

**French Broad River MPO
Prioritization
Subcommittee
Meeting Minutes
February 7th, 2024**

ATTENDANCE in Person or Remote

Voting Members

William High, Buncombe County
Autumn Radcliff, Henderson County
Archie Pertiller, Town of Black Mountain
Jessica Morris, City of Asheville
Elizabeth Teague, Town of Waynesville
Anthony Sutton, Town of Waynesville
Catherine Cordell, Town of Weaverville

Non-Voting Members

Tristan Winkler, FBRMPO	Stephan Sparks, NCDOT Div 13
Hannah Bagli, FBRMPO	Lucy Crown, City of Asheville
Michael Malecek, Town of Mills River	Janna Bianculli-Apple Country Transit
Steve Williams, NCDOT Div 14	Daniel Sellers, NCDOT – TPD
Jon Barsanti, FBRMPO	Asha Rado LOSRC, Minutes
Suzette Morales, FHWA	Logan DiGiacomo, FBRMPO

WELCOME AND INTRODUCTIONS

William High started the meeting at 9:33 AM with introductions. A quorum was announced, and roll was called.

PUBLIC COMMENT

William High opened the floor for public comment. No comments were heard.

APPROVAL OF AUGUST 2023 MINUTES AND AGENDA

Anthony Sutton moved to approve the November 2023 meeting minutes and the agenda. William High seconded the motion which passed unanimously upon a roll call vote.

BUSINESS

4A. Memorandum of Understanding (MOU) Survey

After updating the MPO's Planning Area, the MPO is required to update its Memorandum of Understanding. Several updates are required, either to update language to current federal law or to change committee and Board designations for members who may or may not apply any longer. After a Draft MOU is established it is required to be approved by EVERY JURISDICTION IN THE MPO.

Proposed Timeline:

Date	Event
October, 2023	Introduce MOU
November, 2023	Develop Survey for MPO Representatives
January, 2024	Discuss Survey Results
February, 2023	Draft MOU Discussion
March, 2023	Draft MOU Consideration
April, 2023 - ?	Local Government Council Consideration

Items to Consider Within the MOU:

1. MPO Membership
 - a. MPO members to be removed in the updated MOU
 - i. Transylvania County (non-voting) (TCC and Board)
 - ii. State Bicycle Committee Representative for Divisions 13 & 14 (TCC only)- group has been defunct for some time
 - b. MPO members to add
 - i. Transit representative were added via amendment, would be included in the updated list
2. Quorum
 - a. Currently defines quorum for "active" members, inactive members are those that have not attended the previous two meetings, don't count towards quorum
3. Voting Power
 - a. Distribution of Votes
 - b. Veto Votes
 - c. Weighted Voting
4. MPO Roles and Responsibilities

Items for Consideration:

1. MPO Board Voting Distribution

“MPOs are required to consider the equitable and proportional representation of the population of the metropolitan area when designating officials or representatives.”

Current breakdown of population/MPO Board vote for local government seats:

Jurisdiction	Board Seats	Pop/Vote
Buncombe County (Unincorporated)	2	70,433
Asheville	2	47,294
Henderson County (Unincorporated)	2	40,172
Haywood County (Unincorporated)	2	17,028
Hendersonville	1	15,137
Waynesville	1	10,140
Black Mountain	1	8,426
Fletcher	1	7,987
Woodfin	1	7,936
Mills River	1	7,078
Weaverville	1	4,567
Canton	1	4,422
Madison County (Unincorporated)	1	3,827
Flat Rock	1	3,486
Laurel Park	1	2,250
Mars Hill	1	2,007
Maggie Valley	1	1,687
Biltmore Forest	1	1,409
Clyde	1	1,368
Montreat	1	901

Scenario A: Maintain the Status Quo

Alternative Scenarios:

Scenario B: Maintain 24 Local Gov Board Votes, Make Them Roughly Proportional by

Population with One Seat Per Dues-Paying Member

Scenario C: Reduce to 14 Local Gov Board Seats, One Seat Per Dues Paying Member, 7

Seats Split by Population, Emphasis on Smaller Town Representation

Scenario D: Change Voting Power to Be Reflective of Population (1 Vote Per Jurisdiction

+ 1 Per 10,000 Population) – Similar to CRTPO, would Make Every Vote a Weighted Vote

Any/Every Other Combination Can Be Considered

2. Non-Local Government Seats

Current Board Seats:

- FHWA (non-voting)
- Division 13 Board of Transportation Representative
- Division 14 Board of Transportation Representative
- Urban Transit Representative
- Rural Transit Representative

Per the Draft 2023 FBRMPO Certification Review, additional seats that are recommended include:

- FTA (non-voting)
- Housing
- Other Modes of Transportation
- Freight (TCC only)

Current TCC Seats That Require Replacement/Deletion:

- NCDOT Bike/Ped Committee Representative for Divisions 13/14

3. Weighted Voting

Weighted voting was one of the items where a slim majority of survey respondents votes for no change.

Current language:

Weighted Vote

When any project is on an Interstate route, a limited-access highway, or is on a designated Strategic Highway Corridor, any member of the Board may call for a weighted vote regarding project-specific decisions related to the MTIP. The weighted vote must take place at a duly advertised meeting of the Board in which a quorum is present. In a weighed vote, votes of Board members from “directly impacted” jurisdictions will be weighted according to the following table:

Votes per Representative – Weighted Vote

<u>Jurisdiction Impacted</u>	<u>Not "Directly</u>	<u>"Directly Impacted"</u>
Asheville (2 representatives)	1	3
Biltmore Forest	1	3
Black Mountain	1	3
Buncombe County (2 representatives)	1	3
Canton	1	3
Clyde	1	3
Flat Rock	1	3
Fletcher	1	3
Haywood County (2 representatives)	1	3
Henderson County (2 representatives)	1	3
Hendersonville	1	3
Laurel Park	1	3
Madison County	1	3
Mars Hill	1	3
Maggie Valley	1	3
Mills River	1	3
Montreat	1	3
Waynesville	1	3
Weaverville	1	3
Woodfin	1	3
NCDOT BOT Division 13	1	1
NCDOT BOT Division 14	1	1
Urban Transit Representative	1	1
Rural Transit Representative	1	1

“Directly Impacted” Defined. “Directly impacted” jurisdictions shall include Municipalities where any portion of the project is within the Municipality’s corporate limits or sphere of influence, and shall include Counties where any portion of the project is within the County’s unincorporated area and outside the sphere of influence of any municipality. Sphere of influence shall include extraterritorial jurisdiction, pending annexation areas, or areas covered by a Resolution of Intent to annex.

Action: Discuss Potential Changes to the Weighted Vote

Scenario A: Maintain Status Quo

Scenario B: Remove the Weighted Vote (WMPO, FAMPO)

Scenario C: Change the Weighted Vote to Consists of One Vote per 10,000 Residents (CAMPO)

Scenario D: All votes are weighted votes (CRTPO)

4. Veto Power

The veto power provision was one of the items where a slim majority of survey respondents votes for no change.

Current Language:

When any project is on a road that does not carry an Interstate route designation, is not located on a limited-access highway, or is not a designated Strategic Highway Corridor, any member of the Board shall be allowed to call for a veto vote to determine whether a selected project will be excluded from the MTIP. In a veto vote, members from jurisdictions that are “directly impacted” by the project may vote to exclude a project from the MTIP, provided that every Board member from the “directly impacted” jurisdictions must be present, and must unanimously vote for the veto. The call for a veto vote can only take place at a duly advertised meeting of the Board in which a quorum is present.

Option A: Status Quo

Option B: Remove the Veto Power Clause

Option C: Strengthen the Veto Power Clause to allow any directly impacted jurisdiction to veto a project

Information Only. Tristan Winkler presented.

Discussion occurred around the different scenarios of voting members and what the representation of each grouping means and what NCDOT/FHWA really wants to see. Members brought up the question around diversity of our members and possibly sending a survey out to current members in regard to this. Consensus was to keep the current board structure.

Discussion also occurred around the non-local government members or the transit representatives (i.e. Urban or Rural Transit). Interested in adding FTA, Housing or other modes representatives for the board.

4B. P 7.0 Local Input Point Methodology

As part of the Statewide Prioritization Process, determined by the [Strategic Transportation Investments Act](#), MPOs, RPOs, and Divisions have local input points that play a major role in prioritizing projects at the Regional Impact and Division Needs levels. Local input points are utilized to help priority projects have a better chance of being funded.

Funding Tier	Statewide Mobility	Regional Impact	Division Needs
Quantitative Score	100%	70%	50%
MPO Score	0%	15%	25%
Division Score	0%	15%	25%
Amount of All Funding	40%	30%	30%
Distribution	All Projects Compete Against Each Other	Split Between Seven Regions, Projects Compete Within Each Region	Split Between 14 Divisions, Projects Compete Within Division
Funding	One Big Pot of Funds	Split to Each Region Based on Population	Split Equally Between 14 Divisions

How local input points are applied is not . . .intuitive. Each MPO, RPO, and Division receive a set number of points they may assign to projects. Projects may receive up to 100 local input points from each MPO, RPO, or Division. However, 100 local input points on a projects boosts a Regional Impact project by 15 points, a Division Needs projects by 25 points.

For MPOs, RPOs, and Divisions, a methodology must be developed and approved to assign local input points to projects. These methodologies must include at least one quantitative criterion and at least one qualitative criterion.

Below is the methodology approved by the MPO Board for P 6.0.

