

Prioritization Subcommittee

Meeting Agenda

October 5, 2021

9:00 AM

Meeting to be held via Zoom: <https://zoom.us/j/91373453789>

Voting Members on the Committee: Jessica Morris (City of Asheville), Larry Harris (Black Mountain), Peyton O’Conner (Buncombe County, Chair), Autumn Radcliff (Henderson County), Anthony Sutton (Town of Waynesville), Elizabeth Teague (Town of Waynesville, Vice-Chair), Jerry Vebaun (Town of Woodfin)

1. Welcome and Introductions	Peyton O’Conner
2. Public Comment	Peyton O’Conner
3. Approval of September, 2021 Meeting Minutes	Peyton O’Conner
4. Business	
LAPP Project Selection Criteria (continued)	MPO Staff
P 6.0 Updates	MPO Staff
	Peyton O’Conner
5. News, Events, Updates	Peyton O’Conner
6. Public Comment	Peyton O’Conner
7. Adjournment	Peyton O’Conner

Item 3

Prioritization Subcommittee Meeting Minutes* September 7, 2021

ATTENDING

Voting Members

- Dan Baechtold, City of Asheville
- Autumn Radcliff, Henderson County
- Larry B. Harris, Town of Black Mountain
- Elizabeth Teague, Town of Waynesville
- Anthony Sutton, Town of Waynesville
- Jerry Vehaun, Town of Woodfin
- Peyton O'Conner, Buncombe County
- Jessica Morris, City of Asheville

Non-Voting

- Tristan Winkler, FBRMPO
- Daniel Cobb, Town of Mills River
- Nick Kroncke, FBRMPO
- Emily Scott Cruz, FBRMPO
- John Ridout, FBRMPO
- Hannah Bagli, FBRMPO
- Janna Bianculli, Henderson County
- Michael Dawson, FHWA
- Stephen Sparks, NCDOT
- Troy Wilson, NCDOT
- Hannah Cook, NCDOT
- Daniel Sellers, NCDOT

1. Welcome and Introductions

Peyton O’Conner called the meeting to order at 9:00 am. Members gave their introductions.

2. Public Comment

None at this time.

3. Approval of August 2021 Minutes and Approval of Agenda

The minutes from the previous meeting were reviewed. Larry Harris made a motion to approve. Anthony Sutton seconded the motion. All approved.

4. Business

a. LAPP Project Selection Criteria

John Ridout presented this item. The MPO is looking to go through the next LAPP project selections in 2022. The current methodology was last updated in 2016, so it is an appropriate time to review it and potentially make changes. John provided an overview of transit, roadway, intersection, and bike ped project scoring methodology. Elizabeth Teague asked for clarification on what LAPP projects are and what projects are selected—John noted they fund bike ped, roadway, transit, and other projects. Tristan wanted to point out that we have a good list of projects that have PE and ROW funding but no construction funding, which is somewhat of a liability in terms of project development because they need to be fully funded at some point so potentially we should give priority to those. He also threw out the idea that we consider giving bonus to jurisdictions with projects that include sidewalks. Larry Harris asked whether those considerations were what the scoring methodology should be amended to reflect. Tristan noted that the sidewalk consideration may make it harder for new projects to get on the books. Autumn said that if we do something with bike/ped, we want to make sure that roadway projects will skew the scoring and be more likely to be funded. She thinks it will even be difficult for projects that are “liabilities” to compete. Autumn would like that if a Division submits a project that falls into a jurisdiction, that project should count toward the jurisdiction’s project submittals too. As of right now, Tristan pointed out that bike/ped projects are receiving a high percentage of LAPP funding. He will look into the balance and see the scenarios that exist right now.

Larry Harris asked for clarity on the split 80/20. John said yes, however, if a jurisdiction wants to contribute more than that split, it can actually get more points for the project. Jessica with the City of Asheville asked whether this was an item that would be voted on or whether the committee just needs to provide input. John responded that this item will come back to the group following feedback on the project. Jessica seconded Autumn’s comments and appreciated the requirement for a development to include bike/ped infrastructure components. Elizabeth Teague commented that almost every jurisdiction has gone through the bike/ped comp plan process and asked if any towns haven’t been through that yet in our region. Tristan said Biltmore Forest, Woodfin, and Montreat haven’t, but otherwise there’s some form of bike/ped plan on the books for other municipalities. Elizabeth noted that priorities for bike/ped components should have been included in plans as part of new developments, so jurisdictions would have already done so if they wanted to require developments to include bike/ped infrastructure. She doesn’t want to exclude a community that hasn’t had a chance to do a bike/ped plan from LAPP

funding though. Elizabeth likes that Autumn's suggestion involves local responsibility for bike/ped infrastructure with LAPP funds. LAPP funds are a chance to fill in gaps, so if NCDOT is using their submittals to fill in their needs, then NCDOT should be working with municipalities and those projects should count for municipality's project submissions. Tristan pointed out we have made sure that past projects are also accounted for.

