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NORTH CAROLINA
Department of Transportation

P8 Workgroup Meeting #1

NCDOT SPOT Office

October 8, 2024

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

Introduction



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Agenda

Topic	Time (Duration)	Goal
Start	9:30 am	
Introduction	9:30 am (15 min)	
Workgroup Approach	9:45 am (30 min)	Discussion / Consensus
P8 Schedule	10:15 am (30 min)	Discussion / Consensus
Break	10:45 am (15 min)	
Carryovers & Number of Submittals	11:00 am (45 min)	Discussion / Consensus
Lunch	11:45 am (45 min)	
Resiliency	12:30 pm (45 min)	Education / Discussion
Local Input Points	1:15 pm (45 min)	Discussion / Consensus
Break	2:00 pm (15 min)	
Topic Clarification, P8 Subcommittees, & Topic Scheduling	2:15 pm (60 min)	Discussion
Recap & Next Steps	3:15 pm (15 min)	
Adjourn	By 3:30 pm	

Housekeeping

- Restrooms & exits
- Refreshments
- Lunches
- Parking Lot
- Wi-Fi & laptops

Workgroup Approach



Workgroup Meeting Approach

Proposal: Retain P7 scoring process unless there is consensus to recommend a change

Background:

- Mature process and multiple successful prioritization cycles
 - Same approach as P6 + P7: need consensus to change something, otherwise keep as is
 - Implies that there is consensus on what is not discussed in Workgroup
 - Includes all aspects of scoring: criteria, weights, measures, data usage, local input points, submittal numbers, etc.
- **Desire to reach consensus on proposed approach**
- Benefit to reaching consensus: Workgroup has more time to discuss other topics
 - Downside to not reaching consensus: Workgroup time would need to be spent on established scoring methods that were not put forward during topic gathering

Scoring Process - Comments

- 1 Q: Can we still discuss items not on the schedule?
A: Yes, the Workgroup can adjust as new priorities emerge throughout the cycle
- 2 Historically, without this approach it was difficult and we'd spend extra time on unnecessary things.
- 3 Consider if benefit-cost factors are part of scoring approach that should be retained. --
There's a conversation of benefit cost, ADT, and Peak ADT that probably needs to be had.
Consider time in our topic schedule to address these related issues
- 4 Q: Are we saying we're good with the *weights*?
A: What we're saying is if we DON'T discuss, we're good with what we have. We simply only address things that we need to ("if it ain't broke, don't fix it")

Outcome:

Retain P7 scoring process unless there is consensus to recommend a change.

Consensus Achieved?



Workgroup Meeting Approach

Proposal : Workgroup recommend that the Board approves the system until changed

Background:

- There is some uncertainty on if the Board is approving a cycle-specific or ongoing methodology
- Proposal would clarify that approval is for the entire process until such time as it is changed
- Workgroup would still have full purview to recommend changes every cycle
- SPOT Office would need to discuss with Board if they are receptive to this concept
 - SPOT Office will not initiate conversation with Board if the Workgroup does not recommend this approach

Goal: Discuss topic and gauge Workgroup interest

- Benefit to reaching consensus: provides additional clarity to all parties
- Downside to not reaching consensus: continue with status quo which is currently working

Prioritization System - Comments

- 1 Helpful to clarify that we're talking about the Board adopting the system *until further notice* (vs. cycle-specific). Gives better clarity and certainty to all parties. Unsure of any downsides to this proposal, since the status quo appears to be working.
- 2 The nature of the process requires this type of approach. (In P4, had to concur and talk about *everything* again, taking time away from more needed elements of the discussion).
- 3 Agree - we have a process.
- 4 We would be adopting a *process*, not a cycle-specific methodology.
- 5 Those who disagree should speak to the Board -- we need to be effective with our time.
- 6 It is incumbent upon the SPOT office to educate internally on this topic. We need to educate others, and this is our mature process.
- 7 Historically, the WG has adopted the process to be the process going forward



8 Why does the recommendation have to be at the *end* of the cycle? Why not earlier?
A: If there's a desire to that earlier, that could be the case

9 Exception: the schedule

10 Don't refer to "PX" process. Instead, refer to Prioritization process

11 Check in with Board *and* others and NCDOT

12 Doesn't exclude us from having input from the Board along the way. Just a "teachable moment" -- clarifying.



Outcome:

The Workgroup will proceed with the adopted prioritization system until such time as it is changed

Consensus Achieved?



