



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

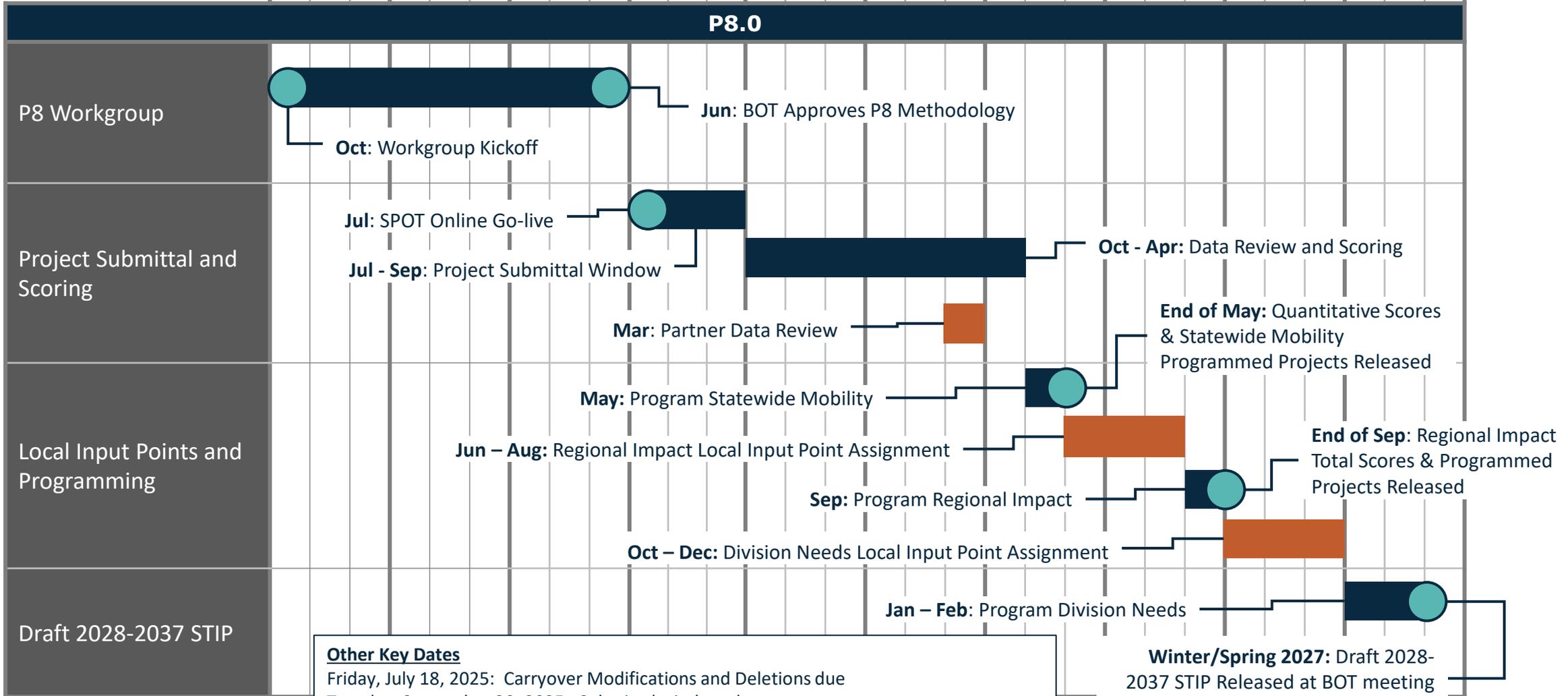
- Virtual etiquette:
 - When you are not speaking, please mute yourself. This limits disruption from background noise.
 - Feel free to use the “Raise Hand” feature if you have a question. You can also type “Q” in the chat.
 - If you have technical issues, please send a direct message to the meeting host, “**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

P8 Schedule

October 2024

- Fixed Dates
- Partner Input

2024	2025					2026					2027		
O N D	J F M	A M J	J A S	O N D	J F M	A M J	J A S	O N D	J F M				



Other Key Dates
 Friday, July 18, 2025: Carryover Modifications and Deletions due
 Tuesday, September 30, 2025: Submittal window closes
 Tuesday, September 30, 2025: Area-specific Weights due to SPOT Office
 Friday, May 1, 2026: Deadline for SPOT Office approval of LIP Assignment Methodologies

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 Division Scoring Changes for P8: Stakeholder Meeting 1 Summary and Vessel Metrics

Kai Monast
ITRE Public Transportation Group
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Stakeholder Meeting 1

- Friday, March 14
- Most Divisions and POs were represented
- Agenda
 - Introductions
 - Need presentation
 - Approach presentation
 - Feedback
- Next meeting is March 26

Feedback

- Coastal areas are very attuned to ferry operations
- Key takeaways
 - Some feel that the burden of funding Ferry Division capital needs is being unfairly borne by specific Regions and Divisions
 - Some believe other capital improvements are being delayed because of ferry-related capital projects
 - Some are concerned that capital funded at Regional and Division levels should always remain in those areas

