



METROPOLITAN PLANNING ORGANIZATION
A PROGRAM OF LAND OF SKY

**French Broad River Metropolitan Planning Organization
Virtual Meeting via the Zoom Platform
Minutes from the Governing Board meeting on June 25, 2020**

Remote Attendance

William Lapsley
Jerry Vebaun
George Banta
Vicki Eastland
Kevin Ensley
Josh O'Connor
Rebecca McCall

Nick Kroncke
Gwen Wisler
Jeff McKenna
Julie Mayfield
Brian Caskey
Jennifer Hensley
Brownie Newman

Emily Scott-Cruz
Steve Williams
Stephen Sparks
David White
Tom Carpenter
Larry Harris
David Wasserman

Bob Davy
Doug Hadaway
Anne Coletta
Troy Wilson
Anthony Sutton
Mike Dawson

In-Person Attendance at the Land of Sky Office

Tristan Winkler

Zia Rifkin

WELCOME & INTRODUCTIONS, APPROVAL OF AGENDA

Chairman Lapsley called the meeting to order at approximately 1:00pm, welcomed everyone to the meeting and the roll was called and quorum announced.

Tristan Winkler read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. Kevin Ensley noted a potential conflict of interest concerning a project included in the modifications to the SPOT submittal list and affirmed he would abstain from discussion and the vote on the aforementioned business item.

APPROVAL OF AGENDA

The agenda was presented for approval with no modification requested.

Anthony Sutton moved to approve the agenda as presented. Bob Davy seconded and the motion carried upon a roll call vote, and without further discussion.

PUBLIC COMMENT

Chairman Lapsley called for any public comments. No public comments were heard.

CONSENT AGENDA

Anne Coletta moved to approve the consent agenda consisting of the May 2020 minutes and the LAPP Priority Projects. Jennifer Hensley seconded, and the motion carried unanimously upon a roll call vote, and without further discussion.

NEW BUSINESS

5310 Project Selection

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for Section 5310 ran from January 31st through April 22nd, 2020. Additional information about Section 5310 is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>.

The 5310 Grant has two categories for funding:

- Traditional/Capital projects: at least 55% of the total funding amount has to go to "traditional" projects
- Other/Operations type projects: no more than 45% of the total funding amount can go to those projects.

FY 2019 5310 Funding Available	\$ 337,035	55% of Funds* (Traditional)	\$185,369
Admin	\$ 33,704		
After 10% Admin	\$ 303,332	*note percentage divisions were calculated before 10% admin	

*It is important to note that 10% of the original allocation is set aside for Administrative funds for the City of Asheville, so "Other" projects will only receive up to 35% of total funding as a result since Traditional projects are required to receive a minimum of 55% of the allocation before administrative costs are considered.

MPO staff reviewed the 5310 applications, rating them based on a scorecard. The following pages show recommendations for awarding 5310 funds based on scores. This year, for the 5310 projects, there was a quantitative scoring methodology devised. The final scorecard is included and score justifications were available in a separate attachment to the agenda.

Revisions were made to the original funding recommendations after applicants were asked to adjust their budgets to only show the FY21 Period of Performance and were asked what the impact of receiving less than they requested would be. This informed the following revised funding alternatives and recommendation.