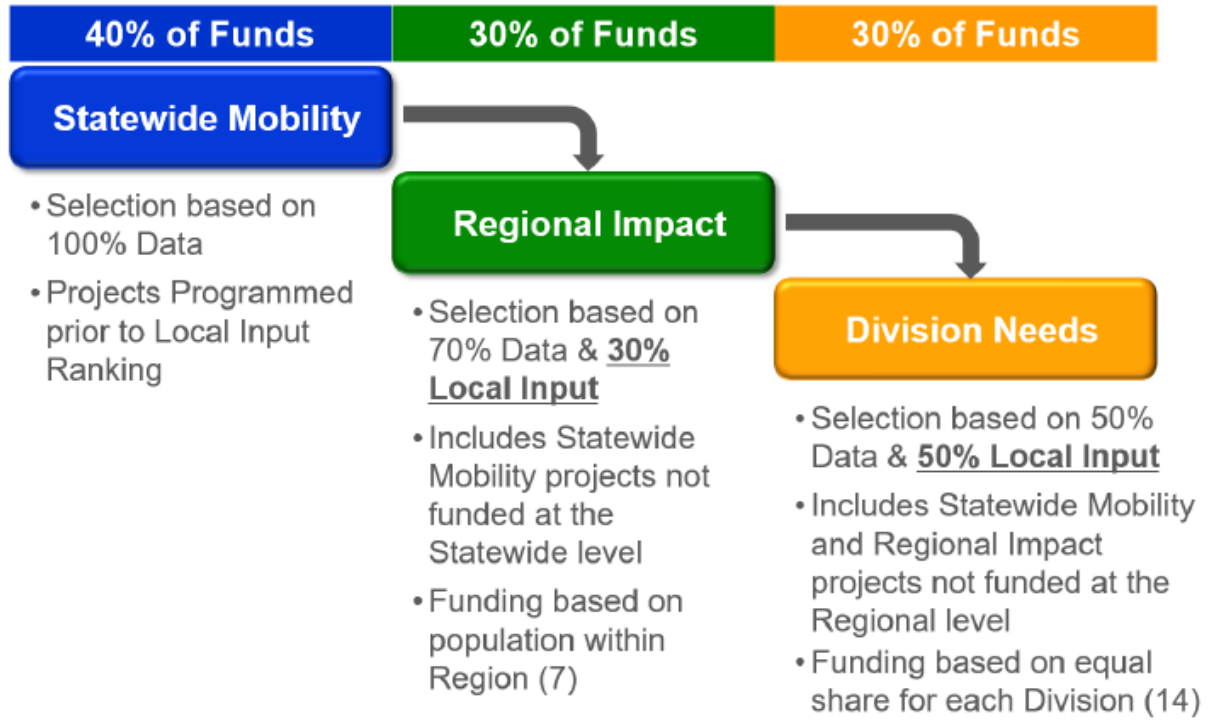
DRAFT 2020 MPO P 6.0 (SPOT) Methodology

Introduction

The Strategic Transportation Investments (STI) law governs the process in which the State of North Carolina prioritizes transportation projects. The law was passed in 2013 with the intent of creating a data-driven, collaborative process between NCDOT, planning organizations, local governments, and the public to efficiently utilize funding for transportation improvements across the state.

As part of the prioritization process, projects are solicited from planning organizations and NCDOT Divisions. Projects submitted into the prioritization process are placed into three different funding categories based on facility and project types: Statewide Mobility, Regional Impact, and Division Needs. Project scoring for the Statewide Mobility funding category is based solely on quantitative data developed by the Prioritization Workgroup. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and Division Engineers assign local input points to projects in the

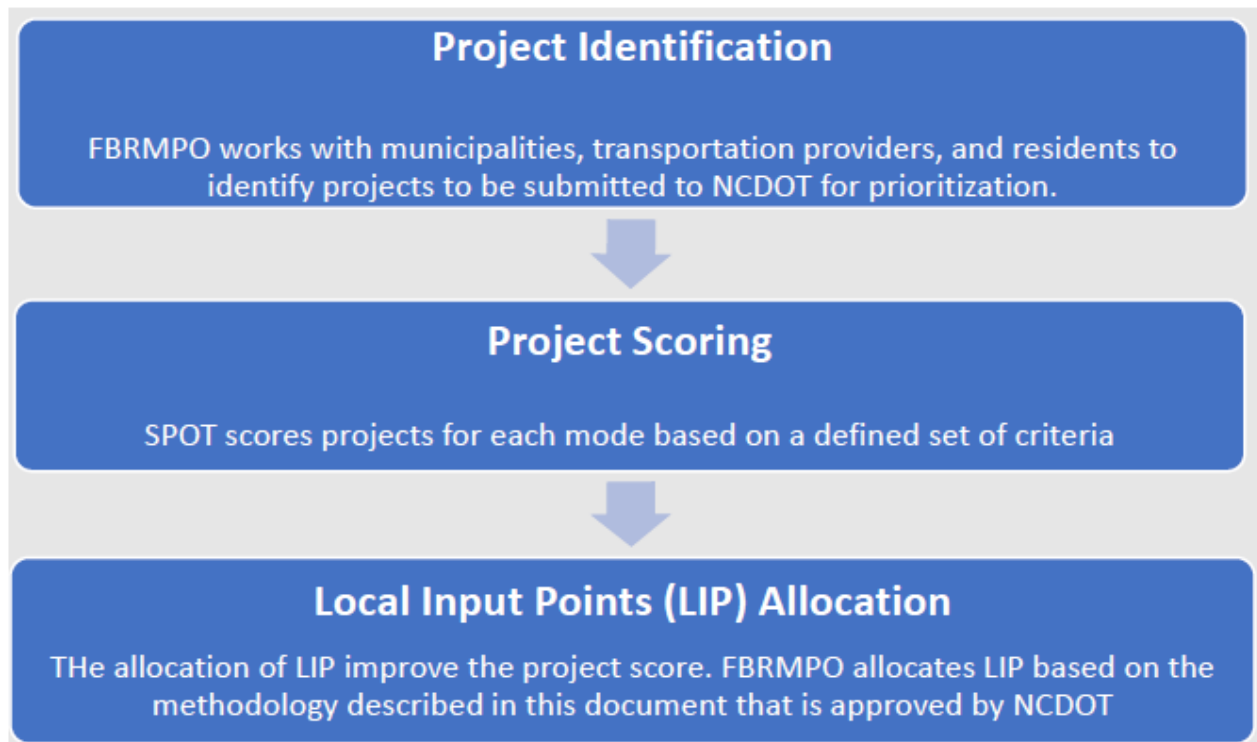
Regional Impact and Division Needs funding categories. These points are applied in the calculation of the final project scores for Prioritization 5.0 to determine which projects are funded at the Regional Impact and Division Needs funding categories.



Project eligibility for each STI category, as defined in law, are shown below:

STI Project Eligibility			
Mode	Statewide Mobility	Regional Impact	Division Needs
Highway	<ul style="list-style-type: none"> • Interstates (existing & future) • NHS Routes • STRAHNET Routes • ADHS Routes • Not Completed Intrastate projects • Designated Toll Facilities 	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500,000 Cap)	Other Commercial Service Airports not in Statewide (\$300,000 cap)	All airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All Projects (\$0 State funds)
Public Transportation	N/A	N/A	All other service including terminals, stations, facilities, etc.
Rail	Freight Capacity Service on Class 1 Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail Service not included on Statewide or Regional

To ensure local input points are being applied through a process that is transparent, MPOs and RPOs are required to develop a methodology that outlines how they will determine which projects will have local input points applied. This local input methodology for the French Broad River MPO has been developed to meet the requirements of Session Law 2012-84 which requires that MPOs and RPOs have a process that includes at least two criteria (with at least one being qualitative), for determining project prioritization.



FRENCH BROAD RIVER MPO PRIORITIZATION TASKS

The French Broad River MPO engages in the prioritization process in the following ways:

1. Selection of transportation projects to be considered in the prioritization process
2. Apply local input points to projects in the Regional Impact and Division Needs funding categories using a process that follows the MPO's local input methodology
3. Involve the public in the MPO's tasks during the prioritization process
4. Consider/Adopt the 2020-2029 Transportation Improvement Program (TIP)

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The French Broad River Metropolitan Planning Organization (FBRMPO) may allocate the following number of local points for projects in the eligible categories:

- 1900 points – Regional Impact projects
- 1900 points – Division Needs projects

A committee of TCC and MPO Board members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the FBRMPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following:

- Two criteria (at least one must be qualitative)
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
- Dissemination of methodology, local points and public input on FBRMPO's website (www.frenchbroadrivermpo.org)

Point of Assignment Process

Overview and Guiding Principles

The following principles will be used for the allocation of FBRMPO's local points.

Cascading Projects

During the prioritization process, projects are allowed to “cascade” from one funding category into another. For example, if a project in the Statewide Mobility funding category is unsuccessful at being funded, the project may cascade into the Regional Impact and/or Division Needs funding categories to be funded. The same may be applied to Regional Impact projects which may cascade to the Division Needs funding category. Projects may not cascade in the opposite direction (i.e. Division Needs to Regional Impact or Statewide Mobility).

MPO Cascading Policy: The MPO will- by default- **not** assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies an exception.

Bicycle, Pedestrian, and Transit Projects

Bicycle, Pedestrian, and Transit projects in the FBRMPO planning area are only eligible for funding in the Division Needs funding category. These projects require a local match from local governments or transit operators in order to be successfully implemented.

MPO Bicycle, Pedestrian, and Transit Prioritization Policy: The MPO will reserve 500 points for Division Needs that will be prioritized for bicycle, pedestrian, and transit modes, but may be used towards highway projects if the Board finds insufficient warrant for the application of points towards these modes.

General Application and Deviations from Methodology Scoring

Projects with the highest MPO Scores will be given the maximum number of points allowable within their funding category until the MPO points are expended **or** 150% of the estimated amount of funding available within that funding category is expended. If no funding is projected to be available in this round of prioritization in a funding tier, the MPO will consider putting points on projects up to a sum of \$50,000,000 for that tier.

The MPO Board can adjust projects receiving points or adjust the number of points given to a project based on their discretion, recommendations from the TCC and other MPO committees, and/or public input. Any exceptions will require written explanation to be provided to NCDOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes.