Vessel Metrics

Proposed SIT Structure

- Replace Vessels
 - Support
 - Vehicle
 - Passenger
- Expand Vessels
 - Support
 - Vehicle
 - Passenger
- Replace Facilities
- Expand Facilities

Replace Support Vessels

- SIT 1: Replace Tug
- SIT 2: Replace Barge
- SIT 3: Replace Dredge

SIT 1-3: Replace Support Vessel

Name	Existing	Proposed
Accessibility/Connectivity Availability	# of Points of Interest	Vessel Down Days for the year / 365
Age	--	Age / Useful Life
Asset Condition Rating	Condition Score	Condition Score
Asset Efficiency	3 Year Maintenance Cost / 3 Year Replacement Cost	6 Year Planned and Corrective Maintenance Cost / (New Vessel and Facility Cost / Useful Life)
Benefits	Driving Hours Saved	--
Capacity/Congestion	% of Vehicles Left Behind	--

Replace Vessels

- SIT 4: Replace River Class
- SIT 5: Replace Sound Class
- SIT 6: Replace Passenger Ferry
- SIT 7: Replace Hatteras Class

SIT 4-7: Replace Vehicle Vessels

Name	Existing	Proposed
Accessibility/Connectivity Availability	# of Points of Interest	Missed Sailings / Scheduled Sailings
Age	--	Age / Useful Life
Asset Condition Rating	Condition Score	Condition Score
Asset Efficiency	3 Year Maintenance Cost / 3 Year Replacement Cost	6 Year Planned and Corrective Maintenance Cost / (New Vessel and Facility Cost / Useful Life)
Benefits	Driving Hours Saved	--
Capacity/Congestion	% of Vehicles Left Behind	--

Expand Vehicle Vessels

- SIT 8: Expand River Class
- SIT 9: Expand Sound Class
- SIT X: Expand Hatteras Class

SIT 8-9x: Expand Vehicle Vessels

Name	Existing	Proposed
Accessibility Availability	# of Points of Interest	New Vehicle Trips (10 Years)
Asset Condition Rating	Condition Score	--
Asset Efficiency	3 Year Maintenance Cost / 3 Year Replacement Cost	--
Benefits	Driving Hours Saved	Left Behind Vehicles * Wait Time to Next Sailing
Capacity/Congestion	% of Vehicles Left Behind	Vehicle Demand at 85 th Percentile / Vessel Capacity
Cost Effectiveness	--	(Cost / Useful Life) / New Vehicle Trips (10 Years)

Expand Passenger Vessels

- SIT 10: Expand Passenger Vessels

SIT 10: Expand Passenger Vessels

Name	Existing	Proposed
Accessibility Availability	# of Points of Interest	New Passenger Trips [10 Years]
Asset Condition Rating	Condition Score	--
Asset Efficiency	3 Year Maintenance Cost / 3 Year Replacement Cost	--
Benefits	Driving Hours Saved	Left Behind Passengers * Wait Time to Next Sailing
Capacity/Congestion	% of Passengers Left Behind	Passenger Demand at 85 th Percentile / Vessel Capacity
Cost Effectiveness	--	Cost / Useful Life / New Passenger Trips [10 Years]

Next Steps

- Present to the Ferry Stakeholder Group tomorrow
- Present metrics for all SITs to the Workgroup
- Complete P7 dataset for modeling
- Calculate and evaluate scores

End guest slides



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

Ferry Scoring Updates

Questions or clarifications?

Fountainworks is happy to serve as a feedback channel for comments received at stakeholder group meetings

The proposal presented today is to change the benefits calculation from travel time saved to number of passengers left behind. What is the logic behind this benefit?

It seems like the number of passengers left behind would be more of a congestion benefit

The benefit would be the new forecasted passenger trips

For the proposed definitions, I suggest picking Benefits or Capacity/Congestion since both are measuring delay



Questions or clarifications?

Availability should correspond to benefits

What is the forecasted need v. available current capacity?

Consider which elements are capturing the problem and which are capturing the effectiveness of the proposed solution



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

*manually entered by submitter

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

➤ *Mentimeter exercise to obtain feedback*

Mentimeter Exercise

Employment: The current threshold is **25**, but Workgroup members have suggested updating it to **3-5**. If you think 3-5 makes sense, please **explain why**

3. Why leave small businesses out? Those are often bike/ped trip generators.

Agree with reduction. Realizing trips to small businesses are often from customers.

25 made sense due to the data challenges of gathering employment data. With data axle we would have the ability to get number of employees. Would recommend including small businesses with 1+ employees

Agree with less than 25 employees since they are most likely to attract bike/ped trips

I am okay with this but no lower as we would get a lot of very small businesses, from their homes, not business locations

I think 3-5 makes sense in order to capture small businesses like coffee shops, bike shops etc... as well as small town downtowns.

Understand the need for 3-5, amount of data may be a bit overwhelming.

3-5 seems low



Employment: The current threshold is **25**, but Workgroup members have suggested updating it to **3-5**. If you think 3-5 makes sense, please **explain why**

Consider somewhere in between. 10-20.