P8 Schedule



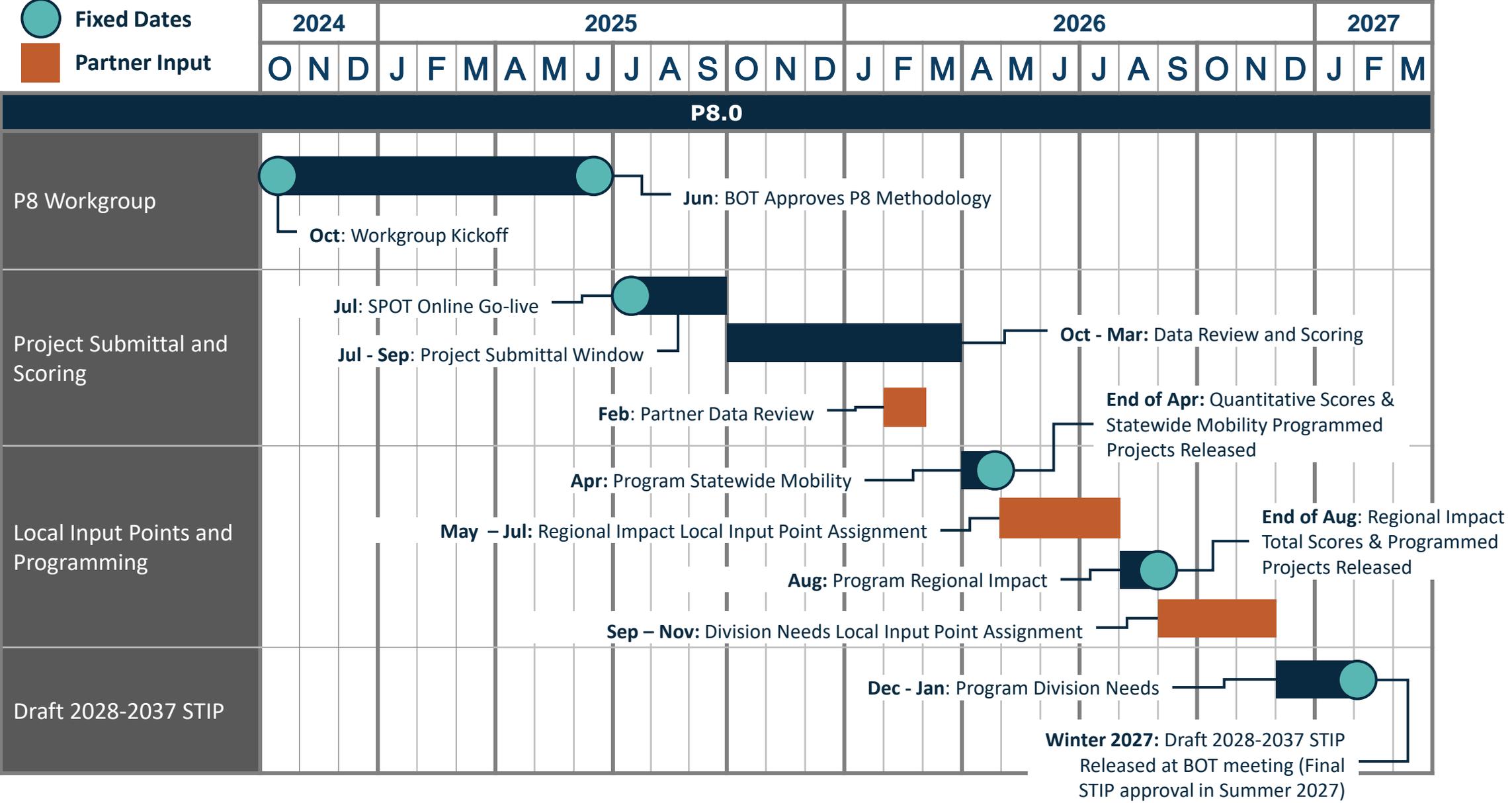
Draft P8 Schedule

- Goals of this discussion:
 - Review draft schedule windows and approximate dates and discuss changes
 - **Desire to reach consensus on schedule after feedback from the Workgroup**
- Background Information and Key Dates:
 - Schedule on next slide is based on initial P7 schedule
 - Expected Board of Transportation (BOT) approval in June 2025
 - Submittal window in Summer 2025
 - Scoring window in Fall 2025 through Winter 2026
 - Local Input Point windows in Summer 2026 and Fall 2026
 - Draft 2028-2037 STIP to be released in early 2027

Draft P8 Schedule

October 8, 2024

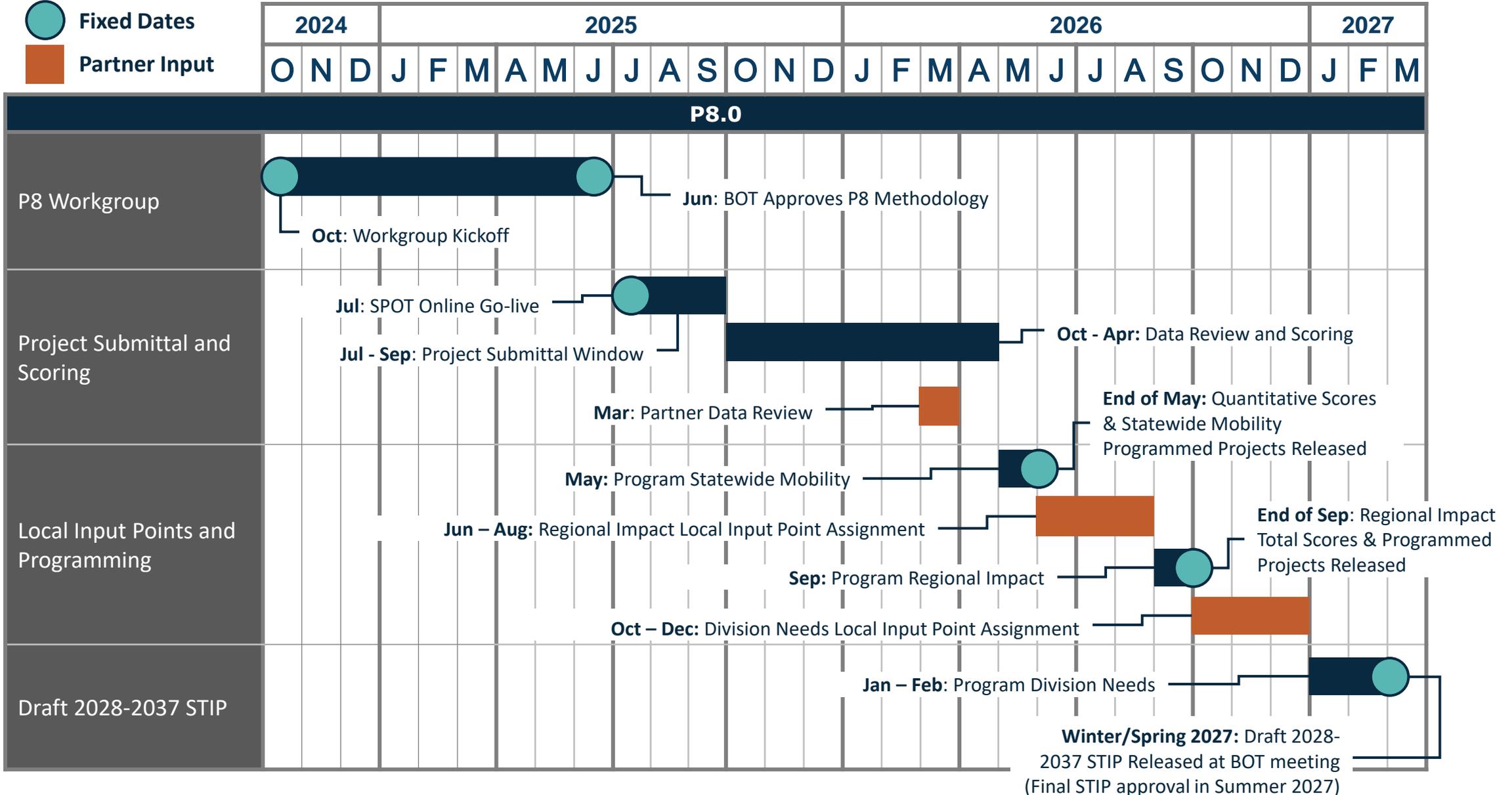
● Fixed Dates
■ Partner Input



Draft P8 Schedule – edited during meeting

October 8, 2024

- Fixed Dates
- Partner Input



P8 Schedule - Comments

1 Why aren't we pushing the schedule out 6-12 months? Consider that WNC is looking at billions of dollars of infrastructure that will need to be built. Why would we confirm this schedule, knowing what we know right now?