Elizabeth thinks an individual project should stand on its own merits whether a jurisdiction has had a project previously funded or not. Peyton agreed with Elizabeth and expressed concern about the geographic equity because it doesn't consider individual citizen equity and transportation connectivity. Bigger jurisdictions have the opportunity to fix micro-inequities in key jurisdictions but with geographic equity, it may be detrimental to bigger parts of the region. Autumn also notes that she doesn't think having a project not fully funded is not a liability that LAPP selection isn't responsible for—jurisdictions themselves should determine their priorities for what they want to fully fund. It's not the job of MPO staff to worry about jurisdiction risk.

John summarized the 4 takeaways: 1. Address local government / NCDOT project scoring method, which appears as local priority points because then local governments can add more priority points and John can address nullifying double dipping. 2. Work in a metric addressing sidewalks and new developments—if you don't address sidewalks then subtract points and if you do, add points. 3. Tie in the more projects a jurisdiction has, the fewer points it can distribute to its priority projects. This could be expanded and John will go into it more at our net meeting. 4. Add and prioritize bike/ped—rework the scoring methodology and tie scoring altogether.

Looking at the previous round, most of the roadway projects are still a bike/ped project but we can fold that in. Tristan said that we need to get this through TCC and Board in November in order for the Call for Projects in January to incorporate it.

b. 5310 & JARC Call for Projects Timeline

Emily Scott-Cruz presented an overview of 5310 and JARC funding, including the current year's funding amounts and the proposed timeline for the Call for Projects. Jessica Morris moved to approve the timeline presented. Elizabeth Teague seconded.

c. P 6.0 Discussion

Tristan added to the past discussion—P6.0 is essentially cancelled but the SPOT Work Group is going to continue to meet to discuss the process for developing the next STIP because we want to work collaboratively with NCDOT to schedule projects. The Work Group has a loose schedule to figure out processes through December, then there will be some process like SPOT next year to look at existing projects and determine how to prioritize them. In 2023, we will adopt a new STIP. There are two main things going on right now because: Statewide Mobility is 2.2

billion over budget. Our region is incredibly over budget too. If we leave things as they are, we shouldn't expect new projects until 2052. Divisions are overbudget as well. 1. NCDOT is looking at costs and what they can do with those. 2. Segmenting, changing the scope of projects, in order to reduce costs. These two thoughts come up because we need to decide whether we keep projects committed indefinitely or whether the time to start cutting committed projects is here. There's a lot of moving parts in this, so the MPO will keep Prioritization updated, but there's a lot that needs to be done very quickly.

Elizabeth Teague asked whether the new infrastructure bill will address the overcommitted projects. Tristan said that across the state, there's about a \$7.5 billion hole and the infrastructure bill will bring funding to the state but not all of it will go towards those types of projects. The estimate he's heard was that the infrastructure bill will fill \$1-1.5 billion of the existing hole. Daniel Sellers wondered how much of this experience of delays, acceleration, re-delays, etc. makes people want to explore non-construction solutions to transportation issues. It seems like a \$7.5 billion hole will take a long time to fill, so we should find other ways to be proactive. Tristan said we'll need to find ways to work around the big cost projects. Jessica Morris asked why our region is the second most overbudget, and Tristan didn't have a great answer outside of cost estimate changes account for it, also a lot of our region projects in Regional Impact are HUGE impacts.

