Meeting Agenda

RPO Technical Advisory Committee
October 21th, 2015 –2:30 Blue Ridge (New) Conference Room Land of Sky Regional Council

1. **WELCOME AND HOUSEKEEPING**
   A. Welcome and Introductions
   B. Ethics Statement & Agenda Approval/Modifications
   C. Agenda Approval/Modifications

2. **CONSENT AGENDA**
   A. Minutes from the RPO TAC May 27th, 2015 Meeting

3. **PUBLIC COMMENT**

4. **BUSINESS**
   A. Approve LOSRPO SPOT4 DRAFT Project List
   B. Adopt LOSRPO 2016 Meeting Schedule
   C. LOSRPO DRAFT Prioritization Methodology

5. **REGULAR UPDATES**
   A. NCDOT Division 13 and 14 updates
   B. Transportation Planning Branch Updates
   C. Legislative Updates
   D. Staff Updates and Housekeeping
   E. Adjoum LOSRPO Meeting

Next Meeting: January 27th, 2:30 PM
Item 1b: Ethics Statement

ETHICS AWARENESS & CONFLICT OF INTEREST REMINDER

(To be read by the Chair or his or her designee at the beginning of each meeting)

In accordance with the State Government Ethics Act, it is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.

Item 2A: Consent Agenda: Minutes from May 27, 2015 Meeting

Land of Sky RPO TAC Meeting Minutes from May 27, 2015

Attendees:

Vicki Eastland        Lawrence Ponder        Ralph Cannady
Brendan Merithew     Michael Sorrells       Cole Hood
Brownie Newman

WELCOME AND INTRODUCTIONS
Brownie Newman called the meeting to order and welcomed attendees. He read the Ethics Statement, asked if there were any conflicts, and members responded that there were none. He then reviewed the Agenda and no modifications were proposed.

CONSENT AGENDA

Michael Sorrells motioned to approve the minutes from March 18th, 2015, Lawrence Ponder seconded, and as all were in favor, the minutes were then approved.

PUBLIC COMMENTS
The public comment period was opened, and as there were none at this time, nor through Facebook or email, the public comment period was closed.

BUSINESS
RPO PIP Amendments: Vicki Eastland highlighted the RPO PIP amendments, these edits consisted of inserting language for minor formatting or technical correction to the plan not requiring TAC action and the addition of Prioritization
List formerly the Priority Needs List (PNL) on page 6, and on page 14 the addition of processes for public involvement for the approval of the Prioritization Methodology. Brownie Newman asked if there were any questions and none were brought forth.

**Michael Sorrells motioned to approve the RPO PIP Amendments; Lawrence Ponder seconded, and as all were in favor, the motion carried.**

LOS RPO Prioritization Work Group Members: Vicki Eastland explained the duties and task of the RPO Prioritization Sub-Committee and reviewed the list of names the TCC appointed, **Scott Collier, Mark Burrows, Josh Freeman, Kris Boyd and Forrest Gilliam** (or his appointee).

**Michael Sorrells motioned to approve the Five-Year Planning Calendar, Lawrence Ponder seconded, and as all were in favor, the motioned carried.**

SPOT4 updates and schedule: Vicki Eastland reviewed the updates from the SPOT4 work group, explained some of the criteria changes and discussed schedule changes. FYI only no action needed.

**LOS RPO SPOT4 Timeline and Meeting Schedule:** Vicki Eastland reviewed the timeline and explained that the RPO TAC meeting schedule would have to be arranged so as to make all the NCDOT Key Dates.

**Michael Sorrells motioned to adopt the Timeline and meeting schedule, Lawrence Ponder seconded, and as all were in favor, the motioned carried.**

**REGULAR UPDATES AND ANNOUNCEMENTS**
- Cole Hood provided Division 13 updates and Ralph Cannady provided Division 14 updates.
- Brendan Merithew presented TPB updates.
- Legislative updates: a handout was provided.
- CPTHSTP update is ongoing; all the stakeholder meetings have been held now holding public input meetings in each county.

With no further discussion, the meeting adjourned.


**LOSRPO Business:**

**Item 4a:** Adopt Land of Sky RPO DRAFTSPOT4.0 Project List

Attached at end of Agenda

Staff recommended action:
Review and discuss projects as needed, recommend needed changes. Adopt to allow staff to enter projects into NCDOTSPOTOline tool which opens today, Oct 21st.