Project Overview			High (5), Mid (3), Low (1), Non-Compliant (0)						
Non-Compliant - 0	Lowest Priority - 1	Mid Priority - 3	High Priority - 5	Ineligible Project, Undetermined Mobility Improvements, and Low Utilization	Not Aligned	No Match, Unrealistic Budget	No Support	Undetermined	
				Tier 1 Eligibility	New Service, Low Mobility, & Average Utilization	Some Alignment	Anticipated Match and Attainable Budget	County Shared-Ride Support	Poor Grant Administration, Financial, & Technical
				1. Eligible Applicant 2. Complete Application Package 3. Eligible Project 4. Secured Match	Expansion, Average Mobility, & High Utilization	Average Alignment	Identified Match and Feasible Budget	County Shared-Ride and Stakeholder Support (<2)	Average Grant Administration, Financial, & Technical
				New Service, Replacement, High Mobility, High Utilization, RELIES on 5310 Funding	Strong Alignment	Secured Match and Strong Budget	County Shared-Ride and Stakeholder Support (2 or more)	Strong Grant Administration, Financial, & Technical	
Applicant	Project Title	Total Cost	Tier 1 Eligibility Yes/No Fulfills the Listed Eligibility Requirements	Project Needs and Goals (30%)	Aligns with Locally Coordinated Plan (15%)	Financial Need and Project Budget (20%)	Coordination and Outreach (15%)	Managerial Capacity (20%)	TOTAL SCORE (Out of 50)
Buncombe County	SEDAP (Supplemental Elderly and Disabled Transportation Assistance Program)		Yes	5	5	5	3	5	47
City of Asheville	City of Asheville Paratransit Service	\$166,832.00	Yes	5	5	3	5	5	46
Buncombe County	RIDE (Ridership Independence for the Disabled and Elderly) Voucher Program	\$13,508.00	Yes	5	5	5	3	5	47
Council on Aging	Call-A-Ride	\$15,196.00	Yes	5	5	5	5	5	50
Madison County	Mars Hill Transportation	\$17,426.00	Yes	5	5	5	5	5	50
Madison County	Nutrition Access	\$14,745.00	Yes	5	5	5	5	5	50
Mountain Projects	URBAN Fixed Route Paratransit	\$86,272.00	Yes	5	5	3	5	5	46
Land of Sky Regional Council	Senior Companion Program	\$22,527.00	Yes	5	5	3	5	5	46

The *Scoring Justification* packet provided a detailed explanation regarding scores.

Alternative 1

Fund all highest scoring projects fully and reduce funding for lowest scoring projects.

*Note that in order to reach the 55% Traditional Project requirement, Buncombe County would be given funding that is not needed for FY21 to apply towards FY22.

Applicant	Project Name	Project Score (out of 50)	Total Recommended Funding Level	Local Match based on funded amount	Recommended Funding Level	Federal Funding Amount Requested	Amount recommended for funding vs. applied for
Traditional Projects: Fully Fund Asheville--remaining funds to Buncombe County							
Buncombe County	Supplemental EDTAP	47	\$ 18,559.00	\$ 4,640		\$ -	\$ 18,559.00
City of Asheville	ADA Paratransit	46	\$ 166,832.00	\$ 41,708	100%	\$ 166,832	\$ -
Total			\$ 185,391			\$ 166,832	

Other projects : Fund Other Projects in Full, reducing lowest scoring two projects request							
Buncombe County	RIDE Voucher Program	47	\$ 13,508	\$ 13,508	100.0%	\$ 13,508	\$ -
Council on Aging of Buncombe County, Inc.	Call-A-Ride Program	50	\$ 15,196	\$ 15,196	100.0%	\$ 15,196	\$ -
Madison County	Mars Hill Transportation	50	\$ 17,426	\$ 17,426	100.0%	\$ 17,426	\$ -
Madison County	Nutrition Access	50	\$ 14,745	\$ 14,745	100.0%	\$ 14,745	\$ -
Land of Sky Regional council	Senior Companion Program	46	\$ 11,815	\$ 11,815	52.45%	\$ 22,527	\$ (10,712)
Mountain Projects	URBAN Fixed Route Paratransit	46	\$ 45,250	\$ 45,250	52.45%	\$ 86,272	\$ (41,022)
Total Other Projects			\$ 117,940			\$ 169,674	

5310 Federal Funding Allocated, Spring 2020 5310 Call for Projects	\$ 303,331	Percentage of Total Funding Traditional (min. 55%) vs. Other (max. 45%)
Total Traditional Projects funding-federal FTA 5310	\$ 185,391	55.0% Required 55% or higher
Total Other Projects funding-federal FTA 5310	\$ 117,940	35.0%
Total Admin (10% of Total Allocation)	\$ 33,704	
Total	\$ 337,035	90.0%

Larry Harris moved to approve the 5310-funding recommendation provided by the TCC. Gwen Wisler seconded, and the motion carried upon a roll call vote and without further discussion.