Also, more change year to year with very small businesses

25 is a pretty good number for employment POI as long as we can pick up special generators like convenience stores separately.

I agree. 25 is actually a fairly large business.



Employment: If you think 3-5 does not make sense, please **explain why**. What would you propose instead of 3-5?

Too small, there is a lot of change from year to year and you are getting people's houses or have no showroom

Should we consider number of jobs, not just number of employers? One employer could have 100 jobs and another may have only 5

Seems too low for reliable data collection

25 is better

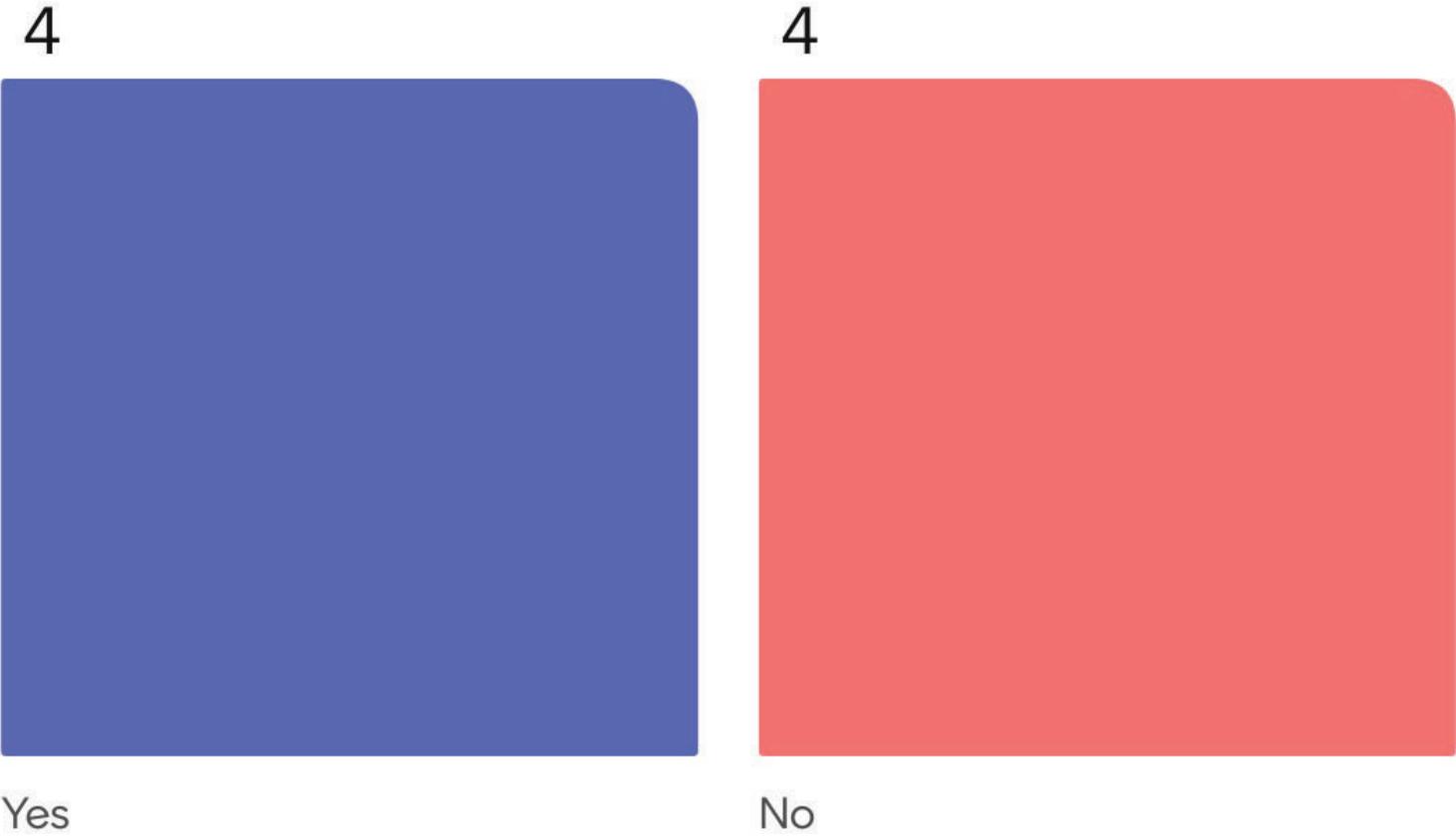
If there is concern about home offices being captured put a buffer to CBD or other employers



5



Do you support changing the name to **"Employment"** to no longer focus on centers only? (Current name is "Employment Center")



Please **feel free to elaborate** on your response

Business POI (it's not just about employment but distinct from other POIs)

i don't think threshold should be reduced. we already pick up convenience store, grocery, pharmacy

