

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3A:

June 11, 2020 Minutes

French Broad River Metropolitan Planning Organization

Minutes from the TCC Virtual Meeting Via Zoom on June 11, 2020

ATTENDANCE:

Josh O'Conner	Tristan Winkler	Zia Rifkin	Nick Kroncke
Daniel Sellers	Troy Wilson	Jodie Ferguson	Matt Cable
Eric Rufa	Autumn Radcliff	Janna Peterson	Steve Williams
Candace Lettis	Chris Medlin	Jessica Morriss	Nathan Bennett
Harry Buckner	Emily Scott-Cruz	John Degalecki	Stephen Sparks
Lori Boyer-Davenport	Dan Baechtold	William High	Joyce Garland
Daniel Cobb	Michael Dawson	Erica Anderson	Amy Barcomb
Lonnie Watkins	David White	Lucy Crown	Jessica Trotman

WELCOME AND HOUSEKEEPING

Chair O'Conner opened the meeting, welcomed everyone, and roll call followed.

CONSENT AGENDA

Chair O'Conner indicated that the Consent Agenda included the May 14, 2020 minutes and the LAPP Priority Projects. He requested approval for the Agenda at this time, as well.

Autumn Radcliff moved to approve the previous minutes, the LAPP Priority Projects and the agenda, as presented. William High seconded and the motion was approved upon a roll call vote of the member governments present.

PUBLIC COMMENT

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

John Dagelecki, Secretary of the Triple Creek Property Owners’ Association expressed concern about NCDOT project R-2588 (widening of NC 191 from NC 25 in Hendersonville to NC 280 south of Mills River, to multi-lanes) commented about whether the overall transportation needs of the region continues to support funding this project. He noted the current construction schedule and the significant disruption to the neighborhood as the project might extend for many, many years. Requested that TCC members use this moment to decide if all projects should be reevaluated due to the disruptions everyone is facing in their lives.

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 would 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 5310 applications, rating them based on a quantitative scorecard. The following table shows recommendations for awarding 5310 funds based on scores. After initial submissions, revisions were requested from applicants to reflect only the FY21 Period of Performance and applicants were asked what

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

the effect of receiving less than that requested would be. Those answers informed the Prioritization Subcommittee's recommended funding alternative.

<u>Project Overview</u>		<u>High (5), Mid (3), Low (1), Non-Compliant (0)</u>				
Non-Compliant - 0		Ineligible Project, Undetermined Mobility Improvements, and Low Utilization	Not Aligned	No Match, Unrealistic Budget	No Support	Undetermined
Lowest Priority - 1	<u>Tier 1 Eligibility</u> 1. Eligible Applicant 2. Complete Application Package	New Service, Low Mobility, & Average Utilization	Some Alignment	Anticipated Match and Attainable Budget	County Shared-Ride Support	Poor Grant Administration, Financial, & Technical
Mid Priority - 3	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
High Priority - 5		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

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

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 will 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	

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

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%	

Jessica Morriss moved to approve the funding recommendation given by the Prioritization Subcommittee and to move the item forward to the MPO Board for consideration of approval. Vicki Eastland seconded the motion, which carried upon a roll call vote, and without further discussion.

JARC Call for Projects

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 31st to April 17th. 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):

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

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) would 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 TIP 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						

Jessica Morriss moved to approve the funding alternative recommended by the Prioritization Subcommittee. Matt Cable seconded and the motion carried upon a roll call vote, and without further discussion.

SPOT Submittal Modifications

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

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 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, which require TCC and Board approval.

Modifications Requested:

The first request came up in the MPO Board meeting in March. Division staff noted concern that the sections of Hendersonville Road in Buncombe County did not align with what the Division believes are more immediate concerns. After discussions with the Division and Local Government staff, a recommendation came forward that the two projects would 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.

The second is a request from the Town of Canton to replace the previously approved sidewalk project on Old Clyde Road with a sidewalk project on Champion Drive. The Champion Drive project would overlap the STBGDA-funded section, but there is currently only STBGDA funding programmed for PE and ROW.

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

Projects **removed** from the MPO’s SPOT Submittal List:

Route	From	To	Improvement	Mode	County
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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

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 31st. The full schedule from NCDOT is available here:

<https://connect.ncdot.gov/projects/planning/MPORPODocuments/P6.0%20Schedule%204-14-2020.pdf>

Dan Baechtold moved to approve the modifications to the MPO's SPOT Submittal List. Vicki Eastland seconded and 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. Tristan Winkler noted that all projects in the STIP, are required to be in the MTP.

The Prioritization Subcommittee has recommended the Draft MTP 2045 be taken out for public comment. 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 at 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

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

- 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 being submitted to SPOT and a few additional priorities
- Environmental Justice analysis to examine the distribution of benefits and burdens of planned transportation projects

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://frenchbroadrivemp.org/wp-content/uploads/2020/06/MTP2045_Draft_FBRMPO.pdf

Dan Baechtold moved to take the MTP out for the required 30-day public comment during July-August 2020. Nathan Bennett seconded, and the motion carried upon a roll call vote, and without further discussion.

REGULAR UPDATES AND INFORMATION ITEMS

Regular updates included NCDOT Division 13 and 14 updates, TPD updates and FHWA/FTA updates. MPO Subcommittees, Legislative, and Staff updates were also presented.

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

PUBLIC COMMENT

No public comments were received.

ADJOURNMENT

Chair O'Conner adjourned the meeting, as there was no further business.