

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

January 9, 2018
TCC: 10:30 a.m.
Wilson Operations Center
1800 Herring Ave.
Wilson, NC 27893
252-296-3341

RPO Transportation Coordinating Committee Agenda

1. Welcome & Introductions – Bill Bass – TCC Chair
2. Additions or corrections to Agenda
3. Approval of Minutes November 7, 2017

Decision Items

4. Title VI Assurances
5. UCPRPO Local Point Assignment STI P5 Methodology

Discussion Items

6. NCDOT Complete Streets Policy – NCDOT BOT Presentation
7. CMAQ Projects FY19
8. Draft NC Toll Project Development Policy
9. Powell Bill Formula Adjustment Proposal
10. TAC Member Ethics Reminder

Reports

11. US 70 Commission – NCDOT Eastern NC Flood Study
12. Hwy 17/64 Association – January 24, 2018 - Meeting in Bethel
(http://www.ucprpo.org/Documents/feasibility/FS-1501A_US_17_DRAFT_2017-12-13.pdf)
13. Legislative/STIP Update
14. NCDOT Division 4
15. NCDOT Planning **DIVISION** (TPD)

Public Comment

16. Public Comment

Other Business

17. TCC Member Comments

Dates of future meetings:

March 6, 2018 May 1, 2018 July 10, 2018 September 4, 2018

Attachments:

1. TCC November 7, 2017 Minutes
2. Title VI Assurances
3. Draft UCPRPO STI Local Methodology
4. NCDOT Bike & Pedestrian/Complete Streets Accommodations
5. CMAQ Schedule
6. Draft NCDOT Tolling Policy/Presentation
7. Powell Bill Formula Adjustment Study/Presentation
8. TAC Member Ethics Filing Reminder

UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION

November 7, 2017

RPO Transportation Coordinating Committee Minutes

Attendance

TCC

Chad Sary, Wilson's Mills
Jim Barlow, Kenly
Berry Gray, Johnston
Jae Kim, Spring Hope
Julie Maybee, Selma
Tim Robbins, Benson
Bill Bass, City of Wilson
Catherine Grimm, Tarboro
Bill Dreitzler, Smithfield
Nancy Nixon, Nash

NCDOT

Jimmy Eatmon, NCDOT-Division 4
Carlos Moya, NCDOT TPD

Other

Stuart Bass, UCPCOG
Neal Davis, JCATS
Bob League, Rocky Mount MPO

UCPRPO

James Salmons

Introduction

1. *Welcome & Introductions – Bill Bass – TCC Chair*

Mr. Bill Bass welcomed everyone and asked everyone to introduce themselves and then called the meeting to order.

2. *Approval of Agenda*

Mr. Bill Bass asked if everyone had an opportunity to review the agenda and asked if anyone had any additions to be made to the agenda. Being none and **UPON A MOTION** by Catherine Grimm (Tarboro), second by Bill Dreitzler (Smithfield) the agenda was unanimously approved as written.

3. *Minutes – September 5, 2017*

After reviewing the Minutes for the September 5, 2017 TCC meeting and **UPON A MOTION** by Catherine Grimm (Tarboro), second by Bill Dreitzler (Smithfield) the minutes were unanimously approved.

Decision Items

4. *Proposed STI P5 Project Amendment – JCATS Facilities Project*

Members were informed that the Johnston County Area Transit System recently completed a Facilities Feasibility study to upgrade their administrative and maintenance facilities. It was explained that the Facilities Projects had been presented to the UCPRPO after their last TCC and TAC meetings, however in time to be submitted to SPOT as a STI P5 Transit project. Mr. Neal Davis explained that JCATS has out grown their existing facility. Therefore, the UCPRPO final STI P5 Project List needed to be amended to include the project. **UPON A MOTION** by Julie Maybee (Selma), second by Nancy Nixon (Nash) the UCPRPO STI P5 Project List was amended to include the JCATS Facilities Project (T171935) and was unanimously approved.

5. *UCPRPO STI P5 Methodology*

Members were provided with the proposed draft UCPRPO STI P5 Local Methodology and asked if there were any questions or recommended changes. After a brief discussion and **UPON A MOTION** by Berry Gray (Johnston), second by Catherine Grimm (Tarboro) to adopt the UCPRPO STI P5 Local Methodology the Methodology was unanimously approved. It was also explained the methodology would be approved upon approval of the STI P5 Methodology Workgroup.

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6. *Resolution of Support for City of Wilson Bicycle Pedestrian Planning Grant*
Members were provided with a draft Resolution of Support for the City of Wilson Bicycle Pedestrian Planning Grant Application proposed by the City of Wilson. After a brief discussion and **UPON A MOTION** by Nancy Nixon (Nash), second by Berry Gray (Johnston) to adopt the Resolution of Support for the City of Wilson Bicycle Pedestrian Planning Grant Application the resolution was unanimously approved.
7. *Resolution of Support for NCDOT INFRA Grant Application*
Members were provided with a draft Resolution of Support for the NCDOT INFRA Grant Application proposed by NCDOT. The INFRA Grant application would include upgrades to US 70 and I-95. After a brief discussion and **UPON A MOTION** by Catherine Grimm (Tarbor), second by Berry Gray (Johnston) to adopt the Resolution of Support for the NCDOT INFRA Grant for US 70 and I-95 Application the resolution was unanimously approved.

Discussion Items

8. *NCDOT Proposed Sidewalk and Pedestrian Policy – Recommendations*
It was reported that NCDOT was in the process of reviewing their bicycle and pedestrian policies which include the local match requirements. It was understood that the proposed policy review was on hold due to the already current “Complete Streets” policy already in place. Mr. Salmons stated that some TAC members had expressed concerns over the large cost match for pedestrian projects especially for smaller communities. Mr. Bill Bass expressed his concern over how cumbersome it was for small local communities to manage projects with the lack of professional staff available and selecting qualified consultants. He stated it might be helpful if the administrative process was more streamlined through the Division and local municipality. Mr. Jimmy Eatmon stated that currently the Division currently had issues with not having the staff as well as the consultants having difficulty hiring the required staff, especially for testing and inspections (CEIs).
9. *CMAQ Projects FY1819*
Members were provided with the current status for potential funding for CMAQ projects. The UCPRPO currently has \$794,615 as potential funding for CMAQ projects within Nash and/or Edgecombe Counties for FY1819. The deadline to submit potential projects March 15, 2018.
10. *CTP Review/Updates*
It was reported that the CTP 2.0 committee was continuing to finalize the new proposed CTP format. Members were asked if there were any recommendations or if any CTPs within the UCPRPO that needed any updates.

Reports

11. *US 70 Commission – NCDOT Eastern NC Flood Study*
Mr. Salmons reported that he had attended the most recent meeting and that one of the topics was NCDOT performing a flood study in eastern North Carolina to see if they can find ways to help prevent flooding in the future. The next US 70 Commission meeting is scheduled for next Wednesday, November 15, 2017 at 1:30pm in Goldsboro, NC. In addition, Charles Edwards provided the Commission with a presentation on Logistics in North Carolina. It was also reported that there was a public meeting scheduled for December 7, 2017 in Princeton in reference to extending the current US 70 project in eastern Johnston County through Princeton.
12. *Hwy 17/64 Association – January Meeting in Bethel*
Mr. Salmons reported that their next meeting is scheduled to be in January in Bethel, NC. The Association only currently has two US 64 projects on their list. One being the Sunset Blvd Intersection in Rocky Mount and the replacement of the Tar River Bridge over US 64 Bus in Spring Hope. It is the hope that the Tarboro Intersection improvement project be added to their list.

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13. JCATS Performance Excellence Award

Everyone congratulated Mr. Neal Davis for receiving the Performance Excellence award for JCATS.

14. Legislative/STIP Update

There were no legislative updates at this time.

15. NCDOT Division 4 – High Impact/Low Cost Program

Mr. Jimmy Eatmon reported that there was a new program that currently has \$1.7 million in funding for High Impact Low Cost projects. He explained that there were 12 criteria of which the Division must select 7 to evaluate submitted projects. The Division currently has not selected which criteria. It was reported that the UCPRPO had currently submitted the following projects:

- Widening of road in front of Middlesex Elementary School
- Turning lane in front of the Johnston County Airport

Members were asked to submit any potential projects as quickly as possible due to the tight schedule to submit projects to the NCDOT BOT in January. It was noted that projects could not exceed \$1.5 million without Secretary approval. Mr. Eatmon reported that Matt Clarke has taken on the roll of Jerry Paige. Fronz Endez is the new District Engineer for Edgecombe County.

16. NCDOT Planning Branch

Mr. Carlos Moya reported that the Transportation Planning Branch is now the Transportation Planning Division.

Public Comment

17. Public Comment

Mr. Stuart Bass with the UCPCOG stated that the COG recently completed the Comprehensive Economic Development Plan for the UCPCOG. The plan included a transportation element. The plan has a link on their website www.ucpcog.org.

Other Business

18. TCC Member Comments

Mr. Salmons informed members that he would be working on the UCPRPO Work Program (PWP) and asked if anyone had any suggestions to please let him know.

Upcoming meeting:

The next meeting is tentatively scheduled for January 9, 2018.

UPON A MOTION from Jimmy Eatmon (Division 4) was made to adjourn and a second motion was made by Catherine Grimm (Tarboro) and the meeting was adjourned.

Respectfully submitted,

Bill Bass, TCC Chair

James M. Salmons, UCPRPO

UCPRPO PROPOSED Strategic Transportation Investment Act (STI) RANKING METHODOLOGY – (12/12/17 Revisions)

INTRODUCTION

STI Prioritization 5.0 Background

Former Governor Bev Perdue set the direction for NCDOT's current Transportation Reform initiative with Executive Order No. 2 in 2009. This order mandates a professional approval process for project selection. NCDOT created the Strategic Prioritization Process in response. The newly elected Governor McCrory and the North Carolina Department of Transportation continue to support this prioritization process and are committed to improving the quality of life for citizens in North Carolina through transportation. Together, we want to find more efficient ways to better connect all North Carolinians to jobs, health care, education and recreational experiences. The Strategic Transportation Investments Bill (HB817), which was signed into law on June 26, 2013, will help make that possible by better leveraging existing funds to enhance the state's infrastructure.

The Strategic Transportation Investments (STI) - also called the Strategic Mobility Formula - is a new way to fund and prioritize transportation projects to ensure they provide the maximum benefit to our state. It allows NCDOT to use its existing revenues more efficiently to fund more investments that improve North Carolina's transportation infrastructure, create jobs and help boost the economy.

According to the law below, this document will describe how the Upper Coastal Plain Rural Planning Organization will score or rank its applicable projects.

Session Law 2012-84 amended Section 2 of the General Statutes 136-18 Prioritization Process

"The Department shall develop and utilize a process for selection of transportation projects that is based on professional standards in order to most efficiently use limited resources to benefit all citizens of the State. The strategic prioritization process should be a systematic, data-driven process that includes a combination of quantitative data, qualitative input, and multimodal characteristics, and should include local input.

The Department shall develop a process for standardizing or approving local methodology used in Metropolitan Planning Organization and Rural Transportation Planning Organization prioritization." - S.L. 2012-84

UCPRO Methodology and Ranking with Public Input

The Upper Coastal Plain Rural Planning Organization (UCPRPO) includes Edgecombe, Johnston, Nash, and Wilson Counties. The formula breaks down the (UCPRPO) transportation projects into three categories: Statewide, Regional, and Division level. The Statewide Level will receive 40% of the available revenue and the selection process will be 100% data-driven, meaning NCDOT will base its decisions on hard facts such as crash statistics and traffic volumes. The Regional Level will receive 30% of the available revenue and the selection process will be 70% data-driven with 15% scoring coming from NCDOT Division 4 and 15% ranking or scoring from the UCPRPO. The Division Level will also receive 30%

of the available revenue and the selection process will be 50% data-driven with the Division 4 having a 25% ranking input and the UCRPO having the remaining 25% ranking input.

STI Selection Formula		
Statewide Projects	Regional Projects	Division Projects
100% Data-Driven	70% Data-Driven	50% Data-Driven
	15% Division 4 Input	25% Division 4 Input
	15% UCRPO Input	25% UCRPO Input

All modes of capital transportation projects must compete for funding including highways, transit, aviation, rail, and bike/pedestrian. Each transportation project may receive a maximum of 100 points. You may view more information on the Strategic Transportation Investments (STI) at <http://www.ncdot.gov/strategictransportationinvestments/default.html>.

UCRPO Methodology and Ranking with Public Input

- This document describes the methodology and ranking process the UCRPO will use to provide its local input in the Strategic Transportation Investments Act prioritization process.
- This methodology must be approved by the North Carolina Department of Transportation to ensure it meets legislation requirements.
- The TAC will approve the methodology in its January, 2018 meeting. Upon approval there will be a 30 day public comment period where the methodology will be published on the UCRPO website www.ucprpo.org. After the 30-day public comment period there will be a public hearing/meeting at the normally scheduled TAC meeting in March, 2018. All public comment will be documented by the RPO staff and considered by the TAC prior to its final approval by the TAC at this meeting.
- The UCRPO is assigned 1,500 points based upon population for each Region and Division Projects. The UCRPO TAC will preliminarily rank transportation Regional projects by allocating its allotted 1,500 points to projects at its April, 2018 meeting. Once the points have been allocated, the preliminary point allocation will be published to the www.ucprpo.org website for public review and comment for a 30 day period. The public will be invited to the TAC May 2018 meeting to provide input and comments after which the TAC will adopt the final point allocation for Regional projects. The same procedure will be performed for Division projects with the TAC meetings being in July and September 2018.