Centers means attractor. I need a word that indicates geography

Focus should be on access to jobs

We should make sure whatever we do it serves a higher demand area

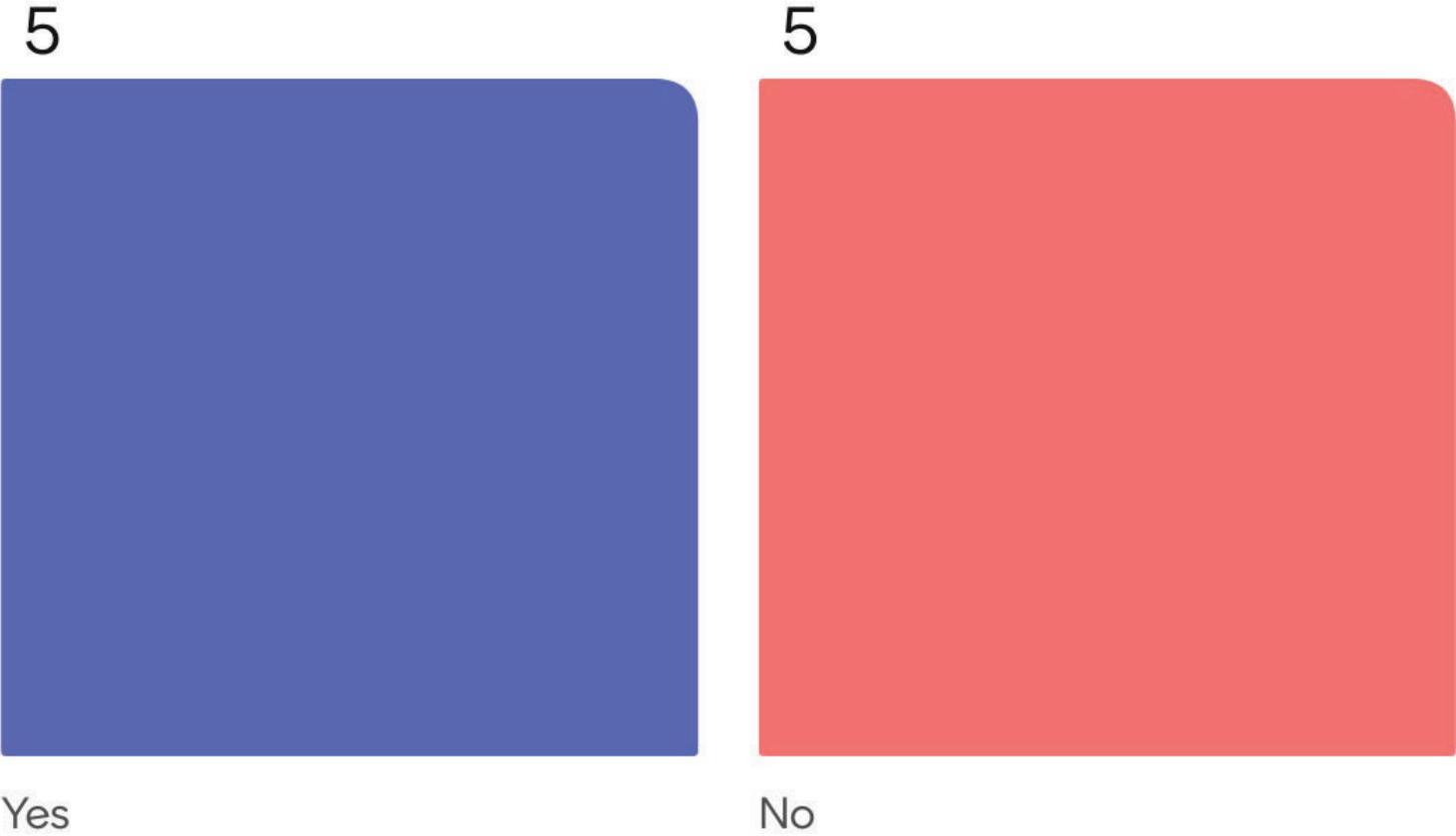
clustering of total employment in a zone is a more logical approach than individual sites



5



Are you interested in exploring **weighting employment based on size**?



