



Transportation Advisory Committee

July 30, 2019

Ethics Awareness & Conflict of Interest Reminder

- In accordance with the State Government Ethics Act, it is the duty of every Down East RPO member to avoid conflicts of interest.
- Does any Down East RPO member have any known conflict of interest with respect to any matters coming before the Down East RPO today?
- If so, please identify the conflict and refrain from any participation in the particular matter involved.

Public Comment Period

TAC Meeting Minutes

- Review of the May 28, 2019 minutes

DERPO Staff Report

- Eastern NC Regional Freight Mobility Plan

- Next Meeting:

August 21st



DERPO Staff Report



<https://publicinput.com/ncfirst>

DERPO Staff Report

SPOT 6.0 Schedule 2019

June:

- June 6th – Final P6.0 WG recommendations presented to BOT
- June 27th – BOT approved of P6.0 scoring

August:

- August 9th – SPOT On!ine closes for draft project testing

October:

- October 7th – SPOT Online opens for project entry

DERPO Staff Report

- Ongoing Corridor Studies
 - US 70 / NC 12
 - From Beaufort to Cedar Island
 - NC 24
 - From Morehead City to Swansboro
 - NC 24
 - From Jacksonville to Fayetteville



DERPO Staff Report

ADA Transition Plans

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ADA Program / Title VI Program
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Ashley C. Council, J.D.

ADA Specialist
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DERPO Staff Report

- 2019 Meeting Schedule
 - O. Mark's Building:
233 Middle St. New Bern, NC 28560
3rd Floor Conference Room
 - September 24, 2019
 - November 26, 2019

Highway 17/64 Association Update

Marc Finlayson

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*Transportation Advocacy
for Eastern North Carolina*

