

# Prioritization Subcommittee

## *Meeting Agenda*

June 7, 2023

9:30 AM

**Meeting to be held at Land of Sky Regional Council or via**

**Zoom:** <https://zoom.us/j/91373453789>

**Voting Members on the Committee:** Jessica Morris (City of Asheville, Vice-Chair), William High (Buncombe County), Autumn Radcliff (Henderson County), Anthony Sutton (Town of Waynesville), Elizabeth Teague (Town of Waynesville, Chair), Jerry Vebaun (Town of Woodfin), Archie Pertiller (Town of Black Mountain)

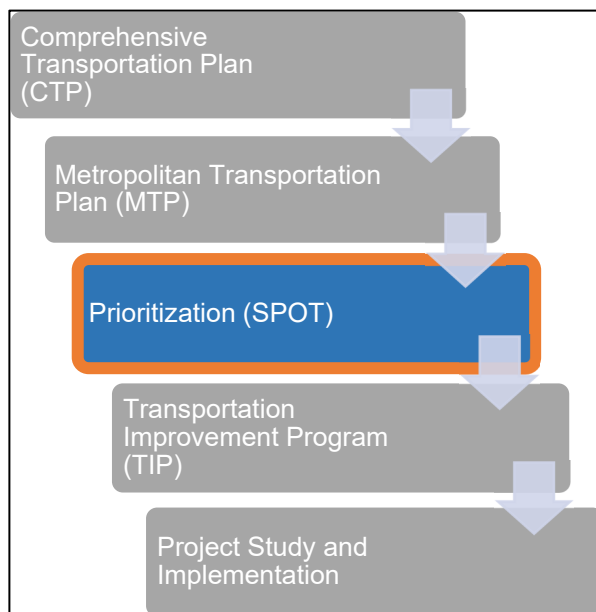
<b>1. Welcome and Introductions</b>	Elizabeth Teague
<b>2. Public Comment</b>	Elizabeth Teague
<b>3. Approval of May, 2023 Meeting Minutes</b>	Elizabeth Teague
<b>4. Business</b>	
A. P 7.0 Overview	Tristan Winkler, MPO Staff
B. Environmental Justice	Logan DiGiacomo, MPO Staff
C. Wildlife Crossings	Scott Adams, MPO Staff
<b>5. News, Events, Updates</b>	Elizabeth Teague
<b>6. Public Comment</b>	Elizabeth Teague
<b>7. Adjournment</b>	Elizabeth Teague

# Item 4A

## P 7.0 Update and Process

### What is P 7.0 and the Prioritization Process?

The Prioritization Process (aka SPOT) is the process that determines the majority of capital improvement projects funded through NCDOT and NCDOT's allotment of federal funds. The process is governed by the Strategic Transportation Investments (STI) Law of 2012 that provides the framework for a more data-driven and transparent process that also utilizes local input from NCDOT Divisions, MPOs, and RPOs. In relation to other aspects of transportation planning, the prioritization process serves as the bridge to determine what long-range needs are funded in the TIP/STIP for implementation.



P 7.0 refers to the seventh iteration of the prioritization process in North Carolina and will be the process that determines what new projects are funded in the 2026-2035 TIP/STIP.

### What's Changed Between P 6.0 and P 7.0?

In sum, not a lot. The process is still very much the same with some modifications or “tweaks” that have changed how some projects will be scored and opened the process to more project types. Some of the more substantive changes include:

- Microtransit is now an eligible submittal for transit funding
- Rail modernization is now an eligible submittal for rail funding
- A minimum of 6% of funding will be programmed to non-highway (the previous minimum was 4%); 90% minimum for highway funding remains the same

## What is the Schedule for Events in P 7.0?

Date	Event
July, 2023	Local Government Discussions on Potential Submittals
August, 2023	Draft Submittal List (Board Action Required)
August-September, 2023	Public Comment on Draft Submittal List
September, 2023	Final Submittal List (Board Action Required)
February, 2024	Data Review
March, 2024	Local Input Point Methodology Adoption (Board Action Required)
April, 2024	Statewide Mobility Projects Programmed
May, 2024	Draft Local Input Point Assignment for Regional Impact Projects
May-June, 2024	Public Comment on Draft Local Input Point Assignment for Regional Impact Projects
June, 2024	Final Local Input Point Assignment for Regional Impact Projects
August, 2024	Regional Impact Projects Programmed
October, 2024	Draft Local Input Point Assignment for Division Needs Projects
October-November, 2024	Public Comment on Draft Local Input Point Assignment for Division Needs Projects
November, 2024	Final Local Input Point Assignment for Division Needs Projects
February, 2025	Draft 2026-2035 TIP/STIP Released
August, 2025	Final 2026-2035 TIP/STIP (Board Action Required)

## What Do We Need to Start Work On?

The primary bit of work for the next few months is determining what projects the MPO will be submitting into the prioritization process. The MPO can submit 26 projects for each mode (26 highway, 26 bike/ped, 26 rail, 26 transit, 26 aviation, etc.) Our general process in the past has been to split up the number of submittals by county based on the population percentage.

	Percent of MPO Population	Split W/Decimal	Proposed # of Submittals	Percent of Submittals
Buncombe	59.07%	15.4	14	53.85%
Henderson	26.48%	6.9	7	26.92%
Haywood	12.27%	3.2	4	15.38%
Madison	2.18%	0.6	1	3.85%

The proposed submittals rounds up for the three smallest counties and rounds down Buncombe to make up for some of the increases. The number of submittals can also serve as a target rather than a strict number to follow.

## P 6.0 Submittals

No projects were funded in P 6.0 but projects were given scores based on quantitative criteria. This can help with decisions on what may be more or less competitive in P 7.0.