**Item 4b:** Adopt LOSRPO 2016 Meeting Schedule
Land of Sky RPO TCC/TAC
2015 Meeting Schedule

**Land of Sky RPO TCC** – 2nd Thursday at 10:00 a.m.
(unless otherwise noted)

January 14, 2016
March 10, 2016
May 12, 2016
September 8, 2016
October 13, 2016 (If Needed)

**Land of Sky RPO TAC** – 4th Wednesdays at 2:30 p.m.
(*unless otherwise noted)

*January 28, 2016 at 11:00 a.m.
March 13, 2016
May 25, 2016
September 21, 2016
October 26, 2016 (If Needed)

Meeting Agendas and Notes are posted at [http://landofskyrpo.org/committees/](http://landofskyrpo.org/committees/)
All meetings take place at Land-of-Sky Regional Council,
339 New Leicester Highway, Suite 140, Asheville, NC 28806.
Unless otherwise indicated

www.landofskyrpo.org
**Important Upcoming Dates for SPOT 4.0**

**2015**
- **September 1st**
  --Existing project modifications; anticipated intersections, and anticipated interchanges are due  
- **October 1st**
  --Project deletions due  
- **October 31st**
  --New project Submissions; final date of submissions *TBD by NCDOT*

**2016**
- **End of March 2016**
  Draft Statewide Mobility Projects Released  
- **April 1st**
  --Deadline for Approval of Local Input Assignment Methodologies (Note: this is the deadline for NCDOT Approval, not RPO approval. The RPO must approve the methodology before this date.)  
- **April 1st**
  --Regional Impact Local Point window opens for 2 months  
- **End of July**
  --Draft List of Regional Impact Projects released  
- **August 1st**
  --Division Needs Local Input Point window opens for 2 months  
- **October**
  --Final SPOT 4.0 Scores Released  
- **December**
  --2017-2027 STIP Released

**Staff recommended action:**
Adopt schedule as submitted to accommodate upcoming important dates.

**Item 4c: LOSRPO DRAFT Prioritization Methodology**

The NCDOT's Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the SL 2013-84 legislation enacted on June 26, 2013. One of the most significant tasks that must be accomplished by each MPO/RPO and NCDOT Division Office is to create a methodology that explains how the MPO/RPO/Division Office will allocate the eligible local input points assigned to projects (of all modes) in the prioritization database.

The following is the updated DRAFT LOSRPO PRIORITIZATION METHODOLOGY. This methodology has to be sent to NCDOT SPOT office for review and NC DOT approval. LOSRPO TAC will advertise for a Public hearing to be held at the January 27th TAC meeting for final adoption of the LOSRPO Scoring Methodology.
BACKGROUND

The NCDOT’s Strategic Planning Office of Transportation (SPOT) has been tasked with carrying out the project evaluation process outlined in the SL 2013-84 legislation enacted on June 26, 2013. One of the most significant tasks that must be accomplished by each MPO/RPO and NCDOT Division Office is to create a methodology that explains how the MPO/RPO/Division Office will allocate the eligible local input points assigned to projects (of all modes) in the prioritization database.

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The Land of Sky Rural Planning Organization (LOSRPO) may allocate the following number of local points for projects in the eligible categories:

- 1100 points – Regional Impact projects
- 1100 points – Division Needs projects

A committee of TCC members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the LOSRPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following components:

- A minimum of one quantitative criterion
- A minimum of one qualitative criterion
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
- Dissemination of methodology, local points and public input on LOSRPO’s website (www.landofskyrpo.org)

- LOSRPO will score based on a 100 point system.
- Safety will account for 20%
- Destination Served/Existing Employment will account for 20%.
- Projected Employment Growth will account for 20%
- **Multimodal Accommodation will account for 10% (for highway projects)
**Connectivity will account for 10% (for Bike/Ped Projects)**

- Local Project Priority will account for 20%.
- The NCDOT Quantitative score will account for 10% of the overall score.

**PROPOSED SCORING METHODOLOGY**

**Overview**

The following principles will be used for the allocation of LOSRPO’s local input points:

- LOSRPO will score Highway projects (both Regional Impact and Division Needs) with highway specific methodology and Bicycle, pedestrian projects with Bike and Pedestrian methodology.
- The RPO will by default not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies an exception.

**Draft Prioritization Methodology (100 point scale)**

1. Safety is an important aspect of transportation planning in our region. The Safety Score will account for 20 percent or 20 points of the overall 100 point scale.