2 But, would 6 months change much, in the grand scheme of things?
RPOs/MPOs will be committed to recovery/rebuilding work. Even with federal support, it could take 5-10 years to recoup funds. 6-12 months is just picking a number. People will be busy with maintenance work.

3 Has the Department figured out if there will be any impact to STI funds and highway funds? In past rounds, we haven't changed the schedule due to significant hurricane impacts. If we do want to change it, we want the Department to provide more information. **Would it be helpful to have a basic understanding of funds available?** Having this information would help better inform what we want to do regarding the schedule.

4 In absence of this information, we should move forward (request shifting the first input point window 1 month forward - **end in August vs. July** because MPOs and RPOs do not meet in July

5 Would prefer holding off on this decision until we have more information

6 Frustration that we're going through the whole prioritization process with no money available. It is lots of work and creates a sense of empty promises. Every time we change our mind, projects in the pipeline drop, and productivity on the ground is hindered.

7 Concerned with moving forward with P8. Agree that we need more information

8 We develop the STIP to demonstrate needs in the State. Still want to proceed with process, knowing we're being transparent and demonstrating need.

9 Think we should plan to move forward, and adjust if we need to

10 Local perspective on STIP: we're wasting time if things aren't getting built. But doesn't mean we have to do it on *this* schedule

11 It is incumbent upon NCDOT to tell us whether they think this schedule will work, given what's going on (WNC). Another hurricane could be coming to the coast. In the past, we've kept the process moving forward.

12 The idea of having hard conversations makes sense. Still want to make sure we're pushing forward best projects with money we have right now.

13 "Both and" -- I don't think we know now or will know that soon how much funding is available. We could get better insight on funding, AND proceed through the process now

14 Match up with part of P7 schedule?
Less than 1 month for regional programming is difficult, and doing it in December.

15 Push everything back one month - but where does extra month go?

16 Is there a need to introduce some time for more quality control? SPOT made a mistake, but has been doing process mapping and other controls to avoid future mistakes. Think we have ways to address w/out changing the schedule

Q: Is there any value in releasing scores before scores are done?

A: That is why we shared data, not results. Sending draft scores would be difficult During data review in Feb, scoring is not happening. We are just ensuring that we are using the right set of data before moving forward

17 SPOT Online is performing its essential functions,

18 Why do we not have a buffer?
Agree that the window needs to end in August. Should it start in June?

19 The real issue has been the timing of windows - we never stick to the schedule. If POs know what the schedule is, they can make their meeting schedule work. But if the schedule changes, their meetings don't work anymore.

Moving to 7 month scoring window provides more certainty

20 Q: Could SPOT develop a way to share the **spreadsheets** with formulas so folks can review?

A: Yes, members could look at and help verify that the tool is working.



Outcome:

Proceed with proposed P8 schedule as edited:

- Shift regional local input assignment from June to August
 - From that point, push everything forward 1 month
- Maintain *minimum* 3 month windows for local input points
 - Extend scoring by 1 month

The Workgroup strongly encourages the Department to maintain this schedule. The Workgroup would like the Department to provide more information about funding.

Consensus Achieved?

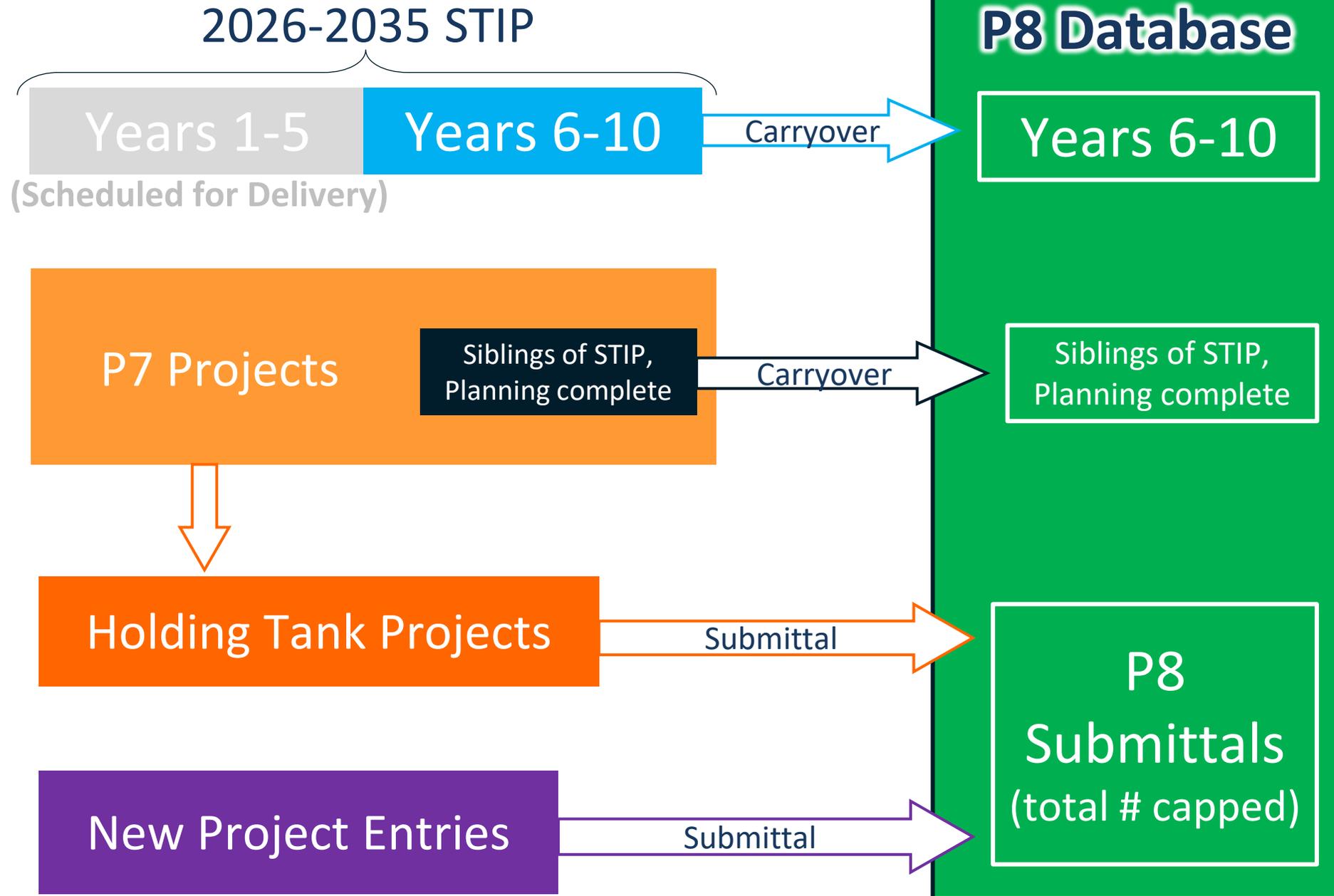


Carryovers & Number of Submittals



Goals of this Discussion

- Review proposed Carryover definition for P8
 - Reach consensus if desired
- Review proposed formula for Submittals and resulting allotments
 - Reach consensus if desired