Point Sharing Among Planning Organizations

Assignment of local points to a project that crosses MPO boundaries may be based on a proportionate share of project mileage within FBRMPO and after confirmation from adjacent RPO that they will assign proportionate points to project.

MPO/RPO	Project Miles	% of Project in MPO	Max. Points per PO
FBRMPO	3.52	55%	55
LOSRPO	2.88	45%	45
TOTAL	6.4	100%	100

Local Input Point Flexing Policy

The FBRMPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 LIP can be transferred from one category to the other. If the organization utilizes flex LIP, the FBRMPO will provide written documentation to the SPOT office prior to assigning Regional Impact Local Input Points.

NCDOT Division 13 and 14 Coordination

Coordination with NCDOT Division 13 and 14 staffs will occur as FBRMPO's LIP are being allocated in an effort to ensure that mutual assignment of local points can be considered.

Final point assignments submitted to the NCDOT Strategic Prioritization Office (via SPOT Online) must be adopted by FBRMPO Board.

Total Score and Project Ranking Approach

Statewide Mobility

Modes Considered: Highway and Aviation

Projects considered for funding in the Statewide Mobility funding category will be programmed based solely on the quantitative scoring developed by NCDOT and the P 6.0 workgroup. The MPO methodology for local input points does not apply to determining funding at this funding category.

However, please note the MPO's Cascading Policy for projects that are eligible for Statewide Mobility but may cascade to other funding categories.

Regional Impact

Modes Considered: Highway and Aviation

Projects considered for funding in the Regional Impact funding category will be subject to scoring through the MPO's methodology. The following (sometimes overlapping) steps will be taken to determine what projects are assigned local input points from the MPO:

- Unfunded Statewide Mobility projects will be considered for cascading on a case-by-case basis
- Highway and Aviation projects will be scored based on the methodology detailed below
- Draft Local Input points will be applied to the highest scoring projects until MPO local input points or 300% of estimated funding available is exhausted
- Public Input will be solicited on the Draft Point Assignment

- Discussion/Approval of Local Point Assignment from the MPO Prioritization Subcommittee, TCC, and Board

Division Needs

Modes Considered: Highway, Bicycle/Pedestrian, Transit, and Aviation

Projects considered for funding in the Division Needs funding category will be subject to scoring through the MPO's methodology. The following (sometimes overlapping) steps will be taken to determine what projects are assigned local input points from the MPO:

- Unfunded Statewide Mobility and Regional Impact projects will be considered for cascading on a case-by-case basis
- Bicycle, Pedestrian, and Transit projects will be scored based on the methodology detailed below and compete for 500 local input points reserved for these modes
- Highway and Aviation projects will be scored based on the methodology detailed below
- Draft Local Input points will be applied to the highest scoring projects until MPO local input points or 300% of estimated funding available is exhausted
- Public Input will be solicited on the Draft Point Assignment
- Discussion/Approval of Local Point Assignment from the MPO Prioritization Subcommittee, TCC, and Board

Description of Criteria and Weights

Projects will be scored based on the transportation mode. These include: Highway, Aviation, Bicycle/Pedestrian, and Transit. There are no Rail or Ferry projects within the FBRMPO planning area.

Highway

There are overarching criteria that link back to goals in the MTP (shown in blue in the table). The sub criteria under each criterion describe the data points that the FBRMPO use to measure the merits of a particular highway project. Criteria for the other modes follow the remainder of the narrative.

Maximum Points	Minimal Need	Low Need	Moderate Need	High Need
Improve Safety on Surface Streets and Highways				
NCDOT P 6.0 Safety Score				
24	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 th -49.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 th – 74.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	0 Points	8 Points	16 Points	24 Points
Address Congestion and Bottlenecks				
NCDOT P 6.0 Congestion Score				
17	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 th -49.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 th – 74.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	0 Points	6 Points	12 Points	17 Points

Improve Non-Motorized Transportation Options				
	Bicycle and Pedestrian Average Risk Score			
12	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 th - 49.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 th – 74.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	0 Points	3 Points	6 Points	9 Points
	Proposed Complete Streets Treatment			
	No Complete Streets Recommendations	Bikeable Shoulder	Sidewalks and/or On-Street Bike Lanes	Multi-Use Path and/or Protected Bike Facilities
0 Points	1 Point	2 Points	3 Points	
Maintain and Improve Safe Freight Movement				
	NCDOT P 6.0 Freight Score			
10	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 th - 49.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 th – 74.9 th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	0 Points	3 Points	7 Points	10 Points
Planning Process				
	Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?			
10	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	0 Points		10 Points	

Ensure Changes Respect Our Unique Places and Environments		
	Is the project located within an area of existing public utility service area?	
7	Partially or Completely Outside Existing Public Water/Sewer Service Area	Completely Inside Existing Public Water/Sewer Service Area
	0 Points	5 Points
	Does the project use a non-widening strategy from the MPO's Congestion Management Process (CMP) to address congestion?	
	The project does not use a non-widening strategy from the CMP to address congestion	The Project uses a non-widening strategy from the CMP to address congestion on a CMP Corridor
	0 Points	2 Points
Resiliency		
	Does the project overlap with identified environmental threats to the transportation network?	
5	Project does not overlap with documented 100-year floodplain, historic landslide location, or identified wildlife corridor	Project overlaps with documented 100-year floodplain, historic landslide location, or identified wildlife corridor
	0 points	5 points
Local Priorities		
15	Local Priority points will be distributed based on county-level meetings with TCC and/or MPO Board members or Local TAC. County groups including local government representation will pick priority projects for each tier. Each priority project will receive an additional 15 points in this methodology. Each county group will receive the following number of priority projects to pick, loosely based on proportion of population: Buncombe- 5 projects Henderson- 3 projects Haywood- 2 projects Madison- 1 project	

Non-Highway Modes

Aviation

- Aviation projects must be requested to cascade to Regional Impact and/or Division Needs categories, per the MPO's cascading policy outlined in this methodology. Aviation projects will use the P 6.0 score and local priority points to score the project at the Regional Impact or Division Needs level. This score (out of 100) will be used to compete with other modes at that funding category.

Preliminary P 6.0 Score				
75	P 6.0 Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding funding category)			
	Projects scoring below the 25th percentile of all projects in the region	Projects scoring within the 25 th - 49.9 th percentile of all projects in the region	Projects scoring within the 50 th – 74.9 th percentile of all projects in the region	Projects scoring within the top 25th percentile of all projects in the region
		0 Points		25 Points
	Planning Process			
Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?				
10	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	0 Points		10 Points	
LOCAL PRIORITIES				
15	See the Highway Methodology for Local Priorities. All modes will compete for the same set of points.			

Bicycle, Pedestrian, and Transit

- Bicycle and Pedestrian projects will not receive local input points from the MPO without written affirmation of required local match from a sponsoring local government representative as well as the use of local priority points from the MPO's methodology.
- Bicycle and Pedestrian projects will be scored based on the P 6.0 score and local priority points. These projects will compete for the Division Needs points reserved for bicycle, pedestrian, and transit projects.
- Transit projects will be scored based on the P 6.0 score and local priority points. These projects will compete for the Division Needs points reserved for bicycle, pedestrian, and transit projects.

Preliminary P 6.0 Score				
	P 5.0 Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding funding category)			
75	Projects scoring below the 25th percentile of all projects in the region	Projects scoring within the 25 th - 49.9 th percentile of all projects in the region	Projects scoring within the 50 th – 74.9 th percentile of all projects in the region	Projects scoring within the top 25th percentile of all projects in the region
	0 Points	25 Points	50 Points	75 Points
Planning Process				
	Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?			
10	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	0 Points		10 Points	
LOCAL PRIORITIES				
15	See the Highway Methodology for Local Priorities. All modes will compete for the same set of points.			

Schedule and Public Outreach

Public Involvement Process

At a minimum, the FBRMPO will follow its Public Involvement Process for the Prioritization List will include the following steps based on the FBRMPO's adopted **Public Involvement Plan**, section V.C. on page 16:

- After consideration and preliminary adoption by the MPO Board, the draft Prioritization List will be published for a minimum two-week (14-day) public comment period and the notice will be advertised using our media resources provided in Appendix C of the Plan.
- The notices for the public comment period and the public hearing will include an announcement stating that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List will be on file for review at the Land-of-Sky Regional Council Office, and available in a PDF format for downloading from the FBRMPO website. Written comments will be received during the comment period and will be directed to the FBRMPO. The FBRMPO's contact person, phone number and e-mail address will be included in

the public notice. The FBRMPO will assemble all comments and forward comments to the MPO Board.

- The Board will hold a public hearing on the draft Prioritization List. The public hearing will be held at a location which is accessible to persons with disabilities. The Board will approve a final Prioritization List after considering the public comments received. The Prioritization List shall be submitted to the NCDOT at or before the NCDOT public hearings for input into the STIP. The MPO Board may elect to open a dialogue with the State on specific project priorities.

The Effect of MPO Local Input Points on Project Prioritization

The MPO's allocation of local input points on projects in the Regional Impact and Division Needs funding categories plays a part in determining the project's overall score in the state's prioritization process. For each funding category the MPO's allocation of local input points accounts for the following percentage of a project's P 5.0 score:

Regional Impact Funding Category – 15%

Division Needs Funding Category – 25%

PRIORITIZATION SCHEDULE

Date	Event
June 1 st	Prioritization Subcommittee approves methodology
June 2 nd	Methodology open for public comment
June 10 th	TCC approves methodology
June 24 th	MPO Board approves methodology
August	NCDOT programs Statewide Mobility funding category projects
September	MPO staff holds county-level meetings with TCC or elected officials (depending on the presence of a county-level TAC) to determine Local Priorities points
October	MPO advertises for public comment on placement of local input points
November 18 th	TCC approves local input points for Regional Impact projects
November 18 th	MPO Board approves local input points for Regional Impact projects
January, 2022	NCDOT programs Regional Impact funding category projects, Division Needs funding category window for local input points
February, 2022	MPO staff holds county-level meetings with TCC or elected officials (depending on the presence of a county-level TAC) to determine Local Priorities points
March, 2022	MPO advertises for public comment on placement of local input points
April 14 th , 2022	TCC approves local input points for Division Needs projects
April 28 th , 2022	MPO Board approves local input points for Division Needs projects
August, 2022	NCDOT releases Draft STIP

Material Sharing

The FBRMPO plans to maintain complete transparency through the local input scoring process. All relevant materials will be posted on the FBRMPO website in accordance with the MPO's Public Involvement Policy and will remain available until after the adoption of the TIP and STIP by the MPO Board, and NC Board of Transportation, respectively.

