

Cape Fear RPO

Brunswick County ❖ Columbus County ❖ Pender County

RURAL TRANSPORTATION ADVISORY COMMITTEE

APRIL 12, 2024

Call to Order

Roll Call

Invocation

Pledge of Allegiance

Introduction	Presentations	Regular Business	Reports / Updates	Conclusion
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Ethics Awareness & Conflict of Interest

In accordance with the State Government Ethics Act, it is the duty of every Committee member to avoid conflicts of interest.

Does any Committee member have any known conflict of interest with respect to any matters coming before the Committee today?

If so, please identify the conflict and refrain from any participation in the particular matter involved.

Item 5: Agenda Review

1. Call to Order
2. Roll Call
3. Invocation/Pledge of Allegiance
4. Ethics Awareness & Conflict of Interest Statement
5. Agenda Review
6. Approval of Minutes
7. Public Comment
8. P7.0 Local Input Point Methodology
9. FY24-25 Planning Work Program
10. Resolution: IMD Planning Grants
11. Resolution: EPA Clean Ports Program
12. Resolution: DCIP Grant
13. Reports/Updates
14. Open Discussion
15. Adjourn

Introduction	Presentations	Regular Business	Reports / Updates	Conclusion
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Item 6: RTAC Meeting Minutes

Review and approval of the March 15, 2024 minutes.

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Item 7: Public Comment Period

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Item 8: P7.0 Local Input Point Methodology

(1) P7.0 Recap

(2) Need for Local Input

(3) LIP Criteria

(4) Ranking Approach

(5) Point Assignment

(6) Schedule

Cape Fear RPO

P7.0 Local Input Prioritization Methodology

NCDOT approval _____

CFRPO RTAC approval _____

INTRODUCTION

The Cape Fear RPO (CFRPO) is required by state law to develop a local input methodology for prioritizing all transportation projects (aviation, bicycle and pedestrian, ferry, highway, public transportation, and rail) within the RPO boundary that compete for state and federal funding, and to submit the methodology to the NC Dept. of Transportation for approval. This Local Input Prioritization Methodology applies within the Cape Fear RPO planning boundary, which includes the counties of Brunswick (partial), Columbus, and Pender (partial).

The RPO has developed this prioritization methodology in an effort to satisfy the quantitative, data-driven requirements of the STI (Strategic Transportation Investments) law while protecting the discretion of local officials by incorporating subjective, qualitative local input where possible. STI establishes a funding formula which allocates available revenues based on data-driven scoring and local input. It is used to develop NCDOT's State Transportation Improvement Program (STIP), which identifies the transportation projects that will receive funding during a specified 10-year period.

P7.0 Recap

Prioritization

Assigning data and scores to projects.