Highway 70 Commission Update

Durwood Stephenson

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Logistics Update

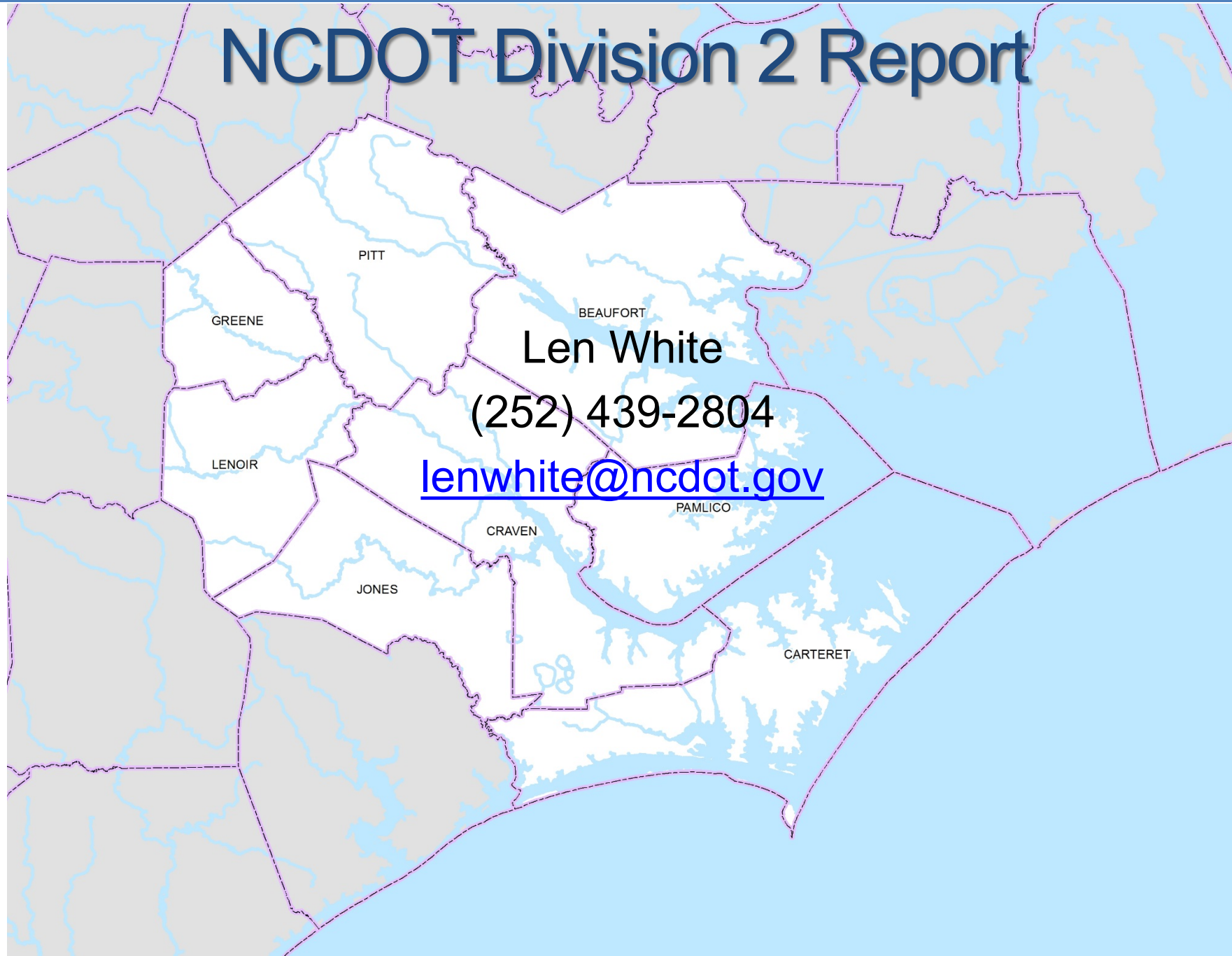
Stephanie Ayers

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NCDOT Division 2 Report



Len White

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NCDOT Division 3 Report

A map of North Carolina's Division 3, showing the counties of Sampson, Duplin, Onslow, Pender, New Hanover, and Brunswick. The map is overlaid with a grid and a network of roads. The counties are labeled with their names in all caps. The map is set against a light blue background representing water.

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NCDOT Transportation Planning Division Report

Christopher Connolly

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- Craven County CTP
- Onslow County CTP



Projects to Evaluate / P6.0 Database

Project Submittals

MPOs and RPOs:

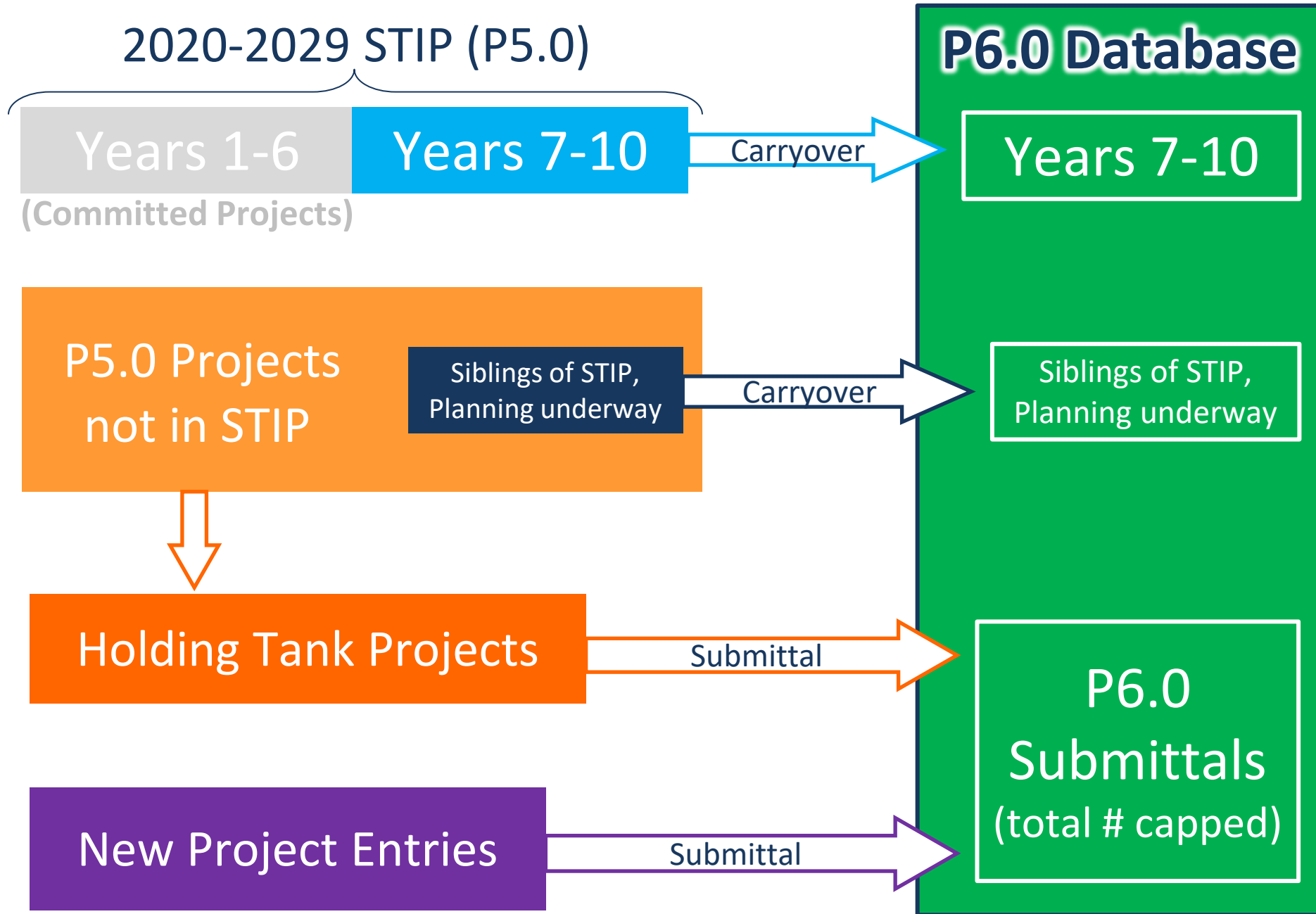
Base of 12 submittals per mode, plus:

