



MEMORANDUM

TO: Technical Coordinating Committee
FROM: Deanna Trebil – MPO Administrator
DATE: September 24, 2018
RE: Rescheduled TCC Meeting – October 3, 2018

The Technical Coordinating Committee will meet at **10:30 AM** on **Wednesday, October 3** at the **Meeting Room A, Jacksonville City Hall** (815 New Bridge Street). This meeting is the rescheduled bimonthly meeting that was previously cancelled due to Hurricane Florence. Discussion topics for this meeting include an update on the performance targets for pavement condition and travel time, transit asset management, and discussion regarding Division Needs Local Input Points for P5.0.

Your attendance, or that of your alternate, at this meeting is very important. Conference call participation is available upon request.

Please contact me at (910) 938-5073 with any questions or concerns.



AGENDA

TECHNICAL COORDINATING COMMITTEE

October 3, 2018 – 10:30 AM

Meeting Room A – Jacksonville City Hall – 815 New Bridge Street

- | | | |
|------|---------------------------|------------|
| I. | Call to Order | Ben Warren |
| II. | Welcome and Introductions | Ben Warren |
| III. | Public Comment | Ben Warren |

Action Items

- | | | |
|------|---|---------------|
| IV. | July 12, 2018 Meeting Minutes (Attachment 1)
<i>Recommended Action: Approval of meeting minutes</i> | Ben Warren |
| V. | Performance Targets – PM 2 and PM 3 (Attachment 2)
<i>Recommended Action: Recommend TAC adoption of NCDOT performance targets</i> | Anthony Prinz |
| VI. | Performance Targets – Transit Asset Management (Attachment 3)
<i>Recommended Action: Recommend TAC adoption of NCDOT performance targets</i> | Anthony Prinz |
| VII. | Division Needs Local Input Points (Attachment 4)
<i>Recommended Action: Recommend TAC approval of Division Needs Local Input Points</i> | Deanna Trebil |

Discussion Items

- | | | |
|-------|----------------------------------|---------------|
| VIII. | Prioritization 5.0 Status Update | Deanna Trebil |
| IX. | Jacksonville Station | Anthony Prinz |

Reports/Comments

- | | | |
|-------|--|------------------|
| X. | Report from MPO | Anthony Prinz |
| XI. | Report from NCDOT Division 3 | Caitlyn Marks |
| XII. | Report from NCDOT Transportation Planning Division | Zack O'Keefe |
| XIII. | Report from FHWA Field Officer | Kristina Solberg |
| XIV. | Questions, Closing Comments | Ben Warren |



JACKSONVILLE URBAN AREA
JUMPO
METROPOLITAN PLANNING ORGANIZATION

Attachment: 1
Technical Coordinating Committee
Action Required

To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: July 12, 2018 Meeting Minutes

10/3/2018

Recommended Action: Approval of meeting minutes

Attachments: July 12, 2018 meeting minutes

**JACKSONVILLE METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE
REGULAR MEETING
July 12, 2018 10:30 a.m.**

**CENTER FOR PUBLIC SAFETY
EMERGENCY OPERATIONS CENTER ROOM**

Present: Mr. Ben Warren, Mr. Wally Hansen, Ms. Carol Long, Mr. Ryan King, Ms. Kristina Solberg, Mr. Zack O'Keefe,

Others: Mr. Anthony Prinz, Mr. Chris White, Ms. Debbie Jefferson, Mr. Roy Bredahl, Mr. Present: Justin Lins, Ms. Stephanie Kutz, Ms. Deanna Trebil, Mr. Tim McCurry, Mr. Kerry Terrell, and Lt. Sean Magill

I. [Call to Order](#)

Mr. Ben Warren called the TCC meeting to order at 10:30am, Thursday, July 12, 2018, at the Emergency Operations Center Room – Center for Public Safety – 200 Marine Boulevard, Jacksonville, NC.

II. [Welcome and Introductions](#)

Mr. Warren welcomed everyone to the meeting and asked for a round table introduction.

III. [Public Comment](#)

Mr. Warren asked if there were any public comments. No public comments were made.

Action Items

IV. [May 10, 2018 Meeting Minutes](#)

Mr. Ben Warren asked for a motion to approve the May 10, 2018 Meeting Minutes.

Mr. Wally Hansen moved to approve the May 10, 2018 Meeting Minutes. Ms. Carol Long seconded the motion.

The motion to approve the May 10, 2018 Meeting Minutes was unanimously approved by the Committee Members present.

V. [Performance Targets – PM 2 and PM 3](#)

Mr. Anthony Prinz discussed performance measures 2 and 3, which include pavement and bridge condition and travel time reliability. Mr. Prinz discussed the individual targets for each performance measure and noted that this was a similar exercise to adoption of the safety performance measure and its targets. There was a lengthy discussion regarding the performance targets that have been set by NCDOT ensued among several members of the committee. Ms. Kristina Solberg and Mr. Zack O'Keefe suggested having a conference call with JUMPO Staff, NCDOT and FHWA to better understand the intent of the targets that were set. The committee agreed that further discussion was needed before these measures are presented to the TAC.

Mr. Ben Warren asked for approval of Performance Targets – PM 2 and PM 3 to the TAC.

Mr. Wally Hansen made a motion to approve the Performance Targets – PM 2 and PM 3. Mr. Ryan King seconded the motion.

Ms. Carol Long opposed the motion.

The motion to approve the recommendation for Performance Targets – PM 2 and PM 3 to the TAC for final approval.

Discussion Items

VI. [Build NC](#)

Mr. Prinz discussed Build NC, which is state law. It is an additional tool for transportation funding modeled after the framework of GARVEE. The legislation does set a maximum for the 10 years and for a single year, over 10 years the maximum is \$3 billion and the maximum per year is \$300 million. This money is then dispersed through the STI process. Mr. Prinz presented several of the slides that the Transportation Secretary has been presenting when discussing NC Build. He noted that this funding would go to the Regional level and the Division level within the STI process and that it would help to accelerate projects that have been programmed through STI.

VII. [LRTP Update](#)

Ms. Deanna Trebil provided an update on the bike/ped and collector street portions of the LRTP. She noted that these updates as well as the performance measures will be included into the LRTP with the main goal being a major update to the LRTP before April 2020.

VIII. [CTP Update](#)

Ms. Trebil provided an update on the Onslow County CTP and noted that staff was working with the RPO and NCDOT to make some changes and incorporate the work that is being completed with the Bike/Ped and Collector Street updates. She noted that the goal was to have the CTP completed by the end of the year.

IX. [P5.0 Status Update](#)

Mr. Prinz provided an update on prioritization 5.0. He noted that Regional Impact Local Input Points were going to be submitted at the end of the month. He also noted that work was still being done with NCDOT to try and reclassify a couple of projects that should have state route designations to score at the Regional level but currently do not and are subsequently only scoring at the Division level. He made the committee aware that although Regional Impact Local Input Points had been assigned that there was a chance that points could be reallocated dependent upon what happened with the NC route designations on the NC 111 projects.

Reports/Comments

X. [Report from MPO](#)

Mr. Prinz mentioned that Mr. Alford has been reappointed to the Board of Transportation. He noted that he has previous board experience and is also on the Military Affairs Commission for the state. Mr. Prinz also noted that the Strategic Transportation Corridor planning has been disengaged for the time being. He noted that this regional planning was key to our area to determine how to get interstate connectivity into Jacksonville. Mr. Zack O'Keefe added that the project will be picking back up but additional funds and coordination with stakeholders is needed to continue on with the project.

XI. [Report from NCDOT Division 3](#)

Mr. Justin Lins was present but Mr. Prinz gave the report using the project list provided by NCDOT. He noted that the Ridge Road realignment is complete. Additionally, he noted that traffic should be utilizing the new alignment on US 17 North and that the intersection of Gum Branch and Western was bid but would need to be rebid.

XII. [Report from NCDOT Transportation Planning Division](#)

Mr. Zack O'Keefe gave a brief update and provided a newsletter to the committee.

XIII. [Report from FHWA Field Officer](#)

Ms. Kristina Solberg provided a brief update. She noted that a BUILD Grant was currently available and that project submissions were due the following week.

XIV. [Questions, Closing Comments](#)

Mr. Ben Warren thanked everyone for attending the meeting.

Mr. Ryan King made a motion to adjourn the meeting. The meeting was adjourned at 11:40 a.m.



To: Technical Coordinating Committee
From: Anthony Prinz, TAC Secretary
Subject: Performance Targets – PM2 and PM3

10/3/2018

Current federal transportation legislation (FAST Act) requires states and MPOs adopt performance measures and targets to monitor their progress over time toward achieving USDOT transportation goals. Safety performance measures (PM1) were adopted on January 11, 2018. Remaining areas include FHWA Highway Assets (PM2) and System Performance (PM3), which focused on interstate and non-interstate National Highway System (NHS) pavement condition, NHS bridge condition, travel time reliability, freight reliability, and emissions reduction.

NCDOT adopted associated performance measures in May 2018. As such, the Jacksonville MPO is required to adopt performance measures by the end of October 2018. While the FAST Act allows MPOs to adopt measures and targets independently of their state, NCDOT has encouraged MPOs to follow their lead by adopting the established statewide performance measures.

When this item was initially presented, concerns were expressed that it appeared that the recommended performance measures were lower than current NCDOT standards. Further discussion with NCDOT resulted in greater clarification on how the performance measures were developed as well as adjusted when needed.