Please **feel free to elaborate** on your response

clustering total employment
in a zone is better than
looking site to site

Improvements should
facilitate access to more
employment opportunities

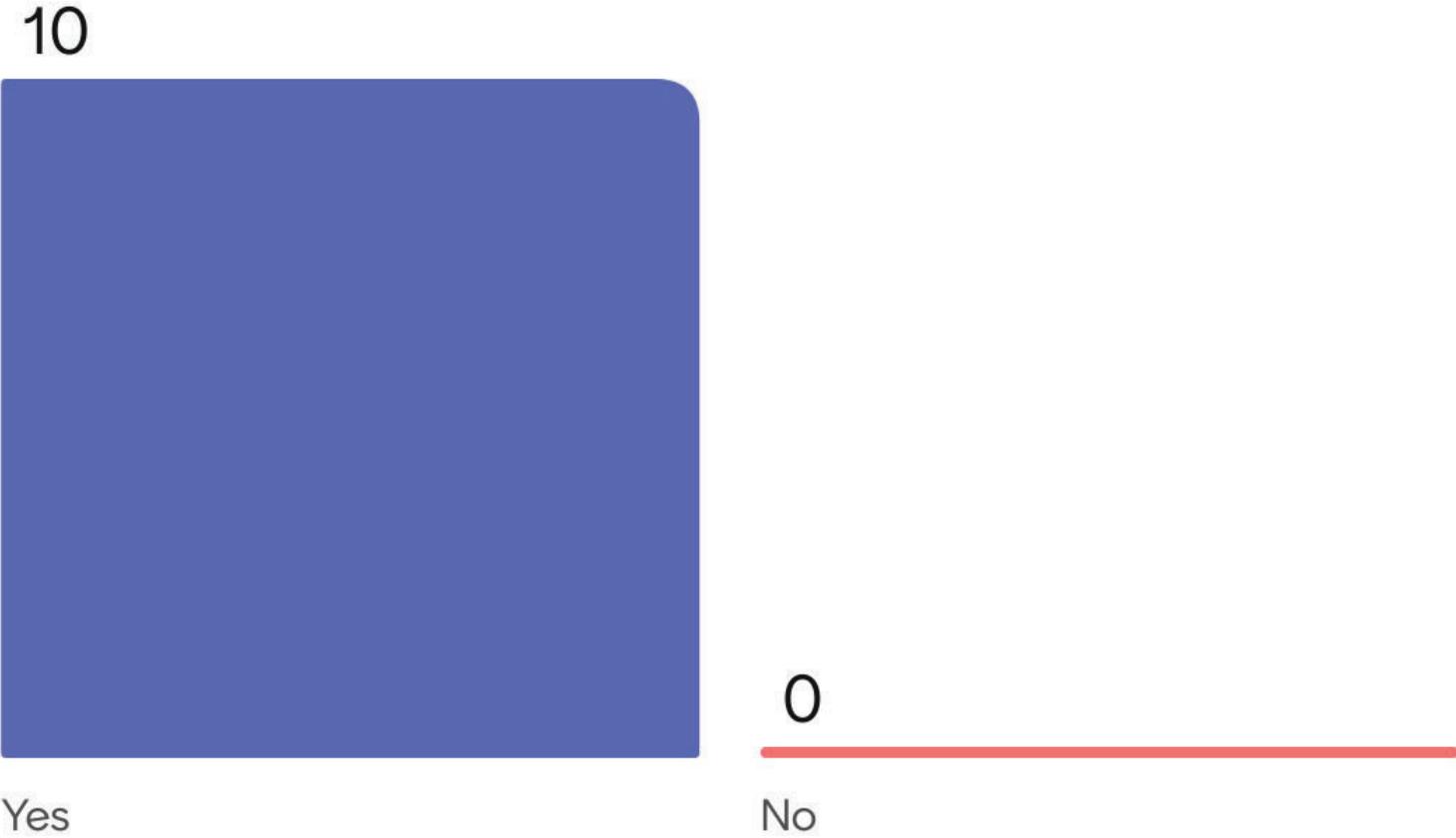
Redundant with
demand density



3



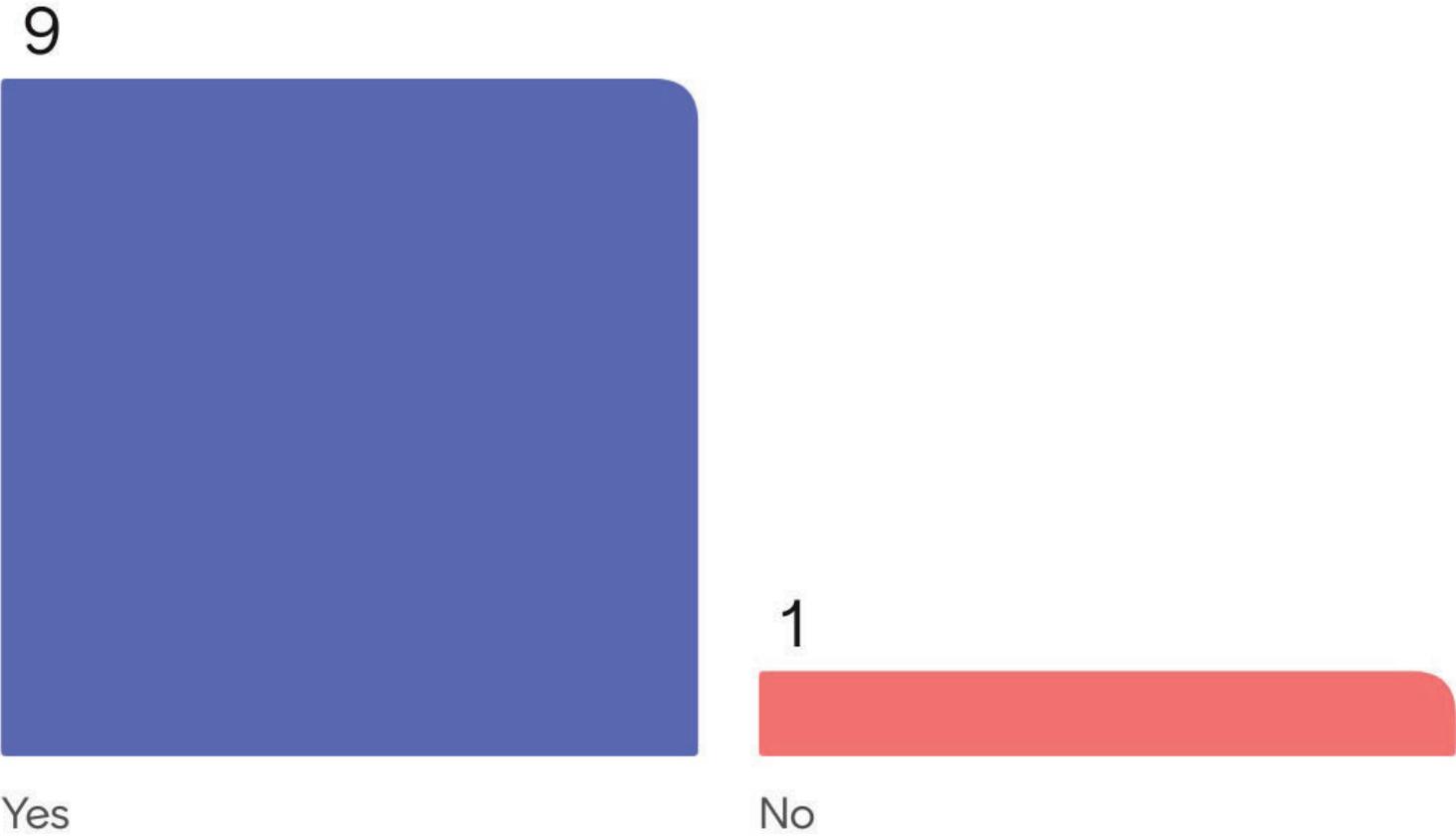
Should we **continue double counting POIs with multiple purposes?** (Attractor and Employer)