- + 1 for every 50,000 in population
- + 1 for every 500 centerline miles

Divisions: 14 submittals per mode

Applies to each mode

Same formula as P5.0





Highway Scoring

Highway Modernization vs. Mobility

Splitting out Mobility and Modernization Highway specific improvement types (SITs) – as done in P2.0 scoring

Modernization

- Different set of default criteria and weights
- SIT 16 – Modernize Roadway
- SIT 17 – Upgrade Freeway to Interstate Standards

Mobility

- Adding capacity to roadway
- All remaining SITs (1-15, 18-26)
- WG recommended same weights as P5.0 scoring

P6.0 Hwy Criteria & Weights (Modernization Default)

Funding Category	<u>QUANTITATIVE</u>		<u>LOCAL INPUT</u>	
	Data		Division	MPO/RPO
Statewide Mobility	Congestion = 10% Safety = 25% Freight = 25% Lane Width = 10% Shoulder Width = 20% Pavement Condition = 10%	100%	--	--
Regional Impact	Congestion = 5% Safety = 25% Freight = 10% Lane Width = 10% Shoulder Width = 10% Pavement Condition = 10%	70%	15%	15%
Division Needs	Safety = 20% Freight = 5% Lane Width = 5% Shoulder Width = 10% Pavement Condition = 10%	50%	25%	25%

Note: Area-Specific Criteria Weights allowed

P6.0 Hwy Criteria & Weights (Mobility Default)

Funding Category	<u>QUANTITATIVE</u>		<u>LOCAL INPUT</u>	
	Data		Division	MPO/RPO
Statewide Mobility	Congestion = 30% Benefit-Cost = 25% Safety = 10% Freight = 25% Economic Comp. = 10%	100%	--	--
Regional Impact	Congestion = 20% Benefit-Cost = 20% Safety = 10% Freight = 10% Accessibility/Connectivity = 10%	70%	15%	15%
Division Needs	Congestion = 15% Benefit-Cost = 15% Safety = 10% Freight = 5% Accessibility/Connectivity = 5%	50%	25%	25%

Note: Area-Specific Criteria Weights allowed

P6.0 Highway Scoring: Area-Specific Criteria Weights

Available for Regional Impact and Division Needs scoring

Requirements:

1. Unanimous agreement between all MPOs/RPOs/Division Engineers
 - Action required for disagreement
 - Alternate Weights do not rollover from P5.0
 - Within respective Paired Funding Region(s) or Division(s)
2. Memo to SPOT by end of submittal window from each MPO/RPO/Division Engineer – reference TAC Chair(s) agreement



