

Prioritization Subcommittee

Meeting Agenda

March 5, 2025

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), Archie Pertiller (Town of Black Mountain), Catherine Cordell (Town of Weaverville)

1. Welcome and Introductions	Elizabeth Teague
2. Public Comment	Elizabeth Teague
3. Approval of February, 2025 Meeting Minutes	Elizabeth Teague
4. Business	
A. HL-0003 Additional Funding Request	MPO Staff
B. 5310 & JARC Project Selection	MPO Staff
C. 2050 Socio-Economic Projections	Colby Brown, Manhan Group
D. Elevate 2050 Update- Prioritization Methodology & CTP Project List	Joel Strickland, Emily Scott-Cruz, McAdams
5. News, Events, Updates	Elizabeth Teague
6. Public Comment	Elizabeth Teague
7. Adjournment	Elizabeth Teague

Item 4A

HL-0003 Additional Funding Request

What is HL-0003?

Route	US 19/23 Business (Haywood Road)
Project Limits	US 19/23/74 (Patton Avenue) to Ridgelawn Road
Lead Agency	NCDOT Division 13
Year Funded	2020
Current Status	Received Bids for Construction

Project Background

HL-0003 is a project in Buncombe County on Haywood Road in West Asheville that is funded with a combination of MPO Local Project funding and NCDOT resurfacing and other State funds. The project was originally a simple resurfacing but applied to the MPO for additional funds to add safety, pedestrian, and bicycle features to the corridor from Patton Avenue to Ridgelawn Road, in coordination with the West Asheville Business Association and City of Asheville.

Funding Request

The project went to bid in 2024 and received no bids. It went to bid again and received bids that went over the amount of funding currently available.

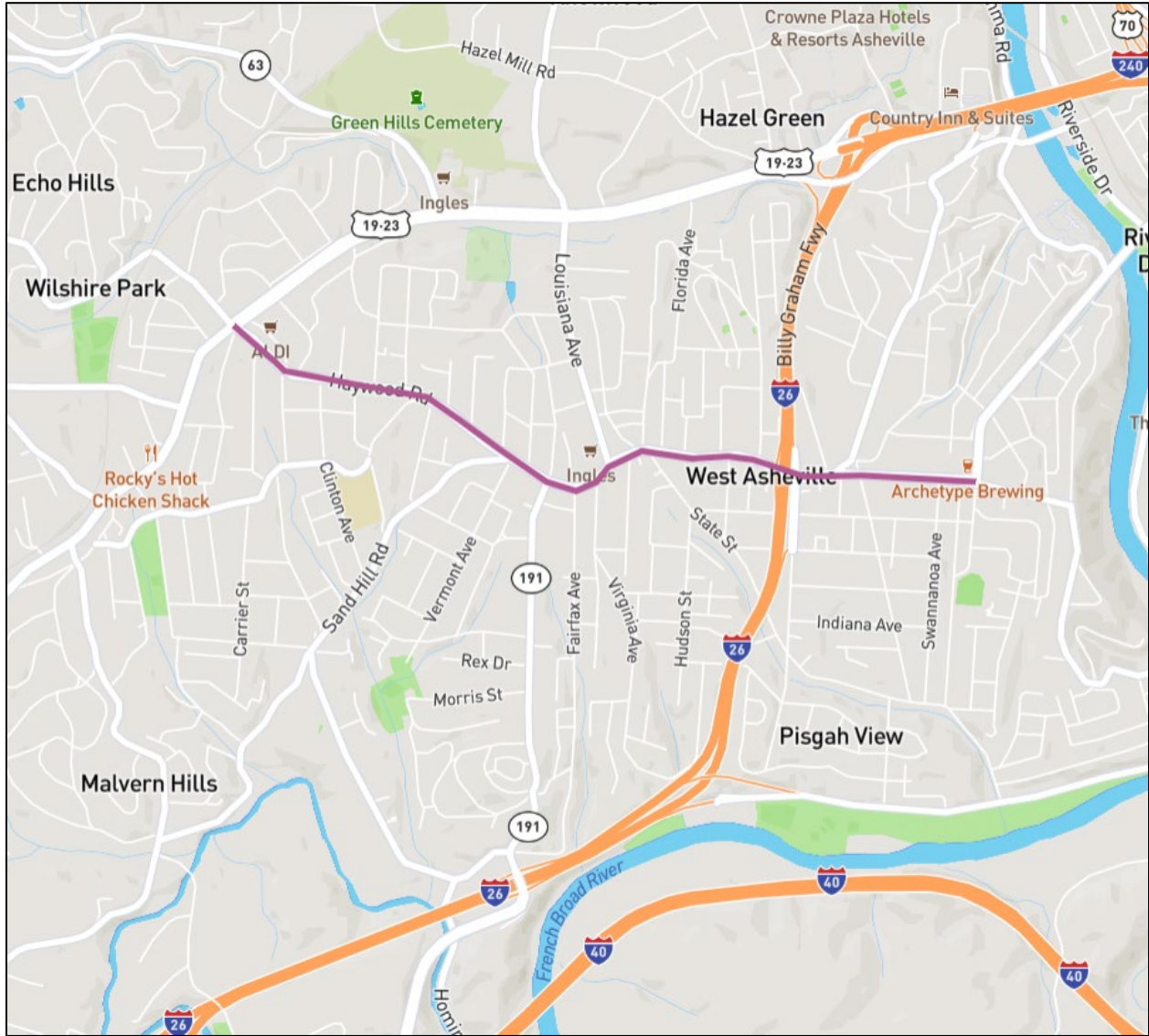
Total Need for Const.	\$8,382,262.50
Available Funding	\$6,122,745
Additional Funds Needed	\$2,259,517.50

