

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

P7- Draft Assignment of Local Input Point for Regional Impact Projects

FRENCH BROAD RIVER MPO
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Introduction

This informational packet reflects the DRAFT assignment of local input points by the French Broad River MPO as part of the current process of prioritizing transportation projects in North Carolina. The French Broad River MPO is holding a public comment period on its draft assignment of local input points from July 24 to August 14th in order to get feedback from members of the public. These comments will be considered on Thursday, August 15th at the MPO Board meeting that will provide the final assignment of local input points.

How to Comment on the Draft Assignment of Local Input Points

Comments may be sent in a variety of ways:

Email: MPO@landofsky.org

Mail (mailed comments received after August 14th will be forwarded to the Board after their final decision):

French Broad River MPO

339 New Leicester Highway, Suite 400

Asheville, NC 28806

In-Person: comments may be provided at the French Broad River MPO Board meeting, scheduled for 1:00 PM on Thursday, August 15th at Land of Sky Regional Council (with a Zoom option.)

FAQs

What is P7?

P7 is the seventh iteration of North Carolina's data-driven and transparent prioritization process used to determine what transportation projects become funded by state and federal funds in North Carolina allocated for improvement projects.

What are Local Input Points?

Local Input Points are a part of the prioritization process used by MPOs, RPOs, and NCDOT Divisions to "boost" the score of projects in the Regional Impact or Division Needs tiers. This enables these entities to reflect projects they see as priorities or not.

What is the Regional Impact tier?

Based on the rules of the prioritization process, there are three funding tiers that are differentiated by eligible project types, the geographic area in which they compete, and the amount of funding. The Regional Impact tier is for highway projects on US or NC routes, passenger rail projects that cross multiple counties, or projects from the Statewide Mobility tier that are requested to be considered by MPO Board or TCC members.

How does the MPO determine what projects receive Local Input Points?

The MPO developed a methodology, approved by the MPO Board, that is used to score projects based on safety, congestion, local priorities, freight, multimodal aspects, resiliency, impacts on the environment, and previous planning efforts. The methodology also includes considerations for when a maximum/minimum number of points should be used and notes that local input point assignments can be altered at the discretion of the MPO Board.

The MPO has 1,900 Local Input Points available, why isn't it planning on using all of those points?

The MPO methodology includes a section on using a minimal number of Local Input Points if there is no funding available. In this round of prioritization there is projected to be \$-174 million available in the Regional Impact tier in which the MPO competes for funding. The MPO utilizes fewer points in order to reflect top priorities in case funding becomes available in the near-future.

Projects Assigned Draft Local Input Points

County	Route	From	To	Type of Improvement	Cost Estimate	Draft Local Input Points
Buncombe	US 19/23 (Smokey Park Highway)	I-40	NC 151 (Pisgah Highway)	Access Management	\$ 85,700,000.00	100
Buncombe	US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	Access Management	\$ 132,200,000.00	100
Henderson	US 176 (Spartanburg Highway)	NC 225 (Greenville Highway)	Upward Road	Access Management	\$ 121,700,000.00	100
Haywood	US 19/23 (Asheville Highway/Main Street/Park Street)	NC 215	Chestnut Mountain Road	Modernization	\$ 40,200,000.00	100
Madison	NC 213 (Cascade Street)	Athletic Street	Bone Camp Road	Access Management	\$ 44,300,000.00	100

County	Route	From	To	Type of Improvement	Cost Estimate	Draft Local Input Points
Buncombe	WNC Passenger Rail	Asheville	Salisbury	Passenger Rail Service	\$ 133,000,000.00	15