Local Input Points and Normalization

Local Input Points

Formula:

**# of Points per Area = Base of 1,000 points
+ 100 points for every 50,000 in population**

- Max 2,500 points per area
- 100 point max per project per category
- Same allocation for Regional Impact and Division Needs
- Same formula as P5.0
- Population rounded up to next 50,000 (instead of nearest)

MPOs, RPOs, & Divisions required to have approved methodology for point assignment

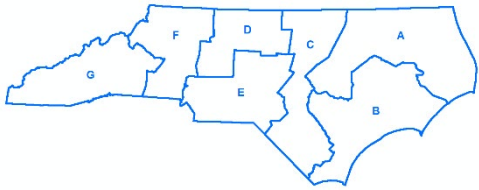
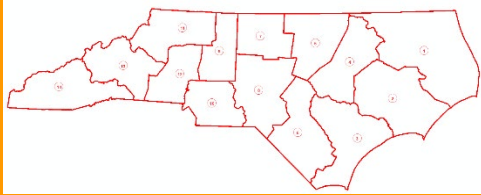
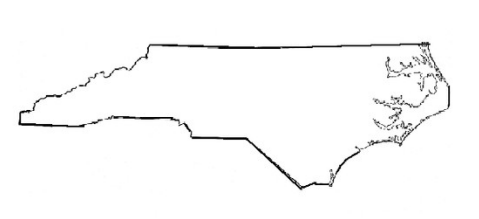
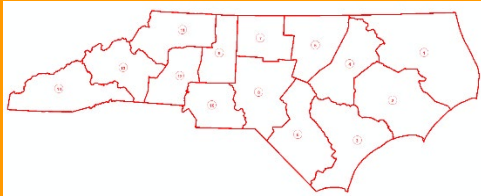
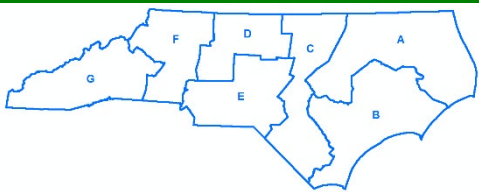
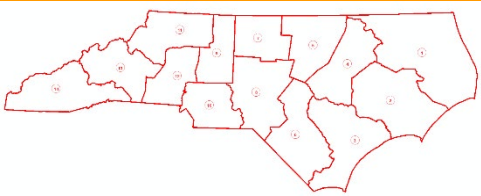
Local Input Points – Flex Policy

Policy: Up to 50% of the base local input points (500 LIPs) can be flexed between Regional Impact and Division Needs within each MPO/RPO or NCDOT Division

- Flexing points would be optional
- Each organization's choice to potentially use flexing would need to be included in the approved LIP methodology (i.e. "flexing clause")
- Allows for more flexibility in addressing various areas' needs in each category and among the different modes/types of projects

Requires additional coordination and planning!

Normalization in P6.0 (2022-2031 STIP)

Mode	Regional Impact	Division Needs
Highway	90% (Region competition) 	90% (Division competition) 
Non-Highway	4% (Statewide competition) 	4% (Division competition) 
Flex	6% (Region competition) 	6% (Division competition) 

90% / 4% / 6% continue to be applied across entire 10 year program

Contact Information

STRATEGIC TRANSPORTATION INVESTMENTS

Smart decisions to keep North Carolina moving.