Peyton asked the minutes reflect that Tristan has done the equivalent of taking away Transportation Christmas and that we should move on because Tristan has trashed another Tuesday with P6.0 updates.

d. **Cost Increases & MTP Amendments**

With the updated costs, our MTP is well beyond its 25 year financial plan. Statewide Mobility would be an easy fix to adjust budget for—removing I-40 East project. Regional Impact is well over budget as is Division 13 and 14. There's no rush on amending our MTP to reflect the cost changes because the next year or so will look at whether we cut projects or change committed projects. The traffic forecasts factor in MTP improvements as they're created, so that's the only thing that we'd be affecting by changing the MTP to reflect the changes that must be made due to cost changes. Tristan encouraged the group to look at what is most important about MTP projects and what we'd like to have but might not be as essential. Tristan threw out the idea of making new lanes on I-26 managed lanes to create new revenue. Larry asked clarity. Managed lanes are things like HOV lanes, high occupancy toll lanes, so if people want to pay more, they can utilize lanes and move faster through the corridor. Currently, the law states you can't convert existing lanes to HOV lanes, they have to be built. Tristan said we're asking divisions about the possibilities and where we can cut down. One issue that a lot of MPOs have is the updated cost estimates were created in a bubble at NCDOT and some MPOs have pointed out that if they did more outreach it may have saved money. Swannanoa River Road especially was developed with a cost estimate to leave road where it is but that road floods all the time.

Peyton asked about next steps—what does cutting projects from the MTP actually do? Why can't we push the state to look at the revenue model instead since it hasn't been sustainable for some time? Bill Lapsley was on the NC First Commission that looked at revenue generation, and Tristan has heard that the most popular idea is higher registration fees for EVs and least popular is VMT. That said, we can't keep things the same and expect everything to be okay. Discussion continued regarding revenue.

5. News, Events, Updates

Tristan mentioned the CAV workshop on December 9th. In the spring, we will have an ADA workshop.

6. Public Comment

No public comment at this time.

7. Adjournment

Peyton O'Conner adjourned the meeting.

Item 4A

LAPP Project Selection Criteria: Proposed Changes to the Scoring Criteria

Please see presentation for additional information and review of prior process.

Action Item: Need a recommendation of which new changes, options, or a mix of options is preferable to move forward to the TCC and Board.

Revisions to the Geographic Equity Point Distribution:

Option 1:

Population— (10 or 5 points)

- 10 points to local jurisdictions with a population under 20,000 in the MPO,
- 5 points to local jurisdictions with a population of 20,000 or greater in the MPO

Geographic Distribution (up to 10 points)

- 10 points provided to each jurisdiction divided by the number of projects proposed in each jurisdiction

Local priority points (10 points)

- 10 points per submitting agency; all submissions must have at least 1 point assigned; no more than 10 pts for any project (Non-submitting local jurisdictions may apply up to 5 points total on projects that directly impact their jurisdiction.)

Option 2:

Population— (10 or 5 points)

- 10 points to local jurisdictions with a population under 20,000 in the MPO,
- 5 points to local jurisdictions with a population of 20,000 or greater in the MPO

Local priority points (20, 10, 5 points) – geographically limited.

- 20 points awarded to a jurisdiction's top priority submitted.
- 10 points awarded to a jurisdiction's second priority.
- 5 points awarded to every other project submitted.

Option 3:

Population— (10 or 0 points)

- 10 points to local jurisdictions with a population under 20,000 in the MPO,
- 0 points to local jurisdictions with a population of 20,000 or greater in the MPO
- Geographic Distribution - Removed

Local priority points (10 points)

- 10 points per submitting agency; all submissions must have at least 1 point assigned; no more than 10 pts for any project (Non-submitting local jurisdictions may apply up to 5 points total on projects that directly impact their jurisdiction.)

Add 10 points to the mode efficacy metric.

- Add an additional five points available to the safety metric for both roadway and bike/ped.
- 5 points to address Congestion Management Plan Strategies for roadway projects
- Add up to 10 points available for the missing connections or extensions greater than 5 miles.
 - < .5 mi 1 point
 - .5 mi to 1.99 mi 3 points
 - 2 mi to 5 mi 5 points
 - >5mi 10 points

Option 4:

No change to the current methodology of geographic “equity” scoring

- Change the term “geographic equity” to “Population”

Proposed changes to LAPP scoring to discourage use of LAPP funds for providing infrastructure for new private development

Disincentive for using LAPP funding to provide funding towards infrastructure with new private development.

- Option 1: Disqualifies cost-effectiveness points awarded (Loss of up to 10 points)
- Option 2: Disqualifies project phase/prior funding points awarded. (Loss of up to 15 points)
- Option 3: Disqualifies cost-effectiveness and project phase points (loss of up to 25points)
- Option 4: No change

Action Item: Need a recommendation of which new changes, options, or a mix of options is preferable to move forward to the TCC and Board.

CURRENT SCORING METHODOLOGY

The LAPP scoring methodology criteria shown below was approved by the FBRMPO Board on **March 24, 2016**. Subsequent changes to the methodology can be made after the additional public input process and the Board's vote.