The FBRMPO plans to maintain the following resources on its website:

- A link to NCDOT's Prioritization homepage
- The FBRMPO prioritization methodology
- A schedule of the local input process
- Draft and final local input point scores and records of deviations

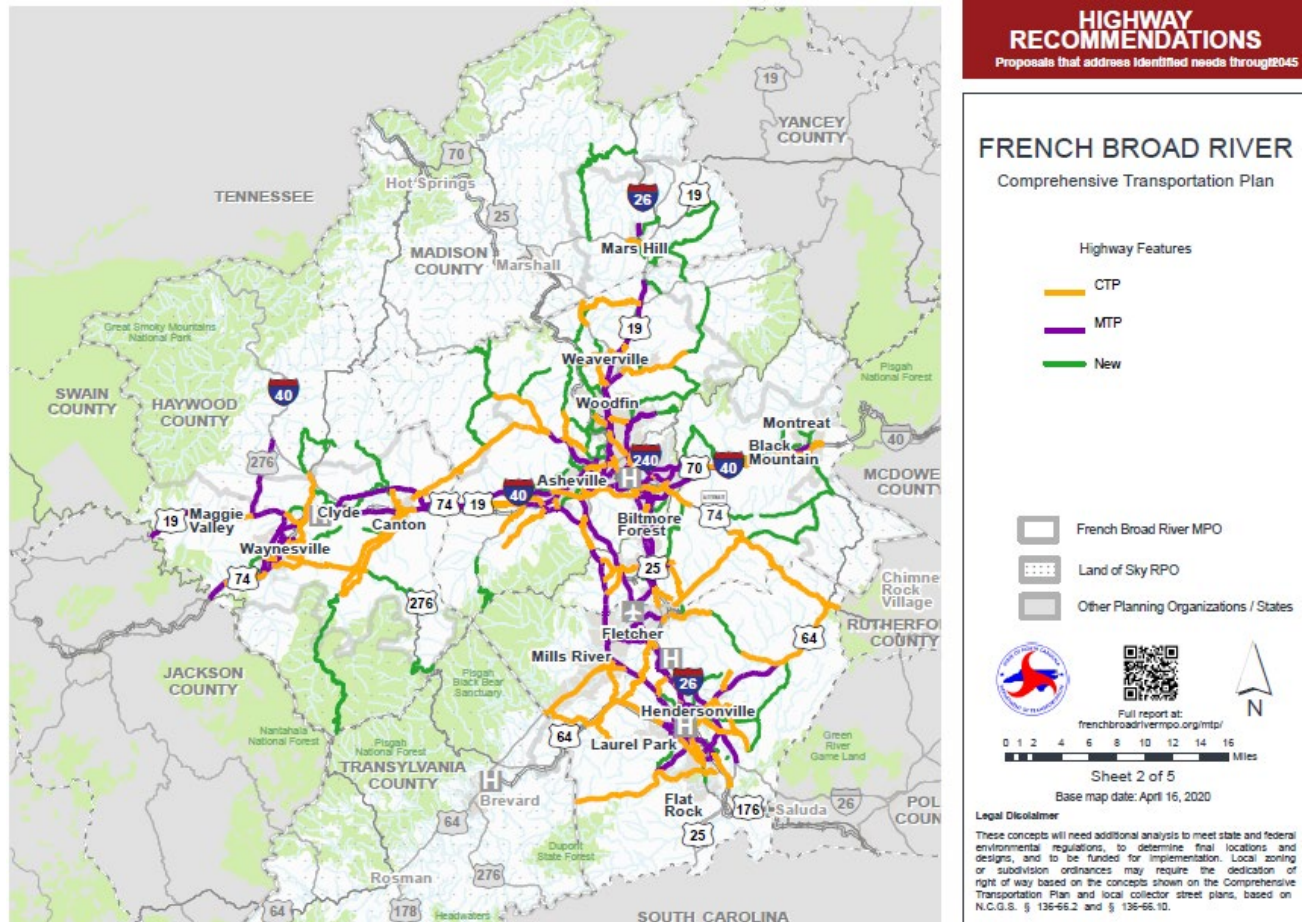
Information Only. Tristan Winkler presented.

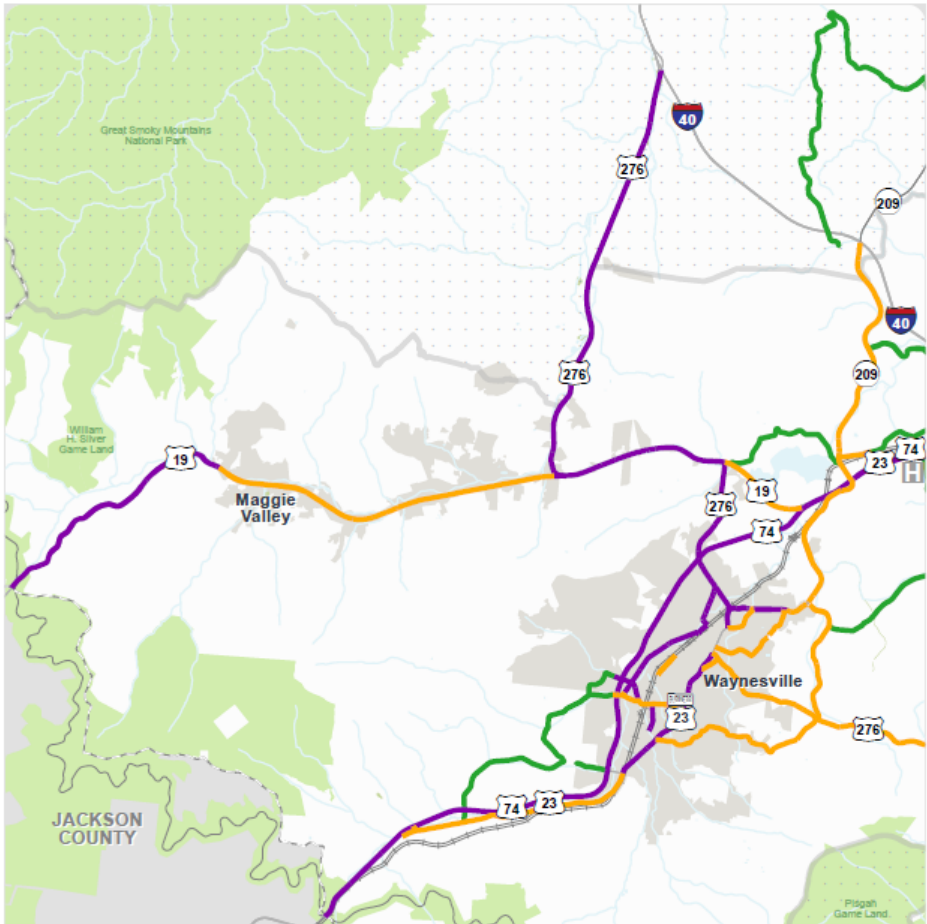
Discussion occurred around local input points.

4C. Comprehensive Transportation Plan Updates:

Materials from NCDOT Transportation Planning Division are below.

The general initiative moving forward is to provide the MPO's CTP in updated mapping requirements. No new congestion projects have been recommended but MPO staff did ask that additional modernization projects be analyzed. Below are materials from NCDOT that included existing CTP projects as well as recommended projects to be added.





HIGHWAY RECOMMENDATIONS
Proposals that address Identified needs through 2045

FRENCH BROAD RIVER
Comprehensive Transportation Plan

Highway Features

- CTP
- MTP
- New

- French Broad River MPO
- Land of Sky RPO
- Other Planning Organizations / States



Full report at:
frenchbroadrivermopo.org/ctmp/

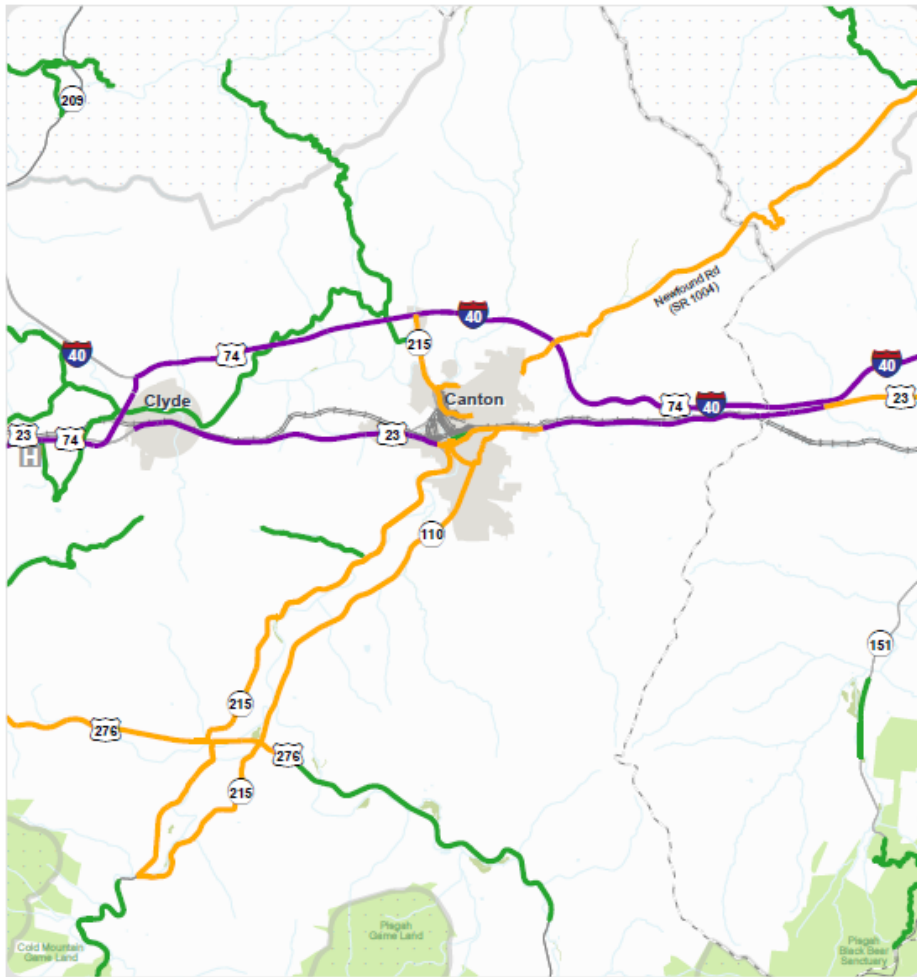
00 0.25 0.5 1.0 1.5 2.0 2.5 3.0 Miles

Sheet 2 of 5

Base map date: April 16, 2020

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.