DESCRIPTION OF CRITERIA AND WEIGHTS

UCRPO Point Allocation Methodology

As part of the ranking process the UCRPO will have 1500 points to allocate to its Regional Level projects and 1500 points to its Division Level projects. These points have been assigned to the RPO based on population with each MPO and RPO receiving a minimum of 1000 points and a maximum of 2500 points. The UCRPO will allocate its points based upon transportation mode as follows:

**UCPRPO POINT ALLOCATION
REGIONAL PROJECTS**

MODE	POINTS ALLOCATED
Highway	1300 Points (13 Projects)
Transit	100 Points (1 Project)
Aviation	No Projects Applicable
Rail	100 Points (1 Project)
Bike/Pedestrian	No Projects Applicable

**UCPRPO POINT ALLOCATION
DIVISION PROJECTS**

MODE	POINTS ALLOCATED
Highway	800 Point (8 Projects)
Transit	300 Points (3 Projects)
Aviation	200 Points (2 Projects)
Rail	100 Points (1 Project)
Bike/Pedestrian	100 Points (1 Project)

Note: All projects receiving points will receive the maximum 100 points allowed per project. The UCPRPO will allocate points based upon prioritizing all projects based upon transportation mode and weighted criterion as follows:

Upper Coastal Plain Rural Planning Organization Highway Ranking Criteria – Region and Division	
Quantitative Criteria	<p>NCDOT Data-Driven Scores = 20% The data-driven scores provided by NCDOT will be weighted at 20%. http://www.ncdot.gov/strategictransportationinvestments/</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Public Comments and Input = 40% The TAC will consider all public input and comments provided to them during open meetings. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org.</p> <p>Viability of the Project = 40% A viable project is one that is capable of providing growth and development for the local and regional community and has been adopted within the local Comprehensive Transportation Plan (CTP). A project is also viable if it provides connectivity and provides a benefit to multiple communities. For example the project will score higher if it provides connectivity to more than one County or Municipality providing access to more businesses and communities. Project Viability will be measured as follows: Project is in Comprehensive Transportation Plan (CTP) Maximum of 50 Points: If project is in CTP = 50 Points If project is not in CTP = 0 Points</p> <p>Project provides Connectivity - Maximum Points 25 Points: Regional (Multiple Counties) = 25 points County (Multiple Local Governments within one County) = 20 points Local (One Local Government) = 15 points</p>

	<p>Upper Coastal Plain Rural Planning Organization Transit Ranking Criteria - Division</p>
<p>Quantitative Criteria</p>	<p>NCDOT Data-Driven Scores = 30% The data-driven scores provided by NCDOT will be weighted at 30%. http://www.ncdot.gov/strategictransportationinvestments/</p>
<p>Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)</p>	<p>Transit Expansion = 30% This criterion will be applied to transit projects that increase service to citizens versus projects which do not.</p> <p>Transit Expansion (Service Expansion) Maximum 10 Points: Project Expands Services = 10 Points Project Does Not Expand Service = 0 Points</p> <p>Public Comments and Input = 40% The TAC will consider all public input and comments provided to them during open meetings provided by both the public and RPO Transit Agencies. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org for public review.</p>

Upper Coastal Plain Rural Planning Organization Aviation Ranking Criteria – Division	
Quantitative Criteria	<p>NCDOT Data-Driven Scores = 20% The data-driven scores provided by NCDOT will be weighted at 20%. http://www.ncdot.gov/strategictransportationinvestments/.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Aviation Operational Improvements = 40% This criterion will be applied to aviation projects that improve operational improvements that make the airport safer and/or increases capacity or addresses deficiencies in the facility.</p> <p>Aviation Operational Improvements Maximum 10 Points: Project provides Operational Improvements = 10 Points Project Does Not Provide Operational Improvements = 0 Points</p> <p>Public Comments and Input and Community Benefit = 40% The TAC will consider all public input and comments provided to them during open meetings provided by both the public and RPO Aviation Agencies. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org for public.</p>

Upper Coastal Plain Rural Planning Organization Bike/Pedestrian Ranking Criteria - Division	
Quantitative Criteria	<p>NCDOT Data-Driven Scores = 50% The data-driven scores provided by NCDOT will be weighted at 50%. http://www.ncdot.gov/strategictransportationinvestments/.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Connectivity – Gaps and Connectivity = 20% This criterion will be applied to Bike/Pedestrian projects that provide connection or alleviates gaps in connecting principle points such as churches, employment center, shopping, and or schools... etc.</p> <p>Bike/Pedestrian Connectivity - Maximum 10 Points: Project provides Connectivity and/or Fills Gaps = 10 Points Project Does Not provide Connectivity and/or Fills Gaps = 0 Points</p> <p>Public Comments and Input = 30% The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org for public review.</p>

Upper Coastal Plain Rural Planning Organization Rail Ranking Criteria – Region and Division	
Quantitative Criteria	<p>NCDOT Data-Driven Scores = 50% The data-driven scores provided by NCDOT will be weighted at 50%. http://www.ncdot.gov/strategictransportationinvestments/.</p>
Qualitative Criteria (This is measured by a numerical exercise described in Section Qualitative Criteria Measurement)	<p>Railroad Company/NCDOT Rail Division Support = 30% This criterion will be applied to Rail projects that have the support of the Railroad Company and/or the NCDOT Rail Division</p> <p>Railroad Company/NCDOT Rail Division Support Maximum 10 Points: Project has support = 10 Points Project Does have support = 0 Points</p> <p>Public Comments and Input = 20% The TAC will consider all public input and comments provided to them during open meetings provided by the Public. If no one from the public comments the TCC and TAC will be considered the only public comments received. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. This ranking will be measured by a ranking ballot as presented in the section “Qualitative Public Comment Criteria Measurement”. Each TAC member’s prioritization ballot will be available for public view at www.ucprpo.org for public review.</p>

Qualitative Public Comment Criteria Measurement:

TAC members will hear from the UCPRPO Community at each of their regularly scheduled meetings. TAC members will also confer with TCC members and the local non-highway mode agencies to solicit their input into prioritizing projects based upon all required criterion. **TAC members will be strongly encouraged to prioritize and rank individual projects based upon a review of quantitative score, viability score, and input from the public, non-highway agencies, and TCC members.**

Along with input from the UCPRPO Community, members will be able to view the data-driven scores provided by NCDOT during this process. It will be the TAC members' responsibility to prioritize projects based upon each required criterion for each mode of transportation. TAC members will base their rankings upon facts that the projects have been discussed repeatedly within the community and are in the interest of the community. Each TAC member will use their judgment in ranking all projects with 1 being the highest priority (see sample Prioritization Ballot below). Once all TAC members have prioritized the projects the results will be posted to www.ucprpo.org for a 30 day public review and comment period. Prior to finalizing the project rankings, a public hearing/meeting will be held to allow for a final opportunity for the public to provide their input and comments. After which the vote or prioritization ranking by the TAC members will be final. Once the ballots have been completed the methodology explained on page 8 "Methodology for Evaluating and Weighting Criterion" will be used to compute the final project rankings and point allocation.

UCPRPO SAMPLE PROJECT PRIORITIZATION BALLOT - Highway Project Criteria "Public Comments and Input"						
SPOTID	Old SPOTID (P1.0)	Route	Description	Quantatative Score	Viability Score	Project Priority (1 for top priority)
75	43572	US 301	NC 96 to SR 1007 (Brogden Road). Widen to Multi-Lanes.	18.31	75	2
20	45170	SR 1927 - Pine Level Selma Rd	Widen from Forest Hills to US 264	16.94	25	9
893	45177	NC 42 - Tarboro St SW	Widen from NC 58 to US 264 Alt in Wilson Co.	16.11	20	4
889	45164	SR 1327 - London Church Rd	Widen from Herring Avenue to Lake Wilson Road	15.83	65	5
262	45852	SR 1902 (Glen Laurel Road)	US 70 to SR 1003 (Buffaloe Road). Widen to Multi-Lanes. Section B: East of SR 1902 (Glen Laurel Road) to SR 1003 (Buffaloe Road).	15.37	15	6
874	45095	Buffalo Rd	Widen to three (3) lanes from US 70 to SR 1934 (Old Beulah Road) in Johnston Co.	8.52	25	3
420	43578	Wilson Northern Loop	NC 58 (Nash Street) to US 301 Interchange at SR 1436 (Rosebud Church Road). Multi-Lanes on New Location.	6.67	70	8
1277		Princeville Interchange	Construct US 64 Westbound Off-Ramp at US 258	6.15	50	7
891	45168	E Anderson St	Widen to three (3) lanes from I-95 to Webb Street in Johnston County	5.99	65	1

TOTAL SCORE AND PROJECT RANKING APPROACH

Methodology for Evaluating and Weighting Criterion: To weight each criterion, a Z-Score will be computed for each specific criterion. This will provide a defined final qualitative measurement/score or metrics for evaluating the criterions for all projects based upon data driven scores and local input provided by TAC Members. **This method will be applied to all modes of transportation based upon criterion described in pages 3 thru 7.**

Sample Ballot Results - Public Comments Criterion Evaluation						TOTALS		
SPOTID	TAC Member 1	TAC Member 2	TAC Member 3	TAC Member 4	TAC Member 5			
417	2	9	3	9	2	✓	25	
892	9	2	9	3	9	✓	32	
893	4	5	4	6	6	✓	25	
889	5	7	5	4	5	✓	26	
262	6	3	6	5	4	✓	24	
874	3	4	2	2	3	✓	14	
420	8	8	7	7	7	✓	37	
1277	7	6	8	8	8	✓	37	
891	1	1	1	1	1	✓	5	
	45	45	45	45	45		225	
Project Viability Criterion Evaluation Metrics								
SPOTID	Project in CTP Y/N	Project Connectivity	TOTALS					
417	50	25	✓	75				
892	0	25	✓	25				
893	0	20	✓	20				
889	50	15	✓	65				
262	0	15	✓	15				
874	0	25	✓	25				
420	50	20	✓	70				
1277	50	0	✓	50				
891	50	20	✓	70				
	250	165		415				
Sample Evaluation Results for Regional Highway Projects								
SPOTID	Data Driven - Quantitative Score - 20%	Qualitative Score - Public Comments - 40%	Viability Score of Project - 40%	Data Driven Z-Score*	Public Comments Z-Score*	Project Viability Z-Score*	Total Score (Data* X .10) + (Public Comment* X .50) + (Viability* X .40)	UCPRPO Points Given
417	-18.31	25	-75	-1.170155049	7.133560014	-12.03814897	-2.195866591	100
892	-16.94	32	-25	-0.906203509	8.475579642	-2.452294477	2.228073364	
893	-16.11	25	-20	-0.747716742	7.133560014	-1.493709028	2.106397046	
889	-15.83	26	-65	-0.693610345	7.325277103	-10.12097807	-1.257002455	100
262	-15.37	24	-15	-0.606643738	6.941842924	-0.535123579	2.44135899	
874	-8.52	24	-25	0.707799403	6.941842924	-2.452294477	1.937379259	
420	-6.67	37	-70	1.061325717	9.434165091	-11.07956352	-0.445894227	100
1277	-6.15	37	-50	1.162531252	9.434165091	-7.245221722	1.108083598	
891	-5.99	5	-70	1.192673012	3.299218217	-11.07956352	-2.873603518	100
Mean	-12.21	26.11	-46.11					
Standard Deviation	5.22	9.55	24.72					
Note: For the Regional Highway category the lowest 12 z-scoring projects receive the highest prioritization and receive 100 points each. This example highlights the 4 priority projects based on receiving the lowest z-scores as an example only.								

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The Formula for computing the Z-Scores is:

$$Z = \frac{X - M}{SD}$$

Z= Z-Score; X=Raw Score; M=Mean; SD=Standard Deviation

The Z-Scores will then be weighted based upon the criterion weights required. Note that in the event of a tie between projects the project with the highest data-driven score will prevail. Once the scores have been tabulated they will be published on the UCPRPO website (www.ucprpo.org) for public review.

SCHEDULE AND PUBLIC OUTREACH

UCPRPO Prioritization Process Schedule: FY 2017-2018

- **September 2017:**
 - a. Projects - Submission of new Transportation Projects to the TCC and TAC Committee meetings. After submittal, all projects will be posted to the UCPRPO web site <http://ucprpo.org/Projects/SPOT.html> for Public Review.
 - b. Methodology - The UCPRPO will develop a SPOT project ranking methodology for preliminary approval by the TAC at its January, 2018 meeting.

- **July-January 2017-2018:**
 - a. Projects - Submission of projects will be submitted through NCDOT SPOT ON!line between July, 2017 and September 30, 2017.
 - b. Methodology - The TCC/TAC Committees will present the proposed UCPRPO Ranking Criteria Methodology for public review at the TAC's January, 2018 meeting. The proposed methodology will be posted on the UCPRPO website to provide a 30 day public review period.

- **January 2018:**

Methodology - At the TAC meeting the public will be heard and comments will be considered on the proposed UCPRPO SPOT 5.0 Prioritization Ranking Criteria Methodology. After considering all public comment the TCC/TAC will then approve the final methodology. The final SPOT 5.0 Prioritization SPOT Quantitative scores will be posted on the UCPRPO website (www.ucprpo.org) once received from NCDOT for public review.

- **April-June 2018:**

Regional Projects - At the TCC/TAC meetings, members will hear and consider any public comments on Regional projects to be scored by the UCPRPO. After hearing public comments and receiving/reviewing the SPOT 5.0 scores for the projects, all projects will be scored utilizing
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the adopted Ranking Methodology and the preliminary results of the scores will be posted on the UCRPO website for a 30 day public review period. Final point allocation for Regional projects by the TAC will be adopted at the June 2018 TAC meeting.