Please **feel free to elaborate** on your response



Should we **continue double counting employment** in POIs (Accessibility/Connectivity criteria) and Demand/Density criteria?



Please **feel free to elaborate** on your response



Bike/Ped POI Updates

Q: Were transit routes or transit stops used?

A: Transit stops was the ideal component, but stops were not universally accessible so we used transit routes



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

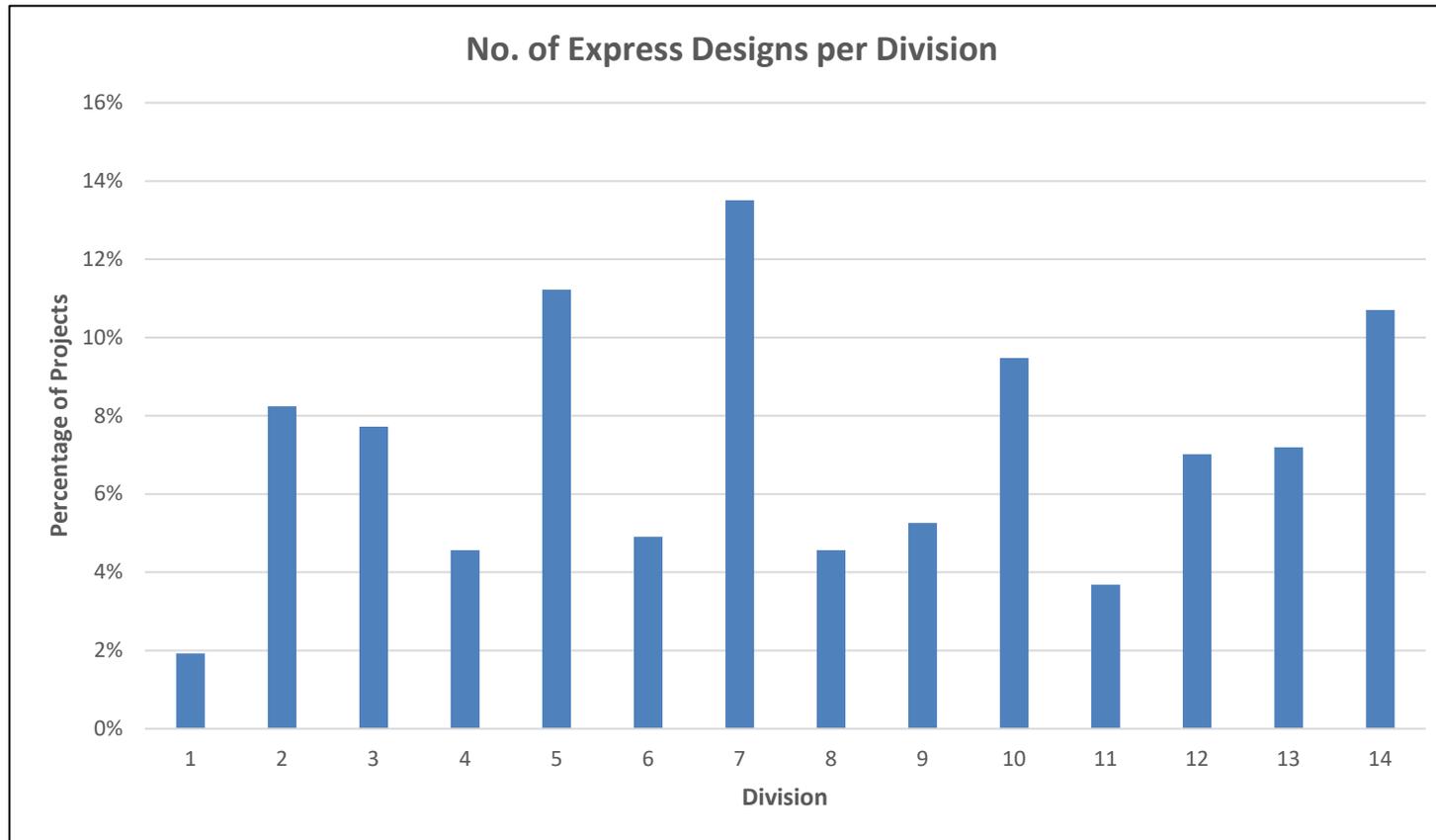
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Express Design Overview