To address the gap, NCDOT is requesting that 50% of the additional funding come from the MPO and NCDOT will provide the other 50%. **The MPO's share would \$1,129,758.75**, in addition to what has already been programmed.

Impact on the FBRMPO Local Project Program

The project is expected to have no impact on the MPO's funding for local projects due to recently communicated "leftover" funds from U-5019B. U-5019B (French Broad River West Greenway) was a project that had \$4 million in federal funds from the MPO programmed to it but had \$1,967,052 remaining when it closed. \$713,328.77 was recently programmed from that amount of funding to reimburse the City for unaccounted for costs, leaving \$1,253,723.23 that is currently not programmed- more than sufficient to program for the Haywood Road project.

Staff Recommendation: Recommend Programming Additional Funding to HL-0003 to Move the Project Forward



Item 4B:

5310 & JARC Project Selection

5310 Project Selection

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for Section 5310 ran from January 16, 2025, to February 20, 2025. Additional information about Section 5310 is available at:

<https://frenchbroadrivermpo.org/5310-and-jarc/>.

FY2024 Call for Projects Application Timeline	
January 16, 2025	5310 and JARC Call for Projects opens
February 20, 2025	5310 and JARC applications due to FBRMPO
March 5, 2025	FBRMPO Prioritization Subcommittee meets to review 5310 and JARC applications
March 13, 2025	TCC approves 5310 and JARC project selection
March 20, 2025	MPO Board votes on 5310 and JARC project selection
May 15, 2025	MPO Board approves TIP Amendments for 5310 and JARC projects

The 5310 Grant has two categories for funding:

- Traditional/Capital projects: at least 55% of the total funding amount has to go to “traditional” projects.
- Other/Operations projects: no more than 45% of the total funding amount can go to these projects

FY2023 5310 Available Funding	\$477,561	55% of Funds (Traditional)*	\$262,659
Admin	\$47,756	35% of Funds (Other)*	\$167,147
After 10% Admin	\$429,806	*Note: percentage divisions were calculated before 10% Admin	

**It is important to note that 10% of the original allocation is set aside for Administrative funds for the City of Asheville, so “Other” projects only receive up to 35% of total funding as a result*

since Traditional projects are required to receive a minimum of 55% of the allocation before administrative costs are considered.

MPO Staff reviewed the 5310 applications, rating them based on a scorecard (out of 100 points). The following pages show recommendations for awarding 5310 funds based on scores. The quantitative scoring methodology was simplified for this round of funding. The Prioritization Subcommittee will select a project award scenario for recommendation to the Technical Coordinating Committee and subsequently the MPO Board.

	Better Together Transportation (Traditional)	Buncombe County SEDTAP (Traditional)	Total Funding Required
Project Code	BTT	BC SEDTAP	
Score (out of 100 points)	63.5	100	
Requested Amount	\$15,821	\$262,659	\$278,480
Scenario 1 (94.32% Funding)	\$14,922	\$247,740	\$262,662
Scenario 2 Awarded by Points	\$0	\$262,659	\$262,659
Pro-Rated by Points	\$10,046	\$262,659	\$272,705
Scenario 3 (pro-rated by Points)	\$9,676	\$252,986	\$262,662

