

**French Broad River MPO
Prioritization Subcommittee**

**Meeting Minutes
March 4th , 2026**

ATTENDANCE in Person or Remote

Voting Members

Archie Pertiller, Town of Black Mountain
Lucy Crown, City of Asheville
William High, Buncombe County
Mark Endries, Town of Weaverville
Autumn Radcliff, Henderson County

Non-Voting Members

Tristan Winkler, FBRMPO
Daisy O’Conner FBRMPO
Stephen Sparks, NCDOT
Daniel Sellers, TPD
Alex Mumby, Waynesville

Hannah Bagli, FBRMPO
Ada McGovern, FBRMPO
Doug Phillips, NCDOT
Chloe Donohoe, Buncombe County
Steve Williams, NCDOT

WELCOME AND INTRODUCTIONS

Autumn Radcliff started the meeting at 9:30AM with introductions. A quorum was announced, and roll was called.

PUBLIC COMMENT

Autumn Radcliff opened the floor for public comment. No comments were heard.

APPROVAL of February 2026 MEETING MINUTES AND AGENDA

Mark Endries moved to approve the February 2026 Meeting Minutes and agenda. William High seconded the motion which passed unanimously upon a roll call vote.

BUSINESS

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.

The subcommittee discussed two possibilities and requested more alternatives.

Discussion occurred around Alternative #1 being more beneficial. Discussion around not really having a specific preference because they shift so slightly. Discussion around Hellbender Regional Trail occurred.

Mark Endries moved to recommend Alternative #1 to the TCC and Board. Lucy Crown seconded the motion and it passed upon a roll call vote.

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.

Administrative Funding

The following table documents the amount of administrative funding that has been allocated to the City of Asheville from Fiscal Year 2021 through Fiscal Year 2025. Per FTA Circular 9070.1H, which governs the use of FTA Section 5310 funding, “Up to 10 percent of the recipient’s total fiscal year apportionment may be used to fund program administration costs including administration, planning, and technical assistance for projects funded under this program.”

Call for Projects Fiscal Year	Funding Source	Admin % Awarded to City of Asheville	Admin \$ Awarded to City of Asheville
2021	5310	10%	\$ 35,428
2021	ARPA	10%	\$ 6,015
2022	5310	6%	\$ 31,021
2023	5310	10%	\$ 50,474
2024	5310	10%	\$ 47,756
2025	5310	10%	\$ 48,615
			\$ 219,309

Given that the City of Asheville only received 6% of its possible 10% in administrative funding in Fiscal

Year 2022, the Prioritization Subcommittee could recommend raising the administrative funding in Fiscal Year 2022 to 10% or \$51,125 total. Doing so would require \$20,104 out of the available \$57,121 leaving \$37,017 to reallocate.

Funding Reallocation

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 (unless funding is reallocated to FY22 administrative funds, which would leave the balance of the unallocated funds available).

FY2025			
Project Sponsor	Project Description	Funding Source	Federal Funding Approved
City of Hendersonville	Accessible Pedestrian Signals	Traditional 5310	\$134,457
Buncombe County	SED TAP	Traditional 5310	\$219,864
Buncombe County	RIDE Vouchers	Other 5310	\$54,146
Council on Aging Buncombe County	Door-To-Door Transportation for Seniors	Other 5310	\$29,070

- 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 (unless funding is reallocated to FY22 administrative funds, which would leave the balance of the unallocated funds available). This option contains complexities due based on the status of each of the FY21 and FY22 projects and the remaining need for funding.

Additional Background Information

The table below depicts the projects selected for funding during Fiscal Year 2021 and Fiscal Year 2022.

FY2021			
Project Sponsor	Project Description	Funding Source	Federal Funding Approved
City of Asheville	Asheville Paratransit	Traditional 5310	\$190,306
Buncombe County	SEDTAP	Traditional 5310	\$128,544
Council on Aging	Call-A-Ride	ARPA 5310	\$30,432
Madison County	Expanded Transportation	ARPA 5310	\$23,707

FY2022			
Project Sponsor	Project Description	Funding Source	Federal Funding Approved
City of Asheville	ADA Paratransit acquisition of services	Traditional 5310	\$210,000
Buncombe County	Buncombe County Additional Elderly and Disabled Transportation	Traditional 5310	\$57,720
Buncombe County	RIDE Vouchers Program-Support for Taxi Services for Individuals with Disabilities	Traditional 5310	\$42,482
Land of Sky Regional Council Senior Companions Program (SCP)	Maintenance of Senior Companion Program in Buncombe and Henderson	Traditional 5310	\$136,620
Madison County	Madison County Senior Transportation to Meal Sites	Traditional 5310	\$33,414

Staff Recommendation: Reallocate funding utilizing option 2.

Discussion occurred around giving Asheville a retroactive payment from the 2022 allotment.

William High moved to recommend Scenario # 2 plus 10% to City of Asheville for Admin to the TCC and Board for 5310 project applications. Lucy Crown seconded the motion, and it passed upon a roll call vote.

PUBLIC COMMENT

Autumn Radcliff opened the floor for public comment. No comments were heard.

ADJOURNMENT

Autumn Radcliff adjourned the meeting at 10:20 AM.