### Statewide Mobility Projects

SPOT ID	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)
H1718 16-B	I-40	NC 215 (Champion Drive)	SR 1200 (Wiggins Road)	1 - Widen Existing Roadway	\$ 195,600,000	75.01	41.32	26.16
H0900 19-A	I-26	US 25	US 64 (Four Seasons Boulevard)	1 - Widen Existing Roadway	\$ 116,899,000	74.05	39.90	22.64
H1718 16-C	I-40	SR 1200 (Wiggins Road) - Exit 37	SR 1224 (Monte Vista Road)	1 - Widen Existing Roadway	\$ 218,800,000	69.89	37.68	22.59
H1718 21	I-40	SR 2838 (Porters Cove Road) - Exit 55		8 - Improve Interchange	\$ 4,500,000	68.90	45.98	34.06
H1718 16-A	I-40	NC 215 - Exit 31	US 74 - Exit 27	1 - Widen Existing Roadway	\$ 174,800,000	64.80	34.02	23.19
H1419 72-B	I-40	US 25 (Hendersonville Road) - Exit 50	SR 2838 (Porters Cove Road) - Exit 55	1 - Widen Existing Roadway	\$ 330,900,000	59.50	32.10	23.76
H0900 02-AC	I-26, US 19, US 23	SR 2207 (North Buncombe School Road)	South of SR 2148 (Stockton Branch Road)	17 - Upgrade Freeway to Interstate Standards	\$ 41,100,000	55.65	31.33	21.84

SPOT ID	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)
H170803	I-40	I-240, US 74 Alternate		8 - Improve Interchange	\$ 275,100,000	52.58	28.18	19.62
H184134	I-240	US 25 (Merrimon Avenue)		8 - Improve Interchange	\$ 16,500,000	50.29	33.70	26.00
H192568	I-40	Exit 31	Tennessee State Line	15 - Install Cameras and DMS	\$ 2,500,000	46.00	24.84	15.31
H090002-AB	I-26, US 19, US 23	US 25 / 70 (Weaver Boulevard)	SR 2207 (North Buncombe School Road)	17 - Upgrade Freeway to Interstate Standards	\$ 112,700,000	29.92	14.76	8.50

Regional Impact Projects:

SPOT ID	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)
H191989	US 19 (Smokey Park Highway), US 23	I-40	NC 151 (Pisgah Highway)	11 - Access Management	\$ 44,800,000	51.57	39.32
H193018	US 25 (Asheville Highway)	SR 1345 (Butler Bridge Road)		10 - Improve Intersection	\$ 3,400,000	49.02	36.20
H190728	US 25 (McDowell Street)	US 25 (Southside Avenue)	All Souls Crescent	26 - Upgrade Roadway	\$ 16,900,000	45.43	35.85
H192545	US 25 (Hendersonville Road)	Blue Ridge Parkway	NC 146 (Long Shoals Road)	11 - Access Management	\$ 60,200,000	45.34	35.35
H191202	NC 280 (Airport Road)	SR 3568 (Rockwood Road)	US 25 (Hendersonville Road)	11 - Access Management	\$ 27,500,000	45.29	34.46
H191808	US 19 (Dellwood Road)	US 276 (Russ Avenue)	US 276 (Jonathan Creek Road)	11 - Access Management	\$ 35,500,000	43.00	32.36
H192553	US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	11 - Access Management	\$ 43,500,000	42.83	33.10
H191814	US 25 (Merrimon Avenue)	Wembley Drive	I-240	24 - Implement Road Diet to Improve Safety	\$ 56,400,000	41.97	33.82
H191812	US 25 Business	North Main Street, North Church Street		10 - Improve Intersection	\$ 3,800,000	40.99	30.86

SPOT ID	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)
H192556	US 23 Business (Haywood Road)	State Street	SR 1332 (Louisiana Avenue)	25 - Improve Multiple Intersections along Corridor	\$ 4,300,000	38.45	30.92
H150959	US 70 (Tunnel Road)	I-240	Blue Ridge Parkway	11 - Access Management	\$ 68,200,000	38.21	29.29
H191984	US 70 (Tunnel Road), US 74 Alternate (South Tunnel Road)	The Tunnel	NC 81 (Swannanoa River Road)	11 - Access Management	\$ 58,400,000	35.74	29.13
H090155-A	NC 191	US 25 (Asheville Highway)	SR 1381 (Mountain Road)	1 - Widen Existing Roadway	\$ 42,500,000	35.24	25.86
H172137	US 19 (Soco Road)	SR 1304 (Fie Top Road) at Ghost Town in the Sky	Blue Ridge Parkway	16 - Modernize Roadway	\$ 40,700,000	32.65	23.02
H192557	US 19 Business (Weaverville Highway), US 25 (Merrimon Avenue)	SR 1674 (Elkwood Avenue)	SR 1003 (Reems Creek Road)	11 - Access Management	\$ 87,200,000	29.11	24.84

SPOT ID	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)
H190724	NC 280 (Asheville Highway)	Northern Termini of R-5799	SR 1323 (Brickyard Road)	11 - Access Management	\$ 49,500,000	26.61	19.32
H192290	NC 215 (Champion Drive)	SR 1513 (Thickety Road)	Bridge Street	16 - Modernize Roadway	\$ 13,800,000	26.39	22.29
H170990	US 25 Alternate (Brook Street / Sweeten Creek Road)	I-40	US 25 Alternate (Biltmore Avenue)	16 - Modernize Roadway	\$ 31,900,000	26.31	18.18
H090274-A	US 19, US 23	NC 215	SR 1836 (Chestnut Mountain Road)	16 - Modernize Roadway	\$ 30,000,000	26.24	17.73
H171587	US 25, US 70	Approximately 1760' North of SR 1584 (Tillery Branch Road)	SR 1727 (Monticello Road)	25 - Improve Multiple Intersections along Corridor	\$ 62,800,000	26.22	19.43
H090394-A	NC 191 (Brevard Road / Old Haywood Road)	NC 280	South of Avery Creek Road/Glenn Bridge Road SE/Southwicke Drive	1 - Widen Existing Roadway	\$ 75,100,000	25.07	18.21
H193083	US 70 (West State Street)	SR 2500 (Blue Ridge Road)	NC 9	24 - Implement Road Diet to Improve Safety	\$ 22,800,000	23.35	17.67

SPOT ID	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)
H192008	US 70 (East State Street)	Charlotte Street		10 - Improve Intersection	\$3,200,000	17.32	12.87