Carryovers

- Carryover projects are automatically evaluated in the next round of Prioritization
 - Historic Carryover definition:
 - In the adopted 2024-2033 STIP and not scheduled for delivery
 - Have completed environmental documents
 - Sibling of programmed projects
 - Note: P7 definition included a one-time addition of two P6.0 new submittals (per partner discretion)
 - Same modifications as usual would remain (segmenting, scope changes, 1 out / 1 in)
 - All other projects “removed” and available for resubmittal [Holding Tank]
- **Desire to reach consensus on using historic Carryover definition for P8**

Carryovers - Comments

- 1 Q: What are we doing with projects that are in the current STIP but we're removing because they do not have funding? Will they be in carryovers?
 - A: We had a not funded list in the last STIP. We have not heard if we will have one this round.
 - Concern is if there are projects that will be removed that have already received funding, we want them to count as carryovers
- 2 Opposed to entirely losing projects from STIP if we can't count them as carryovers
- 3 Add bullet: "committed in a previous STIP"
 - What about "completed or active NEPA"?
 - Active = NEPA work within the last 4 years
- 4 Revise 1st bullet or add 4th bullet
 - some think first bullet "in the adopted 2024-2033..." covers this concern
- 5 May not be able to determine this information until the draft STIP is released
- 6 Note that it is not just highway projects that are carryovers

Outcome:

Proceed with using edited historic carryover definition for P8, with the below:

Update "...completed **or active** environmental documents"

Consensus Achieved?



Note: SPOT Office
will coordinate to
obtain list of active
NEPA projects



Proposed P8 Methodology for Number of Submittals

- Proposal: Use the same formula as P7 to calculate the number of project submittal allotments

MPOs and RPOs

- Base of 12 submittals, plus:
 - + 1 submittal for every 50,000 in population
 - + 1 submittal for every 500 centerline miles(No maximum number of submittals)

Divisions

- 14 submittals
- Formula applies to each mode

Proposed P8 Number of Submittal Allotments

- In meeting, will display live version of resulting number of submittal allotments for each organization based on proposal, including comparisons to P7 numbers
 - Note that resulting numbers are based on initial analysis from DIT – final numbers may vary slightly depending on updated analysis and final review
- **Desire to reach consensus on using the P7 formula for number of submittals for P8**

Submittals Formula - Comments

- 1 SPOT is not asking for approval of the spreadsheet, just the general formula
- 2 Some boundaries have not been finalized by the federal government, but hope to do so by the end of the calendar year
- 3 Note: Return to boundary changes and what has been approved by the federal government.
- 4 Suggest that we not reduce the number of submittals
- 5 Prior meeting summaries could be provided
- 6 When submittals are reduced, that reduces the need and option to test



Outcome:

Proceed with using P7 formula for
number of submittals for P8

Consensus Achieved?



Resiliency



Goals of this Discussion

- Recap of resilience initiatives discussed in P7
- Review items pertinent to resilience including:
 - Legislation / Executive Orders
 - NCDOT Resilience Improvement Plan
 - Definitions of resilience from NCDOT and FHWA
- Identify next steps including developing short-term (1 cycle) and long-term (2+ cycles) goals
- Note: the following slides contain a large amount of information. Please review prior to the meeting, as the plan is to move through the background information quickly during the Workgroup meeting in order to focus on discussion.

Recap of Resilience Initiatives Discussed in P7: Geo-FRIT

Geo-FRIT

- Description: A comprehensive study of the risk and resiliency profiles of public roads, with a Focus on primary and secondary freight routes
- Objectives: to establish a geospatial analytics platform for transportation data integration and modeling. This platform provides a tool for quantifying freight risk and resilience in transportation.
- Status: **Completed**
- Note: The resilience group does not recommend using this tool for Prioritization. This is due to the fidelity of the data sources used and because the tool may not provide the best representation statewide.

Recap of Resilience Initiatives Discussed in P7 : US 74 Study

U.S. 74 Study

- Description: Vulnerability assessment with resilience considerations that focuses on potential vulnerabilities from continued growth and future weather events, considering factors like people, economy, weather, and infrastructure.
- Study Objectives: To determine goals and objectives for future U.S. 74 resiliency; identify and define any vulnerabilities to future extreme weather events, develop and stress-test potential mitigation and adaptation scenarios against future conditions; and quantify benefits relative to goals and objectives.
- Status: **Completed**
- Notes: This study only encompasses a 20-mile-wide corridor along US 74 from I-485 in Matthews to Wilmington's port. This makes statewide application difficult/ infeasible without additional work.

Recap of Resilience Initiatives Discussed in P7 : Inundation Tools

- Roadway Inundation Tool (RIT)
 - Description: Provides estimated inland roadway inundation depth for five return periods (10, 25, 50, 100, and 500-year).
 - Status: **Not Completed**
 - Notes: The tool is available statewide up to the 100-year event. Other tool upgrades are still in process. Completion may take 6 month to 3 years depending on floodplain mapping progress.
- Coastal Roadway Inundation System (CRIS)
 - Description: Provides coastal flood depths for three sea-level rise (SLR) with storm surge scenarios.
 - Status: **Not Completed**
 - Notes: This is only along the coast and not statewide.
- Geotechnical Asset Management (GAM) database
 - Description: Provides point locations and other documentation of rockslide/rockfall/landslide/embankment failure areas under NCDOT jurisdiction.
 - Status: **Not completed**
 - Notes: Have the money to complete but there is currently no estimated completion date.

Items Pertinent to Resilience: Legislation and Executive Orders

- Moving Ahead for Progress in the 21st Century Act (MAP-21)
 - Enacted in 2012
 - Shifted the focus towards the performance of transportation systems, including aspects of safety, infrastructure condition, and system reliability.
 - Encouraged states to consider resilience in transportation planning and asset management activities.
- Fixing America's Surface Transportation (FAST) Act
 - Signed into law in December 2015
 - Requires agencies to take resiliency into consideration during the transportation planning process.
- NC Executive Order 80
 - Issued October 2018
 - Encourage the Department to take a proactive role in considering climate resilience in its planning, construction, and maintenance of transportation infrastructure.