- **September-October 2018:**

Division Projects - At the TCC/TAC meetings, members will hear and consider any public comments on Division projects to be scored by the UCRPO for SPOT P5 projects. The TCC/TAC will then take into consideration any public comments and approve the projects scores for submittal to NCDOT by the October, 2018 deadline. Final point allocation for Division projects by the TAC will be adopted at the October 2018 TAC meeting.

POINT ASSIGNMENT PROCESS

Point Allocation:

Once scores have been computed for each project, the projects with the lowest Z-Scores will be used to determine which projects receive the 100 point allocation for each mode. The maximum number of points any project can receive is 100. All projects receiving points will receive the highest maximum points of 100. Points for each transportation mode will be allocated for the Region and Division categories as follows:

Region Level Projects

- Highway – The top 13 Z-Scoring highway projects will receive 100 points each.
- Transit – The top single Z-Scoring transit project will receive 100 points.
- Rail – The top single Z-Scoring rail project will receive 100 points.

Division Level Projects

- Highway – The top 8 highway Z-Scoring projects will receive 100 points each.
- Transit – The top 3 Z-Scoring transit projects will receive 100 points each.
- Aviation – The top 2 Z-Scoring aviation projects will receive 100 points each.
- Rail – The top 1 Z-Scoring rail project will receive 100 points.
- Bike/Pedestrian – The top 1 bike/pedestrian Z-Scoring project will receive 100 points.

Note: Any points not allocated in non-highway modes will transfer to the next highest Z-Scoring project with the consensus of the TAC Members on which transportation mode to apply the points. For example if there are no rail projects competing within the Division Level the TAC will vote on which transportation mode the points should be allocated. The next top Z-Scoring project within the elected mode will receive the points.

For each Regional and Division projects the preliminary allotted point's allocation will be posted to the UCRPO website (www.ucprpo.org) for public review and comment during the 30 day comment period prior to being finalized.

Final Point Allocation:

Once the public comment period ends the UCPRPO will hear from the public at their regularly scheduled meetings in June and October, 2018 to hear final public input. Afterwards the TAC will be asked to approve the final point allocation. All public comments received and all final point assignments and any justification/rationale for point assignment which deviates from this local Methodology will be placed on the UCPRPO website (www.ucprpo.org) and documented in meeting minutes.

MATERIALS SHARING

During the entire STI prioritization process the Upper Coastal Plain Rural Planning Organization (UCPRPO) will maintain a website with up to date information on public input opportunities. The website will include:

1. Link to the NCDOT STI Prioritization Resources website:
<https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx>
2. Adopted local input methodology document.
3. Highlights of schedule milestones, as well as specific public comment and public meeting schedules when available.
4. Preliminary and final local input point assignment sheet(s) (including record of deviations, as applicable).

The UCPRPO Prioritization website url is: <http://www.ucprpo.org/SPOT.html>

**UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

**RESOLUTION ADOPTING THE UPPER COASTAL PLAIN RURAL PLANNING ORGANIZATION'S
(UCPRPO) STRATEGIC TRANSPORTATION INVESTMENT ACT (STI) RANKING METHODOLOGY**

WHEREAS, the Upper Coastal Plain Rural Planning Organization provides transportation planning services for Edgecombe County, Johnston County, Nash County and Wilson County, and

WHEREAS, as per Session Law 2012-84 amended Section 2 of the General Statutes 136-18 Prioritization Process; and

WHEREAS, House Bill 817 outlines the Strategic Prioritization Funding Plan for Transportation Investments; and

WHEREAS, based on this legislation Rural Transportation Planning Organizations (RPOs) have been given an opportunity to provide their local input into the STI Prioritization Process; and

WHEREAS, the Upper Coastal Plain RPO is located in Regions A as defined by the legislation and the North Carolina Department of Transportation; and

WHEREAS, based on this legislation the amount of input allotted to local input is 15% for the Upper Coastal Plain RPO in Region A; and

WHEREAS, the Upper Coastal Plain RPO is located in Division 4 of the North Carolina Department of Transportation; and

WHEREAS, based on this legislation the amount of input allotted to local input is 25% for the Upper Coastal Plain RPO in Division 4; and

WHEREAS, prioritization (also known as Prioritization 5.0, or P5.0) is primarily a data driven process, involving local assignment of points for projects in the Regional Impact and Division Needs levels by the UCPRPO; and

WHEREAS, the UCPRPO has developed a P5.0 Local Prioritization Input Methodology (UCPRPO Strategic Transportation Act (STI) Ranking Methodology (8/28/17 Revisions)), which is in compliance with state law and NCDOT guidance; and

WHEREAS, the P5.0 Local Prioritization Input Methodology has received conditional approval from NCDOT; and

NOW THEREFORE, be it resolved by the Upper Coastal Plain Rural Planning Organization's Transportation Advisory Committee that the UCPRPO Strategic Transportation Act (STI) Ranking Methodology is hereby adopted this ____ day of _____, _____.

Brent Wooten, Chair
Transportation Advisory Committee

James Salmons, UCPRPO



NORTH CAROLINA

Department of Transportation



Bike & Pedestrian/Complete Streets Accommodations

Louis Mitchell, PE Western Deputy Chief Engineer
December 6, 2017

Presentation Overview

- Complete Streets Policy Overview
- NC DOT Sidewalk Policy & Cost Share
- Making the Connection
- How to fund Bike/Ped Improvements in STIP
- Challenges
- Questions - Discussion

North Carolina Department of Transportation Complete Streets Planning and Design Guidelines



July 2012



The N.C. Department of Transportation adopted a "Complete Streets" policy in July 2009. The policy directs the Department to consider and incorporate several modes of transportation when building new projects or making improvements to existing infrastructure. The benefits of this new approach include:

- Making it easier for travelers to get where they need to go;
- Encouraging the use of alternative forms of transportation;
- Building more sustainable communities;
- Increasing connectivity between neighborhoods, streets, and transit systems;
- Improving safety for pedestrians, cyclists, and motorists

Purpose of Complete Street Policy

This policy sets forth the protocol for the development of transportation networks that encourage non-vehicular travel without compromising the safety, efficiency, or function of the facility. **The purpose of this policy is to guide existing decision making and design processes to ensure that all users are routinely considered during the planning, design, construction, funding and operation of North Carolina's transportation network**

Who all is involved during a Planning Process

- NCDOT Staff
- MPO/RPO Staff
- Local Governments
- Advocacy Groups
- Local Communities
- Public

Sidewalk Policy Statement

- "It is the policy of the Department of Transportation to replace existing sidewalks disturbed as a result of a highway improvement. In addition, the Department of Transportation is authorized to construct new sidewalks adjacent to State highway improvement projects at the request of the municipality provided the municipality agrees to reimburse the Department of Transportation for the actual construction cost of the sidewalks. Maintenance of sidewalks will be the responsibility of the municipality."

Requirements

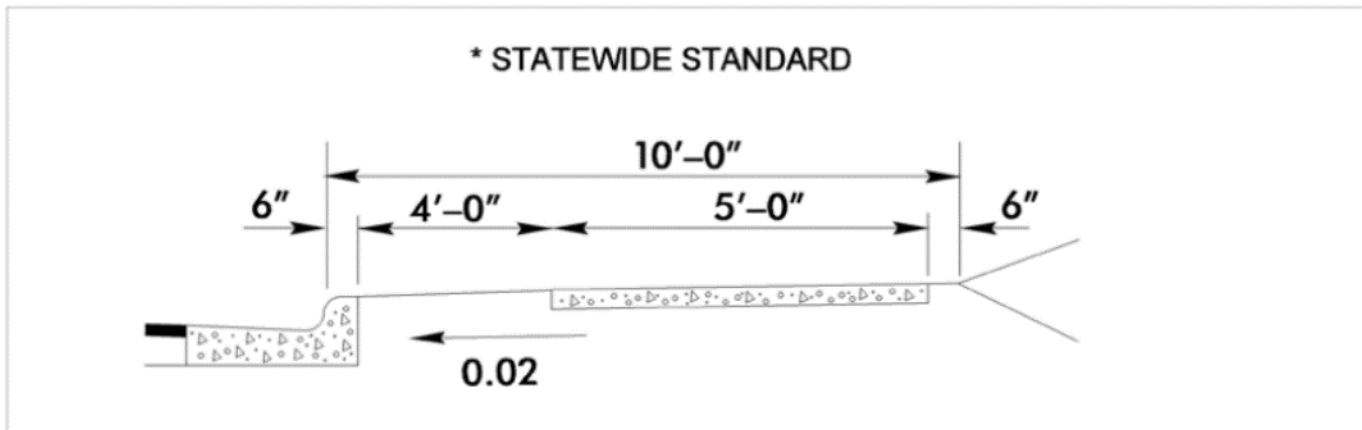
- Written Notification Required
 - Participate in cost of facility
 - Be responsible for maintenance and liability
 - Written notification prior to Project Final Field Inspection
- Municipal Agreement Required
 - Municipal Agreement executed prior to letting of construction contract.
 - If the county/municipality does not receive Powell Bill Funds, payment is required prior to let of the construction contract generally with the signed agreement.
 - If municipality receives Powell Bill Funds, payment can be delayed until completion of the work or the completion of the project.

Cost Participation

MUNICIPAL POPULATION	PARTICIPATION	
	DOT	LOCAL
> 100,000	50%	50%
50,000 to 100,000	60%	40%
10,000 to 50,000	70%	30%
< 10,000	80%	20%

Cost Participation

- Cost participation applies to 5' sidewalks
- Standard typical section includes a 10ft berm that accommodates a 5ft sidewalk.
- Width beyond 5' 100% cost to municipality
- If the facility is not contained within the project berm width, the Municipality is responsible for providing the right-of-way and/or construction easements as well as utility relocations, at no cost to the Department.



Cost Participation

- Bridges are not included in cost share
- For facilities with curb and gutter street approaches
 - <200': construct sidewalk on both sides
 - >200': construct sidewalk on one side of bridge
 - Cost/Benefit will be looked at to determine if both sides justified
- For dual bridges with curb and gutter street approaches
 - <200': construct sidewalk on outside of each bridge structure
 - >200': construct sidewalk on outside of one bridge structure
 - Cost/Benefit will be looked at to determine if both sides justified

Making the Connection



How to Make the Connection?

- Identify Long Range Goals
- Proper Planning(CTP, LRTP, Zoning)
- Open Communication between all Groups and Stay Involved
- Understanding Funding Opportunities
- Push for Funding

Working Together

- Ensure appropriate Municipality/County/MPO personnel are invited to project meetings
- Discuss pedestrian facilities early
- Provide cost estimates as early as possible for budgetary purposes
- Provide dates when commitments are needed by

Working Together

- Late changes can cause delays to project delivery and additional design cost
- Cost savings to Municipality – planning and design cost, construction administration and inspection

Pedestrian Facilities and STIP Projects



The Bridge at Surf City (B-4929) Under Construction

Completion Date: November 2020



High-Level Fixed Bridge



ARTISTIC RENDERING
PRELIMINARY - SUBJECT TO CHANGE

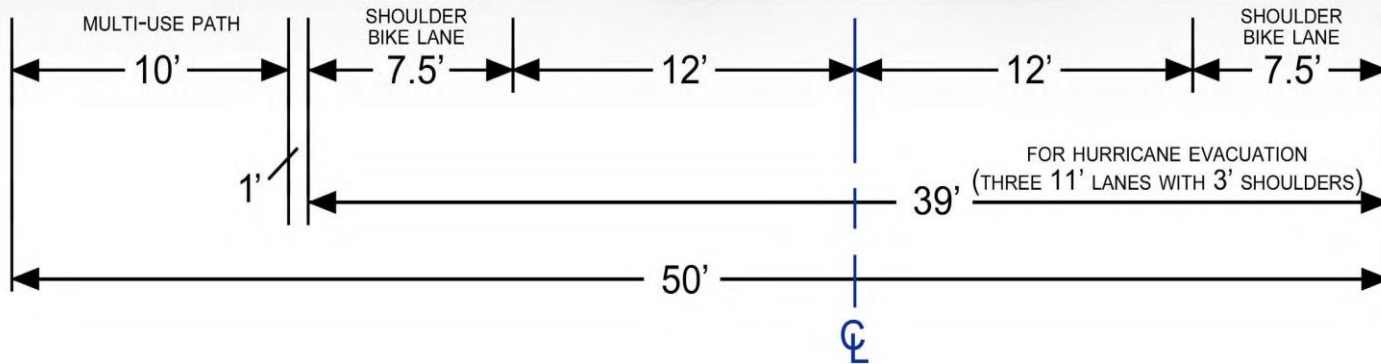


B-4929 Surf City Bridge



Surf City Bridge Recent Picture





S Tryon – Charlotte “Before”



“After” road diet



Division 9-Cloverdale Avenue “Before”



“After”



Division 14-Resurfacing “Before”



“After”



Challenges



Challenges

- Right of way availability and environmental impacts
- Small Towns with limited financial resources, find it difficult respective cost-share & maintenance costs
- Unincorporated requests for bike/ped improvements often come through the Counties who have limited financial abilities

Rural Accomplishments

Division 13 -Emma Community



“After”



Bike & PED

“Stand Alone” Funding

- FY 18 = \$102 M
- FY 19 = \$39 M
- FY 20 = \$60 M
- FY 21 = \$32 M
- FY 22 = \$35 M
- FY 23 = \$29 M
- FY 24 = \$28 M
- FY 25 = \$40 M
- FY 26 = \$14 M
- FY 27 = \$14 M

- **Total 10 year funding = \$393 M**

Questions



Ask A Question

UCPRPO CMAQ FUNDS FY1819

The UCPRPO currently has \$1,319,915 - \$525,000 (Tarboro Project) = \$794, 615 in CMAQ funding available for FY1819.

