



NORTH CAROLINA
Department of Transportation

P8 Workgroup Meeting #11

NCDOT SPOT Office

March 25, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Introduction



Agenda

| Topic | Time (Duration) | Goal |
|---|-------------------|------------------------|
| Start | 9:30 am | |
| Introduction | 9:30 am (15 min) | |
| Ferry Scoring Updates (<i>follow-up</i>) | 9:45 am (30 min) | Education / Discussion |
| Bike/Ped POI Updates (<i>follow-up</i>) | 10:15 am (30 min) | Discussion |
| Break | 10:45 am (15 min) | |
| Highway Submittal Cost Development (<i>follow-up</i>) | 11:00 am (60 min) | Discussion |
| Recap, Next Steps, Adjourn | By 12:00 pm | |

Housekeeping

- Virtual etiquette:
 - When you are not speaking, please mute yourself. This limits disruption from background noise.
 - Feel free to use the “Raise Hand” feature if you have a question. You can also type “Q” in the chat.
 - If you have technical issues, please send a direct message to the meeting host, “**Drew Finley – Fountainworks**”
- Virtual meeting reminder:
 - Primarily for education only
 - Questions and discussion are welcome
 - Consensus is not generally made in virtual meetings and is held for in-person meetings
- Parking Lot

Ferry Scoring Updates (*follow-up*)



Background and Goals of this Topic

- Previous meeting:
 - Provided background on current methodology and Ferry system
 - Reviewed motivations for proposed updates to Ferry scoring based on deficiencies in current scoring data
 - Introduced Ferry Division / ITRE process for reviewing data and updating the scoring methodology
- Goal for this meeting: Begin reviewing package of proposed updates to Ferry scoring

Begin guest slides



Ferry Scoring Updates

Slides to be provided at meeting

End guest slides



Ferry Stakeholder Group

- Met Friday, March 14
- Reviewed content of first two Workgroup meetings (background, motivations, process)
- Next meetings:
 - Wednesday, March 26
 - Friday, April 11

Next Steps

- Questions or clarifications?
- Next meeting will continue reviewing the remainder of proposed updates to Ferry scoring
- Continue to meet with Ferry Stakeholder Group to review proposed updates in tandem with Workgroup discussions
 - Feedback from this group will be shared with the Workgroup

Bike/Ped POI Updates



Background and Goals of this Topic

- Previous meeting:
 - Proceed with automating employment center POIs using Data Axle
- Goal for this meeting: obtain feedback on details of implementing Option #3 (automating employment POIs) for P8, in order to provide focus and direction for remaining Workgroup discussions

Discussion Points

For implementation in P8, Workgroup needs to determine:

- ☑ Which data source (if any) to utilize for Prioritization
 - March 11th – Workgroup agreed to proceed with using **Data Axle** to automate employment POIs
- Affirm/strengthen definition for employment POIs in scoring
- Determine data validation process prior to submittal window
- Consider the double counting element of POIs vs. Demand/Density

Employment Definition

- Currently used as “Employment Center” category of manually-entered POIs
- Submittal Guidance language (within Manual POI section):
 - “Employment Centers: businesses with at least 25 employees. May include a single building of multiple businesses that total at least 25 employees.”
- Goal: Edit threshold/minimum for employment
 - Currently 25
 - Suggestion so far = minimum of 3-5
 - Other thoughts?
 - Change name to “Employment” POIs (no longer focusing on “centers” only)
- Any interest in weighting employment based on size?