## Division Needs Projects

SPOT ID	Mode	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)
T192041	Public Transit	Expansion Vehicles	City of Asheville Service Area		1 - Mobility (route-specific) - New Service	\$ 8,965,170	38.72
T192029	Public Transit	Transit Maintenance Facility	City of Asheville Service Area. Location is yet unknown.		9 - Facility - Maintenance	\$ 21,025,000	37.71
B193175	Bicycle & Pedestrian	SR 1477 (Riverside Drive)	North of I-240	SR 1517 (Hill Street)	3 - On-Road Designated Bicycle Facility (Bicycle)	\$ 4,000,000	36.96
B193069	Bicycle & Pedestrian	Lexington Avenue	Patton Avenue	US 25 (Southside Avenue)	9 - Improved Pedestrian Facility (Pedestrian)	\$ 1,744,000	36.57
B193106	Bicycle & Pedestrian	Reed Creek Greenway Connector	Reed Creek Greenway	SR 3602 (Clingman Avenue)	4 - On-Road Bicycle Facility (Bicycle)	\$ 880,000	36.53
B193087	Bicycle & Pedestrian	Coxe Avenue	US 25 (Southside Avenue)	Patton Avenue	9 - Improved Pedestrian Facility (Pedestrian)	\$ 8,040,000	36.13
B193031	Bicycle & Pedestrian	US 64 (Four Seasons Boulevard/Chimney Rock Road)	Orrs Camp Road	Howard Gap Road	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 1,391,000	32.81

SPOT ID	Mode	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)
T192393	Public Transit	Transit Multimodal Facility	City of Asheville Service Area and routes provided by ART Current transit facility is 49 Coxe Ave		5 - Facility - Passenger Station	\$ 23,250,000	31.14
B193099	Bicycle & Pedestrian	Ecusta Trail	Kanuga Road	Transylvania County Line	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 12,668,516	30.66
H192727	Highway	SR 1508 (Signal Hill Road), SR 1519 (Thompson Street), SR 1508 (Berkeley Road), SR 1511 (Berkeley Road)	US 64 (Four Seasons Boulevard)	US 25 Business (Asheville Highway)	16 - Modernize Roadway	\$ 14,400,000	30.59
B193054	Bicycle & Pedestrian	Allen Branch Greenway	US 64	I-26	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 2,408,000	30.34
B172236	Bicycle & Pedestrian	Bent Creek Greenway (WNC Farmers Market to Asheville Outlets)	WNC Farmers Market	Asheville Outlets	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 3,961,000	29.41

SPOT ID	Mode	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)
B192990	Bicycle & Pedestrian	Brooklyn Avenue	NC 225 (Greenville Highway)	US 176 (Spartanburg Highway)	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 1,014,000	28.35
B172207	Bicycle & Pedestrian	Bent Creek Greenway (Hominy Creek/WNC Farmer's Market Segment)	Hominy Creek Greenway	French Broad River Greenway	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 1,924,000	26.08
B193034	Bicycle & Pedestrian	Fanning Bridge Road	US 25	Underwood Road	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 1,956,000	25.77
B192055	Bicycle & Pedestrian	Champion Drive	SR 1589 (North Canton Road)	SR 1513 (Thickety Road)	3 - On-Road Designated Bicycle Facility (Bicycle)	\$ 987,000	24.94
H172235	Highway	SR 2162 (Blythe Street)	NC 191 (Haywood Road)	US 64 (6th Avenue West)	16 - Modernize Roadway	\$ 12,000,000	24.07
B142121	Bicycle & Pedestrian	Greenway- Jackson Park to Blue Ridge CC	Jackson Park	Blue Ridge Community College	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 2,870,000	23.08
H172242	Highway	SR 1173 (White Pine Drive)	US 64 (Brevard Road)	Kanuga Road	16 - Modernize Roadway	\$ 21,600,000	22.51
H193111	Highway	Woodfin Street	Central Avenue	Lexington Avenue	18 - Widen Existing Local (Non-State) Roadway	\$ 3,500,000	21.47

SPOT ID	Mode	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)
H190737	Highway	SR 3447 (Queen Road)	NC 151 (Pisgah Highway)	SR 3446 (Enka Lake Road)	16 - Modernize Roadway	\$ 14,100,000	21.40
B172122	Bicycle & Pedestrian	Richland Creek Greenway-North	Recreation Park	Haywood High Tech Center	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 2,352,000	21.33
H192735	Highway	SR 1525 (Duncan Hill Road)	US 64 (Four Seasons Boulevard)	Signal Hill Road	16 - Modernize Roadway	\$ 5,700,000	21.07
B193067	Bicycle & Pedestrian	SR 1338 (Emma Road)	Boone Street	SR 1332 (North Louisiana Avenue)	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 1,120,000	20.77
B192402	Bicycle & Pedestrian	NC 215 (Champion Drive)	SR 1589 (North Canton Road)	SR 1513 (Thickety Road)	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 552,000	20.50
B140966	Bicycle & Pedestrian	SR 2500 (North Blue Ridge Road)	US 70	Fortune St	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 446,000	16.63
H190548	Highway	SR 1354 (Bruce Road)	SR 1609 (North Main Street)	Bailey Street	16 - Modernize Roadway	\$ 12,500,000	16.45

SPOT ID	Mode	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)
H171779	Highway	SR 2500 (Blue Ridge Road)	NC 9	Blue Ridge Assembly Drive, White Pine Drive	16 - Modernize Roadway	\$ 16,000,000	15.88
H192006	Highway	SR 1345 (Butler Bridge Road )	NC 280	US 25	16 - Modernize Roadway	\$ 8,200,000	15.79
B150686	Bicycle & Pedestrian	Reems Creek Greenway	Quarry Road	Karpen Soccer Field	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 4,844,000	15.65
B193057	Bicycle & Pedestrian	Mills River Valley Trail	French Broad River	NC 191	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 3,516,000	14.94
H192042	Highway	Brown Avenue	Hazelview Drive	Boyd Avenue	18 - Widen Existing Local (Non-State) Roadway	\$ 3,560,000	11.55
B172138	Bicycle & Pedestrian	Bailey Branch Greenway	Hickory Drive	Banjo Branch Road	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	\$ 1,680,000	10.27
B192074	Bicycle & Pedestrian	Allen's Creek Road	Piney Mountain Road	Lickstone Road	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 347,000	10.27

SPOT ID	Mode	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)
H192392	Highway	SR 3412 (Sand Hill Road), Bear Creek Road	SR 3413 (South Bear Creek Road)	Wendover Drive	25 - Improve Multiple Intersections along Corridor	\$ 7,000,000	9.37
B192097	Bicycle & Pedestrian	SR 1355 (Bailey Street)	SR 1355 (Bailey Street)	SR 1356 (Forest Street)	7 - Protected Linear Pedestrian Facility (Pedestrian)	\$ 594,000	8.61
H172228	Highway	SR 1358 (Fanning Bridge Road)	US 25	NC 280	16 - Modernize Roadway	\$ 28,000,000	8.09

#### Next Steps:

Hold meeting with local government representatives in June and July to develop a draft list of submittals for Prioritization Subcommittee consideration in August.