The schedule provided for FFY18/19 CMAQ funds is shown below:

Who?	What?	Deadline
Projects to be Programmed in FFY 2018		
MPO/RPO	Develop applications and submit to CMAQ website	March 15, 2017
TPB	Review project proposals	March 30, 2017
IRT	Conduct interagency review	April 30, 2017
TPB	Conducts follow-up coordination to address IRT comments/questions	May 31, 2017
TPB	Send letters of approval for final projects to MPOs/RPOs	June 30, 2017
MPO/RPO	Notify Local Project Sponsors of approval of final projects	At MPO/RPO discretion
TPB	Request funding set up in SAP	June 30, 2017
LPS	Project implementation – Request local agreement	July 1, 2017 – January 31, 2018
Projects to be Programmed in FFY 2019		
MPO/RPO	Develop applications and submit to CMAQ website	March 15, 2018
TPB	Review project proposals	March 30, 2018
IRT	Conduct interagency review	April 30, 2018
TPB	Conducts follow-up coordination to address IRT comments/questions	May 31, 2018
TPB	Send letters of approval for final projects to MPOs/RPOs	June 30, 2018
MPO/RPO	Notify Local Project Sponsors of approval of final projects	At MPO/RPO discretion
TPB	Request funding set up in SAP	June 30, 2018
LPS	Project implementation – Request local agreement	July 1, 2018 – January 31, 2019

Note 1 - Requests that entail funding in both FFY 2018 and FFY 2019 would need to be submitted on FFY 2018 schedule

Acronyms:

- MPO/RPO – Eligible Metropolitan or Rural Planning Organization
- TPB – NCDOT Transportation Planning Branch
- IRT – Interagency Review Team (currently NCDOT, FHWA/FTA, EPA, NCDAQ)
- LPS – Local Project Sponsor

NC Tolls Project Development Policy

A Policy Framework Proposal

Policy Need and Structure

NCDOT desires to advance a new vision for examining the use of toll-funded financing options. These options could strengthen NCDOT's ability to manage a reliable transportation network and to provide choices for new users in a rapidly changing transportation landscape. The approach to support this vision could apply to a variety of tolling and pricing concepts and candidates such as (but not limited to) existing highways, new greenfield capacity, or bridge projects. NCDOT also recognizes the need to strengthen and improve the transparency of the entire tolling and managed lanes project development and delivery process including increasing opportunities for public participation and involvement. Proposed solutions would systematically advance through a series of steps to achieve project viability and equip NCDOT with additional tools to address immediate and emerging needs including:

- Increasing congestion on corridors and regional networks which track with NC's rate of population and employment/freight growth;
- Diminishing state and federal funding from motor fuel receipts which track with new corporate average fuel economy (CAFE) standards and vehicle ownership changes;
- Growing pressure to develop and deliver transportation solutions which track with new federal emphases on system performance, partnerships, safety, security, and asset management;
- Increasing focus on transparent, data driven agency decision-making inclusive of increased public participation and involvement; and
- Providing users with innovative, efficient, and integrated transportation solutions and multimodal choices to connect people and places.

This context provides the basis for the following Policy Framework created to establish and implement an expanded, formalized program of toll-financed highway improvement projects. The framework consists of:

1. Toll policy adopted by the Board of Transportation
2. Administrative/technical support by NCDOT
3. A toll and priced managed lane project feasibility process
4. Other considerations

North Carolina Toll Policy

To confirm the intent and direction of this new vision, the NC Board of Transportation would adopt the policy, consistent with current NC statutes, shown below:

To improve the Department's ability to manage a reliable transportation network, address congestion, leverage limited financial resources, and provide more user choice, the Department shall implement a NC Toll Policy.

The NC Toll Policy, defined and implemented by a Framework of steps and actions, expands the Department's consideration of toll financing as an integral and important strategy to deliver critical, time-sensitive transportation solutions. Under this Policy the Department shall:

- *Evaluate the feasibility of financing high-capacity urban and rural highway improvements through levying of tolls or managed lanes pricing options. Subject to current state law these improvements could include, but are not limited to: new alignment highways with full access control; improvement of existing full access control highways by addition of priced managed lanes; conversion of other highways to tolled, full access control highways by reducing direct access and adding tolled general use or managed lane capacity; or high-volume bridges over bodies of water. This Policy defines "limited access highways" as those planned for high speed traffic, with few or no at-grade intersections, limited points of access, and a median divider between traffic lanes moving in opposite directions.*
- *Define feasibility of tolling and priced managed lanes in cooperation with the state's Metropolitan and Rural Planning Organizations (MPOs/RPOs) and guidelines as set forth in a **Toll Project Feasibility Handbook** (Handbook). The Handbook will ensure that candidate projects are financially feasible, will operate safely, are publicly vetted, and reflect sound stewardship of funds and program performance. For any toll project or priced managed lane project to be programmed and constructed by the Department, it must be approved by the nominating MPO or RPO through inclusion in their adopted Comprehensive Transportation Plan (CTP), Metropolitan Transportation Plan (MTP), or other adopted local plan; it must also advance through the state's Strategic Prioritization process and score well enough to be included in the local Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).*

Administration/Technical Support

To support the expanded evaluation of projects across the state, and to avoid over-burdening local or regional planning agencies (MPOs and RPOs), NCDOT would establish a Project Financing Feasibility and Coordination function. Recognizing the project financing expertise of NCTA, the function would be located organizationally within NCTA and would establish a collaborative planning process with NCDOT's Transportation Planning Branch, Strategic Prioritization Office, and Feasibility Studies Unit. These units would be charged with preparing the *Toll Project Feasibility Handbook* to guide the application, coordination and procedures of the toll feasibility process, including proactive public/stakeholder engagement from Steps 1-4 found in this Framework. It is anticipated that these units would work closely with both NCDOT staff and external Project Sponsors to identify viable projects which successfully advance through a series of rigorous, documented steps. These units will ensure the process (from project submittal to programming viability) is conducted in a reasonable timeframe. The extent of

that timeframe and any applicable “sunset” provision would be included in the *Handbook*. NCTA would play the lead role and act as a “single point of contact” to communicate and coordinate project feasibility information with NCDOT BOT/ NCTA Board, media, state/local elected officials, and key statewide or local stakeholders.

Toll and Priced Managed Lane Project Feasibility Process

To provide consistent consideration of tolled or priced managed lane projects, projects will be screened through a four-step project feasibility process initiated by the MPO or RPO (Project Sponsor) and coordinated through NCDOT. Each step, and how the tests/screens are applied, would be described in the *Toll Project Feasibility Handbook* and would be consistent with current NC statutes. The screening and evaluation process will be consistently applied regardless of location. Candidate projects would focus on:

- Greenfield (new) expressways/freeways (urban and rural) (e.g., Monroe Expressway in Union County; NC 540 in Wake County)
- Priced managed lanes (partial tolling) constructed within existing expressways/freeways (e.g., I-77 North)
- Upgrades of existing partial control of access roadways to full access control highways, by converting at-grade intersections to grade-separated interchanges, eliminating driveway connections to the main lanes, and tolling the new capacity (e.g., conversion of US 1 North in Raleigh/Wake County to limit access and facilitate higher speed movement)
- New bridges or major bridge replacements located on the primary highway network (e.g., Mid-Currituck Bridge)

Step One – Initial Project Identification

Project Sponsors would submit projects to NCDOT/NCTA to be tested for toll-financing or priced managed-lanes feasibility following a first level of screening by the Project Sponsor. Initial screening would be conducted consistent with guidelines provided in the *Handbook*, and would establish minimum requirements to submit projects, including:

1. Project need must be identified in locally adopted transportation plan; this may be either a Comprehensive Transportation Plan or financially-feasible Metropolitan Transportation Plan.
2. Must be of facility type expressway or higher
3. Uses Statewide and regional travel demand models to support benefits
4. Has received MPO/RPO board resolution requesting NCDOT evaluation of feasibility for toll-financing for project delivery

Other considerations, as the process evolves, could be added to the *Handbook*.

Step Two – Initial NCDOT Toll Feasibility Testing

Projects submitted by Project Sponsors passing Step One minimum requirements will be subject to initial NCDOT toll feasibility testing for operational and financial feasibility and other standard NCDOT evaluations (such as environmental impact). The exact parameters of these tests are to be determined and will differ between toll projects and priced managed lane projects. Projects which pass the operational and financial feasibility tests will be returned and results shared with the Project Sponsor for further consideration.

Step Three – MPO/RPO Screening

The Project Sponsor will conduct further screening of the tolled or priced managed lane project to ensure that the project is consistent with local plans and goals, and locally approved. NCDOT will participate in project screening, and/or provide technical/analytical support at the request of the Project Sponsor. Project Sponsor screening may result in tolled and priced managed lane projects to be included in the MTP or CTP as identified tolled and/or priced managed lane projects, and must satisfy measures of effectiveness assessed through local modeling, criteria, standards and network benefits. Some of these measures should also come from a single, statewide list to provide policy consistency and candidate viability regardless of location. Although the exact measures have yet to be determined, they will be identified in the *Handbook*. Any independent traffic or economic analysis conducted as part of Step Three screening could be completed by either NCDOT or the Project Sponsor, as determined by mutual agreement.

Documented public participation, input, and agency response, in the form of fact sheets, FAQ's, additional analysis/studies and other communication material consistent with local practice, must be demonstrated to NCDOT to ensure sufficient public opportunity in the decision-making process. An expected outcome of Step Three is a resolution by the Project Sponsor acknowledging the project's consistency with local plans and goals, inclusion in approved transportation plans, documented public input, and agency responses (within the CTP, MTP, or through other plans, independent studies) and endorsement of the toll or managed lanes project for STIP programming through the NCDOT Strategic Prioritization process.

Step Four – Prioritization and Programming

Projects found to be suitable by NCDOT for implementation as tolled or priced managed lane projects (Step 2), successfully screened by their MPO/RPO Project Sponsors for inclusion in their MTP, CTP or other adopted document and endorsed for TIP/STIP (Step 3) may be submitted to NCDOT through the Strategic Prioritization process. This step includes scoring and reviewing the candidate for programming potential (consistent with NCDOT's biennial Strategic Prioritization process) and ensuring maximum available local input points have been assigned to the project to reinforce local priority. Step Four would also include a high-level analysis of potential non-state, non-local funds which can be applied to the benefit-cost criteria under current financial and modeling assumptions.

Other Considerations

- **Financing and Delivery Methods** – More research is needed to develop policy recommendations for effective financing mechanisms (public-private, private only, or other finance/operating arrangements) which support a variety of toll-financed solutions in NC. Practices across the country include the transfer of asset ownership, transparency of terms in concessionaire agreements, risk registers to quantify project delivery risks, acceptance and evaluation of unsolicited bids; these should be examined for inclusion within or as an expansion to the current toll project feasibility steps. If applicable they should also be incorporated into the *Handbook*.
- **Performance and ROI** – Given the increased demand for optics into agency decision making, a process should be developed (over time) to support performance reporting and return on investment accountability of agency resources. Independent analysis (conducted by research institutes or third parties) could measure before/after results and document project effectiveness against standard, industry accepted metrics (such as travel time savings, reliability, productivity, or other metrics). Such a practice would bolster agency credibility, disseminate utilization rates, and promote project acceptance. If applicable such a practice should be incorporated into the *Handbook*.

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NORTH CAROLINA

Department of Transportation



Toll Project Development Policy

Mark Boggs, P.E.

December 7, 2017

Statutory Framework

Prior to Strategic Transportation Investments Act (STI)...

- Nine Turnpike projects can be studied and developed
- Five Turnpike projects were identified and selected for study in statute
 - Four Turnpike projects were appropriated supplemental funding
 - Two Turnpike projects reached financial close

Statutory Framework

Today

- Turnpike is authorized to construct, operate and maintain up to eleven projects
- Turnpike projects subject to prioritization
- Turnpike projects require approval from local planning organizations
- Encourages local funding participation
- Limits tolling to only new capacity

Need for Focused Policy

Purpose of Policy

- Respond to regional tolling initiatives
- Address project acceptance challenges
- Define a process for project development and review
- Increase accountability



Study Development

Tasked by Secretary Trogdon, the Department of Transportation committed to development of a comprehensive policy regarding structured use of tolling by NCDOT.

Study Development

Study team actively engaged external stakeholders:

- MPOs
- RPOs
- League of Municipalities
- Metro Mayors
- State Chamber
- NC Trucking Association
- Major freight movers

Lessons Learned from Other States

Current toll road best practices offer NC a wealth of lessons learned to guide future project development.