Data Validation Process

- March 11th – Workgroup agreed to utilize a data validation process for the automated employment POIs

Steps / Schedule

- Phase 1 – prior to utilization in scoring
 - Work is likely to occur during submittal window
 - NCDOT/ITRE internal review
 - Use NAICS codes for initial validation
 - Partner review
 - Threshold to guide partners – start with 50 and above?
 - Issues sent to SPOT by a specific deadline
- Scoring to happen offline during scoring window
- Phase 2 – after scoring
 - Partners will have opportunity to review project scores/data during data review period (along with all other scoring data)

Double Counting

Current POI setup:

- POI categories automatically measured within SPOT Online:
 - Government buildings
 - Fire/EMS
 - Transit routes
 - Schools (K-12, public/private), universities, colleges
 - Parks (national, state, local)
 - Tourist destinations (historic districts, major sports)
 - Medical (hospitals and public/private clinics)
 - Places of worship
 - Adult education centers
 - Grocery stores, convenience stores, and pharmacies
- POI categories manually added by project submitters:
 - Employment centers
 - Tourist destinations (museums, theaters, auditoriums, historic landmarks)
 - Shelters



Double Counting (cont.)

Proposed/reorganized POI setup:

- Categorize for attractors vs. employers
 - Acknowledges the intentional and distinctly different purposes
 - Acknowledges the double counting of most locations

Attractors:

- Government buildings
- Fire/EMS
- Transit routes
- Schools (K-12, public/private), universities, colleges
- Parks (national, state, local)
- Tourist destinations (historic districts, major sports)
- Medical (hospitals and public/private clinics)
- Places of worship
- Adult education centers
- Grocery stores, convenience stores, and pharmacies
- Tourist destinations (museums, theaters, auditoriums, historic landmarks) *
- Shelters *

Employers:

- Locations with employees of [# TBD] or more

Double Counting (cont.)

Demand / Density criteria

- Population per square mile * 50% + Employees per square mile * 50%

Overall questions for thought on double counting:

- Should we continue double counting POIs with multiple purposes (attractor and employer?)
 - Opportunity to add specific category for downtowns / CBD
- Should we continue double counting employment in POIs (Accessibility/Connectivity criteria) and Demand/Density criteria?

Next Steps

- Take this information into consideration for further discussion at April 8th in-person meeting
- Remember that P8 changes can be incremental, and some items can be put on the backburner/parking lot for P9 implementation
- If time allows, a follow-up step is to discuss implementation of Option #4 (automating other manual POIs)
 - Works in tandem with automating employment
 - This would completely eliminate the manual POI element of Bike/Ped scoring
- Reminder: Continuous, overarching goal through many cycles to eventually achieve POI scoring data that is consistently available statewide, resulting in a fully automated POI metric with no further manual burden on submitters

Highway Submittal Cost Development *(follow-up)*



Reminders

- Key takeaways after March 11th meeting:
 - The Workgroup expressed support for requiring an express design to be completed prior to project submittal for most Highway projects. This recommendation would not be implemented until the P9 cycle. There was discussion that this requirement apply to Rail and Bike/Ped submittals as well. We will be working to develop consensus around this concept.
 - The Workgroup expressed support for reducing the number of submittals for cycles after P8. There was also support expressed for reducing the number of Local Input Points commensurate with the reduction in number of submittals. Details are still being discussed.
 - The Workgroup expressed support for a change to the number of submittals in P8 such that the Division allocations be reduced to 0, while the formula for determining the number of submittals for POs remains unchanged. This will likely require additional coordination between Divisions and TPOs.
- Workgroup members were asked to seek input from their respective groups and peers on these takeaways, and each group will have an opportunity at this meeting to summarize the input they received

Outline

- Group report-outs on change to P8 Submittals
- Feasibility Studies Unit update on number of express designs completed recently and the number of submittals with an Express Design to come
- Group report-outs on support for Express Design requirement in P9
 - Level of support for requirement
 - Willingness/ability to reduce submittals for P9
- Discuss/plan next steps
 - For remainder of P8 Workgroup
 - After P8 Workgroup

Group report-outs on change to P8 Submittals

- Workgroup Members are asked to provide any feedback they have gathered on this topic
- Fountainworks will display a clock to help presenters keep remarks focused
 - Think of this like an Oscar Acceptance Speech
 - We won't keep you to a specific time, but may play you off-stage if needed
- Expected Reports:
 - Division Engineers
 - MPOs
 - RPOs
 - Additional Workgroup Members as they desire

