Prioritization Subcommittee

Meeting Agenda

November 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), Noah Taylor (Town of Maggie Valley), Archie Pertiller (Town of Black Mountain), Mark Endries (Town of Weaverville)

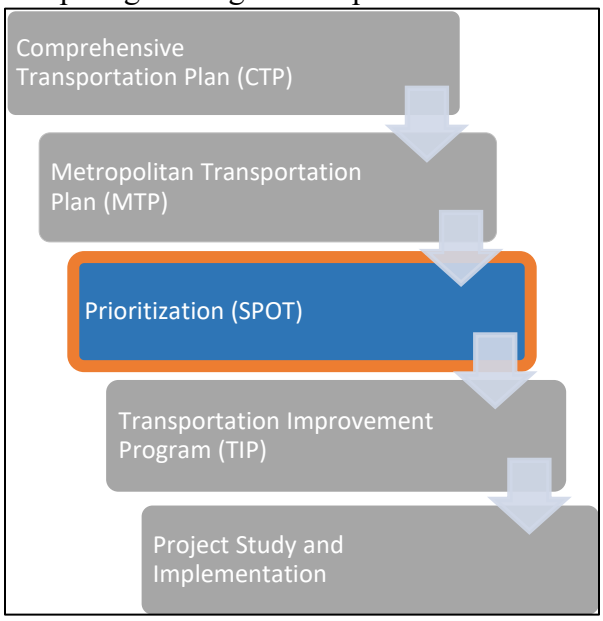
1.	**Welcome and Introductions**	Autumn Radcliff
2.	**Public Comment**	Autumn Radcliff
3.	**Approval of October, 2026 Meeting Minutes**	Autumn Radcliff
4.	**Business**	
A.	Division Needs Priority Projects	MPO Staff
B.	MPO-Awarded Projects: Policy Revisions	MPO Staff
5.	**News, Events, Updates**	Autumn Radcliff
6.	**Public Comment**	Autumn Radcliff
7.	**Adjournment**	Autumn Radcliff

Item 4A:

Division Needs Priority Projects

Background

The Prioritization Process (AKA SPOT, AKA P 8) is the process in North Carolina that helps determine the majority of transportation improvements across the State. The process is dictated by the Strategic Transportation Investments Act (STI) of 2012 and is generally designed to be a data-driven, transparent process to determine what transportation projects are funded or not. MPOs are engaged throughout the process to submit projects for consideration (along with Divisions and RPOs) as well as local input points that are used to boost the scores of projects competing for Regional Impact or Division Needs funding.



Funding Tiers

The STI Law breaks up funds for this process into three different funding tiers. Each tier has different eligibilities, as shown below:

Statewide Mobility- Freeway projects and Asheville Airport

Regional Impact- US/NC Highways, Passenger Rail

Division Needs- Secondary Roads, Bike/Ped, Transit

Action Items for Today

- Discuss the Subcommittee's Final Recommendation for Local Input Point Assignment for Division Needs projects

Statewide Mobility Projects

Statewide Mobility projects are programmed solely based on the quantitative score. Only one project in the MPO scored well enough for programming with available funding in P8:

- I-40 Express Lanes from Exit 44 to Exit 27 (Haywood, Buncombe counties)

Regional Impact Projects

Regional Impact projects are programmed 70% based on quantitative score, 30% based on local input from planning organizations and NCDOT Divisions. Five projects in the MPO scored well enough for programming with available funding in P8:

- WNC Passenger Rail (Salisbury to Asheville)
- US 25B (Asheville Highway) from North Main Street to NC 191 (Haywood Road)- Improve Intersections
- NC 63 (New Leicester Highway) from Newfound Road to Gouges Branch Road- Improve Intersections
- US 19/23 (Smokey Park Highway) from I-40 to NC 151 (Pisgah Highway)- Access Management
- NC 191 (Brevard Road), Glenn Bridge Road, Avery Creek Road- Improve Intersection

All of these projects are expected to be programmed in the 2028-2037 STIP/TIP, but it is unclear whether or not those projects will be fully funded or funded just for engineering.