Items Pertinent to Resilience: Legislation and Executive Orders (cont)

- Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)
 - Established by the Bipartisan Infrastructure Law in 2021
 - To boost the resilience of transportation infrastructure against natural disasters and the effects of climate change.
- NCDOT Resilience Policy
 - Issued September 2021
 - To consider the resiliency of the Department's organization and the state's transportation system to support its mission.
- Executive Order 266
 - Issued July 2022
 - Set resilience standards for projects within and outside floodplains.

Items Pertinent to Resilience: NCDOT Resilience Improvement Plan

Resilience Improvement Plan (RIP)

- Description: The RIP is one of the steps NCDOT has taken to fulfill the Resilience Policy to keep the transportation infrastructure safe, dependable, and efficient by actively managing risks and enhancing the resilience of the transportation system, considering both natural and human-made hazards.
- Objectives: To implement the Resilience Policy in support of NCDOT mission and goals.
- Notes: Two of the assessments developed in this plan are the Criticality Assessment and Resilience Assessment which assist with identifying resiliency projects (in whole, or a resiliency component of a project) in the STIP. The identified resilient projects become eligible for PROTECT funding and a seven percent (7%) reduction of the non-federal share of the costs associated with the resilience portion of the project.
- The Resilience Improvement Plan can be accessed [here](#) for complete details.

Items Pertinent to Resilience: NCDOT Resilience Improvement Plan

Criticality Assessment

- **Description:** An assessment that identifies areas that are critical to supporting the functionality of the transportation system and wellbeing of the region. It evaluates the significance of assets in terms of their system and community value, such as economic impact, healthcare access, and emergency evacuation routes.
- **Objectives:** To develop a Statewide Criticality Map for both roadways and rail lines to use as criteria for identifying vulnerable areas of concern and potential resilience projects.
- **Notes:** This is a multicriteria systematic risk-based assessment. Ranking is based on Criticality Score, Exposure Score, and Sensitivity Score. Was developed using an adapted methodology from the US-70 vulnerability pilot which utilized the Federal Highway Administration's Vulnerability Assessment Scoring Tool (VAST) to evaluate climate impact risks on US-70 from Wake County to the coast, focusing on various assets and climate stressors for 2030 and 2050 scenarios.

Items Pertinent to Resilience: NCDOT Resilience Improvement Plan

Resilience Assessment

- Description: An assessment that identifies and evaluates projects and vulnerable areas based on their criticality and exposure and sensitivity to hazards.
- Objectives: To provide a priority resilience list for all vulnerable areas of concern and projects that have been identified and prioritized for potential resilience improvements.
- Notes: This assessment focuses on three natural hazards: inland and coastal flooding, geotechnical (landslides, rockfall, rockslides and embankment failure), and sea level rise (SLR) with storm surge. Applies only to Interstate, NC, and US routes. Both the Criticality and Resilience Assessments facilitates the identification and prioritization of areas of concern and potential resilience projects. The scoring and priority list can be found [here](#).

Items Pertinent to Resilience: NCDOT Resilience Improvement Plan

Example Projects with resilience-focused design elements

- Project I-6064 for widening I-95 in Robeson County, which features road elevation, enhanced bridge design for better water flow, and modified medians for quicker water runoff.
- The Alligator River Bridge replacement, designed to last until 2100, is under construction with resilient materials and considers projected SLR and storm activity; it secured a \$110 million federal grant for replacement this year.
- The Department is evaluating designs for I-40 to withstand 100-year flood events plus added elevation for extra safety. This includes evaluating flood-resilient options near Burgaw and Rockfish Creek, informed by the I-95/I-40 Flood Resiliency Feasibility Study.
- The Living Shoreline Project to protect a key causeway on N.C. 24 between Swansboro and Cedar Point blends engineered and natural elements to reduce wave energy and erosion. The project aims to guard against the impacts of rising seas and stronger storms and the project team expects it to be more resilient than traditional bulkheads as it provides benefits such as new fish habitats, improved water quality through oyster filtration, and reduced erosion.

Items Pertinent to Resilience: FHWA & NCDOT Definitions of Resilience

- Both the Federal Highway Administration and NCDOT defines resiliency as the “ability to anticipate, prepare for and adapt to changing conditions and withstand, respond to and recover rapidly from disruptions.”
- Resilience affects all aspects of transportation, from the designing and constructing infrastructure to withstand hurricanes or rockslides, to traffic operations during emergency events, to regular inspection and maintenance of existing networks.

Questions To Aide Discussion of Next Steps

- What is resilience as it pertains to the Workgroup?
 - Would developing a definition be a potential next step?
 - Would developing a vision for a Resilience component be a potential next step?
 - Other ways to help focus the conversation?
- How and where can Resilience be incorporated effectively into the scoring system?
 - Should this apply to all modes or only select modes?
 - Should this apply to all funding categories or only select funding categories?
 - What are viable paths within the confines of the STI to include resilience in our scoring system?
- What additional information would be helpful to the Workgroup?
 - What tools would be useful to get more information?
 - What subjects would be helpful to learn more about?
- What is realistic to accomplish?
 - What could be our short-term accomplishments/goals (1 cycle: P8.0)?
 - What could be our long-term accomplishments/goals (2+ cycles P9.0/P10.0)?

What is resiliency as it pertains to the WG?

- 1 WG has not yet made a determination on a definition, but that would be a great first step
- 2 3 Rs - Redundancy, (alternate paths) Reliability (ability to come back online) and Resiliency - but what does it mean across NC?
- 3 Put in a system that is consistent with the legislation
- 4 Resiliency can refer to weather events, vehicle fires, landslides, terrorism, wildfires, seismic risks and cyber attacks (can be very expansive)
- 5 The broader the definition, the harder it is to figure out the solution
- 6 WG has received no policy guidance from the State on what resiliency means, so it is inappropriate for the WG to define it
- 7 FHWA and NCDOT have prepared a definition for resiliency that could serve as a starting point
- 8 It is difficult to incorporate resiliency into prioritization. Another approach would be to have a set-aside like with interstate maintenance
- 9 We need a broader, more programmatic approach to this problem
- 10 The Department completes a vulnerability assessment and resiliency plan - prioritizes what needs to be retrofitted



- 11 Every county has a hazard mitigation plan - others may be better at analyzing, categorizing and prioritizing resiliency. Can we play off systems that already exist to point the Workgroup in the right direction?
- 12 Hazard mitigation plans may not be detailed enough - can a requirement be instituted to make these plans more detailed?
- 13 Not everything may fit well into statewide prioritization
- 14 Scales or systems would not have picked up WNC devastation
- 15 Does the law allow the WG to have criteria that is just bonus points? Items that cannot be quantified but are important - we can lean on outside experts;
Law says a 0-100 scale must be used. Could we have a criteria that says if resilience is addressed, points are awarded?
- 16 Resiliency priorities are congestion priorities, too
- 17 It is more of an implementation issue than a prioritization issue
- 18 Criteria in the past have been binary, which makes it easy for projects to get points - "if everyone is special, then no one is"
- 19 We can use lots of tools to simulate all kinds of disasters, but doing that for all submitted projects would fall back to congestion
- 20 Include better design and implementation of facilities going forward as part of recommendation



How and where can resiliency be incorporated effectively into the scoring system?

