Albemarle RPO Board Meetings

Wednesday, April 27, 2016  Dare County Administration Building, 954 Marshall C Collins Dr. Manteo NC 27954

Technical Coordinating Committee: Starts at 11:00 AM

1. Call to Order  Rhett White, TCC Chair
2. Roll Call  Rhett White, TCC Chair
3. Agenda Approval  Rhett White, TCC Chair
4. Approval/Adoption of Minutes from Last Meeting  Rhett White, TCC Chair
5. ARPO mini-grant Approval  Rhett White, TCC Chair
6. Ferry discussion  Rhett White, TCC Chair
7. Regional scoring Approval  Rhett White, TCC Chair
8. Public Comments  Rhett White, TCC Chair
9. Adjournment  Rhett White, TCC Chair

Lunch and Presentations

NCDOT update - Discussions/presentations
Ferry update
TPB update
ARPO update

Transportation Advisory Committee: Starts at 1 PM

1. Call to Order  Lloyd Griffin, TAC Chair
2. Roll Call  Lloyd Griffin, TAC Chair
3. Agenda Approval  Lloyd Griffin, TAC Chair
4. Approval/Adoption of Minutes from Last Meeting  Lloyd Griffin, TAC Chair
5. ARPO mini-grant Approval  Lloyd Griffin, TAC Chair
6. Ferry discussion Approval  Lloyd Griffin, TAC Chair
7. Regional scoring Approval  Lloyd Griffin, TAC Chair
8. Public Comments  Lloyd Griffin, TAC Chair
9. Adjournment  Lloyd Griffin, TAC Chair
Minutes of the Rural Technical Coordinating Committee (RTCC) Meeting
January 27, 2016
11:00 a.m.

Call to Order

The January 27, 2016 RTCC meeting held at the College of the Albemarle – Foreman Center Room FC121, in Elizabeth City, NC was opened and called to order by RTCC Chairman Rhett White at 11:05 a.m.

Roll Call

It was determined a quorum was present with the following TCC members in attendance: Chairman Rhett White, Town of Columbia; Dan Scanlon, Currituck County; Michael Renshaw, Camden County; Kevin Howard, Chowan County; Shelley Cox, Pasquotank County, Bill Rich, Hyde County; Brandon Shoaf, Town of Hertford; Greg Loy, Town of Kill Devil Hills; J.D. Melton, Town of Creswell; Natalie Rountree, Gates County; Frank Heath, Perquimans County; Kaitlyn Alcock, City of Elizabeth City; Joe Heard, Town of Duck; Andy Stewart, Town of Kitty Hawk; Andy Garman, Town of Nags Head; Beshad Norowzi, NCDOT-TPB; Gretchen Byrum, NCDOT Division 1.

Agenda Approval

Chairman White called for a motion to accept the agenda as presented. A motion to accept the agenda was made by Natalie Rountree, seconded by Brandon Shoaf, and unanimously carried.

Approval of October 21, 2015 TCC Minutes

Chairman White called for a motion to accept the minutes. A motion to adopt the minutes was made by Frank Heath, seconded by J.D. Melton, and unanimously carried.

Pasquotank CTP endorsement

Chairman Rhett White called for a motion to approve the resolution endorsing the Pasquotank County Comprehensive Transportation Plan. Brandon Shoaf made a motion to approve the resolution endorsing the Pasquotank County Comprehensive Transportation Plan. His motion was seconded by Bill Rich and with no further discussion, the motion carried unanimously.

Perquimans CTP endorsement

Chairman Rhett White called for a motion to approve the resolution endorsing the Perquimans County Comprehensive Transportation Plan. Frank Heath made a motion to approve the resolution endorsing the Perquimans County Comprehensive Transportation Plan. His motion was seconded by Michael Renshaw and with no further discussion, the motion carried unanimously.
Methodology final approval

Chairman Rhett White called for a motion for final approval of methodology with the following changes: change page 2 public hearing to “public meeting” – 3rd paragraph, delete under Project ranking public comment information. Andy Stewart made a motion to approve the methodology with changes. His motion was seconded by Donna Creef and with no further discussion, the motion carried unanimously.

ARPO 2016 Legislative agenda

Chairman White called for a motion to add the following initiative to the 2016 ARPO legislative agenda: Support the establishment/rotation to include the NCDOT Division 1 Counties on the SPOT Group Membership through the NCDOT Planning and RPO Representatives. Bill Rich made a motion to add the statement into the 2016 ARPO legislative agenda. His motion was seconded by Donna Creef and with no further discussion, the motion carried unanimously. It was requested Staff forward the language added to the 2016 ARPO legislative agenda to Board members for their review.

FY 16-17 Planning Work Program (PWP)

Chairman White called for a motion to approve the FY 16-17 Planning Work Program. The following corrections were requested: revise the 4th line of the data collection heading to local jurisdictions and the second municipalities on the same line to local governments. Under the Transportation Planning heading the second line, FY 16-16, should read FY 16-17. Frank Heath made a motion to approve the adoption of the FY 16-17 Planning Work Program. His motion was seconded by Donna Creef and with no further discussion, the motion carried unanimously.

Public Comments

J.D. Melton from the Town of Creswell commented that the 32 extension is coming along nicely and will be a wonderful addition to the 32/94 corridor.

Adjudgment

With no further business to discuss, Chairman White asked for a motion to adjourn the meeting. Brandon Shoaf made a motion to adjourn the meeting. His motion was seconded by Michael Renshaw. The meeting was adjourned at 11:49 am.
Lunch and Presentations

NCDOT update – Discussions/presentations

The NCDOT update was presented by Gretchen Byrum

Ferry update

The Ferry Division provided their update under the TAC Boards “Old Business”

NCDOT Transportation Planning Branch (TPB) update

Beshad Norowzi, NCDOT-TPB provided an update on the Comprehensive Transportation Plan work in the region. He said the Chowan County CTP is being finalized and approved by the Transportation Planning Branch, and now with the endorsement of the Pasquotank County and Perquimans County CTPs, there is just one outstanding CTP within NCDOT Division 1 which is the Martin County CTP.