# P7 Schedule

Updated April 24, 2023

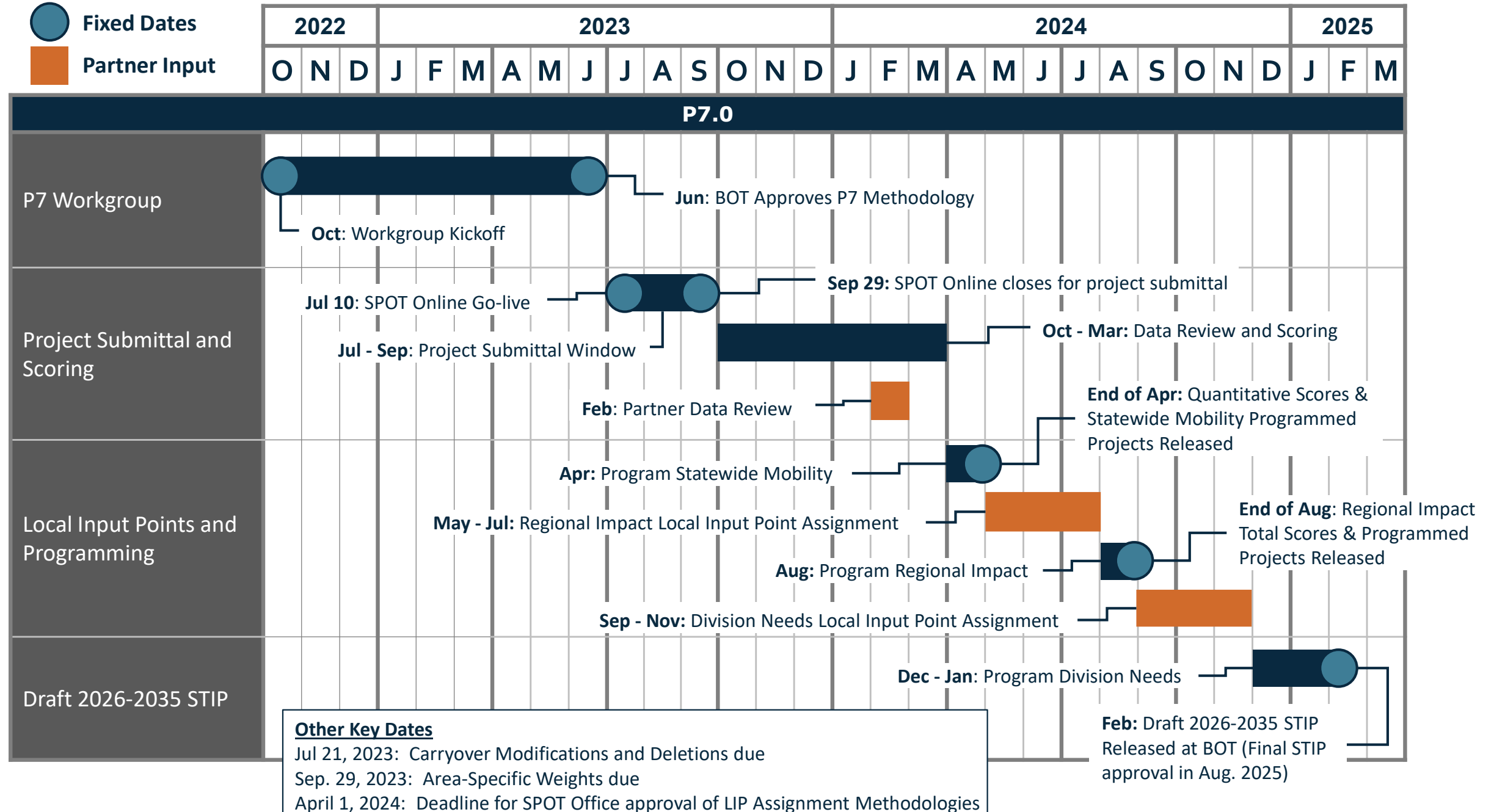
Dates set per P7 Workgroup in October 2022



Fixed Dates



Partner Input



# Item 4B:

## Environmental Justice

### What are communities of concern, and what is their role in the planning process?

Identifying communities of concern is a vital step in the transportation decision making process. It is important to understand the needs and limitations of all populations that may be affected by transportation projects so we can ensure that historically underrepresented populations are not receiving disproportionate burdens from future transportation projects in our region as well as guarantee proportionate benefits of future transportation projects to disadvantaged communities.

Historically, transportation planning projects have disproportionately impacted disadvantaged communities. In 1994, Executive Order 12898 set the requirement for an environmental justice interagency workgroup that provides guidance to Federal agencies on criteria for identifying disproportionately high and adverse human health or environmental effects on minority and/or low-income populations. It also required each agency to develop a strategy for implementing environmental justice.

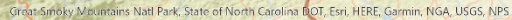
More recently, the Federal government announced its Justice40 goal: an aim for 40% of the overall benefits of Federal investments to go to disadvantaged communities. The U.S. DOT looks at the Justice40 initiative as an opportunity to address gaps in transportation infrastructure by increasing affordable transportation options and improving access to resources.

It is important that the MPO gains a comprehensive understanding of disadvantaged communities in the region, acknowledges how past projects have impacted them, and assesses how future projects can benefit them.