- 1 Perform a research scan of how other State DOTs are approaching resiliency
- 2 Then review scan and bring back results to WG. Timeline for sharing information back with WG to be determined
- 3 Better approach would be to have set-aside, draw from that funding source
- 4 Need to be careful about how we approach this topic - if not across state, data becomes unreliable
- 5 We need at least the start of a definition that does not come from WG
- 6 Network analysis and vulnerability analysis
- 7 Other state DOTs such as Washington and California
- 8 Rather come to conclusion that definition is at higher level than come to no decision
- 9 Review FHWA DOT resiliency coalition summary of findings
- 10 Review resiliency improvement plan
Provide a presentation on NCDOT's resilience policy, plan, and implementation efforts

Next
Steps

Local Input Points



Goals of this Discussion

- Recap the work of the P7 Ongoing Subcommittee for Local Input
- Reach consensus on the P8 methodology for calculating Local Input Points
- Discuss process for studying potential future changes as recommended by the Ongoing Subcommittee

P7 Ongoing Subcommittee: Local Input

Background:

- Workgroup members and stakeholders have expressed a desire over multiple Prioritization cycles to review and potentially refine the local input process
- Subcommittee was convened to perform an in-depth evaluation of the existing local input process and consider whether any changes would be beneficial
- Met monthly from December 2023 to August 2024 (7 meetings)
- Special thanks to subcommittee members:

Ben Johnson	Janet Robertson	Neil Burke
Mike Kozlosky	Chris Lukasina	Sam Boswell
Tristan Winkler	Vicki Eastland	Sarah Lee / Brian Wert

(and thanks to Fountainworks for facilitation)

P7 Ongoing Subcommittee: Local Input

- Full memo was provided to Workgroup members on September 4th
- Summary of subcommittee recommendations:
 1. **Maintain the Status Quo:** keep the local input process as-is for the P8.0 cycle
 2. **Explore Future Process Changes:** explore potential local input process changes that could be implemented in future cycles

P7 Ongoing Subcommittee: Local Input

Recommendation #1: Maintain the Status Quo (for P8)

- **Key Finding:** Cooperative point assignment from Division Engineers (DEs) and Planning Organizations (POs) is crucial to the successful programming of projects, but projects do not always need to have both DE and PO points to be programmed.
- **Key Finding:** There is no correlation between project cost and local input points. In other words, projects that received funding also received points across all cost spreads.
- **Benefits:**
 - Nothing about the current process is broken
 - Keeps it simple – no new information to learn
 - Local input points themselves are not the issue
- **Watchouts:**
 - 100 points on a low-cost project is the same as 100 points on a high-cost project

Proposed P8 Methodology for Number of Local Input Points

- Proposal: Use the same formula as P7 to calculate the number of Local Input Points

Number of Points per Area

- Base of 1,000 points
 - + 100 additional points for every 50,000 (rounding up to next) in population
- Max 2,500 points per area
- Same allocation for Regional Impact and Division Needs
- 100 point max per project per category

Proposed P8 Local Input Point Allotments

- In meeting, will display live version of resulting number of local input points for each organization based on proposal, including comparisons to P7 numbers
 - Note that resulting numbers are based on initial analysis from DIT – final numbers may vary slightly depending on updated analysis and final review
- **Desire to reach consensus on using the P7 formula for local input points for P8**

Local Input Points - Comments

- 1 Some boundaries have not been finalized by the federal government, but hope to do so by the end of the calendar year
- 2 Concur with recommendation

Outcome:

Use P7 formula for Local Input Points for P8

Consensus Achieved?



P7 Ongoing Subcommittee: Local Input

Recommendation #2: Explore Future Process Changes

- Explore potential local input process changes that could be implemented in future cycles
 - This would take the form of additional research/analysis, likely via consultant, and begin developing a scope this Fall

- Workgroup discussion:
 - Should this take the form of a Subcommittee? If so, same group as before? Any others?
 - At the very least, may need one meeting to confirm the process for moving forward
 - What area would you explore / improve (not what is the improvement)?
 - Ideas so far include changing the number of points and relating points to project cost (not budget)
 - Others?

LIP Potential Future Changes - Process Comments

- 1 Local Input Subcommittee was satisfied with the status quo, but wanted to explore potential future changes
- 2 There is always an opportunity for enhancement, but do we need an ongoing subcommittee working on this topic? Perhaps we focus energy elsewhere
- 3 Existing subcommittee would meet in the spring or at some point in the cycle or at the end of the cycle

Topic Clarification, P8 Subcommittees, & Topic Scheduling



Goals of this Discussion

- Clarify / confirm the goal of the topics on the current P8 topic schedule
- Identify any subcommittees and participants for the P8 Workgroup cycle
- Adjust topic schedule as needed

P8 Topic Clarification / Confirmation

Topic	Number of Sessions	SPOT Office Understanding	Additional Notes
Carryovers / Number of submittals	3	Examine the Carryover definition and the formula for number of submittals for P8.	SPOT Office has received some comments suggesting that the number of projects scored is not inline with the expected funds available for programming. There have been no projections of available funding for the P8 cycle to date.
Resiliency	5	Examine ways to incorporate resiliency into the Prioritization process.	SPOT Office suggests developing a multi-cycle approach to tackling this topic, starting with defining what resiliency means and examining how / where that might be incorporated into the scoring system.
Probe data	2	Examine existing probe data sets to determine if the data is viable for use in Prioritization and, if so, if / how to incorporate in Prioritization.	SPOT Office will share the white paper developed by ITRE and informed by industry regarding the viability of the data.
Vehicular traffic (Peak ADT / AADT years)	4	Review AADT to determine the years to use for P8. This is fundamentally a question about the use of post-COVID or pre-COVID data. Peak ADT will look at the methodology and potential ways to improve or adjust this methodology	SPOT Office suggests that the focus on PADT may be a larger question, and that this conversation should take a step back to define the question first. There is some time for this in the schedule, but more time may be needed. This could be a subcommittee if there is a need to spend significant time on defining the problem.