   The Safety score of projects will be determined using the Safety score provided by the NCDOT SPOT office. The NCDOT SPOT office determines the safety score utilizing the following criteria:

   **NCDOT Highway - Safety**
   Purpose – measure existing crashes along/at the project

<table>
<thead>
<tr>
<th>Segments</th>
<th>33% - Crash Density</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>33% - Crash Severity</td>
</tr>
<tr>
<td></td>
<td>33% - Critical Crash Rate</td>
</tr>
</tbody>
</table>

   | Intersections | 50% - Crash Frequency |
   |              | 50% - Severity Index |

   - All data provided by Mobility & Safety Division (3 year moving average)
   - Higher scores indicate poorer performance
NCDOT Bicycle – Pedestrian Safety

**Measure:**

Number of crashes * 40% +

Posted speed limit * 40% +

Project safety benefit * 20%

- **Sources:**
  - Division of Bike and Pedestrian Transportation (DBPT) 2007-2011 geocoded crash data
  - NCDOT (Road Characteristics Data or Other)
  - Safety benefit score based on lookup table

### Safety Look Up Table

<table>
<thead>
<tr>
<th>Proposed Project</th>
<th>Type Facilities Included:</th>
<th>Safety Improvement Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Off-Road/Separated Linear Bicycle Facility</td>
<td>Multi-use Path; Cycle Track; Side Path; Buffered Bicycle Lane; Bridge/Tunnel</td>
<td>100</td>
</tr>
<tr>
<td>On-Road; Designated Bicycle Facility</td>
<td>Bicycle Lane or Other Designated On-Road Space</td>
<td>75</td>
</tr>
<tr>
<td>On-Road Bicycle Facility</td>
<td>Shared Lane Markings; Paved Shoulder; Route Signage</td>
<td>50</td>
</tr>
<tr>
<td>Multi-Site Bicycle Facility</td>
<td>Bicycle Parking; Bicycle Share Stations; Bicycle Signals; Intersection Improvements</td>
<td>25</td>
</tr>
<tr>
<td>Protected Linear Pedestrian Facility</td>
<td>Sidewalks; Multi-Use Path; Side Path; Bridge/Tunnel</td>
<td>100</td>
</tr>
<tr>
<td>Multi-Site Pedestrian Facility; ADA Compliance</td>
<td>Curb Ramps; Accessible Pedestrian Signals; Streetscape/Corridor Improvements</td>
<td>75</td>
</tr>
<tr>
<td>Multi-Site Pedestrian Facility</td>
<td>Pedestrian signals; Curb extensions; Crosswalks;</td>
<td>50</td>
</tr>
<tr>
<td>Improved Pedestrian Facility</td>
<td>Trail Improvement; Sidewalk Widening; Paved Shoulder; Streetscape/Corridor Improvements; Wayfinding signage</td>
<td>25</td>
</tr>
</tbody>
</table>
LOSRPO will follow the following guidelines for applying safety scores to projects:

LOSRPO will put projects in ascending order based on safety scores provided by NCDOT SPOT office for each project. Highway Projects and Bike/Ped Projects will be scored separately.

- Zero (0) points if a project is (1 – 5) with the LOWEST safety scores.
- Five (5) points for a project whose safety score ranks (6 - 11).
- Ten (10) points for a project whose safety score ranks (12 - 17).
- Fifteen (15) points for a project whose safety score ranks (18 - 23).
- Twenty (20) points for a project whose safety score ranks (24 - 29) the HIGHEST.

2. Destinations served and access to existing regional job centers is a critical component of our prioritization methodology. This criterion will account for 20 percent or 20 points of the overall 100 possible points. Projects will be scored based on their direct access to critical destinations, (education, health care facilities, grocery or retail establishments, recreation or entertainment/tourist destination and access to existing job centers). The number/type of destination served will be determined by utilizing GIS data on destinations collected during the drafting of the BLUE RIDGE BIKE PLAN, 2012. The number of existing jobs will be determined by using data developed for the FBRMPO Travel Demand Model (TDM). 2010 Census data was collected on population/housing and employment (Socio-economic (SE) Data) and projected out to 2040. The data was developed for the entire 5 county region with no regard to MPO/RPO boundaries. The SE Data is provided at the TAZ level. A TAZ (Traffic Analysis Zone) is a group of census blocks that has at least one major thoroughfare going through it or touching the zone boundary that can be used for transportation modeling and other purposes.