Transit Projects and Alternative Fuels Projects Funded with STBG-DA (on a 100-point scale):

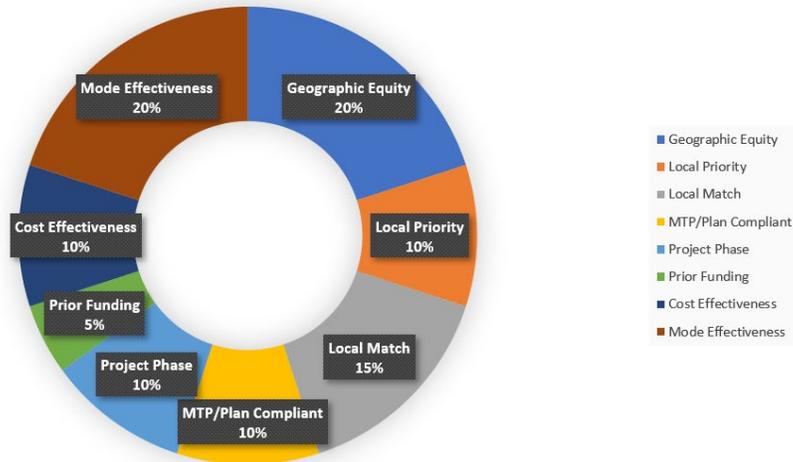
- Geographic Equity- 40 points for local jurisdictions with populations under 20,000 in the MPO, 30 points or local jurisdictions with a population of 20,000 or greater in the MPO.
- Service Connectivity
 - for transit: 40 points if the transit capital project will support trips taken across county lines; 20 points if the transit capital project will support a system that directly connects to another operator's route or a Park-and-Ride Lot or
 - For Alternative fuel projects: 40 points if the alternative fuel station will be accessible to the public and located at a convenient location off an interstate exit, on a US route or on an NC route, easily accessible to drivers traveling across county lines; 20 points if the alternative fuel station will be open to the public but not accessible via an interstate exit, a US route or an NC route
- Cost effectiveness:
 - Cost effectiveness score will be scaled to 20. For transit: ratio of expected (revenue miles per year)/(proposed project cost) ; if the project includes only one bus, please provide the average number of revenue miles per route or per bus.
 - For alternative fuel projects: use (vehicles per day charging capacity)/(proposed cost).

Roadway, Intersection and Bike Ped Projects Funded with STBG-DA (on a 100-point scale)

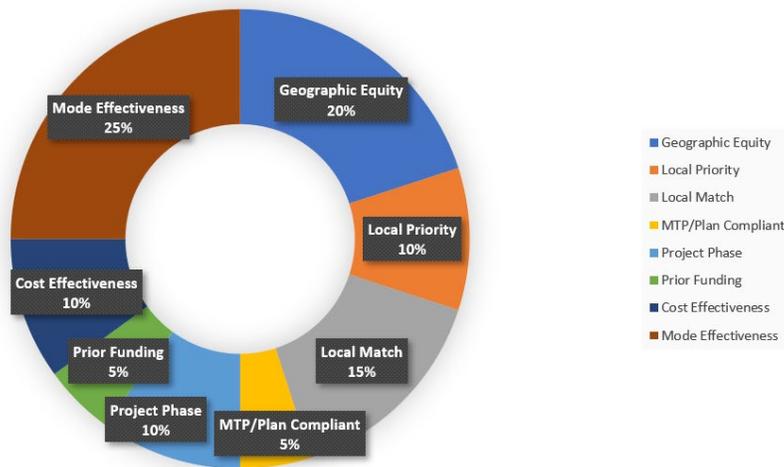
- Geographic Equity— (10 or 20 points)
 - 20 points to local jurisdictions with a population under 20,000 in the MPO,
 - 10 points to local jurisdictions with a population of 20,000 or greater in the MPO.
- Local Priority (up to 10 points)
 - 10 points per submitting agency; all submissions must have at least 1 pt assigned; no more than 10 pts for any project (Non-submitting local jurisdictions may apply up to 5 points total on projects that directly impact their jurisdiction.)
- Local Match (up to 15 points)
 - Local match points: Minimum Match Required – 20% (0 points);
 - if local match is at least 30% - 5 points;
 - If local match is at least 40% - 10 points;
 - if local match is at least 50% - 15 points
- MTP (10 pts-Roadway)/Plan compliant (5 pts-Bike/Ped)
 - Roadway Horizon 1 or 2 in the MTP or identified as a Congestion Management Plan Hot Spot– 10 points
 - Roadway Horizon 3 or 4 in the MTP – 5 points
 - Roadway Horizon 5 in the MTP in the MTP (2035) – 3 points
 - Post-Year (CTP) – 0 points
 - Bike Ped projects in a local or regional adopted plan—5 pts
- Project phase (10/5/3)
 - Construction Projects – 10 points
 - NEPA and/or Design Projects – 5 points
 - Feasibility/planning studies – 3 points
 - ROW – 0-10 points*
 - *ROW points will be determined based on what other phases have been completed and/or have committed sources of funds. (EXAMPLE: If a project has committed construction funds, ROW applications will receive 10 points. If PE has been completed or has committed funding, the project will receive 5 points.)
- Prior Funding (up to 5 pts)
 - prior funding from any sources can be applicable including prior local funding for the study/corridor/ROW, etc.
- Cost Effectiveness (up to 10 pts)
 - Cost Effectiveness calculated as: $(\text{Total Points} - \text{Local Match Points}) / \text{Program Cost Scaled with top project earning 10 points}$
- Mode-effectiveness (up to 20 pts-roadway; 25 pts-bike ped)
 - Roadway Effectiveness (**must improve traffic conditions*): *made up of Congestion and Safety*
 - Bicycle/Pedestrian Effectiveness: score based on Missing Link factor or Obstacle factor (Connecting existing activity centers/transit stops or stations/bike lane/sidewalks/greenways)