Division Needs Projects
TCC & Prioritization Subcommittee Recommendation: Draft Points Awarded Based on the MPO Score & Preliminary Willingness for Local Match for Non-Highway Projects

Number of Points Used: 1,639 out of 2,400

Notes:

- LEAVES ROOM FOR ADDITIONAL REQUESTS
- Nine (9) projects in Division 13, Eight (8) projects in Division 14
- The TCC Recommended the Addition of Ecusta Rail Trail and Above the Mud Greenway (shown below)

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
13	US 19 (Smokey Park Hwy)	Rutherford Road	NC 151	Construct a sidewalk along US 19 (Smokey Park Hwy) from Rutherford Road to NC 151.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 3,632,800	**31.57**	**95**
14	Church Street and King Street	US 176	North Main Street	Fill gaps between existing sidwalks on Church and King Streets in Hendersonville. This includes upgrading signals and other pedestrian infrastructure to be ADA compliant.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 1,569,200	**40.79**	**87**

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
13	Bent Creek Greenway (Hominy Creek/WNC Farmer's Market Segment)	Hominy Creek Greenway	French Broad River Greenway	Construct a new multi-use path from the French Broad River Greenway to the Hominy Creek Greenway.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 7,555,952	**37.78**	**85**
13	Patton Avenue	Old Haywood Road	Johnston Blvd	Construct sidewalks from the western terminus of Old Haywood Road to Johnston Blvd along Patton Avenue. This project would fill gaps in the existing sidewalk network on this corridor.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 6,086,400	**35.16**	**82**
13	Lake Julian Greenway	French Broad River	Lake Julian	Construct multi-use path from Lake Julian to the French Broad River.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 7,880,800	**35.31**	**80**
14	US 19 (Dellwood Road)	South Lakeshore Dr	SR 1207 (Dayton Drive)	Access management project which will eliminate the TWLTL.	11 - Access Management	$ 39,100,000	**24.78**	**79**

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	TOTAL MPO SCORE
14	SR 1511 (Berkeley Road), SR 1509 (Thompson Street), SR 1508 (Berkeley Road/Signal Hill Road)	US 64 (Four Seasons Boulevard)	US 25 BUS (Asheville Highway)	Modernize the roadway to improve safety for all users.	16 - Modernize Roadway	$ 31,700,000	**23.93**	**78**
14	Ecusta Rail Trail	Existing Estatoe Trail Cherry St Brevard	SR 1211 (Battle Creek Rd) Henderson Co.	Construct a rail to trail project on the Banked Ecusta Rail Line from existing Estatoe Trail in Brevard to SR 1211 Battle Creek Rd in Henderson Co. This project will construct remaining sections of EB-6037B from the southern terminus of BL-0007 to the existing Estatoe Trail in Brevard. (This is for BF-0002 and BL-0078)	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 12,000,000	**29.33**	**77**

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
13	SR 1332 (North Louisiana Avenue)	US 19/23 (Patton Avenue)	SR 1338 (Emma Road)	Modernize Roadway	16 - Modernize Roadway	$ 28,100,000	**22.92**	**77**
13	Transit Maintenance Facility	Facility location - 224 Louisiana Ave, Asheville, NC 28806 City of Asheville Service Area.	N/A	Construct a new maintenance facility in order to accommodate additional vehicles and address current maintenance facility capacity through a facility assessment.	9 - Facility - Maintenance	$ 59,000,000	**25.57**	**75**
14	SR 1006 (Howard Gap Road)	SR 1734 (Sugarloaf Road)	N/A	Improve intersection at SR 1734, Sugarloaf Road, and SR 1006, Howard Gap Road. Consider a roundabout and include SR 1746, N. Allen Road.	10 - Improve Intersection	$ 13,000,000	**27.01**	**64**

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
14	Above The Mud Greenway Connector	Ecusta Trail	Oklawaha Greenway	Construct a greenway to connect the Ecusta Trail to the Oklawaha Greenway and Jackson Park.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 4,236,000	**28.95**	**61**
13	SR 1003 (Reems Creek Road)	US 19, US 23 BUS (Weaverville Highway)	SR 2109 (Ox Creek Road)	Modernize SR 1003 to include paved shoulders, wider lanes and improved horizontal/vertical geometry where possible.	16 - Modernize Roadway	$ 116,000,000	**16.13**	**50**
14	US 276	SR 1134 (Crymes Cove Rd), Raccoon Rd	N/A	SR 1134 (Crymes Cove Road) and Raccoon Road. Intersection realignment.	21 - Realign Multiple Intersections	$ 6,500,000	**15.99**	**47**
14	SR 1358 (Fanning Bridge Road)	US 25 (Hendersonville Road)	NC 280 (Airport Road)	Modernize Fanning Bridge Road with Complete Streets Improvements	16 - Modernize Roadway	$ 75,000,000	**8.78**	**46**