ARPO Director Update

Cathy Davison, Executive Director reported that Angela Welsh continues to work on the development of the Regional Bicycle Website.

Minutes of the Rural Technical Advisory Committee (RTAC) Meeting
January 27, 2016
1:00 p.m.

Call to Order

The January 27, 2016 TAC meeting held at the College of the Albemarle, Foreman Center Room FC121 in Elizabeth City, NC was opened and called to order by RTAC Chairman Lloyd Griffin at 1:00 p.m.

Roll Call

It was determined a quorum was present with the following RTAC voting members in attendance: Michael McLain, Camden County; Wally Overman, Dare County; Jeff Smith, Chowan County; Ed Muzzulin, Perquimans County; Vance Aydlett, Currituck County; Benjamin Simmons, III, Hyde County; Lloyd Griffin, III, Pasquotank County; Bill Sexton, Washington County; and Malcolm Fearing, BOT appointee.
Alternate members in attendance: Tom White, Camden County. Non-voting members in attendance Archie Aples, Town of Hertford, John Ratzenberger, Town of Nags Head; and Gary Perry; Town of Kitty Hawk.

Agenda Approval

Chairman Griffin called for a motion to accept the agenda as presented. Jeff Smith made a motion to accept the agenda. His motion was seconded by Ed Muzzulin and with no further discussion, the motion carried unanimously.

Approval of October 21, 2015 TAC Minutes

Chairman Griffin called for a motion to accept the minutes as presented. A motion to adopt the minutes as presented was made by Jeff Smith. His motion was seconded by Ed Muzzulin and with no further discussion, the motion carried unanimously.

Pasquotank CTP and Perquimans CTP endorsement

Chairman Griffin called for a motion to approve the endorsement resolution for the Pasquotank CTP and the endorsement resolution for the Perquimans CTP. Bill Sexton made a motion to approve the endorsement resolution for Pasquotank CTP as well as the endorsement resolution for the Perquimans CTP. His motion was seconded by Ed Muzzulin and with no further discussion, the motion carried unanimously.

Methodology final approval

Chairman Griffin called for a motion to approve the P4.0 Methodology. Vance Aydlett made a motion to approve the Methodology with recommended changes by the RTCC. His motion was seconded by Jeff Smith and with no further discussion, the motion carried unanimously.

ARPO 2016 legislative agenda

Chairman Griffin called for a motion to approve the ARPO 2016 legislative agenda. Vance Aydlett made a motion to approve the ARPO 2016 legislative agenda with the RTCC recommended addition. His motion was seconded by Wally Overman and with no further discussion, the motion carried unanimously.

FY 2016-2017 Planning Work Program

Chairman Griffin called for a motion to approve the 2016-2017 Planning Work Program. Wally Overman made a motion to approve the 2016-2017 Planning Work Program with changes recommended by the RTCC. His motion was seconded by Mike McLain and with no further discussion, the motion carried unanimously.
Public Comments

Chairman Griffin opened the floor for public comments. Steve Keen from the Governor’s office made brief comments regarding the NCConnect Bond Initiative.

Old Business - Ferry tolling

Chairman Griffin requested comments from the Ferry Division regarding the ferry tolling issue. Ed Goodwin provided an update on the passenger ferry study being completed. He stated the next meeting of the committee will be on February 10th and it is anticipated that the study will be released for public review after that time. After Chairman Griffin polled member counties as to whether they adopted a resolution asking the ARPO TAC to delay a vote on ferry tolling, a motion was made by Benjamin Simmons, III from Hyde County and seconded by Vance Aydlette from Currituck County to address the ferry tolling issue after the 2016 General Assembly’s Short Session. The motion passed unanimously.

Adjournment

There being no further business to conduct, Chairman Griffin declared the meeting adjourned at 1:20 p.m.

Respectfully submitted,

Allison Gideonse-Morgan, Albemarle Commission Program Coordinator for Angela Welsh, Secretary/ ARPO Director
Agenda Item No. 1

**Item Title:** Grant application

**Item Summary:** The ARPO recently offered a mini grant opportunity to member counties and municipalities. The purpose of the mini grant is to enable local governments, within the ARPO jurisdiction, to pay for the printing and purchase of local bicycle and/or pedestrian maps and bicycle and/or pedestrian safety materials such as posters, pamphlets and handouts in support of local bicycle and pedestrian safety efforts as well as in support of The Albemarle Regional Bicycle Plan. The Albemarle RPO has $16,000.00 available for the mini grant.

**Specific action requested:** Approval of grant application

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One municipality applied for the grant.

The Town of Duck is seeking $6051.00 to match the Town’s 20% contribution of $1,513.00 to produce and distribute 35,000 copies of a brochure which will include maps of their multi-use path, sound side boardwalk, and other pedestrian, bicycle and vehicle safety guidelines in Town. The brochures will be distributed to both residents and visitors through rental companies, visitor centers, businesses, Town events and will also be available at Town Hall. A copy of the brochure is attached with their application.
Mini Grant Application

1. Applying Organization: __ Town of Duck ____________________________________________

2. Contact Person: ___ Joe Heard, Director of Community Development ________________

3. Mailing Address: _ P.O. Box 8369, Duck, NC 27949 __________________________________

4. Phone (__252__) 255-1234 ___________ Fax (__252__) 255-1236 _______________________

5. Email: __ jheard@townofduck.com ________________________________________________

6. Amount of Grant Requested: ___$6,051 __________________________________________
   
   a. List the requested expenses and amounts that will be covered by this grant
   
   i. __Design/printing of brochure__ Amount $ 6,051 __________________
   
   ii. ____________________________ Amount $ __________________
   
   iii. ____________________________ Amount $ __________________
   
   iv. ____________________________ Amount $ __________________
   
   v. ____________________________ Amount $ __________________

Description of purpose, needs assessment and intended results of purchased materials. Attach additional sheets if necessary.

