



45 conflict of interest was asked and ruled out. Mr. Ruggieri advised proper verbiage would be  
46 supplied for Chair Tyson at each subsequent meeting.

47

48 **4. Action:** Approve August 22, 2013 Minutes.

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50 Reading of the minutes was waived.

51

52 **Motion** was made by Mr. John Kirkland to accept the minutes as presented. Vice-chair  
53 Kinsey seconded. Minutes were unanimously approved.

54

55 **5. Presentation:** Ferry Division – Mr. Sterling Baker, NCDOT

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57 Mr. Sterling Baker utilized a PowerPoint presentation while providing information on the Ferry  
58 Division.

59

60 Mr. Baker provided definitions for a few terms:

61 - Ramp & Gantry: The ramp and system utilized to carry vehicles from land onto the  
62 ferry.

63 - Dolphin: The pilings used at the docks to aid the ferry's in docking.

64

65 Mr. Baker advised the Ferry System is not eligible for any statewide funding.

66

67 Regional funding typically covers Ramp & Gantry refurbishments/replacements, installations of  
68 new Ramp & Gantry (as is currently underway at Cherry Branch), modernization or expansion of  
69 Ferry Shipyard Major Assets including platens (system of railcars used to move the ferry's  
70 around the yard), and vessel lifts among others.

71

72 Division funding typically covers Ferry vessel replacement, ferry vessel upgrades and  
73 modernizations, support vessel replacement and support vessel upgrades and modernizations.  
74 Support vessels include three tug boats, three barges, a crane barge (for dolphin fixes) and a  
75 dredge.

76

77 The rating system for ferries is 50% determined after being assessed for current condition and  
78 50% for ramp & gantry inspections, as determined by the National Bridge Authority. Each  
79 percentage is then subtracted from 100. The number remaining determines what has the highest  
80 repair needs based on condition.

81

82 Each vessel is reviewed on an annual basis, with continual maintenance taking place. Each vessel  
83 spends a minimal period of time in the ship yard for routine maintenance. Every two years each  
84 vessel spends a longer period of time in the ship yard for significant upgrades. Full inspections  
85 are completed every three years.

86

87 Ramps and gantries are inspected every two years.

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89

90 Mr. Baker provided the project scoring overview for the ferry projects. For regional funding, the  
91 overall weight consists of 70% determined by quantitative data and 30% by local input. For  
92 division funding, the overall weight consists of 50% quantitative data and 50% local input.

93  
94 The benefit cost is determined by the time value saved by utilizing ferry routes versus the time it  
95 takes in utilizing a land route. Equation becomes time on ferry times vehicle on land to equal  
96 total number of hours saved.

97  
98 Mr. Baker advised their measurement for capacity and congestion is based on the number of cars  
99 that take a ferry route versus the number of cars left in queue; how many cars are not boarded  
100 and have to wait for the next ferry. The scoring scale is the percentage of vehicles left behind at  
101 each departure as compared to the total number of vehicles carried by the route in a one-year  
102 time frame. Some of this measurement includes double counting for cars; as the cars are counted  
103 prior to boarding, then the remaining cars are counted again, some of which are in the queue,  
104 thus duplicated.

105  
106 Mr. Ruggieri asked what the resolution is, using Hatteras as an example, as that ferry has the  
107 highest percentage of vehicles left behind.

108  
109 Mr. Baker stated the project proposed take into account those high numbers, but noted these  
110 numbers are for a limited time period. During the peak season, there are more vehicles left in the  
111 queue than during the rest of the year. This is considered acceptable and do not feel the need to  
112 change the route/number of ferries to accommodate a short-term season peak.

113  
114 Ms. Jill Stark noted seasonal changes drive the need for many of the projects, questioning if  
115 instead of an annual average, if the season peaks are considered.

116  
117 Mr. Baker advised seasonal changes are not considered currently. They need to come up with a  
118 good comparison. Hatteras routes are tourist-driven routes, where the Cherry Branch and Aurora  
119 routes are commuter-driven. There will always be less drop numbers on commuter routes versus  
120 tourist routes.