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.



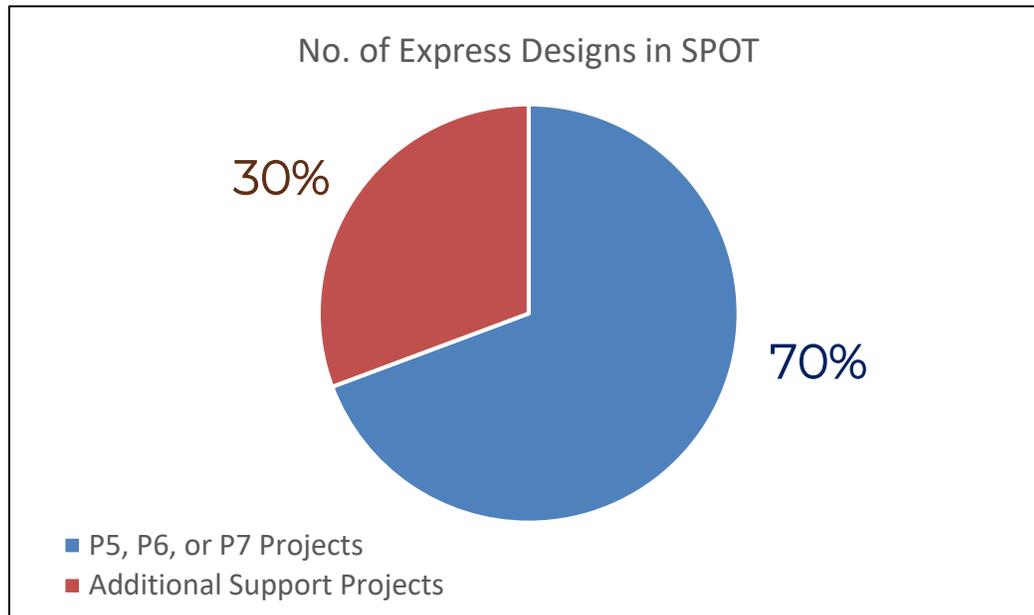
Disclaimers:

- 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



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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

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- This number does **not** include cost estimate updates, nor does it include stand-alone express design traffic evaluations (EDTEs).

Contact Us

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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?

What is your overall interest in **changing 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?

DE Report Out

We have discussed this proposal with all of the DEs

The DEs agree that we have a lot more submittals than we need

There is concern and **hesitancy** among the DEs to reduce the Division submittal allocations to zero for P8

Some Divisions even had concerns with dropping the submittal allocation number to 1, 2, or 3

In sum, not everyone is totally comfortable with having zero submittal allocations. We suggest developing a solution that strikes a balance of submittal allocations



MPO Report Out

It seems like there is interest in having more confidence in the information that goes into the SPOT process

There is some concern about NCDOT controlling the feasibility study requirement

Answers can be very different based on if the Department or a consultant reviews information

There is a general understanding that DEs have a seat at the table through TCCs

There is still some merit for analyzing a threshold for when we conduct express design studies

If DEs reduce but not eliminate submittals, some factor could potentially be developed ("haircut")



RPO Report Out

All of the RPOs discussed this proposal at a meeting

There was not a lot of concern with reducing DE submittals to zero for P8, but we do not want that decision to be a permanent precedent beyond P8

RPOs generally support the proposal

We do not want to reduce submittals based on funding



Additional WG Members Report Out

Other additional Workgroup members were offered the opportunity to provide their feedback. No feedback was provided.



FSU Express Design Overview - Notes

FSU: There is currently not an ability to break out express design data by MPO and RPO

Q: Shouldn't we determine which projects do not have express designs if we want to move forward?