The Town of Duck is seeking to produce and distribute 35,000 copies of a brochure featuring maps of the Duck Trail multi-use path, Duck Soundside Boardwalk, and other pedestrian/bicycle facilities throughout the Town. A copy of the maps and pedestrian/bicycle/vehicle safety guidelines to be included in the brochure are attached for your information. The brochure will also contain information about Town events and other safety advice (such as beach safety and hurricane preparedness).
Town staff has completed the initial design and layout of the brochure. Printing company Vista Graphics has submitted an invoice in the amount of $7,564 to complete the final design and printing of 35,000 copies of a color brochure. The Town of Duck is seeking a grant of $6,051 from the ARPO to match the Town’s 20% contribution of $1,513 to produce the brochures. Once completed, the brochures will be distributed to residents and visitors through rental realty companies, local and regional visitor centers, Outer Banks businesses, Duck Town Hall, and at over eighty Town events throughout the summer. The brochure will also be available on the Town of Duck’s website.

With a population estimated at over 25,000 during summer months and an active commercial district in a relatively dense, walkable community, the Town of Duck faces similar transportation challenges to many urban areas. In an effort to improve safety for pedestrian, bicycle, and vehicular traffic, the Town seeks to educate a population (largely comprised of tourists) that changes from week to week. The purpose of the brochure is to educate residents and visitors about traffic safety for all modes of travel by encouraging safe travel practices and reducing conflicts between pedestrians, cyclists, and vehicles. Maps in the brochure are intended to show visitors alternative routes of travel (such as the Duck Soundside Boardwalk) and the location of destinations (such as public facilities, parks, and shopping areas) to minimize the amount of time that pedestrians are walking along the high traffic corridor of Duck Road (NC Hwy 12).

Return completed application to:

   Angela Welsh  
   Albemarle RPO Planning Director  
   PO Box 646  
   Hertford, NC 27944

Or via email at awelsh@albemarlecommission.org
TOWN PARK & BOARDWALK

The Duck Town Park features 11 acres of natural beauty including trails through the maritime forest and willow swamp, open green space, soundside views and access to the Duck Boardwalk. Park amenities include an amphitheater, public kayak/canoe launch, playground, dog-friendly water fountain, picnic shelter and Town Green.

The Duck Boardwalk can be accessed from the park and other locations throughout the commercial Village. Please see the map below for details. The Duck Boardwalk extends nearly a mile along the Currituck Sound. Enjoy beautiful views, a variety of wildlife, visit our unique retail establishments and restaurants, or just enjoy the serenity.

Please enjoy the town park and boardwalk responsibly.

TOWN PARK & BOARDWALK OPERATING HOURS:
PARK: dawn until dusk.
BOARDWALK: dawn until 1:00 a.m.

BOARDWALK AND PARK RULES:
• Bicycles must be walked or left at bicycle racks.
• Skateboards, roller blades, and motorized vehicles are prohibited.
• Pets must be on a leash. Owners must clean up after their pet; special receptacles are located in the park and on the boardwalk.
• Smoking is not permitted on the boardwalk, in the park or at any town facilities.
• Fish and crab in designated areas only. A North Carolina fishing license is required.
• Swimming, wading, diving or otherwise entering the Currituck Sound from the shoreline, boardwalk, or boat dock that is not related to the launching, docking, or rescuing of authorized watercraft, is prohibited.
• Watercraft may be tied to the public boat slips for short-period use, not to exceed four hours. The public boat slips are located at the north and south ends of the boardwalk.
• The launch area in the park should only be used for canoes, kayaks, and stand up paddle boards.
• Hunting, chasing, feeding or otherwise harassing wildlife in the park and along the boardwalk is prohibited.
• Open fires and the use of grills or other cooking devices is prohibited.
• Footwear is required.
• Boardwalk system is designed for passive use and cannot be reserved. Town-sponsored events take precedence over all other uses.
• Town park and boardwalk areas may not be reserved for weddings.

Distance and Approximate Walking Times:
Town Boardwalk = .78 miles, 15 minutes
Access 1 to Kayak Launch = .31 miles, 6 minutes
Kayak Launch to Access 10 = .47 miles, 9 minutes

For a complete list of rules, visit townofduck.com.
Beach Rules
Pets welcome under the control and watchful eye of owner. Keep beaches clean – please pick up after your pet.

Stay out of the water when red flag is flying.

Fireworks & Fireworks: Beach fires, fireworks, and bonfires are not permitted. Lighting on decks or near vegetation is discouraged. Grills can easily catch fire when used on or near wooden decks or when not shut down properly. Make sure that all charcoal ashes are cool before disposal.

Fireworks are NOT permitted.

While the sale of legal fireworks in Duck is permitted, the use of any fireworks (including sparklers) is prohibited and punishable by a $250 fine and requires a mandatory court appearance.

Hurricane Preparedness: The Atlantic Hurricane Season runs from June 1 to November 30. Be prepared: know the evacuation route; ensure your vehicle is fueled; if you’re a visitor, take all of your belongings as there is no way to predict when re-entry will be allowed. Check the town’s website and social media page as well as other local media for weather and evacuation information. For more emergency preparedness tips visit townofduck.com.

Ocean/Sound Access: There are no public beach access points or soundside beaches in Duck. Public sound access is in the Town Park for launching kayaks and canoes, and at the day-use boat piers located at the north and south ends of the boardwalk. There are no public motorized boat access points in Duck, located between Four Seasons Lane and the Duck Post Office, the trail continues on both sides of Duck Road (NC 12) as part of the wide shoulder. For safety, pedestrians are urged to use crosswalks. The Duck Boardwalk, which has access points throughout the Village, is another safe and scenic walking route.

