

# Draft Local Input Points for Regional Impact Transportation Projects

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

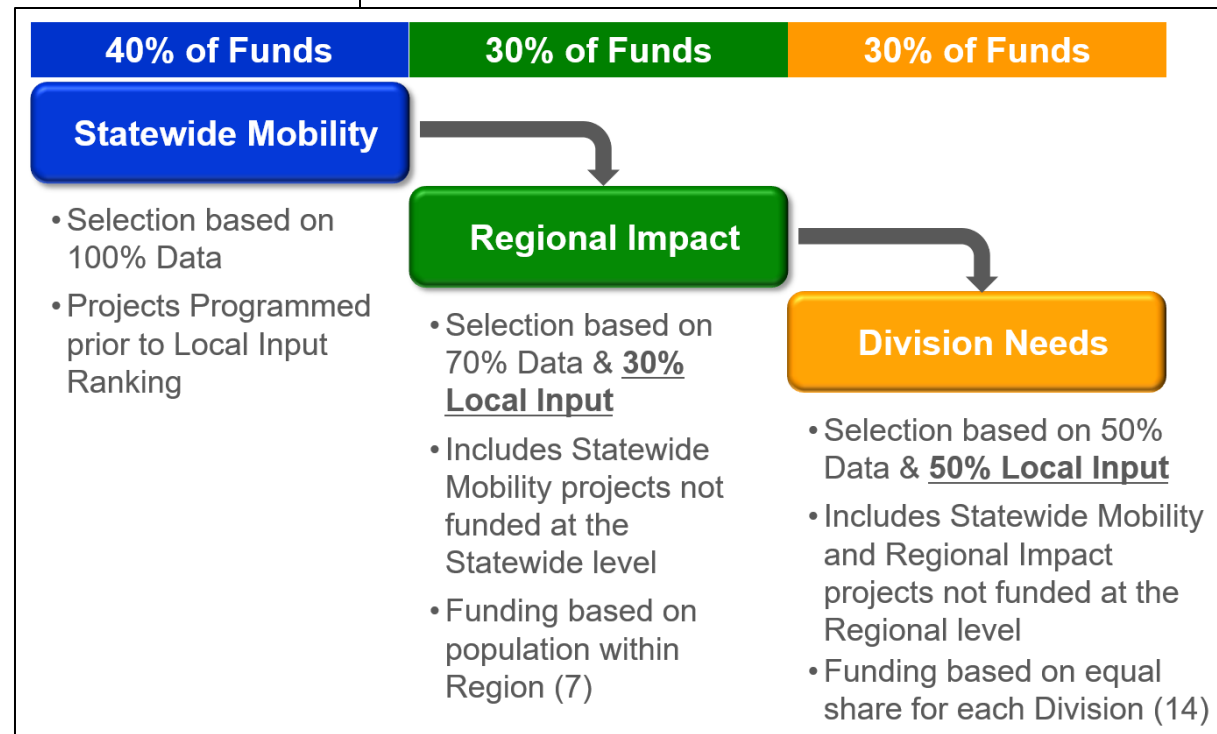
MAY 25, 2018

## INTRODUCTION

The Strategic Transportation Investments (STI) law governs the process in which the State of North Carolina prioritizes transportation projects. The law was passed in 2013 with the intent of creating a data-driven, collaborative process between NCDOT, planning organizations, local governments, and the public to efficiently utilize funding for transportation improvements across the state.

As part of the prioritization process, projects are solicited from planning organizations and NCDOT Divisions. Projects submitted into the prioritization process are placed into three different funding categories based on facility and project types: Statewide Mobility, Regional Impact, and Division Needs. Project scoring for the Statewide Mobility funding category is based solely on quantitative data developed by the Prioritization

Workgroup. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and Division Engineers assign local input points to projects in the Regional Impact and Division Needs funding categories. These points are applied in the calculation of the final project scores for Prioritization 5.0 to determine which projects are funded at the Regional Impact and Division Needs funding categories.



To ensure local input points are being applied through a process that is transparent, MPOs and RPOs are required to develop a methodology that outlines how they will determine which projects will have local input points applied. This local input methodology for the French Broad River MPO has been developed to meet the requirements of Session Law 2012-84 which requires that MPOs and RPOs have a process that includes at least two criteria (with at least one being qualitative), for determining project prioritization.