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
13	SR 3548 (Clingman Avenue)	Patton Avenue	Hilliard Avenue	Improve the intersections of Clingman Avenue at Patton and Hilliard	25 - Improve Multiple Intersections along Corridor	$ 18,300,000	**15.67**	**38**
13	Park Drive	NC 213	Mars Hill Recreation Park	Construct a sidepath along Park Drive from NC 213 or Mars Hill Recreation Park.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 2,262,800	**12.99**	**25**

Other Projects Considered But Not Assigned Local Input Points

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
13	Transit Multimodal Facility	City of Asheville Service Area and routes provided by ART	N/A	Construct a new transit multimodal facility to accommodation vehicles that pick-up and drop transit riders.	5 - Facility - Passenger Station	$ 50,000,000	35.41	85
13	Tunnel Road Sidewalks	New Haw Creek Road	Blue Ridge Parkway	Construct new sidewalks and fill-in sidewalk gaps from New Haw Creek Road to the Blue Ridge Parkway.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 6,186,800	33.43	67
13	Old Haywood Road Sidewalks	US 19/23/74 (Patton Avenue)	US 19/23/74 (Smokey Park Highway)	Construct new sidewalks from Patton Avenue to Smokey Park Highway.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 3,499,200	30.07	67

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
14	Greenway-Jackson Park to Blue Ridge CC	Jackson Park	Blue Ridge Community College	Construct greenway along existing sewer easement from terminus of existing Oklawaha Greenway in Jackson Park to Blue Ridge Community College.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 7,243,600	26.49	54
13	North Louisiana Avenue Sidewalks	Mallard Drive	Adams Hill Road	Construct sidewalks from Mallard Drive to Adams Hill Road	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 714,000	26.30	41
13	US 70 Sidewalks	Franklin Street	Warren Wilson Road	Construct sidewalks from Franklin Road to Warren Wilson Road.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 4,278,400	23.64	56

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
14	Richland Creek Greenway- North	Recreation Park	Haywood High Tech Center	Construct a new section of multi-use path from the existing recreation park to tie in with an existing path near the Haywood Industrial Park in the Town of Waynesville.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 5,461,600	23.25	54
14	Haywood County Transfer Station	The site is located on 50 Armory Drive in Clyde NC. This location houses Haywood Public Transit operated by Mountain Projects Inc.	N/A	The Passenger Transfer Station would serve Haywood Public Transit as a location for the public to transfer from one bus to another. The building would have public bathrooms and an out of the weather waiting area.	5 - Facility - Passenger Station	$ 1,065,000	22.38	35

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
14	N Main Street/Clear Creek Road Sidewalks	Nix Road	Baldwin Avenue	Construct sidewalks from Nix Road to Baldwin Ave along Clear Creek Rd/N Main Street in Hendersonville.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 3,539,600	20.86	39
13	SR 2500 (North Blue Ridge Road)	US 70	Cragmont Street	Construct sidewalks along North Blue Ridge Road from US 70 to end of existing sidewalk on Cragmont Street.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 1,589,600	20.65	32
13	Fairview Road	Swannanoa River Road	Liberty Street	Construct sidewalks along Fairview Road to from Swannanoa River Road to Liberty Street.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 3,967,600	20.30	32
13	Reems Creek Greenway	Quarry Road	Karpen Soccer Field	Construct Reems Creek Greenway from Quarry Road to Karpen Soccer Field.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 9,831,000	18.56	37

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
13	NC 251 (Riverside Drive)	Future 1-26	Woodfin Ave	Construct sidewalks along NC 251 (Riverside Drive) from future I-26 to Woodfin Ave.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 3,321,200	18.27	39
14	Mills River Valley Trail	NC 191 (Old Haywood Rd)	NC 191 (Haywood Rd)	Construct the Mills River Valley Trail multi-use path from NC 191 to NC 191 through Mills River.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 5,464,000	16.05	37
13	Merrimon Ave	Lake Louise Drive	Brown Street	Construct sidewalks along Merrimon Ave from Lake Louise Drive to Brown Street.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 1,374,000	15.25	15