Recommended Action: Recommend TAC adoption of NCDOT performance targets

Attachments: Draft Resolution
PM2 and PM3 Performance Measures Handout



ENDORSEMENT OF TARGETS FOR PERFORMANCE MEASURES ESTABLISHED BY NCDOT

WHEREAS, the Jacksonville Urban Area MPO is responsible for comprehensive, continuing, and cooperative transportation planning for the Jacksonville metropolitan area, and;

WHEREAS, Federal regulations (23 CFR Part 490) require States and MPOs to set performance targets for certain areas of emphasis including: interstate and non-interstate National Highway System (NHS) pavement condition, NHS bridge condition, travel time reliability, freight reliability, and emissions reduction, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established performance targets for each area of emphasis, and;

WHEREAS, the Jacksonville MPO may establish safety targets by agreeing to plan and program projects that contribute toward the State’s targets, or establish its own targets, and;

WHEREAS, the Jacksonville MPO must establish performance targets within 180 days of the State establishing performance targets, and;

WHEREAS, performance targets established by the State are listed for each area of emphasis below:

Areas of Emphasis	2 Year Target	4 Year Target
	1/1/2018 – 12/31/2019	1/1/2018 – 12/31/2021
Interstate Pavement Condition (Good)		37.0 %
Interstate Pavement Condition (Poor)		2.2 %
Non-Interstate NHS Pavement Condition (Good)	27.0%	21.0%
Non-Interstate NHS Pavement Condition (Poor)	4.2%	4.7%
NHS Bridge Condition (Good)	33.0%	30.0%
NHS Bridge Condition (Poor)	8.0%	9.0%
Interstate Level of Travel Time Reliability	80.0%	75.0%
Non-Interstate NHS Level of Travel Time Reliability		70.0%
Interstate Truck Travel Time Reliability	1.65	1.70

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Advisory Committee agrees to plan and program projects that contribute toward the State’s targets as noted above. On this, the 11th day of October 2018.

Robert Warden, Chairman

Subscribed and sworn to me this _____ day of _____ 2018.

Notary Public

Commission expires _____

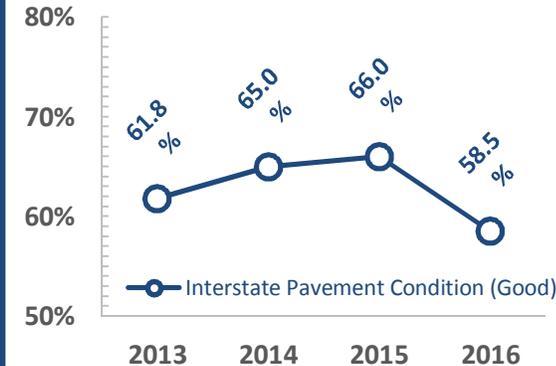
Interstate Pavement Condition (Good)

PM2 Measure:

Percentage of Interstate pavement in "Good" condition:

Total interstate lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

Performance Trend:



Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review.



4-Year Target
(1/1/2018 – 12/31/2021)

37.0%

% of Interstate pavement in Good condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- NCDOT transition to full-extent data collection in 2017, enabling improved performance tracking.

Assumptions

- Funding stability
- State-driven targets, not Federal budget allocations
- Overall Interstate VMT growth and truck VMT growth
- Maintain balance, levels of percent good v. fair

Accountable

- Pavement Management Unit, Division of Highways
- Note, the actual 2-year condition (2018 and 2019) will become the baseline condition for the first performance period for this measure.

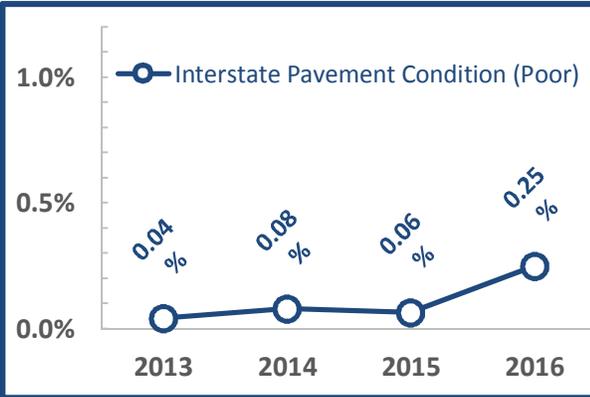
Interstate Pavement Condition (Poor)

PM2 Measure:

Percentage of Interstate pavement in "Poor" condition:

Total interstate lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

Performance Trend:



Target set below minimum 5% federal threshold for "poor" condition. Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review.



4-Year Target
(1/1/2018 – 12/31/2021)

2.2%

% of Interstate pavement in Poor condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- NCDOT transition to full-extent data collection in 2017, enabling improved performance tracking.

Assumptions

- Funding stability
- State-driven targets, not Federal budget allocations
- Overall Interstate VMT growth and truck VMT growth
- Maintain balance, levels of percent good v. poor

Accountable

- Pavement Management Unit, Division of Highways
- **Federal threshold (minimum):** If more than 5% of Interstate pavement is rated in Poor condition for any year, the State must obligate NHPP funds and transfer STP funds to improve pavement.

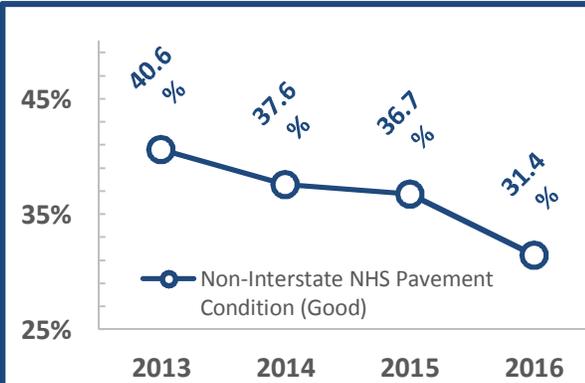
Non-Interstate NHS Pavement Condition (Good)

PM2 Measure:

Percentage of Non-Interstate NHS pavement in "Good" condition:

Total non-Interstate NHS lane miles in good condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. All condition metrics must exhibit good to classify pavement as good.

Performance Trend:



Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review. Influence of any data "noise" is magnified on Non-Interstate (impacts larger number of miles).



2-Year Target
(1/1/2018 – 12/31/2019)



4-Year Target
(1/1/2018 – 12/31/2021)

27.0% % of non-Interstate NHS pavement in Good condition

21.0% % of non-Interstate NHS pavement in Good condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- 8.5% invalid data influence on trend analysis and target setting.

Assumptions

- Interstate system analysis concerns are magnified for the non-Interstate NHS network
- Restrictive use of chip seal treatment
- Difficult to keep good facilities "good" and to accurately track
- Timing and gaps of data collection and reporting

Accountable

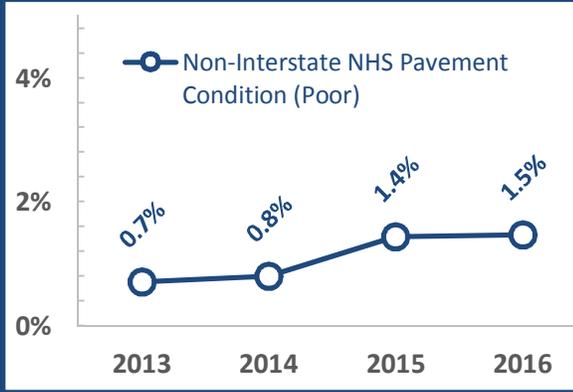
- Pavement Management Unit, Division of Highways
- For non-Interstate pavement targets, FHWA will make a determination of significant progress at the midpoint and end of the first performance period.

Non-Interstate NHS Pavement Condition (Poor)

PM2 Measure:

Percentage of Non-Interstate NHS pavement in "Poor" condition: Total non-Interstate NHS lane miles in poor condition based on IRI (measure of pavement smoothness), cracking percent, and rutting or faulting. If one condition metric exhibits poor, the segment is classified as poor pavement.

Performance Trend:



Federal guidance is still being reviewed for measure/metric computational analysis and application. NCDOT completing transition to full extent data collection to support IRI elemental data review. Influence of any data "noise" is magnified on Non-Interstate (impacts larger number of miles).



2-Year Target
(1/1/2018 – 12/31/2019)



4-Year Target
(1/1/2018 – 12/31/2021)

4.2% % of non-Interstate NHS pavement in Poor condition

4.7% % of non-Interstate NHS pavement in Poor condition

Approach

- Understand measure definition and underlying data (including data collection methods).
- Evaluate trend, external factors, and internal factors impacting future performance.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- 8.5% invalid data influence on trend analysis and target setting.

Assumptions

- Interstate system analysis concerns are magnified for the non-Interstate NHS network
- Restrictive use of chip seal treatment
- Timing and gaps of data collection and reporting

Accountable

- Pavement Management Unit, Division of Highways
- No minimum threshold requirement.
- For non-Interstate pavement targets, FHWA will make a determination of significant progress at the midpoint and end of the first performance period.

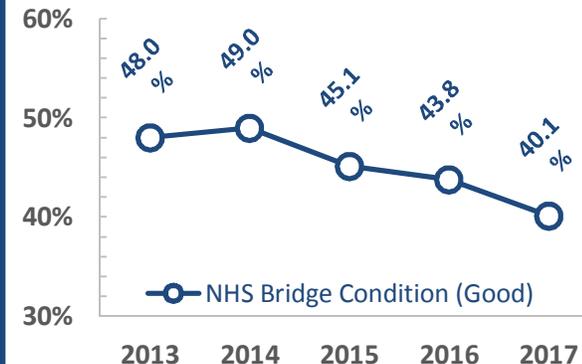
NHS Bridge Condition (Good)

PM2 Measure:

Percentage of NHS bridges by deck area classified in "Good" condition:

Total deck area of NHS bridges and culverts where all components (deck, superstructure, substructure for bridges) are assigned a condition rating of "Good" or better based on annual inspections, compared to total NHS bridge deck area.