- Flexibility in project types, objectives, and potential revenue mix
- Partnering with of local planning agencies is crucial
- Transparency in toll project selection
- Value of a programmatic vision for tolling/road pricing

Benefits

- ✓ Accelerated Project Delivery
- ✓ Congestion Relief
- ✓ Choice of Travel
- ✓ Economic Development
- ✓ Safety

Draft Policy Framework

- Defines policy implementation process
- Proposes toll project development policy
- Directs NCDOT to develop enhanced financial feasibility process
- Proposes 4-Step project identification process



Toll Project Development Policy

The policy **would**:

- Define eligible project types
- Direct close coordination with MPOs and RPOs
- Direct development of a defined tolled and priced managed lanes feasibility process

The policy **would not**:

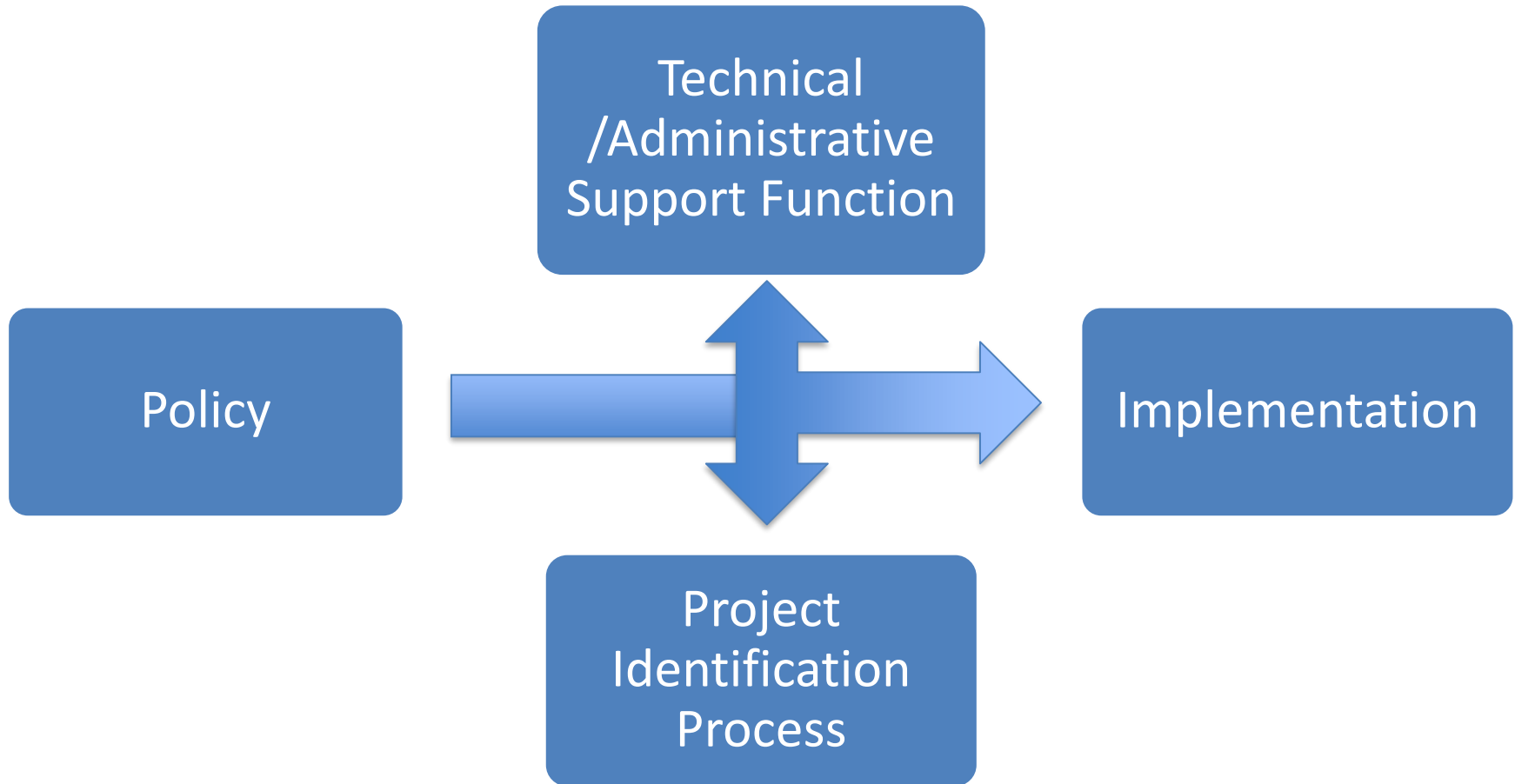
- Require or mandate increased tolling
- Seek out and identify specific projects to evaluate

Eligible Project Types

- Greenfield expressways or freeways
- Priced managed lanes
- Upgrades of existing partial-control roadways to full access control facilities
- New bridges or major bridge replacements



Toll Policy Implementation Framework



Administrative/Technical Support Function

Policy calls for NCDOT improve financial feasibility evaluation support

- Cross-functional financial feasibility process within NCDOT
- Support for Project Sponsors to move viable projects through the screening process

Project Identification Process

Identification process will be structured and methodical. Extensive public participation and engagement would be required.

- **Step 1: Initial Project Identification**
- **Step 2: Initial NCDOT Toll Feasibility Testing**
- **Step 3: MPO/RPO Screening**
- **Step 4: Prioritization and Programming**

Screening process details would be defined in Policy required *Toll Project Feasibility Handbook.*

Project Identification Process

Handbook development will also examine other longer-term steps to strengthen the viability of a sustained implementation process.

- Financing and project delivery methods
- Performance and Return on Investment reporting



Proposed Next Steps

- ✓ Finalize Policy Framework
- ✓ NCDOT and NCTA Committee briefings
 - Legislative briefing
 - Request Board of Transportation policy adoption
 - Policy implementation
 - Handbook development



Thank You!

Powell Bill Formula Adjustment Detailed Report
Preliminary Study on Seasonal Population Shifts in Powell Bill Allocation Funds Distribution

November 2017

Background

The Powell Bill Unit of the NCDOT annually distributes a fixed appropriation from the State Highway Fund to qualified North Carolina municipalities to maintain municipal streets within their corporate limits. Presently the funds are distributed by a formula allocating 75% of the money based on municipality population and 25% based on municipality street mileage. This formula does not presently take into account municipalities that are affected by seasonal population shifts or by the impacts of military installations located nearby. The objectives of this research are to develop a research plan to identify those municipalities that experience such shifts, quantify it, and develop a potential adjusted allocation formula.

Findings

Based on NCDOT Powell Bill application data, total NC permanent population of the participating municipalities increased 7.20% from 2010 to 2016 as shown in Table 1. The percent increase per year from each previous year ranged from 0.76% to 1.50%. The number of participating municipalities ranged from 502 to 508. Powell Bill funding increased 14.27% from 2010 to 2016 (in \$ amount with no inflation or other factor considered).

Table 1. Total Permanent Population Increase 2010-2016 based on NCDOT Data

Year	Number of Municipalities	Permanent Population	Increase from 2010	Increase from 2010 (%)	Increase from Previous Year	Increase from Previous Year (%)
2010	508	5,143,073	--	--	--	--
2011	502	5,182,356	39,283	0.76	39,283	0.76
2012	508	5,241,767	98,694	1.92	59,411	1.15
2013	508	5,295,588	152,515	2.97	53,821	1.03
2014	507	5,374,873	231,800	4.51	79,285	1.50
2015	507	5,435,422	292,349	5.68	60,549	1.13
2016	508	5,513,373	370,300	7.20	77,951	1.43

2010 Census data is the most accessible and reliable source for seasonal population. It is especially reliable because it accounts for each and every household in the U.S. The difference in total permanent population between the 2010 Census data and the NCDOT 2010 data for Powell Bill municipalities is 0.14%. The formula to determine the seasonal population for each municipality is as follows.

$$\begin{aligned}
 & \text{Seasonal Population} = \\
 & \text{Number of Vacant Housing Units for Seasonal, Recreational, or Occasional use} * \\
 & \text{Average Number of Persons per Household for all Housing Units in that Municipality} \qquad \text{Eq (1)}
 \end{aligned}$$

Based on 2010 Census data, overall seasonal population is actually a very small portion of total population (a preliminary estimate is about 3.10%). However, as would be expected, a small number of municipalities have larger ratios of seasonal to permanent (much like the 80/20 rule). A preliminary estimate is that about 6% of municipalities have 100% or more seasonal population increase vs. permanent population. This means that a small number of municipalities have a large population increase. 88% of the municipalities have less than a 10% seasonal population increase. This means that a very large majority are not significantly affected by seasonal population. In fact, over 50% of municipalities have less than a 1% seasonal population increase.

Adjusted Powell Bill Funding Allocation Formula Reflecting Seasonal Population Change

First, we calculate the Seasonal Population Ratio for each municipality.

$$\text{Seasonal Population Ratio for each Municipality} = \frac{\text{Seasonal Population for a Municipality}}{\text{Permanent Population for a Municipality}} \quad \text{Eq (2)}$$

Where the Municipality’s Seasonal Population is calculated using Eq (1). All population data for the municipality is obtained from the 2010 Census Database.

Next, we calculate the Total Seasonal Population Ratio (for all municipalities) using Eq (3).

$$\text{Total Seasonal Population Ratio for all Municipalities} = \frac{\text{Total Seasonal Population for All municipalities}}{\text{Total Permanent Population for All municipalities}} \quad \text{Eq (3)}$$

The Total Seasonal Population is the summation of the Seasonal Population of all participating municipalities. The Total Permanent population is obtained from the 2010 Census Database.

We choose the 2010 Census data to calculate the Total Seasonal Population Ratio because it is the most accessible and reliable data source for Seasonal Population. Although the permanent population increased 7.20% from 2010 to 2016, the difference in total permanent population in 2010 Census data and in NCDOT 2010 data is very small, at 0.14%. We made the assumption that the ratio between Seasonal Population and Permanent Population remains at the same level from 2010 Census data to the current year. More accurate and updated analysis to prove or adjust this assumption can be conducted in the proposed study.

$$\text{Per Capita Allocation Rate} = \frac{\text{Total Allocation} * 75\%}{\text{Total Permanent Population} (1 + \text{Total Seasonal Population Ratio} * \text{Duration Factor})} \quad \text{Eq (4)}$$

Where Per Capita Allocation Rate is the amount of funding allocated per person for the current fiscal year. Total Allocation is the total available Powell Bill funding for the fiscal year. Total Permanent Population is a summation of the amount of permanent population submitted by the participating municipalities. Total Seasonal Population Ratio is calculated by using Eq (3). The Duration Factor is the ratio of expected duration of stay in month for Seasonal Population divided by 12 (months). The Seasonal funding allocation based on population for each municipality can be calculated using the Eq (5).

$$\text{Seasonal Funding Allocation based on Population for each Municipality} = (\text{The Municipality’s Permanent Population} (1 + \text{The Municipality’s Seasonal Population Ratio} * \text{Duration Factor}) * \text{Per Capita Allocation Rate})$$

Eq (5)

For example, the Powell Bill funding allocation for 2015-2016 is \$147.30M. The Total Permanent Population of all participating municipalities for 2015-2016 is 5,513,373. The Per Capita Allocation Rate (for the population portion of the funding formula) using the NCDOT formula [0.75*Population] is \$20.06/person = \$147.30M*0.75/5,513,373 persons.

Using the proposed formula, we obtained the Per Capita Allocation Rate of \$19.83/person using Eq (4) as shown below, assuming the Duration Factor is 0.33 (a 4 month of residence per year). The true value for each Duration Factor is to be determined in the future study. A Total Seasonal Population of 3.10% was obtained following Eq (3).

$$\text{Per Capita Allocation Rate} = \frac{\$147.30 * 75\%}{5,513,373 (1 + 3.1 \% * 0.33)} = \$19.83/\text{person}$$

The new Per Capita Allocation Rate is slightly less than the NCDOT Per Capita Allocation Rate because the value of the denominator in Eq (4) is increased as a result of adding the Total Seasonal Population Ratio*

Duration Factor, while the total funding remains the same. The funding allocation for each municipality can be calculated using Eq (5). For example, the White Lake Town had a Permanent Population of 853 in 2016. Its permanent population was 802 and its seasonal population was 2,314 in 2010. The Municipality’s Seasonal Population Ratio is, therefore, 2.89. Funding Allocation based on population using the NCDOT current formula will be \$17,111.18 = 853 persons * \$20.06/person. The Funding Allocation based on Eq (5) will be \$33,046.82 = 853 * (1+2.89 * 0.33) persons * \$19.83/person. The mileage for local street is \$7,366.10 = 4.54*1622.49. The total funding allocation using current formula is \$24,477.28 = \$17,111.18 + \$7,366.10. The total funding using the recommended formula is \$40,413.92 = \$33,046.82 + \$7,366.10. The increase of \$15,935.64 or 65% reflects the seasonal population change.

On the other hand, for municipalities with little seasonal population change, the funding allocation based on population will slightly decrease by a relatively small amount. For example, Youngsville had a permanent population of 1,300 in 2016. It had a seasonal population of 2 and Permanent Population of 1,157 in 2010. Its Seasonal Population Ratio is 0.0017, rounded to 0. The Funding Allocation using the NCDOT current formula is \$26,078 = 1,300 persons * \$20.06/person. The Funding Allocation using Eq (5) is \$25,779 = 1,300 persons * (1+0) * \$19.83/person. The mileage for local street is \$11,552.13 = 7.12*1622.49. The total funding allocation using current formula is \$37,630.13 = \$26,078 + \$11,552.13. The total funding using the recommended formula is \$37,331.13 = \$25,779 + \$11,552.13. The decrease of \$299 is less than 1% of the funding received. The calculation and comparison results are shown in Table 2.

Table 2. Population Comparison between Current and Proposed Funding Allocation Formulas

Impact of Seasonal Change	Municipality	2016 Permanent Population	Seasonal to Permanent Population Ratio	Formula Types	Per Capita Allocation Rate (\$/person)	Population Funding Allocation	Mileage Funding Allocation*	Total Funding Allocation *	Percent Change (%)
Large	White Lake Town	853	2.89	Current	20.06	\$17,111	\$7,366	\$ 24,477	--
				Proposed	19.83	\$33,047	\$7,366	\$40,414	+65.11
Small	Youngsville	1,300	0	Current	20.06	\$26,078	\$11,552	\$37,630	--
				Proposed	19.83	\$25,779	\$11,552	\$37,331	-0.08

* Adjustment for Military Heavy Equipment Impact is not included in this calculation.

Adjusted Powell Bill Funding Allocation Formula Reflecting Military Heavy Equipment Impact

$$\text{Per Mile Allocation Rate} = \frac{\text{Total Allocation} * 25\%}{\text{Total Mileage} + \text{Total Military Mileage}} \quad \text{Eq (6)}$$

$$\text{Military Funding Allocation based on Mileage for each Municipality} = (\text{Municipality Mileage} + \text{Municipality’s Military Mileage based on Heavy Military Usage}) * (\text{Per Mile Rate}) \quad \text{Eq (7)}$$

Where Per Mile Allocation Rate is the amount of funding allocated per mile. Total Allocation is the total available Powell Bill funding for the fiscal year. Total Mileage is the sum of all mileages from the participating municipalities. Since the calculation does not involve 2010 Census Data, we use current year data for all the variables in Eqs. (6) and (7). The Total Mileage for 2015- 2016 is 22,696.75. The Military Mileage based on heavy Equipment Usage will be identified in the proposed future study. For purposes of illustration, we have assumed a Military Mileage of 25% of the Municipality Mileage.