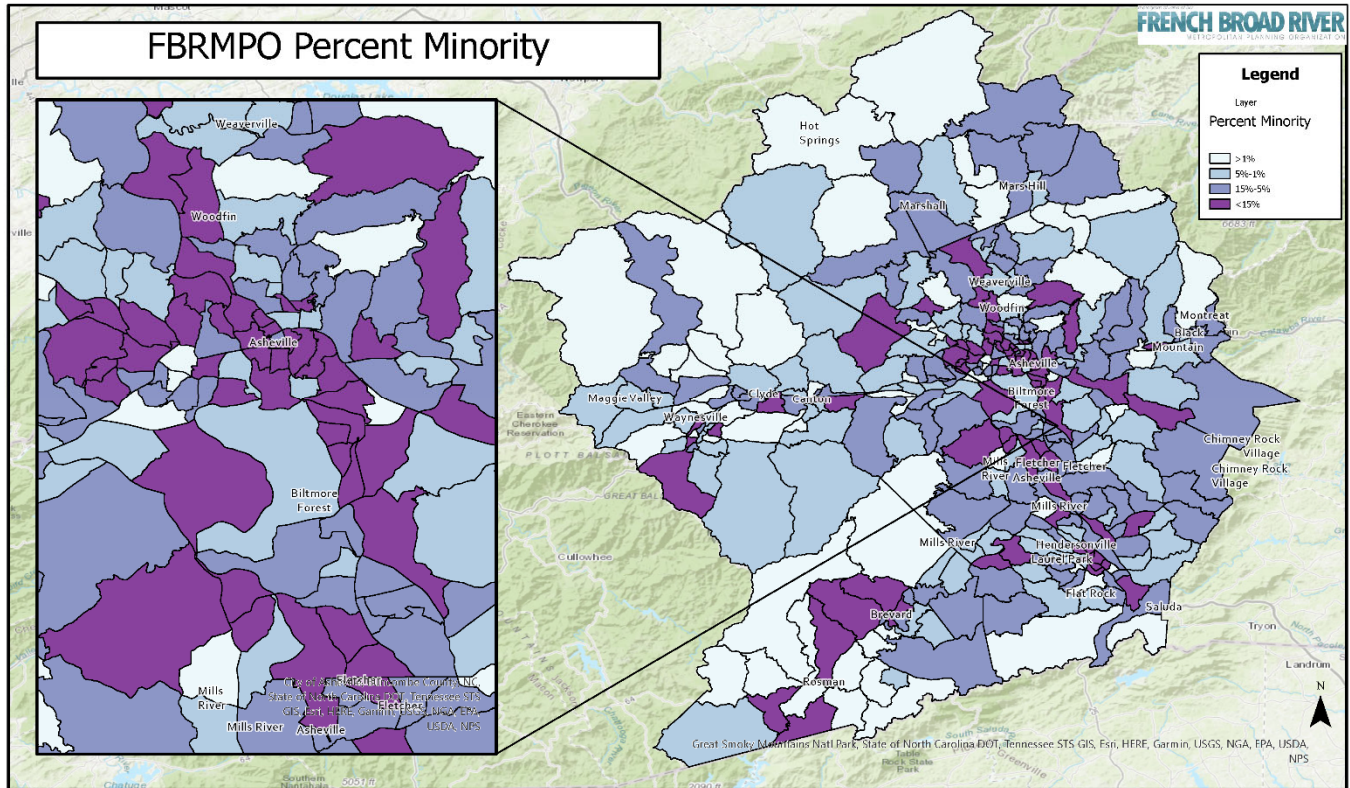
### FBRMPO's process to identify communities of concern using quantitative data (*already completed*)

- Step 1: Analyze 2020 census data at the block group level and delineate block groups that exceed the 70<sup>th</sup> percentile in the following categories:
  - o *Non-White Population*
  - o *Zero-Vehicle Households*
  - o *Households with Person(s) Over 65*
  - o *Below Poverty Line*
  - o *Persons with Disabilities*
  - o *Limited English Proficiency*
- Step 2: Identify block groups which meet the threshold in 4 or more categories as moderate-level to high-level communities of concern.

