Prioritization Subcommittee

Meeting Agenda

February 4, 2026

9:30 AM

Meeting to be held In-Person at Land of Sky Regional Council or via Zoom: https://us06web.zoom.us/j/85619095223

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

1.	**Welcome and Introductions**	Autumn Radcliff
2.	**Public Comment**	Autumn Radcliff
3.	**Approval of January, 2026 Meeting Minutes**	Autumn Radcliff
4.	**Business**	
A.	Local Input Point Methodology for P8	MPO Staff
B.	5310 Project Selection	MPO Staff
C.	JARC Project Selection	MPO Staff
5.	**News, Events, Updates**	Autumn Radcliff
6.	**Public Comment**	Autumn Radcliff
7.	**Adjournment**	Autumn Radcliff

Item 4A:

Local Input Point Methodology

What a Local Input Point Methodology Does

The Local Input Point (LIP) Methodology establishes how the MPO assigns its limited pool of local priority points as part of North Carolina's Transportation Prioritization (STI/SPOT) process.

Its purpose is to ensure that:

- Local priorities are reflected in a data-driven, transparent, and defensible way
- Projects are evaluated consistently across jurisdictions and modes
- The MPO meets NCDOT requirements for public involvement and objective decision-making

The methodology does not replace SPOT scoring. Instead, it governs how the MPO applies its discretionary points within the broader statewide framework.

Per State requirements, every local input point methodology is required to have at least one quantitative criteria and one qualitative criteria.

What Local Input Points Do

Local Input Points:

- Allow MPOs to reflect regional and community priorities that may not be fully captured by statewide models
- Provide a mechanism to recognize:
    - Multimodal connectivity
    - Local safety concerns
    - Equity, access, and regional networks

In practice, Local Input Points serve as a policy balancing tool, not a technical re-scoring of projects.

In the prioritization process, funding is split into three different tiers. Local Input Points play a different role in generating a total score for projects evaluated in each tier:

	Quantitative Score	**MPO LIPs**	**Division LIPs**
Statewide Mobility	100%	0%	0%
Regional Impact	70%	15%	15%
Division Needs	50%	25%	25%

Summary of Targeted Changes Under Consideration
MPO staff is not recommending a wholesale overhaul to the local input point methodology at this time. A few areas of potential changes include:

Highway Projects:

- Modify Safety Scoring Criteria to include the High Injury Network from the Safe Streets for WNC Plan

Bike/Ped Projects

- Add Safety as a component and include the Bike/Ped High Injury Network from the Safe Streets for WNC Plan
- Add the Hellbender Regional Trail as a scoring component to recognize projects that have regional significance

Existing Methodology
The most recently approved methodology is available here: https://frenchbroadrivermpo.org/wp-content/uploads/2024/04/FBRMPO-_P7_Local_Input_Point_Methodology.pdf

Due Date
Final MPO Local Input Point Methodologies are due to NCDOT's SPOT office by the end of March.

Previous Discussion
The subcommittee requested MPO Staff do a trial scoring of P7 projects with the proposed changes. Draft Scores Will Be Provided Before the Meeting.

Highway Projects Consideration

- Status Quo: Maintain Current Methodology
    - PROS
        - No Changes!
    - CONS
        - Safety Scores Tend to Fluctuate Based on Five-Year Crash Histories
- Alternative 1: Modify Safety Scoring to Include the High Injury Network from the Safe Streets for WNC Plan
    - PROS
        - Ties Funding Considerations to the Safe Streets for WNC Plan
        - High Injury Network Routes Adds More Stability to Safety Scoring
    - CONS
        - More Complex
        - Limited Impact on Scoring