The breakout for Destination served and access to existing employment will be as follows:

- Zero (0) points if a project provides no direct access to any critical destinations or job centers with less that 25 jobs.
- Five (5) points if a project provides direct access to AT LEAST 1 critical destination or job center with 25 – 49 existing jobs.
- Ten (10) points if a project provides access to AT LEAST 2 critical destinations or job center with AT LEAST 50 – 99 jobs.
- Fifteen (15) points if a project provides access to AT LEAST 3 critical destinations or job center with AT LEAST 100 – 149 jobs.
- Twenty (20) points if a project provides access to AT LEAST 4 or more critical destinations or job center with AT LEAST 150 or greater jobs.
3. Access to areas with Projected Employment Growth is very important in our region. This criterion of our methodology will account for 20 percent or 20 points of the overall possible 100 points. This score will also be based on the SE Data developed for the FBRMPO TDM.
   - Zero (0) points if a project provides no direct access to TAZ with AT LEAST 25 projected jobs.
   - Five (5) points if a project provides direct access to TAZ with 25 - 49 projected jobs.
   - Ten (10) points if a project provides access to TAZ with 50 - 99 projected jobs.
   - Fifteen (15) points if a project provides access to TAZ with 100 - 149 projected jobs.
   - Twenty (20) points if a project provides access to TAZ with 150 or greater projected jobs.

4. We encourage multimodal connections across our region. This criterion will account for 10 percent or 10 points of the overall possible 100 points.
   - Zero (0) points if a project does not include Bicycle or Pedestrian facilities.
   - Five (5) points if a project includes EITHER Bicycle or Pedestrian facilities.
   - Ten (10) points if a project includes BOTH Bicycle and Pedestrian facilities.

5. Local Priority will account for 20 percent or 20 points in the LOSRPO prioritization process. Each county in coordination with their municipalities will rank the projects. The number 1 and 2 ranking projects will receive 20 points; the number 3 and 4 ranking projects will receive 15 points, and so on. This exercise will be completed for projects in both the Regional Impact category and the Division Needs category.

6. SPOT Score - worth 10 percent or 10 points of the overall 100 point scale. The SPOT score of projects will be determined using the following formula:
   - SPOT 4.0 Score = [(SPOT SCORE/Max SPOT Score)*100]*10%
   - The Highest possible score for Regional Projects = Max Score =70
   - The Highest possible score for Division Projects = Max Sore = 50
   - Example: Regional SPOT Score = 65  \( [(65/70)*100]*10\%=9.286 \)  LOSRPO Safety Score 9
   - Example: Division SPOT Score = 35  \( [(35/50)*100]*10\%=7 \)  LOSRPO Safety Score 7

**PROPOSED ALLOCATION OF LOCAL INPUT POINTS**

Land of Sky RPO receives 1,100 points at the Regional Level and 1,100 points at the Division Level to allocate to projects for local prioritization. The maximum number of points any project
can receive is 100. The two top-scoring Regional Level projects within each county will be allocated 100 points each. Additionally, the next highest scoring project within the RPO (regardless of county) will also be allocated 100 points, to reach Land of Sky RPO’s total point allocation of 1100 points. In the event that any counties do not have at least two Regional Level projects, then additional projects will be selected from the top of the list of remaining projects within the RPO as a whole. This promotes geographic equity of projects. Only projects that originate at the Regional Level are eligible for scoring and local points allocation under this methodology; Statewide Level projects that are not programmed at the Statewide Level will not be scored at the Regional Level or receive Regional Level local points under this methodology, unless the Land of Sky RPO TAC elects to do so.

The two top-scoring Division Level projects within each county will be allocated 100 points each. Additionally, the next highest scoring project within the RPO (regardless of county) will also be allocated 100 points, to reach Land of Sky RPO’s total point allocation of 1100 points. In the event that any counties do not have at least two Division Level projects, then additional projects will be selected from the top of the list of remaining projects within the RPO as a whole. This promotes geographic equity of projects. Only projects that originate at the Division Level are eligible for scoring and local point’s allocation under this methodology; Statewide Level and Regional Level projects that are not programmed at the higher levels will not be scored at the Division Level or receive Division Level local points under this methodology, unless the Land of Sky RPO TAC elects to do so.

Notwithstanding any of the above, however, no local points will be assigned to any project requiring local match if the local government in question expresses no desire to provide the required match and no desire to pursue the project at this time. In this case, points will be assigned to the next highest-ranking appropriate project.