## MPO METHODOLOGY

The French Broad River [MPO's methodology](http://www.fbrmpo.org/spot/) for assigning local input points is available- in full- on the MPO website (<http://www.fbrmpo.org/spot/>), but to paraphrase, the MPO's methodology is based on the following tenants:

- The MPO will not "cascade" projects from one funding category to another by default, but will consider cascading projects on a case-by-case basis
- The MPO will assign local input points on projects, based on its approved methodology, until it has either exhausted its local input points (1,800) or until the

estimated amount of funding available for Region G (plus an additional 20%) has been exhausted

- The MPO Board may decide to make exceptions to the methodology based on public input, coordination with NCDOT, or at the Board's discretion

The MPO's methodology gives projects up to 100 points. Quantitative data (congestion, safety, multimodal, environmental, and freight) makes up 75% of the overall score. Qualitative data (local priorities as determined by local government staff or the Henderson County Transportation Advisory Committee) makes up the remaining 25% of the overall score. The score of the projects based on the MPO's methodology helps to recommend to the MPO Board what projects should receive local input points.

## THE EFFECT OF LOCAL INPUT POINTS

The MPO's allocation of local input points on projects in the Regional Impact and Division Needs funding categories plays a part in determining the project's overall score in the state's prioritization process. For each funding category the MPO's allocation of local input points accounts for the following percentage of a project's P 5.0 score:

Regional Impact Funding Category – 15%

Division Needs Funding Category – 25%

NCDOT Division Engineers may also allocate points to projects in MPO Planning Area.

## PROCESS AND TIMELINE

The general process for applying local input points for Regional Impact projects in the French Broad River MPO is as follows:

Task	Date
<b>May 24, 2018</b>	MPO Board approves cascaded projects and Draft Local Input Points
<b>June 6, 2018</b>	Public Comment on Draft Local Input Points opens
<b>June 14, 2018</b>	MPO TCC recommends Final Local Input Point allocation
<b>June 27, 2018</b>	Public Comment on Draft Local Input Points closes
<b>June 28, 2018</b>	MPO Board approves Final Local Input Point allocation

## DRAFT LOCAL INPUT POINTS

On May 24, 2018, the MPO Board elected to cascade three projects from the Statewide Mobility category to the Regional Impact category. These projects include:

- I-2513A – the widening of I-26/I-240 from I-40 to North of Haywood Road
- I-4400A – the widening of I-26 from US 25 (south of Flat Rock) to US 64 in Henderson County
- I-40 widening from Monte Vista Road to Wiggins Road in Buncombe County (NOTE: only \$11,000,000 for right-of-way is expected to be programmed based on NCDOT input)

The MPO Board also approved an exception to the methodology to put points on a modernization projects on US 276 (Johnathan Creek Road) from US 19 to I-40 in Haywood County.

## FUNDING AND POINTS

All of the counties in NCDOT Divisions 13 and 14, compete for funding in the Regional Impact category in "Region G." Funding is proportionally allocated to different regions around the state based on population. The following information is based on information made available from NCDOT for P 5.0.

Total Amount of Funding Estimated for Region G  
**\$244,818,000**

Total Amount of Funding Estimated for +20%  
**\$293,781,600**

Total Estimated Cost of Projects Receiving MPO  
Local Input Points  
**\$307,900,000**

**\*\$342,900,000 with US 25/70\***

## ABOUT THE SCORES

TIP	Project Category	Route	From / Cross Street	To	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	County(s)	MPO Score	Draft Local Input Points
	Regional Impact	US 74 Alternate (Fairview Road)	NC 81 (Swannanoa River Road)	Cedar Street	Implement Access Management and spot intersection improvements. Include complete streets elements.	\$ 17,000,000	37.74	Buncombe	83	100

The quantitative score developed by the NCDOT Prioritization Workgroup that accounts for 70% of the overall project score

The score used by the MPO to help determine which projects should receive Local Input Points

The assignment of Local Input Points from the MPO accounts for 15% of a project's overall score (100 Local Input Points = 15 points added to the Regional Impact Score)