P8 Topic Clarification / Confirmation

Topic	Number of Sessions	SPOT Office Understanding	Additional Notes
Transportation Disadvantage Index (TDI)	3	Examine the results associated with the TDI analysis of P7 Bike/Ped and Transit projects and examine scoring process updates related to this data set.	
Safety	3	Examine the Safety criteria and determine if updates should/can be made	
Resourcing for prioritization process	2	Determining resource allocation to SPOT Office.	
Road Diet Scoring	2	Examine potential update to road diet scoring beyond what was done in P7. There has been mention of road diet-specific measures. Current process uses the same measures regardless of improvement type. <u>SPOT Office would like clarification on this topic.</u>	P7 allowed for Road Diets to be scored as Mobility or Modernization projects, defaulting to Mobility, and submitters needed to email SPOT if they desired projects to be scored as Modernization. Should this include a Modernization discussion?
Highway Multimodal Criteria	4	Review the Highway Multimodal criteria and looking at ways to improve. This may need to be a subcommittee. The WG may also need to take a multi-cycle view on this topic.	
Quantitative benefits for Bike/Ped & Transit	3	Determine a quantitative measure for benefits that can be used for Bike/Ped and / or Transit projects. <u>SPOT Office would like some clarification on this topic.</u>	The current scoring uses a Cost Effectiveness measure that is based on other criteria. There is no quantitative calculation of benefits or a definition of what those benefits are.
Rail	3	Review of new Modernization scoring from P7 and suggested improvements to the process.	

Topics shaded in yellow are items the SPOT Office would like clarification on

P8 Topic Clarification / Confirmation

Topic	Number of Sessions	SPOT Office Understanding	Additional Notes
Aviation	2	Div of Aviation proposed updates to scoring data, primarily focused on SITs and other administrative items. No overall scoring methodology changes.	
Area-specific weights	1	Review Area-Specific Weights and determine if opt-in should be in perpetuity or single cycle-specific.	There is some confusion on this amongst submitters.
Federal Performance Measures / Life Cycle Cost Analysis	3	Review relation between the NC Prioritization Process and federal PMs. Also examine life cycle cost analysis to determine if that can and/or should be included in Prioritization.	In P7, the WG opted to not further align Prioritization to Federal PMs. SPOT Office is not aware of any changing conditions that would require this decision to be reviewed. <u>Is the Federal PM item pertinent and important enough for P8?</u>
FSU cost estimation communication process	2	Review of the cost estimation communication process. <u>SPOT Office would like clarification on this topic.</u>	SPOT Office is unsure of how this is a WG topic. While there is a desire to improve the process, there needs to be a clear nexus of how this is Prioritization related. The methods for cost estimating are not a WG subject. The use of the data is a WG subject.
Bike/Ped Points of Interest (POI) updates	2	Review strike team analysis completed since P7 and examine potential updates to POIs.	
Highway Accessibility / Connectivity	3	Further review of the Accessibility/Connectivity criteria. SPOT Office understands this to be focused on expanding the types of projects that qualify for the 'Improve Mobility' measure.	Does this need a multi-cycle approach? Should this be a subcommittee?
Highway Scoring Detailed Decision-Making Process	3	SPOT Office is not certain what this topic pertains to. <u>SPOT Office would like clarification on this topic.</u>	

Topics shaded in yellow are items the SPOT Office would like clarification on

P8 Topic Clarification / Confirmation

Topic	Number of Sessions	SPOT Office Understanding	Additional Notes
Air quality / environmental impacts	4	Examine how to incorporate air quality impacts into Highway scoring. This may need to take a multi-cycle view.	SPOT Office believes this discussion should begin with if this is possible given the legislation. Next, is something that should be incorporated before moving on to potential solutions.
Topic gathering for P9	1	Gathering of potential topics for P9	
Ongoing subcommittees	1	Identification of ongoing subcommittees between the P8 and P9 WG cycles	
Plus / Delta	1	Review of what went well in WG and what can be improved for P9 WG	

Topics shaded in yellow are items the SPOT Office would like clarification on

Road Diet Scoring - Clarifications

- 1 Are modernization and road diets connected?
- 2 Road diets that score the best have decent congestion factor - should we further consider V/C ratio?
- 3 Road diet is related to modernization - just different context
- 4 There is a high cost estimation pattern for modernization
- 5 We should discuss modernization and road diet scoring together

- 6 It is not always appropriate to use modernization scoring
- 7 There is a safety aspect to road diets as well, and that should be part of the conversation
- 8 Could we/should we do road diet on certain facility?
- 9 Road diet scoring is a broader modernization topic
- 10 Rural and urban modernization

We will probably need more than 2 sessions to discuss this topic



Quantitative Benefits for BikePed & Transit - Clarifications

- 1 Multiple research projects are ongoing



Federal Performance Measures / Life Cycle Cost Analysis - Clarifications

1 Would federal funding be impacted if NC is not aligned? **A: No**

2 Until FHWA makes it a requirement to adhere to measures, NC will not adhere to them - **suggest removing topic**

3 Always value in discussing life cycle cost analysis - no examples to go by

4 LCCA = construction and maintenance

5 Are there elements that impact construction cost not accounted for in maintenance cost?

6 Remove this topic



Cost Estimation Communication Process - Clarifications

- 1 Identify counterintuitive patterns in cost estimation through analysis
- 2 Then SPOT Office reviews this analysis
- 3 Are estimates we are receiving representative of actual costs?
- 4 Cost estimates for express design are worst case scenario, so are very high cost
- 5 SPOT Online cost estimation process needs to be included as well
- 6 The entire process of cost estimation is the purview of the WG
- 7 Some estimates ignore what has been submitted
- 8 The WG should recommend a process to include a feedback loop to ensure that the cost estimation matches what is being submitted
- 9 Advanced work on project is often hamstrung by the default cost estimate
- 10 It is crucial for the Department to improve its delivery rate
- 11 We may need more than 2 sessions to discuss this topic