Using the NCDOT current formula, the Per Mile Allocation Rate is \$1622.49/Mile = \$147.30M * 25% / 22,696.75. The Per Mile Allocation Rate using the proposed formula will decrease because the denominator

is increased while the numerator is constant. But the decreased amount is expected to be small. For the a few municipalities with military installations and intense heavy military equipment usage, the funding allocation based on Mileage will increase. For the remaining municipalities, this part of the funding will be slightly decreased.

The total funding allocation will be a summation of the seasonal and military allocations for each municipality.

Impact and Discussion

The recommended formula addresses the funding allocation issue considering the impact from both the seasonal population change and military heavy equipment use. A small number of municipalities with significant impact will receive larger increases, while the majority of all municipalities experience very small decreases. The distribution of changes (if the recommended formula is adopted) are listed in Table 3 below.

$$Funding\ Allocation\ Change\ \% = \frac{(Funding\ allocation\ using\ recommended\ formula - NCDOT\ funding\ allocation)}{NCDOT\ funding\ allocation} \quad Eq\ (8)$$

Table 3. Impact on Powell Bill Funding Distribution Using the New Formula

Funding Allocation % Change	-1.2%- 0%	0-5%	5-10%	10-30%	30-50%	50-100%	100-105%	Total
Number of Municipalities	402	63	7	18	7	7	1	505
% of Total Municipalities	79.59%	12.48%	1.39%	3.56%	1.39%	1.39%	0.20%	100%

Note that Table 3 shows very small decreases for nearly 80% of the municipalities. Nearly 12% of the municipalities would receive less than a 5% increase in funding. Less than 3% would receive greater than 30% of the funding and only one municipality would receive more than 100% increase (at 105%). Thus, it appears that municipalities in need would indeed receive the needed funds while other municipalities would not be significantly impacted with reductions.

Key work items are as follows.

- Determine duration factor, which is the number of months the seasonal population affects the municipality.
- Determine the Military Impact Factor which is the number of miles utilized by military equipment.

Advantages of the proposed formula include the following.

1. It allows the total funding allocation remains the same if needed. If NCDOT decides to increase the total funding, the formula will also be applicable.
2. The funding distribution is objective and consistent for all municipalities involved. There is no additional justification needed for criteria used.

One limitation of the recommended formula mainly lies in the assumption “the ratio between Seasonal Population and Permanent Population remains at the same level from 2010 Census Data to the current year.” This may not be accurate or updated. But this is the most accessible and reliable data source. We expect that more analysis can be conducted in the proposed research and utilizing 2020 Census Data when it becomes available in the near future. We highly recommend an additional 2020 research project to align this work with that new census.

What is next?

A full research will be conducted under NCDOT Research Need Statement (RNS) # 9210 “How to Account for Seasonal Population Shifts in Distributing the Powell Bill Allocation Funds” for FY2019. The work proposed herein seeks to identify the municipalities that experience such shifts, quantify its impact, and assess the negative effect (allocation shortfall) of the shift relative to the allocation formula. The proposal will determine how to adjust the funding allocation formula. In addition, this research will suggest strategies to incrementally implement the new formula so as to minimize future allocation impacts on municipalities that may not receive a seasonal or military increase.

Acknowledgment:

This report was created using NCDOT technical research assistance services by two faculty members from the Department of Civil, Construction, and Environmental Engineering, NC State University: William Rasdorf, Ph.D., P.E. (Professor) and Min Liu, Ph.D. (Associate Professor), and coordinated with Dr. Majed Al-Ghandour, Manager of the Project Management & Powell Bill, Division of Planning and Programming, NCDOT.



NORTH CAROLINA

Department of Transportation



Powell Bill Overview

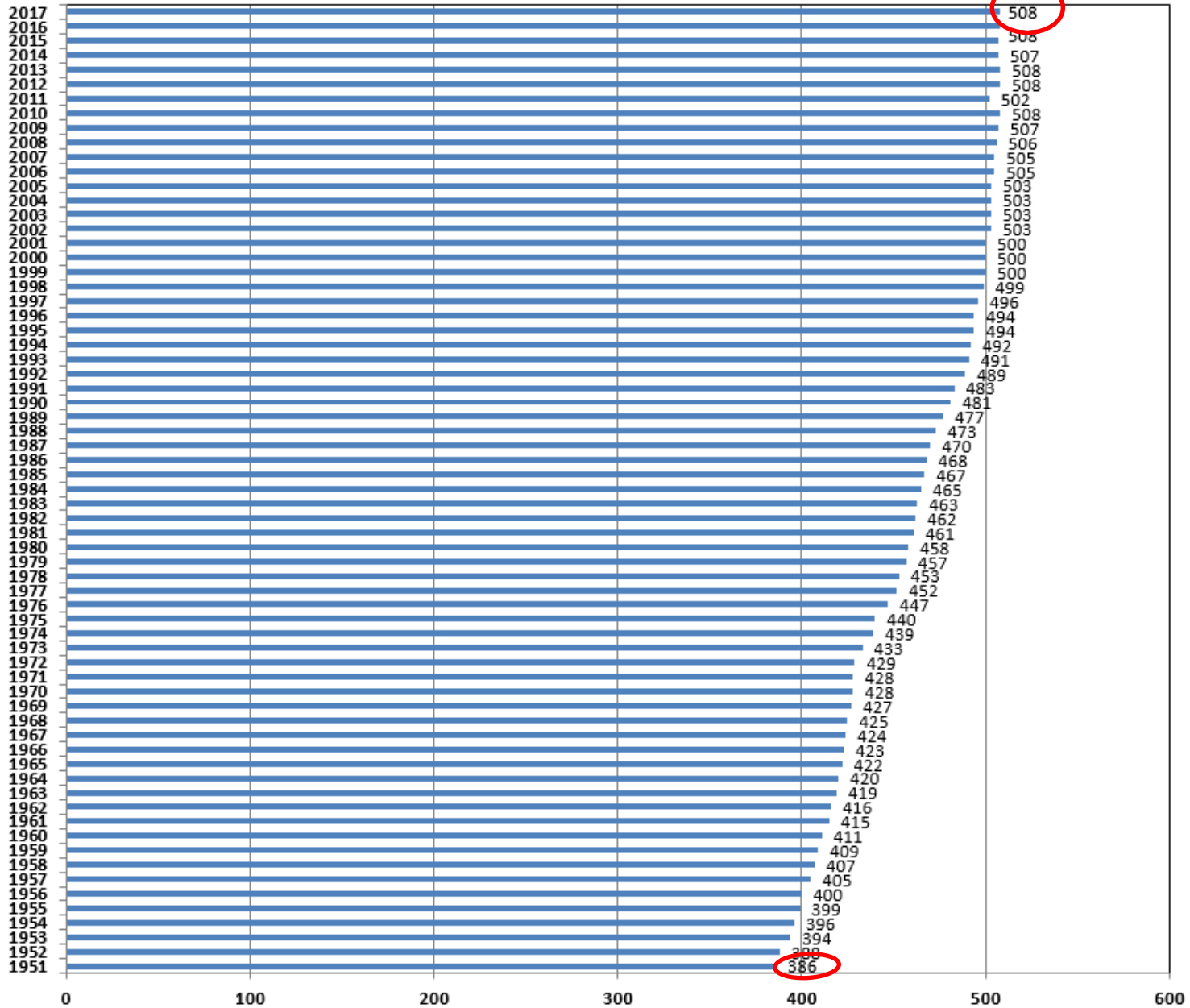
Majed Al-Ghandour

JLTOC December 7, 2017

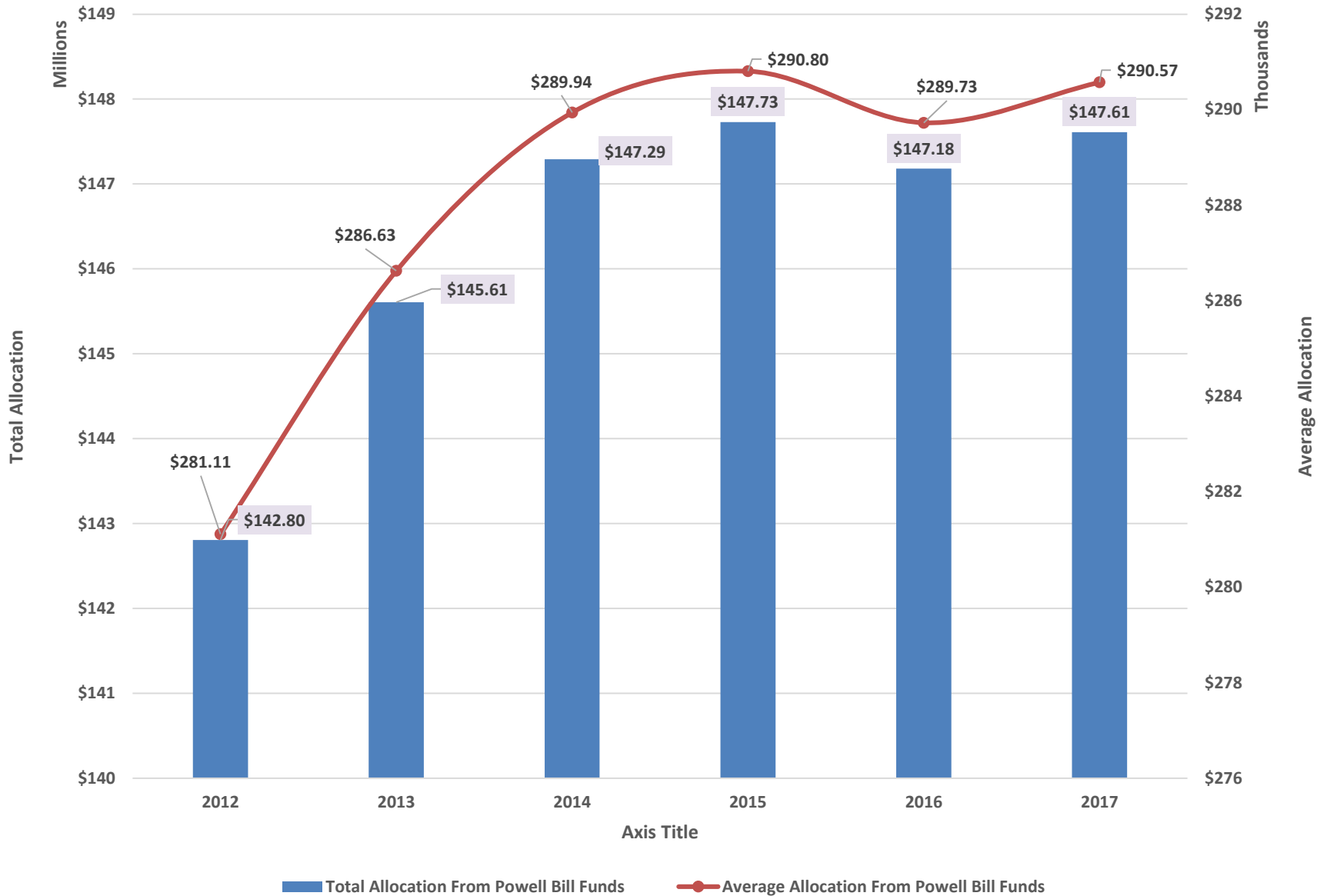
History of the Powell Bill Program

- NC G.S. 136-41
- Law initially passed in 1951
- The goal was to provide financial assistance to municipalities for municipally-maintained streets
- State Senator Junius K. Powell, an attorney & former Mayor of Whiteville, led the signatures on the bill as it was introduced, which resulted in the naming of the “Powell Bill” Program
- First Powell Bill funds were distributed in the Fall of 1951 @ \$4.5 million among 386 participating municipalities