- **Mode effectiveness-roadway:**
 - Congestion
 - Current Volume to Capacity Analysis (5 pts)
 - V/C < .2 = 0 points
 - V/C < .4 = 2 points
 - V/C < .6 = 3 points
 - V/C < .8 = 4 points
 - V/C > .8 = 5 points
 - Addresses CMP Strategies (5 pts)
 - 1 CMPS = 1 point
 - 2 CMPS = 2 points
 - 3 CMPS = 3 points
 - 4 CMPS = 4 points
 - 5 or more CMPS = 5 points
 - Safety Based on FHWA Crash Reduction Factors (10 pts)
 - CRF < 10% = 0 points
 - CRF > 10% = 2 points
 - CRF > 20% = 4 points
 - CRF > 30% = 6 points
 - CRF > 40% = 8 points
 - CRF > 50% = 10 points
 - <http://www.cmfclearinghouse.org/>
 - <http://safety.fhwa.dot.gov/tools/crf/>
- **Mode effectiveness-bicycle and pedestrian**
- Missing Link (5 pts) Both sides connect to existing Bike/Ped facility Scale by distance of continuous facility (on residential collector or higher)
 - < .5 mi 1 point
 - .5 mi to 2 mi 3 points
 - >2 mi 5 points
- Overcoming an Obstacle (5 pts) Project must create the crossing, not improve an existing crossing
 - Limited-access facility, Railroad, Major Stream (USGS) 5 points
 - Other 4+ Lane Roadway 3 points
- Connections (5 pts)
 - 0.5 mi to other mode/greenway or activity center (i.e. school, parks/rec, government facility, shopping center, high density res, etc.) Points per connection
- Improve Commuter Patterns (5 pts)
 - Serves a footpath (residential collector or higher) Within +/- .25 mi of existing or proposed transit services
- Safety (5 pts)
 - Project addresses a documented safety issue (TEAAS Crash Report)