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
14	Old Balsam Road	Hyatt Creek Rd	Piney Mountain Rd	Construct a sidewalk from Hyatt Creek Rd to approximately 400ft southwest of Piney Mountain Rd in Waynesville to connect to fill a sidewalk gap.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 1,112,800	13.73	0
14	NC 215 (Champion Drive)	SR 1589 (North Canton Road)	SR 1513 (Thicketty Road)	Construct approximately 3,600 feet of ADA compliant sidewalk on the eastern side of NC 215 (Champion Drive).	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 2,843,000	10.72	10
14	Saluda Grade Rail Trail	SR 1105 (Greenville Street)	Bell Park (Near SR 1852/US 176)	Convert railway to MUP.	2 - Off-Road/Separated Linear Bicycle Facility (Bicycle)	$ 4,304,200	10.13	20

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
14	SR 1147 (Allens Creek Road)	SR 1149 (Piney Mountain Road)	Knothead Drive (Private Drive)	Extend sidewalk on the East side of Allens Creek Road to allow pedestrian access to shopping areas and services and to Allens Creek Park.	7 - Protected Linear Pedestrian Facility (Pedestrian)	$ 1,613,400	7.34	0
14	Haywood County Expansion Vehicles	Two expansion vehicles would allow for new fixed-route service that would provide transit service to Maggie Valley and tie-in to the existing fixed-route between Waynesville and Canton.	N/A	Purchase two expansion vehicles (25' LTVs) to expand service in Haywood County	1 - Mobility (route-specific) - New Service	$ 185,197	7.14	10

Division	Route / Facility / Project Name	From / Cross Street / Location	To / Cross Street	Description	Specific Improvement Type	Cost to NCDOT	Division Needs Quantitave Score (Out of 50)	TOTAL MPO SCORE
13	SR 1674 (Elkwood Avenue/ Old Burnsville Hill Road)	NC 251 (Riverside Drive)	US 25 (Merrimon Avenue)	Modernize Elkwood Road to improve safety, improve intersections, and add complete streets improvements.	16 - Modernize Roadway	$ 49,700,000	6.03	33

Key Changes Since the Last Subcommittee Meeting:

1. Ecusta Rail Trail was added as a project recommended to receive local input points
2. Above the Mud Greenway was added as a project recommended to receive local input points

Recommendation Needed: Final Recommendation for Local Input Point Assignment for P8 Division Needs Projects

Item 4B:

MPO Awarded Projects

MPO staff are proposing several changes to the MPO-Awarded Projects Program intended to improve project readiness, reduce the impact of delays, and better align funding decisions with current regional transportation priorities.

The proposed policy changes would establish feasibility studies and express designs as the first step in the MPO-Awarded Project development process and would generally require projects to advance one phase at a time. Projects seeking PE/Design funding would be expected to have completed sufficient feasibility or preliminary design work, while later phases would require documentation showing that the project is ready to advance. The application process would also be updated to require clearer project scopes, schedules, cost estimates, and supporting readiness documentation.

Staff are also proposing updates to the project scoring methodology. The revised methodology would separate project readiness, which would generally be treated as an eligibility requirement, from project merit, which would continue to determine how projects are ranked. Proposed scoring changes include greater consideration of Safe Streets for WNC safety and risk data, the Hellbender Regional Trail, congestion for highway projects, local and regional planning priorities, geographic balance based on the number of active MPO-Awarded Projects, and updated criteria for transit capital projects. The existing scoring advantages for higher local matches, project phase, and prior funding would be removed.

The intent of these changes is to create a clearer project pipeline, direct implementation funding toward projects that are ready to use it, and ensure that project rankings reflect current MPO goals and transportation needs.

Policy Change #1: Feasibility Studies/Express Designs Are a New Phase in the Project Development Process

Current Policy: Feasibility studies and express designs are currently requested through the Call for Planning Projects, separately from the MPO-Awarded Projects process and are not currently given consideration in the MPO-Awarded Project process. Because these activities are considered planning activities, federal funding for them is programmed through the UPWP rather than the TIP.