Highway Scoring Detailed Decision Making Process - Clarifications

- 1 Decisions are being made during express designs that are counter to decisions already made - leads to higher cost and scope creep
- 2 Express design changes are not known until programmed
- 3 The WG should recommend enhancements to the express design process after obtaining information, and outline steps to be followed
- 4 Make sure submitters/owners maintain ownership
- 5 Ensure the process does not ignore existing decisions
- 6 When the DE and MPO/RPO relationship is good, problems are identified sooner
- 7 We need to figure out how much money the State is willing to invest in feasibility design
- 8 Repeated studies of projects every 2 years is a waste of money



Other Topic Clarifications

- 1 Baseline starting point for engineering work - review highway benefit cost criteria



Potential P8 Subcommittees

- Transit Subcommittee recommended by SPOT to discuss remaining topics from P7 subcommittee and any other changes
- Topics identified based on Workgroup member feedback during topic gathering include:
 - Accessibility/Connectivity Subcommittee to discuss potential changes to the Accessibility/Connectivity Highway criteria
 - Highway Modernization Scoring Subcommittee to review scoring of Modernization projects
 - TDI Subcommittee to dig into the data and potential scoring updates in more depth
- Are there others?
- SPOT Office would like to limit the number of committees to 4 (at most) so there is sufficient time and resources

Transit Subcommittee (SPOT Recommendation)

May not take 8 months



Accessibility/Connectivity Subcommittee (WG Member Suggested)

May not take 8 months



P8 Topic Schedule Review / Updates

- Are there any changes to the P8 Topic Schedule needed?
- PDF copy was provided along with this slide deck in advance of the meeting
 - Hard copies will be provided for reference at the meeting
- Adjustments to the topic schedule can be made in the future if needed/desired
 - Note that changes in the future may require reducing or eliminating time for other subjects

Recap & Next Steps



Meeting Recap

Consensus achieved on...

- 1 Retain P7 scoring process unless there is consensus to recommend a change.
- 2 The Workgroup will proceed with the adopted prioritization system until such time as it is changed
- 3 Proceed with proposed P8 schedule (as edited and shown during meeting).
- 4 Proceed with using P7 formula for number of submittals for P8
- 5 Use P7 formula for Local Input Points for P8
- 6 Return to local input process changes later in cycle or at the end of the cycle

Key Takeaways

- 1 Perform a research scan of how other State DOTs are approaching resiliency
- 2 Then review scan and bring back results to WG. Timeline for sharing information back with WG to be determined
- 3 Provide a presentation on NCDOT's resilience policy, plan, and implementation efforts
- 4 Review topic schedule and determine if changes are needed based on topic clarification
- 5 Briefing on suggested subcommittee topics including resiliency, then determine desired subcommittees
- 6 SPOT Office will coordinate to obtain list of active NEPA projects



Parking Lot

Could SPOT develop a way to share (even if just individual. criteria categories, or **spreadsheets** with formulas) so folks can review?

A: Yes, members could look review and help verify that the tool is working.



Action Items

Does it make sense to move/extend **Partner Data Review** (floating?) -
- Return to this internally

Review NCDOT Resiliency Improvement Plan

ok to approve formula, but return to boundary changes/ Fed approval -- need a final date (Feds will be using April 2025 (is is April 1 or April 30)?)

Solicit subcommittee volunteers via email when the time comes

SPOT Office will coordinate w/ Derick Weaver's group to get active NEPA list

Upcoming Meetings

#2: Virtual

Tuesday, October 22, 2024

9:30am – 12:00pm

Current topics include:

- Carryovers and Submittals
- Resiliency
- Vehicle Probe Data
- Vehicular Traffic (AADT + PADT)

#3: In-Person

Tuesday, November 12, 2024

9:30am – 3:30pm

Current topics include:

- Carryovers and Submittals
- Resiliency
- Transportation Disadvantage Index
- Vehicle Probe Data
- Vehicular Traffic (AADT + PADT)

Thank you!

Meeting Attendance – in person

<u>Member Type</u>	<u>Name</u>	<u>Org Type</u>	<u>Organization</u>
Participant	Andy Bailey	NCDOT	Transportation Planning
Participant	Anthony Prinz	Advocacy	NC League of Municipalities
Participant	Ben Chola	NCDOT	SPOT - Highway
Participant	Ben Johnson	NCDOT	STIP - East
Participant	Brett Canipe	NCDOT	Division 10 Engineer
Participant	Brian Wert	NCDOT	STIP - Central
Participant	Chris Lukasina	MPO	Capital Area MPO
Participant	Drew Cox	NCDOT	DOH Eastern Deputy Chief Eng.
Participant	Gretchen Belk	NCDOT	SPOT - Manager
Participant	Janet Robertson	RPO	Lumber River RPO
Participant	Jason Myers	NCDOT	Freight & Logistics (via Rail)
Participant	Jeremy Stroud	NCDOT	Division 2 Engineer
Participant	Julie White	NCDOT	Multimodal
Participant	Karyl Fuller	RPO	Central Pines RPO

<u>Member Type</u>	<u>Name</u>	<u>Org Type</u>	<u>Organization</u>
Participant	Matt Day	Advocacy	NC Reg. Council of Governments
Participant	Michael Kelly	Advocacy	NC Rural Center
Participant	Neil Burke	MPO	Charlotte Regional TPO
Participant	Saman Jeffers	NCDOT	SPOT - Highway
Participant	Sarah Lee	NCDOT	SPOT - Multimodal
Participant	Sean Egan	Advocacy	NC Metro Mayors
Participant	Tyler Meyer	MPO	Greensboro Urban Area MPO
Advisory	Richard Brown	NCDOT	SPOT Online
Facilitation	Drew Finley	-	Fountainworks
Facilitation	Maddie Shea	-	Fountainworks
Facilitation	Warren Miller	-	Fountainworks
Alternate	Deanna Trebil	MPO	New Bern Area MPO
Alternate	Lee Snuggs	RPO	Rocky River RPO
Alternate	Sam Boswell	RPO	Cape Fear RPO

Meeting Attendance – virtual

<u>Member Type</u>	<u>Name</u>	<u>Org Type</u>	<u>Organization</u>
Participant	Tristan Winkler	MPO	French Broad River MPO
Advisory	Brian Murphy	NCDOT	Traffic Safety
Advisory	Cat Peele	NCDOT	Ferry
Advisory	Jason Orthner	NCDOT	Rail
Advisory	Kai Monast	NCDOT	IMD - Transit (ITRE)
Advisory	Michael Stafford	NCDOT	IMD - Bike/Ped
Advisory	Stephanie Ayers	NCDOT	NC Ports
Advisory	Terry Arellano	NCDOT	Strategic Initiatives & Program Support
Advisory	Wasan Alkaissi	NCDOT	Aviation
Alternate	Neil Perry	NCDOT	Rail