HIGHWAY RECOMMENDATIONS
Proposals that address identified needs through 2045

FRENCH BROAD RIVER
Comprehensive Transportation Plan

- Highway Features
- CTP
 - MTP
 - New

- French Broad River MPO
- Land of Sky RPO
- Other Planning Organizations / States

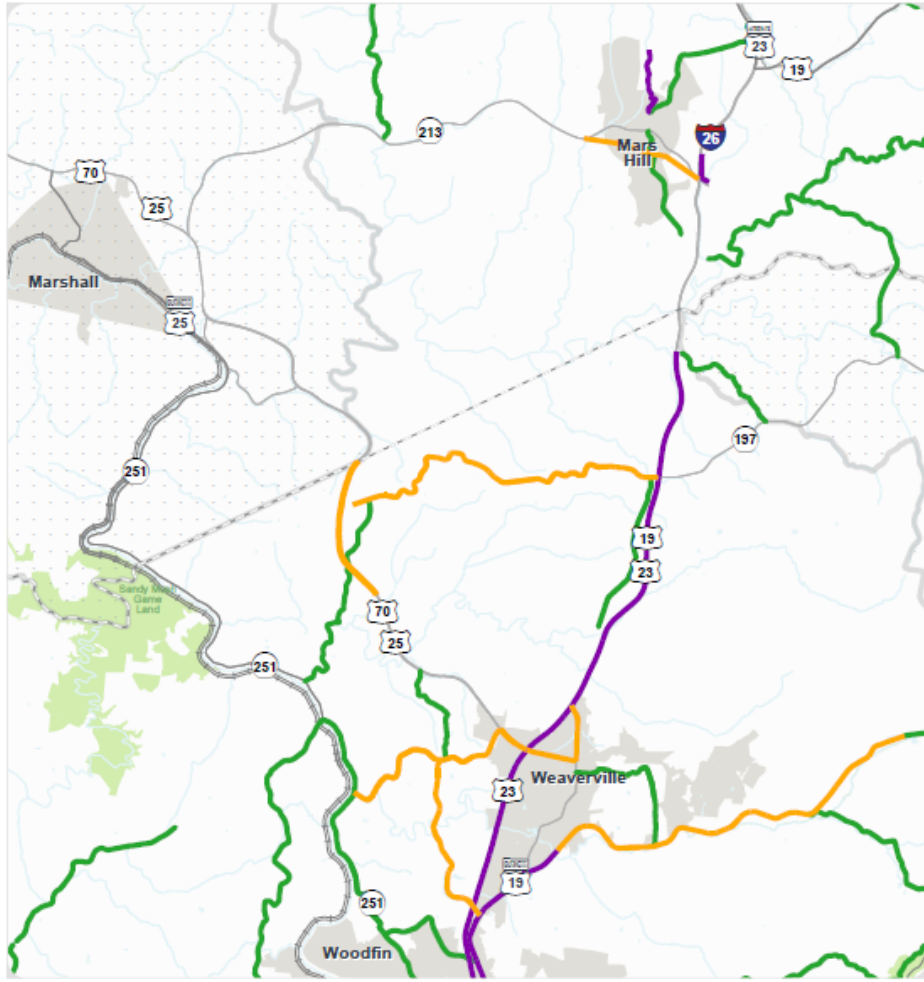
Full report at:
frenchbroadrivermpo.org/cttp/

0 0.35 0.7 1.05 1.4 1.75 2.1 2.45 2.8 Miles

Sheet 2 of 5
Base map date: April 16, 2020

Legal Disclaimer
These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

WORKING COPY
Plan Date: October 30, 2023



HIGHWAY RECOMMENDATIONS
Proposals that address identified needs through 2046

FRENCH BROAD RIVER
Comprehensive Transportation Plan

- Highway Features**
- CTP
 - MTP
 - New
-
- French Broad River MPO
 - Land of Sky RPO
 - Other Planning Organizations / States





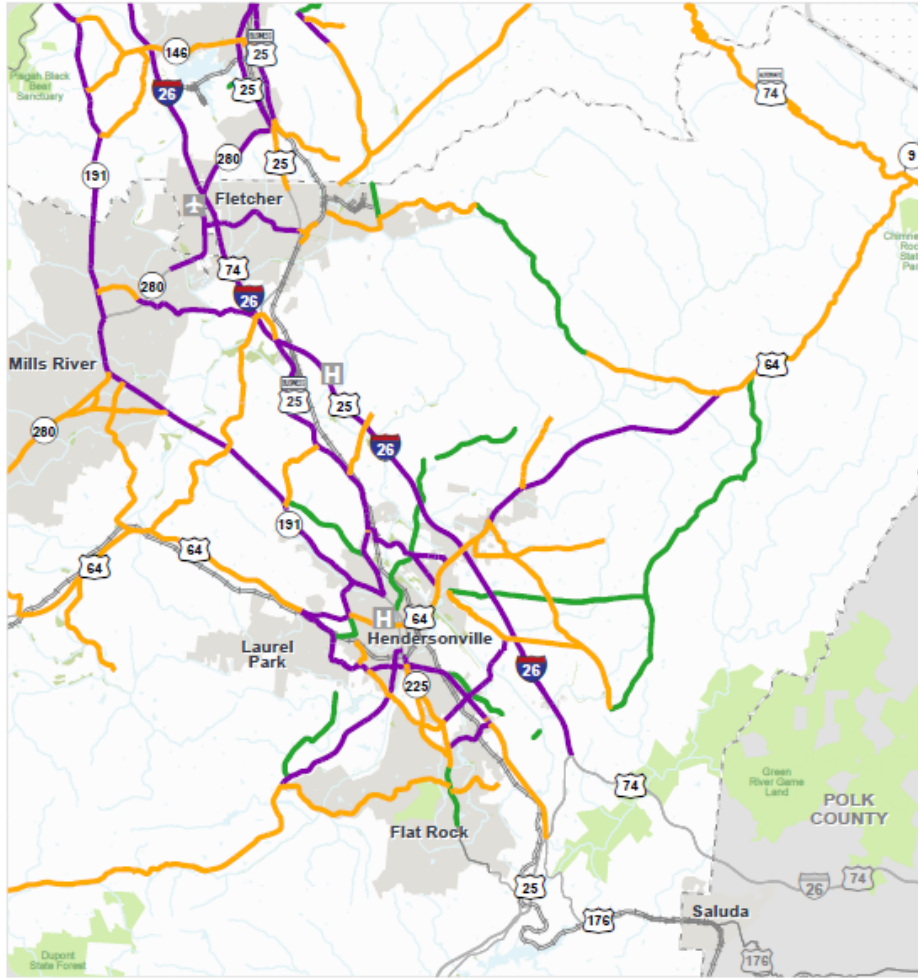
Full report at:
frenchbroadrivermopo.org/ntp/

00.10 0.35 0.7 1.05 1.4 1.75 2.1 2.45 2.8
Miles

Sheet 2 of 5
Base map date: April 16, 2020

Legal Disclaimer
These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-66.2 and § 136-66.10.

WORKING COPY
Plan Date: October 30, 2023






HIGHWAY RECOMMENDATIONS
Proposals that address identified needs through 2046

FRENCH BROAD RIVER
Comprehensive Transportation Plan

Highway Features

- CTP
- MTP
- New

- French Broad River MPO
- Land of Sky RPO
- Other Planning Organizations / States