Performance Trend:



Percent of NHS bridge deck area in good condition has steadily decreased since 2013. Federal approach is different and more stringent compared to NCDOT Bridge Health Index, which tracks by structure and average condition (and shows an improving trend since 2013).



2-Year Target
(1/1/2018 – 12/31/2019)



4-Year Target
(1/1/2018 – 12/31/2021)

33.0% % of NHS bridges by deck area in Good condition

30.0% % of NHS bridges by deck area in Good condition

Approach

- Understand measure definition and underlying data, including differences with NCDOT Bridge Health Index (BHI).
- Evaluated trend, external factors, and internal factors impacting future performance.
- Includes all NHS bridges and culverts over 20 ft. in length.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions

- NCDOT responsible for the collection of all bridge condition data necessary to set targets.
- Targets consistent with findings of Transportation Asset Management Plan (TAMP) analysis and evaluation of bridges consistent with Federal measure.

Accountable

- Structures Management Unit, Division of Highways
- Takes into account the number of NHS bridge replacements expected over next 10 years.
- No minimum threshold requirement.

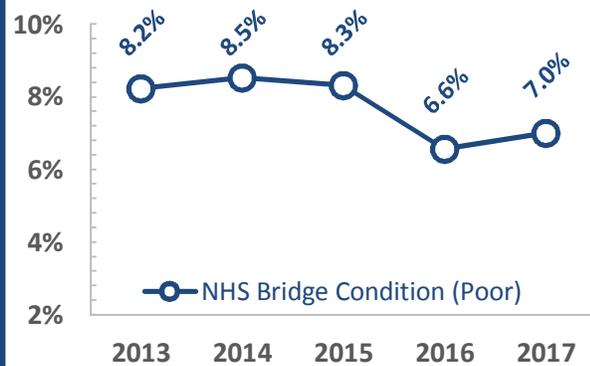
NHS Bridge Condition (Poor)

PM2 Measure:

Percentage of NHS bridges by deck area classified in "Poor" condition:

Total deck area of NHS bridges and culverts where one component (deck, superstructure, substructure for bridges) is assigned a condition rating of "Poor" based on annual inspections, compared to total NHS bridge deck area.

Performance Trend:



Percent of NHS bridge deck area in poor condition has decreased since 2013. The Federal approach is comparable to the NCDOT percent Structurally Deficient bridges measure, enabling a comparison in performance trends.



2-Year Target
(1/1/2018 – 12/31/2019)



4-Year Target
(1/1/2018 – 12/31/2021)

8.0%

% of NHS bridges by deck area in Poor condition

9.0%

% of NHS bridges by deck area in Poor condition

Approach

- Understand measure definition and underlying data, including alignment with NCDOT % Structurally Deficient Bridges measure.
- Evaluated trend, external factors, and internal factors impacting future performance.
- Includes all NHS bridges and culverts over 20 ft. in length.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions

- NCDOT responsible for the collection of all bridge condition data necessary to set targets.
- Targets consistent with findings TAMP analysis and evaluation of bridges consistent with Federal measure.
- Target influenced by NCDOT 2030 goal and BMIP strategy

Accountable

- Structures Management Unit, Division of Highways
- **Federal threshold (minimum):** If more than 10% of NHS bridge deck area is rated in Poor condition for three consecutive years, the State must obligate NHPP funds for eligible bridge projects on the NHS.

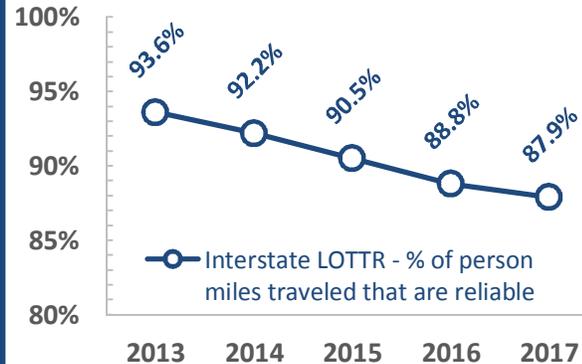
Interstate Travel Time Reliability

PM3 Measure:

Interstate LOTTR (Level of Travel Time Reliability):

Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

Performance Trend:



Since 2013, Interstate LOTTR in North Carolina has steadily decreased by 1.0% to 1.5% annually. This trend is primarily impacted by continuing VMT growth and traffic incidents, and can also be impacted by work zones.



2-Year Target
(1/1/2018 – 12/31/2019)

80.0%

Interstate percent of person miles traveled that are reliable



4-Year Target
(1/1/2018 – 12/31/2021)

75.0%

Interstate percent of person miles traveled that are reliable

Approach

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including VMT growth, work zones and current project completions, and potential benefits of incident management / ITS strategies.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021

Assumptions

- Targets consistent with average annual 5-year trend of 1.5% per year decline through 2019, and steeper decline through 2021.
- Continued VMT growth outpaces other factors that might change trend direction.
- Maintains conservative stance given external and internal factors.

Accountable

- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.

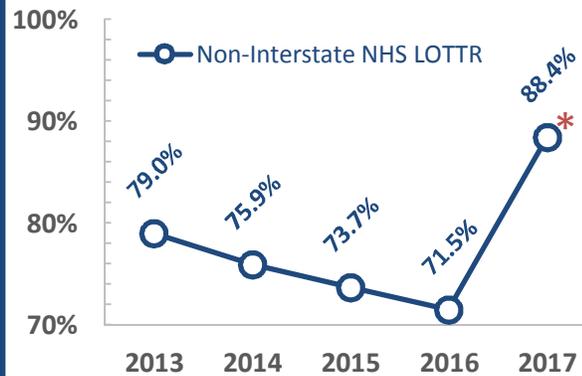
Non-Interstate NHS Travel Time Reliability

PM3 Measure:

Non-Interstate NHS LOTTR (Level of Travel Time Reliability):

Reliability measure (based on 80th percentile travel time v. 50th percentile travel time, sourced from in-vehicle GPS and mobile sources) is combined with person miles traveled to estimate the percent of person miles traveled that are reliable.

Performance Trend:



Since 2013, Non-Interstate NHS LOTTR in North Carolina has steadily decreased by 2.9% to 3.9% annually. This trend is primarily impacted by continuing VMT growth and traffic incidents, and can also be impacted by land use decisions and weekend travel.



4-Year Target
(1/1/2018 – 12/31/2021)

70.0%

Non-Interstate NHS percent of person miles traveled that are reliable

* **Note:** 2016 to 2017 data shift a result of FHWA vendor change and data expansion, not change in performance.

Approach

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including VMT growth, work zones and current project completions, and potential benefits of incident management / ITS strategies.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- Note the data vendor, collection, and process shift in 2017.

Assumptions

- Targets consistent with maximum past 5-year trend of 3.9% per year decline through 2021.
- Continued VMT growth outpaces other factors that might change trend direction.
- Maintains conservative stance given external and internal factors.

Accountable

- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.

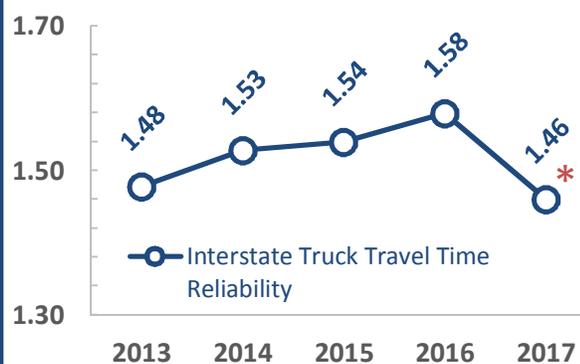
Truck Travel Time Reliability (Interstate)

PM3 Measure:

Interstate TTTR (Truck Travel Time Reliability):

Reliability measure based on the worst 95th percentile truck travel time v. 50th percentile truck travel time, sourced from in-vehicle GPS and fleet data) is averaged across the length of all Interstate segments.

Performance Trend:



Since 2013, Interstate TTTR in North Carolina has steadily increased by 1.7% annually. This trend is primarily impacted by continuing truck VMT growth and traffic incidents, and can also be impacted by work zones.

*2016 to 2017 data shift a result of FHWA vendor change.



2-Year Target
(1/1/2018 – 12/31/2019)



4-Year Target
(1/1/2018 – 12/31/2021)

1.65 Interstate truck travel time reliability index

1.70 Interstate truck travel time reliability index

Approach

- Focus on analysis-driven approach, resulting in simple, objective target setting process.
- Considered external and internal factors impacting 2- and 4-year performance including work zones and project completions, weigh station locations, incident management, and truck volumes.

Address

- Will review progress and can adjust target at mid-point of first 4-year performance period (2020, based on 2018 and 2019 performance).
- The first performance period - January 1st, 2018 through December 31st, 2021
- Increased data coverage in 2017 is primary driver for performance change

Assumptions

- Targets consistent with maximum past 5-year trend of 3.4% per year increase through 2019 and increasing trend through 2021.
- Related to decrease in LOTTR performance (TTTR focuses on the ratio, not the percent of travel).
- Maintains conservative stance given external and internal factors.