Pedestrians, bicyclists, and in-line skaters share the Duck Trail. Motorized vehicles such as golf carts, mopeds and Segways are prohibited on the trail.

PLEASE OBSERVE THE FOLLOWING SAFETY GUIDELINES AT ALL TIMES:

While Using the Trail:
• Use marked crosswalks.
• Pedestrians always have the right-of-way, but stay alert for vehicles.
• Watch for cars entering and exiting from Duck Road (NC 12), side streets, and parking areas.
• Markers for each half-mile are located on the trail.
• Pedestrians should slow down when being passed.
• Cyclists should always pass on the left and alert those who are being passed.
• Clean up after your pet as a courtesy to trail users.
• Dogs must be on a leash.
• Follow all posted rules.

While Using the Trail in the Village:
In addition to guidelines above, for your safety:
• Pedestrians should walk/run facing oncoming traffic.
• Cyclists should ride with traffic.
• Wear bright clothing and use lights at night.

Town of Duck
DuckOBX
#DuckNC
DuckPR
Town of Duck

Lifeguard Stand (May 20 - Sept. 5)
Lifeguard Stand (June 20 - Aug. 12)
Town Boardwalk (1240 Duck Road to 1174 Duck Road)
Duck Trail (Multi-Use Path)
Duck Trail (Wide Shoulder)

Please note: should conditions on the beach change, stand locations may be shifted. Check townofduck.com for changes or updates.

Duck Trail Usage and Safety

The Duck Trail is a six-mile long, multi-use path that traverses the entire length of town. The trail is primarily located on the north side of Duck Road (ocean side). Through the commercial Village of Duck, located between Four Seasons Lane and the Duck Post Office, the trail continues on both sides of Duck Road (NC 12) as part of the wide shoulder. For safety, pedestrians are urged to use crosswalks. The Duck Boardwalk, which has access points throughout the Village, is another safe and scenic walking route.

Pedestrians, bicyclists, and in-line skaters share the Duck Trail. Motorized vehicles such as golf carts, mopeds and Segways are prohibited on the trail.

BEACH NOURISHMENT

A limited section (1.7 miles) of beach in Duck will undergo nourishment for a short period of time in 2016-2017. This is part of a larger project taking place throughout Dare County to help preserve the beaches that we all love. During the project, a progress map and updates will be available at www.MoreBeachtoLove.com. For town specific beach nourishment project history, timeline, FAQs, and updates, visit www.townofduck.com.

Golf Carts: Golf carts are never allowed on public roads including Duck Road (NC 12). Golf carts are prohibited on the Duck Trail and the soundside Duck Boardwalk.

Traffic & Personal Safety: Obey all posted speed limits, and use extreme caution as Duck has heavy pedestrian and bicycle traffic along Duck Trail and Duck Road (NC 12). Use caution when turning onto side streets. Remember: don’t drink and drive; remove personal items from vehicles, and lock vehicles and residences.

Trash: Curbside pick-up is offered for both:

Solid waste:
Monday & Friday from May 1 to September 30; Mondays October 1 to April 30 and Recycling:
Every Monday from May 1 to October 31; first & third Mondays November 1 to April 30

Containers should be curbside by 5:00 a.m. on the day of pick-up. Trash left outside of containers will not be picked up. Report missed collections immediately to 252.255.1234.

Pets: Dogs are required to be vaccinated for rabies, collared with proper identification, and controlled by a leash or restraint throughout the town, including the park, boardwalk, and Duck Trail.

Beach Safety Tips
• Wear bright clothing and use lights at night.
• Cyclists should always pass on the left and alert those who are being passed.
• Clean up after your pet as a courtesy to trail users.
• Dogs must be on a leash.
• Follow all posted rules.

Beach Safety Tips:
• Use walkways and designated beach accesses.
• DUNES ARE FRAGILE! Do not walk, climb, dig, slide, jump or rappel off dunes.
• Vehicles are not permitted on our beach between May 1 and September 30. There is no public vehicular access.
• Vehicle access.
• Maintain a 15' perimeter around lifeguard stands for rescue vehicle access.
• Do not tie tents together and keep 10' minimum between tents.
• Fireworks and bonfires are not permitted.
• Do not tie tents together and keep 10' minimum between tents.
• Lifeguards are available for:
• Emergency contacts, reports of stranded sea info., reports of stranded sea
• Beach safety tips, rip current info., reports of stranded sea
• Keep at least 15’ between beach dune and tents for emergency access.
• Maintain a 15’ perimeter around lifeguard stands for rescue vehicle access.
• Do not tie tents together and keep 10’ minimum between tents.
• Fireworks and bonfires are not permitted.
• Keep at least 15’ between beach dune and tents for emergency access.
• Maintain a 15’ perimeter around lifeguard stands for rescue vehicle access.
• Do not tie tents together and keep 10’ minimum between tents.
• Fireworks and bonfires are not permitted.
• Keep at least 15’ between beach dune and tents for emergency access.
• Maintain a 15’ perimeter around lifeguard stands for rescue vehicle access.
• Do not tie tents together and keep 10’ minimum between tents.
• Fireworks and bonfires are not permitted.
Item Title: Ferry vessel funding

Item Summary: Attached is DRAFT legislation Representative Paul Tine will be introducing in the Legislative short session which begins on April 25, 2016. Staff has provided this item for your information and discussion.

Specific action requested: Discussion

Number of attachments: 1

The Draft legislation would cease the collection of ferry tolls and repeal the Board of Transportations regulations implementing ferry tolls. It would also appropriate $13,850,000.00 each year from the Highway Fund to the Ferry Division to be used to rehabilitate and replace ferry vessels and infrastructure at the North Carolina State Shipyard as well as system terminals.