\*\*\*Moderate & High concern blocks are represented by the darkest shade

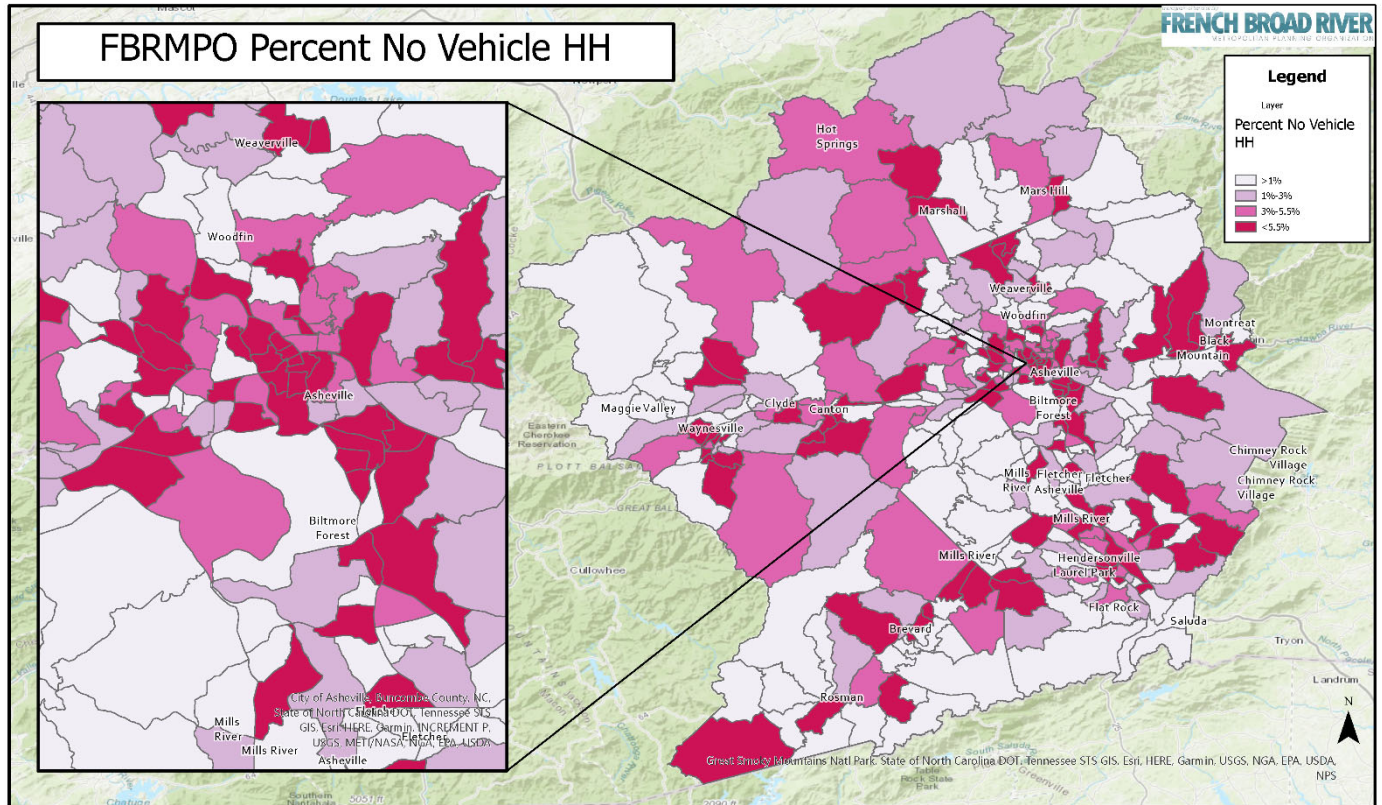


*(Darkest shade representing 70% percentile)*

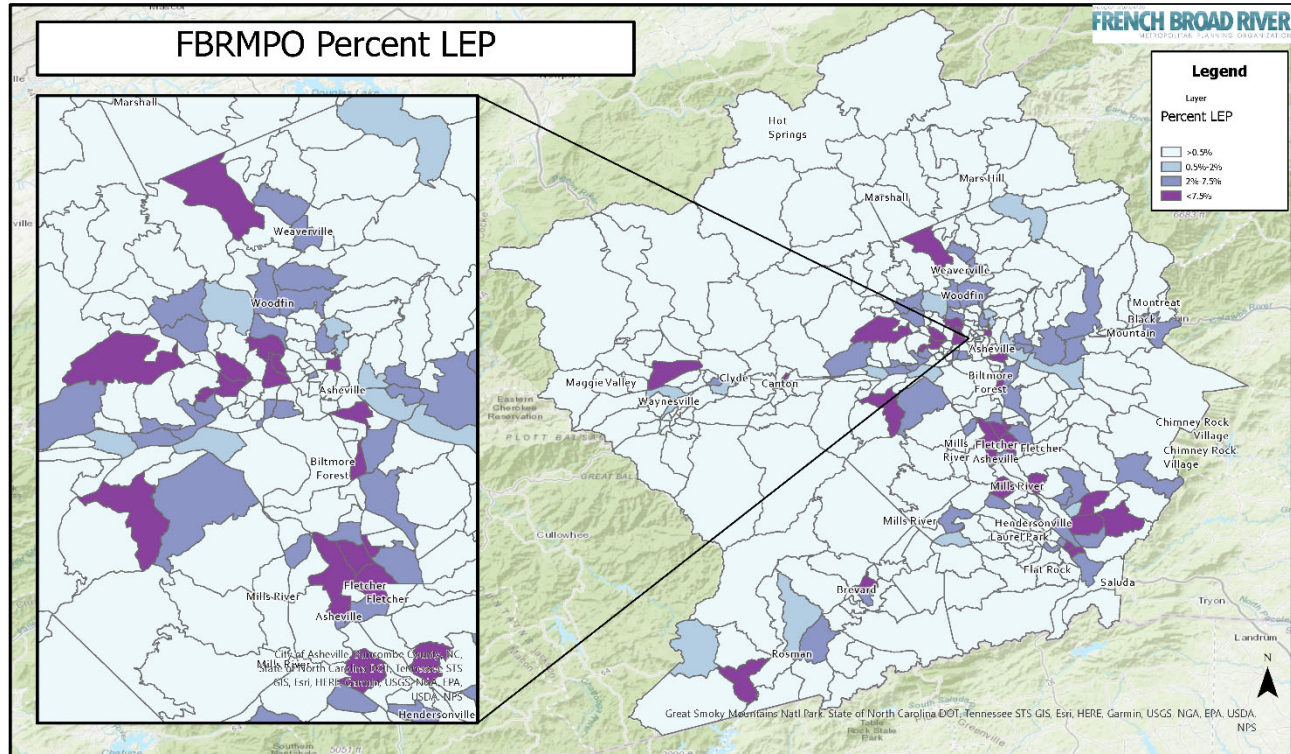


# Zero-Vehicle Households

(Darkest shade representing 70<sup>th</sup> percentile)