	Buncombe County RIDE (Other)	Senior Companion Program (Other)	Senior Companion Program Caregiver Project (Other)	Council on Aging Buncombe County (Other)	Total Funding Required
Project Code	BC RIDE	SCP	SCP-CP	COA BC	
Score (out of 100 points)	95	90	90	88	
Requested Amount	\$53,215	\$83,550	\$83,529	\$24,000	\$244,295
Scenario 1 (68.42% Funding)	\$36,410	\$57,165	\$57,151	\$16,421	\$167,147
Scenario 2 Awarded by Points	\$53,215	\$83,550	\$30,381	0	\$167,147
Pro-Rated by Points	\$50,554	\$75,195	\$75,176	21120	\$222,046
Scenario 3 (pro-rated by Points)	\$38,055	\$56,604	\$56,590	\$15,898	\$167,147

JARC Project Selection

JARC (Jobs Access Reverse Commute) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for JARC ran from January 16, 2025, to February 20, 2025. Additional information about JARC is available at: <https://frenchbroadrivermpo.org/5310-and-jarc/>.

FY 2024's Section 5307 (JARC) Allocation

Regional JARC - FY 2024 at 10% of FTA 5307 Amount allocated to Asheville Urbanized Area

\$ 412,909

Applicant	Project Title	Period of Performance	Project Description	Funding Requested	Local Match	Total Cost	Project Score
City of Asheville	ART Routes 170 and S3	7/2025-6/2026	The City of Asheville is seeking support through the Job Access and Reverse Commute (JARC, Section 5307) grant to sustain the operations of its pivotal public transportation routes, Route 170 and Route S3. These services are essential in bridging the mobility gap for low-income individuals, enabling seamless access to employment opportunities, and fostering community and region connectivity.	\$412,909	\$412,909	\$825,818	90

Scoring was based on a scorecard (out of 105 points). The following pages show recommendations for awarding JARC funds based on scores. The quantitative scoring methodology was simplified for this round of funding.

Staff Recommendation: Fund City of Asheville's JARC Application for ART Routes 170 and S3 at 100% of their funding request.

Item 4C:

2050 Socio-Economic Projections

As part of the development of the Metropolitan Transportation Plan (MTP), the MPO develops what's referred to as the "Preferred Growth Scenario" that determines how much growth the region should be planning to accommodate in 2050, what kind of growth is expected (in terms of demographics and business type), and where that growth is expected to go. This information feeds into the region's Travel Demand Model, which is used to develop traffic projections to determine future transportation needs. Outputs from the model are used to build Purpose & Need Statements for future projects as well as a starting point for the development of traffic forecasts that NCDOT uses to determine roadway needs for projects.

Today's Update

- Colby Brown will present the four growth scenarios and transportation impacts on the regional network
 - The Subcommittee will be asked to recommend a "Preferred Growth Scenario" to the MPO TCC and Board

Overview of the Selected Scenarios:

1. **Business as Usual**- growth would be dictated by a combination of comprehensive plans and market forces with the general intent that growth patterns would not change significantly based on current patterns and comprehensive plans. Growth total: NC OSBM
2. **Consolidated Growth**- growth would be more focused in more walkable areas (WalkUPs), areas with lower VMT/HH, and/or generally more developed areas. The intent would be to focus more growth in areas more conducive to shorter trips and densify urban areas beyond what is likely in current plans and UDOs. Growth Total: NC OSBM
3. **Dispersed Growth**- growth would be more focused in areas with lower densities in order to avoid densification of the region beyond what is currently in comprehensive plans. Growth Total: NC OSBM
4. **Accelerated Growth**- growth rates would exceed current projections with the hopes of accommodating additional housing and avoiding becoming a region being heavily-reliant on its working-age population being outside of the region as well as alleviating housing price pressures. Growth Total: Custom

Item 4D:

Elevate 2050- Prioritization Methodology & CTP Project List

Elevate 2050, or the Metropolitan Transportation Plan (MTP) update, is a federally required planning document that MPOs are required to update and maintain to reflect planned transportation investments in the region over the next twenty-five years. The MTP is required to be fiscally constrained, meaning that projects in the MTP have to be reasonably expected to work within projected revenues. The French Broad River MPO is required to update its MTP every five years with the last update completed in September 2020 (not including amendments).

Items for Today:

- Draft Prioritization Methodology
- Project List
- Next Steps

Draft Prioritization Methodology

VHB will present the draft methodology for prioritizing MTP projects. The methodology was developed based on required Federal transportation planning factors and the adopted Elevate 2050 Goals. VHB will provide presentation slides for the Prioritization Subcommittee to reference. It is anticipated that the Prioritization Subcommittee's comments will be incorporated into the methodology approach during this meeting as project scoring will occur throughout the month of March prior to Phase 3 of Public Engagement.