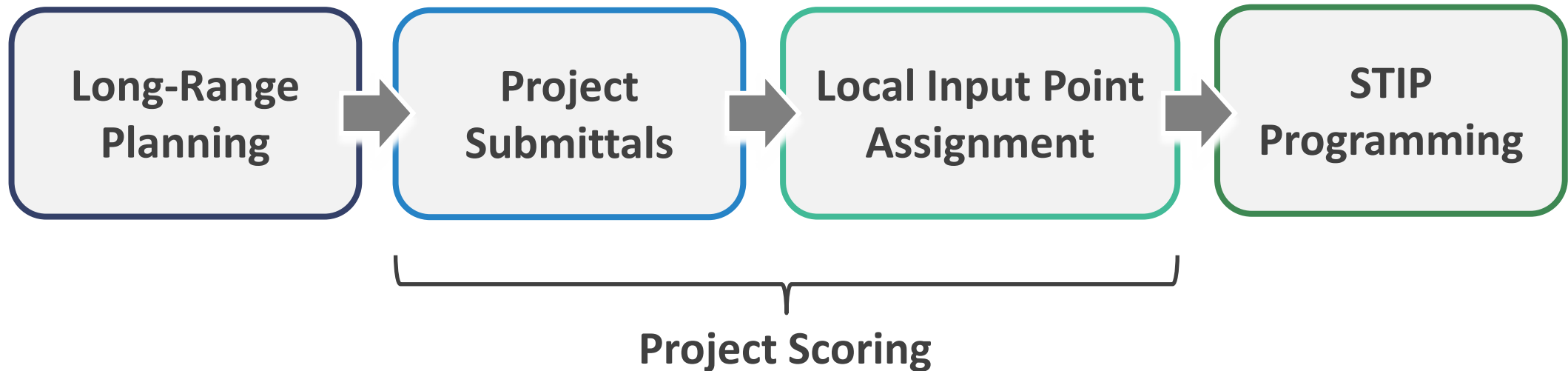
STIP

State Transportation Improvement Program
10-year document of project funding and schedules

Programming

Assigning funding and schedules to projects.