Need for Change: Several MPO-Awarded Projects have encountered feasibility, cost, or scope issues after significant project development work had already begun. In some cases, project scopes have changed substantially during design. Major questions about project feasibility,

potential constraints, expected costs, and the basic project scope should be addressed before a project advances into more costly implementation phases.

How This Will Work: Feasibility studies and express designs will become the first phase of the MPO-Awarded Project development process. The MPO will consider requests for feasibility studies and express designs annually.
Projects may not apply for PE/Design funding unless a feasibility study, express design, or equivalent prior analysis has been completed.
The feasibility/express design phase should establish, at minimum, a reasonably defined project scope, major known constraints, preliminary cost estimate, and a basis for determining whether the project should advance.

Exceptions: The MPO may determine that a separate feasibility study or express design is unnecessary when equivalent work has already been completed. Applicants requesting an exception must provide documentation demonstrating that previous work has adequately evaluated project feasibility, major environmental or permitting constraints, utility and right-of-way considerations, project scope, and expected costs.

Policy Change #2: Projects May Only Apply for One Phase At a Time

Current Policy: Projects may currently apply for one or multiple project phases at the same time. The existing scoring process awards additional points based on the most advanced phase requested, with projects requesting Construction receiving more points than projects requesting PE/Design.

Need for Change: Several projects awarded funding for PE/Design, Right-of-Way/Utilities, and Construction have experienced delays during the PE/Design phase while funding remains programmed for later phases. This can tie up MPO funding for projects that are not yet ready to advance and can make it difficult to accurately predict when programmed funds will be used.

How This Will Work: MPO-Awarded Projects will generally advance through the project development process one phase at a time. Applicants must demonstrate sufficient progress in the preceding phase before receiving funding for the next phase.
The anticipated progression to qualify for each stage is:

- **Feasibility Study/Express Design:** Project identified in an adopted local, regional, or transportation plan, or otherwise supported by a documented transportation need.
- **PE/Design:** Completed feasibility study, express design, or equivalent prior analysis demonstrating that the project is sufficiently defined and feasible to advance.
- **Right-of-Way Acquisition/Utilities:** Design approximately 60% complete, with right-of-way and utility needs sufficiently identified to develop a defensible cost estimate and schedule.
- **Construction:** Design substantially complete and right-of-way, utility, environmental, and permitting requirements either completed or sufficiently advanced to demonstrate a credible path to construction authorization.

Applications for each phase will include updated project costs, schedules, and documentation demonstrating readiness for the requested phase.

Exceptions: The MPO may allow multiple phases to be requested together when doing so does not create substantial project-delivery or financial risk. Examples may include:

- Projects requesting PE/Design and Construction when no permanent right-of-way is required, necessary right-of-way has already been acquired, or impacts are limited to minor temporary easements; or
- Projects that are already advancing under an established project schedule and are requesting MPO funding to add specific improvements that enhance the safety, reliability, accessibility, or multimodal function of the facility.

Any exception must include sufficient documentation to demonstrate that the additional phase can reasonably advance within the proposed schedule.

Policy #3: Updating Scoring Criteria

Each proposed project would be scored based on 40 points of shared criteria across modes and 60 mode-specific points.

Shared Criteria:

Criteria	Maximum Points	How It Is Scored
Regional Goals & Plans	10	**10 Points**- MTP Priority or SPOT Project **5 Points**- CTP Project, CMP Corridor & Strategy or SS4WNC Priority **0 Points-** No Identified Need
Local Priority (Only Awarded by Local Govs)	10	**10 Points**- Local Priority #1 **5 Points-** Local Priority #2 **0 Points-** Not Identified in a Local Plan
Geographic Balance	10	**10 Points-** No Active Projects in PE/ROW/CST **5 Points-** One Active Project in PE/ROW/CST **0 Points-** Two+ Projects in PE/ROW/CST
Cost Effectiveness	10	Scaled Ratio of Modal Points/Cost

Bike/Ped Criteria:

Criteria	Maximum Points	How It Is Scored
Safety (Cummumlative)	20	**10 Points-** Identified in the SS4WNC Bike/Ped HIN or NCDOT HSIP