This item is being presented to you for your information and discussion.
A BILL TO BE ENTITLED
AN ACT TO PROVIDE STABILITY AND PREDICTABILITY WITHIN THE STATE FERRY SYSTEM BY RESTORING STATE CONTROL TO THE SETTING OF FERRY TOLLS AND PROVIDING STATE FUNDS FOR THE REHABILITATION AND REPLACEMENT OF FERRIES AND OTHER CAPITAL IMPROVEMENTS, AS RECOMMENDED BY THE SELECT COMMITTEE ON STRATEGIC TRANSPORTATION PLANNING AND LONG TERM FUNDING SOLUTIONS.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 136-82 reads as rewritten:

"§ 136-82. Department of Transportation to establish and maintain ferries.
(a) Powers of Department. – The Department of Transportation is vested with authority to provide for the establishment and maintenance of ferries connecting the parts of the State highway system, whenever in its discretion the public good may require, and shall prescribe and collect tolls on the ferry routes as established by the Board of Transportation following the procedures set forth in this section.

(b) Establishment of Tolling. – The Board of Transportation may establish tolls on any untolled ferry route as set forth in this subsection. Prior to establishing tolls on an untolled ferry route, the Board of Transportation must receive a resolution approved by the Transportation Advisory Committee of each affected local transportation planning organization requesting tolls on that route. No later than March 1, 2014, the Department shall hold a separate public hearing in the geographic area of each untolled ferry route and invite each affected local transportation planning organization. At the public hearing, the Department shall present an explanation of the toll setting methodology, the impact of tolling on the availability of funding for other local transportation priorities, and the minimum and maximum toll rates. After the public hearing, an affected local transportation planning organization may consider and adopt a ferry tolling resolution. The Board of Transportation shall adopt the toll at its next regularly scheduled meeting after receipt of the ferry tolling resolutions required by this subsection. The Department shall collect the toll as soon as is feasible following its adoption, but in no case more than 180 days after adoption of the toll. The establishment of tolls by the Board of Transportation pursuant to the authority granted in this section shall be exempt from the provisions of Chapter 150B of the General Statutes. For purposes of this section, “affected local transportation planning organization” means any Metropolitan Planning Organization or Rural Transportation Planning Organization with geographic jurisdiction over any part of an untolled ferry route, and “untolled ferry route” means any ferry route for which no tolls were in effect as of June 30, 2013.
(c) Revisions of Tolls. — The Department of Transportation shall report to the Fiscal Research Division, the Joint Legislative Transportation Oversight Committee, and all affected local transportation planning organizations 30 days prior to any change in toll rates or change in the toll setting methodology by the Board of Transportation.

(d) Use of Toll Proceeds. — The Department of Transportation shall credit the proceeds from tolls collected on North Carolina Ferry System routes and certain receipts generated under subsection (f) of this section to reserve accounts within the Highway Fund for each of the Highway Divisions in which system terminals are located and fares are earned. For the purposes of this subsection, fares are earned based on the terminals from which a passenger trip originates and terminates. Commuter pass receipts shall be credited proportionately to each reserve account based on the distribution of trips originating and terminating in each Highway Division. The proceeds credited to each reserve account shall be used exclusively for prioritized North Carolina Ferry System ferry passenger vessel replacement projects in the Division in which the proceeds are earned. Proceeds may be used to fund ferry passenger vessel replacement projects or supplement funds allocated for ferry passenger vessel replacement projects approved in the Transportation Improvement Program.

... (f) Authority to Generate Certain Receipts. — The Department of Transportation, notwithstanding any other provision of law, may operate or contract for the following receipt-generating activities and, except as otherwise provided in subsection (f1) of this section, use the proceeds for ferry passenger vessel replacement projects in the manner set forth in subsection (d) of this section exclusively for prioritized North Carolina Ferry System ferry passenger vessel replacement projects in the Division in which the proceeds are earned:

(1) Operation of, concessions on the ferries and at ferry facilities to provide to passengers on the ferries food, drink, and other refreshments, personal comfort items, Internet access, and souvenirs publicizing the ferry system.

(2) Sponsorships, including, but not limited to, the sale of naming rights to any ferry vessel, ferry route, or ferry facility.

(3) Advertising on or within any ferry vessel or at any ferry facility, including, but not limited to, display advertising and advertising delivered to passengers through the use of video monitors, public address systems installed in passenger areas, and other electronic media.

(4) Any other receipt-generating activity not otherwise forbidden by applicable law pertaining to public health or safety.

Proceeds may be used to fund ferry passenger vessel replacement projects or supplement funds allocated for ferry passenger vessel replacement projects approved in the Transportation Improvement Program. The Department may issue rules to implement this subsection.

(f1) Use of Receipts Generated From Shipyard. — The Department of Transportation shall credit the proceeds from receipts generated under subsection (f) of this section from activities performed by the North Carolina State Shipyard to a reserve account within the Highway Fund to be used exclusively for improvements to the Shipyard, including equipment and associated infrastructure. Notwithstanding the restrictions on the use of proceeds set forth in subsections (d) and (f) of this section, the Department may use a proportional amount of the proceeds credited to each reserve account described in subsection (d) of this section to replace or repair equipment in accordance with this subsection if there is an insufficient amount of funds in the reserve account within the Highway Fund for the Shipyard.

(g) Confidentiality of Personal Information. — Identifying information obtained by the Department related to operation of the ferry system is not a public record under Chapter 132 of the General Statutes and is subject to the disclosure limitations in 18 U.S.C. § 2721 of the federal Driver's Privacy Protection Act. The Department shall maintain the confidentiality of all information required to be kept confidential under 18 U.S.C. § 2721(a), as well as any financial
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SECTION 1. Information, transaction history, and information related to the collection of a toll or user fee from a person, including, but not limited to, photographs or other recorded images or automatic vehicle identification or driver account information generated by radio-frequency identification or other electronic means. The Department may use identifying information only for purposes of collecting and enforcing tolls, user fees. Nothing in this section is intended to limit the right of any person to examine that person's own account information, or the right of any party, by authority of a proper court order, to inspect and examine identifying information."