Accountable

- Traffic System Operations, Transportation Mobility and Safety, Division of Highways
- FHWA will not make a significant progress determination for reliability measures.



To: Technical Coordinating Committee
From: Anthony Prinz, TAC Secretary
Subject: Performance Targets – Transit Asset Management

10/3/2018

Current federal transportation legislation (FAST Act) requires states and MPOs adopt performance measures and targets to monitor their progress over time toward achieving USDOT transportation goals by States, public transportation providers, and Metropolitan Planning Organizations.

The Federal Highway Administration (FHWA) and the Federal Transportation Administration (FTA) issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets for maintaining transit assets within 180 days of a State or transit provider setting targets.

While the FAST Act allows MPOs to adopt measures and targets independently of their State, NCDOT has encouraged MPOs to follow their lead by adopting the established statewide performance measures through the NCDOT/PTD Group Transit Asset Management (TAM) Plan for all community transportation systems and small urban systems. As such, the Jacksonville MPO is required to adopt TAM performance measures and targets by the end of October 2018.

Recommended Action: Recommend TAC adoption of NCDOT performance targets

Attachments: Draft Resolution
NCDOT TAM Plan Summary



Endorsement of Targets for Transit Asset Management Performance Measures

WHEREAS, the Jacksonville Urban Area has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and

WHEREAS the FAST Act continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) issued a final rule on transit asset management to establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance, under which providers of public transportation receiving federal funds were required to set their initial asset management targets by January 1, 2017; and

WHEREAS, the Federal Highway Administration (FHWA) and the FTA issued a joint final rule on planning (Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), under which MPOs shall establish performance targets within 180 days of a State or transit provider setting targets; and

WHEREAS, the transit agencies or jurisdictions operating public transportation in the MPO's planning area have developed information and targets toward compliance with the law and regulation and have communicated their current targets for transit asset management to the MPO; and

WHEREAS 49 CFR Part 625, the FTA Transit Asset Management Rule, which became effective on October 1, 2016, requires transit operators to develop and adopt a Transit Asset Management Plan that addresses State of Good Repair for rolling stock, infrastructure, equipment, and facilities; and

NOW THEREFORE, BE IT RESOLVED, that the MPO's Transportation Advisory Committee (TAC) supports the Jacksonville Transit and Onslow United Transit System targets and agrees to plan and program projects that contribute toward the accomplishment of the transit agency's targets as noted below for each of the listed performance measures below:

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
REVENUE VEHICLES			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AO - Automobile	8	20%
	BU - Bus	14	20%
	CU - Cutaway Bus	10	20%
	MB - Mini-bus	10	20%
	MV - Mini-van	8	20%
	SV - Sport Utility Vehicle	8	20%
	VN - Van	8	20%
	Other	8	20%
EQUIPMENT			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	8	20%
	Steel Wheel Vehicles	8	20%
	Trucks and other Rubber Tire Vehicles	8	20%
	Maintenance Equipment	Agency Determined	20%
	Computer Software	Agency Determined	20%
FACILITIES			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A	20%
	Maintenance	N/A	20%
	Parking Structures	N/A	20%
	Passenger Facilities	N/A	20%

NOW, THEREFORE, BE IT RESOLVED, that the Transportation Advisory Committee (TAC) agrees to adopt the Transit Asset Management Plan performance measures as presented and does hereby add these requirements to the 2040 Long Range Transportation Plan on this, 11th day of October, 2018.

Robert Warden, Chairman

Subscribed and sworn to me this ____ day of _____ 2018.

_____ My commission expires _____ Notary
Public

NCDOT TAM Plan Summary

The North Carolina Department of Transportation/Public Transportation Division (NCDOT/PTD) has prepared a Group TAM (Transit Asset Management) plan for all community transportation systems and small urban systems opting to be included in the plan. This activity is mandated by Federal Transit Administration (FTA) (Federal Register/Vol. 81, No. 143 § 625.3). The purpose of this document is to summarize the components of the TAM Plan and the process.

1. Expectations and Relationship to Funding

The Federal Register/Vol. 81, No. 143/Tuesday, July 26, 2016/Rules and Regulations/PART 625 establishes the Transit Asset Management requirements. The requirements for group plan sponsors and participants include:

Group Plan Expectations

§625.27 Group plans for transit asset management.

(a) Responsibilities of a group TAM plan sponsor.

(1) A sponsor must develop a group TAM plan for its tier II provider subrecipients, except those subrecipients that are also direct recipients under the 49 U.S.C. 5307 Urbanized Area Formula Grant Program. The group TAM plan must include a list of those subrecipients that are participating in the plan.

(2) A sponsor must comply with the requirements of this part for a TAM plan when developing a group TAM plan.

(3) A sponsor must coordinate the development of a group TAM plan with each participant's Accountable Executive.

(4) A sponsor must make the completed group TAM plan available to all participants in a format that is easily accessible.

(b) Responsibilities of a group TAM plan participant.

(1) A tier II provider may participate in only one group TAM plan.

(2) A tier II provider must provide written notification to a sponsor if it chooses to opt-out of a group TAM plan. A provider that opts-out of a group TAM plan must either develop its own TAM plan or participate in another sponsor's group TAM plan.

(3) A participant must provide a sponsor with any information that is necessary and relevant to the development of a group TAM plan.

Relationship to Funding

The NCDOT Group TAM Plan is a planning tool for predicting when assets should be replaced to maintain safety and reliability through a State of Good Repair (SGR). Identifying an asset in the group plan as warranting replacement does not guarantee the asset will be funded. If NCDOT is to be a partner in funding, multiple department procedures must be followed. This plan will help all transit systems identify future funding needs and enable them to begin the process of exploring funding options.

2. Participation in the State-Sponsored Group TAM Plan

All current §5311 sub-recipient agencies of NCDOT and §5307 recipients with “one hundred (100) or fewer vehicles in revenue service during peak regular service across all non-rail fixed route modes or in any one non-fixed route mode”, within North Carolina are Tier II Providers [49 CFR § 625.45] and are invited to participate in the NCDOT Group TAM Plan. Participation in this Group TAM Plan is optional. Per federal requirements, transit systems receiving §5311 and/or §5307 funds must either participate in a group plan or develop their own plan.

Transit systems are invited to offer input into the State Group TAM Plan. However, individualized performance targets for transit systems in the group plan will not be considered. If specific performance targets are required by a transit system, the transit system must either develop its own plan or participate in another group plan. If an agency chooses to “opt out”, the accountable executive must indicate in writing that the transit system will not be participating in the State Group TAM Plan.

The National Transit Database (NTD) is the official mechanism for reporting transit data. Transit systems participating in this group TAM Plan reporting their own data to NTD should select the NCDOT Group TAM Plan in their annual NTD report.

Accountable Executives representing each system participating in this group plan must provide certified asset inventory data and approve the NCDOT Group TAM Plan. The plan participants are listed on page 4 of the TAM Plan under the heading “Group Plan Contributors”. The sponsor, NCDOT, reserves the right to decide, develop and communicate:

- Eligibility for participation in the group plan
- Plans, timelines, and deadlines for TAM plan development
- Data needs and formats from agencies
- Procedures for policy discussions
- Targets and prioritizing investments
- Thresholds and procedures for amending the TAM plan
- Coordination with planning organizations
- Expectations for the process of opting out of the plan

3. Relationship with Metropolitan Planning Organization Performance Targets

Metropolitan Planning Organization’s (MPOs) are required to develop and report transit performance targets. These targets may be based on Group Plans or transit system plans within the MPO area or the targets may be developed independently. Transit systems and group plan sponsors should share their targets with MPOs to facilitate consistency within the plans and to establish a dialogue about appropriate transit asset conditions. MPOs should also share their targets with Group Plan sponsors and transit systems in their areas for the same reasons. Although consistency is preferred between the performance targets, the MPO plans are not required to be consistent with the Group Plans and/or transit system plans.

4. Timeline

The completed NCDOT Sponsored Group TAM Plan and corresponding Performance Targets and Measures will be provided to transit providers and MPOs by October 1st, 2018. Targets will also be submitted annually to the National Transit Database (NTD). This Group TAM Plan is required to be updated at least every four years in alignment with the State Transportation Improvement Program

updates. NCDOT will provide TAM Inventories to the transit systems by June 25 of each year. Transit systems will submit TAM Inventories certified by the Accountable Executive by July 15 of each year.

5. Asset Inventory Data

Asset data used to inform the TAM Plan are compiled from three primary sources: the NCDOT Vehicle Inventory, the Electronic Asset Management (EAM) system, and the TAM Inventory.

The NCDOT Vehicle inventory tracks all vehicles NCDOT participated in funding. The vehicle ending odometer mileage as of July 1st will be updated annually from the EAM system.

The TAM Inventory will be completed annually by the transit systems to supply inventories and mileage for all vehicles purchased without NCDOT assistance, all equipment, and all facilities. Instructions for completing the TAM Inventory are attached in Appendix A. If NCDOT participated in funding the equipment, the equipment must include a Claim ID matching the claim submitted to NCDOT/PTD via Partner Connect. Useful life benchmarks for equipment and TERM Scale Condition Ratings for all facilities will be established by the transit systems in the TAM Inventory.

Agencies participating in the Group TAM Plan must submit a completed TAM Inventory to NCDOT via Partner Connect. This inventory must be certified annually by the Accountable Executive [49 CFR § 625.5] for a participating agency. Failure to submit this inventory in the specified annual time frame may result in funding penalties according to NCDOT guidelines. This TAM Inventory shall be sent out annually on the 25th of June to gather updates and must be returned by the 15th of July each year.