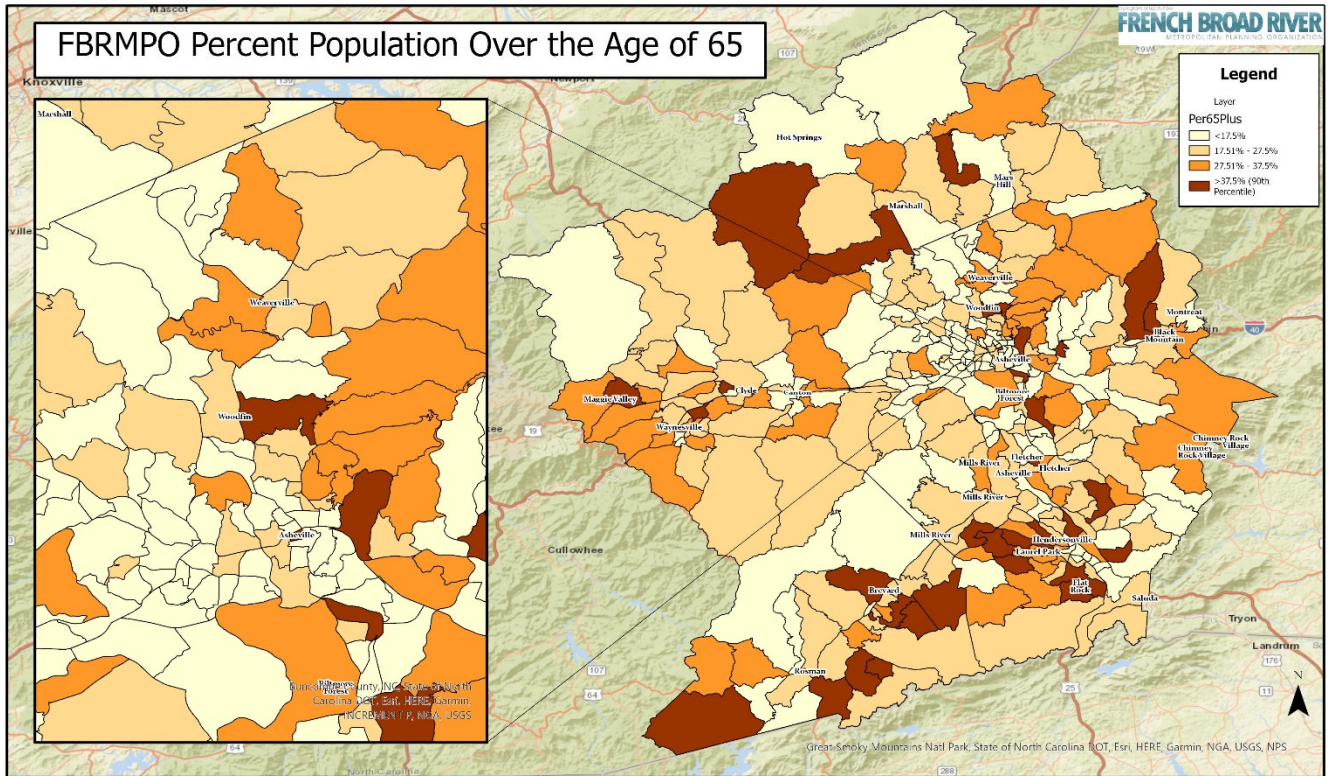


*(Darkest shade representing 70<sup>th</sup> percentile)*



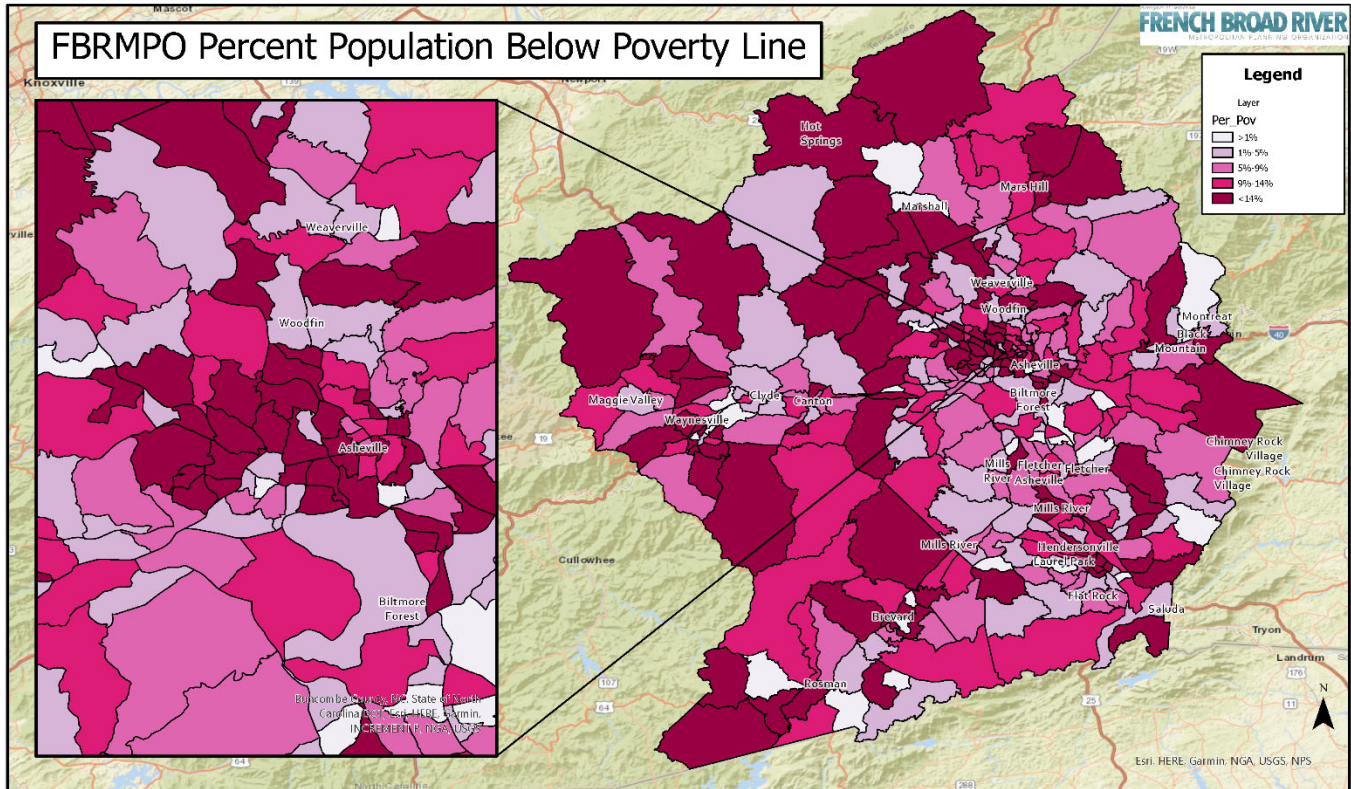
# Percent Population Exceeding 65 Years of Age

(Darkest shade representing 70<sup>th</sup> percentile)