Roadway Point Distribution



Bike/Ped Point Distribution



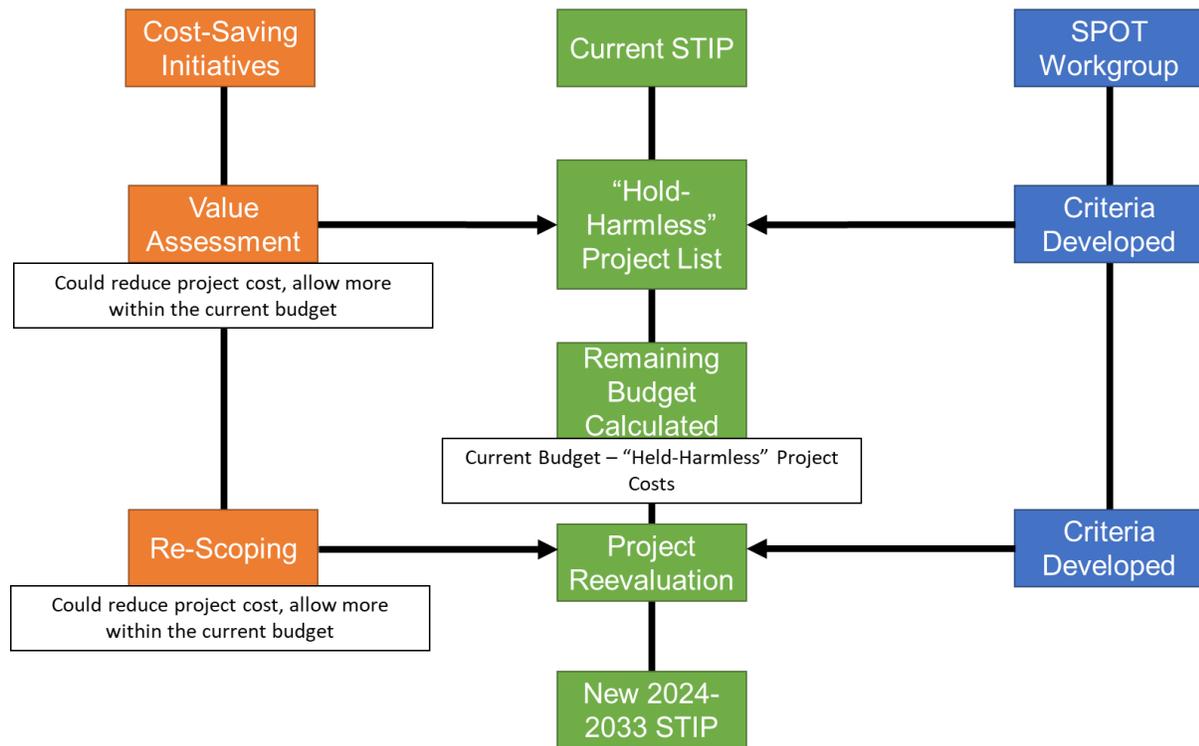
Action Item: Need a recommendation of which new changes, options, or a mix of options is preferable to move forward to the TCC and Board.

Item 4B

P 6.0 Update

The SPOT workgroup is continuing to meet to determine processes to rebalance the STIP and there is generally a lot to discuss.

How Different Initiatives Generally Fit Together



Active Efforts to Reduce Project Costs at NCDOT

Value Assessments/Value Engineering- an effort that evaluates some TIP projects to help determine potential steps to reduce costs while maintaining a project’s overall purpose and need

Re-Scoping of Projects- NCDOT Divisions have been given a deadline of the end of the year to look at ways to re-scope, segment, or otherwise modify projects to reduce costs and make projects more likely to achieve something rather than potentially getting defunded.

-Haywood County: a meeting will be held in mid/late October with Division 14 and local government staff to discuss potential re-scoping or segmenting of projects

-Henderson County: the subject will be discussed with the Henderson TAC

-Buncombe County: Division 13 will organize project-by-project meetings over the next few months

SPOT Workgroup

The SPOT Workgroup is made up of representatives from MPOs, RPOs, NCDOT, and various other stakeholders from around the State (League of Municipalities, NC Rural Center, Metro Mayors, others.) The group is generally charged with setting the parameters of the prioritization process that are not strictly defined by the Strategic Transportation Initiatives Law and providing those recommendations to the Board of Transportation.

Items the SPOT Workgroup is working on:

“Hold-Harmless List”: a list of projects that will remain on the STIP and not be re-evaluated in order to maintain a relatively efficient and predictable project delivery program for NCDOT. Most discussions for a hold-harmless list are based on current project delivery schedules.

Re-Evaluation Criteria: because this is considered a “reprogramming” effort rather than “normal” prioritization, the criteria being considered are more flexible than usual. This criteria will be applied to projects not “held-harmless” with successful projects remaining in the STIP and unsuccessful projects being de-committed.

General Schedule

-December, 2021: re-scoping of projects deadline, SPOT Workgroup work deadline (“held-harmless” and project re-evaluation criteria.)

-January-mid/2022: project re-evaluation

-Late 2022/Early 2023: Draft 2024-2033 STIP released

-October, 2023: deadline for NCDOT and MPO approvals of the 2024-2033 STIP/TIP

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

At this point, MPO staff would like to discuss and get feedback from subcommittee members about any concerns about carrying out this process and how the process can be enhanced locally.