JARC Call for Projects

JARC (Jobs Access Reverse Commute) is a competitive pot of funds set aside from Section 5307 Urban Transit Formula funds to encourage regional connectivity. The FBRMPO holds a call for projects once a year, and the City of Asheville is the Designated Recipient for these funds, which are divided into two categories—Haywood County JARC

set-aside and Regional JARC funds. The application process for JARC (Spring 2020) ran from January 31 to April 17. Additional information about the program is available at <http://frenchbroadrivermpo.org/5310-and-jarc/>.

FBRMPO Spring 2020 Jobs Access Reverse Commute (JARC) Call for Projects Funding Available	
Regional JARC Allocation utilizing FY 2019 (estimated amount as of March 2019, based on (10% set-aside of FTA 5307 expected allocation to Asheville UZA)	\$296,270
Regional JARC-10% Administration	\$29,627
Total Regional Jobs Access Reverse Commute (JARC) Available for Spring 2020 JARC Call for Projects minus Administrative Fee	\$266,643
Haywood County JARC-FY 2019 Funding	\$221,314
Haywood County JARC-10% Administration	\$22,131
Haywood County JARC Available for Spring 2020 JARC Call for Projects (FY 2019) minus 10% Administrative Fee	\$199,183

Haywood County JARC Funds:

Haywood County dedicated funding, which was recommended by the Prioritization Subcommittee on May 5, 2020 to be funded as follows (with unused funds of \$5,783 going towards next year's Call for Projects):

JARC Projects Preliminary Recommendation for Funding					
Projects Submitted	Recommended Funding Level	Total Recommended Funding	Local Match Based on Funded Amount	Federal Funding Amount Requested	FBRMPO Expected TIP Amendment Date
Mountain Projects (Haywood County) URBAN Fixed Route Capital	\$ 94,400	118,000	23,600	\$ 94,400	June 2020
Mountain Projects (Haywood County) URBAN Fixed Route Operations	\$ 99,000	198,000	99,000	\$ 99,000	June 2020
City of Asheville-Administrative Oversight of Mountain Projects JARC project (at 10% of funding requested)	\$ 22,131	22,131	--	\$ 22,131	June 2020
Total Haywood County Jobs Access Reverse Commute (JARC) Set-Aside Including Admin. Oversight	\$ 215,531	215,531	122,600	\$ 215,531	June 2020

Regional JARC (Alternative 1):

Fully fund FY21 needs for both the City of Asheville and Buncombe County. The leftover funding (\$23,019) will be added to the next Call for Projects

JARC Projects Preliminary Recommendation for Funding

Projects Submitted	Recommended Funding Level	Total Recommended Funding	Local Match Based on Funded Amount	Federal Funding Amount Requested	Grant Funding Type Allocated to the Project	FBRMPO Expected T Amendment Date
Buncombe County Black Mountain Trailblazer Operating Assistance (two years of operations funding requested, April 2021 - June 2023).	\$ 12,066	24,132	12,066	\$ 12,066	10% set-aside for JARC of regional 5307 allocation	June 2020
City of Asheville Black Mountain Transit Route 170-Continued Support for Operations, two years of funding requested, Jan 2021-June 2022.	\$ 231,558	463,116	231,558	\$ 231,558	10% set-aside for JARC of regional 5307 allocation	June 2020
City of Asheville-Administrative Oversight of JARC projects (at 10% of funding requested)	\$29,627			\$ 29,627	10% set-aside for JARC of regional 5307 allocation	June 2020
Combined Jobs Access Reverse Commute (JARC) Regional Funding Projects Selected for Funding Including Admin. Oversight	\$ 273,251	\$ 273,251		\$ 273,251		
Marked in green: right of first refusal (Haywood portion) projects or administrative fee						

Brian Caskey moved to approve the funding alternative recommended by the TCC. Kevin Ensley seconded and the motion carried upon a roll call vote, and without further discussion.