Action Item: SPOT to work with Matt Q to develop the carryover list

I need the carryover list sooner rather than later



FSU: If a project has an existing express design and we confirm no changes to quantities or project concept, we go ahead and do a cost estimate

High right-of-way estimates seem to distort the picture

FSU: We recognize that high right-of-way cost estimates are an issue

FSU: We have instituted new requirements for using the AECOM right-of-way tool, which represents a positive step towards addressing this issue



FSU meets with DIT on Tuesday. They are working on developing an interactive online platform to view projects by region. They hope to have this tool ready by this summer

FSU is working on improving its data governance and plans to develop an updated list of projects from the past 3 years

More people will want to see express designs if we proceed down the path of requiring express designs for projects



What is your overall interest in **requiring an express design to be completed prior to project submittal for most Highway projects?**

What is your overall interest in reducing the number of submittals for cycles after P8?

DE Report Out

We do not have any specific feedback as a group on this question

We agree that we have way too many submittals and need to work to reduce them

How did we arrive at the current number of submittals we have, and why are we committed to that number?

We need to reduce submittals across the board

We could also gain ground by reducing the overall number of points on projects



MPO Report Out

I generally agree that we should reduce the number of submittals. The question is how to do that

We do not want to automatically say that a particular SIT is not eligible

We have recognized since P4 that there are too many submittals. Where we get stuck is determining a fair and equitable way to change the number of submittals or Local Input Points

Reducing the number of submittals is a solution to the problem, but is not the problem itself



Reducing the number of submittals would mean that we could no longer refer to the submittals as an expression of the true need in the State. We would further limit the actual picture of need in the State if we reduce submittals

The requirement for express designs should not be just through the Department and should include all who are qualified to conduct express designs

An open express design system that is transparent and reviewable at all stages is critical if a gatekeeper requirement were to be put in place



More robust quality assurance and quality control would need to happen, too. Changes have been implemented without important players knowing about them, and that needs to stop

Consultants are not decision makers on projects, nor are Department employees alone necessarily



RPO Report Out

The RPOs are not opposed to reducing the number of submittals

I agree with the point that DOT refers to submittals as a list of the true needs of the State. MPOs and RPOs put in different versions of the same project

We are not opposed to requiring express designs. We know that for RPOs, 100% of projects submitted would not receive express designs. We would oppose a 100% requirement

We are happy to move forward with considering requiring express designs. However, some RPOs are quite large and we are concerned that these large RPOs would not be able to have good competition



Additional WG Members Report Out

Other additional Workgroup members were offered the opportunity to provide their feedback. No feedback was provided.



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!

Attendance



Meeting Attendance – virtual

<u>Member Type</u>	<u>Name</u>	<u>Org Type</u>	<u>Organization</u>
Participant	Andy Bailey	NCDOT	Transportation Planning
Participant	Ben Chola*	NCDOT	SPOT - Highway
Participant	Ben Johnson	NCDOT	STIP - East
Participant	Brett Canipe	NCDOT	Division 10 Engineer
Participant	Brian Wert	NCDOT	STIP - Central
Participant	Chris Lukasina	MPO	Capital Area MPO
Participant	David Graham	RPO	High County RPO
Participant	Drew Cox	NCDOT	DOH Eastern Deputy Chief Eng.
Participant	Gretchen Belk	NCDOT	SPOT - Manager
Participant	Janet Robertson	RPO	Lumber River RPO
Participant	Jason Myers	NCDOT	Freight & Logistics (via Rail)
Participant	Karyl Fuller	RPO	Central Pines RPO
Participant	Matt Day	Advocacy	NC Reg. Council of Governments
Participant	Michael Kelly	Advocacy	NC Rural Center

<u>Member Type</u>	<u>Name</u>	<u>Org Type</u>	<u>Organization</u>
Participant	Michael Poe	NCDOT	Division 11 Engineer
Participant	Neil Burke	MPO	Charlotte Regional TPO
Participant	Reuben Blakley	NCDOT	Division 8 Engineer
Participant	Saman Jeffers*	NCDOT	SPOT - Highway
Participant	Sarah Lee	NCDOT	SPOT - Multimodal
Participant	Sean Egan	Advocacy	NC Metro Mayors
Participant	Tristan Winkler	MPO	French Broad River MPO
Participant	Tyler Meyer	MPO	Greensboro Urban Area MPO
Participant	Vicki Eastland	RPO	Land-of-Sky RPO

Meeting Attendance – virtual

<u>Member Type</u>	<u>Name</u>	<u>Org Type</u>	<u>Organization</u>
Advisory	Brian Murphy	NCDOT	Traffic Safety
Advisory	Kai Monast	NCDOT	IMD - Transit (ITRE)
Advisory	Richard Brown	NCDOT	SPOT Online
Advisory	Stephanie Ayers	NCDOT	NC Ports
Advisory	Terry Arellano	NCDOT	Strategic Initiatives & Program Support
Facilitation	Drew Finley	-	Fountainworks
Facilitation	Warren Miller	-	Fountainworks
Alternate	Deanna Trebil	MPO	New Bern Area MPO
Alternate	Mortaza Habibi	NCDOT	Aviation
Alternate	Neil Perry	NCDOT	Rail
Alternate	Sam Boswell	RPO	Cape Fear RPO
Guest	Steve Bert	-	ITRE
Guest	Matt Quesenberry	NCDOT	Feasibility Studies