## REGIONAL IMPACT PROJECTS RECEIVING DRAFT LOCAL INPUT POINTS FROM THE FBRMPO

TIP	Project Category	Route	From / Cross Street	To	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	County(s)	MPO Score	Draft Local Input Points
	Regional Impact	US 74 Alternate (Fairview Road)	NC 81 (Swannanoa River Road)	Cedar Street	Implement Access Management and spot intersection improvements. Include complete streets elements.	\$ 17,000,000	37.74	Buncombe	83	100
	Regional Impact	NC 280 (Boylston Hwy)	NC 191 Northern Intersection (Old Haywood Road)	NC 191 Southern Intersection (Haywood Road)	Upgrade Roadway with Access Management and Intersection realignment and improvements.	\$ 9,600,000	47.36	Henderson	80	100
U-6046	Regional Impact	NC 81 (Swannanoa River Road)	US 70 (Tunnel Road)	US 74 (South Tunnel Road)	Add Roadway Improvements with Complete Streets elements.	\$ 23,100,000	33.71	Buncombe	77	100
I-2513A	Statewide Mobility	I-26, I-240	North of I-26/I-40 Split	North of SR 3548 (Haywood Road)	Add Additional Lanes.	\$ 81,700,000	43.84	Buncombe	71	100
	Regional Impact	US 25 ALT (Sweeten Creek Road)	I-40	London Road	Modernize roadway by adding turn lanes, access management and intersection improvements with complete streets elements.	\$ 14,100,000	28.74	Buncombe	62	100
	Statewide Mobility	I-40	SR 1200 (Wiggins Road), Exit 37	SR 1224 (Monte Vista Road)	Add additional lanes	\$102,900,000 (only \$11,000,000 assumed to be programmed)	42.88	Buncombe	60	100

TIP	Project Category	Route	From / Cross Street	To	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	County(s)	MPO Score	Draft Local Input Points
	Regional Impact	US 19 (Soco Road)	SR 1304 (Fie Top Road at Ghost Town in the Sky)	Blue Ridge Parkway	Modernize Roadway.	\$ 26,600,000	34.45	Haywood	60	100
	Regional Impact	US 70 (Tunnel Road)	US 74 Alternate (South Tunnel Road)	Eastern end of the Tunnel	Roadway improvements and access management to include complete streets elements.	\$ 21,400,000	38.58	Buncombe	57	100
I-4400A	Statewide Mobility	I-26	US 25	US 64 (Four Seasons Blvd)	Add Additional Lanes.	\$ 80,000,000	41.27	Henderson	54	100
	Regional Impact	US 276	SR 1134 (Crymes Cove Rd), Raccoon Rd		Realignment of offset intersection.	\$ 2,700,000	34.45	Haywood	38	100
	Regional Impact	US 276 (Jonathan Creek)	US 19	I-40	Upgrade roadway to current NCDOT standards. Construct or upgrade turn lanes at various crossovers. Install paved shoulders on the median side with rumble strips and install wide outside shoulders.	\$ 20,700,000	31.60	Haywood	30	21



**REGIONAL IMPACT PROJECTS RECOMMENDED TO RECEIVE LOCAL INPUT POINTS BY  
THE MPO TCC**

TIP	Project Category	Route	From / Cross Street	To	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	County(s)	MPO Score	Draft Local Input Points
	Regional Impact	US 25, US 70	Approximately 1760' North of SR 1584 (Tillery Branch Road)	SR 1727 (Monticello Road)	Convert existing four-lane divided roadway to superstreet	\$ 35,000,000	30.79	Buncombe, Madison	18	*64*

REGIONAL IMPACT NOT RECEIVING DRAFT LOCAL INPUT POINTS FROM THE FBRMPO

TIP	Project Category	Route	From / Cross Street	To	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	County(s)	MPO Score	Draft Local Input Points
U-3403A	Regional Impact	US 19 (Dellwood Road)	South Lakeshore Drive	US 276 (Jonathan Creek Rd)	Implement access management and modernization with complete streets elements	\$ 36,800,000	40.57	Haywood	62	0
	Regional Impact	NC 225 (Greenville Highway)	US 176 (Spartanburg Highway)	SR 1164 (Erkwood Drive)	Modernize roadway.	\$ 15,000,000	30.68	Henderson	56	0
	Regional Impact	US 19 Business (Weaverville Highway), US 23 Business	Beaver Drive near the Asheville / Woodfin Town Limit	SR 1740 (New Stock Road)	Weaverville Highway - Woodfin - Major Upgrade	\$ 32,900,000	27.81	Buncombe	54	0
	Regional Impact	NC 191 (Brevard Road/Old Haywood Road)	NC 280	NC 146	Widen to Multi-Lanes with Bicycle Lanes	\$ 39,800,000	17.45	Buncombe, Henderson	51	0
R-4406A	Regional Impact	US 19, US 23	NC 215 in Canton	SR 1836 (Chestnut Mountain Rd)	Modernize Roadway	\$ 29,559,000	23.25	Haywood	41	0
	Regional Impact	US 276 (Russ Avenue)	US 23-74 (Great Smoky Mountain Expressway)	US 19 (Dellwood Rd)	Access management	\$ 13,600,000	33.61	Haywood	37	0