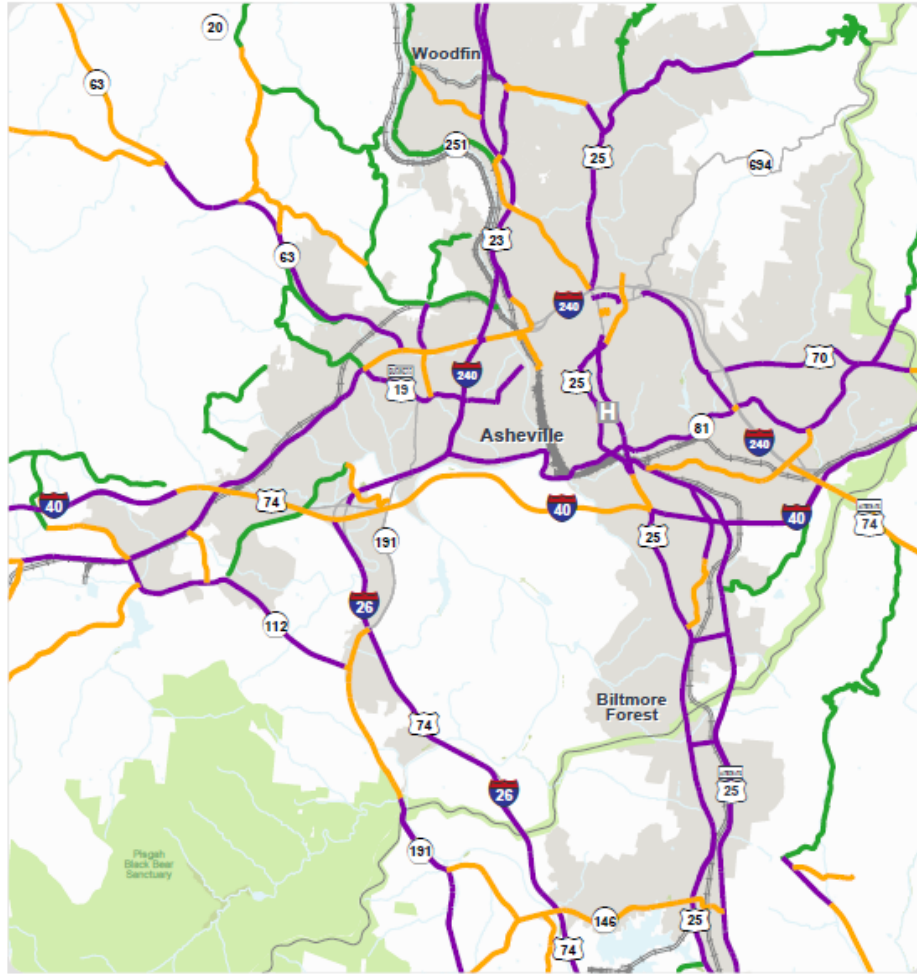
Full report at: frenchbroadrivermpo.org/ftp/

00.28.55 1.1 1.85 2.2 2.75 3.3 3.85 4.4 Miles

Sheet 2 of 5
Base map date: April 16, 2020

Legal Disclaimer
These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-86.2 and § 136-86.10.

WORKING COPY
Plan Date: October 30, 2023



HIGHWAY RECOMMENDATIONS
Proposals that address identified needs through 2045

FRENCH BROAD RIVER
Comprehensive Transportation Plan

Highway Features

- CTP
- MTP
- New

- French Broad River MPO
- Land of Sky RPO
- Other Planning Organizations / States



Full report at:
frenchbroadrivermpo.org/ctmp/

0.0 0.2 0.4 0.6 0.8 1.0 1.2 1.4 1.6 1.8 2.0 2.2 2.4 2.6 2.8 Miles

Sheet 2 of 5

Base map date: April 16, 2020

Legal Disclaimer

These concepts will need additional analysis to meet state and federal environmental regulations, to determine final locations and designs, and to be funded for implementation. Local zoning or subdivision ordinances may require the dedication of right of way based on the concepts shown on the Comprehensive Transportation Plan and local collector street plans, based on N.C.G.S. § 136-06.2 and § 136-06.10.

WORKING COPY
Plan Date: October 30, 2023

FRENCH BROAD RIVER MPO COMPREHENSIVE TRANSPORTATION PLAN
November 2023

Highway Recommendations

Map ID	Local ID	Improvement Type	Recommendation Name	Limits	Length in Miles	Modes	Description	Identified Need
226	226	Modernization	Croabree Mountain Rd	From NC 215 to Upper Croabree Rd [SR 1503]	6.16		Modernization	2023 CTP Modernization Project
229	229	Modernization	Thickety Rd [SR 1513]	From US 74 to Croabree Mountain Rd [SR 1509]	3.89		Modernization	2023 CTP Modernization Project
230	230	Modernization	Ratcliff Cove Rd [SR 1818]	From Raccoon Rd [SR 1812] to Stoney Cove Rd [SR 1823]	3.48		Modernization	2023 CTP Modernization Project
231	231	Modernization	Hayett Creek Rd [SR 1160]	From US 28 to Old Bassam Rd [SR 1243]	2.44		Modernization	2023 CTP Modernization Project
232	232	Modernization	Iron Duff Rd [SR 1363]	From NC 209 to Riverside Dr [SR 1355]	3.8		Modernization	2023 CTP Modernization Project
233	233	Modernization	Riverside Dr [SR 1355]	From NC 209 to Iron Duff Rd [SR 1363]	4.37		Modernization	2023 CTP Modernization Project
235	235	Modernization	Grapevine Rd [SR 1370]	From NC 213 to Big Laurel Rd [SR 1370]	13.77		Modernization	2023 CTP Modernization Project
236	236	Modernization	Main St [SR 1609]	From NC 213 to Colvin Emory Rd [SR 1549]	1.61		Modernization	2023 CTP Modernization Project
237	237	Modernization	Beech Glen Rd [SR 1540], Paint Fork Rd [SR 1536], Cloyd Brown Rd [SR 1527], Crooked Creek Rd [SR 1526], and Paint Fork Rd [SR 1530]	From I-26 to US 19	12.54		Modernization	2023 CTP Modernization Project
238	238	Modernization	Holcombe Branch Rd [SR 1546 / 2162]	From NC 197 to Beech Glen Rd [SR 1540]	3.27		Modernization	2023 CTP Modernization Project
239	239	Modernization	Main St [SR 1609]	From Bruce Rd [SR 1354] to I-26	2.16		Modernization	2023 CTP Modernization Project
240	240	Modernization	Stockton Branch Rd [SR 2146]	From NC 197 to I-26	1.7		Modernization	2023 CTP Modernization Project
244	244	Modernization	Lower Flat Creek Rd [SR 1742]	From NC 251 to Jupiter Rd [SR 1756]	3.07		Modernization	2023 CTP Modernization Project
245	245	Modernization	Old Mars Hill Hwy [SR 2207]	From US 19 to Jupiter Rd [SR 1756]	2.19		Modernization	2023 CTP Modernization Project
246	246	Modernization	Monticello Rd [SR 1727]	From NC 251 to US 25	3.58		Modernization	2023 CTP Modernization Project
247	247	Modernization	NC 251	From Fletcher Martin Rd [SR 1620] to Old Burnsville Hill Rd [SR 1674]	9.13		Modernization	2023 CTP Modernization Project
248	248	Modernization	Fletcher Martin Rd [SR 1620] and Jenkins Valley Rd [SR 1644]	From NC 251 to Old NC 20 Highway [SR 1622]	5.62		Modernization	2023 CTP Modernization Project

249	249	Modernization	Old Marshall Hwy [SR 1838]	From NC 251 to US 19 BUS	1.64	Modernization	2023 CTP Modernization Project
250	250	Modernization	Elk Mountain Scenic Hwy [SR 2230]	From Beaverdam Rd [SR 2230] to Ox Creek Rd [SR 2108]	7.38	Modernization	2023 CTP Modernization Project
251	251	Modernization	Ox Creek Rd [SR 2109]	From Reems Creek Rd [SR 1003] to Elk Mountain Scenic Hwy [SR 2230]	4.17	Modernization	2023 CTP Modernization Project
252	252	Modernization	Dana Rd [SR 1515]	From Tracy Grove Rd [SR 1783] to Upward Rd [SR 1783]	5.07	Modernization	2023 CTP Modernization Project
253	253	Modernization	Old Spartanburg Rd [SR 1803]	From US 25 BUS to Upward Rd [SR 1783]	1.97	Modernization	2023 CTP Modernization Project
254	254	Modernization	Upward Rd [SR 1783], Ridge Rd [SR 1783], Piney Mountain Rd [SR 1733], Sugarloaf Rd [SR 1902], Pilot Mountain Rd [SR 1783]	From Howard Gap Rd [SR 1006] to US 64	8.32	Modernization	2023 CTP Modernization Project
256	256	Modernization	Old Kanuga Rd / E Prince St [SR 1188]	From Kanuga Rd [SR 1127] to Willow Rd [SR 1174]	2.26	Modernization	2023 CTP Modernization Project