The RPO TAC can adjust projects receiving points or adjust the number of points given to a project based on their discretion and/or public input. Any exceptions will require written explanation to be provided to NCDOT SPOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes and will be made available on the RPO’s website as part of posting the point assignments per project.

A full table of proposed methodology is available on the Land of Sky RPO website http://www.landofsky.org/rpo.html
<table>
<thead>
<tr>
<th>Criteria</th>
<th>0 points</th>
<th>5 points</th>
<th>10 points</th>
<th>15 points</th>
<th>20 points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>5 Highway projects with the LOWEST safety scores as provided by NCDO T SPOT Office</td>
<td>6 Highway projects with safety scores ranks (6-11) as provided by NCDO T SPOT Office</td>
<td>Highway projects whose safety score ranks (12-17) as provided by NCDO T SPOT Office</td>
<td>Highway projects whose safety score ranks (18-23) as provided by NCDO T SPOT Office</td>
<td>Highway projects whose safety score ranks (24-29) as provided by NCDO T SPOT Office</td>
</tr>
<tr>
<td></td>
<td>Highway safety calculated by NCDO T SPOT office</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Destination Served</td>
<td>No direct access to major destination</td>
<td>Direct access to AT LEAST 2 critical educational, healthcare, grocery/retail or recreation/entertainment destinations OR TAZ with 25-49 employees</td>
<td>Direct access to AT LEAST 3 critical educational, healthcare, grocery/retail or recreation/entertainment destinations OR TAZ with 50-99 employees</td>
<td>Direct access to AT LEAST 4 critical educational, healthcare, grocery/retail or recreation/entertainment destinations OR TAZ with 100-199 employees</td>
<td>Direct access to &amp; OR MORE critical educational, healthcare, grocery/retail or recreation/entertainment destinations OR TAZ with 200 or greater employees</td>
</tr>
<tr>
<td></td>
<td>Does the project connect directly to a critical educational, healthcare, employment, grocery/retail or recreation/entertainment destination?</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Projected Employment Growth</td>
<td>No direct access to TAZ with projected employment growth = 25 employees</td>
<td>Direct access to TAZ with projected employment growth 25-49 NEW employees</td>
<td>Direct access to TAZ with projected employment growth 50-99 NEW employees</td>
<td>Direct access to TAZ with projected employment growth 100-149 NEW employees</td>
<td>Direct access to TAZ with projected employment growth 150 or greater employees</td>
</tr>
<tr>
<td></td>
<td>Does the project connect directly to a TAZ (Traffic Analysis Zone) with projected employment growth? (Based on Employment Growth Projections used in HCM'S TOD)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Multimodal Accommodations</td>
<td>Project does not include bike/ped facilities or connections</td>
<td>Project includes EITHER bike/ped facilities or connections</td>
<td>Project includes BOTH bike/ped facilities or connections</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Whether the project includes facilities such as sidewalks, bicycle lanes, etc., or a connection to these type facilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Priority</td>
<td>The 40 and 41 projects for both Regional and Division-level project lists</td>
<td>The 42 and 43 projects for both Regional and Division-level project lists</td>
<td>The 44 and 45 projects for both Regional and Division-level project lists</td>
<td>The 46 and 47 projects for both Regional and Division-level project lists</td>
<td>The 48 and 49 projects for both Regional and Division-level project lists</td>
</tr>
<tr>
<td>SPOT 4.0 Score from NCDO T</td>
<td>SPOT 4.0 Score = SPOT Score(\times) SPOT Score(\times) ((\times) 10%)</td>
<td>Regional Max Score = 90</td>
<td>Division Max Score = 90</td>
<td>Division (\times) ((\times) 10%)</td>
<td>Division (\times) ((\times) 10%)</td>
</tr>
<tr>
<td></td>
<td>The Quantitative SPOT 4.0 Score provided by NCDO T will account for 10% of overall score.</td>
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| Page 7 |
Public Involvement Process

Public Involvement Process for the Prioritization List will include the following steps based on the draft LOSRPO Public Involvement Plan, section VII. page 14:

- After consideration and preliminary adoption by the TAC, the draft Prioritization List will be published for a minimum two-week (14-day) public comment period and the notice will be advertised using our media resources provided in Appendix B.