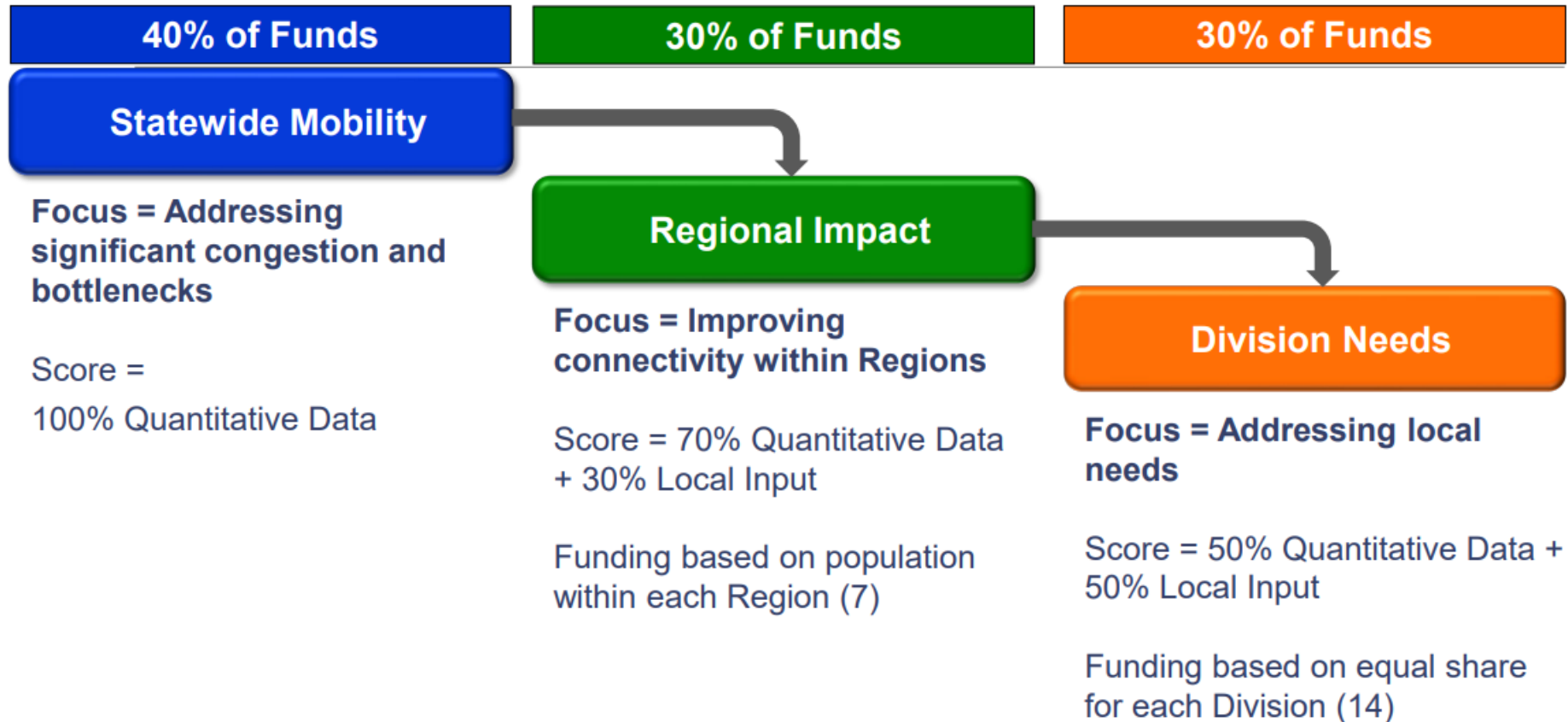
P7.0 Recap



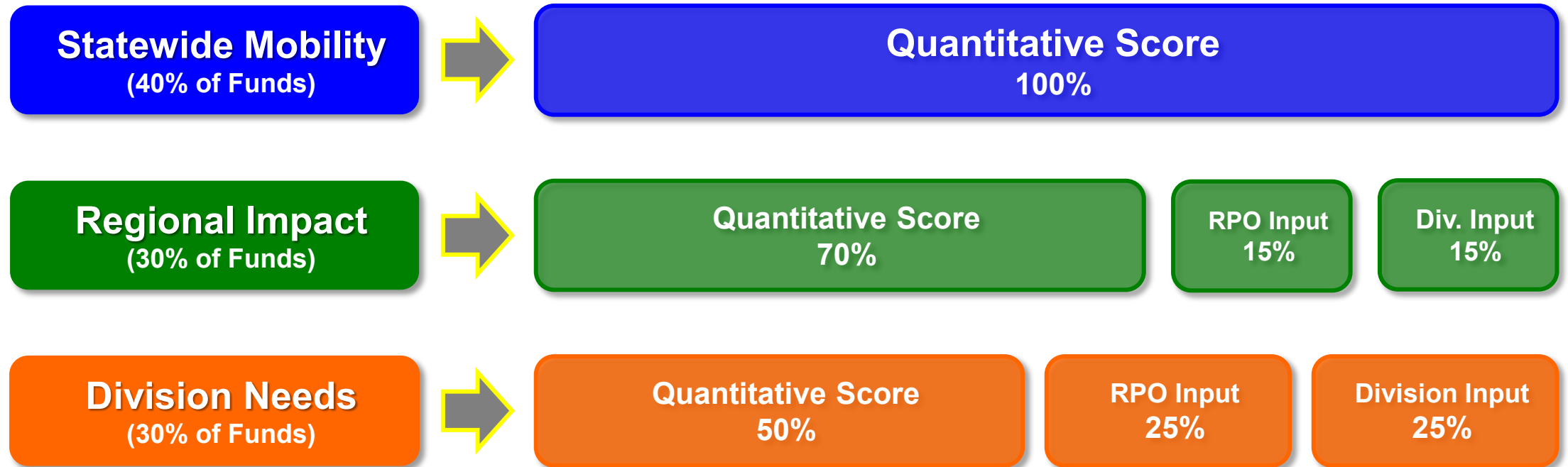
P7.0 Recap



Local Input Point Introduction

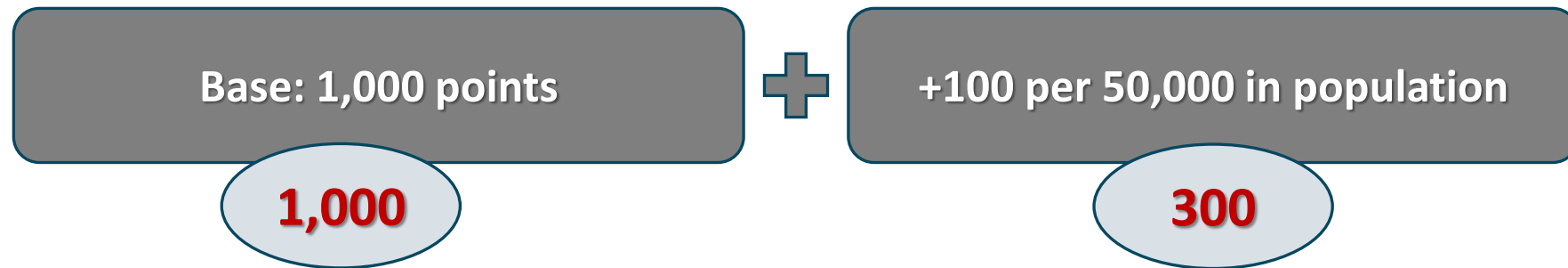


Local Input Point Introduction



Local Input Point Introduction

The Cape Fear RPO has 1,300 local input points available at both the Regional Impact and Division Needs tiers.



Projects may receive no more than 100 total points.