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P6.0 Subcommittee

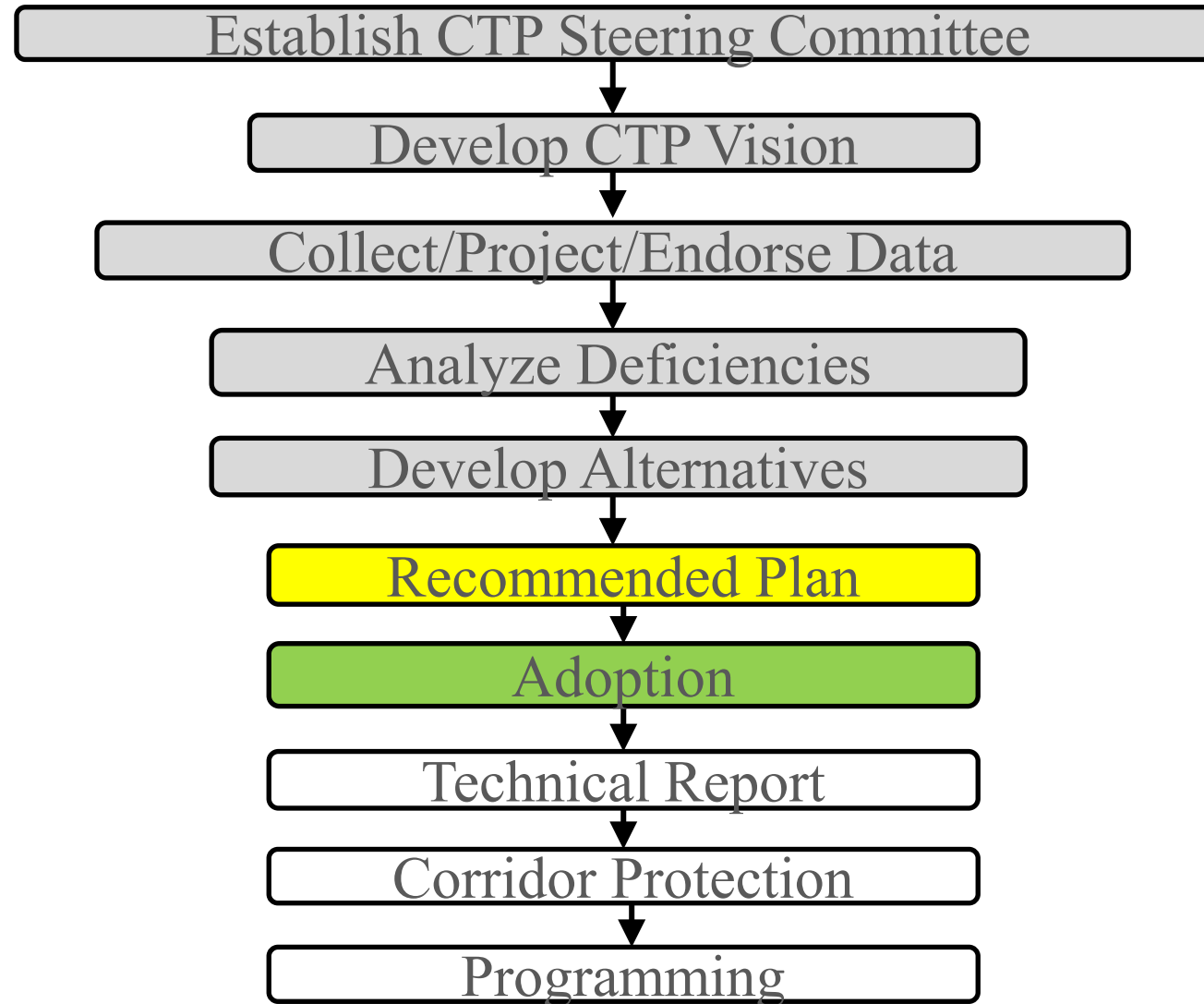
- TCC Recommendation Members

- Carteret: Kate Allen & Randy Cantor
- Craven: Don Baumgardner & Chad Strawn
- Jones: Franky Howard
- Onslow: Chris Seaberg
- Pamlico: Beth Bucksot

Ferry Naming Resolution

- Two NCDOT ferry routes within the DERPO region
 - Cedar Island to Ocracoke
 - Cherry Branch to Minnesott Beach
- DERPO supported the NC Ferry Support Vessel replacement project through the STI prioritization process
- NCDOT tradition of naming NC Ferry Vessels after towns and regions of coastal North Carolina
- New tugs in the support vessel fleet be named the following:
 - NC-3 tug will be named WANCHESE
 - NC-4 tug will be named MOREHEAD CITY
 - NC-5 tug will be named CAPE FEAR
 - NC-6 tug will be named HOBUCKEN
 - NC-7 tug will be named MANN'S HARBOR

Where are we in the process?



DRAFT Onslow County CTP Recommendations

- Highway Recommendations
 - Major Recommendations
 - Minor/Operational Improvements
- Public Transportation and Rail Recommendations
- Bicycle Recommendations
- Pedestrian and Multi-Use Path Recommendations

Other Business

Adjournment