- A Committee of TCC members was created to develop a local point methodology. After consideration and preliminary adoption by the TAC, the draft Prioritization Methodology will be published for a minimum four-week (28-day) public comment period and the notice will be advertised using our media resources provided in Appendix B.
• The notices for the public comment period and the public hearing will include an announcement stating that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List and Prioritization Methodology will be on file for review at the Land of Sky Regional Council Office, and available in a PDF format for downloading from the LOSRPO homepage. Written comments will be received during the comment period and will be directed to the LOSRPO. The LOSRPO’s contact person, phone number and e-mail address will be included in the public notice. The LOSRPO will assemble all comments and forward comments to the TAC.

• The RPOTAC will hold a public hearing on the draft Prioritization List and the Prioritization Methodology. The public hearing will be held at a location which is accessible to persons with disabilities. The RPOTAC will approve a final Prioritization List and Prioritization Methodology after considering the public comments received. The public review periods for the Prioritization List and the Prioritization Methodology will sometimes be concurrent and sometimes will run separately, depending upon which schedule is more practical. The Prioritization List shall be submitted to the NCDOT at or before the NCDOT public hearings for input into the STIP. The RPOTAC may elect to open a dialogue with the State on specific project priorities.

When possible the Land of Sky RPO is duplicating timelines, meetings, and notices with the FBRMPO

NEXT STEPS/TIMELINE

• RPO Board and NCDOT approve local input point methodology (October 15 – January 2015) with 28 day public comment period provided.
• Quantitative scores are given to P4.0 projects and STIP Unit Programs Statewide Mobility Projects (March 2016)
• Proposed Local input points for Regional Impact projects are allocated and posted on the LOSRPO website and endorsed by LOSRPO TAC (May - 2016) with minimum 2-week public comment period provided.
• STIP Unit Programs Regional Impact Projects (June – July 2016)
• Proposed Local input points for Division Needs projects are allocated and posted on the LOSRPO website and endorsed by LOSRPO TAC (September 30th- 2016) with minimum 2-week public comment period provided.
• NCDOT STIP Unit releases the NCDOT 2018 – 2017 DRAFT STIP
Staff recommended action:
Review and recommend changes. Adopt as LOSRPO DRAFT PRIORITIZATION METHODOLOGY. Draft document will be sent to NCDOTSPOT office for review and will be adopted by the LOSRPO following Public Hearing January 27th, 2016.

5. **REGULAR UPDATES**

A. NCDOT Division 13 and 14 updates  
   NCDOT Staff
B. Transportation Planning Branch Updates  
   Brendan Merithew
C. Subcommittee/Workgroup Reports,  
   Staff Updates and Housekeeping  
   Vicki Eastland
D. Legislative Updates (attached to Agenda)  
   Staff