SECTION 2. G.S. 7A-312(a) reads as rewritten:

"(a) A juror in the General Court of Justice including a petit juror, or a coroner's juror, but excluding a grand juror, shall receive twelve dollars ($12.00) for the first day of service and twenty dollars ($20.00) per day afterwards, except that if any person serves as a juror for more than five days in any 24-month period, the juror shall receive forty dollars ($40.00) per day for each day of service in excess of five days. A grand juror shall receive twenty dollars ($20.00) per day. A juror required to remain overnight at the site of the trial shall be furnished adequate accommodations and subsistence. If required by the presiding judge to remain in a body during the trial of a case, meals shall be furnished the jurors during the period of sequestration. Jurors from out of the county summoned to sit on a special venire shall receive mileage at the same rate as State employees. Persons summoned as jurors shall be exempt during their period of service from paying a ferry toll required under G.S. 136-82 to travel to and from their homes and the site of that service."

SECTION 3. G.S. 136-189.11(b)(8) is repealed.

SECTION 4. The Board of Transportation shall cease collecting ferry tolls on the effective date of this act and shall take action as expeditiously as possible to repeal its regulations implementing ferry tolls. Prepaid tolls or commuter pass payments received by the Department of Transportation for ferry trips on or after the effective date of this act shall be refunded or, in the case of prepaid commuter passes, partially refunded based on the proportion of the time period covered by the commuter pass for which tolls were in effect. Any funds remaining in the reserve accounts described in G.S. 136-82(d) as of the effective date of this act shall be used for the rehabilitation and replacement of vessels and infrastructure at the North Carolina State Shipyard and the system terminals."

SECTION 5. Beginning in the 2016-2017 fiscal year, there is appropriated from the Highway Fund to the Ferry Division of the Department of Transportation thirteen million eight hundred fifty thousand dollars ($13,850,000) in recurring funds to be used for the rehabilitation and replacement of vessels and infrastructure at the North Carolina State Shipyard and the system terminals.

SECTION 6. This act becomes effective July 1, 2016.
Agenda Item No. 5

Item Title: Regional project scoring

Item Summary: We will need to apply our local input points to our “regional” projects during the meeting.

Specific action requested: Assign local input points to “regional” highway projects

Project scores were released on April 13, 2016. No Highway projects in the ARPO region received funding from the “statewide” level, however, some highway projects at the “regional” level scored well and could possibly be funded.

We will only need to apply local input points to “regional” highway projects at this time. The “regional” projects will be scored by the SPOT office, and in August, we will apply “division” level local input points.

Please note the following information from our adopted Methodology:

- The ARPO received 1300 local input points (100 points each from 13 projects)
- The top scoring Division level project, within each County, will receive 100 local input points provided the SPOT score exceeds 10 points.
- If a county does not have a project which meets the above criteria, projects, which exceed a SPOT score of 10 points, will be selected by the highest SPOT score.
- We can deviate from our methodology provided a majority of the TCC and a majority of the TAC agree to do so. Any deviation from our adopted point assignments will be disclosed to the public and reason(s) why will be published on the ARPO website.
ARPO Prioritization 4.0 Methodology

Session Law 2012-84 requires Metropolitan Planning Organizations and Rural Planning Organizations (MPO’s and RPO’s) to develop a ranking process for highway, bicycle/pedestrian, public transit, aviation, rail and ferry projects. The ranking process must be data driven and include a combination of quantitative data and qualitative and local input. The following process applies to all projects ranked as “regional” and “division” funding in the counties of Currituck, Camden, Gates, Pasquotank, Perquimans, Chowan, Washington, Tyrrell, Hyde and Dare. Funding levels are as defined in the 2013 Strategic Transportation Investment Law. Following is a timeline for project solicitation, project ranking process and ARPO point assignment. These dates are subject to change as we work through this process.

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Description</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>May- June 2015</td>
<td>Solicit new projects. If new projects exceed SPOT’s cap for new projects, the TCC will make a recommendation to the TAC at the July 22 meeting.</td>
<td>RPO Staff</td>
</tr>
<tr>
<td>July 22 ,2015</td>
<td>TAC finalizes and tentatively approves project list</td>
<td>TAC</td>
</tr>
<tr>
<td>August-September 2015</td>
<td>Review local input point methodology and make revisions if needed.</td>
<td>RPO staff – TCC/TAC</td>
</tr>
<tr>
<td>October 21, 2015</td>
<td>Public Hearing- Final approval of project list and tentative approval of Local Input Methodology and release for a 30 day public comment period.</td>
<td>TCC/TAC</td>
</tr>
<tr>
<td>November – December 2015</td>
<td>Public comment period for Local Input Methodology</td>
<td>RPO Staff</td>
</tr>
<tr>
<td>January 27, 2016</td>
<td>TAC approves Local Input Methodology</td>
<td>TAC</td>
</tr>
<tr>
<td>February-March</td>
<td>Scores projects based on Local Input methodology</td>
<td>RPO Staff</td>
</tr>
<tr>
<td>March 2016</td>
<td>TIP Unit programs Statewide projects</td>
<td>NCDOT</td>
</tr>
<tr>
<td>April 27, 2016</td>
<td>TAC approves Regional and Division project scores and assigns local input points to regional projects.</td>
<td>TAC</td>
</tr>
<tr>
<td>Late May 2016</td>
<td>Regional local input points entered into SPOT On!ine</td>
<td>RPO Staff</td>
</tr>
<tr>
<td>August 24, 2016</td>
<td>Review regional scores with TAC and assign final Division local input points.</td>
<td>TAC</td>
</tr>
<tr>
<td>September 2016</td>
<td>Division scores entered into SPOT On!line</td>
<td>RPO Staff</td>
</tr>
<tr>
<td>December 2016</td>
<td>Draft STIP released</td>
<td>NCDOT</td>
</tr>
</tbody>
</table>

During the months of May through June of 2015, the ARPO started soliciting projects from local government Managers and Planners who, in turn, solicited projects from organizations and the public in their respective communities.