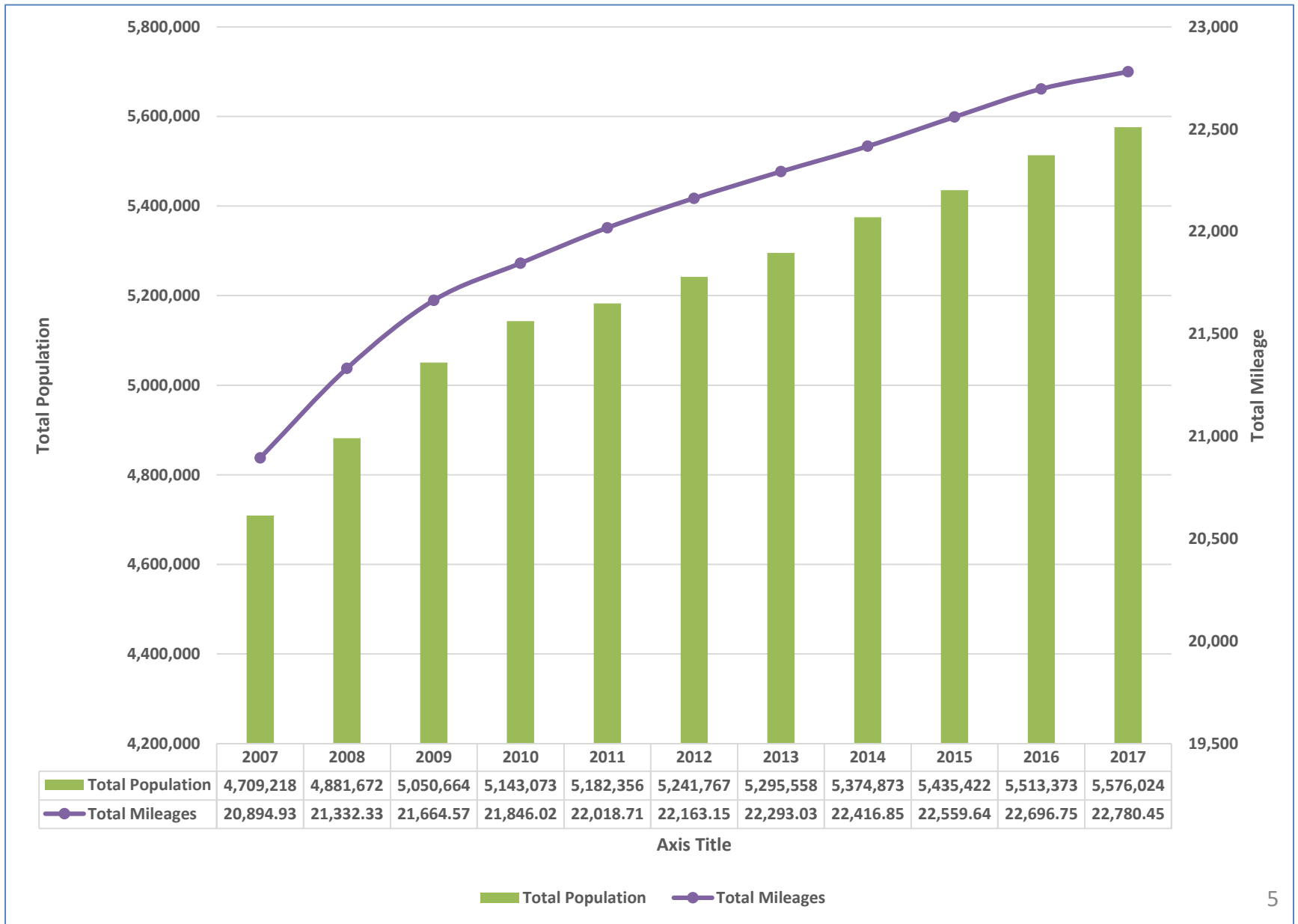
Number of Municipalities



Powell Bill Total /Average Allocations: 2012-2017



Total Population and Mileage Trends: 2007-2017



Allocation Formula NC G.S. 136-41.1(a)



75%

25%



2017 Allocation
\$147,621,245.43

5,576,024 population = \$19.86 per capita

22,780.45 miles = \$1,620.04 per mile

* Mileage of the public streets which are not part of the state or federal highway system.

Status of 2017 Distribution

- Distribution of \$147.6 million to 508 municipalities for 2017 has been completed.
- A total of \$73,800,577.55 was sent September 28, 2017.
- Second half will be distributed before January 1, 2018.

Largest and Smallest Recipients

	Municipality	County	Population	Miles	Allocation
Largest	Charlotte	Mecklenburg	830,258	2480	\$20,503,234
Smallest	Falkland	Pitt	96	0.05	\$1,987

Street Aid to Municipalities - Powell Bill Funds

- Funds allocated from the Highway Fund to provide financial assistance for streets maintained by municipalities
- **S.L. 2013-183:** Eliminated One and three-fourths cents (1 3/4c) tax on each gallon of motor fuel taxed and eliminated revenue allocated and appropriated from the Highway Trust Fund. Established ten and four-tenths percent (10.4%) annual appropriation of the State Highway Fund using the statutory formula:
 - FY 2013-2014 - \$147.5M
 - FY 2014-2015 - \$147.5M
- S.L. 2013-183 also directed funds be used “for planning, construction and maintenance of bikeways, greenways, or sidewalks.”
- **S.L. 2015-241:** Eliminated statutory formula and established fixed appropriation from the State Highway Fund:
 - FY 2015-2016 - \$147.5M
 - FY 2016-2017 - \$147.5M
- S.L. 2015-241 also directed funds be used “primarily for the resurfacing”
- **S.L. 2017-257:** Continue establishing fixed appropriation from the State Highway Fund:
 - FY 2017-2018 - \$147.5M
 - FY 2018-2019 - \$147.5M
- Allocation – 75% Population + 25% Miles & Looking for Population Seasonal Shift
Impact on the formula

Eligible Activities

- ❑ *S.L. 2015-241, Section 29.17D.(b) requires Powell Bill funds to be used **primarily for contract resurfacing.**
- ❑ Maintaining, repairing, constructing, reconstructing or widening of any streets or bridges
- ❑ Planning, construction, and maintenance on streets, sidewalks, bikeways, and greenways such as:
 - Curb and gutter
 - Storm drainage
 - Patching
 - Resurfacing*
 - Widening
 - Snow removal
 - Sand and debris removal resulting from natural causes
 - Street sweeping
 - Purchase or rental of equipment
- ❑ Traffic Control such as:
 - Purchase and maintenance of traffic control devices
 - Traffic signs for proper traffic control
 - Speed bumps
 - Traffic paint for on-street parking or crosswalks
 - Traffic cones
- ❑ Municipal Street Bond Debt Service such as:
 - Current payment of principal or interest due on bonds outstanding issued exclusively for streets and sidewalks.

Powell Bill Expenditures for FY 2017

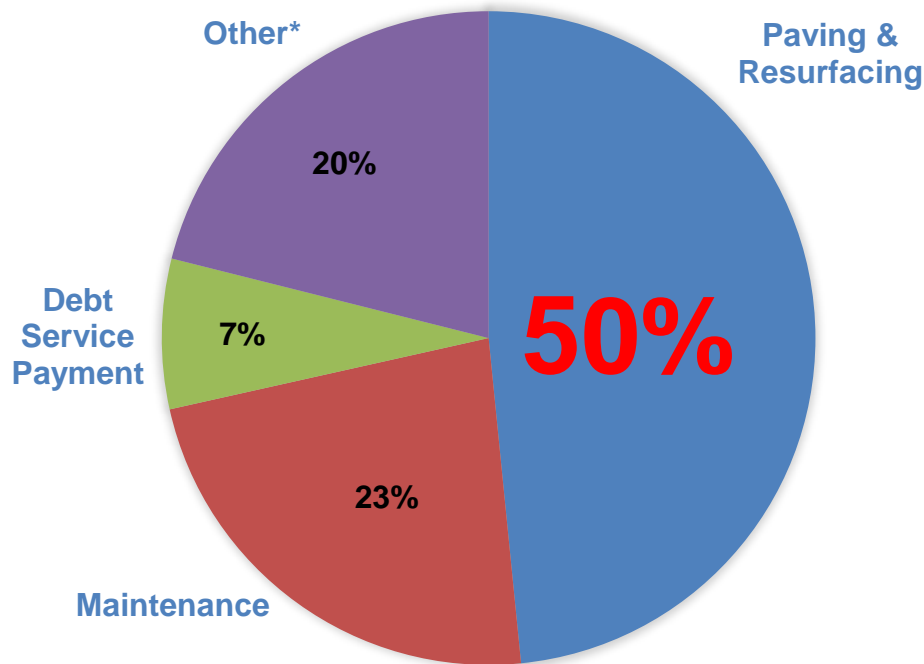
Paving & Resurfacing (49.77% of expenses)	\$ 79,582,440.01
Maintenance (22.63% of expenses)	36,179,481.25
Maintenance as part of Paving Project (3.00% of expenses)	4,789,689.67
Debt Service Payment (6.87% of expenses)	10,991,285.37
Traffic Control	3,768,260.61
Sidewalks	4,580,324.74
New Equipment	4,967,640.34
Drainage & Storm Sewer	4,118,163.52
Engineering	2,410,691.62
Snow & Ice Removal	2,405,837.97
New Construction	1,285,803.31
Curb & Gutter	1,777,611.35
Right of Way	1,592,991.90
Bridge Construction & Repair	1,196,455.83
TIP (Transportation Improvement Project)	961,193.71
Bikeways	40,000.00
Greenways	64,245.30
Total Powell Bill Expenditures (508 Municipalities)	\$159,890,582.79

HB 97 changes to G.S. 136-41.1

NC G.S. 136-41.3 (a) Uses of funds. - The funds allocated to cities and towns under the provisions of G.S. 136-41.2 shall be expended by said cities and towns ~~only~~ primarily for the resurfacing of streets within the corporate limits of the municipality but may also be used for the ~~purpose~~ purposes of maintaining, repairing, constructing, reconstructing or widening of any street or public thoroughfare including bridges, drainage, curb and gutter, and other necessary appurtenances within the corporate limits of the municipality or for meeting the municipality's proportionate share of assessments levied for such purposes, or for the planning, construction and maintenance of bikeways, greenways, or sidewalks.

Street Aid to Municipalities - Powell Bill Funds Expenditures

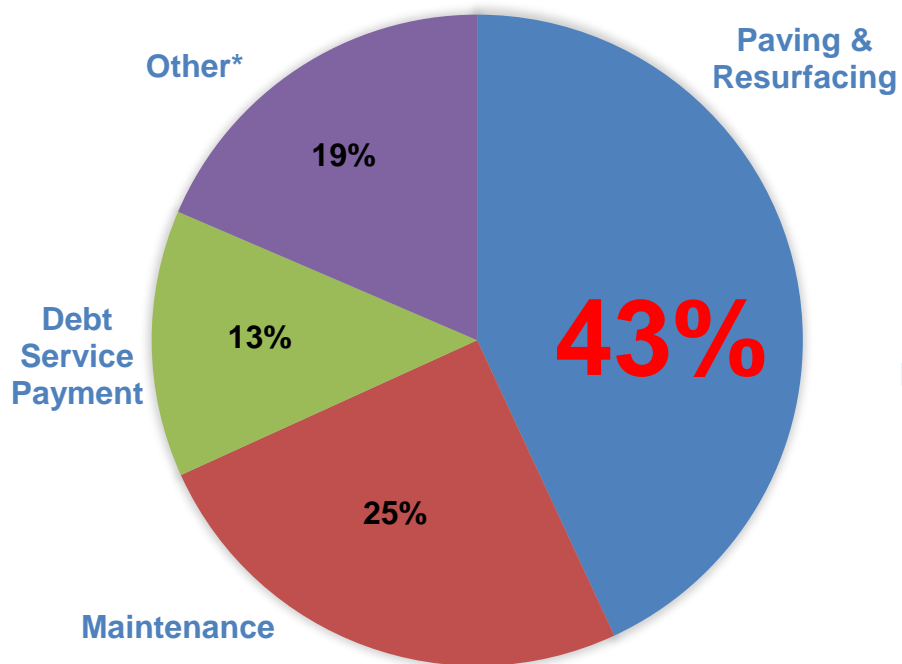
2016 POWELL BILL EXPENDITURES



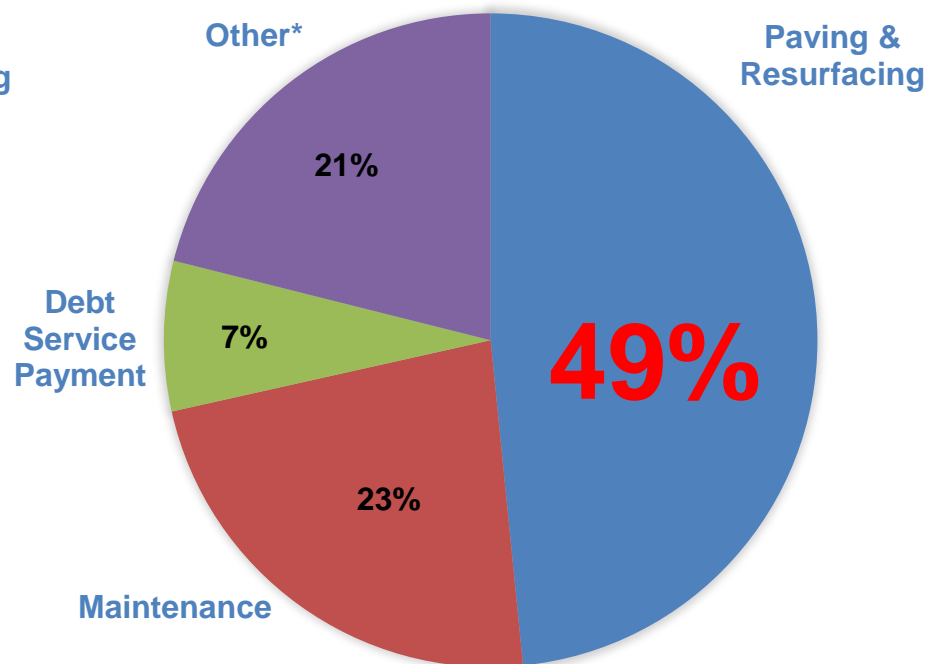
- *Other:**
- (Bridge Construction and Repair
 - Curb & Gutter
 - Drainage & Storm Sewer
 - Engineering
 - Greenways
 - Maintenance as part of Paving Project
 - New Construction
 - New Equipment
 - Sidewalks
 - Snow & Ice Removal
 - TIP (Transportation Improvement Project)
 - Traffic Control

Street Aid to Municipalities - Powell Bill Funds Expenditures

2014 POWELL BILL EXPENDITURES



2015 POWELL BILL EXPENDITURES



***Other:**

- (Bridge Construction and Repair
- Curb & Gutter
- Drainage & Storm Sewer
- Engineering
- Greenways
- Maintenance as part of Paving Project
- New Construction
- New Equipment
- Sidewalks
- Snow & Ice Removal
- TIP (Transportation Improvement Project)
- Traffic Control

New Law S.L. 2017- 57

STATE AID TO MUNICIPALITIES/NO FUNDS IF MUNICIPALITY FAILS TO FILE STATEMENT AND STUDY HOW TO ACCOUNT FOR SEASONAL POPULATION SHIFTS

SECTION 34.17.(a) G.S. 136-41.3 reads as rewritten:

"§ 136-41.3. Use of funds; records and annual statement; excess accumulation of funds; contracts for maintenance, etc., of streets.