FRENCH BROAD RIVER MPO COMPREHENSIVE TRANSPORTATION PLAN

November 2023

257	257	Modernization	Alexander Rd [SR 1620]	From NC 63 to NC 20	3.55	Modernization	2023 CTP Modernization Project
258	258	Modernization	Old Leicester Hwy [SR 1002] and Gorman Bridge Rd [SR 1357]	From Emma Rd [SR 1338] to Jenkins Valley Rd [SR 1641]	4.18	Modernization	2023 CTP Modernization Project
259	259	Modernization	Riceville Rd [SR 2002]	From Clear Vista Ln [SR 2285] to Warren Wilson Rd [SR 2416]	6.44	Modernization	2023 CTP Modernization Project
261	261	Modernization	Fogah View Rd [SR 1403] and Starnes Cove Rd [SR 1235]	From Old Haywood Rd to Deoerview Rd	2.06	Modernization	2023 CTP Modernization Project
262	262	Modernization	Johnston Blvd [SR 1319]	From US 19 to Old Country Home Rd [SR 1315]	2.21	Modernization	2023 CTP Modernization Project
263	263	Modernization	Old County Home Rd [SR 1315]	From NC 63 to NC 63	1.45	Modernization	2023 CTP Modernization Project
264	264	Modernization	Sand Hill Rd [SR 3412]	From NC 112 [Sardis Rd] to Bear Creek Rd [SR 3413]	2.33	Modernization	2023 CTP Modernization Project
265	265	Modernization	Monte Vista Rd [SR 1224]	From Dogwood Rd [SR 1220] to Holbrook Rd [SR 1238]	2.84	Modernization	2023 CTP Modernization Project
266	266	Modernization	Orteona Blvd / School Rd [SR 3075]	From US 25 ALT to I-40	2	Modernization	2023 CTP Modernization Project
267	267	Modernization	Rose Hill Rd / Finners Cove Rd [SR 3121]	From Mills Gap Rd [SR 3116] to US 64 ALT	5.99	Modernization	2023 CTP Modernization Project
268	268	Modernization	NC 215	From Lake Logan Rd [SR 1111] to Blue Ridge Parkway	23.39	Modernization	2023 CTP Modernization Project
269	269	Modernization	US 276	From Wagon Gap Trail to Blue Ridge Parkway	4.03	Modernization	2023 CTP Modernization Project
270	270	Modernization	Garren Creek Rd [SR 2806] and Flat Creek Rd [SR 2786]		8.91	Modernization	2023 CTP Modernization Project
271	271	Modernization	Old Fort Rd [SR 2776]	From US 74 ALT to NC 9	9.16	Modernization	2023 CTP Modernization Project
272	272	Modernization	NC 9	From Chestnut Hill Rd [SR 2776] to Blue Ridge Rd [SR 2500]	4.74	Modernization	2023 CTP Modernization Project
274	274	Modernization	Reems Creek Rd / Maney Branch Rd / Paint Fork Rd [SR 1003]	From Moody Cove Rd [SR 2118] to NC 1997	5.32	Modernization	2023 CTP Modernization Project
275	275	Modernization	Big Laurel Rd [SR 1318]	From I-26 to Foster Creek Rd	5.73	Modernization	2023 CTP Modernization Project
281	281	Modernization	Morgan Branch Rd / S Turkey Creek Rd / Potato Branch Rd [SR 1220]	From Newfound Rd [SR 1004] to NC 63 [New Leicester Hwy]	8.67	Modernization	2023 CTP Modernization Project
282	282	Modernization	NC 63 (New Leicester Hwy)	From S Turkey Creek Rd [SR 1220] to NC 209	6.7	Modernization	2023 CTP Modernization Project
283	283	Modernization	Meadows Town Rd [SR 1001]	From Meadows Town Rd [SR 1001] to Madison County	1.41	Modernization	2023 CTP Modernization Project
289	289	Modernization	New Stock Rd [SR 1740]	From Monticello Rd [SR 1727] to US 25	1.46	Modernization	2023 CTP Modernization Project
290	290	Modernization	Hemlock Mountain Rd [SR 2113]	From Reems Creek Rd [SR 1003] to US 19 BUS (Main St)	2.52	Modernization	2023 CTP Modernization Project
291	291	Modernization	N Louisiana Ave [SR 1332]	From Emma Rd [SR 1338] to Richmond Hill Dr [SR 1345]	1.34	Modernization	2023 CTP Modernization Project
292	292	Modernization	Emma Rd [SR 1338]	From Gorman Bridge Rd [SR 1337] to Boone St	2.05	Modernization	2023 CTP Modernization Project
293	293	Modernization	Liberty Rd [SR 1228]	Interchange at I-40	1.1	Modernization	2023 CTP Modernization Project
294	294	Modernization	Mills Gap Rd [SR 1551]	From Hoopers Creek Rd [SR 1553] to Cone Creek Rd [SR 3136]	0.69	Modernization	2023 CTP Modernization Project
295	295	Modernization	5th Ave West and Blythe St	From US 64 to White Pine Dr [SR 1173]	0.83	Modernization	2023 CTP Modernization Project

FRENCH BROAD RIVER MPO COMPREHENSIVE TRANSPORTATION PLAN

November 2023

296	296	Modernization	Stoney Mountain Rd [SR 1383]	From US 25 BUS to NC 191	2.29	Modernization	2023 CTP Modernization Project
297	297	Modernization	N Clear Creek Rd [SR 1622]	From Clear Creek Rd [SR 1503] to Lancaster Rd [SR 1582]	1.8	Modernization	2023 CTP Modernization Project
298	298	Modernization	N Main St / Clear Creek Rd [SR 1503]	From US 25 BUS to N Clear Creek Rd [SR 1622]	3.35	Modernization	2023 CTP Modernization Project
299	299	Modernization	NC 225 (Greenville Hwy)	From Rutledge Dr [SR 1166] to Sharwood Dr	1.18	Modernization	2023 CTP Modernization Project
300	300	Modernization	Will Hyatt Rd [SR 1175]	From Platt Creek Rd [SR 1173] to Eagles Nest Rd [SR 1177]	0.44	Modernization	2023 CTP Modernization Project
301	301	Modernization	Richland Creek Rd [SR 1519] and Old Clyde Rd [SR 1513]	From NC 209 to US 74	3.37	Modernization	2023 CTP Modernization Project
302	302	Modernization	Jones Cove Rd [SR 1800]	From US 19 to US 19	1.91	Modernization	2023 CTP Modernization Project

Information Only. Presented by Daniel Sellers

Discussion occurred around projects in Mars Hill, Weaverville and Hendersonville.

4D. Locally Administered Projects Update

The MPO recently sent out a request for project updates to the various project managers overseeing our Locally Administered Projects. Below is a table that shows the current status of each project as of January 2024.

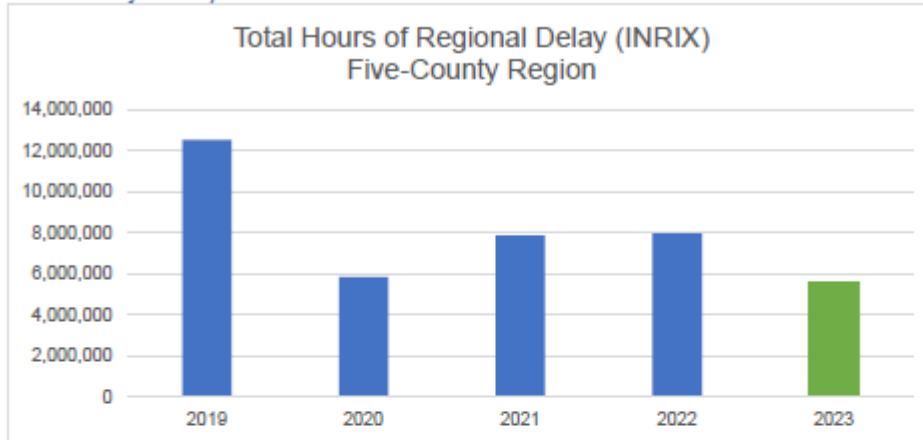
TIP ID	Project Title	County	Project Status	When Will Current Phase Be Completed?	Construction Year (Beginning)
BL-0005	Broadway St Ped Improvement	Buncombe	Closing Out	Recently Completed!	
HL-0012	I-240/Charlotte St Interchange & Ped Improvements	Buncombe	Under Construction	Recently Completed!	
BL-0007	Ecusta Trail (Kanuga Rd to US 64)	Henderson	Under Construction	Winter 2024 (Weather Dependent - Possibly Spring 2025)	2023
EB-5948	Onteora Blvd Sidewalks	Buncombe	Under Construction	Spring 2024, possibly later in the year.	2023
U-5190	New Leicester Sidewalks	Buncombe	Under Construction	Spring 2024	2023
HL-0014	Biltmore Ave/White Fawn Dr Intersection Improvements	Buncombe	Working on Project Agreement	Construction to Begin This Year	2024
EB-5944	Johnston Rd Sidewalks	Buncombe	Design – 99% R.O.W – 99%	Construction to Begin This Year	2024

EB-5947	New Haw Creek Rd Sidewalks	Buncombe	Design – 99% R.O.W. – 99%	Construction to Begin This Year	2024
U-5019A	Town Branch Greenway	Buncombe	Design – 95% R.O.W. – 100%	Construction to Begin This Year	2024
HL-0003	Haywood Rd Resurfacing & Ped Improvements	Buncombe	Design – 80%	Construction to Begin This Year	2024
BL-0076	Riceville Rd Sidewalks	Buncombe	Design – 0%	October 2024	2025
EB-5547A	Riverwalk Greenway (Black Mountain Ave to Flat Creek Greenway)	Buncombe	Design – 30%	Late 2024	2025
EB-5547B	Riverwalk Greenway (Black Mountain Ave to Into the Oaks Trail)	Buncombe	Design – 30%	Late 2024	2025
EB-5774A	Woodfin Greenway	Buncombe	Design – 85%	R.O.W. – 2024 Construction - 2025	2025
EB-5824	Enka Heritage Trail	Buncombe	Design – 15%	R.O.W. – Late 2024 or Early 2025	2025
EB-5831	Coxe Ave Bike/Ped Improvements	Buncombe	Design – 10%	Spring 2024	2025
EB-5774B	Beaverdam Creek Greenway	Buncombe	Design – 30%	R.O.W. - Late 2024	2026
EB-5822	North RAD Greenway	Buncombe	Design to Begin Soon		2026
HL-0013	9 th Ave Bridge Replacement	Buncombe	Design – 30%	Design – Complete in 2025 R.O.W. – Beginning Late 2024	2026

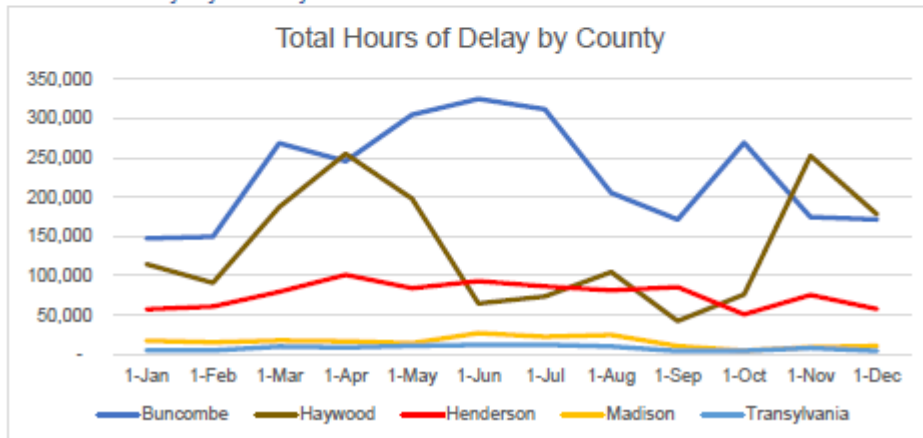
BL-0078	Ecusta Trail (US 64 to Transylvania County Line)	Henderson	Design Underway	Winter 2024	2027
EB-5823	Bent Creek Greenway	Buncombe	PE to Begin in 2029		Funded for PE Only
EB – 5946	NC 280 Multi-Use Path	Henderson			Funded for PE Only