**Announcements, News, Special Updates**

Construction reports available from the LOSRPO Website:  
[http://www.landofskyrpo.org/resources_and_links](http://www.landofskyrpo.org/resources_and_links)
<table>
<thead>
<tr>
<th>SPOTID</th>
<th>Project Category</th>
<th>Improvement Type</th>
<th>Specific Improvement</th>
<th>Specific Improvement Number</th>
<th>TIP #</th>
<th>Route Number</th>
<th>Route Name</th>
<th>From/Cross Street</th>
<th>To</th>
<th>Description</th>
<th>First County</th>
<th>Highest Division</th>
<th>SPOT 4 Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>H090854</td>
<td>Division Needs</td>
<td>Modernization</td>
<td>Modernize Roadway</td>
<td>16</td>
<td>SR 1395</td>
<td>Boyd Mountain Road</td>
<td>Great Smoky Mountains National Park</td>
<td>Boyd Mountain Road to Great Smoky Mountains National Park - Upgrade and Pave</td>
<td>Haywood</td>
<td>14.00</td>
<td>Database</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H141279</td>
<td>Regional Impact</td>
<td>Modernization</td>
<td>Modernize Roadway</td>
<td>16</td>
<td>US 276</td>
<td>Jonathon Creek Road</td>
<td>US 19</td>
<td>I 40</td>
<td>Install paved shoulders on the median and outside shoulders with rumble strips. Construct or upgrade left turn lanes at various crossovers.</td>
<td>Haywood</td>
<td>14</td>
<td>Database</td>
<td></td>
</tr>
<tr>
<td>?</td>
<td>Regional Impact</td>
<td>Modernization</td>
<td>Modernize Roadway</td>
<td>16</td>
<td>NC209</td>
<td>SR 1501 (Silvers Cove Road)</td>
<td>SR 1334 (Max Patch Road)</td>
<td>Highway 209 - Silvers Cove Road (SR 1501) toSR 1334 (Max Patch Road) (at Ferguson's Store) - Upgrade, Widen, and Guardrails</td>
<td>Haywood</td>
<td>14</td>
<td>Modification</td>
<td></td>
<td></td>
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<tr>
<td>?</td>
<td>Regional Impact</td>
<td>Modernization</td>
<td>Modernize Roadway</td>
<td>16</td>
<td>NC210</td>
<td>SR 1334 (Max Patch Road)</td>
<td>Highway 209 - SR 1334 (Max Patch Road) to Madison County Line - Upgrade, Widen, and Guardrails</td>
<td>Haywood</td>
<td>14</td>
<td>Modification</td>
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<td>H090317</td>
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<td>Capacity</td>
<td>Construct Roadway on New Location</td>
<td>5</td>
<td>R-5117</td>
<td>New Route</td>
<td>Marshall</td>
<td>Spring Creek Community</td>
<td>Construct Facility on New Location</td>
<td>Madison</td>
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<td>Specific Improvement Number</td>
<td>TIP #</td>
<td>Route Number</td>
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<td>To</td>
<td>Description</td>
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<td>Highest Division</td>
<td>SPOT 4 Status</td>
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<tr>
<td>?</td>
<td>Division Needs</td>
<td>Bike and Ped</td>
<td>Construct Pedestrian improvements to Curb/gutter, sidewalk and mid block crossing</td>
<td>6</td>
<td>US 25/70 BUS (South Main Street Marshall)</td>
<td>In Front of Town owned Depot</td>
<td>Constrict Pedestrian improvements to include Curb and gutter, Sidewalk and mid block crossing in front of Depot</td>
<td>Madison</td>
<td>13</td>
<td>New/B/P</td>
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<td>H090162</td>
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<td>Capacity</td>
<td>Construct Roadway on New Location</td>
<td>5</td>
<td>R-2594</td>
<td>NC 215</td>
<td>Balsam Grove Sunburst, FH 32</td>
<td>US 64 at Cherryfield</td>
<td>SR 1326 (Macedonia Church Road) South of Balsam Grove</td>
<td>Construct Two Lanes on New Location</td>
<td>Transylvania</td>
<td>14</td>
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<td>Project Category</td>
<td>Improvement Type</td>
<td>Specific Improvement</td>
<td>TIP #</td>
<td>Route Number</td>
<td>Route Name</td>
<td>From/Cross Street</td>
<td>To</td>
<td>Description</td>
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<td>Highest Division</td>
<td>SPOT 4 Status</td>
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<td>H090855</td>
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<td>Capacity</td>
<td>Construct Roadway on New Location</td>
<td>5</td>
<td>R-5743</td>
<td>US 64/276</td>
<td>US 64</td>
<td>New Route - US 64/276 to Nicholson Creek Road/US 64 - West Loop Minor Thoroughfare</td>
<td>Transylvania</td>
<td>14</td>
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<td>H129070-D</td>
<td>Regional Impact</td>
<td>Modernization</td>
<td>Modernize Roadway</td>
<td>16</td>
<td>R-2409D</td>
<td>US 64</td>
<td>East of the east intersection with Flat Creek Valley Road (SR 1147)</td>
<td>Widen, Realign and Climbing Lanes</td>
<td>Transylvania</td>
<td>14</td>