Begin guest slides





NORTH CAROLINA
Department of Transportation

Express Design Overview: Project Completion Statistics

Matt Quesenberry

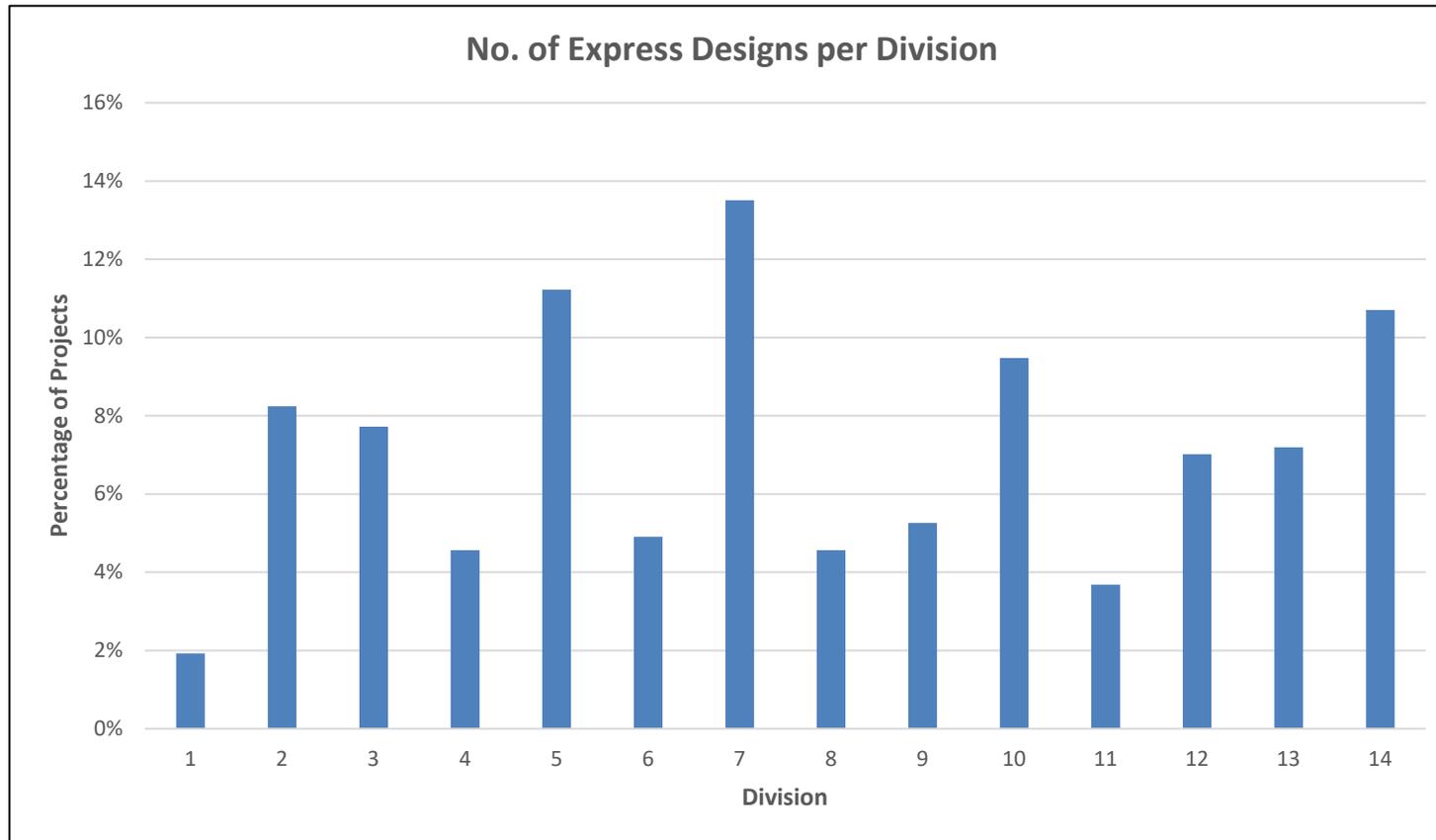
March 25, 2025

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Express Design Overview

Number of Express Designs Completed

- Approximately 570 express designs have been completed over the past 3 years.
- This averages out to be approximately 190 express designs / year.