6. NCDOT Group TAM Plan Elements

The NCDOT Group TAM Plan is based on an excel workbook template specifically designed by FTA for state-sponsored TAM Plans which includes the following sections: Capital Asset Inventory, Decision Support, Investment Prioritization and Project Ranking, Performance Measures, and Performance Targets.

Capital Asset Inventory

The Capital Asset Inventory contains an Asset Inventory Summary which calculates statistics regarding the asset categories and replacement costs found in the Asset Register in Appendix A of the TAM Plan. This section also contains an Asset Condition Summary of data shown in the Revenue Vehicle, Equipment and Facility Condition tables found in Appendix B1, Appendix B2 and Appendix B3 of the TAM Plan. This summary expands on the Capital Asset Inventory detailing the condition of all assets utilizing useful life benchmarks and TERM Scale Condition ratings.

Decision Support

The Decision Support page gives a synopsis of the investment prioritization process and the decision support tools used to make these prioritizations. This section also includes descriptions of each tool used in the process of creating the TAM Plan. The tools include: projecting asset replacement timeframes and costs, tools for gathering data on all assets utilized by NCDOT Group TAM Plan participants in the provision of transportation services, and tools for prioritizing assets according to state guidelines. The following tools are included:

- Strategic Transportation Investment (STI)
- Vehicle Replacement Schedule

- NCDOT Vehicle Inventory
- TERM Scale Condition Worksheet
- TAM Inventory
- EAM Asset Management Software

Investment Prioritization and Project Ranking

The FTA requires an asset prioritization and ranking for all assets. Each year, NCDOT completes a vehicle investment prioritization using vehicle mileage. Non-vehicular assets are assessed using useful life and condition. Qualifying assets are also ranked in accordance with FTA's guidelines in the process described below.

EQUIPMENT

-Non-revenue vehicles are considered to be equipment. The Useful Life Benchmark (ULB) for these vehicles is initially set to 8 years.

-All non-vehicular equipment valued at greater than (>) \$50,000 (ie. Generators, hydraulic lifts, etc.) must have a useful life benchmark provided by the transit system. This useful life benchmark will determine the priority and ranking of such investments. Systems are expected to maintain equipment until this useful life benchmark is met.

ROLLING STOCK

-Vehicle replacement prioritization is determined by mileage using the Vehicle Replacement Schedule which is updated annually to reflect actual mileages. Vehicle odometers are determined using the transit system managed software EAM (AssetWorks). The annual mileage information is used by NCDOT to project the mileage for the next 5 (five) years. Using the replacement mileages defined by NCDOT (TAM Plan Appendix D) each vehicle is assigned a projected year of replacement (Project Year) based on projected mileage.

-Vehicle ranking corresponds to the vehicle Project Year and the mileage in relation to other vehicles in that project year. Vehicles are organized by Project Year and sorted by the ratio of projected year end odometer to replacement mileage. Vehicles in each project year are assigned a priority of "Low", "Medium" or "High" based on this ratio. Any vehicle projected to become due for replacement more than 5 years from FY18 is assigned a project year of "5555" because the inventory requires data entry in this field.

FACILITIES

-Facility replacements and upgrades are based on TERM-scales.

Performance Measures

EQUIPMENT

- Percentage of equipment meeting or exceeding respective Useful Life Benchmarks (ULB), measured in accordance with the FTA 2017 Asset Inventory Module Reporting Manual. Includes all tangible assets used in the provision of transportation (Replacement Cost >\$50,000) and all non-revenue vehicles.

- Service/Support Vehicles ULB: (8) years
- All Other Equipment (\$50,000 or >) ULB: Set by system

ROLLING STOCK

-Percentage of revenue vehicles within a particular asset class meeting or exceeding respective ULBs. Tracking all revenue vehicles including NCDOT funded vehicles and locally-owned vehicle assets.

- 6 Asset Classes w/ ULBs:
 - Bus: (14) years
 - LTV: (10) years
 - Minivan: (8) years
 - Other: (8) years
 - Sports Utility Vehicle: (8) years
 - Van: (8) years
- Assessed according to Age based on Model Year -1.

FACILITIES

-Calculated according to percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale (1=Poor to 5=Excellent).

- TERM SCALE: Required to determine mean value across components. Calculate the TERM SCALE by averaging all component ratings. Example: If 5 components are inspected and the results are evenly distributed between the 5 rating categories, the overall rating is 3.

Performance Targets

A performance target of 20% is set for all asset categories, meaning that 80% of the assets in each category meet or exceed the state of good repair performance measure. Twenty-percent was selected to account for delays in acquiring the local match, the grant cycle, procurement process, and asset delivery.

Asset Category - Performance Measure	Asset Class	Useful Life Benchmark	2019 Target
REVENUE VEHICLES			
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AO - Automobile	8	20%
	BU - Bus	14	20%
	CU - Cutaway Bus	10	20%
	MB - Mini-bus	10	20%
	MV - Mini-van	8	20%
	SV - Sport Utility Vehicle	8	20%
	VN - Van	8	20%
	Other	8	20%
EQUIPMENT			
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	8	20%
	Steel Wheel Vehicles	8	20%
	Trucks and other Rubber Tire Vehicles	8	20%
	Maintenance Equipment	Agency Determined	20%
	Computer Software	Agency Determined	20%
	Custom 1	Agency Determined	20%
FACILITIES			
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A	20%
	Maintenance	N/A	20%
	Parking Structures	N/A	20%
	Passenger Facilities	N/A	20%
	Shelter	N/A	20%
	Storage	N/A	20%
	Custom 1	N/A	20%

Data Cleaning and Default Values

The data analysis and entry process requires accurate and complete data from every participating agency in the Group TAM Plan. While every effort has been made to validate and clean this agency provided data, there are often instances in which the data requests cannot be fulfilled due to incomplete knowledge, lost records or known inaccuracies. In these instances, the following default values may have been utilized:

FOR EMPTY RECORDS	
EQUIPMENT	DEFAULT VALUE
Vehicle Mileage	0
Acquisition Year	2010
Replacement Cost/Value	0
Useful Life Benchmark	Maintenance - 15, Service Vehicle - 8, Software - 5
FACILITIES	DEFAULT VALUE
Acquisition Year	1950
Replacement Cost/Value	\$350,000
ROLLING STOCK	DEFAULT VALUE
Vehicle Mileage	0
Replacement Cost/Value	0

Appendix A

General Instructions

Transportation Asset Management Inventory (TAM): Getting Started

General Overview

This Excel workbook collects asset information for each agency, for each fiscal year beginning July 1st and ending June 30th. The workbook is separated into 3 worksheets organized according to FTA asset categories.

Saving the TAM Inventory File

Your first step should be to save this file to a location where it can be retrieved and updated. It is helpful to save the document with the transit system name and fiscal year in the format "*[System Name].TAM_Inventory.FY[YY].[Date Completed "YYYYMMDD"].xism*". Once saved, open the file and complete the form following the step-by-step instructions. It is recommended that the file be saved frequently while updating information so as not to lose data if technical difficulties with hardware or software are experienced.

Worksheet Tabs and Line Numbers

Tabs for each worksheet are located at the bottom of the Excel program screen and are labeled. Begin with the first tab "1. Rolling Stock" to select your system's name. All lines formatted in

 require a number or other information to be entered. Instructions are provided in this document for each cell in each row. A popup with directions will appear in any cell requiring a user entry.

In some lines and columns, the data is automatically calculated or information is copied from another section in the report. These autofill lines and columns are protected and the answers cannot be changed.

Effective Date

The Effective Date of this TAM Inventory requirement is July 1st, 2016, the start of the fiscal year. Any Equipment acquired after this date should be included in this asset inventory. All agency-owned Rolling Stock and all Facilities currently used in the provision of transportation must be reported in this inventory.

How to Report

1. Rolling Stock

Report only revenue vehicles for which NCDOT does not hold the title that are used in the provision of public transportation.

*THIS INCLUDES (but is not limited to):

- Agency owned vehicles
- FTA Direct-Recipient Vehicles
- Transportation Authority owned vehicles
- 3rd Party Leased vehicles
- County owned vehicles

*DOES NOT INCLUDE:

- NCDOT leased vehicles (these are tracked separately)
- Service and Support Vehicles (tracked in the Equipment tab)
- Brokered transportation vehicles
- Purchased-transportation vehicles

2. Equipment

-Report all capital assets used in the provision of transportation:

- With a PTD Claim ID AND
- With a purchase price greater than \$100 AND

- With a useful life greater than 1 year AND
- Purchased after July 1st, 2016 (start of FY17)

- Report **ALL LOCALLY-OWNED SERVICE/SUPPORT VEHICLES**, and all assets with a replacement value:
 - Greater than \$50,000, regardless of purchase date/funding (No Claim ID required).
 - This includes hydraulic lifts and high-value maintenance equipment

3. Facilities

Report all facilities used in the provision of transportation, whether they are owned, leased or rented.

*THIS INCLUDES (but is not limited to):

- Rented/leased office spaces
- Parking facilities (ex. Park and Ride Lots, Garages)
- Administrative and maintenance facilities (county or agency owned)

*DOES NOT INCLUDE:

- Private service stations (ex. Joe's Garage, Jiffy Lube, Meineke)

4. TERM Scale

Please use the attached TERM Scale Worksheet to assign a condition rating to facilities. Please save a copy of the TERM Scale Worksheet for each facility in your personal records.