Bike/Ped Projects Consideration

- Status Quo: Maintain Current Methodology
    - PROS
        - Emphasizes a Project's Chances of Being Funded
        - Simple
    - CONS
        - Can Dismiss Projects That Score *Slightly* Lower
        - Not Tied to Regional Goals & Plans
- Alternative 1: Add the Bike/Ped High Injury Network from the Safe Streets for WNC Plan (15%), Add the Hellbender Regional Trail (10%), Reduce the SPOT Quantitative Score (50%)
    - PROS
        - Balances Safety & Regional Connectivity
        - Still Closely Tied to a Project's Chances of Being Funded
    - CONS
        - Gives a Slight Bump to More Expensive Projects
        - Most Complex Alternative
- Alternative 2: Add the Bike/Ped High Injury Network from the Safe Streets for WNC Plan (25%), Reduce the SPOT Quantitative Score (50%)
    - PROS
        - Heavily Emphasizes Safety
        - Still Closely Tied to a Project's Chances of Being Funded
    - CONS
        - Marginalizes Greenway/Trail Projects
        - Marginalizes Routes with Lower AADT, Fewer Destinations

Action Needed: Select Recommended Alternatives for the MPO's Local Input Point Methodology

Item 4B

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 October 16, 2025, to January 15, 2026. Additional information about Section 5310 is available at: https://frenchbroadrivermpo.org/5310-and-jarc/.

FY2025 Call for Projects Application Timeline	
October 16, 2025	**5310 and JARC Call for Projects opens**
January 15, 2026	**5310 and JARC applications due to FBRMPO**
February 4, 2026	**FBRMPO Prioritization Subcommittee meets to review 5310 and JARC applications**
February, 12 2026	**TCC approves 5310 and JARC project selection**
February 19, 2026	**MPO Board votes on 5310 and JARC project selection**
March 19, 2026	**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

FY 2024 FTA Section 5310 Funds Available to Asheville UZA	**$486,152**	**55% of Funds (Traditional)***	**$267,384**
Section 5310 Admin at 10%	**$48,615**	**35% of Funds (Other)***	**$170,153**
Remaining Section 5310 after Admin	**$437,537**	***note: percentage divisions were calculated before 10% admin.**	

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.

	Hendersonville Pedestrian Signals (Traditional)	Buncombe County SEDTAP (Traditional)	Buncombe County RIDE (Other)	Council on Aging Buncombe County (Other)
Project Code	**HPS**	**BC SEDTAP**	**BC RIDE**	**COA**
Score (out of 100 points)	**95**	**95**	**90**	**85**
Requested Amount	$163,518	$267,384	$65,849	$35,353
Proposed Local Match	$66,355	$66,846	$65,849	$35,353
Propose Local Match %	29%	20%	50%	50%
Proposed Total Project Amount	$229,873	$334,230	$131,698	$70,706
Scenario 1 (82% Funding)	$134,457	$219,864	$54,146	$29,070
Scenario 2 Awarded by Points	$163,518	$267,384	$0	$0
Pro-Rated by Points	$155,342	$254,015	$59,264	$30,050
Scenario 3 (pro-rated by Points)	$136,298	$222,874	$51,999	$26,366

Staff Recommendation: Recommend Scenario 1 for 5310 project applications.

Item 4C

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 October 16, 2025, to January 15, 2026. Additional information about JARC is available at: https://frenchbroadrivermpo.org/5310-and-jarc/.

FY 2025's Section 5307 (JARC) Allocation	
Regional JARC - FY 2025 at 10% of FTA 5307 Amount allocated to Asheville Urbanized Area	$420,732

Applicant	Project Title	Period of Performance	Project Description	Funding Requested	Local Match	Total Cost	Project Score
City of Asheville	ART Routes 170, S3, S6, and Transit Operations Funding Request	7/2026-6/2027	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, Routes 170, S3, and S6. 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.	$420,732	$420,732	$841,464	100

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.

Prioritization Subcommittee Recommendation: Fund City of Asheville's JARC Application for ART Routes 170, S6, and S3 at 100% of their funding request.

Action Required: Consider recommendation of the City of Asheville's JARC Application to the MPO Board.

Staff Recommendation: Fund City of Asheville's JARC Application for ART Routes 170, S6, and S3 at 100% of their funding request.