Local Input Point Criteria

P7.0 Quantitative Score

(Out of 100 pts)

Division Priority

HIGH	(100 pts)
MED	(50 pts)
LOW	(25 pts)
NONE	(0 pts)

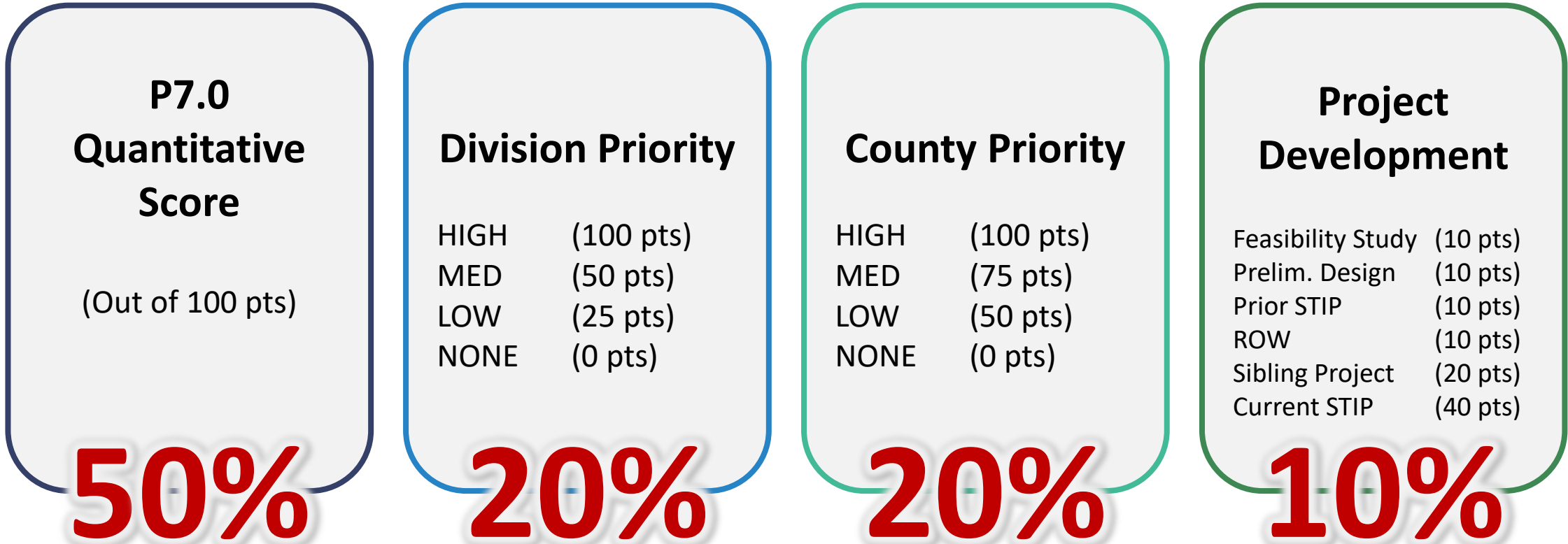
County Priority

HIGH	(100 pts)
MED	(75 pts)
LOW	(50 pts)
NONE	(0 pts)

Project Development

Feasibility Study	(10 pts)
Prelim. Design	(10 pts)
Prior STIP	(10 pts)
ROW	(10 pts)
Sibling Project	(20 pts)
Current STIP	(40 pts)