Other Projects Considered for Local Input Points at the Regional Impact

County	Route	From	To	Type of Improvement	Cost Estimate
Buncombe	US 19 (Patton Avenue)	N Louisiana Avenue	NC 63 (New Leicester Highway)	Improve Multiple Intersections	\$5,256,000
Henderson	NC 280 (Boylston Highway)	NC 191 (Brevard Road)	NC 191 (Haywood Road)	Access Management	\$40,500,000
Buncombe	NC 63 (New Leicester Highway)	US 19 (Patton Avenue)	Newfound Road	Access Management	\$100,700,000
Henderson	US 25 (Hendersonville Road)	Butler Bridge Road	-	Intersection Improvement	\$6,400,000
Buncombe	US 25 (Merrimon Avenue)	I-240	Wembley Drive	Roadway Upgrade	\$56,500,000

County	Route	From	To	Type of Improvement	Cost Estimate
Buncombe	US 70 (Tunnel Road)	Beaucatcher Tunnel	US 74A (South Tunnel Road)	Road Diet	\$58,300,000
Buncombe	NC 280 (Airport Road)	US 25 (Hendersonville Road)	Rockwood Road	Access Management	\$62,400,000
Buncombe	NC 191 (Brevard Road)	North of the Blue Ridge Parkway	Ledbetter Road	Widening	\$86,500,000
Buncombe	US 25 (Merrimon Avenue/Weaverville Highway)	Elkmont Road	New Stock Road	Roadway Upgrade	\$16,000,000
Buncombe	NC 81 (Swannanoa River Road)	US 70 (Tunnel Road)	US 74A (South Tunnel Road)	Modernization	\$53,000,000
Haywood	US 19 (Dellwood Road)	Dayton Drive	US 23/74	Access Management	\$130,100,000

County	Route	From	To	Type of Improvement	Cost Estimate
Buncombe	US 25A (Sweeten Creek Road)	Mills Gap Road	US 25 (Hendersonville Road)/NC 280 (Airport Road)	Widening	\$135,000,000
Buncombe	US 25 (McDowell Avenue)/US 25A(Biltmore Avenue)	Southside Avenue	All Souls Crescent	Roadway Upgrade	\$75,100,000
Buncombe	US 19/23 (Smokey Park Highway)	NC 151 (Pisgah Highway)	Wiggins Road	Access Management	\$95,500,000
Haywood	US 19 (Soco Road)	Fie Top Road	Blue Ridge Parkway	Modernization	\$55,800,000
Buncombe	US 70 (State Street)	Blue Ridge Road	NC 9	Road Diet	\$38,400,000
Buncombe	US 70 (Tunnel Road)	I-240	Blue Ridge Parkway	Access Management	\$102,000,000

County	Route	From	To	Type of Improvement	Cost Estimate
Henderson	US 25 (Asheville Highway)	North Main Street	-	Intersection Improvement	11,900,000
Henderson	NC 191 (Haywood Road)	US 25 (Asheville Highway)	Mountain Road	Widening	\$119,400,000
Buncombe	NC 63 (New Leicester Highway)	Newfound Road	Gouges Branch Road	Improve Multiple Intersections	\$7,800,000
Buncombe	NC 191 (Brevard Road)	Glen Bridge Road/Avery Creek Road	-	Improve Intersection	\$4,004,000
Haywood	US 19 (Carolina Boulevard)	Smathers Street	Pleasant Hill Road	Access Management	\$84,000,000
Henderson	US 64 (Chimney Road Road)	Fruitland Road	Gilliam Mountain Road	Modernization	\$99,800,000

County	Route	From	To	Type of Improvement	Cost Estimate
Henderson, Transylvania	NC 280 (Asheville Highway)	Northern Termini of R-5799	SR 1323 (Brickyard Road)	Access Management	\$93,800,000
Buncombe, Henderson	NC 191 (Brevard Road)	NC 280 (Boylston Highway)	Ledbetter Road	Widening	\$68,700,000
Haywood	US 276 (Pigeon Road)	NC 110 (Pisgah Drive)	Raccoon Road	Modernization	\$97,600,000
Buncombe, Madison	US 25/70	North of Tillery Brach Road	Monticello Road	Upgrade Arterial to Signalized RCI Corridor	\$49,700,000
Haywood	US 276 (Jonathan Creek Road)	Cove Creek Road	-	Intersection Improvement	\$4,080,000