The proposed FBRMPO MTP scoring approach includes a two-tier process:

- Tier I evaluates the need (200 points).
- Tier II measures sustainability and context sensitivity (100 points).
- Projects scoring highest in Tier I advance to Tier II

Final project scoring is based on a combination of Tier I and Tier II scores to determine project ranking. High-ranking projects are prioritized until funding for the category is exhausted, aligned with MTP horizon years.

Transit projects compete only against other transit projects (separate funding source assumption); the same applies to rail projects.

Stakeholder Oversight: The Prioritization Subcommittee approves the final project list. The proposed FBRMPO MTP scoring criteria were separated to score “statewide mobility” projects separately from those projects that are likely to be candidates for “regional” or “division needs” tier funding as part of Statewide STI Project Prioritization.

Statewide Mobility Projects

Scoring Component	Criteria	Points
Tier I Criteria		
Congestion (50)	Using base year V/C (based on the worst peak period for congestion), with V/C results scaled to equal between 0 and 50	Up to 50
Volume (50)	Using base year AADT/traffic volumes (per direction where applicable), with results scaled to equal between 0 and 50	Up to 50
Access to Employment (50)	Project is within ¼ mile of a major employer location (over 500 employees)	15 points (50 total)
	Project is within or crosses a top 10 employment TAZ** (2367+ jobs)	35 points (50 total)
	Project is within or crosses a top 20 employment TAZ** (1679+ jobs)	25 points (50 total)
	Project is within or crosses a TAZ with at least 500 employment opportunities, or within ¼ mile of a downtown area	15 points (50 total)
Safety (30)	Project on HIN (Top 3% of all FBRMPO Roadways)	15 points
	Safety Benefits from STI Prioritization (P7.0)-scaled; Top 25% of FBRMPO Projects	15 points
	Prior submittal for STI Prioritization	20 points (20 total)
Inclusion in Prior Plans (20)	No STI submittal but prior inclusion in FBRMPO MTP or CTP – 10 points	10 points (20 total)
	No MTP/CTP, but prior inclusion in another local or regional plan or feasibility study	5 points (20 total)

Tier II Criteria-Statewide Mobility

Communities of Concern Analysis (25)	Based on previously reviewed methodology	25 points
Per Mile Cost (25)	Scaled results, with lowest 20% for per mile cost receiving 25 points; next 20% lowest receiving 20 points; next 20% receiving 15 points; next 20% receiving 10 points; 0 points for the top 20% highest per mile cost projects	25 points
Multimodal Connectivity (20)	Project includes HOT/ Express Lanes	10 points (out of 20)
	Project provides new interchange or interchange upgrade with complete streets elements provided on interchange bridge/underpass;	5 points (out of 20)
	Additional truck rest area(s) incorporated as part of project	5 points (out of 20)
Natural Resources Impacts (15)	No overlap with protected lands (National Forest, National Park, Wildlife Crossing Corridor, State Forest, State Game Land), protected watershed and no major stream crossings	15 points (out of 15)
	10 points-no overlap with protected lands but does cross a major stream	10 points
	Major stream crossing and overlaps with one of the protected lands category	5 points
	Project can receive +5 bonus points if a planned wildlife crossing is incorporated and overlaps with a priority wildlife corridor or identified crossing site	5 points
	At least one major stream crossing and overlaps with two protected lands categories; or two or more major	0 points

	streams; or no stream but 3+ protected land categories	
Community and Historic Resource Impacts (15)	Roadway project requiring ROW acquisition within 50 ft of at least 1 historic resource (except surveyed only, gone resources) would get 0 points	5 points if no historic resource impacts
	Roadway project requiring ROW acquisition within 250 ft of at least 1 key community resource	5 points
	Roadway project requiring ROW acquisition within 250 ft of at least 2 or more key community resource	0 points

Regional and Division Needs Projects

Scoring Component	Criteria	Points
Tier I Criteria-Regional and Division Needs Projects		
Safety (50)	Project on HIN (Top 3% of all FBRMPO Roadways); or, Roadway with Complete Streets or Stand-Alone Bike Ped Project on Bike Ped HIN	15 points
	Severity (85 th percentile daily speed 40mph+) applies to Roadway; or Bike Ped Project	5 points
	Exposure (AADT 10,000+) applies to Roadway project; or Bike Ped Project	5 points
	Expected Growth in All Injury Crashes by 2045, top 10% of TAZs	10 points
	Expected Growth in All Injury Crashes by 2045, top 20% of TAZs	5 points