121  
122 Mr. Baker advised in Division II there are a total of 6 vessels. There are 4 at Cedar Island, 3 at  
123 Cherry Branch and 1 in Minnesott Beach. One of the three at Cherry Branch is a backup vessel,  
124 so is not in use. The entire fleet consists of 22 vessels; 9-10 that run Decar Island to Southport; 4  
125 at Cedar Island, 3 at Cherry Branch, 1 at Minnesott Beach and 7-9 at Hatteras.

126  
127 Mr. Gene Hodges inquired with local funding, what's the replacement schedule in our division,  
128 and will this limit the money allocated for local projects.

129  
130 Mr. Baker advised they have a 10-20 year program list with 3 vessels in the TIP currently. With  
131 the new formulas hitting on July 1, this will create a fresh start. Each MPO and RPO will have  
132 the ability to select 5 projects.

133  
134

135 Mr. Barker stated they are currently replacing the dredge, which was built in 1968 and was very  
136 out of date from a technology standpoint, as well as a maintenance standpoint. The cost of  
137 replacing this vessel is \$7 million.

138  
139 He also noted that currently the support vessels are their top priority right now, as opposed to  
140 replacing ferries. The dredge requires a tugboat, the cost of which runs from \$500,000.00 to \$5  
141 million depending on the size of tug. The projects pertaining to the support vessels will be  
142 spread across Division I, II & III because they are support vessels and all division have a vested  
143 interest in them. This will allow these projects to be more cost effective for all divisions.

144  
145 Mr. Baker advised the criteria to determine vessel replacement is:

- 146 Vehicle needs contained to less than 40% is ok.
- 147 Vehicle needs between 40-50%, replacement plans and discussion need to begin
- 148 Vehicle needs between 50-60%, replacement process should begin
- 149 Vehicle needs that exceed 60% are critical

150  
151 During the TCC meeting, Mr. Baumgardner asked Mr. Sterling for his ideas and views on the  
152 concept of tolling and how it would work.

153  
154 Mr. Baker explained that under the current law, the DOT will not initiate any tolling on routes  
155 that aren't already tolled. Existing roll routes will continue. The future toll options now depend  
156 on the surrounding counties, MPO's and RPO's. If it is decided at a point in the future to toll a  
157 currently free route, the revenue generated from the toll will be put into a special fund for each  
158 route that will cover replacement needs on that route only.

159  
160 Mr. Baker also noted that because of the active tolls, the ferry system was awarded \$5 million  
161 extra dollars in their budget. Now that the previously suggested tolls are not being put into  
162 place, next year they anticipate being awarded only \$2.5 million, with no further guarantee  
163 beyond next year for additional funds. Therefore, they are not including any additional funds in  
164 their future budget planning. Mr. Baker noted it will be challenging to keep things status quo as  
165 the lack of funding will affect future level of service and assist in determining where cuts must  
166 be made.

167  
168 Mr. Kirkland supported the criteria as valid, noting there is no normalization, rail and transit are  
169 harder to transition, noting a point value and category is sufficient to compare fairly.

170  
171 Ms. Stark noted even though the ferry is a main support and a statewide priority, it is not  
172 available for statewide funding.

173  
174 Mr. Baker advised emergency ferry routes are not eligible for any funding. Ms. Stark questioned  
175 what is. Mr. Baker noted once in an emergency situation the FHWA takes over cost coverage.

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180 **6. Other Business:** Candidate for MPO Administrator Position

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182 Mr. Ruggieri advised an offer was extended to their candidate of choice, but he declined to  
183 accept the position. Negotiations ensued by no resolution was found, so they will begin the  
184 process over. Mr. Ruggieri noted he will reevaluate the current salary range, and will ultimately  
185 make the range higher than it currently is.

186

187 Safety Study previously presented on Highway 70 data

188

189 Mr. Ruggieri advised that during the TAC meeting, the topic of improvements to the Highway  
190 70 corridor in the James City area was discussed. Ms. Stark will speak with their safety  
191 employee who has 25 years/ experience, and have him look into the issue and prepare a  
192 presentation for the October meeting, providing options, evidence, facts and next step options.

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194 **7. Public Comment:** N/A

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196 **8. Adjourn**

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198 There being no further business, the meeting was adjourned.

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Steve Tyson, Chairman

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Jeff Ruggieri, Secretary