		5 Points- Project Addresses a Location with At Least one KA Bike/Ped Crash **5 Points**- Project Addresses a Bike/Ped High Risk Intersection or Segment **0 Points**- None of the Above Identified
Network Connectivity	10	**10 Points** – Completes a critical missing link between existing facilities or completes a major continuous connection **7 Points** – Extends an existing facility and creates a meaningful new connection **3 Points** – Adds useful network mileage but does not close a significant gap **0 Points** – Limited network connection
Hellbender	10	**10 Points** – Project is on the adopted Hellbender Regional Trail alignment **7 Points** – Project directly connects a community or existing facility to an existing or funded segment of the Hellbender **3 Points** – Project connects to a planned but unfunded section of the Hellbender **0 Points** – No relationship
Destinations	10	Scaled based on direct connections to employment centers, schools, transit, downtowns, parks, government facilities, shopping/services, higher-density residential areas, or other significant destinations
Overcoming a Major Barrier	5	**5 Points** – Creates or substantially improves a connection across an interstate/limited-access facility, railroad, major

		river/stream, or comparable major barrier **3 Points** – Addresses a significant arterial or similar barrier **0 Points** – Does not address a major barrier
Safe Routes to School	5	**5 Points-** Project directly serves a school **3 Points-** Project materially improves walking/biking access within ½ mile of a schoo**l** **0 Points-** No meaningful relationship

Highway Criteria:

Criteria	**Maximum Points**	**How It Is Scored**
Congestion- Existing Conditions	15	**15 Points-** V/C > 0.80 **12 Points-** V/C 0.60–0.80 **9 Points-** V/C 0.40–0.60 **6 Points-** V/C 0.20–0.40 **0 Points-** V/C < 0.20
Congestion- CMP Strategies	15	**15 Points**- Addresses a CMP Corridor with a CMP Strategy **7 Points**- Addresses a CMP Corridor **0 Points**- No CMP Overlap
Safety- High Injury Network	10	**10 Points** – Project directly addresses a Safe Streets for WNC High Injury Network segment or intersection **0 Points** – Project does not directly address the HIN
Safety- Risk	10	Scaled based on the Safe Streets for WNC roadway/intersection risk score or classification
Safety- Crash Reduction	10	**10 Points-** Expected crash reduction >50% **8 Points-** >40% **6 Points-** >30% **4 Points-** >20% **2 Points-** >10%

		0 Points- ≤10%

Transit Criteria:

Criteria	**Maximum Points**	**How It Is Scored**
State of Good Repair	15	**15 Points-** Addresses a documented critical capital need, replaces an asset at or beyond useful life, or corrects a significant facility/equipment deficiency **10 Points-** Addresses a documented near-term capital need or capacity deficiency **5 Points-** Provides a useful improvement but is not addressing an immediate deficiency **0 Points-** Need is not clearly demonstrated
Safety & Accessibility	15	**15 Points-** Substantially improves passenger/operator safety or ADA accessibility **7 Points-** Provides a general safety/accessibility improvement **0 Points** – Little or no direct benefit
Impact on Transit Service	15	**15 Points-** Project enables new or expanded transit service, such as a new route, increased frequency, longer service hours, or additional service capacity **10 Points-** Project is necessary to maintain existing service or materially improves the reliability or usability of existing service **5 Points-** Project provides a localized improvement to passenger service or rider experience **0 Points-** Little or no direct effect on transit service
Operational Efficiency	10	**10 Points-** Expected to substantially improve service

		reliability, maintenance, dispatching, scheduling, operations, or staff efficiency **5 Points-** Moderate operational improvement **0 Points-** Little operational benefit
Technology	5	**5 Points-** Meaningfully modernizes transit technology, data systems, communications, fare systems, passenger information, fleet systems, or other capital technology **0 Points-** No modernization/technology component

Call for Projects
MPO Staff recommends holding a call for projects in November or December with funding for FY 2029 and FY 2030.

- Express Design & Feasibility Studies could be programmed in the FY 2028 UPWP
- Allows an initial look at projects in need of funding

Funding Amount: Likely $9 million - $15 million. MPO Staff is aware of one existing project that is expected to request additional funding at a substantial amount that may impact funding availability.

Action Required: Consider a Recommendation to Request the MPO Board to Open a Call for Projects or Consider Further