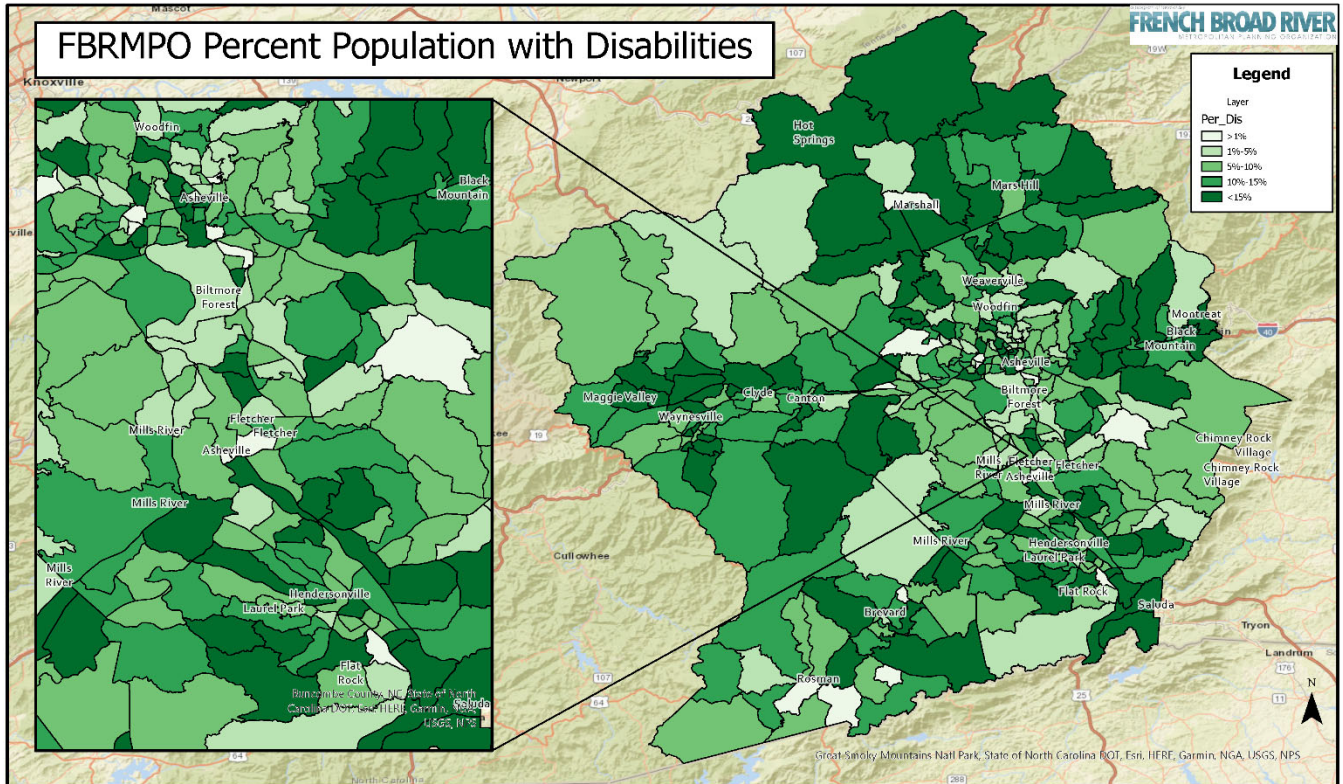


# Percentage of Population Below the Poverty Line

(Darkest shade representing the 70<sup>th</sup> percentile)



*(Darkest Shade Representing 70<sup>th</sup> Percentile)*



## **DRAFT Qualitative Data Gathering Methodology (*next steps*):**

### **1. Step I – Community Stakeholder Input**

#### **a. Compile a list of community stakeholders in our region**

- i. Compiling a list of community stakeholders will be beneficial in starting the process of collecting qualitative data about our region. To do so, a thorough search of non-profits, shelters, food pantries, and accessible healthcare providers will be conducted. These findings will be narrowed down to a list of prominent resources for their respective communities. The list will be categorized by county, ensuring each county is represented.

#### **b. Set up workshop(s) with community stakeholders**

- i. Research can only get us so far, we would like to get input from people who work in these communities. This step will involve reaching out to the community stakeholders we have compiled and setting up a workshop (maybe two if we need to accommodate different availabilities) and getting them involved in our Environmental Justice process.
- ii. The workshop(s) will consist of educating stakeholders on what an MPO is and what influences we have on the transportation planning process, presenting the quantitative data we have so far, and facilitating a discussion on ways to collect qualitative data and how it will be used

#### **c. Develop Survey**

- i. The MPO will develop a survey specifically for community stakeholders to gather data on transportation gaps they see in their communities, ways they've seen or heard of projects impacting their communities, and people that may be part of the community that could be of help

### **2. Step II – Community Ambassador Input**

#### **a. Identify Community Ambassadors using input from Community Stakeholders**

- i. The idea behind 'Community Ambassadors' is essentially finding individuals that are prominent and involved in their respective communities. For example, an individual that is very involved in a place of worship located in a historically black community. These individuals will be able to provide valuable insight and perspective that would be difficult to get otherwise. Community Ambassadors will give us insight into the

nuances of their communities that may not be represented using Census data.

- ii. Community Ambassadors will also be able to assist us in gathering qualitative data, if we choose to gather data from community members themselves. They may suggest what they see as the best way to collect data or even collect it themselves. For example, a Community Ambassador may be able to distribute printed surveys at community events, churches, etc.

### **Future Steps:**

- Identify past projects that have had disproportionate impacts on underserved communities
- Determine if future projects' burdens will be equally distributed, therefore not impacting identified communities of concern greater than they are any other community

# Item 4C:

## **Wildlife Crossings**

Scott Adams, MPO Staff, will present a brief overview of Transportation Design Considerations for Wildlife Crossings. Two recent studies (Pigeon River Gorge, June 2022; NC Statewide Study, Fall 2022) have identified a number of potential sites in the Land of Sky RPO and French Broad River MPO areas where additional infrastructure for Wildlife Crossings (i.e. retrofit of existing bridges, culverts, plus possible new structures and fencing).

These may be considered as part of future CTP, STIP, and MTP project criteria, so that's why MPO staff are currently GIS mapping findings and information from these studies plus offering preliminary recommendations on Wildlife Crossing sites and associated infrastructure.