

## Prioritization Subcommittee

### *Meeting Agenda*

September 7, 2021

9:00 AM

**Meeting to be held via Zoom:** <https://zoom.us/j/91373453789>

**Voting Members on the Committee:** Dan Baechtold (City of Asheville), Larry Harris (Black Mountain), Peyton O’Conner (Buncombe County, Chair), Autumn Radcliff (Henderson County), Anthony Sutton (Town of Waynesville), Elizabeth Teague (Town of Waynesville, Vice-Chair), Jerry Vehaun (Town of Woodfin)

<b>1. Welcome and Introductions</b>	Peyton O’Conner
<b>2. Public Comment</b>	Peyton O’Conner
<b>3. Approval of July, 2021 Meeting Minutes</b>	Peyton O’Conner
<b>4. Business</b>	
LAPP Project Selection Criteria	MPO Staff
5310 & JARC Call for Projects Timeline	MPO Staff
P 6.0 Discussion	MPO Staff
Cost Increases & MTP Amendments	MPO Staff
<b>5. News, Events, Updates</b>	Peyton O’Conner
<b>6. Public Comment</b>	Peyton O’Conner
<b>7. Adjournment</b>	Peyton O’Conner

=

## Item 3

### **Prioritization Subcommittee Meeting Minutes\* July 6, 2021**

#### **ATTENDING**

##### **Voting Members**

- Dan Baechtold, City of Asheville
- Autumn Radcliff, Henderson County
- Larry B. Harris, Town of Black Mountain
- Elizabeth Teague, Town of Waynesville
- Anthony Sutton, Town of Waynesville
- Jerry Vehaun, Town of Woodfin
- Peyton O'Conner, Buncombe County

##### **Non-Voting**

- Tristan Winkler, FBRMPO
- Nick Kroncke, FBRMPO
- Emily Scott Cruz, FBRMPO
- John Ridout, FBRMPO
- Hannah Bagli, FBRMPO
- Janna Bianculli, Henderson County
- Michael Dawson, FHWA
- Stephen Sparks, NCDOT
- Troy Wilson, NCDOT
- Hannah Cook, NCDOT
- Daniel Sellers, NCDOT
- Teresa Robinson, NCDOT

1. **Welcome and Introductions**

Peyton O'Conner called the meeting to order at 9:00 am. Members gave their introductions.

2. **Public Comment**

None at this time.

3. **Approval of July 2021 Minutes and Approval of Agenda**

The minutes from the previous meeting were reviewed. Jerry Vehaun made a motion to approve. Larry Harris seconded the motion. All approved.

4. **Business**

a. **Prioritizing Existing Committed Projects**

Tristan brought this item back to the group. The goal is to make a list of priorities with our existing committed projects because of the anticipation of project delays. NCDOT indicated it would be helpful if the MPO had a list of priorities in case delays occur. The purpose of the list (statewide and regional impact tiers) will be tied into logistics of NCDOT's scoring to determine priorities. MPO Staff seeks for a review of the list of criteria created previously.

The criteria includes SPOT Round (prioritizing those funded for longer), the SPOT Score (how high a project ranked during the SPOT process), being part of a larger project (I-26 connector, NC191 upgrades, US25A upgrades, etc), whether a project is cascaded (projects in native tier prioritized over cascaded projects), the schedule, and multimodal for Division Needs only (a qualitative criterion examining multimodal elements in a project). The list presented is not too mixed up—the projects with a clear schedule are at the top. MPO staff noted that the 280 project on the list may want to be bumped up (U-6124), recommended to move above U-5972 (Patton Ave/New Leicester) because it has been discussed a lot in Mills River and Henderson County because it has been discussed a lot and includes multimodal elements.