Ranking Approach: Regional



Ranking Approach: Division

P7.0 Quantitative Score

(Out of 100 pts)

30%

Division Priority

HIGH	(100 pts)
MED	(50 pts)
LOW	(25 pts)
NONE	(0 pts)

30%

County Priority

HIGH	(100 pts)
MED	(75 pts)
LOW	(50 pts)
NONE	(0 pts)

30%

Project Development

Feasibility Study	(10 pts)
Prelim. Design	(10 pts)
Prior STIP	(10 pts)
ROW	(10 pts)
Sibling Project	(20 pts)
Current STIP	(40 pts)

10%

P7.0 Recap

Need for Local Input

LIP Criteria

Ranking Approach

Point Assignment

Schedule

Point Assignment Process

Preliminary Points	Assigned at Regional and Division tiers based on rankings.
Method	(1) Top 2 scoring highway projects per County. (2) Top 3 scoring non-highway projects. (3) Remaining points cascade to next highest scores.
Flex Policy	Up to 500 points can be transferred from one category to the other.
Final Point Assignment	Approved by the RTAC.

Schedule

Spring 2024

RTCC to review LIP Methodology; RTAC to approve.

May 2024

Methodology to be approved by NCDOT

P7.0 Quantitative Scores released by NCDOT

May-Aug 2024

Regional Impact Local Input Points

Sep-Nov 2024

Division Needs Local Input Points

January 2025

Draft 2026-2035 STIP

This process is to be open and transparent. Records of each step will be available to public on the RPO website and all RPO meetings are open to the public.

Item 8: P7.0 Local Input Point Methodology

The Cape Fear RPO is required by state law to develop a local input methodology for prioritizing all transportation projects within the RPO boundary that compete for state and federal funding.

The RTCC recommends approval of the P7.0 Local Input Point Methodology.

Item 9: FY24-25 Planning Work Program

FY 2025 Cape Fear RPO Allocation				
5% local match	15% State funds (Local Match Assistance per NCGS 136-214)	80% Federal SPR funds	Total maximum reimbursable amount from NCDOT (State and Federal)	Total not-to-exceed work plan Federal + State+ local match
\$7,650	\$22,950	\$122,400	\$145,350	\$153,000

The adopted PWP for the upcoming fiscal year must be submitted to NCDOT by May 31.

The RTCC recommends approval of the FY24-25 PWP.

Item 10: IMD Multimodal Planning Grants

The Town of Oak Island and the City of Southport have requested Resolutions of Support from the Cape Fear RPO for their applications to the NCDOT IMD's Multimodal Planning Grants Program.

- **Oak Island** is applying for an **updated Bicycle Transportation Plan**.
- **Southport** is applying for a **Project Acceleration Plan** to build on their existing Pedestrian Plan.

The RTCC recommends approval of both Resolutions of Support.

Item 11: EPA Clean Ports Program

NC Ports has requested a Resolution of Support from the Cape Fear RPO for their application to the EPA's Clean Ports Program to fund zero emissions equipment at the Port of Wilmington.

The RTCC recommends approval of the Resolution of Support.

Item 12: Defense Community Infrastructure Program

The City of Boiling Spring Lakes has requested a resolution of support from the Cape Fear RPO for their application to the Defense Community Infrastructure Program, which is designed to address deficiencies in community infrastructure supportive of a military installation.

The City is seeking funding to pave West Dam Road, which will improve emergency response by providing an alternative route in the event of bridge failure along NC 87 (Mitchell Prince Bridge).

RPO staff recommends approval of the Resolution of Support.