(a) Uses of Funds. – TheExcept as otherwise provided in this subsection, the funds allocated to cities and towns under the provisions of G.S. 136-41.2 shall be expended by said cities and towns primarily for the resurfacing of streets within the corporate limits of the municipality but may also be used for the purposes of maintaining, repairing, constructing, reconstructing or widening of any street or public thoroughfare including bridges, drainage, curb and gutter, and other necessary appurtenances within the corporate limits of the municipality or for meeting the municipality's proportionate share of assessments levied for such purposes, or for the planning, construction and maintenance of bikeways, greenways, or sidewalks. The funds allocated to cities and towns under the provisions of G.S. 136-41.2 shall not be expended for the construction of a sidewalk into which is built a mailbox, utility pole,

...
(b1) **Failure to File.** – A municipality that fails to file the statement required under subsection (b) of this section by October 1 is ineligible to receive funds allocated on October 1 under G.S. 136-41.1 or G.S. 136-41.2 for the fiscal year in which the municipality failed to file the statement. A municipality that fails to file the statement required under subsection (b) of this section by January 1 is ineligible to receive funds allocated under G.S. 136-41.1 or G.S. 136-41.2 for the fiscal year in which the municipality failed to file the statement.

...."

SECTION 34.17.(b) Study. – The Department of Transportation shall study how to adjust the formula in G.S. 136-41.1(a) to account for **seasonal shifts in municipal populations.** The Department of Transportation shall report its findings, including any legislative recommendations, to the Joint Legislative Transportation Oversight Committee by December 1, 2017.

SECTION 34.17.(c) Effective Date. – G.S. 136-41.3(b1), as enacted by subsection (a) of this section, is effective when it becomes law and applies to allocations on or after that date. The remainder of this section is effective when it becomes law.

Option #1 : **WHAT IF** Allocation Formula

2016



25%

75%



2016 Allocation

\$147,301,159.40

\$20.04 per capita → **\$6.68** per capita

\$1,622.49 per mile → **\$4,867.48** per mile



419

89

Average Allocations

\$27,377.22

(\$128,888.25)

Option # 2: **WHAT IF** Allocation Formula



2016

50%

50%



2016 Allocation

\$147,301,159.40

\$20.04 per capita → **\$13.36** per capita

\$1,622.49 per mile → **\$3,244.98** per mile



Average Allocations

419

\$13,695.62

89

(\$64,387.21)

New Law: S.L. 2017- 57

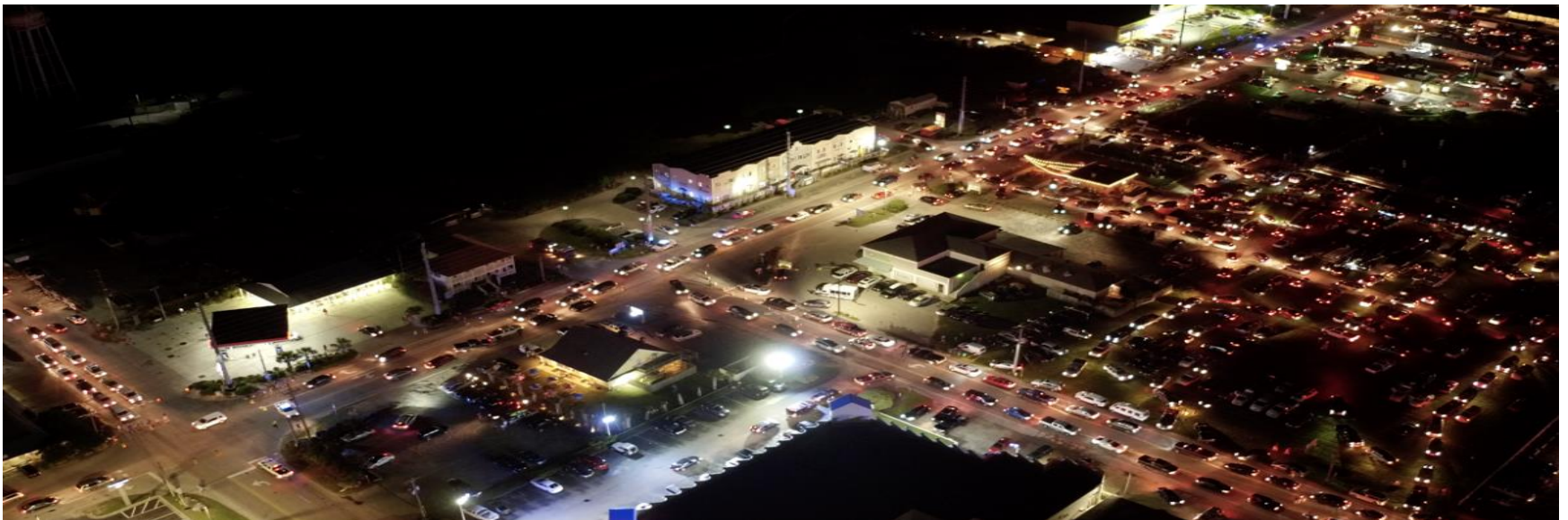
- Population Seasonal Shift Changes



North Topsail Beach Highway 210 Bridge Traffic



Surf City Topsail Beach Highway 50 Traffic



Preliminary Study and Findings on Seasonal Population Shifts in Powell Bill Allocation Funds Distribution

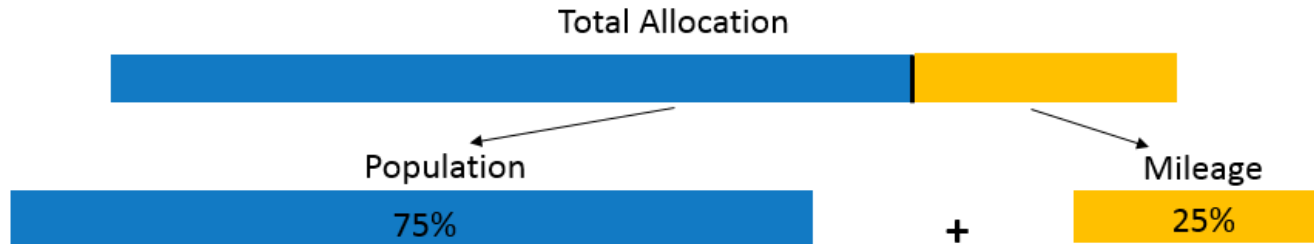
Findings

1. Based on NCDOT Powell Bill application data, total NC permanent population increased **7.20%** from 2010 (5,143,073) to 2016 (5,513,373). The number of participating municipalities ranged from 502 to 508.
2. Powell Bill funding increased **14.27%** from 2010 to 2016 (in \$ amount).
3. 2010 Census data is the most accessible and reliable source for population data. It is the only direct source for seasonal population.
4. Based on the Number of Vacant Housing Units and the Average Number of Persons per Household from Census data, the 2010 NC seasonal population was **3.10%** which is a small portion of the total population.

5. A small portion of municipalities have large ratios of seasonal to permanent population (like the 80/20 rule).

- About **6%** of municipalities had **100%** or more seasonal population vs. permanent population
- Few (**12%**) of the municipalities had **10%** or more seasonal population
- Over **50%** of municipalities have practically none (less than **1%**) of seasonal population

Option to Adjust Powell Bill Funds Formula



Population Formula

Current Formula: Allocation based on Population = Permanent Population * $PCAR_{current}$
 $PCAR_{current}$ is the Per Capita Allocation Rate using the current formula

Suggested Formula: Allocation based on Population = (Permanent Population + Seasonal Population) * $PCAR_{suggested}$
 Seasonal Population = Number of Vacant Housing Units * Average Number of Persons per Household
 $PCAR_{suggested}$ is the Per Capita Allocation Rate using the suggested formula

Mileage Formula

Current Formula: Allocation based on Mileage = Mileage * $PMR_{current}$
 $PMR_{current}$ is the Per Mile Rate using the current formula

Suggested Formula: Allocation based on Mileage = (Mileage + Heavy Military Usage) * $PMR_{suggested}$
 Heavy Military Usage is a factor that accounts for the impact of military equipment on roads
 $PMR_{suggested}$ is the Per Mileage Rate using the suggested formula

- Funding Allocation % Change = (funding allocation for a municipality using the suggested formula – NCDOT funding allocation)/NCDOT funding allocation

Funding Allocation % Change	-1.2%- 0%	0-5%	5-10%	10-30%	30-50%	50-100%	100-105%	Total
Number of Municipalities	402	63	7	18	7	7	1	505
% of Total Municipalities	79.6%	12.5%	1.4%	3.5%	1.4%	1.4%	0.2%	100%

- The funding distribution is objective and consistent for all municipalities.
- The greatest reduction in allocation would be very small (1.2%).
- Only very few (1.6%) of municipalities would receive an increase above 50%. Only 8% of municipalities would receive an increase above 5%.
- 80% of municipalities would receive a small decrease of less than 1.2%.

Summary

Option to Adjust Powell Bill Funds Formula

Formula for Total

$$\text{Total Allocation} = \underbrace{\text{Allocation based on Population}}_{75\%} + \underbrace{\text{Allocation based on Mileage}}_{25\%}$$

Suggested Formula

$$\text{Total Allocation} = \underbrace{(\text{Permanent Population} + \text{Seasonal Population}) * \text{PCAR}_{\text{suggested}}}_{75\%} + \underbrace{(\text{Mileage} + \text{Heavy Military Usage}) * \text{PMR}_{\text{suggested}}}_{25\%}$$

Evaluate Military Usage

More investigation is needed to study the Military Bases in North Carolina to evaluate their impacts into the Powell Bill Formula (Heavy Military Usage):

- **Fort Bragg:** Army Base in Fort Bragg, NC near Fayetteville, Spring Lake, and Southern Pines, NC.
 - Camp Mackall:** US Army training facility in Fort Bragg.
 - Pope Field:** Airforce base within Fort Bragg
- **Seymour Johnson Air Force Base:** located in Goldsboro, NC.
- **Base Support Unit Elizabeth City:** Coast Guard base in Elizabeth City, NC.
- **Camp Lejeune (MCB):** a Marine Corps base in Jacksonville, NC.
- **Marine Corps Air Station (MCAS) Cherry Point:** located in Cherry Point, NC.
- **Marine Corps Air Station (MCAS) New River:** Marine Corps base in Jacksonville, NC.

What is next?

- A full research will be conducted under NCDOT Research Need Statement (RNS) # 9210 “How to Account for Seasonal Population Shifts in Distributing the Powell Bill Allocation Funds” for FY2019.
- The work proposed herein seeks to identify the municipalities that experience such shifts, quantify its impact, and assess the negative effect (allocation shortfall) of the shift relative to the allocation formula.
- In addition, this research will suggest strategies to incrementally implement the new formula so as to minimize future allocation impacts on municipalities that may not receive a seasonal or military increase.

MPO and RPO TAC MEMBERS 2018 SEI AND RED FILING REMINDERS:

- Complete SEIs **and** Real Estate Disclosure Forms (REDs) must be filed on or before **APRIL 17, 2018**.
- Use **INTERNET EXPLORER** web browser (instead of Firefox, Safari or Google Chrome) to access SEI and RED forms.
- We strongly recommend that you file online at:
http://www.ethicscommission.nc.gov/sei/blankForm.aspx?type=MPO_RPO. Online filing is fast, easy, ensures immediate confirmation of your filing and saves your information for all future filings.
- Follow the simple instructions on our website to get an NCID user id and password, prior to your initial online filing. **At the New User Registration page, you must choose “Individual Account” as your user type.**
- **ONLINE FILING:** The **SEI and the RED are connected**; therefore, when you file your SEI online you are simultaneously filing your RED. **PLEASE NOTE: There is no need to manually file a separate RED when you file online.** Multiple filings create duplicate records and confusion, and all filings are available for public review.
- **MANUAL FILING:** The SEI and RED are **not** connected. **Therefore, manual filers must print out both the SEI and the RED forms and then complete, sign and file the original SEI and the original RED with the Commission. Filers should keep a copy of their SEI and RED for their records.**
- If you filed a 2017 SEI **and** you have had **no changes** since your 2017 filing, you should file a 2017 SEI **No Change Form**, located on our website.
- All filers **MUST** complete a 2018 RED, even those who file a 2018 SEI No Change Form.
- You **MUST** file a 2018 SEI Long Form if either of the following apply to you:
 - a. You filed a 2017 SEI but you have had changes since your 2017 filing; or
 - b. You are a first time filer or have been appointed to a new or additional position/board.
- **New members must file a 2018 SEI and RED and receive an evaluation letter from our office prior to participating or voting.**
- If you need to supplement your SEI or RED due to an omission, **call the Commission.**

RELATED PENALTIES AND SANCTIONS

- A \$250 fine **will be levied** for the late, incomplete or non-filing of an SEI.
- A \$250 penalty **will be levied** for the late, incomplete or non-filing of an RED.
- Failure to file a complete SEI within 60 days of notice is a Class 1 misdemeanor and **must be reported** to the Director of the State Bureau of Investigation (SBI) for investigation and possible prosecution.
- Failure to file a complete RED within 60 days of notice is a Class 1 misdemeanor and **must be reported** to the Director of the State Bureau of Investigation (SBI) for investigation and possible prosecution.

For more information contact the NC State Ethics Commission

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PH: (919)814-3600
FAX: (919)715-1644
SEI@doa.nc.gov

https://ethics.ncsbe.gov/sei/blankForm.aspx?type=MPO_RPO