In July of 2015, the results of the project solicitation will be reviewed by the Technical Coordinating Committee (TCC) and then be presented to the Technical Advisory Committee (TAC) at their October meeting for tentative approval. If new projects exceed the maximum number allowed, the TAC will choose which projects to submit based on recommendations from NCDOT Division 1, TCC, and RPO staff. The process and point assignment methods will also be reviewed by the TCC and presented to the TAC, for tentative approval, at their October meeting. The methods described herein are subject to change based on the public comment process described later in this document.

In October of 2015, ARPO staff will submit new projects to NCDOT through the SPOT On!ine system and in November - through December 2015 a 30 day Public comment period will be opened for public review of the ARPO local point assignment methodology.
In January of 2016, TAC members will meet and hold a Public meeting regarding adoption of the local point assignment methodology. During this time, results of the public comment period will also be reviewed and considered by the TAC prior to adopting a final methodology. Once final TAC approval for local point assignment methodology occurs, approved methodologies will be sent to the SPOT office for their final approval no later than February 1, 2016.

In May of 2016, the TAC will hold a Public meeting regarding the final point assignment for projects and results of the public comment period will also be presented and considered by the TAC. Final approval, point assignment and submission to SPOT office will occur by September of 2016.

In the winter of 2016 NCDOT will release the Draft STIP.

**Public Input process**

**Methodology**

This methodology will be tentatively approved by the TCC and TAC at their October 2015 meeting. Once approved by the TAC, the RPO will release the draft methodology for a 30-day public comment period. This comment period will be advertised on the RPO website at [www.albemarlecommission.org/planning/](http://www.albemarlecommission.org/planning/) and via local media. The results of the public comment period will be presented to the TCC and TAC at their January 2016 meeting where the public will also be able to submit comments. All public comments will be documented and reasonable edits to the methodology may be made prior to TAC approval and submittal to the SPOT office. All public comments will be documented, filed by the RPO and distributed to local entities to consider for future prioritization processes and transportation plans. No new projects will be added to the Prioritization 4.0 list due to the fact the NCDOT deadline for submitting new projects will have passed.

**Project ranking**

The RPO will present the recommended point assignments and scores of all projects to the TCC and TAC at their March 2016 meetings. Once approved by the TAC, the RPO will release the recommended projects and point assignments for a 30-day public comment period. This comment period will be advertised on the RPO website [www.albemarlecommission.org/planning/](http://www.albemarlecommission.org/planning/) and via local media. The results of the public comment period will be presented to the TCC and TAC at their May 2016 meetings where the public will also be able to submit comments and all public comments will be documented. In May 2016, the TAC will be asked to approve the project list and final point assignments. Once complete, the list and points assignments will be available on the RPO website.

**Ranking Process**

**Division level**

Projects involving SR routes, bicycle and pedestrian transportation, transit, airports and ferry vessels are evaluated at the Division level. The Albemarle Rural Planning Organization receives 1300 local allocation points at the Division level. Once all projects are scored using the methodology described below, the ARPO staff will develop a ranked list of projects within each county and within the RPO as a whole based on the outcome of the scoring. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The top scoring Division level project, within each county will be allocated 100 points to reach the ARPO's total allocation of 1300 points provided their quantitative score exceeds 10 points in the Division needs category. This promotes geographic equity of projects. In the event that any counties do not have at least one Division level project, which meets the criteria above, one project from each mode which quantitative score exceeds 10 points in the Division needs category will be selected from the list of remaining projects within the RPO as a whole in order to reach the ARPO's allocation of 1300 points. Projects will be selected in the following order, Highway, Aviation, Ferry, Transit and Bike and Ped. Should two or more projects of the same or different modes tie, the Strategic Prioritization Office of Transportation (SPOT) score will be used as the tie-breaker. Since funding in the Division category is limited, Statewide or Regional projects, that cost more than $20,000,000, that cascade down to the Division level will not be considered for Division qualitative points.
### Division Level (Highways and ferries)

<table>
<thead>
<tr>
<th>Criteria</th>
<th>0 points</th>
<th>5 points</th>
<th>10 points</th>
<th>15 points</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Safety score</strong></td>
<td>26-49</td>
<td>50-74</td>
<td>75-100</td>
<td></td>
</tr>
<tr>
<td>Calculation based on the crash frequency and severity along sections of a particular roadway. This score is generated in the quantitative scoring process.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transportation Plan consistency</strong></td>
<td>Project is not in STIP, CTP, or other locally adopted plan</td>
<td>Project will be incorporated into CTP or other locally adopted plan</td>
<td>Project is in STIP, CTP, or other locally adopted plan</td>
<td></td>
</tr>
<tr>
<td>Is the proposed project part of an existing, or proposed, adopted Plan?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Economic Development/Employment access</strong></td>
<td>Provides access within a 20 mile radius of an existing or proposed employment center* with 20 or more employees.</td>
<td>Provides access within a 15 mile radius of an existing or proposed employment center* with 100 or more employees.</td>
<td>Provides access within a 10 mile radius of an active industrial/business park or proposed new employment center* with more than 100 employees.</td>
<td></td>
</tr>
<tr>
<td>Does the project provide direct connection to a downtown district, business district, government center, educational center healthcare center, prison, military base or agricultural center? Must meet both distance and employment criteria to be eligible to receive points.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Multimodal elements</strong></td>
<td>Project does not incorporate or connect to facilities of another mode</td>
<td>Project incorporates or connects to facilities of another mode</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the project incorporate other modes of transportation (a sidewalk along a road etc.)?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Existing deficiency</strong></td>
<td>Existing facility/service available</td>
<td>Existing facility/service available, but contains gap with lower level of service/intermittent service</td>
<td>No existing facility/service available.</td>
<td></td>
</tr>
<tr>
<td>Does the project address an existing gap in the transportation system?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Roadway and shoulder width</strong></td>
<td>Currently exceeds NCDOT minimum standards</td>
<td>Currently meets NCDOT standards</td>
<td>Currently does not meet NCDOT standards</td>
<td></td>
</tr>
<tr>
<td>Does the current condition not meet, meet or exceed NCDOT minimum standards?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Evacuation</strong></td>
<td>The project is not an official NCDOT evacuation route</td>
<td>The project is an official NCDOT evacuation route</td>
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</tr>
<tr>
<td>Is the project part of an official NCDOT evacuation route?</td>
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</table>