Dan Baechtold asked about costs listed and asked if the project costs would be discussed in this prioritization process. Tristan stated that a lot of the costs will be updated and will go up significantly. David Wasserman noted some of the cost increases. Tristan stated that costs was not a factor in the analysis. Elizabeth Teague asked if we were looking at the whole list or just the 10 projects in Regional Impact. The goal is to look at all of the projects, going list by list. Larry Harris asked how the list applies when we get communication that we need to reprioritize projects. Tristan said there's not a clear process yet with regards to project delays, but having a list to go off of would be helpful. Dan Baechtold asked if delayed projects would slip from committed to no longer committed. Tristan said that at this point, committed projects are always committed; however, especially in the regional impact tier, we are looking at a massive funding shortfall—Region G is about \$750 million over budget with just committed projects. Anthony Sutton asked about NC-280 and why it should be moved up. Tristan explained that it's a good project that overlaps with locally planned greenway in Mills River, it's an access management project, which is good for safety, and the project is one that Mills River lobbied hard to get into the TIP, recommending it goes above the Patton Ave project and below NC 191 project. Anthony Sutton said that sounds good to him. Elizabeth Teague asked why it scored 0 in project points—Tristan explained that we didn't weight the SPOT score very heavily. John Rideout further explained some of the observations involved in the scoring. Tristan asked if the Regional Impact list was good after bumping up the NC 280 project. The Prioritization Subcommittee did not have any objections and voted to approve the change U-6124 be moved above U-5972. Anthony Sutton made that motion. Dan Baechtold seconded.

The second list was Division Needs for Division 13 list. Tristan proposed moving I-40 Blue Ridge Road back up the list above the Swannanoa River Road project. Larry Harris was certainly supportive, as was Jerry Vehaun. Dan Baechtold agreed that moving a project in another jurisdiction was wise. Elizabeth Teague asked for clarity. Tristan explained that the sections of Swannanoa River Road are far out,

accelerating projects are low, so the question is how to best mitigate delays rather than re accelerate projects and overall getting some part of the Amboy/Meadow Road moved up, but with 2 sections of Swannanoa River Road and Amboy/Meadow would be a lot. Additionally, having a project outside of the urban center higher on the list would be good. Janna B. asked if this would help look at doing a road diet near the Ingles and if this change in priorities would help further those conversations. Tristan said that the forecast would reduce traffic on US70, so this change could help slow speeds down as you get into Black Mountain and also get infrastructure on the US70 corridor in Buncombe County's Master Plan, which was submitted as a request from Black Mountain into prioritization. Larry asked to clarify that we move I-4499 above U-5832, which Tristan confirmed. Larry moved to make that change. Anthony Sutton seconded the motion. Elizabeth Teague asked to talk more about Cane Creek and Mills Gap because of the industry that exists out that way, and that may be an area we can get ahead of. Hannah Cook stated that we have separate funding from prioritization for that project—mobility funds, she believes, but will need to check. She believes we are pursuing the intersection project without STI dollars and the corridor project is moving along. Hannah Cook said she'll bring information about that project back. Tristan doesn't recommend moving Swannanoa River Road to the bottom but notes that the City will likely be changing things on the project and get the project to a different point. He pointed out that with the river flooding, it will be a bigger project than turn lanes and multimodal infrastructure. There was a motion and a second made, so a roll call vote was held. All approved.

The last list is Division Needs in Division 14. The list has the least leapfrogging, with the only proposal being bumping up White Street. Elizabeth Teague noted that in the past year a project moved forward to replace the bridges over Richland Creek on Great Smokey Mountains Parkway, but to do that project they'll have to detour a lot of traffic onto Russ Ave during the same time the Russ Ave project is projected to start, and it seems that if both those projects are happening at the same time, it will be a traffic nightmare in Haywood County. There's been pushback from Lake Junaluska and Maggie Valley because of how the traffic flow will work around those projects, so we think perhaps switching U-5839 with U-4712 would be beneficial—both are important to Waynesville, but having Main Street during the Bridge Replacement instead of Russ Ave would be wise. South Main Street is further away from ROW acquisition (2024), whereas Russ Ave ROW date is now, according to David Wasserman. Anthony Sutton said that the Russ Ave project will cause traffic issues for Lake Junaluska, Maggie Valley, and Waynesville. Elizabeth said that the overlap of the bridge replacement projects and Russ Ave is the issue. