



Albemarle Rural Planning Organization

Albemarle RPO Board Meetings

Wednesday, June 18, 2014 Albemarle Commission 512 S. Church St. Hertford, NC 27944

Technical Coordinating Committee: Starts at 11:00 AM

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| 1. Call to Order | Rhett White, TCC Chair |
| 2. Roll Call | Rhett White, TCC Chair |
| 3. Agenda Approval | Rhett White, TCC Chair |
| 4. Approval/ Adoption of Minutes from Last Meeting | Rhett White, TCC Chair |
| 5. Point assignment criteria and methodology (final approval)
Approval | Rhett White, TCC Chair |
| 6. Project point assignment (tentative approval)
Approval | Rhett White, TCC Chair |
| 7. Discussion of STC and resolution
Approval | Rhett White, TCC Chair |
| 8. Bylaws
Approval | Rhett White, TCC Chair |
| 9. SPOT 4.0 discussion
Approval | Rhett White, TCC Chair |
| 10. Public Comments | Rhett White, TCC Chair |
| 11. Adjournment | Rhett White, TCC Chair |

Lunch and Presentations

NCDOT presentation regarding methodology and criteria
RPO Report
TPB Report

Transportation Advisory Committee: Starts at 1 PM

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|---|--------------------------|
| 1. Call to Order | Lloyd Griffin, TAC Chair |
| 2. Roll Call | Lloyd Griffin, TAC Chair |
| 3. Agenda Approval | Lloyd Griffin, TAC Chair |
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| 10. Public Comments | Lloyd Griffin, TAC Chair |
| 11. Adjournment | Lloyd Griffin, TAC Chair |

Minutes of the Rural Technical Coordinating Committee (RTCC) Meeting
March 10, 2014
11:00 a.m.

RTCC

The March 10, 2014 RTCC meeting held at the Vernon James Center in Washington County was opened and called to order by RTCC Chairman Rhett White at 11:00 a.m.

Roll Call

Chairman White recognized the following DOT Personnel and RTCC members. DOT representatives were Richard Walls, Jed Dixon, Malcolm Fearing, Nazia Sarder, Behshad Norowzi, Gretchen Byrum, and Jerry Jennings.

RTCC members were Donna Creef, Dare County; Greg Loy, Town of Kill Devil Hills; Rhett White, Town of Columbia; Wes Haskett, Town of Southern Shores; Frank Heath, Perquimans County; Jerry Rhodes, Washington County; Shelley Cox, Pasquotank County; Kevin Howard, Chowan County; Sam Barrow, Town of Edenton; John Stockton Town of Kitty Hawk; Dan Porter, Camden County; Dan Scanlon, Currituck County; Bill Rich, Hyde County; Bert Banks, Albemarle Commission; Andy Garman, Town of Duck.

Agenda Approval

Chairman White called for a motion to accept the agenda as presented. A motion to accept was made by Greg Loy, seconded by Jerry Rhodes, and unanimously carried.

Approval of January 10, 2014 RTCC Minutes

Minutes of the January 10, 2014 RTCC meeting were reviewed and Chairman White entertained a motion for adoption. Motion to adopt the minutes as presented was made by Bill Rich, seconded by Dan Porter, and unanimously carried.

Quorum Resolution Approval

A Quorum Resolution in accordance to the current bylaws and definition of a quorum was discussed. The definition of a quorum as outlined in the bylaws is 50% attendance plus one. Following this discussion, Dan Porter moved to approve the Quorum Resolution. His motion was seconded by Greg Loy and unanimously carried.

Ms. Welsh stated the bylaws for the Albemarle RPO have to be adopted by June 30, 2014 and a draft of the bylaws are a part of the agenda packet. She said this item will be this on the next agenda, probably in May, for action by both Committees.

Planning Work Program (PWP) amendment

Ms. Welsh asked for a motion regarding an amendment to the Planning Work Program (PWP). Ms. Welsh. She stated that in January the State gave an additional \$11,000 to each RPO for additional work they would have to do because of the new STI formula. The SPOT 3.0 line item item was under budgeted, and she needs to increase this line item by using some of the

\$11,000. She noted it would not result in a cost to the counties, but is a matter of moving money from one line item to another. A motion was made by Frank Heath to approve the PWP amendment recommended by Ms. Welsh. His motion was seconded by Dan Scanlon and unanimously carried.

Planning Work Program (PWP) for FY 2014-2015 Approval

Ms. Welsh said CTP's for Perquimans, Chowan, Washington and Gates are scheduled to be completed in the next two years. Dare County's CTP should be completed in April or May and Pasquotank County's in the Fall. A motion to approve the FY 2014-2015 PWP was made by Dan Porter, seconded by Jerry Rhodes, and unanimously carried.

Point Assignment Criteria & Methodology

Ms. Welsh explained she had begun scoring projects based on the criteria the RTCC workgroups developed. She presented two criteria options for the Board to consider. The first option was presented in January and the second option uses some, but not all of the previous criteria. Ms. Welsh said she would work with each county to score projects. She stated she would like a tentative approval from the Board since two 30 day public comment periods are required prior to submitting the scored project list to the State for approval by July 31, 2014. Following a discussion with input from Gretchen Byrum, Jerry Jennings and Behshad Norowzi, a tentative approval was given upon motion by Frank Heath to use the option two scoring criteria. His motion was seconded by Bill Rich and unanimously carried.

Project List

Ms. Welsh said the projects on the list provided to Committee members for review are already in the system but not funded. She said all projects will be scored and submitted to the State for approval. A motion to tentatively approve the projects list was made by Wes Haskett, seconded by John Stockton and unanimously carried.

Chairman White called on Malcolm Fearing for his comments. Mr. Fearing stated he attended a meeting last week where advancement of projects was discussed and the advancement of projects may be determined by participation of local monies. As is the case with the ferry tolling methodology, advancement of projects by injection of local monies is not required by law.

Public Comments

Chairman White opened the floor for public comments and asked that each person speaking identify themselves to Ruth Mengel for recording purposes.

Butch Petrey from Currituck County discussed the advancement of projects as explained by Mr. Fearing. Mr. Petrey said there is no guarantee to advance a project even if local funds are injected.

With no further business to discuss, Chairman White adjourned the meeting

Presentations

Division One Report and Ferry Update

Jed Dixon gave an update on the ferry tolling proposal, Gretchen Byrum reported on active projects located in Division 1 and Nazia Sarder gave a CTP update.

RTAC Meeting –March 10, 2014

1:00 p.m.

Call to Order

Chairman Lloyd Griffin opened the RTAC meeting held at the Vernon James Center in Washington County on March 10, 2014.

Roll Call

Those present were: Chairman Lloyd Griffin, Pasquotank County; Jeff Smith, Chowan County; Bill Sexton, Washington County; Butch Petrey, Currituck County; Larry Lawhon, Town of Southern Shores; John Ratzeberger, Town of Nags Head; Leroy Spivey, Tyrrell County; Jack Shea, Dare County and Dare County alternate Wally Overman; Benjamin Simmons, Hyde County; J. D. Melton, Town of Creswell; Edward Muzzulin, Perquimans County; Michael McLain, Camden County; Gary Perry, Town of Kitty Hawk.

Agenda Approval

A motion to approve the RTAC March 10, 2014 agenda was made by Jeff Smith, seconded by Bill Sexton and unanimously carried.

Approval/Adoption of Minutes of January 10 ,2014 Meeting

A motion to approve the January 10, 2014 RTAC minutes was made by Jack Shea, seconded by Butch Petrie and unanimously carried.

RTCC Meeting Report

RTCC Chairman Rhett White provided the following reports from the previous RTCC meeting.

Quorum Resolution Approval

In agreement with a recommendation from the RTCC, a motion to approve the quorum resolution was made by Jack Shea, seconded by Butch Petrie and carried unanimously.

FY 14-15 Planning Work Program (PWP)

The RTCC recommended the RTAC approve the PWP for 2014-2015. It was explained there are two Comprehensive Transportation Plans (CTP's) underway, one for Dare County, scheduled to be completed in Spring 2014 and one in Pasquotank County, scheduled for

completion in the Fall of 2014. During the next two years, CTP's will begin for the counties of Chowan, Gates, Perquimans and Washington. A motion was made by Bill Sexton to approve the FY 14-15 Planning Work Program. His motion was seconded by Butch Petry and carried unanimously.

Point Assignment Criteria and Methodology

Ms. Welsh explained that two criteria options were presented to the RTCC for their review and recommendation. She presented the two criteria options for the Board to consider. The first option was presented in January and the second option uses some, but not all of the previous criteria. Ms. Welsh said she would work with each county to score projects. She stated she would like a tentative approval from the Board since two 30 day public comment periods are required prior to submitting the scored project list to the State for approval by July 31, 2014.

Jeff Smith moved to tentatively approve option two of the project scoring criteria. His motion was seconded by Jack Shea and unanimously passed.

Project List

Ms. Welsh requested to have the project list tentatively approved. The project list was reviewed by the RTCC and their recommendation was to have the RTAC tentatively approve the project list. Jack Shea moved to approve the project list as presented. His motion was seconded by Butch Petry and carried unanimously.

Public Comments

Chairman Griffin introduced Christine Mele from Pamlico County who read a resolution from the Down East Rural Planning Organization opposing the implementation of ferry tolls in their region and requested a like resolution be adopted by the Albemarle Rural Planning Organization. Following a discussion, Ed Muzzulin moved to delay adoption of such a resolution at this time. His motion was seconded by Butch Petry and unanimously carried.

Chairman Griffin introduced new RTCC member Kevin Howard who is the new Chowan County Manager and RTAC member from Hyde County, Benjamin Simmons, III.

Other Business

The date for the next RPO meeting was discussed. It was determined it would be held in Hertford at the Albemarle Commission and a tentative date of May or early June was agreed upon. Notification of a definite date and time will be forthcoming.

Adjournment

With no further business to discuss, the meeting was adjourned.



Albemarle Rural Planning Organization

Agenda Item No. 5

Item Title: Point assignment criteria and methodology

Item Summary: Session Law 2012-84 requires Metropolitan Planning Organizations and Rural Planning Organizations to develop a ranking process for highway, bicycle/pedestrian, public transit, aviation, rail and ferry projects. The ranking process must be data driven and include a combination of quantitative data and qualitative and local input.

Specific action requested: Approval of point assignment criteria and methodology

Number of attachments: 1

During November and December of 2013, ARPO Staff met with workgroups, comprised of RTCC and RTAC members, to solicit Bicycle and Pedestrian projects as well as new Highway projects for SPOT 3.0. During that time, the workgroups also began drafting the ARPO's point assignment criteria and methodology. After compiling comments, received in the workgroup sessions, ARPO Staff drafted the methodology and submitted it to the Transportation Planning Branch for review. Both ARPO Boards reviewed the methodology (Attached) at their March 10, 2014 meetings and it was tentatively approved.

The criteria and methodology were released for public comment from March 11, 2014 through April 11, 2014 and ARPO staff received no comments.

Albemarle Rural Planning Organization



Session Law 2012-84 requires Metropolitan Planning Organizations and Rural Planning Organizations (MPO's and RPO's) to develop a ranking process for highway, bicycle/pedestrian, public transit, aviation, rail and ferry projects. The ranking process must be data driven and include a combination of quantitative data and qualitative and local input. The

following process applies to all projects ranked as "regional" and "division" funding in the counties of Currituck, Camden, Gates, Pasquotank, Perquimans, Chowan, Washington, Tyrrell, Hyde and Dare. Funding levels are as defined in the 2013 Strategic Transportation Investment Law. Following is a timeline for project solicitation, project ranking process and ARPO point assignment. These dates are subject to change as we work through this process.

November- December 2013	Project solicitation
January/February 2014	Projects entered into SPOT Online
March 2014	Project tentative approval and local point assignment methodology tentative approval by TAC, SPOT office review of local point methodologies
March- April 2014	30 day public comment period of local point assignment methodology
Mid May 2014	Final local point assignment methodology approval by TAC given public comment. Tentative approval of project point assignment by TAC.
May- June 2014	30 day public comment period on project point assignment
July 2014	TAC final approval of project point assignment given public comment
July 2014	Final project submission to SPOT office by July 31, 2014
Fall 2014	Draft STIP to be released

During the months of November and December of 2013, the ARPO started soliciting projects from local government Managers and Planners who, in turn, solicited projects from organizations and the public in their respective communities.

In March of 2014, the results of the project solicitation will be reviewed by the Technical Coordinating Committee (TCC) and then be presented to the Technical Advisory Committee (TAC) at their March meeting for tentative approval. If new projects exceed the maximum number allowed, the TAC will choose which projects to submit based on recommendations from NCDOT Division 1, TCC, and RPO staff. The process and point assignment methods will also be reviewed by the TCC and presented to the TAC, for tentative approval, at their March meeting. The methods described herein are subject to change based on the public comment process described later in this document.

January 21, 2014 through February 17, 2014, ARPO staff will submit new projects to NCDOT through the SPOT Online system and in mid-March of 2014 a 30 day Public comment period will be opened for public review of the ARPO local point assignment methodology.

In mid-May 2014, TAC members will meet and hold a Public meeting regarding adoption of the local point assignment methodology. During this time, results of the public comment period will also be reviewed and considered by the TAC prior to adopting a final methodology. Once final TAC approval for local point assignment methodology occurs, approved methodologies will be sent to the SPOT office for their final approval no later than April 30, 2014.

The TCC and TAC will also evaluate the list of new and previously evaluated projects for the 10 counties and a 30 day public comment period, for projects and point assignments, will be held in mid May.

In July the TAC will hold a Public meeting regarding the final point assignment for projects and results of the public comment period will also be presented and considered by the TAC. Final approval, point assignment and submission to SPOT office will occur by July 31, 2014.

In the fall of 2014 NCDOT will release the Draft STIP.

Public Input process

Methodology

This methodology will be tentatively approved by the TCC and TAC at their March meeting. Once approved by the TAC, the RPO will release the draft methodology for a 30-day public comment period. This comment period will be advertised on the RPO website at www.albemarlecommission.org/planning/ and via local media. The results of the public comment period will be presented to the TCC and TAC at their May 2014 meeting where the public will also be able to submit comments. All public comments will be documented and reasonable edits to the methodology may be made prior to TAC approval and submittal to the SPOT office. All public comments will be documented, filed by the RPO and distributed to local entities to consider for future prioritization processes and transportation plans. No new projects will be added to the Prioritization 3.0 list due to the fact the NCDOT deadline for submitting new projects will have passed.

Project ranking

The RPO will present the recommended point assignments and scores of all projects to the TCC and TAC at their May 2014 meetings. Once approved by the TAC, the RPO will release the recommended projects and point assignments for a 30-day public comment period. This comment period will be advertised on the RPO website www.albemarlecommission.org/planning/ and via local media. The results of the public comment period will be presented to the TCC and TAC at their July 2014 meetings where the public will also be able to submit comments and all public comments will be documented. In July of 2014, the TAC will be asked to approve the project list and final point assignments. Once complete, the list and points assignments will be available on the RPO website.

Ranking Process

Division level

Projects involving SR routes, bicycle and pedestrian transportation, transit, airports and ferry vessels are evaluated at the Division level. The Albemarle Rural Planning Organization receives 1300 points at the Division level. Once all projects are scored using the methodology described below, the ARPO staff will develop a ranked list of projects within each county and within the RPO as a whole based on the outcome of the scoring. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The top scoring Division level projects, within each county will be allocated 100 points to reach the ARPO's total allocation of 1300 points. This promotes geographic equity of projects. In the event that any counties do not have at least one Division level project additional projects will be selected from the top of the list of remaining projects within the RPO as a whole in order to reach the ARPO's allocation of 1300 points. These projects will be selected based on their total scores based on the criteria below. The allocation of points for the top project per county will equal 40% of the projects total score. Scoring based on the criteria below will account for the other 60% of the projects total

score and no project may score more than 100 points based on the criteria. Should two or more projects of the same or different modes tie, the Strategic Prioritization Office of Transportation (SPOT) score will be used as the tie-breaker. Any project scheduled to be let by the July 2015 deadline which may be delayed should be moved to the top of the prioritization list.

Division Level (Highways and ferries (ferry vessels are tentative))

Criteria	0 points	5 points	10 points	15 points
Crash history	0 crashes within a 3 year period	Fewer than 10 crashes within a 3 year period	10 or more crashes within a 3 year period	
	Number of automobile crashes over the most recently tabulated 3 year period			
Transportation Plan consistency	Project is not in STIP, CTP, or other locally adopted plan	Project will be incorporated into CTP or other locally adopted plan.		Project is in STIP, CTP, or other locally adopted plan.
	Is the proposed project part of an existing, or proposed, adopted Plan?			
Economic Development/ Employment access		Provides direct access to an existing employment center* with more than 20 employees.	Provides direct access to an existing employment center* with more than 100 employees.	Provides direct access to an active industrial/business park or proposed new employment center* with more than 100 employees.
	Does the project provide direct connection to a downtown district, business district, government center, geographic area, educational center healthcare center, prison, or agricultural center?			
Multimodal elements	Project does not incorporate or connect to facilities of another mode	Project is needed to provide a connection to facilities of another mode.		Project incorporates or connects to facilities of another mode
	Does the project incorporate other modes of transportation (a sidewalk along a road etc.)?			
Existing deficiency	Existing facility/service available		Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available, but contains gap with lower level of service/intermittent service
	Does the project address an existing gap in the transportation system?			
Roadway and shoulder width	Currently exceeds NCDOT minimum standards		Currently meets NCDOT standards	Currently does not meet NCDOT standards
	Does the project not meet, meet or exceed NCDOT minimum standards			
Evacuation	The project is not an official NCDOT evacuation route			The project is an official NCDOT evacuation route
	Is the project part of an official NCDOT evacuation route?			

*An employment center is defined as a downtown district, business district, government center, geographic area, educational center healthcare center, prison, or agricultural center.

Division Level (bicycle and pedestrian transportation, transit, aviation)

Criteria	0 points	5 points	15 points	25 points
Transportation Plan consistency	Project is not in STIP, CTP, LCP, CTSP, ALP or other locally adopted plan	Project will be incorporated into STIP, CTP, LCP, CTSP, ALP or other locally adopted plan.		Project is in STIP, CTP, LCP, CTSP, ALP or other locally adopted plan.
	Is the proposed project part of an existing, or proposed, adopted Plan?			
Economic Development/ Employment access		Provides direct access to an existing employment center* with more than 20 employees.	Provides direct access to an existing employment center* with more than 100 employees.	Provides direct access to an active industrial/business park or proposed new employment center* with more than 100 employees
	Does the project provide direct connection to a downtown district, business district, government center, geographic area, educational center healthcare center, prison, or agricultural center?			
Multimodal elements	Project does not incorporate or connect to facilities of another mode	Project is needed to provide a connection to facilities of another mode.		Project incorporates or connects to facilities of another mode
	Does the project incorporate other modes of transportation (a sidewalk along a road etc.)?			
Existing deficiency	Existing facility/service available		Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available, but contains gap with lower level of service/intermittent service
	Does the project address an existing gap in the transportation system?			

*An employment center is defined as a downtown district, business district, government center, geographic area, educational center healthcare center, prison, or agricultural center.

Regional level (NC Routes)

Projects involving NC routes are evaluated at the Regional level and the Albemarle Rural Planning Organization also receives 1300 points for these projects. Once all projects are scored using the methodology described below, the ARPO staff will develop a ranked list of projects within each county and within the RPO as a whole based on the outcome of the criteria below. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The top scoring Regional level project within each county will be allocated 100 points to reach the ARPO's total allocation of 1300 points. This promotes geographic equity of projects. In the event that any counties do not have at least one Regional level project, additional projects will be selected from the top of the list of remaining projects within the RPO as a whole in order to reach the ARPO's allocation of 1300 points. These projects will be selected based on their total scores based on the criteria below. The allocation of points for the top project per county will equal 40% of the projects total score. Scoring based on the criteria below will account for the other 60% of the projects total score and no project may score more than 100 points based on the criteria. Should two or more projects tie, the Strategic Prioritization Office of Transportation (SPOT) score will be used as the tie-breaker. Any project

scheduled to be let by the July 2015 deadline which may be delayed should be moved to the top of the prioritization list.

Regional level (Highways and transit)

Criteria	0 points	5 points	10 points	15 points
Crash history	0 crashes within a 3 year period	10 or fewer crashes within a 3 year period	10 or more crashes within a 3 year period	
	Number of automobile crashes over the most recently tabulated 3 year period			
Transportation Plan consistency	Project is not in STIP, CTP, LCP, or other locally adopted plan	Project will be incorporated into CTP or other locally adopted plan		Project is in STIP, CTP, LCP or other locally adopted plan.
	Is the proposed project part of an existing, or proposed, adopted Plan?			
Economic Development/ Employment access		Provides direct access to an existing employment center* with more than 20 employees.	Provides direct access to an existing employment center* with more than 100 employees.	Provides direct access to an active industrial/business park or proposed new employment center* with more than 100 employees.
	Does the project provide direct connection to a downtown district, business district, government center, geographic area, educational center healthcare center, prison, or agricultural center?			
Multimodal elements	Project does not incorporate or connect to facilities of another mode	Project is needed to provide a connection to facilities of another mode.		Project incorporates or connects to facilities of another mode
	Does the project incorporate other modes of transportation (a sidewalk along a road etc.)?			
Existing deficiency	Existing facility/service available		Existing facility/service available, but contains gap with lower level of service/intermittent service	No existing facility/service available, but contains gap with lower level of service/intermittent service
	Does the project address an existing gap in the transportation system?			
Roadway and shoulder width	Currently exceeds NCDOT minimum standards		Currently meets NCDOT standards	Currently does not meet NCDOT standards
	Does the project not meet, meet or exceed NCDOT minimum standards			
Evacuation	The project is not an official NCDOT evacuation route			The project is an official NCDOT evacuation route
	Is the project part of an official NCDOT evacuation route?			



Item Title: Project point assignment

Item Summary: The project scores for all projects within ARPO jurisdiction are attached. Once tentatively approved by both Boards, they will be released for a public comment period of 30 days.

Specific action requested: Tentative Approval of project point assignment

Number of attachments: 2

Attached are the Draft scores for projects within Albemarle RPO jurisdiction.

Projects involving SR routes, bicycle and pedestrian needs, transit, airports and ferry vessels (tentatively) are funded at the "Division" level which was projected to be roughly \$33 million per year per NCDOT Division. However, we were recently informed that while Division level projects scheduled to be let before July 2015 were not required to go through the SPOT 3.0 process for funding, they will be paid for off the top of the Division funds we are allocated. The spread sheet attached shows we are now working with only about \$22 million per year in funding for SPOT 3.0 projects.

NCDOT Division 1 includes all 10 APRO counties as well as Bertie, Northampton, Martin and Hertford counties. Projects involving NC routes and regional transit are funded at the "Regional" level which was projected to be \$44 million per year. However, we will only have roughly \$25 million per year after paying for regional level projects already scheduled to be let by July 2015. At the Regional level, NCDOT Division 1 Highway projects and NCDOT Division 4 Highway projects will compete for funds. NCDOT Division 4 includes Halifax, Nash, Edgecombe, Wilson, Johnston and Wayne counties.

For Division level projects the ARPO's project scores only count for 25% of the projects total score. NCDOT Division 1 scores count for another 25% and the SPOT system score counts 50%.

For Regional level projects, the ARPO's scores only count for 15% of a projects total score. NCDOT Division 1 project scores count for another 15% and the SPOT system score counts 70%. Projects at the State level are scored by the SPOT system only.

No ARPO projects were funded at the State so the spreadsheets show those projects scores at both the Regional and Division level of funding since they can be funded at those levels.

The criteria scores will only count for 60% of a projects total ARPO score while the "geographic equity" score counts as 40% of a projects ARPO total score. Each County receives 100 points to put towards one (1) project. During the meeting, I will need to know which project each County would like their points added to.

Once the project point assignments are tentatively approved, ARPO Staff will release them for a 30 day public comment period. The results of the public comment period will be forwarded to both Boards before finally approving them in July.

Division-- Aviation

SPOT ID	Project Name	Project Description	County	Project Criteria				Project Scoring							
				Transportation Plan consistency	Employment/Employment/Employment access	Multimodal elements	Existing Deficiency	Total points based on criteria (100 maximum)	Total % based on criteria (50% of total score)	Total points based on geographic equity (100 points maximum)	Total % based on geographic equity (40% of total score)	ARPO project Score	ARPO score (out of 25)	SPOT score (out of 50)	DOT score (out of 25)
A130016	LAND ACQUISITION/APPROACH CLEARING	Acquire property necessary for approach clearing for Runway 23 to meet AC 150/5300-13 Appendix 2 and TERPS. The FAA has recently indicated that if an airport has published approaches for C or D category aircraft, that the threshold siting surface must be clear or the airport risks losing night time approaches for all category aircraft to that runway end. The	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	38.85	13.75	62.35
A130018	RUNWAY 23 LAND ACQUISITION AND APPROACH CLEARING FOR TYPE C AND D THRESHOLD SITING SURFACE	Acquire property in the approach to Runway 23 to allow relocation of Driftwood Drive to eliminate obstruction to Runway 23. Approach - The FAA requires that the approach surface to a runway end be at least 15' above roadways located in the approach. The required 15' clearance is not provided for Driftwood Drive in the approach to Runway 23. An obstruction light is currently in place as a temporary mitigation for this obstruction. In order to eliminate this obstruction from the runway approach surface, Driftwood Drive will need to be relocated. This project includes relocation of approximately 5,500 LF of Driftwood Road to allow for a clear approach to Runway 23. This project includes preliminary engineering necessary to establish alternate roadway alignments for consideration by the NCDOT and coordination with the final preferred alignment with the NCDOT, NCDOA and Airport. Project will include determination	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	38.85	13.75	62.35
A130019	RUNWAY 23 RPZ LAND ACQUISITION	Project includes acquisition of two parcels of land depicted on the current Airport Layout Plan to	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	38.85	13.75	62.35
A130028	DISPLACED THRESHOLD RW 23 - TAXIWAY "A" EXTENSION TO	Project will include design and construction of a 500' displaced threshold on Runway 23 once Driftwood Drive has been	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	35.23	13.75	58.73

A130006	TAXIWAY REQUIREMENTS - SOUTHWEST PARTIAL PARALLEL TAXIWAY	Construct phase 1 partial parallel taxiway (4,000' x 75') from the Runway 10 threshold to Taxiway 'C'.	Elizabeth City Coast Guard Air Station / Regional	25	25	25	15	90	54	0	54	13.5	27.7	13.75	54.95
A130033	CORPORATE AREA APRON	With the completion of the parallel taxiway, the Airport will only have 3 available parking positions on the terminal ramp.	Currituck County Regional	25	25	25	15	90	54	0	54	13.5	25	13.75	52.25
A130001	TAXIWAY TURNAROUNDS AND LIGHTING	Taxiway Turnarounds at approach end of both Runway 11 and 29 (includes lighting). Construct a taxiway turnaround for Runway 3.	Hyde County Airport	25	5	0	15	45	27	0	27	6.75	25.97	13.75	46.47
A130042	TAXIWAY TURNAROUND RUNWAY 3	Localizer and DME (Distance Measuring Equipment) Installation. - Land Acquisition of Runway 5 end between US 158 and existing high voltage power line to prevent land uses incompatible with future RPZ (Runway Protection Zone) and approaches, appraisals, survey and environmental. - Relocate power line off Runway 5 end to accommodate future approaches and runway extension. - Precision Instrument Approach - LOCALIZER AND DME - (including glide slope, land acquisition and relocation of portions of Maple Road outside TERPS (Terminal Instrument Procedure surface)).	Plymouth Municipal Airport	25	0	0	15	40	24	0	24	6	26.37	13.75	46.12
A130031	PRECISION CAT I APPROACH - LAND ACQUISITION - PRECISION CAT I APPROACH - POWERLINE RELOCATION - NON PRECISION APPROACH - LOCALIZER AND DME APPROACH - GLIDE SLOPE AND LAND ACQUISITION ("WILL BE PHASED")		Currituck County Regional		25	25	25								
A130009	INSTALL MASLR SYSTEM FOR RUNWAY 10 ILS	Installation of Approach Lighting System to Runway 10 end for improved precision instrument (ILS) instrument Landing System approach minimums.	Elizabeth City Coast Guard Air Station / Regional	25	25	25	15	90	54	0	54	13.5	12.05	15	40.55
A130032	SOUTHERN PARALLEL TAXIWAY	Construction of the southern parallel taxiway between the Runway 5 end and the existing stub taxiway, including lighting and signage. With the	Currituck County Regional						0	0	0	0	26.33	13.75	40.08
A130008	LAND ACQUISITION	Acquire land for terminal area expansion	Elizabeth City Coast Guard Air Station / Regional	25	25	25	15	90	54	0	54	13.5	8.59	16.25	38.34
A130035	APPROACH LIGHT SYSTEM	Design and Construction for Medium Intensity Approach Light System	Currituck County Regional	25	25	25	15	90	54	0	54	13.5	10.42	13.75	37.67
A130007	TAXIWAY FOR NEW T-HANGARS (14 UNITS)	Construct taxiway/taxilane to new T-hanger west of existing T-hangers (4,400 sq.-)	Elizabeth City Coast Guard Air Station / Regional	25	25	25	15	90	54	0	54	13.5	7.89	16.25	37.64

A130036	ARFIELD MAINTENANCE EQUIPMENT AND STORAGE BUILDING	Building to provide storage for airfield maintenance equipment and ARFF (Aircraft Rescue and Fire Fighting) Equipment.	Currituck County Regional	25	25	25	25	25	15	100	60	0	60	15	5.56	16.25	36.81
A130011	CONSTRUCT NEW T-HANGAR (14 UNITS)	Airport private cost, or private investment (Vision 100 - partial reimbursement only)	Elizabeth City Coast Guard Air Station / Regional	25	25	25	25	15	90	54	0	54	13.5	5.76	17.5	36.76	
A130010	ARFIELD MAINTENANCE BLDG AND EQUIP	Construct equipment/maintenance storage building; purchase tug, tractor, mowing attachments.	Elizabeth City Coast Guard Air Station / Regional	25	25	25	15	90	54	0	54	13.5	7.11	15	35.61		
A130005	RUNWAY EXTENSION AND LIGHTING	Extend runway 300 ft. at approach end of Runway 11 for a total runway length of 6,000 ft.	Hyde County Airport	25	5	0	15	45	27	0	27	6.75	14.98	13.75	35.48		
A130041	RUNWAY STRENGTHENING/REHABILITATION	Strengthen Runway to 100,000 lb. dual wheel strength to support larger jet and transport aircraft traffic.	Currituck County Regional	25	25	25	15	90	54	0	54	13.5	8.17	13.75	35.42		
A130040	RUNWAY EXTENSION JUSTIFICATION AND ENVIRONMENTAL ASSESSMENT FOR RUNWAY EXTENSION TO 6,500' - 1000' RUNWAY 5 EXTENSION AND PARALLEL TAXIWAY EXTENSION ("WILL BE PHASED")	Perform Justification Study to extend Runway 5-23 to 6,500' and complete necessary Environmental Assessment for the Runway 5-23 Extension - Extension of Runway 5 by 600 feet and Runway 23 by 400 feet to provide total 6500' runway, including wetland mitigation for Runway 23 extension.	Currituck County Regional	25	25	25	15	90	54	0	54	13.5	7.86	13.75	35.11		
A130046	LAND ACQUISITION RUNWAY 3 LAND ACQUISITION FOR RUNWAY 21	Acquire 3.5 acres of easement located in the Runway 3 RPZ. Acquire 24 acres of property fee simple and 8 acres of easement in the Runway 21 RPZ.	Plymouth Municipal Airport	25	0	0	15	40	24	0	24	6	14.65	13.75	34.4		
A130037	10,000 SF CORPORATE HANGAR WITH OFFICE SPACE	Construction of 10,000 SF Corporate Hangar and 3,000 SF office space.	Currituck County Regional	25	25	25	25	100	60	0	60	15	5.56	13.75	34.31		
A130034	25,000 SF CORPORATE HANGAR APRON, PARKING AND ACCESS ROAD	Construction of new 25,000 SF hangar for corporate use, construction of taxiway, apron for airside access to the hangar and access road and parking for landside access.	Currituck County Regional	25	25	25	25	100	60	0	60	15	4.26	13.75	33.01		
A130038	10-UNIT T-HANGAR AND HANGAR TAXIWAY/APRON (PHASE I)	Construction of one new 10-unit T Hangar and Hangar Taxiway and Apron Site work and Paving.	Currituck County Regional	25	25	25	15	90	54	0	54	13.5	5.56	13.75	32.81		

A130039	10-UNIT T-HANGAR (2) AND HANGAR TAXIWAY/APRON (PHASE II)	Construction of two new 10-unit T-Hangars and Hangar Taxiway and Apron Site work and Paving	Currtuck County Regional	25	25	25	15	90	54	0	54	13.5	5.56	13.75	32.81
A130024	CONSTRUCT PAVED RSA-RUNWAY 17	Increase the utilization of Runway 17-35 by providing 400' of paved and usable displaced threshold of the end of Runway 17. Runway 35 is already displaced a Phase I. Master plan and ALP specify the development of a full length taxiway for Runway 17-35. Presently this project need s to be completed in two phases. Phase one would encompass Construct corporate hangar taxiway (Southeast side).	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	9.13	13.75	32.63
A130020	CONSTRUCT TAXIWAY PARALLEL TO RUNWAY	Construct corporate hangar taxiway (Southeast side).	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	8.78	13.75	32.28
A130021	CORPORATE HANGAR TAXIWAY	Presently there are no lighting systems on these taxiways and no signage. Causes a safety hazard when pilots cannot see parcels in fee simple and 4 aviation easements in the approach to Runway 17 and Runway 35. The acquisition will	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	8.74	13.75	32.24
A130023	MILT FOR TAXIWAY "C", "D", AND "E"	Acquire all or a portion of 5 parcels in fee simple and 4 aviation easements in the approach to Runway 17 and Runway 35. The acquisition will	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	8.2	13.75	31.7
A130017	LAND ACQUISITION AND APPROACH CLEARING RW 17-35	The existing terminal building was constructed in 1985 with few improvements made since the original construction was complete. This project will include renovations to the existing	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	8.05	13.75	31.55
A130022	TERMINAL BUILDING IMPROVEMENTS	Relocation of TVOR (Terminal VHF Omnidirectional Range) to the Southwest side of airfield in accordance with ALP and Master	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	7.87	13.75	31.37
A130027	RELOCATE TVOR	The prevailing wind favors the runway. The airport would like to repair and reopen.	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	9.06	13.75	31.06
A130015	REHABILITATE CROSSWIND RUNWAY 5-23	Construct a partial parallel taxiway and connector between the existing midfield connector and the end of Runway 21. This	Northeastern Regional Airport	25	15	0	15	55	33	0	33	8.25	11.07	13.75	30.82
A130043	PARTIAL PARALLEL TAXIWAY	Construct 1,300 LF of hangar access road to corporate hangar area.	Plymouth Municipal Airport	25	0	0	15	40	24	0	24	6	6.97	13.75	30.47
A130026	HANGAR ACCESS ROAD	The airport almost has a full parallel taxiway and only lacks 2,000' to complete. This project is required for the proposed FAA ILS installation.	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	8.04	13.75	30.04
A130012	PARTIAL PARALLEL TAXIWAY	Construct a 3-unit box hangar adjacent to the taxiways and 14-unit T-Hangar that was most recently constructed (Southeast side). In accordance with Airport Master Plan and ALP.	Northeastern Regional Airport	25	15	0	15	55	33	0	33	8.25	8.04	13.75	30.04
A130025	3-UNIT BOX HANGAR		Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75	5.56	13.75	29.06

A130013	APRON EXPANSION (350 X 350)	This project will provide much needed apron and the downs.	Northeastern Regional Airport	25	15	0	15	55	33	0	33	8.25	6.68	13.75	28.68
A130002	UTILITY INSTALLATION FOR WATER AND SEWER	Utility installation for water and sewer to terminal building.	Hyde County Airport	25	5	0	15	45	27	0	27	6.75	7.95	13.75	28.45
A130014	6 BOX HANGARS	The airport has a waiting list for hangars. This project provides additional box hangars.	Northeastern Regional Airport	25	15	0	15	55	33	0	33	8.25	4.06	13.75	26.06
A130047	AWOS	Install an Automated Weather Observation System (AWOS)	Plymouth Municipal Airport	25	0	0	15	40	24	0	24	6	6.1	13.75	25.85
A130003	NEW T-HANGARS	Construction of 6 Unit T-Hangars with Storage and apron expansion	Hyde County Airport	25	5	0	15	45	27	0	27	6.75	3.16	13.75	23.66
A130004	(3) 60 X 60 CORPORATE HANGARS	Design and Installation of 3 60x60' Corporate Hangars and associated aprontaxiways	Hyde County Airport	25	5	0	15	45	27	0	27	6.75	3.16	13.75	23.66
A130030	STRENGTHEN RUNWAY AND TAXIWAY PAVEMENT	Strengthen existing pavement to 60,000# (DWM) to meet recommended standards. Project includes Runway 5-23, Taxiways "A", and sub Taxiways "C", "D", "E", "G", "H", and apron.	Dare County Regional Airport	25	25	0	15	65	39	0	39	9.75		13.75	23.5
A130044	8-UNIT T-HANGAR	Construct a new 8-Unit T-Hangar	Plymouth Municipal Airport	25	0	0	15	40	24	0	24	6	3.56	13.75	23.31
A130045	CORPORATE HANGAR	Construct 80'X100' corporate hangar including site preparation, apron, and taxi/line access.	Plymouth Municipal Airport	25	0	0	15	40	24	0	24	6	3.56	13.75	23.31

Division Level --Transit

SPOT ID	Project Name	Project Description	County	Project Scoring												
				Transportation Plan consistency	Employment Development/Employment access	Multimodal elements	Existing Deficiency	Total points based on criteria (100 maximum)	Total % based on criteria (60% of total score)	Total points based on Geographic equity (100 maximum)	Total % based on geographic equity (40% of total score)	ARPO project score (out of 25)	ARPO score (out of 25)	SPOT score (out of 50)	DOT score (out of 25)	FINAL PROJECT SCORE
T130063	Hyde County FY16 Facility Bus shelter	This funding request is for 2 shelters and 20 benches to support the Ocracoke Park and Ride Project.	Hyde	25	25	5	25	80	48		0	48	12	31.19	18.75	61.94
T130067	Hyde County FY16 Expansion Vehicle New FR	This funding request is for 6 LTV and 3 Trams to support the Ocracoke Park and Ride Project.	Hyde	25	25	5	25	80	48		0	48	12	11.36	18.75	42.11
T130017	ARHS-ICPTA's covers a little over 1000 square miles across five counties. Our agency wants to purchase an expansion vehicle to meet client demand.	expansion vehicle	Paq.	25	25	0	15	65	39		0	39	9.75	5.01	20	34.76
T130018	ARHS-ICPTA's covers a little over 1000 square miles across five counties. Our agency wants to purchase an expansion vehicle to meet client demand.	expansion vehicle	Paq.	25	25	0	15	65	39		0	39	9.75	4.46	20	34.21
T130019	ARHS-ICPTA's covers a little over 1000 square miles across five counties. Our agency wants to purchase an expansion vehicle to meet client demand.	expansion vehicle	Paq.	25	25	0	15	65	39		0	39	9.75	4.46	20	34.21
T130020	ARHS-ICPTA's covers a little over 1000 square miles across five counties. Our agency wants to purchase an expansion vehicle to meet client demand.	expansion vehicle	Paq.	25	25	0	15	65	39		0	39	9.75	4.46	20	34.21
T130021	ARHS-ICPTA's covers a little over 1000 square miles across five counties. Our agency wants to purchase an expansion vehicle to meet client demand.	expansion vehicle	Paq.	25	25	0	15	65	39		0	39	9.75	4.46	20	34.21
T130121	Dare County	Due to expected increased demand for public transportation within the community we would like to have a 13 passenger LTV as part of our fleet. In FY2018. For the period FY2011-FY2014 we have seen an approximately 15% increase each year for demand, riders, and trips. This trend is expected to continue as the elderly	Dare	25	25	0	15	65	39		0	39	9.75	4.03	20	33.78

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Division-- Highways

SPOT ID	Project Description	Route	From	To	County	Project Criteria							Project Scoring							
						Crash history	Transportation Plan consistency	Employment/Development/Access	Multimodal elements	Existing Deficiency	Roadway and shoulder width	Evacuation	Total points based on criteria (100 points maximum)	Total % based on criteria (60% of total score)	Total points based on Geographic equity (100 points maximum)	Total % based on geographic equity (60% of total score)	Final APPO project Score	Final APPO score (out of 25)	SPOT score (out of 50)	DOT score (out of 25)
H12904	Operational Safety Improvements	Collington Road	US 158	Dead End	Dare	10	15	10	15	10	0	60	36			36	9	23.32	18.75	51.07
H090284	Upgrade at grade intersection to interchange or grade separation	US 158	NC 12		Dare	10	15	10	10	10	15	60	36			36	9	17.98	17.5	44.48
H090230	Add additional lanes	US 158	US 64-NC12	Eastern end of Currituck Bridge	Currituck	10	15	10	0	10	0	45	27			27	6.75	15.67	18.75	41.17
H141222	Widen and repave New Hope Road (Phase 2)				PERQUIMANS	10	5	10	0	10	0	35	21			21	5.25	14.9	18.75	38.9
H090139	widen to multi lanes	US 158	Belcross	NC 168	Camden	5	15	10	0	10	10	60	36			36	9	11.88	16.25	37.13
H129515	Construct new bridge over Currituck sound	Mid-Currituck bridge	Calipsock	Corolla	Currituck	10	15	10	0	10	10	60	36			36	9	11.85	16.25	37.1
H09037	Roadway Improvements.	NC 12	Vicinity of SR 1206 in Kitty Hawk		Dare	5	5	10	0	10	10	50	30			30	7.5	11.87	17.5	36.87
H11122	WIDEN 28' TYP W/RT PAVED SHOULDERS AND TURN LANES WHERE	SR 1227	NC 168	NC 343 in Camden County	Currituck	10	15	15	0	10	10	65	39			39	9.75	10.43	16.25	36.43
H090442	US 64 US 64 Bypass-NC 345. Improve intersection.	US 64	US 64 Business/NC 345		Dare	5	15	10	0	10	10	60	36			36	9	13.65	13.75	36.4
H09040	Proposed US 17 Bypass to US 17 Bypass (Hughes Boulevard), Upgrade Roadway, Some New Location with interchange at the	New Route - Main Street Extension	Proposed US 17 Bypass	US 17	Pasquotank	10	15	15	0	10	10	65	39			39	9.75	7.49	17.5	34.74
H111225	upgrade existing 5 lane boulevard	US 158	Dare county line		Currituck	10	15	10	0	10	10	60	36			36	9	9.13	16.25	34.38
H141869	upgrade freeway to interstate standards	US 17 bypass	south end of Chowan river	Broad st	Chowan	5	5	10	0	10	10	50	30			30	7.5	10.47	16.25	34.22
H09086	Upgrade Roadway with Wider Shoulders and New Culvert(s).	NC 343	US 158	SR 1119 in Shiloh	Camden	10	15	10	0	10	0	45	27			27	6.75	11.19	16.25	34.19
H111227	access management	NC 168	Va. line	US 158	Currituck	10	15	10	0	10	10	60	36			36	9	7.81	16.25	33.06
H141224	Upgrade Penderos Drive to provide direct connection between US 17 and NC 168 to alleviate existing traffic		US 17	US 168	CAMDEN	10	15	10	0	10	0	50	30			30	7.5	11.1	13.75	32.35
H090286	convert at grade intersection to Interchange	US 17	SR 1386		Perquimans	5	5	10	0	10	10	50	30			30	7.5	7.79	16.25	31.54
H141929	upgrade roadway to interstate	US 17	Broad st (edenton)	Ohlako road (pasquotank)		5	5	10	0	10	10	50	30			30	7.5	7.47	15	29.57
H09099	Widen to Multi-Lanes	US 13	US 158 Bypass	SR 1202		5	5	10	0	10	0	35	21			21	5.25	9.16	15	29.41
H141931	upgrade roadway to interstate	US 17	north road st	va state line		5	5	10	0	10	10	50	30			30	7.5	6.84	15	29.34
H090285	convert at grade intersection to Interchange	US 17	SR 1300		Perquimans	5	5	10	0	10	10	50	30			30	7.5	9.24	12.5	29.24
H090124	widen to multi lanes	US 64	west of SR 1102	east of dare county land fill	Dare	10	15	10	0	10	10	60	36			36	9	4.96	15	28.96
H11208	Modernize Roadway with Wide Shoulders For Bicyclists	W/ Kitty Hawk Road	SR 1210 (Bob Perry Road)	by Lane	Dare	5	0	10	15	10	0	45	27			27	6.75	9.57	12.5	28.82
H141218	Widen and repave Woonville Road Phase 2				PERQUIMANS	10	5	10	0	10	0	35	21			21	5.25	8.27	15	28.52
H129070	widen to multi lanes and new bridge	US 64	west of alligator river	east of ferry landing rd		10	15	10	0	10	10	60	36			36	9	8.11	11.25	28.36
H090099	widen existing roadway	US 13	SR 1202	Va. State line	Gates	0	5	10	0	10	10	35	21			21	5.25	7.32	15	27.57
H09039	NC 32 to US 17 Bypass, Two Lanes on New Location.	NC 94	NC 32	US 17 Bypass	Chowan	5	5	10	0	10	0	35	21			21	5.25	9.75	12.5	27.5
H141880	upgrade freeway to interstate standards	US 17 BYP	SR 1100	US 17/158	Pasquotank	10	15	10	0	10	10	60	36			36	9	3.44	15	27.44

H090146	widen to multi-lanes	US 158	NC 32	Morgans corner	Gates	5	5	10	0	10	10	0	35	21	0	21	5.25	6.56	13.75	25.56
H090145	widen to multi-lanes	US 158	US 13	NC 32 in Sunbury	Gates	5	5	10	0	10	10	15	50	30	0	30	7.5	5.46	12.5	25.46
H090124	widen to multi-lanes	US 64	east of SR 1153	west of SR 1102	Dare	10	15	10	0	10	10	15	60	36	0	36	9	4.14	11.25	24.39
H129070 A	widen to multi-lanes	US 64	east of columbia	west of SR 1229	Tyrrill	10	15	10	0	10	10	15	60	36	0	36	9	1.6	13.75	24.35
H129070 AA	widen to multi-lanes	US 64	west of SR 1229	west of alligator river	Tyrrill	10	15	10	0	10	10	15	60	36	0	36	9	1.6	13.75	24.35
H129070 AB	widen to multi-lanes	US 64	west of SR 1229	west of alligator river	Tyrrill	10	15	10	0	10	10	15	60	36	0	36	9	1.6	13.75	24.35
H090066 8	Widen to Multi-Lanes from Chowan County to Virginia Border	NC 32	Chowan County	Virginia State Line	Gates	5	5	10	0	10	10	0	35	21	0	21	5.25	5.74	12.5	23.49
H141220	Widen and repave Perry's Bridge Road				PERQUIMANS	5	5	5	0	10	10	0	30	18	0	18	4.5	7.89	10	22.39
H090050 5	Albania Street to Virginia Street. Construct Multi-Lanes, Some New Location.	New Route - Western Connector (Luke Street)	Albania Street	Virginia Street	Chowan	10	5	5	0	10	10	0	30	18	0	18	4.5	3.34	13.75	21.59
H090030 5	Construct Two Lane Facility on New Location.	New Route	SR 1126 (Newland Road)	SR 1125 (Millpond Road)	Washington	5	5	15	0	10	10	0	40	24	0	24	6	1.75	10	17.75

Division-- Ferry

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			Project Criteria							Project Scoring										
MCDOT Divisions	Project Name	SPOT ID	Project Description	Route	Crash history	Transportation Plan consistency	Employment Development/Ten ployment access	Multinodal elements	Existing Deficiency	Roadway and shoulder width	Function	Total points based on criteria (100 points maximum)	Total % based on criteria (60% of total score)	Total points based on Geographic equity (100 points maximum)	Total % based on geographic equity (40% of total score)	ARRD Score	ARRD score (out of 25)	SPOT score (out of 50)	DOT score (out of 25)	FINAL PROJECT SCORE
1	Baum-H	F130003	Replacement - River Class Vessel	Hatteras - Ocracoke	0	15	10	0	5	0	15	45	27	0	27	6.75	36.7	18.75	62.2	
1	Chico-H	F130007	Replacement - River Class Vessel	Hatteras - Ocracoke	0	15	10	5	5	0	15	50	30	0	30	7.5	29.6	18.75	55.85	
1	Frisco-H	F130008	Replacement - River Class Vessel	Hatteras - Ocracoke	0	15	10	5	5	0	15	50	30	0	30	7.5	28.3	18.75	54.55	
1, 2, & 3	Dare	F130002	Replacement Tug	Statewide - Support	0	15	5	0	5	0	15	40	24	0	24	6	25.9	16.25	48.15	
1, 2, & 3	Burton Jr	F130004	Replacement Tug	Statewide - Support	0	15	5	0	5	0	15	40	24	0	24	6	23.4	16.25	45.65	
1 & 2	Silver Lake	F130013	Replacement - Sound Class Vessel	Cedar Island - Ocracoke	0	15	10	5	5	0	15	50	30	0	30	7.5	16.3	18.75	42.55	
1, 2, & 3	Albemarle	F130001	Replacement Tug	Statewide - Support	0	15	5	0	5	0	15	40	24	0	24	6	19.3	16.25	41.55	
1 & 2	Carret	F130014	Replacement - Sound Class Vessel	Cedar Island - Ocracoke	0	15	10	5	5	0	15	50	30	0	30	7.5	15.3	18.75	41.55	
1	Pamlico	F130011	Replacement - Sound Class Vessel	Ocracoke - Swan Quarter	0	15	10	5	5	0	15	50	30	0	30	7.5	14.4	18.75	40.65	
1	Hunt-R	F130012	Replacement - River Class Vessel	Currituck - Knotts Island	0	15	10	5	5	0	15	50	30	0	30	7.5	12.3	18.75	38.55	
1, 2, & 3	NC2 Fuel Barge	F130005	Replacement - Barge (inspected) NC-2 Fuel Barge	Statewide - Support	0	15	0	0	5	0	0	20	12	0	12	3	18.2	16.25	37.45	
1, 2, & 3	NC-1 Pipeline Barge	F130009	Replacement - Barge (Not-Inspected) NC-1 Pipeline Barge	Statewide - Support	0	15	0	0	5	0	0	20	12	0	12	3	13.7	16.25	32.95	
1, 2, & 3	NC-3 Equipment Barge	F130010	Replacement - Barge (Not-Inspected) NC-3 Equipment	Statewide - Support	0	15	0	0	5	0	0	20	12	0	12	3	13.7	16.25	32.95	

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Division Level -- Bicycle and Pedestrian

SPOT ID	Project Name	Project type	From Street	To Street	Project Criteria					Project Scoring						
					Transportation Plan consistency	Employment Development/Employment access	Multimodal elements	Existing Deficiency	Total points based on criteria (100 points maximum)	Total % based on criteria (60% of total score)	Total points based on Geographic equity (100 points maximum)	Total % based on geographic equity (40% of total score)	Final ARPO project Score	Final ARPO project score (out of 25)	SPOT score (out of 50)	DOT score (out of 25)
B141344	Fonse St	sidewalk	US 64/Scuppernon Drive	Main Street	25	15	0	25	65	39	0	39	9.75	18.82	17.5	46.07
B141529	US 158	sidewalk	Atlantic	Baum	25	15	0	25	65	39	0	39	9.75	21.06	15	45.81
B142220	North Broad Street	multi-use	Church Street	Virginia road	25	15	0	25	65	39	0	39	9.75	21.15	13.75	44.65
B141476	Kill Devil Hills Multi Use Path	multi-use	Ocean Acres	Atlantic	25	15	0	25	65	39	0	39	9.75	18.5	16.25	44.5
B141365	US 158 sidewalk	sidewalk	Bennett Street	Worthington Lane	25	15	0	25	65	39	0	39	9.75	15.3	18.75	43.8
B141340	Main St.	sidewalk	US 64		25	15	0	25	65	39	0	39	9.75	17.72	16.25	43.72
B141937	Currtuck Multiuse-Phase I	multi-use	Albacore St	Driftwood Way	25	15	25	25	90	54	0	54	13.5	16.11	13.75	43.36
B141788	SR 1216	sidewalk	US 17	End Pavement	25	5	0	25	55	33	0	33	8.25	19.22	15	42.47
B141368	US 158 sidewalk	sidewalk	Worthington Lane	Jejac Street	25	15	0	25	65	39	0	39	9.75	14.98	17.5	42.23
B141941	Currtuck Multi-use-Phase III	multi-use	Commonrant Ct.	Harris Teeter	25	15	25	25	90	54	0	54	13.5	14.62	13.75	41.87
B141958	Currtuck Multi-use-Phase IV	multi-use	Harris Teeter	Sandbucket	25	15	25	25	90	54	0	54	13.5	14.38	13.75	41.63
B141773	NC 12 Duck-Phase II	multi-use	1174 Duck Road	Cook Drive	25	15	25	25	90	54	0	54	13.5	14.09	12.5	40.09
B141479	Kill Devil Hills Multi Use Path	multi-use	Eighth Street	Ocean Acres	25	15	0	25	65	39	0	39	9.75	15.23	15	39.98
B141355	Harvey Point Road	multi-use			25	15	0	25	65	39	0	39	9.75	13.46	16.25	39.46
B141940	Currtuck Multi-Use-Phase II	multi-use	Ocean Sands(K)	Seabird Way	25	15	25	25	90	54	0	54	13.5	13.1	12.5	39.1

B141963	Currtuck Multi use-Phase V	multi-use	Ocean Way	Yaupon Lane/Old Stony Road	25	15	25	25	90	54	0	54	13.5	12.85	12.5	38.85
B141961	Currtuck Multi use-Phase VI	multi-use	Sandhill Ln	Ocean Way	25	15	25	25	90	54	0	54	13.5	12.73	12.5	38.73
B141774	NC 12 Duck-Phase III	sidewalk	Cook Drive	Ships Watch Drive	25	15	25	25	90	54	0	54	13.5	12.67	12.5	38.67
B141346	US 64	streetscape			25	15	0	25	65	39	0	39	9.75	12.59	16.25	38.59
B141531	US 158	sidewalk	Atlantic	Elighth	25	15	0	25	65	39	0	39	9.75	13.56	15	38.31
B141770	NC 12 Duck-Phase I	sidewalk	Four Seasons Lane	Cook Drive	25	15	25	25	90	54	0	54	13.5	10.96	13.75	38.21
B141363	US 158 sidewalk	sidewalk	Cypress Knee Lane	Bennett Street	25	15	0	25	65	39	0	39	9.75	10.24	17.5	37.49
B141349	NC 12	sidewalk	Gull Street	Jennettes Pier	5	15	0	25	45	27	0	27	6.75	15.64	15	37.39
B141956	Dismal Swamp Trail Phase 1	multi-use			25	0	0	25	50	30	0	30	7.5	14.58	15	37.08
B141965	Dismal Swamp Trail Phase 2	multi-use			25	0	0	25	50	30	0	30	7.5	14.55	15	37.05
B141780	Collington Road-Phase II	multi-use	3 miles west Baum St	Bridge	25	15	0	25	65	39	0	39	9.75	13.32	12.5	35.57
B141755	Main St./NC 343	multi-use	US 17	SR 1243-Mullen Drive	25	5	0	25	55	33	0	33	8.25	14	12.5	34.75
B141353	River Road	multi-use			25	5	0	25	55	33	0	33	8.25	8.45	17.5	34.2
B141764	Nags Head Multi Use Path-Phase II	multi-use	Grouse Street	Lakeside ST	5	15	0	25	45	27	0	27	6.75	13.58	13.75	34.08
B141362	US 158	sidewalk	Gulfstream road	Gull Street	25	15	0	25	65	39	0	39	9.75	11.8	12.5	34.05
B141762	Nags Head Multi use Path-Phase I	multi-use	Gull Street	Grouse St.	25	15	0	25	65	39	0	39	9.75	11.37	12.5	33.62
B141776	Collington Road-Phase I	multi-use	SR 1452	3 miles west	25	15	0	25	65	39	0	39	9.75	10.9	12.5	33.15
B141954	NC 12-Hatteras-Phase II	sidewalk	SR 1237	.8 miles south	25	15	0	25	65	39	0	39	9.75	10.8	12.5	33.05
B141947	NC 12-Hatteras-Phase I	sidewalk	Bridge	SR 1237	25	15	0	25	65	39	0	39	9.75	10.5	12.5	32.75
B141791	SR 1215	sidewalk	US 17	US 17	25	5	0	25	55	33	0	33	8.25	11.62	12.5	32.37
B141860	Twiford Street	multi-use	Twiford Street	The Woods Road	25	0	0	25	50	30	0	30	7.5	10.15	12.5	30.15
B141867	Edenton Multi-use path	multi-use			0	0	0	25	25	15	0	15	3.75	9.26	15	28.01

B141955	Edenton Multi-use path	multi-use			0	0	0	25	25	15		0	15	3.75	5.41	12.5	21.66
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Regional – Highways and transit

SPOT ID	Project Description	Route	From	To	County	Project Criteria							Project Scoring							
						Cash History	Transportation Plan consistency	Employment Development/Access	Multimodal elements	Existing Deficiency	Roadway and shoulder width	Evacuation	Total points based on criteria (100 points maximum)	Total % based on criteria (60% of total score)	Total points based on geographic equity (100 points maximum)	Total % based on geographic equity (40% of total score)	ARPO Project Score	ARPO score (out of 15)	SPOT score (out of 70)	DOT score (out of 15)
H090230	Add additional lanes	US 158	US 64/NC12	Eastern end of Currituck Bridge	Currituck	10	15	10	0	10	10	15	70	42	0	42	6.3	22.42	10.5	39.22
H090294	Upgrade at grade intersection to interchange or grade separation	US 158	NC 12		Dare	10	15	10	0	10	10	15	70	42	0	42	6.3	23.24	8.25	37.79
H090442	US 64/US 64 Bypass/NC 345. Improve intersection.	US 64	US 64 Business/NC 345		Dare	5	15	10	0	10	10	15	65	39	0	39	5.85	21.94	9	36.79
H129515	Construct new bridge over Currituck sound	Mid-Currituck bridge	Colinck	Corolla	Currituck	10	15	10	0	10	10	15	70	42	0	42	6.3	15.73	6	28.03
H111225	upgrade existing 5 lane boulevard	US 158	Dare County line		Currituck	10	15	10	0	10	10	15	70	42	0	42	6.3	12.45	9	27.75
H090285	convert at grade intersection to interchange	US 17	SR 1300		Perquimans	5	5	10	0	10	10	15	55	33	0	33	4.95	12.64	9.75	27.34
H090139	widen to multi lanes	US 158	Belcross	NC 168	Camden	5	15	10	0	10	10	15	65	39	0	39	5.85	15.32	6	27.17
H141869	upgrade freeway to interstate standards	US 17 Bypass Edenton Bypass		Broad st	Chowan	5	5	10	0	10	10	15	55	33	0	33	4.95	13.2	8.25	26.4
H090370	Roadway improvements.	NC 12	Vicinity of SR 1298 in Kitty Hawk		Dare	5	5	10	0	10	10	15	55	33	0	33	4.95	15.32	5.25	25.52
H090699	Upgrade Roadway with Wider Shoulders and New Curb(s).	NC 343	US 158	SR 1119 in Shiloh	Camden	10	15	10	0	10	10	0	55	33	0	33	4.95	14.28	5.25	24.48
H090286	convert at grade intersection to interchange	US 17	SR 1336		Perquimans	5	5	10	0	10	10	15	55	33	0	33	4.95	10.69	9	24.44
H111227	access remanagement	NC 168	Va. line	US 158	Currituck	10	15	10	0	10	10	15	70	42	0	42	6.3	10.46	7.5	24.26
H090909-B	Widen to Multi-Lanes	US 13	US 158 Bypass	SR 1202	Gates	5	5	10	0	10	10	0	40	24	0	24	3.6	12.69	6.75	22.84
H129070-B	widen to multi lanes and new bridge	US 64	west of alligator river	SR 1202		10	15	10	0	10	10	15	70	42	0	42	6.3	10.91	5.25	22.46
H141929	upgrade roadway to interstate	US 17	Broad st (Edenton)	Oklaho road (Pasquotank)		5	5	10	0	10	10	15	55	33	0	33	4.95	9.98	7.5	22.43
H141931	upgrade roadway to interstate	US 17	north road st	va state line		5	5	10	0	10	10	15	55	33	0	33	4.95	9.1	8.25	22.3
H090909-C	widen existing roadway	US 13	SR1202	Va. State line	Gates	0	5	10	0	10	10	0	35	21	0	21	3.15	10.98	6.75	20.88
H090399	NC 32 to US 17 Bypass. Two Lanes on New Location.	NC 94	NC 32	US 17 Bypass	Chowan	5	5	10	0	10	10	0	40	24	0	24	3.6	12.13	4.5	20.23

HO901248	widen to multi lanes	US 64	west of SR 1102	east of dare county land fill	Dare	10	15	10	0	10	10	15	70	42	0	42	6.3	7.44	6	29.74
H141880	upgrade freeway to interstate standards	US 17 BYP	SR 1100	US 17/158	Pequotbank	10	15	10	0	10	10	15	70	42	0	42	6.3	5.16	8.25	19.71
HO90146	widen to multi-lanes	US 158	NC 32	Morgan's corner	Gates	5	5	10	0	10	10	0	40	24	0	24	3.6	9.85	5.25	18.7
HO90145	widen to multi lanes	US 158	US 13	NC 31 in Sunbury	Gates	5	5	10	0	10	10	15	55	33		33	4.95	8.19	5.25	18.39
HO90966	Widen to Multi-Lanes from Chowan County to Virginia Border	NC 32	Chowan County	Virginia State Line	Gates	5	5	10	0	10	10	0	40	24	0	24	3.6	8.61	5.25	17.46
HO90124A	widen to multi lanes	US 64	east of SR 1153	west of SR 1102	Dare	10	15	10	0	10	10	15	70	42	0	42	6.3	6.21	4.5	17.01
TI30017	ABHS-CFRAs covers a little over 1000 square miles across five counties. Our agency wants to purchase an expansion vehicle to meet client demand.					0	15	10	0	10	0	0	35	21	0	21	3.15	5.35	6	14.5
H129070-AA	widen to multi-lanes	US 64	east of columbia	west of SR 1229	Tyrrell	10	15	10	0	10	10	15	70	42	0	42	6.3	2.41	5.25	13.96
H129070-AB	widen to multi-lanes	US 64	west of SR 1229	west of alligator river	Tyrrell	10	15	10	0	10	10	15	70	42	0	42	6.3	2.41	5.25	13.96
TI30018	ABHS-CFRAs covers a little over 1000 square miles across five counties. Our agency wants to purchase an expansion vehicle to meet client demand.					0	15	10	0	10	0	0	35	21	0	21	3.15	4.8	6	13.95
TI30019	ABHS-CFRAs covers a little over 1000 square miles across five counties. Our agency wants to purchase an expansion vehicle to meet client demand.					0	15	10	0	10	0	0	35	21	0	21	3.15	4.8	6	13.95
TI30020	ABHS-CFRAs covers a little over 1000 square miles across five counties. Our agency wants to purchase an expansion vehicle to meet client demand.					0	15	10	0	10	0	0	35	21	0	21	3.15	4.8	6	13.95
TI30021	ABHS-CFRAs covers a little over 1000 square miles across five counties. Our agency wants to purchase an expansion vehicle to meet client demand.					0	15	10	0	10	0	0	35	21	0	21	3.15	4.8	6	13.95



Item Title: Strategic Transportation Corridor (STC) discussion

Item Summary: The NCDOT is currently in the process of identifying critical multi-modal transportation corridors throughout the state. The corridors will support the implementation of the STI and current project scoring. Strategic Transportation Corridors will replace Strategic Highway Corridors (STC) adopted by the NC Board of Transportation in 2004.

Specific action requested: Discussion/possible resolution regarding STC

Number of attachments: 1

In early May, various eastern North Carolina RPO Staff, TAC Board members and NCDOT Division 1 Staff attended a meeting seeking our input regarding Strategic Transportation Corridors (STC). Strategic Transportation Corridors are a network of multimodal transportation corridors that form the backbone of North Carolina's transportation system. The STC will support the NCDOT in implementing the Strategic Transportation Investments (STI) and the current project ranking process. It will also support the NCDOT's long range vision for the STI.

The goals of the STC are to provide connectivity on a defined interstate highway network that facilitates easy movement of people and goods. It will also support economic development along the identified corridors. The STC replaces the Strategic Highway Corridors adopted by the Board of Transportation in 2004.

During the NCDOT meeting there were several concerns expressed as to why critical highway networks in North East North Carolina, which were included in the 2004 Strategic Highway Corridors (map attached), were not included in the Strategic Transportation Corridors (map attached). Highway networks not included were: US 158, the mid-Currituck Bridge, and US 168. However, US 17, US 64 and US 13 were included on the STC map.



Why Strategic Transportation Corridors?

In defining a network of Strategic Transportation Corridors, NCDOT seeks to identify a critical network of multimodal transportation corridors that form the backbone of the state's transportation system. These high-priority corridors move most of our freight and intercity travel, link critical centers of economic activity and international air and sea ports, and support interstate commerce. We believe that they must operate well if our goals for a thriving economy are to be achieved.

These strategic corridors will support NCDOT's implementation of:

- The Strategic Transportation Investments (STI) and the Prioritization 3.0 project rating process
- NCDOT's 25 year implementing vision, a long range vision for STI.

Strategic Transportation Corridors Vision and Goals

The proposed Strategic Transportation Corridors presented today for comment are based on the Strategic Corridors Vision, Goals, and Objectives shown below. Do you agree with these?

Strategic Corridors Vision: *to provide North Carolina with a network of high-priority, multimodal transportation corridors and facilities that connect statewide and regional activity centers, to enhance economic development, promote highly-reliable, efficient mobility and connectivity, and support good decision-making.*

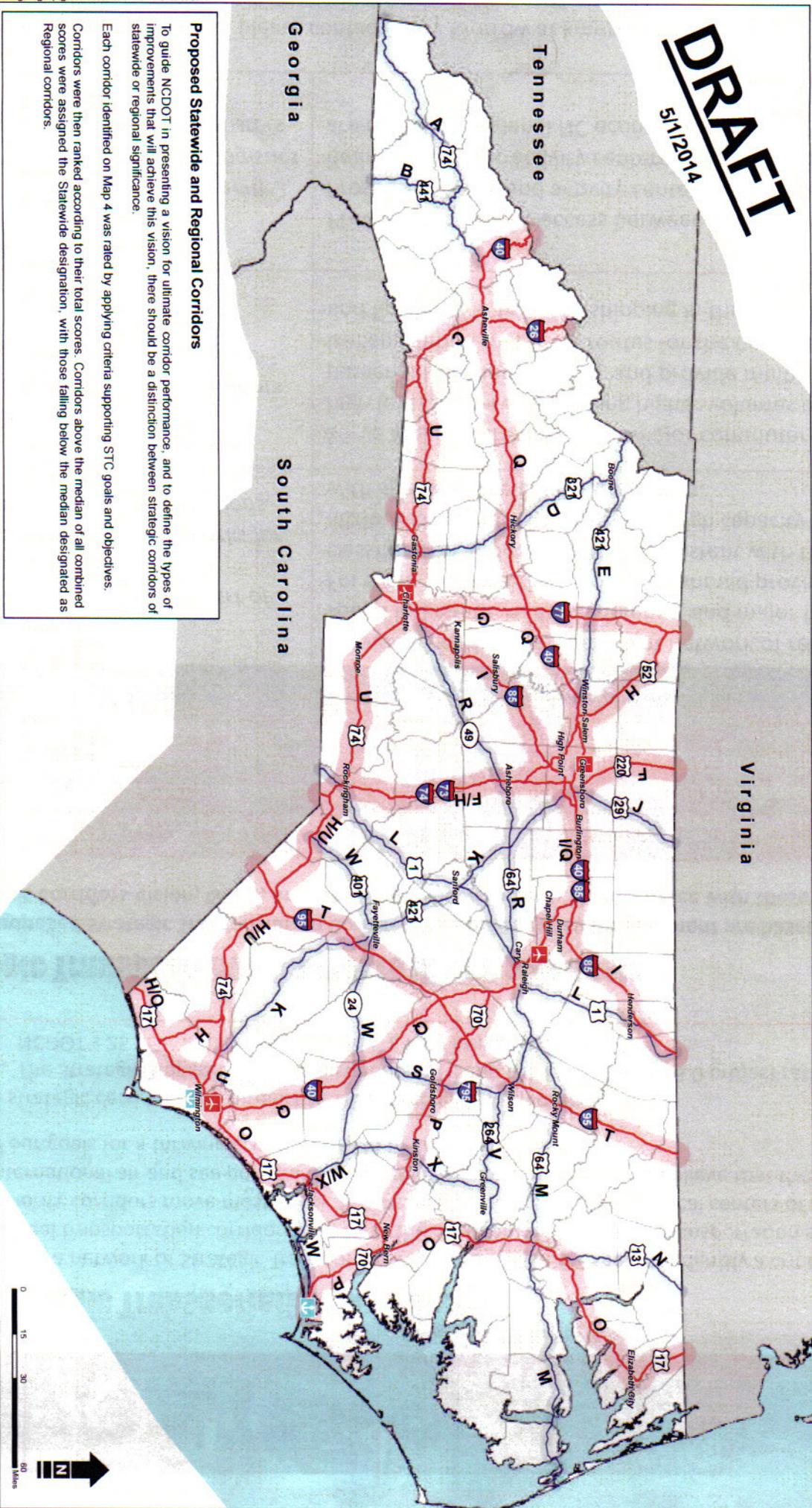
GOALS	OBJECTIVES
<p>System Connectivity <i>Provide essential links as part of defined Interstate highway, defence, and freight networks for movement of people and goods.</i></p>	<p>Provide a continuous, consistent network of reliable, higher speed interstate, national defense, and major freight routes. For system connectivity, corridors should provide functional classification and facility type consistent with those attributes; corridors should have high capacity consistent with speed and reliability objectives.</p>
<p>Mobility <i>Facilitates significant movements of people and goods across the state.</i></p>	<p>Serve longer-distance and/or major commuter travel with high levels of service, moving higher volumes of existing passenger or freight traffic, and provide multiple transportation modes or routes for the opportunity of choice and flexibility in travel or shipping in the corridor.</p>
<p>Economic Prosperity (Activity Center Access) <i>Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.</i></p>	<p>Provide high-quality access between and within the state's Prosperity Zones and activity center clusters, and from nearby economic activity centers in surrounding states that are critical to regional NC economic health.</p>

For additional information, please contact Kerry Morrow at kmorrow@ncdot.gov.



Stratified Strategic Transportation Corridors

DRAFT
5/1/2014



Proposed Statewide and Regional Corridors

To guide NCDOT in presenting a vision for ultimate corridor performance, and to define the types of improvements that will achieve this vision, there should be a distinction between strategic corridors of statewide or regional significance.

Each corridor identified on Map 4 was rated by applying criteria supporting STC goals and objectives.

Corridors were then ranked according to their total scores. Corridors above the median of all combined scores were assigned the Statewide designation, with those falling below the median designated as Regional corridors.

Legend

- Statewide Proposed STCs
- Regional Proposed STCs
- NC Seaports
- NC Int'l or Major Freight Airports

STRATEGIC TRANSPORTATION
CORRIDORS

STRATIFIED CORRIDORS



STG Corridor Rating and Ranking Criteria



Goals	System Connectivity <i>Provide essential links as part of defined Interstate highway, defense, and freight networks for movement of people and goods.</i>	Mobility <i>Facilitate significant movements of people and goods across the state.</i>	Economic Prosperity (Activity Center Access) <i>Support economic development and efficiency of transport logistics for economic regions and clusters of activity centers.</i>
Objectives	Provide a continuous, consistent network of reliable, higher speed interstate, national defense, and major freight routes. For system connectivity, corridors should provide functional classification and facility type consistent with those attributes; corridors should have high capacity consistent with speed and reliability objectives.	Serve longer-distance and/or major commuter travel with high levels of service, moving higher volumes of existing passenger or freight traffic, and provide multiple transportation modes or routes for the opportunity of choice and flexibility in travel or shipping in the corridor.	Provide high-quality access between and within the state's Prosperity Zones and activity center clusters, and from nearby economic activity centers in surrounding states that are critical to regional NC economic health.
Criteria	Functions as part of the Interstate Highway network, a STRAHNET route, a STRACNET route, the FHWA Comprehensive Primary Freight Network (in draft form presently), significant rail freight and passenger service alignments, and accesses state seaports and/or international airports.	Relative level of traffic volumes and freight movements accommodated, and presence of multiple modes and/or routes in the corridor.	Extent to which major highways or rail lines link or provide regional access to activity centers across multiple Prosperity Zones or within prosperity zones, to facilitate growing commerce or human services. Priority corridors are those linking multiple regions with Activity Center groupings.
Measures	Inclusion in one or more of the specified route/alignment elements; accesses state seaports and/or international airports; connects to bordering state strategic corridor. Score as follows: 6-7 points: Corridor includes 4-5 of the specified networks. 4-5 points: Corridor includes 2-3 of the specified network. 3 points: Corridor includes 1 of the specified networks. 1 point: Corridor includes none of the specified networks. BONUS POINTS 1-2 points: Connects to bordering state strategic corridor (based on 1 or 2 connections). 1 point: Seaport or airport which served by the corridor. [Maximum of 10 points]	Serves high volume general or freight traffic over distance of more than 20 miles. Score as follows: 5-6 points: Daily traffic volumes for general traffic or truck traffic are in the High range, depending on the extent of intensity. 3-4 points: Daily traffic volumes for general traffic or truck traffic are in the medium range. 1-2 points: Daily traffic volumes for general traffic or truck traffic are below the medium range. BONUS POINTS 1-2 points: Combination of High or Medium general and truck traffic, points depending on the extent and intensity of the mix. 1-2 points: Freight rail facility exists in all or part of the corridor. [Maximum of 10 points]	Score as follows: 8-10 points: Corridor facilitates connections between and within regions and their activity center clusters very well by clusters served and quality of the connection. 5-7 points: Same as above except only to a more moderate extent. 1-4 points: Same as above except only to a lesser extent. [Maximum of 10 points]

VIRGINIA



Vision Plan Division 1

Adopted by The North Carolina
Board of Transportation
Plan Date: September 2, 2004
Revised: July 10, 2008



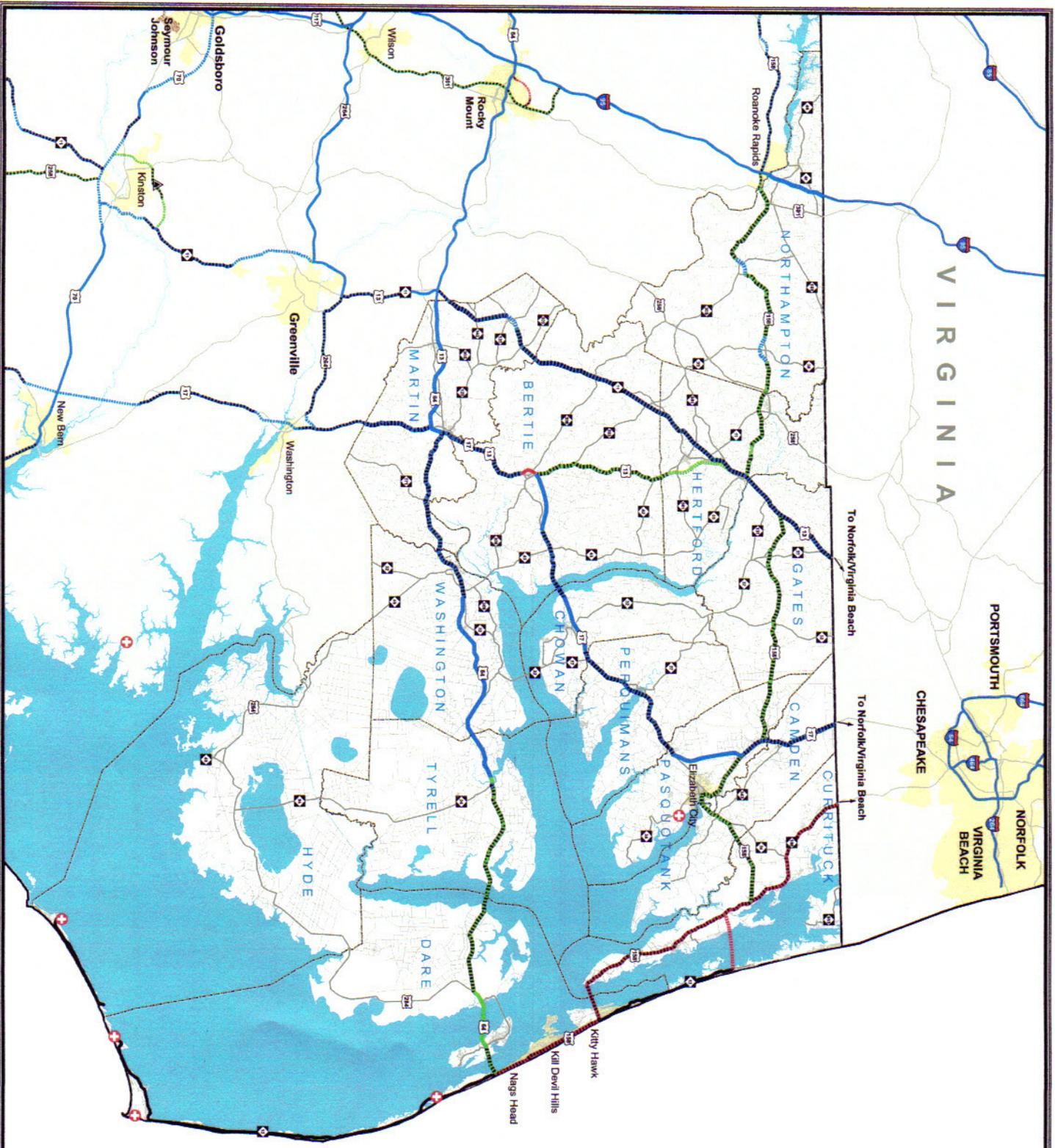
LEGEND

Strategic Highway Corridors

- Freeways**
 - Existing
 - Needs Upgrade
 - Recommended
- Expressways**
 - Existing
 - Needs Upgrade
 - Recommended
- Bolevarads**
 - Existing
 - Needs Upgrade
 - Recommended
- Thoroughfares**
 - Existing
 - Needs Upgrade
 - Recommended
- US/Other Major Route**
- Division Primary Routes**
- Division Secondary Routes**
- State Port**
- Major Airport**
- Intermodal Connector**
- Coast Guard Station**
- Major Military Base**
- Urban Area**
- County Boundaries**
- Water Features**



Prepared By: The North Carolina Department of Transportation
Transportation Planning Section
Map Date: March 29, 2004





Albemarle Rural Planning Organization

Agenda Item No. 8

Item Title: Bylaws

Item Summary: The ARPO currently has no Bylaws which govern the membership, voting structure and meeting procedures of the TCC and TAC. The Transportation Planning Branch has requested ARPO Boards adopt Bylaws by June 30, 2014.

Specific action requested: Approval of Draft Bylaws

Number of attachments: 2

The ARPO currently has a Memorandum of Understanding (MOU), signed by all 10 member counties, which states the purpose of the ARPO as well as established the RTAC and RTCC Boards. However, there is no language, in the MOU, regarding quorums.

Since its inception, both ARPO Boards have operated under "Roberts Rules" which provides that in the absence of a provision in the Bylaws, a quorum in an assembly "whose real membership can be accurately determined at any time—that is, in a body having an enrolled membership composed only of persons who maintain their status as members in a prescribed manner—the quorum is a majority of the entire membership, by the common parliamentary law." (Robert's Rules of Order Newly Revised, Tenth Edition (2000), p. 20)

At our January 10th meeting, the TAC Chair stated ARPO Staff, the TAC Chair and the TCC Chair would develop a set of Bylaws and bring them back to both ARPO Boards for review and consideration. The Draft Bylaws were included in the March 10, 2014 meeting packets for your consideration and ARPO staff has not received any comments regarding them.

The Transportation Planning Branch has advised Bylaws must be adopted by June 30, 2014 or they will not approve the ARPO's FY 14-15 Planning Work Program.

Albemarle Rural Planning Organization Bylaws

Article I. Name

The name of this organization shall be the Albemarle Rural Transportation Planning Organization, hereafter referred to as the ARPO.

Article II. Purpose

The purpose of the ARPO is to:

1. To develop long-range local and regional multi-modal transportation plans in cooperation with the North Carolina Department of Transportation;
2. To provide a forum for public participation in the rural transportation planning process;
3. To develop and prioritize needs for transportation projects to be included in the state's Transportation Improvement Program (TIP);
4. To provide transportation-related information to local governments and other interested organizations and persons;
5. To conduct transportation related studies and surveys for local governments and other interested entities/organizations;
6. To perform other related transportation planning activities that shall be agreed upon between the RPO and the North Carolina Department of Transportation; and
7. Assist NCDOT in complying with the provisions of federal transportation laws and regulations.

Article III. Membership

As specified in the Albemarle RPO Memorandum of Understanding (MOU) with the North Carolina Department of Transportation (NCDOT) and the 10 Albemarle RPO member counties, the Albemarle RPO shall consist of two committees. Representation upon the committees shall be governed as described below.

- A. **The Rural Transportation Advisory Committee (RTAC) consists of elected officials from the ten-county area, and the NCDOT Board of Transportation member for NCDOT Division 1. The membership of RTAC shall consist of the following:**
 - A. One County Commissioner (or designee) representing the County of Camden.
 - B. One County Commissioner (or designee) representing the County of Chowan.
One municipal elected official (or designee) from the local government in Chowan County.

- C. One County Commissioner (or designee) representing the County of Currituck
- D. One County Commissioner (or designee) representing the County of Dare. One municipal (or designee) elected official from each municipal local government in Dare County.
- E. One County Commissioner (or designee) representing the County of Gates. One municipal elected official (or designee) from the municipal local government in Gates County
- F. One County Commissioner (or designee) representing the County of Hyde.
- G. One County Commissioner (or designee) representing the County of Pasquotank. One municipal elected official (or designee) from the municipal local government in Pasquotank County.
- H. One County Commissioner (or designee) representing the County of Perquimans. One municipal elected official (or designee) from each municipal local government in Perquimans County.
- I. One County Commissioner (or designee) representing the County of Tyrrell. One municipal elected official (or designee) from the municipal local government in Tyrrell County.
- J. One County Commissioner (or designee) representing the County of Washington. One municipal elected official (or designee) from each municipal local government in Washington County.
- K. One member of the Region R Council of Governments Executive Board.
- L. One member of the North Carolina Board of Transportation representing the Department of Transportation Division 1.

- 1. Voting** – In all regards, voting privileges shall be limited to the ten county commissioners representing their respective counties and the member of the North Carolina Board of Transportation representing NCDOT Division 1. Absentee voting shall not be permitted. Member governments shall appoint an alternate, provided he/she meets the qualifications for membership outlined herein.
- 2. Quorum**- A quorum of at least fifty (50) percent plus one (1) of the voting membership shall be required for the RTAC to conduct any Regular Meeting or Special Meeting or take official action of any kind. A member who fails to attend or to send an alternate to two consecutive RPO meetings will be designated as a vacant seat and will not count towards quorum. Attendance at future meetings will reinstate the member.

3. **Term of Membership** - A representative's term of appointment shall be two years. Each County and municipal representative shall be appointed by the appropriate Town/City Council or Board of Commissioners in regular session. Reappointment of individual representatives to the RTAC shall not be limited; so long as he/she continues to meet the qualifications outlined above.
 4. In the event that a county withdraws from the ARPO, both county and municipal representation shall be forfeited.
 5. **Officers** - Officers of the RTAC shall consist of a Chairperson and Vice-Chairperson, selected by majority vote, for a term of two years. The RPO Coordinator shall serve as Secretary to the RTAC. Officers shall be selected at the first meeting of each odd calendar year.
 6. The Chairperson shall preside over all meetings of the RTAC, sign official documents on behalf of the RTAC, assist in the drafting of meeting agendas and decide points of order or procedure.
 7. The Vice-Chairperson shall conduct the duties of the Chairperson in the event of his/her absence. Should neither the Chairperson nor Vice-Chairperson be available to preside over a meeting of the RTAC, a Chair Pro-Tem shall be appointed by majority vote.
- B. The Rural Technical Coordinating Committee (RTCC) shall consist of staff and appointed officials from the ten-county area, NCDOT and other agencies. The membership of RTCC shall consist of, but may not be limited to, the following:**
- A. County Manager (or his/her designee) from each of the ten counties of the RPO planning area.
 - B. The Chief Administrative Official (or his/her designee) from each municipality in the Region R planning area.
 - C. Division Engineer serving the 1st Division of Highways, North Carolina Department of transportation, or his/her designated representative.
 - D. Manager, Transportation Planning Branch, Planning and Environment, North Carolina Department of Transportation, or his/her designated representative.
 - E. Area Traffic Engineer, Division of Highways, Traffic Engineering Branch, North Carolina Department of Transportation.
1. **Voting** - Each representative shall have one vote. Absentee voting shall not be permitted. Member organizations shall appoint an alternate, provided he/she meets the qualifications for membership outlined herein.

2. **Quorum**- A quorum of at least fifty (50) percent plus one (1) of the voting membership shall be required for the RTCC to conduct any Regular Meeting or Special Meeting or take official action of any kind. A member who fails to attend or send an alternate to two consecutive RPO meetings will be designated as a vacant seat and will not count towards quorum. Attendance at future meetings will reinstate the member.
3. **Membership** - Organizational representation on the RTCC may be altered by an affirmative vote of fifty percent (50%) plus one (1) of the voting members of the RTCC, per the current Memorandum of Understanding, with final approval by the RTAC.
4. **Officers** - Officers of the RTCC shall consist of a Chairperson and Vice-Chairperson, selected by majority vote, for a term of two years. The RPO Coordinator shall serve as Secretary to the RTCC. Officers shall be selected at the first meeting of each odd calendar year.

Article IV. Administration

Meetings

Regular meetings of the RTAC and RTCC shall be held when deemed necessary, appropriate and advisable, according to a schedule approved by each Committee. Notices shall be distributed at least seven days prior to a scheduled meeting, and in accordance with the Open Meeting Laws of the North Carolina General Statutes, Article 33C, §143-318.12.

Special meetings may be called as deemed necessary by the Chairperson, or at the request of the eleven eligible voting members of the RTAC. Notice of special meetings shall be given in accordance with the Open Meeting Laws of the North Carolina General Statutes, Article 33C, §143-318.12.

Attendance

Representatives or their designee are expected to attend all regular and special meetings. Attendance may be achieved through direct presence or teleconferencing.

Standing

Good standing for all representatives shall be maintained through regular attendance at meetings.

Following two consecutive unexcused absences, a representative's seat shall be declared vacant and shall not be counted toward quorum. Good standing shall be automatically restored upon a representative's attendance at a meeting. A replacement representative may be requested following a vote of the Committee following the loss of good standing.

Agendas

Meeting agendas shall list items for consideration by the Committee. Additional items may be placed on the agenda at the beginning of a regular meeting with the affirmative vote of fifty percent (50%) plus one (1), of the voting membership of both the RTCC and RTAC.

Rules of Order

In the absence of guidance from these Bylaws or other adopted procedural policies, the “**Modern Rules of Order**” shall be used.

Records

The Secretary shall maintain all files, records and correspondence of the ARPO, including the preparation and distribution of minutes, agendas and meeting notices. Access to these records shall be provided at reasonable times and with reasonable supervision according to the Public Records Laws of the North Carolina General Statutes, §132-6.

Amendments

Amendments to these Bylaws shall require an affirmative vote of at least fifty (50) percent plus one (1) of the voting membership of both the RTCC and RTAC. Written notice of proposed amendments shall be provided to all members prior to consideration. Amendments must not conflict with the letter or fundamental intent of the Memorandum of Understanding which governs this document. In the event of a conflict, the Memorandum of Understanding shall carry precedence.

Approved by the Albemarle Rural Transportation Planning Organization on the Monday March 10, 2014.

Lloyd Griffin, RTAC Chairperson

Rhett White, RTCC Chairperson

Angela Welsh, Secretary

**MEMORANDUM OF UNDERSTANDING
FOR
COOPERATIVE, COMPREHENSIVE AND CONTINUING
TRANSPORTATION PLANNING
AND THE ESTABLISHMENT
OF A RURAL TRANSPORTATION PLANNING ORGANIZATION
FOR**

The Counties of Camden, Chowan, Currituck, Dare, Gates, Hyde, Pasquotank, Perquimans, Tyrrell, and Washington and the municipalities therein, and the North Carolina Department of Transportation.

WITNESSETH

Whereas, section 135 of Title 23, United States Code, declares that it is in the national interest to encourage and promote the development of transportation systems embracing various modes of transportation in a manner that will serve all areas of the State efficiently and effectively; and

Whereas, North Carolina General Statute 136-18 was amended by the North Carolina General Assembly by ratification of Senate Bill 1195 on July 6, 2000, and this same bill was signed by the Governor on July 14, 2000, and subsequently Chaptered, and which Chaptered statute provides for the establishment of Rural Transportation Planning Organizations (RPO), similar in concept to Metropolitan Planning Organizations (MPO), for transportation planning in North Carolina's urban areas; and

Whereas, the establishment of a Rural Transportation Planning Organization (RPO), similar in concept to the urban Metropolitan Transportation Planning Organizations (MPO) would provide rural areas the opportunity to work in partnership with the North Carolina Department of Transportation toward development of sound, short and long-range transportation planning for rural areas; and,

Whereas, the establishment of a Rural Transportation Planning Organization for the ten counties in the Region R area would assist the North Carolina Department of Transportation in complying with the provisions of the Transportation Equity Act for the 21st Century (TEA 21), enacted June 9, 1998, relative to the participation of local officials and the public in the transportation planning process; and,

Whereas, it is the desire of these local governments and agencies to establish a continuing, comprehensive, cooperative transportation planning process with the establishment of a Rural Transportation Planning Organization for the ten-county Region R Planning Area.

Now, therefore, the following memorandum of understanding is made this the 13th day of September, 2007.

Section 1. It is hereby agreed, that the County of Camden, the County of Chowan, the County of Currituck, the County of Dare, the County of Gates, the County of Hyde, the County of Pasquotank, the County of Perquimans, the County of Tyrrell and the County of Washington, and the North Carolina Department of Transportation intend to establish and participate in a Rural Transportation Planning Organization created for the general purposes and responsibilities outlines in the following:

1. To develop long-range local and regional multi-modal transportation plans in cooperation with the North Carolina Department of Transportation.
2. To provide a forum for public participation in the rural transportation planning process.
3. To develop and prioritize suggestions for transportation projects, which the Rural Transportation Planning Organization believes, should be included in the State Transportation Improvement Program.
4. To provide transportation-related information to local governments and other interested organizations and persons.
5. To conduct transportation related studies and surveys for local governments and other interested entities/organizations.
6. To undertake mutually agreed upon transportation related tasks to enhance transportation system development, coordination and efficiency.

Section 2. It is hereby further agreed that transportation plans and programs and land use policies and programs for the Rural Transportation Planning Organization will be coordinated by the Region R Council of Governments, an agency selected on behalf of participating local governments and the North Carolina Department of Transportation, to be the administrative entity and to serve as the lead local planning agency for coordinating transportation planning in the ten county planning area. The RPO hereby authorizes the Albemarle Commission to be the recipient of any funds appropriated to the RPO by the North Carolina Department of Transportation pursuant to NC General Statute 136-213 (c).

Section 3. Establishment of Rural Transportation Advisory Committee (RTAC). A Rural Transportation Advisory Committee (RTAC) is hereby established with the responsibility for serving as a forum for cooperative transportation planning decision making for the Rural Transportation Planning Organization (RPO). The Rural Transportation Advisory Committee (RTAC) shall have the responsibility for keeping the policy boards informed of the status and requirements of the transportation planning process; to assist in the dissemination and clarification of the decisions, inclinations, and policies of the policy boards; and to help ensure meaningful public participation in the rural transportation planning process.

1. The TAC will be responsible for carrying out the following:

- A. Establishment of goals, priorities, and objectives for the rural transportation planning process.
- B. Endorsement and review of changes to adopted transportation plans within the RPO.
- C. Endorsement, review, and approval of a Planning Work Program (PWP) for transportation planning which defines work tasks and responsibilities for the various agencies participating in the RPO.
- D. Endorsement, review, and approval of transportation improvement projects that support and enhance both regional and local transportation in the four county RPO

2.

The membership of the Rural Transportation Advisory Committee shall consist of the following:

- A. One County Commissioner (or designee) representing the County of Camden.
- B. One County Commissioner (or designee) representing the County of Chowan. One municipal elected official (or designee) from the local government in Chowan County.
- C. One County Commissioner (or designee) representing the County of Currituck
- D. One County Commissioner (or designee) representing the County of Dare. One municipal (or designee) elected official from each municipal local government in Dare County.
- E. One County Commissioner (or designee) representing the County of Gates. One municipal elected official (or designee) from the municipal local government in Gates County
- F. One County Commissioner (or designee) representing the County of Hyde.
- G. One County Commissioner (or designee) representing the County of Pasquotank. One municipal elected official (or designee) from the municipal local government in Pasquotank County.
- H. One County Commissioner (or designee) representing the County of Perquimans. One municipal elected official (or designee) from each municipal local government in Perquimans County.

- I. One County Commissioner (or designee) representing the County of Tyrrell. One municipal elected official (or designee) from the municipal local government in Tyrrell County.
 - J. One County Commissioner (or designee) representing the County of Washington. One municipal elected official (or designee) from each municipal local government in Washington County.
 - K. One member of the Region R Council of Governments Executive Board.
 - L. One member of the North Carolina Board of Transportation representing the Department of Transportation Division 1.
3. The County Commissioner representing each County on the RTAC shall be elected every two years by the Board of County Commissioners of each County in regular session. The municipal RTAC representative shall be selected by the municipal elected board of each municipality in regular session every two years. The term of office for all seats on the RTAC is two years. Re-appointment is possible.
 4. To facilitate staggered terms and thereby promote continuity, the initial appointments of the Camden, Chowan, Currituck and Dare RTAC members shall be for one (1) year. All subsequent appointments shall be for two (2) years.
 5. An RPO TAC membership roster will be compiled, and updated at least annually, listing each attendee and alternate, if applicable, for each member county or municipality. The membership of a county or municipality member who fails to send the appointee or alternate to three consecutive RPO meetings will be designated as a vacant seat and will not count towards quorum. Attendance at future meetings will reinstate the member.
 6. The Rural Transportation Advisory Committee (RTAC) will meet as often as it is deemed necessary, appropriate and advisable. On the basis of majority vote of its county representatives (Ref. 2. - A. through J.), the Rural Transportation Advisory Committee may appoint a member of the committee to act as chairperson with the responsibility for coordination of the committees activities. In all regards, voting privileges shall be limited to the ten county commissioners (or designee) representing their respective counties and the member of the North Carolina Board of Transportation representing DOT Division I.
 7. The Transportation Planner of the Region R Council of Governments will serve as staff to the RTAC.

Section 4. Establishment of Rural Transportation Coordinating Committee (RTCC). A Rural Transportation Coordinating Committee shall be established with the responsibility of general review, guidance, and coordination of the transportation planning process for the Rural Transportation Planning Organization (RPO) and the responsibility for making recommendations to the respective local, state, and federal governmental agencies and the Rural Transportation Advisory Committee (RTAC) regarding any necessary actions relating to the continuing transportation planning process.

1. The RTCC shall be responsible for development, review, and recommendation for approval of the rural transportation planning work program for the RPO, the Transportation Improvement Program, and revisions to the Transportation Improvement Program.
2. Membership of the Rural Transportation Coordinating Committee (RTCC) shall include technical representatives from all local and state governmental agencies directly related to and concerned with the transportation planning process for the RPO planning area. Initially, the membership shall include, but may not be limited to, the following:
 - A. County Manager (or his/her designee) from each of the ten counties of the RPO planning area.
 - B. The Chief Administrative Official (or his/her designee) from each municipality in the Region R RPO planning area.
 - C. Division Engineer serving the 1st Division of Highways, North Carolina Department of Transportation, or his/her designated representative.
 - D. Manager, Statewide Planning Branch, Planning and Environment, North Carolina Department of Transportation, or his/her designated representative.
 - E. Area Traffic Engineer, Division of Highways, Traffic Engineering Branch, North Carolina Department of Transportation.
3. The Rural Transportation Coordinating Committee shall meet when it is deemed necessary, appropriate and advisable. The Rural Transportation Coordinating Committee will be staffed by the Region R Transportation Planner who will assist the Chairperson with the responsibility for coordinating the committee's activities. Membership of the Rural Transportation Coordinating Committee may be altered on the basis of a majority vote of its membership and approval of the Rural Transportation Advisory Committee of the RPO.
4. An RPO TCC membership roster will be compiled, and updated at least annually, listing each attendee and alternate, if applicable, for each member county or

municipality. The membership of a county or municipality member who fails to send the appointee or alternate to two consecutive RPO meetings will be designated as a vacant seat and will not count towards quorum. Attendance at future meetings will reinstate the member.

5. The Rural Transportation Coordinating Committee (RTCC) will meet as often as it is deemed necessary, appropriate and advisable. On the basis of majority vote of its county representatives (Ref. 2. - A. through J.), the Rural Transportation Coordinating Committee may appoint a member of the committee to act as chairperson with the responsibility for coordination of the committees activities.
6. The Transportation Planner of the Region R Council of Governments will serve as staff to the RTCC.

Section 5. It is further agreed that all participating agencies will assist in the rural transportation planning process by providing planning assistance (where possible), data, and inventories in accordance with the approved PWP.

Section 6. Each county and its RPO member jurisdictions shall have the support of the RPO staff in developing local transportation projects and priorities. Each member agrees to coordinate its transportation plans with those of other RPO members. Additionally, by consensus, the RPO may identify projects of a regional nature for development and presentation to NCDOT for consideration.

Section 7. Parties to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process by giving 90 days written notice to the other parties to the date of termination.

Section 8. Municipalities desiring to join the RPO following the signing of this Memorandum of Understanding must do so no later than 90 days after the date given below in Section 10, by submitting a fully-executed Municipal Statement of Adoption. Any municipality desiring to join the RPO after the initial 90-day period must notify the lead planning agency and the other members of the RPO in writing of its intent to join, and provide each with a copy of a fully-executed Municipal Statement of Adoption. New memberships will become effective on July 1st of each year.

Section 9. This Amended Memorandum of Understanding supersedes and replaces any prior memorandum(s) of understanding between the Parties regarding the RPO.

Section 10. In witness whereof, the Parties have been authorized by appropriate and proper resolutions, and/or legislative authority to sign this Amended Memorandum of Understanding, this the 7 day of April.

BY:

• COUNTY OF CAMDEN

[Signature]
Chairman

• COUNTY OF CURRITUCK

[Signature]
Chairman

• COUNTY OF CHOWAN

[Signature]
Chairman

• COUNTY OF DARE

[Signature]
Chairman

• COUNTY OF GATES

[Signature]
Chairman

• COUNTY OF HYDE

[Signature]
Chairman

• COUNTY OF PASQUOTANK

[Signature]
Chairman

• COUNTY OF TYRRELL

[Signature]
Chairman

• COUNTY OF PERQUIMANS

[Signature]
Chairman

• COUNTY OF WASHINGTON

[Signature]
Chairman

• ALBEMARLE PLANNING COMMISSION (LPA)

[Signature]
Chairman

• NCDOT

[Signature]
Secretary

[Signature]
Clerk to the Board

[Signature]
Executive Director

Approved as execution

[Signature]
Assistant Attorney General



Albemarle Rural Planning Organization

Agenda Item No. 9

Item Title: SPOT 4.0

Item Summary: The SPOT workgroup will begin meeting soon to discuss the SPOT 4.0 process and is interested in receiving comments and suggestions from RPO's regarding concerns about the criteria used by the SPOT office to score projects in SPOT 3.0

Specific action requested: Discussion

Number of attachments: None

Although we are not through with the SPOT 3.0 process yet, the SPOT workgroup will begin meeting soon to discuss the SPOT 4.0 process. ARPO staff has been asked to forward comments and suggestions to the SPOT workgroup regarding concerns about the criteria used by the SPOT office to score projects.