NCDOT does not require copies of these worksheets to be submitted but they may be requested during a site visit.

5. Completion

The Accountable Executive must fill out and sign the Completion tab.

Where to Send the TAM Inventory

Systems should submit the completed TAM Inventory (as an Excel workbook) and signed Completion tab (as a .pdf document) to PTD via Partner Connect Drop Box under the category "TAM Inventory" with the proper naming convention given above.

Report Deadlines

All updates to this inventory should be submitted by July 15th of each fiscal year.

Where to Get Assistance

Contact Jonah Freedman with ITRE at jfreedm@ncsu.edu if there are any questions about completing this TAM Inventory and contact your Regional Mobility Development Specialist about uploading to Partner Connect.



To: Technical Coordinating Committee
From: Deanna Trebil, MPO Administrator
Subject: Division Needs Local Input Points

10/3/2018

The Prioritization 5.0 (P5.0) process allows MPOs and RPOs to assign local input points at the Regional Impact and Division Needs funding levels to voice their preference regarding transportation projects. Ultimately, local input points influence final project scores helping to determine which are funded for implementation. Division Needs projects receive 25% of their final score from the MPO/RPO local point assignment, with another 25% assigned by local input points from the Division Engineer. Point assignment must be based on an adopted methodology and a 30-day public comment period is required prior to final submittal to NCDOT.

The attached spreadsheet reflects P5.0 composite scores for all JUMPO highway, bicycle/pedestrian and aviation projects. The TCC Subcommittee met August 28, 2018 to discuss allocation of the 1,300 local input points JUMPO is allotted to assign to Division Needs projects.

Recommended Action: Recommend approval of Division Needs to the TAC

Attachments: Prioritization 5.0 Division Needs Composite Scores
Local Input Methodology
Prioritization 5.0 Work Program

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Total Score (Out of 100)	Community Importance (40 max)	Project Readiness (25 max)	Transportation Performance Mgmt (20 max)	P5.0 Qscore (15 max)	Raw Score Total	MPO Local Input Points (25%)	Division Local Input Points (25%)	Total Regional Impact Score
H140357	Highway	U-5915	Regional Impact	NC 111 (Catherine Lake Rd)	US 258 (Richlands Hwy)	SR 1265 (Airport Rd)	Upgrade roadway to 12' travel lanes with 4' FDPS and improved geometry at intersections.	16 - Modernize Roadway	\$ 26,000,000	31.13	40	10	20	10	80	100		56.13
H111197	Highway	U-5903	Division Needs	SR 1336 (Henderson Drive)	SR 1308 (Gum Branch Road)	NC 53 (Western Boulevard)	Upgrade to a multilane superstreet	4 - Upgrade Arterial to Superstreet	\$14,500,000	36.61	30	20	10	15	75	100		61.61
H140365	Highway	U-5733	Division Needs	Catherine Lake Road Extension	US 258 (Richlands Hwy)	SR 1308 (Gum Branch Rd)	Construct continuation of NC 111 on new alignment to SR 1308 at existing SR 1324 intersection	5 - Construct Roadway on New Location	\$47,000,000	32.59	40	5	20	10	75	100		57.59
H150967	Highway	U-6082	Division Needs	SR 1308 (Bell Fork Road)	SR 1403 (Country Club Road)		Improve the at-grade intersection of SR 1308 (Bell Fork Road), SR 1403 (Country Club Road) & SR 1403 (Hargett Street)	10 - Improve Intersection	\$ 3,400,000	35.09	30	15	10	15	70	100		60.09
B171216	BikePed		Division Needs	Downtown Greenway	Chaney Ave (end of existing greenway)	Wardola Dr	Construct multiuse path from end of existing path to Sturgeon City Trail	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 639,000	33.10	30	20	5	10	65	100		58.10
H111196	Highway	U-5913	Division Needs	SR 1336 (Henderson Drive)	NC 53 (Western Boulevard)	Commons Drive, North (at Firehouse Road)	Extend Henderson Drive to Commons Drive, north (at Firehouse Drive) on New Alignment as a Four-Lane Divided Highway	5 - Construct Roadway on New Location	\$ 5,000,000	34.04	30	15	10	10	65			34.04
B171019	BikePed		Division Needs	Henderson Sidewalk	SR1308 (Gum Branch Rd)	US 17B (Marine Blvd)	Upgrade sidewalk to meet ADA standards	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 464,000	41.28	40	0	5	15	60			41.28
A171138	Aviation		Regional Impact	OAJ - Albert J. Ellis Airport	OAJ - Access Roadway Extension and Realignment	N/A	Construct new entrance road between the terminal area and NC 111. (Project Request Number 3110)	1320 - General Aviation Terminal Building: Construct Terminal Access Road	\$ 300,000	26.08	30	15	10	5	60			26.08
H090911	Highway	U-5793	Division Needs	SR 1308 (Gum Branch Road)	SR 1322 (Summersill School Road)	SR 1324 (Ramsey Rd)	Upgrade roadway to Superstreet	4 - Upgrade Arterial to Superstreet	\$15,400,000	43.00	20	0	20	15	55	100		68.00
H170491	Highway	U-5793B	Division Needs	SR 1308 (Bell Fork Road)	SR 1324 (Ramsey Rd)	SR 1390 (Country Club Blvd)	Upgrade to multilane superstreet	4 - Upgrade Arterial to Superstreet	\$47,100,000	39.56	20	0	20	15	55	100		64.56
B171018	BikePed		Division Needs	Western Greenway	US 17 (Marine Blvd)	SR 1308 (Gum Branch Rd)	Upgrade sidewalk to share-use path and construct shared-use path where none exists	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 3,235,500	37.45	40	0	0	15	55			37.45
B171008	BikePed		Division Needs	Gum Branch Greenway	SR 1336 (Henderson Dr)	SR 1322 (Summersill School Rd)	Construct a shared-use sidepath adjacent on the west side of SR 1308 (Gum Branch Rd) from end of existing path north of SR 1336.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 2,643,200	34.32	40	0	5	10	55			34.32

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Total Score (Out of 100)	Community Importance (40 max)	Project Readiness (25 max)	Transportation Performance Mgmt (20 max)	P5.0 Qscore (15 max)	Raw Score Total	MPO Local Input Points (25%)	Division Local Input Points (25%)	Total Regional Impact Score
H170569	Highway		Regional Impact	US 17 BUS (Wilmington Highway)	US 258 (Richlands Highway)	NC 24 Bypass	Upgrade arterial to superstreet between NC 24 EB off-ramp and US 258 signalized intersection.	4 - Upgrade Arterial to Superstreet	\$ 8,000,000	27.62	40	0	10	5	55			27.62
A171145	Aviation		Regional Impact	OAJ - Albert J. Ellis Airport	OAJ - GA Apron Expansion and Hangar Site Preparation	N/A	Construct a southern expansion of the GA apron and site preparation for hangars (Project Request Number 3102)	1200 - Aircraft Apron / Helipad Requirements	\$ 300,000	34.82	10	15	10	15	50	100		59.82
A130298	Aviation	AV-5809	Regional Impact	OAJ - Albert J. Ellis Airport	OAJ - Airport Access Road Realignment and Extension	N/A	This project will realign and extend the access roadway into the airport. This project will be funded by NCDOT Grants and local funds. (includes Project Request Numbers: 3110)	1320 - General Aviation Terminal Building: Construct Terminal Access Road	\$ 300,000	26.08	20	15	10	5	50	100		51.08
A171141	Aviation		Regional Impact	OAJ - Albert J. Ellis Airport	OAJ - GA Terminal Access Roadway Phase 3	N/A	Construct new roadway to divert traffic away from the main terminal	1320 - General Aviation Terminal Building: Construct Terminal Access Road	\$ 300,000	25.95	20	15	10	5	50			25.95
B171016	BikePed		Division Needs	Midway Park Greenway	Rail Tral	Piney Green Shopping Center Driveway	Construct shared-use path adjacent to the north side of NC 24	1 - Grade-Separated Bicycle Facility or National, State, or Regional Bicycle Route (Bicycle)	\$ 1,909,000	35.19	30	0	0	15	45			35.19
H170571	Highway		Division Needs	SR 1308 (Gum Branch Road)	Williamsburg Parkway	Indian Drive	Upgrade 5-lane cross-section to superstreet between existing traffic signals	4 - Upgrade Arterial to Superstreet	\$ 7,100,000	34.35	20	0	10	10	40	100		59.35
H171302	Highway		Division Needs	SR 1324 (Ramsey Rd)	SR 1308 (Gum Branch Rd)	Future - SR 2714 (Jacksonville Pkwy)	Upgrade to multilane superstreet	4 - Upgrade Arterial to Superstreet	\$46,500,000	28.57	20	0	10	5	35	100		53.57
H111194-B	Highway	U-5791	Division Needs	SR 1324 (Ramsey Road)	SR 2714 (Jacksonville Parkway)	US 17 (New Bern Highway)	Upgrade to a Multi-lane Superstreet	4 - Upgrade Arterial to Superstreet	\$24,800,000	25.69	10	15	10	0	35			25.69
H170607	Highway		Division Needs	SR 1403 (Country Club Road)	NC 53 (Western Boulevard)	SR 1406 (Piney Green Road)	Upgrade to multilane superstreet	4 - Upgrade Arterial to Superstreet	\$19,200,000	34.81	10	0	10	10	30			34.81
H150382	Highway		Division Needs	Catherine Lake Road	SR 1230 (Haw Branch Road)	SR 1265 (Airport Road)	Realign roadway to comply with FAA requirements	5 - Construct Roadway on New Location	\$ 8,200,000	14.77	10	15	5	0	30			14.77
H111205-C	Highway		Regional Impact	NC 210	South of SR 1518 (Old Folkstone Rd)	SR 1568 (New River Inlet Rd)	Add turn lanes, shoulders and greenway	16 - Modernize Roadway	\$ 30,300,000	18.78	10	5	10	0	25			18.78

