li> <li>Participate in RPO America activities</li> </ul>
FY 17-18	<ul style="list-style-type: none"> <li>Update land use &amp; parcel data, as available</li> <li>Update crash data maps</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize CTP Needs for higher growth areas</li> <li>Participate in Bicycle &amp; Pedestrian Master Plans</li> <li>Participate in 5 Year Transit Plan updates</li> <li>Coordinate with MPO MTP updates</li> <li>Update Locally Coordinated Plan as needed</li> </ul>	<ul style="list-style-type: none"> <li>Submit Priority Needs List</li> <li>Participate in Merger Team as needed</li> <li>Distribute final TIP Documents</li> <li>Comment on Draft TIP Work Programs</li> <li>Participate in Public Hearings</li> </ul>	<ul style="list-style-type: none"> <li>Maintain website</li> <li>Conduct bicycle &amp; pedestrian safety education programs and events</li> <li>Conduct Ethics Training</li> <li>LCP data support and writing</li> <li>I-73 Coordination with Virginia</li> </ul>	<ul style="list-style-type: none"> <li>Implement Downtown Streetscape projects and apply for grant funding</li> <li>Special studies plan implementation</li> <li>Participate in NCARPO activities</li> <li>Participate in RPO America activities</li> </ul>

Fiscal Year	I. Data Collection & Assessment	II-1. Transportation Planning	II-2 Prioritization and Program Development	II-3. Project Development	II-4. General Transportation Planning
FY 18-19	<ul style="list-style-type: none"> <li>Update land use &amp; parcel data, as available</li> <li>Update environmental sensitivity maps</li> <li>Update crash data maps</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize CTP Needs for higher growth areas</li> <li>Participate in Bicycle &amp; Pedestrian Master Plans</li> <li>Participate in 5 Year Transit Plan updates</li> <li>Coordinate with MPO LRTP updates</li> </ul>	<ul style="list-style-type: none"> <li>Develop and approve Priority Needs List and enter into SPOT meetings</li> <li>Participate in Merger Team as needed</li> </ul>	<ul style="list-style-type: none"> <li>Maintain website</li> <li>Conduct bicycle &amp; pedestrian safety education programs and events</li> <li>I-73 Coordination with Virginia</li> </ul>	<ul style="list-style-type: none"> <li>Special studies plan implementation</li> <li>Participate in NCARPO activities</li> <li>Participate in RPO America activities</li> </ul>
FY 19-20	<ul style="list-style-type: none"> <li>Update land use &amp; parcel data, as available</li> <li>Update crash data maps</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize CTP Needs for higher growth areas</li> <li>Participate in Bicycle &amp; Pedestrian Master Plans</li> <li>Participate in 5 Year Transit Plan updates</li> <li>Coordinate with MPO LRTP updates</li> <li>Update Locally Coordinated Plan</li> </ul>	<ul style="list-style-type: none"> <li>Submit Priority Needs List</li> <li>Comment on Draft TIP Work Programs</li> <li>Participate in Merger Team as needed</li> <li>Distribute final TIP Documents</li> </ul>	<ul style="list-style-type: none"> <li>Maintain website</li> <li>Conduct bicycle &amp; pedestrian safety education programs and events</li> </ul>	<ul style="list-style-type: none"> <li>Special studies plan implementation</li> <li>Participate in NCARPO activities</li> <li>Participate in RPO America activities</li> </ul>
FY 20-21	<ul style="list-style-type: none"> <li>Update land use &amp; parcel data, as available</li> <li>Update environmental sensitivity maps</li> <li>Update crash data maps</li> </ul>	<ul style="list-style-type: none"> <li>Prioritize CTP Needs for higher growth areas</li> <li>Participate in Bicycle &amp; Pedestrian Master Plans</li> <li>Participate in 5 Year Transit Plan updates</li> <li>Coordinate with MPO LRTP updates</li> <li>Update Locally Coordinated Plan</li> </ul>	<ul style="list-style-type: none"> <li>Develop and approve Priority Needs List and enter into SPOT meetings</li> <li>Participate in Merger Team as needed</li> </ul>	<ul style="list-style-type: none"> <li>Maintain website</li> <li>Conduct bicycle &amp; pedestrian safety education programs and events</li> </ul>	<ul style="list-style-type: none"> <li>Special studies plan implementation</li> <li>Participate in NCARPO activities</li> <li>Participate in RPO America activities</li> </ul>

Adopted April 20, 2016

James Blake, TAC Chair \_\_\_\_\_ Date

Jesse Day, Secretary \_\_\_\_\_ Date



# Agenda Item

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## Agenda Item IX

State Ethics Reminder

### Background

Under NC Law, TAC members and alternates must submit the Statement of Economic Interest (SEI) and the Real Estate Disclosure (RED) form by April 15 of each year. The submission requirements are the same as last year, but the fine for not filing or late filing have been made mandatory.

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:

[http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO\\_RPO](http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO_RPO).

### Action Requested

For your information.



# SEI Helpful Tips 2016

File annually by April 15, 2016, 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, 2016 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 sub-parts. 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. Follow the simple steps to create your own NCID account and get access today:

<http://www.ethicscommission.nc.gov/library>

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. Please sign your paper SEI in blue ink.

## **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.

# SEI Helpful Tips 2016

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.

## **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

[sei@doa.nc.gov](mailto:sei@doa.nc.gov)

**(919)814-3600**

# SEI Helpful Tips 2016

## 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,

# SEI Helpful Tips 2016

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 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.

**Scholarship.** A grant-in-aid to attend a conference, meeting, or other similar event, which includes all event-related expenses, like food, beverages, registration, travel and lodging.

**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.



# Agenda Item

## Agenda Item X

Local Match Preliminary Amounts

### Background

The following local funding amounts are required for the PTRPO to resolve federal funds. The amounts are the same as last year, but may be subject to change in the federal funding amount changes.

County	Population Estimate (2014)	RPO Dues
Caswell	23,602	\$2,338
Montgomery	27,820	\$2,755
Randolph	143,079	\$10,721
Rockingham	92,543	\$9,249

Total Match	\$25,063
Total Grant	\$100,250
<b>Total RPO</b>	<b>\$125,313</b>

### Action Requested

For your information.