	Safety Benefits from STI Prioritization (P7.0) Top 20% of FBRMPO Projects	15 points
Congestion (40)	Using base year V/C (based on the worst peak period for congestion), with V/C results scaled to equal between 0 and 40	Up to 40
Volume (30)	Using base year AADT/traffic volumes, with results scaled to equal between 0 and 30	Up to 30
Access to Employment (30)	Project is within ¼ mile of a major employer location (over 500 employees)	10 points (30 total)
	Project is within or crosses a top 10 employment TAZ** (2367+ jobs)	20 points (30 total)
	Project is within or crosses a top 20 employment TAZ** (1679+ jobs)	10 points (30 total)
	Project is within or crosses a TAZ with at least 500 employment opportunities, or within 500 feet of a downtown area	5 points (30 total)
Resilience (30)	Based on regional resilience assessment-potential for isolation due to flooding and landslides	Up to 30 points
Inclusion in Prior Plans (20)	Prior submittal for STI Prioritization	20 points (20 total)
	No STI submittal but prior inclusion in FBRMPO MTP or CTP – 10 points	10 points (20 total)
	No MTP/CTP, but prior inclusion in another local or regional plan or feasibility study	5 points (20 total)
Tier II Criteria-Regional and Division Needs Projects		
Communities of Concern Analysis (25)	Based on previously reviewed methodology	Up to 25 points
Per Mile Cost (25)	Scaled per mile cost, compared to other similar project types	Up to 25 points

Multimodal Access and Connectivity (20)	Based on Access in Appalachia 2024 Updated Analysis ⁱ -Bicycle and Pedestrian or Transit Opportunity Score, Roadway Projects with Complete Streets Elements or Stand-Alone Bicycle and Pedestrian Projects: based on Bicycle and Pedestrian Opportunity Score-- High or Very High Opportunity Score	20 points
	Based on Bicycle and Pedestrian Opportunity Score-- Moderate or Low Score	10 points
	Based on Bicycle and Pedestrian Opportunity Score—Very Low Score	0 points
Natural Resource Impacts (15)	For roadway widening projects-No overlap with protected lands (National Forest, National Park, Wildlife Crossing Corridor, State Forest, State Game Land), protected watershed and no major stream crossings	15 points
	For roadway widening projects -No overlap with protected lands but does cross a major stream	10 points
	For roadway widening projects - Major stream crossing and overlaps with one of the protected lands category	5 points
	At least one major stream crossing and overlaps with two protected lands categories; or two or more major streams; or no stream but 3+ protected land categories	0 points
	Project can receive +5 bonus points if a planned wildlife crossing is incorporated and overlaps with a priority wildlife corridor or identified crossing site	+5 bonus points
	Bicycle and pedestrian, greenway projects get 15 points except stream crossings; 15 points-no major stream crossings; 10 points-if project	Up to 15 points

	crosses a major stream (due to expected additional permitting/costs associated with a bike ped bridge); 5 points- two or more major stream crossings	
	Roadway project or transit station project requiring ROW acquisition-- 0 resources-based on presence of historic resources within 250 ft (except surveyed only, gone resources) would get 0 points; does not apply to bike ped or transit service/route expansion	5 points
	Roadway project or transit station project requiring ROW acquisition-- 1 resources-based on presence of historic resources within 250 ft (except surveyed only, gone resources); does not apply to bike ped or transit service/route expansion	0 points
Community and Historic Resource Impacts (15)	Roadway project or transit station project requiring ROW acquisition - no key community resources ⁱⁱ within 250 ft; does not apply to bike ped projects	10 points
	Roadway project or transit station project requiring ROW acquisition within 250 ft of at least 1 key community resource; does not apply to bike ped projects	5 points
	Roadway project or transit station project requiring ROW acquisition within 250 ft of 2 or more key community resources; does not apply to bike ped or transit service/route expansion	0 points

ⁱ Access in Appalachia online interactive map (turn on the bicycle and pedestrian opportunity layer)
<https://experience.arcgis.com/experience/428e723717af40cead1db7c38a0bbc4f/page/Access-In-Appalachia/>

ⁱⁱ Key community resources (destinations) include: affordable housing, multi-family housing, senior housing, nursing homes, schools, daycare, gyms, parks, recreation centers, and places of worship from the FBRMPO destination database; government offices; SNAP Retailers (grocery store/supermarket). Subject to local data available, except for USDA SNAP locations.