



NORTH CAROLINA
Department of Transportation

P8 Ferry Stakeholder Group Meeting #2

NCDOT SPOT Office, NCDOT Ferry Division, NCSU ITRE

March 26, 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

Welcome

- *Meeting will be recorded*
- Virtual meeting housekeeping reminders:
 - When you are not speaking, please mute yourself – this limits disruption from background noise
 - Questions and discussion are welcome:
 - Feel free to use the “Raise Hand” feature if you have a question
 - You can also type “Q” in the chat
- Parking lot
- Team and attendee introductions

Background and Goals

- 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
 - P8 Workgroup received this information on March 25 (yesterday)

Ferry Division Scoring Changes for P8: Stakeholder Meeting 2 Vessel Metrics

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Stakeholder Meeting 1

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

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

- Next meeting is April 11
- Revise vessel metrics based on feedback
- Complete dataset for modeling
- Complete Facility metrics
- Present metrics for all SIT's to the Workgroup
- Calculate and evaluate scores
- Determine scaling and weights

Recap & Next Steps



Next Steps

- Questions or clarifications?
- Today's slides will be distributed to the Ferry Stakeholder Group (recording available if needed)
- Next meeting will continue reviewing the remainder of proposed updates to Ferry scoring
- Feedback from Ferry Stakeholder Group will be shared with the P8 Workgroup

Upcoming Meetings

Meeting #3

Friday, April 11, 2025

2:00pm – 3:00pm

Thank you!



Attendance



Meeting Attendance – virtual

<u>Name</u>	<u>Organization</u>
Sarah Lee	NCDOT SPOT Office
Kai Monast	NCSU ITRE
Mary Miller	NCDOT Ferry
John Abel	Division 1
Chris Slachta	Division 1
Brooks Braswell	Division 1
Len White	Division 2
Roham Lahiji	Division 2
Heather Lane	Division 2
Michelle Howes	Division 3
Adrienne Cox	Division 3

<u>Name</u>	<u>Organization</u>
Abby Lorenzo	Wilmington Urban Area MPO
Sam Singleton	Mid-East RPO
Mickey Anderson	Down East RPO
Lloyd Griffin	Albemarle RPO
Sam Boswell	Cape Fear RPO
Saman Jeffers	NCDOT SPOT Office
Ben Chola	NCDOT SPOT Office
Gretchen Belk	NCDOT SPOT Office