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Total Score (Out of 100)	Community Importance (40 max)	Project Readiness (25 max)	Transportation Performance Mgmt (20 max)	P5.0 Qscore (15 max)	Raw Score Total	MPO Local Input Points (25%)	Division Local Input Points (25%)	Total Regional Impact Score
B171005	BikePed		Division Needs	Hunter's Trail Greenway	SR 1829 (Hunter's Trail)	SR 1860 (Hunter's Trail)	Construct shared-use path between the dead-end streets, including a bridge over the creek	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 396,000	13.77	20	0	0	0	20			13.77
H140427	Highway		Division Needs	SR 1130 (Old Maplehurst Rd)	US 17 (Wilmington Hwy)	NC 53 (Burgaw Hwy)	Widen existing roadway	1 - Widen Existing Roadway	\$17,200,000	30.17	0	0	10	5	15	100		55.17
H150827	Highway		Statewide Mobility	US 17 (Wilmington Hwy)	SR 1119 (High Hill Rd)	SR 1116 (Onslow Pines Rd)	Upgrade to superstreet	4 - Upgrade Arterial to Superstreet	\$ 25,500,000	29.10	0	0	10	5	15	100		54.10
H170612	Highway		Division Needs	New Route	SR 1403 (Country Club Road)	SR 2614 (W. Huff Drive)	Construct roadway on new alignment	5 - Construct Roadway on New Location	\$ 5,900,000	20.72	10	0	5	0	15			20.72
H170613	Highway		Division Needs	SR 1119 (High Hill Road)	US 17 (Wilmington Highway)	SR 1107 (Dawson Cabin Road)	Upgrade to 12' travel lanes and 4' paved shoulders.	16 - Modernize Roadway	\$ 9,100,000	15.03	0	0	5	0	5			15.03
H170614	Highway		Division Needs	New Route	SR 1829 (Hunters Trail)	SR 1860 (Hunters Trail)	Construct a connection on new alignment between the dead-end streets. Will require pipe or bridge at stream.	5 - Construct Roadway on New Location	\$ 3,800,000	12.30	0	0	5	0	5			12.30



P5.0 LOCAL INPUT POINT METHODOLOGY

Introduction

The State Transportation Improvement Program (STIP) and the Transportation Improvement Program (TIP) are federally required programming documents that depict phases (preliminary engineering, right-of-way acquisition, construction) of transportation projects by fiscal year and funding source. In North Carolina, the project selection process is governed by the Strategic Transportation Investments Act (STI) which was signed into law on June 26, 2013. The law provides a method to fund and prioritize transportation projects to ensure the maximum benefit to our state. The FY 2020-2029 STIP/TIP prioritization process, known as P5.0, is driven by data and local input, with all modes competing for funding. The formula breaks projects into three categories: Statewide Mobility (Interstate, National Highway System, Strategic Highway Network, Major Airports, Class I Railroads), Regional Impact (all other US and NC Routes, Regional Airports, Railroad, Ferry, Regional Transit) and Division Needs (all other state roadways, General Aviation Airports, Bicycle & Pedestrian, Railroad, Ferry, Transit, Federally Funded Municipal Roadways). Highway projects not funded in their primary category are eligible to cascade to a lower level to compete for funding. Go to www.ncdot.gov/strategictransportationinvestments for additional STI information.

NCGS 136-18 requires MPO's to develop methodologies to assign local input points to projects and North Carolina Department of Transportation (NCDOT) approval of the methodologies. JUMPO will not use modal specific criteria. The same criteria will be used to assign local input points to all modes.

As part of the P5.0 transportation prioritization process, local input points at the Regional Impact and Division Needs levels are split evenly between the MPO and the Division Engineer. JUMPO will assign local points for Regional Impact (15% of total score) once the final data-driven P5.0 quantitative scores are generated and the draft Statewide Mobility projects have been identified. The Division Needs (25% of total score) local points will be assigned after the draft Regional Impact projects have been identified. The MPO has 1,300 points to assign to projects within each respective category (Regional Impact and Division Needs) and will use the methodology described in this document to determine the merits of the projects for assignment of points. The points assigned in each category cover all modes: aviation, bicycle & pedestrian, highway, transit. A maximum of 100 points may be assigned to any one project.

The JUMPO P5.0 Local Input Methodology is based upon guidance from NCDOT and dialogue with the MPO's Technical Coordinating Committee (TCC) Prioritization Subcommittee. Public comment will be solicited on this methodology in accordance with the adopted JUMPO Public Participation Plan prior to adoption by the MPO Transportation Advisory Committee (TAC) in March 2018.

Description of Criteria and Weights

Community Importance Assessment – 40 points maximum

This criterion allows local discretion, based upon public comment and TAC concurrence, to determine the relative importance of proposed projects to the community and categorize them accordingly. Local knowledge of the merits of proposed projects has been deemed to carry considerable weight in the distribution of preliminary points.

- In accordance with the metropolitan planning process, input on proposed projects will be solicited by following outreach strategies contained within the adopted JUMPO [Public Participation Plan](#). These include the use of the MPO website (www.jumpo-nc.gov), social media, newspaper advertising and a public forum.
 - Project listings of all modes will be published in spring (potentially April) 2018 on the MPO website, along with a survey to allow the public to comment on and categorize submitted projects
 - The survey will ask respondents to rate projects on a 1 to 5 scale based on their level of support
 - Final survey compilation will provide a score from 1 to 5 for each project
 - Comments may also be received from the public by writing, telephone, social media, or in person, either at the public forum or in the MPO office
- All modes will be combined and ranked from highest score to lowest. The scores will be divided into five equal groupings. Points will be awarded as follows:
 - Top group - 40 points
 - Second highest group - 30 points
 - Middle group - 20 points
 - Second lowest group - 10 points
 - Lowest group - 0 points
- Feedback from the public, including the public prioritization comments, will be provided to the TCC and TAC for consideration.

Project Readiness – 25 points maximum

This criterion encourages local preference scoring based on the ability to construct or implement the project in a timely fashion. All modes are evaluated using the same criteria. In order to compare the different processes, the basis for point distribution will be on the project's readiness for construction or implementation and what phase of the process the project is at the time of evaluation as reported by the project manager.

- Projects are assigned points based upon status within the project development process. The phase of project development that has been started will determine the points awarded.
 - Feasibility Study – 5 points
 - Project Scoping – 10 points
 - Environmental – 15 points
 - Design – 20 points
 - Right-of-way – 25 points

Transportation Performance Management National Goals – 20 points maximum

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The national Federal highway program performance goals as established by Congress are:

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
4. **System Reliability** - To improve the efficiency of the surface transportation system
5. **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

This criterion will award 5 points for each goal that is being furthered by the project, with a maximum of 20 total points available. Data sources for this criterion include, but are not limited to: P5.0 quantitative data items, the Long Range Transportation Plan or other applicable plan, project studies, purpose and need statements. The source(s) and goal(s) will be listed for each project.

P5.0 Quantitative Score – 15 points maximum

This criterion encourages local prioritization scores that work with, not against, P5.0 quantitative results. The P5.0 quantitative score accounts for 70% of Regional Impact and 50% of Division Needs project scores and represents a significant portion of the prioritization process. Local prioritization scores that do not align with P5.0 quantitative results could be counterproductive for funding projects.

- The P5.0 data driven score will determine the number of points assigned in each tier
- All modes will be combined and projects will be listed in descending order of P5.0 scores
- Projects will be divided into four equal groups with the following point assignment:
 - Top group - 15 points
 - Second highest group - 10 points
 - Second lowest group - 5 points
 - Lowest group - 0 points

Total Score and Project Ranking Approach

Preliminary Local Input Points

The four criteria scores will be added together for each project and become the basis for the TAC to assign the local input points to the top 13 projects. These top scoring projects will each receive 100 local input points (or the maximum allowable percentage of points within the MPO for shared projects).

- The prioritized listing with preliminary local input point assignment (including raw scores) will be publicized using the JUMPO Public Participation Plan to obtain public comment
 - Regional Impact category in April – May 2018
 - Division Needs category in September – October 2018
- Recommendations for less than the maximum point assignment may be made depending on overall analysis of projects within Region B and/or Division 3
- The P5.0 scores and Division Engineer assigned local prioritization input points will also be available to the public at the same time for their review through NCDOT's websites.

Schedule and Public Outreach

The following schedule for prioritization of projects to be included in the FY 2020-2029 TIP is subject to change at the discretion of NCDOT/JUMPO. Specific dates and any changes to this schedule will be posted on the JUMPO website. In addition to a public open house, the public is welcome to address their concerns during the public comment portions of the TCC or TAC meetings. All materials will be available on the JUMPO website, www.jumpo-nc.org.