Data:

Hours of Delay For the Five-County (Buncombe, Haywood, Henderson, Madison, and Transylvania) Area



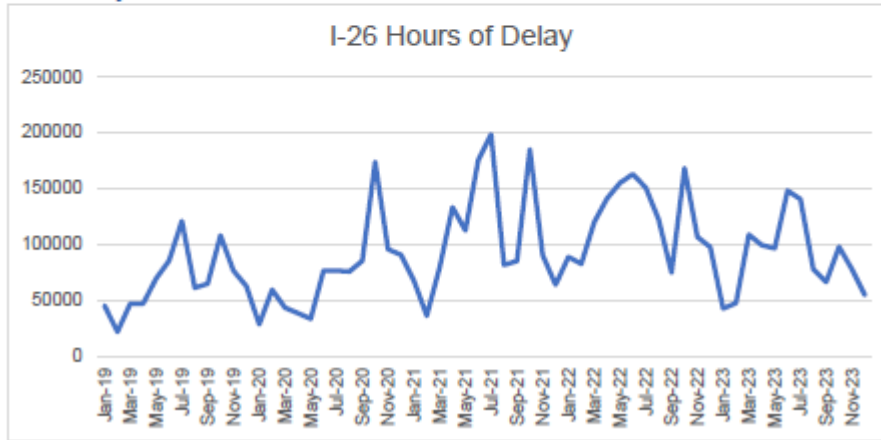
Hours of Delay By County for 2023:



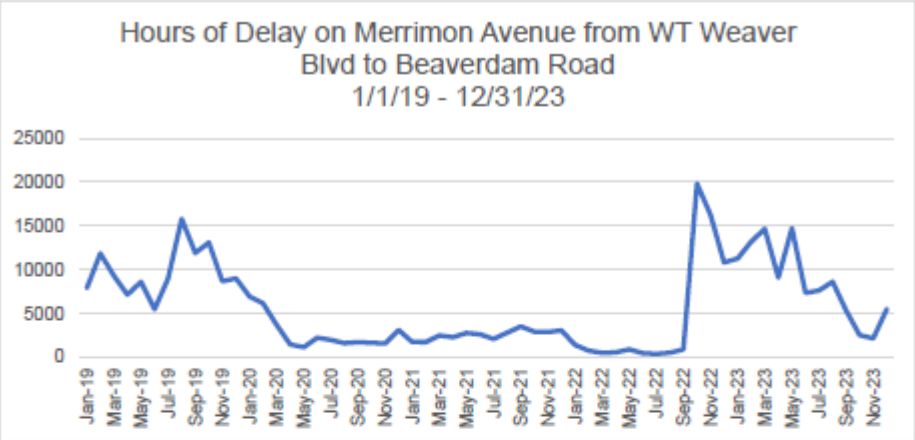
Top-10 Bottleneck in the Five-County Area – January, 2024

Rank	Route	Location
1	I-40 WB	US 276 (Haywood)
2	I-40 EB	US 276 (Haywood)
3	I-26 WB	NC 146 (Buncombe)
4	I-26 EB	US 64 (Henderson)
5	I-40 EB	Fines Creek Road (Haywood)
6	I-26 WB	US 25 (Henderson)
7	US-19 SB	NC 63 (Buncombe)
8	I-240 WB	Montford Avenue (Buncombe)
9	NC 280 SB	I-26 (Buncombe)
10	US 25A SB	Mills Gap Road (Buncombe)

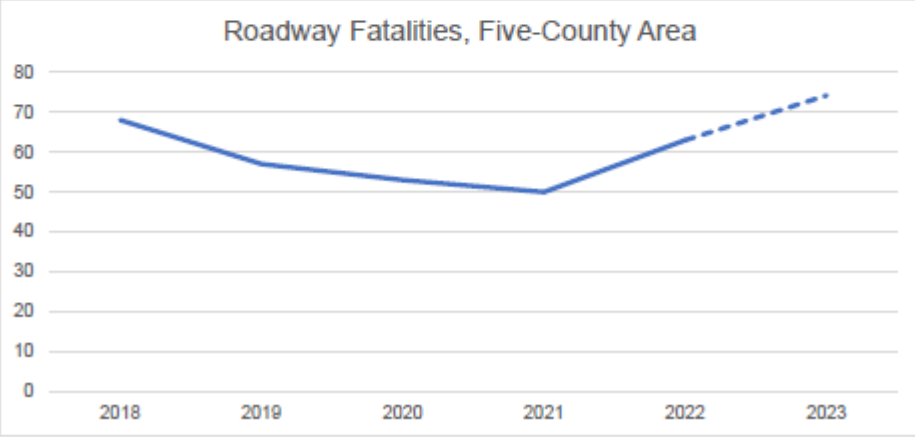
I-26 Delay



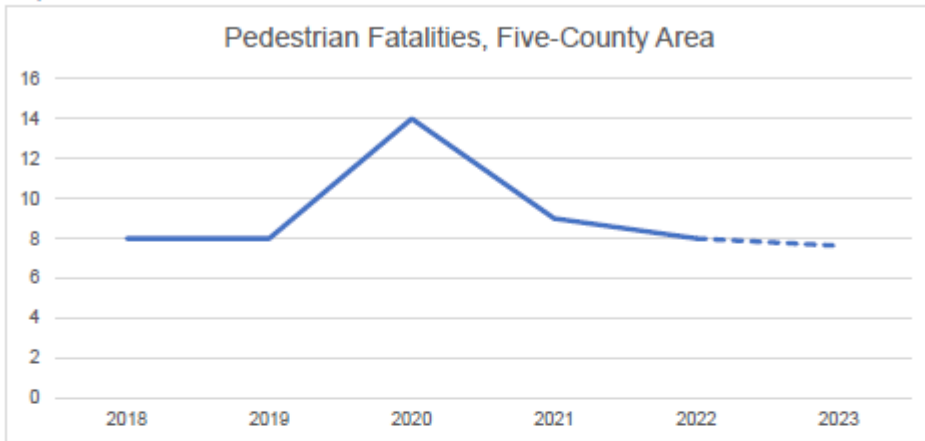
Merrimon Avenue Delay



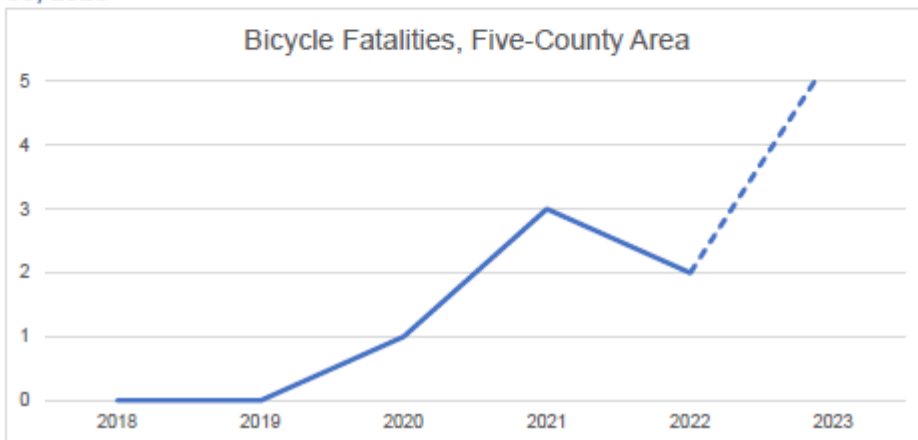
Roadway Fatalities in the Five-County Area (36 Fatalities Reported Through August 31, 2023) *2023 Projected Based on Data Through November 30, 2023



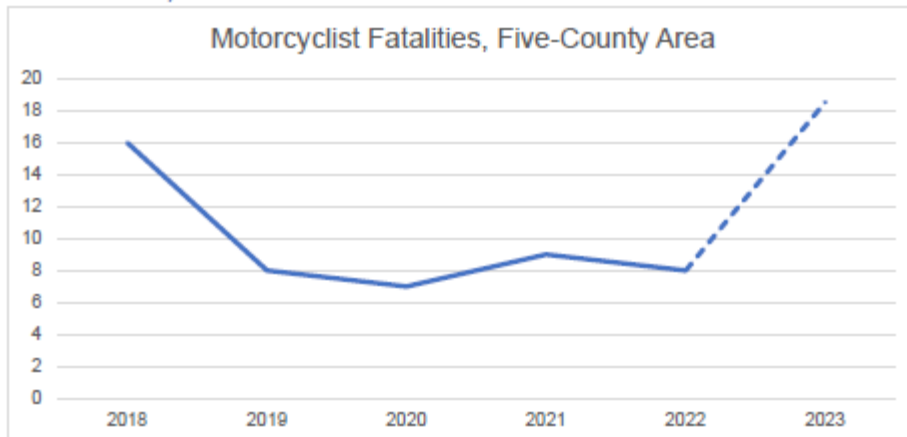
Pedestrian Involved Fatalities in the Five-County Area (Two Fatalities Reported Through August 31, 2023) *2023 Projected Based on Data Through November 30, 2023



Bicycle-Involved Fatalities in the Five-County Area (Two Fatalities Reported Through August 31, 2023) *2023 Projected Based on Data Through November 30, 2023



Motorcyclist Involved Fatalities in the Five-County Area (Fourteen Fatalities Reported Through August 31, 2023) *2023 Projected Based on Data Through November 30, 2023



Information Only. Logan DiGiacomo presented.
No discussion occurred.

PUBLIC COMMENT

Elizabeth Teague opened the floor for public comment. No comments were heard.

ADJOURNMENT

Elizabeth Teague adjourned the meeting at 11:13AM.