SPOT Submittal Modifications

The Prioritization Process (SPOT) is the primary process in which transportation projects are selected for funding in North Carolina. The process is governed by the Strategic Transportation Investments (STI) law, passed in 2012, which details a data-driven and transparent process to determine which transportation improvement projects will receive state and/or federal transportation funds that are obligated by NCDOT. The MPO primarily participates by submitting projects for consideration and allocating local input points to help boost the likelihood of a project being funded.

The SPOT deadline for submittals was pushed back from April to the end of July, which allowed additional time for modifications to be requested by local governments and NCDOT Divisions. MPO staff received two requests for modifications to the MPO's submittal list that require TCC and Board approval.

With the SPOT deadline extended to the end of July for submittals, two modifications have been requested: The first is a request from the Town of Canton to replace the previously approved sidewalk project on Old Clyde Road and to replace it with a sidewalk project on Champion Drive. The Champion Drive project would overlap the STBGDA-funded section, but there is currently only STBGDA funds programmed for PE and ROW.

The second request came up during the MPO Board meeting in March. Division staff noted concerns that the sections of Hendersonville Road in Buncombe County did not match what the Division believes are more immediate concerns. After discussions with the Division and Local Government staff, FBRMPO staff recommends that two projects still be submitted for this round of prioritization. One project will remain the same:

-US 25 (Hendersonville Road) from NC 280 (Airport Road) to NC 146 (Long Shoals Road), Access Management.

The other section would be a replacement of what was previously on the list:

-US 25 (Hendersonville Road) from NC 146 (Long Shoals Road) to the Blue Ridge Parkway, Access Management

This would remove the section from I-40 to the Blue Ridge Parkway.

In sum, projects being **added** to the MPO's SPOT Submittal List:

Route	From	To	Improvement	Mode	County
US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	Blue Ridge Parkway	Access Management	Highway	Buncombe

Champion Drive	North Canton Road	Thickety Road	Sidewalks	Bike/Ped	Haywood
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Projects **removed** from the MPO's SPOT Submittal List:

Route	From	To	Improvement	Mode	County
US 25 (Hendersonville Road)	Overlook Road	I-40	Access Management	Highway	Buncombe
Old Clyde Highway	Blackwell Drive	Greenberry Street	Sidewalks	Bike/Ped	Haywood

As a reminder, project submittals for the prioritization process have been delayed to July 31. The full schedule from NCDOT is available here: <https://connect.ncdot.gov/projects/planning/MPORPODocuments/P6.0%20Schedule%204-14-2020.pdf>

Jennifer Hensley moved to approve the modification to the MPO's SPOT Submittal List. Brian Caskey seconded the motion. Kevin Ensley abstained from participation in this item of business and the vote due to a potential conflict. The motion carried upon a roll call vote and without further discussion.

Draft MTP 2045

The Metropolitan Transportation Plan (MTP) is a federally required planning document that MPOs are required to update and maintain to reflect planned transportation investments in the region over the next twenty-five years. The MTP is required to be fiscally constrained, meaning that projects in the MTP have to be reasonably expected to work within projected revenues. The French Broad River MPO is required to update its MTP every five years with the next update due in September, 2020.

The Prioritization Subcommittee has recommended the Draft MTP 2045 to be taken out for public comment for consideration. The draft includes growth projections for the region, documented goals and objectives, an overview of planning factors with recommendations, the region's financial plan, and 25-year project list.