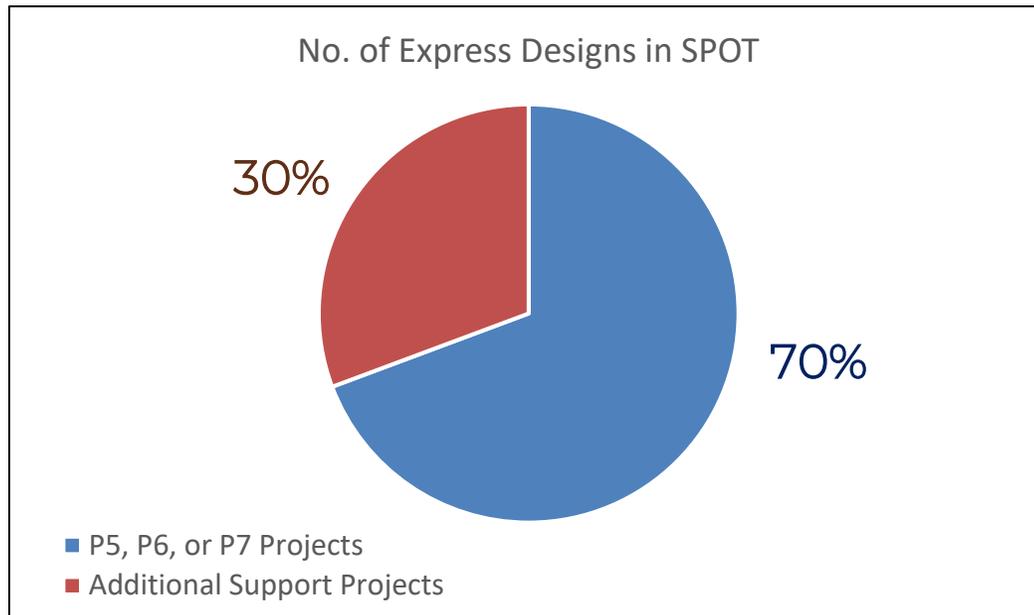
Disclaimers:

- The numbers displayed on this slide are estimates based on the best available information (i.e., the FSU database has recently been cleaned to remove duplicate project entries.)
- This number does **not** include cost estimate updates, nor does it include stand-alone express design traffic evaluations (EDTEs).

Express Design Overview

Number of Express Designs in SPOT

- Approximately 395 of the 570 express designs completed were for P5, P6, P7 projects (70%)
- The other 30% of express designs were for additional support projects (i.e., in the STIP, shelved STIP projects, or project planning support for projects without IDs).
- 268 express designs were completed for projects submitted into P7



Disclaimers:

- The numbers displayed on this slide are estimates based on the best available information (i.e., the FSU database has recently been cleaned to remove duplicate project entries.)
- This number does **not** include cost estimate updates, nor does it include stand-alone express design traffic evaluations (EDTEs).