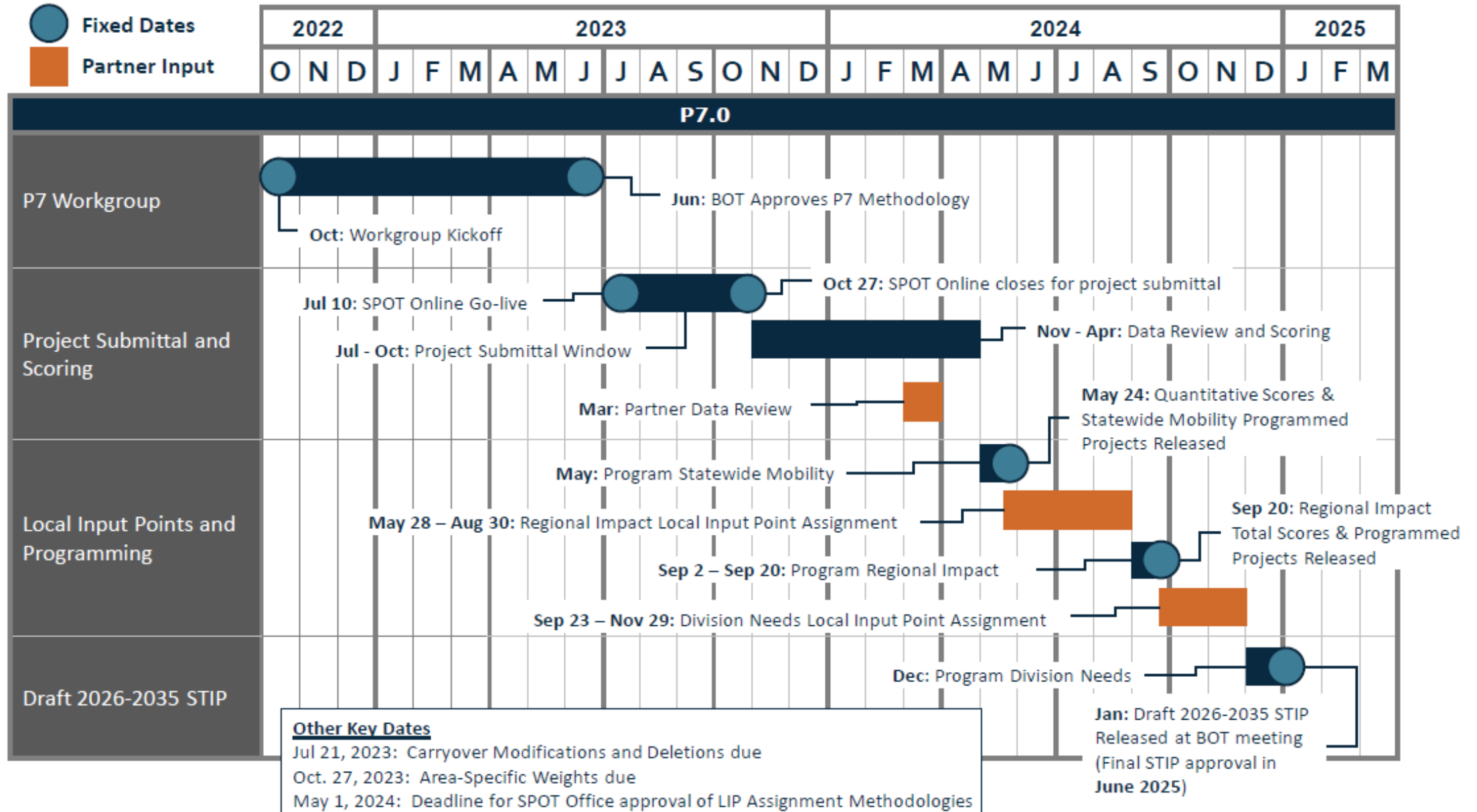
Item 12: CFRPO Staff Report

1. State Ethics Filings for all RTAC Voting Members & Alternates
2. Carbon Reduction Program (CRP) Updates

P7 Schedule

Revised – March 2024

Dates set per P7 Workgroup in October 2022



NC Ports Update

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Ferry Update

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NCDOT Division 3 Report

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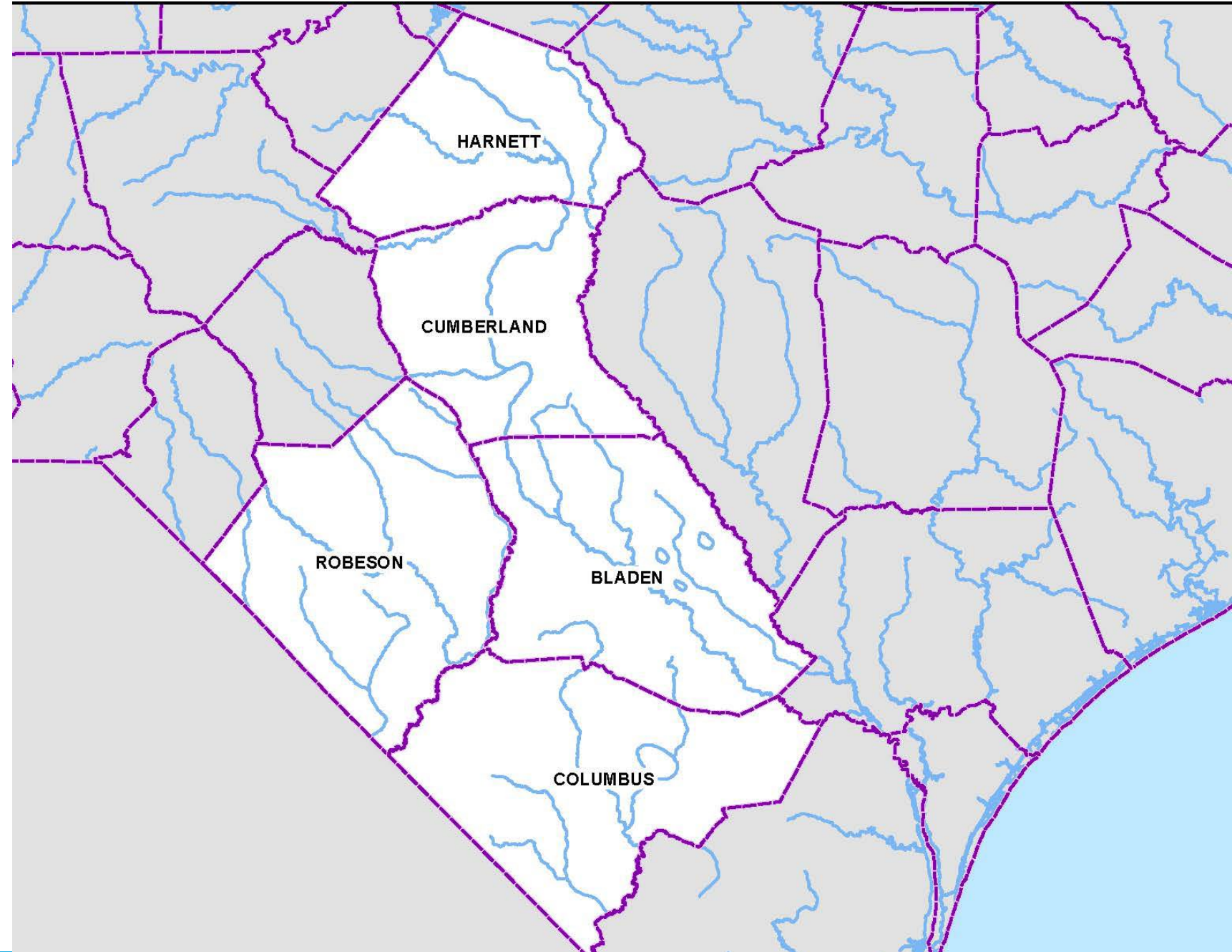


NCDOT Division 6 Report

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NCDOT TPD Report



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NCDOT IMD Report

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Integrated Mobility Division

N.C. DEPARTMENT OF TRANSPORTATION

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NCDOT Board of Transportation

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Open Discussion

General questions, comments, and other discussions

Adjourn

Next meeting will be in June.