TIP	Project Category	Route	From / Cross Street	To	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	County(s)	MPO Score	Draft Local Input Points
R-2588A	Regional Impact	NC 191	US 25 (Asheville Highway)	SR 1381 (Mountain Road)	Widen to Multi-Lanes.	\$ 35,900,000	27.54	Henderson	35	0
	Regional Impact	NC 151 (Pisgah Highway)	US 19 / 23 (Smokey Park Highway)	Queen Road	Widen roadway	\$ 13,600,000	23.88	Buncombe	32	0
R-2813A	Regional Impact	NC 146 (Long Shoals Road)	NC 191 (Brevard Road)	West of SR 3501 (Clayton Road)	NC 191 to US 25. Widen to Multi- Lanes with Curb and Gutter. Section A: NC 191 (Brevard Road) to West of SR 3501 (Clayton Road).	\$ 19,300,000	17.72	Buncombe	21	0
I-6021	Statewide Mobility	I-40	SR 2838 (Porters Cove Road), Exit 55		Upgrade interchange, improve EB off-ramp connection to SR 2838 (Porters Cove Road)	\$ 22,100,000	49.09	Buncombe	0	0
I-6018	Statewide Mobility	I-40	I-240 / US 74 Alt		Upgrade interchange	\$ 35,000,000	47.98	Buncombe	0	0
	Statewide Mobility	US 74 (Great Smoky Mtn. Expressway)	I-40	US 276 (Russ Avenue)	Widen Roadway.	\$ 105,500,000	31.99	Haywood	0	0
	Statewide Mobility	US 23 (US 23/74 (Great Smoky Mountains Expy))	SR 1777(Balsam View Drive)	SR 1158 (Old Balsam Rd)	Modernize Roadway and construct Westbound climbing lane	\$ 23,000,000	39.06	Haywood, Jackson	0	0
	Statewide Mobility	I-40	US 25 (Sweeten Creek Road) Exit 51	SR 2838 (Porters Cove Road) Exit 55	Widen roadway to add capacity and for safety.	\$ 119,400,000	40.69	Buncombe	0	0
A-0010AC	Statewide Mobility	I-26, US 19, US 23	SR 2207 (N. Buncombe School Road)	South of SR 2148 (Stockton Branch Rd)	Upgrade Roadway to interstate Standards and Add Additional Lanes	\$ 31,700,000	31.46	Buncombe	0	0

TIP	Project Category	Route	From / Cross Street	To	Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	County(s)	MPO Score	Draft Local Input Points
	Statewide Mobility	I-40	NC 215 (Champion Drive)	SR 1200 (Wiggins Rd)	Widen Roadway.	\$ 169,500,000	40.26	Haywood, Buncombe	0	0
	Statewide Mobility	I-40	NC 215 (Exit 31)	US 74 (Exit 27)	Widen Roadway.	\$ 60,500,000	40.84	Haywood	0	0
	Statewide Mobility	I-40	SR 1200 (Wiggins Road)	Proposed New Liberty Road Interchange (approximately 200' East of existing SR 1228, Liberty Road)	Widen existing I-40 from SR 1200 (Wiggins Road), exit 37 to proposed new Liberty Road Interchange (approximately 200' East of existing SR 1228, Liberty Road).	\$ 67,500,000	42.77	Buncombe	0	0
	Statewide Mobility	I-40	NC 191 (Brevard Road) Exit 47	US 25 (Sweeten Creek Road) Exit 51	Widen roadway to add capacity and for safety.	\$ 119,400,000	33.56	Buncombe	0	0
	Statewide Mobility	I-40	Proposed new Liberty Road interchange, approximately 200' East of existing SR 1228, Liberty Road	SR 1224 (Monte Vista Road)	Widen existing I-40 from four lanes to six-lane cross section from proposed new Liberty Road interchange, approximately 200' East of existing SR 1228, Liberty Road, to SR 1224 (Monte Vista Road).	\$ 28,800,000	39.70	Buncombe	0	0
A-0010AB	Statewide Mobility	I-26, US 19, US 23	US 25 / 70 (Weaver Blvd)	SR 2207 (N. Buncombe School Road)	Upgrade Roadway to interstate Standards and Add Additional Lanes.	\$ 81,600,000	24.72	Buncombe	0	0