Express Design Overview

P7 Express Designs by Specific Improvement Type (SIT) Code

| SIT Code Description | No. of Projects | % |
|--|-----------------|------|
| 1 - Widen Existing Roadway | 66 | 25% |
| 10 - Improve Intersection | 54 | 20% |
| 16 - Modernize Roadway | 27 | 10% |
| 8 - Improve Interchange | 23 | 9% |
| 4 - Upgrade Arterial to Signalized RCI Corridor | 16 | 6% |
| 11 - Access Management | 12 | 4% |
| 5 - Construct Roadway on New Location | 8 | 3% |
| 7 - Upgrade At-grade Intersection to Interchange or Grade Separation | 8 | 3% |
| 2 - Off-Road/Separated Linear Bicycle Facility (Bicycle) | 8 | 3% |
| 2 - Upgrade Arterial to Freeway/Expressway | 8 | 3% |
| 6 - Widen Existing Roadway and Construct Part on New Location | 6 | 2% |
| 3 - Upgrade Expressway to Freeway | 5 | 2% |
| 26 - Upgrade Roadway | 5 | 2% |
| 7 - Protected Linear Pedestrian Facility (Pedestrian) | 4 | 1% |
| 22 - Construct Auxiliary Lanes or Other Operational Improvements | 4 | 1% |
| 25 - Improve Multiple Intersections along Corridor | 4 | 1% |
| 18 - Widen Existing Local (Non-State) Roadway | 2 | 1% |
| 24 - Implement Road Diet to Improve Safety | 1 | 0.4% |
| 12 - Ramp Metering | 1 | 0.4% |
| 17 - Upgrade Freeway to Interstate Standards | 1 | 0.4% |
| 0500 - Runway Length & Width | 1 | 0.4% |
| 19 - Improve Intersection on Local (Non-State) Roadway | 1 | 0.4% |
| 8 - Multi-Site Pedestrian Facility (Pedestrian) | 1 | 0.4% |
| 20 - Convert Grade Separation to Interchange to Relieve Existing Congested Interchange | 1 | 0.4% |
| 21 - Realign Multiple Intersections | 1 | 0.4% |
| Grand Total: | 268 | |

| Legend |
|-----------------------------|
| Highway Projects |
| Bicycle/Pedestrian Projects |
| Aviation Project |

Disclaimers:

- The numbers displayed on this slide are estimates based on the best available information (i.e., the FSU database has recently been cleaned to remove duplicate project entries.)
- This number does **not** include cost estimate updates, nor does it include stand-alone express design traffic evaluations (EDTEs).

Contact Us

Matt Quesenberry

mnquesenberry@ncdot.gov

919-707-4663

 [ncdot.gov](https://www.ncdot.gov)

 [@NCDOT](https://twitter.com/NCDOT)

 [ncdotcom](https://www.instagram.com/ncdotcom)

 [NCDOTcommunications](https://www.youtube.com/NCDOTcommunications)

 [ncdotcom](https://www.soundcloud.com/ncdotcom)

 [@NCDOT](https://www.facebook.com/NCDOT)

 [NCDOT](https://www.linkedin.com/company/NCDOT)

 [NCDOTcommunications](https://www.discord.com/NCDOTcommunications)

 [View All Channels](#)

End guest slides



Group report-outs on change to Express Design Requirement

- Workgroup Members are asked to provide any feedback they have gathered on this topic.
- Feedback might include:
 - Level of support for requirement
 - Willingness/ability to reduce submittals for P9
 - Other changes that may need to occur concurrently
- Fountainworks will display a clock to help presenters keep remarks focused
 - Think of this like an Oscar Acceptance Speech
 - We won't keep you to a specific time, but may play you off-stage if needed
- Expected Reports:
 - Division Engineers
 - MPOs
 - RPOs
 - Additional Workgroup Members as they desire

Next Steps

- Finalize details on reduction in submittals for P8
- Work toward consensus on a recommendation for P9
 - Will we require an express design for a project to be submitted?
 - How will future express designs be allotted?
 - What modes will that requirement apply to?
 - Will that requirement apply to all submittals?
 - Will the number of submittals be adjusted?
 - What other adjustments are needed (e.g., LIPs, schedule, etc.)?
- Determine process and timeline for finalizing details of P9 recommendation
 - What needs to be decided in P8?
 - What can be decided after the P8 Workgroup concludes?
 - What format would discussions take after P8 Workgroup?
 - On-going subcommittee between P8 and P9?
 - P9 Workgroup Discussions including the use of a subcommittee?
 - Others?

Recap & Next Steps



Subcommittee Meetings

- Following today's meeting
- Accessibility/Connectivity: 1:00-2:30pm
- Modernization: 2:30-4:00pm

Upcoming Meetings

#12: In-Person

Tuesday, April 8, 2025

9:30am – 3:30pm

#13: Virtual

Tuesday, April 22, 2025

9:30am – 12pm

Thank you!