The MPO's Public Involvement Plan requires a 30-day public comment period. MPO staff would provide a public comment period through July and August with outreach and events. Final approval of the MTP is required in September.

Key Elements of the MTP

- Growth projections for the five-county area over the next 25 years.
 - Based on the "Land Use Study" that was completed and approved by the MPO in January, 2020
 - Projects more than 189,000 new residents, economic changes, and increased wealth
 - Projections for each jurisdiction and within jurisdictions is available
- Goals and Objectives for the MPO and the regional transportation network
 - Most goals are the same as the MTP 2040 with two additional goals:
 - Maintenance
 - Equity
- Overview of federally required planning factors and recommendations for planning staff to pursue at the planning or implementation levels
- Financial Plan that lays out anticipated revenues over the next 25 years and how those funds are required to be allocated
 - The financial plan is largely based on STI/SPOT with roadway funding broken out into Statewide Mobility, Regional Impact, and Division Needs tiers
 - Anticipates more than \$4,000,000,000 in transportation improvements
- List of projects that meet the financial plan's projected revenues

- The MTP is required to list projects in the TIP (funded projects) but also includes projects submitted to SPOT and a few additional priorities, which could happen in the 30-35 year timeframe.
- Environmental Justice analysis to examine the distribution of benefits and burdens of planned transportation projects

Discussion occurred regarding the financial plan and it was noted that these projections were based on factors prior to NCDOT's cash flow issues. Tristan Winkler noted that the MTP has a very optimistic financial forecast, in order to get ahead of what is submitted for funding. Chair Lapsley noted that the projection is based on current revenues; projects could change. Tristan Winkler offered that projecting funding out for 25 years is part science but also part interpretation. No way to know how much funding might be available over 25 years. More realistic to view this as a 30-35-year Plan.

Next Steps

Step	Date
TCC & Board Approval of the Draft MTP	June, 2020
Public Input Period	July-August, 2020
TCC & Board Approval of the Final MTP	September, 2020

The Draft MTP is available for review here: http://frenchbroadrivermpo.org/wp-content/uploads/2020/06/MTP2045_Draft_FBRMPO.pdf

Larry Harris moved to approve taking the draft MTP out for the required 30-day public comment period during July-August 2020. Anthony Sutton seconded, and the motion carried upon a roll call vote, and without further discussion.

REGULAR UPDATES

- Updates were provided by Division 13 and Division 14.
- FBRMPO Committee & Workgroup Updates:
 - Prioritization – Met June 2. Next meeting planned for July 7.
 - Transit Operators Workgroup – Met on June 16. Next meeting TBD.
 - Citizens' Advisory Committee – Met April 15. Next meeting in July.
 - Hellbender Regional Trail is in draft form and open for comments to the MPO.
 - Held a digital, online coffee with a transportation planner that had over 300 people online for the event.
- Legislative Updates – Federal updates included the Invest In America Act, which is a five year proposal worth \$500 billion and could provide quite an infusion of program dollars, although it is not addressed in the bill where those would come from-, however, there is not much chance of it passing. State updates included House Bill 77, which could restructure NCDOT, if enacted. There was considerable bi-partisan support for the bill and it is anticipated that the Governor plans to sign the legislation. The bill makes major changes to the highway fund budget, especially impactful to highway maintenance. The most often heard thing about the proposed legislation is the dollars for public transportation, which is meant to be a one-time cut and is in response to the CARES Act funding distributed to transportation planning organizations. The bill has been passed by the House and Senate and is awaiting signature by the Governor.

ANNOUNCEMENTS

Applications for Bike/Ped planning grants from NCDOT are due at the end of June.

An online public symposium for the Hendersonville Road Corridor Study is available on the FBRMPO website (www.frenchbroadrivermpo.org).

ADJOURNMENT

Anthony Sutton moved to adjourn the meeting. Bob Davy seconded and the meeting adjourned as there was no further business