

# Prioritization Subcommittee

## *Meeting Agenda*

March 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)

<b>1. Welcome and Introductions</b>	Autumn Radcliff
<b>2. Public Comment</b>	Autumn Radcliff
<b>3. Approval of February, 2026 Meeting Minutes</b>	Autumn Radcliff
<b>4. Business</b>	
A. Local Input Point Methodology for P8	MPO Staff
B. 5310 Project Funding Recissions & Next Steps	MPO Staff
<b>5. News, Events, Updates</b>	Autumn Radcliff
<b>6. Public Comment</b>	Autumn Radcliff
<b>7. Adjournment</b>	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:

	<b>Quantitative Score</b>	<b>MPO LIPs</b>	<b>Division LIPs</b>
<b>Statewide Mobility</b>	100%	0%	0%
<b>Regional Impact</b>	70%	15%	15%
<b>Division Needs</b>	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](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.

The subcommittee discussed two possibilities and requested more alternatives.

## **INFORMATION ONLY**

# Item 4B

## 5310 Funding Recissions & Next Steps

The City of Asheville, as the designated recipient of 5310 funds, has informed the MPO of Madison County's desire to forfeit two of their previously awarded funding allocations. The two funding allocations in question are:

- FY21: \$23,707 intended for the Expanded Transportation Program.
- FY22: \$33,414 intended for the Senior Transportation to Meal Sites Program.

This will make available \$57,121 to be used for 5310 programming once the funds have been rescinded. Staff is asking for guidance and a recommendation from the Prioritization Subcommittee regarding how to reallocate the funding.

Three possible options include:

1. Holding an additional call for projects only for the amount to be reallocated. This Call for Projects would amount to 13% of the funding available during the last Call for Projects. The last Call for Projects saw less project submissions than the previous Call for Projects.
2. Reallocating the funds to projects from the previous Call for Projects held October 2025 through January 2026. Projects from this Call for Projects were funded at 82% of their requested funding due to a deficit of funding as compared to requested funds. The funding deficit came to \$94,567. Reallocation of funds would allow all projects to be funded at 88% of their original request.
3. Apply to projects from the respective Call for Projects for which the funding is being reallocated. This would allow reallocation of \$23,707 to FY21 projects and \$33,414 to FY22 projects.

**Staff Recommendation:** Reallocate funding utilizing Option 2

**Action Required:** Recommend a methodology for funding reallocation to the TCC and MPO Board.