- April 2018 – P5.0 Quantitative Scores are released by NCDOT
- April 2018 – Draft list of programmed Statewide Mobility projects released
- April 2018 – Survey available on JUMPO website for public comment and input on Regional Impact project prioritization
- Late April – May 2018 – Public Comment period for draft assignment of Regional Impact local input points
- May 2018 – Public open house for review of draft assignment of Regional Impact local input points
- May 2018 – TCC will review draft assignment of Regional Impact local input points
- June 2018 – TAC will assign Regional Impact local input points and submission to NCDOT
- September 2018 – Draft list of programmed Regional Impact projects released
- September 2018 – Survey available on JUMPO website for public comment and input on Division Needs project prioritization
- September – October 2018 – Public Comment period for draft assignment of Division Needs local input points
- September 2018 – Public open house for review of draft assignment of Division Needs local input points
- September 2018 – TCC will review draft assignment of Division Needs local input points
- October 2018 – TAC will assign Division Needs local input points and submission to NCDOT
- January 2019 – NCDOT will release draft FY 2020-2029 STIP

Point Assignment Process

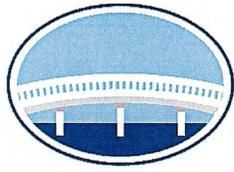
All final project rankings, points assigned per project and any rationale/justification for point adjustments which deviate from this methodology will be available on the MPO website in June 2018 for the Regional Impact category and in October 2018 for the Division Needs category. NCDOT final project scores will be released in late 2018 and the draft FY 2020-2029 STIP will be available for public review and comment in early 2019.

Final Local Prioritization Input Points

The draft local input points for each project will be finalized after public comments have been received and coordination with the Division Engineer is complete. The TCC and TAC will direct the final award of local input points into the P5.0 prioritization process and may, at the board's discretion, award less than 100 points on a project in order to increase the number of priority projects receiving local input points. The board may also award points to a project that was not shown in the draft listing or remove points from a project that was shown in the listing. The board reserves the right to make adjustments they believe are in the best interest of the metropolitan planning area.

A total of 1,300 points to projects in the Regional Impact category will be submitted no later than the end of June 2018 or as directed by NCDOT. A total of 1,300 points to projects in the Division Needs category will be submitted no later than the end of October 2018 or as directed by NCDOT.

Spreadsheets with project information and final point assignment will be available on the JUMPO website, www.jumpo-nc.org, immediately after TAC meetings in June for Regional Impact and October for Division Needs. The spreadsheets will be updated to show which projects are moving forward once NCDOT has completed selection of the projects that will be included in the draft FY 2020-2029 STIP.



JACKSONVILLE URBAN AREA
JUMPO
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION ADOPTING THE JACKSONVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION PRIORITIZATION 5.0 LOCAL INPUT POINTS METHODOLOGY

A motion was made by TAC Member Paul Buchanan and seconded by TAC Member Randy Thomas for adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, a new method of funding and prioritizing transportation projects to ensure maximum benefit to our state was enacted when the Strategic Transportation Investments program was signed into law on June 26, 2013; and

WHEREAS, prioritization (also known as Prioritization 5.0, or P5.0) is primarily a data-driven process, involving local assignment of points for projects in the Regional Impact and Division Needs funding categories by the Jacksonville MPO; and

WHEREAS, the Jacksonville MPO developed a P5.0 Local Prioritization Input Methodology, which complies with state law and NCDOT guidance; and

WHEREAS, the preliminary P5.0 Local Input Points Methodology for all projects was published for public comment on February 2, 2018; and

WHEREAS, all public comments were duly considered; and

WHEREAS, the P5.0 Local Input Points Methodology (Exhibit A) has been made to enhance the greatest likelihood of future funding in the State Transportation Improvement Program for projects that improve the mobility of our region.

NOW, THEREFORE, BE IT RESOLVED by the Jacksonville Urban Area Transportation Advisory Committee that the P5.0 Local Input Points Methodology is hereby adopted, this the 8th day of March, 2018.



Anthony Prinz, TAC Secretary



Robert Warden, Chairman

Prioritization 5.0 Work Program

TCC subcommittee:

- City of Jacksonville (2)
- Onslow County (2)
- MCB Camp Lejeune (2)
- NCDOT Division 3 (2)
- NCDOT District 1 (1)
- NCDOT Transportation Planning Branch (1)

Timeline:

~~**May 11, 2017** — TAC considers work program, creates P5.0 subcommittee~~

~~**June 26, 2017** — MPO issues Call for Projects~~

~~**July 6, 2017** — Staff coordination with others in Region B and Division 3 for alternate criteria~~

~~**July 28, 2017** — Subcommittee evaluates new projects and comments for submittal, alternate criteria for Regional Impact and Division Needs~~

~~**August 1, 2017** — Public Meeting for comment on project submissions~~

~~**August 10, 2017** — Subcommittee evaluates non-highway projects for submittal~~

~~**August 10, 2017** — TCC presented with new projects for consideration~~

~~**August 25, 2017** — Last day for existing project deletions and carry-over project modifications~~

~~**September 14, 2017** — TAC considers new projects for submission~~

~~**September 29, 2017** — Project submission submitted to NCDOT~~

~~**December 2017** — Project submittal data review~~

~~**January 2018** — NCDOT approval of Local Input Methodology~~

~~**February 2 – 28, 2018** — Public comment period for Local Input Methodology~~

~~**February 8, 2018** — Complete review of Local Input Methodology and present to TCC~~

~~**March 8, 2018** – TAC adopts Local Input Methodology~~

~~**April 2018** – NCDOT releases quantitative scores and identifies funded Statewide Mobility projects~~

~~**April 2018** – Subcommittee convenes to develop Regional Impact point assignments~~

~~**April – June 2018** – Public comment period on subcommittee recommended local point assignments~~

~~**May 10, 2018** – TCC consideration of Regional Impact local point assignments,~~

~~**June 14, 2018** – TAC adopts point assignments~~

~~June 15, 2018 **July 27, 2018** – Regional Impact local point assignments submitted to NCDOT~~

~~**September 2018** – NCDOT identifies funded Regional Impact projects~~

~~September 2018 **August 28, 2018** – TCC subcommittee develops Division Needs local point assignments~~

~~**September – October 2018** – Public comment period on subcommittee recommended Division Needs local point assignments~~

~~**October 3, 2018** – TCC consideration of Division Needs local point assignments~~

~~**October 11, 2018** – TAC Division Needs local point assignment concurrence~~

~~**October 12, 2018** – Local point assignment submitted to NCDOT~~

~~**January 2019** – NCDOT releases draft STIP~~

~~**Winter-Spring 2019** – Public comment period for draft STIP~~

~~**Spring 2019** – MPO completes draft TIP and financial plan~~

~~**June 2019** – Board of Transportation Adoption of STIP~~

~~**July 2019** – MPO Public Comment Period for final TIP~~

~~**August 2019** – TCC recommends adoption of TIP~~

~~**September 2019** – TAC adopts TIP, forwards to NCBOT for adoption~~

~~**October 2019** – TIP/STIP approved by FHWA~~

~~**October 2019** – FY 2018-2027 TIP/STIP active~~

SPOT ID	Mode	TIP	Project Category	Route / Facility Name	From / Cross Street	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Total Score (Out of 100)	Funded Status - Draft	Programmed Amount (2020-2029) - Draft	Right-of-Way Date - Draft	Construction Date - Draft
H170604	Highway	U-6107	Statewide Mobility	US 17 (Marine Blvd)	McDaniel Drive		Add left turn lane on McDaniel Dr.; add right turn lane on Workshop Ln; add cross-walks, curb ramps, ped signals, improve drainage structure under McDaniel Dr.	10 - Improve Intersection	\$ 1,400,000	81.31	N/A	Statewide Mobility	\$ 1,400,000	FY 2025	FY 2027
A150610	Aviation	AV-5806	Regional Impact	OAJ - Albert J. Ellis Airport	OAJ - Runway 23 Extend 900'	N/A	Extend runway 23 and taxiway A 900' (construction) (Project Request Number 3761)	0500 - Runway Length/Width	\$ 300,000	N/A	81.44	Regional Impact	\$ 300,000		FY 2025
H150380	Highway	U-6081	Regional Impact	NC 53 (Western Blvd)	SR 1308 (Gum Branch Rd)	US 17 (Marine Blvd)	Upgrade to a Multi-Lane Superstreet	4 - Upgrade Arterial to Superstreet	\$ 31,400,000	N/A	81.40	Regional Impact	\$ 22,067,000	FY 2026	FY 2028
A150605	Aviation	AV-5804	Regional Impact	OAJ - Albert J. Ellis Airport	OAJ - Land Acquisition for Runway Projection Zone, Runway Extension and Road Relocation	N/A	Acquire land for roadway relocation, RPZ and runway extension	0500 - Runway Length/Width	\$ 300,000	N/A	77.63	Regional Impact	\$ 300,000	FY 2023	
A150604	Aviation	AV-5805	Regional Impact	OAJ - Albert J. Ellis Airport	OAJ - Land Acquisition for Runway Extension and Road Relocation	N/A	Acquire land for runway extension and roadway relocation (Project Request Number 3442)	0500 - Runway Length/Width	\$ 300,000	N/A	77.22	Regional Impact	\$ 300,000	FY 2023	
H171392	Highway	U-6148	Statewide Mobility	US 258 (Richlands Hwy), NC 24	SR 1329 (Rhodestown Fire Dept Rd)		Add right turn lane on northbound US 258 and right turn lane on SR 1329	10 - Improve Intersection	\$ 1,600,000	63.67	72.10	Regional Impact	\$ 1,266,000	FY 2026	FY 2028