*An employment center is defined as a downtown district, business district, government center, educational center healthcare center, prison, military base, or agricultural center.*
## Division Level (bicycle and pedestrian transportation, transit, aviation)

<table>
<thead>
<tr>
<th>Criteria</th>
<th>0 points</th>
<th>5 points</th>
<th>15 points</th>
<th>25 points</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation Plan consistency</strong></td>
<td>Project is not in STIP, CTP, LCP, CTSP, ALP or other locally adopted plan.</td>
<td>Project will be incorporated into CTP or other locally adopted plan.</td>
<td></td>
<td>Project is in STIP, CTP, LCP, CTSP, ALP or other locally adopted plan.</td>
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<tr>
<td><strong>Economic Development/ Employment access</strong></td>
<td>Provides access within a 3 mile radius of a proposed or existing employment center* with more than 20 employees.</td>
<td>Provides access within a 2 mile radius of an existing or proposed employment center* with more than 100 employees.</td>
<td></td>
<td>Provides access within 1 mile radius of an active industrial/business park or proposed new employment center* with more than 100 employees.</td>
</tr>
<tr>
<td><strong>Multimodal elements</strong></td>
<td>Project does not incorporate or connect to facilities of another mode</td>
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<td></td>
<td>Project incorporates or connects to facilities of another mode</td>
</tr>
<tr>
<td><strong>Existing deficiency</strong></td>
<td>Existing facility/service available</td>
<td>Existing facility/service available, but contains gap with lower level of service/intermittent service</td>
<td></td>
<td>No existing facility/service available.</td>
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### Regional level (NC Routes)

Projects involving NC routes are evaluated at the Regional level and the Albemarle Rural Planning Organization also receives 1300 points for these projects. Once all projects are scored using the methodology described below, the ARPO staff will develop a ranked list of projects within each county and within the RPO as a whole based on the outcome of the criteria below. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The top scoring Division level project, within each county will be allocated 100 points to reach the ARPO’s total allocation of 1300 points provided their quantitative score exceeds 10 points in the Regional needs category. This promotes geographic equity of projects. In the event that any counties do not have at least one Regional level project, which meets the criteria above, one projects from each mode which quantitative score exceeds 10 points in the Regional needs category will be selected from the top of the list of remaining projects within the RPO as a whole in order to reach the ARPO’s allocation of 1300 points. Should two or more projects of the same or different modes tie, the Strategic Prioritization Office of Transportation (SPOT) score will be used as the tie-breaker. Since funding in the Division category is limited, Statewide or Regional projects, that cost over 20,000,000, that cascade down to the Division level will not be considered for Division qualitative points.
### Regional level (Highways and transit)

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<tr>
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</tr>
<tr>
<td>Economic Development/Employment access</td>
<td>Provides direct access within a 20 mile radius of an existing or proposed employment center* with more than 20 employees.</td>
<td>Provides direct access within a 15 mile radius of an existing or proposed employment center* with more than 100 employees.</td>
<td>Provides direct access within a 10 mile radius of an active industrial/business park or proposed new employment center* with more than 100 employees.</td>
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Any justification/rationale for local point assignment deviation from the TAC adopted and SPOT office approved Methodology by the TAC will be posted on the ARPO website for public inspection. Special consideration to deviate from the approved Methodology includes, but is not limited to, projects not being competitive in their respective categories, projects that are not far enough along in the planning process to warrant funding, projects that have strong local government support, and projects that have strong public support. Any deviation from the approved Methodology must be agreed upon by a majority of TCC and TAC members as outlined in the ARPO Bylaws. This allowance is envisioned as a safety net to provide local oversight to the data-driven process and to compensate for any peculiar scores where the prioritization methodology fails to operate as expected. “Any local point assignment deviation from the methodology will be fully disclosed to the public and reason(s) why placed on the RPO website.”
### Revised P4.0 Schedule of Key Dates

<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 13, 2016</td>
<td>Quantitative Scores and Draft list of Programmed Statewide Mobility Projects released</td>
</tr>
<tr>
<td>April 18, 2016 – July 29, 2016</td>
<td>Regional Impact Local Input Points assignment window open (Division Needs Local Input Points optional)</td>
</tr>
<tr>
<td>August 2016</td>
<td>NCDOT calculates Regional Impact total scores and programs Regional Impact projects</td>
</tr>
<tr>
<td>September – October 2016</td>
<td>Division Needs Local Input Point window opens for 2 months</td>
</tr>
<tr>
<td>November 2016</td>
<td>NCDOT calculates Division Needs total scores and programs Division Needs projects</td>
</tr>
<tr>
<td>December 2016</td>
<td>NCDOT prepares 2018-2027 Draft STIP</td>
</tr>
<tr>
<td>January 2017</td>
<td>2018-2027 Draft STIP released</td>
</tr>
</tbody>
</table>

Updated April 19, 2016