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<td>Modernization</td>
<td>Modernize Roadway</td>
<td>16</td>
<td>US 178</td>
<td>SR 1156 (Main Street) in Rosman</td>
<td>South Carolina State Line</td>
<td>Widen, Realign, and Climbing Lanes</td>
<td>Transylvania</td>
<td>14</td>
<td>Database</td>
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<td>H111128</td>
<td>Division Needs</td>
<td>Modernization</td>
<td>Modernize Roadway</td>
<td>16</td>
<td>SR 1533</td>
<td>Everette Farm Road</td>
<td>SR 1528</td>
<td>SR 1504</td>
<td>Upgrade Roadway. Proposed Typical Is 22' Paved Roadway with 6' Grass Shoulders. Current Typical Is Two Lane 18' Paved Roadway with 3' Grass Shoulders</td>
<td>Transylvania</td>
<td>14</td>
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<td>Modernization</td>
<td>Modernize Roadway</td>
<td>16</td>
<td>SR 1546</td>
<td>Neely Road</td>
<td>SR 1504 (Old US 64)</td>
<td>SR 1544 (French Broad St)</td>
<td>Upgrade Roadway. Proposed Typical Is 20' Paved Roadway with 6' Grass Shoulders. Current Typical Is Two Lane 18' Paved Roadway with 4' Grass Shoulders</td>
<td>Transylvania</td>
<td>14</td>
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<td>To</td>
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<td>H140969</td>
<td>Division Needs</td>
<td>Widen Existing Roadway</td>
<td>Modernize Roadway</td>
<td>16</td>
<td>SR 1156</td>
<td>Main Street</td>
<td>SR 1388 (Old Rosman Highway)</td>
<td>US 176 (Pickens Highway)</td>
<td>Widen road to include auxiliary lanes where needed, curb &amp; gutter, sidewalks and bike lanes.</td>
<td>Transylvania</td>
<td>14</td>
<td>Database</td>
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<tr>
<td>?</td>
<td>Regional Impact</td>
<td>Access Management</td>
<td>Modernize Roadway</td>
<td>11</td>
<td>US 64/276</td>
<td>N. Caldwell St</td>
<td></td>
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<td>Install Median in existing 4 lane roadway and general access management to increase safety.</td>
<td>Transylvania</td>
<td>14</td>
<td>NEW HWY</td>
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<tr>
<td>?</td>
<td>Regional Impact</td>
<td>Intersection Improvements</td>
<td>Realign Multiple Intersections</td>
<td>21</td>
<td>Old US 64</td>
<td>Old Hendersonville HWY</td>
<td>Wilson Rd</td>
<td>Ecusta Rd</td>
<td>Realign Intersections at Wilson Rd/Old US 64/Ecuta Rd</td>
<td>Transylvania</td>
<td>14</td>
<td>NEW HWY</td>
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<tr>
<td>?</td>
<td>Regional Impact</td>
<td>Upgrade at Grade Intersection</td>
<td>Safety Improvements</td>
<td>16</td>
<td>US 64/NC 280</td>
<td>Asheville Hwy</td>
<td>US 64/US 276/NC 280</td>
<td></td>
<td>Safety Improvements, including Bike and Pedestrian Crossing accommodations</td>
<td>Transylvania</td>
<td>14</td>
<td>NEW HWY</td>
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<tr>
<td>?</td>
<td>Regional Impact</td>
<td>Access Management</td>
<td>Modernize Roadway</td>
<td>11</td>
<td>NC 280</td>
<td>Asheville Hwy</td>
<td>Deavor Road</td>
<td>Hudlin Gap Road</td>
<td>Install Median in existing 4 lane roadway and general access management to increase safety.</td>
<td>Transylvania</td>
<td>14</td>
<td>NEW HWY</td>
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<td>SPOTID</td>
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<td>TIP #</td>
<td>Route Number</td>
<td>Route Name</td>
<td>From/Cross Street</td>
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<td>?</td>
<td>Division Needs</td>
<td>Modernization</td>
<td>Modernize Roadway</td>
<td>11</td>
<td>SR 1512</td>
<td>(Ecusta Rd)</td>
<td>US 64</td>
<td>Old US 64 (Old Hendersonville Rd)</td>
<td>Modernize/Upgrade roadway to include curb/gutter. Build to Complete Streets standards.</td>
<td>Transylvania</td>
<td>14</td>
<td>NEW HWY</td>
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<tr>
<td>?</td>
<td>Division Needs</td>
<td>Bike/Ped</td>
<td>Construct 5’ Sidewalk</td>
<td>5</td>
<td>SR 1350</td>
<td>Probart Street</td>
<td>US 64/276 N. Caldwell ST</td>
<td>Music Camp Rd</td>
<td>Construct 5’ Sidewalk along one side of roadway</td>
<td>Transylvania</td>
<td>14</td>
<td>NEW B/P</td>
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<tr>
<td>?</td>
<td>Division Needs</td>
<td>Bike/Ped</td>
<td>Construct Multi-use trail/greenway/or on-road bike lane</td>
<td>2</td>
<td>US 276</td>
<td>Greenville Hwy</td>
<td>SR 1540 (Wilson Road)</td>
<td>Barclay Road</td>
<td>Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway (Blue Ridge Bike Plan Transylvania Co Priority Corridor #1)</td>
<td>Transylvania</td>
<td>14</td>
<td>NEW B/P</td>
<td></td>
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</tbody>
</table>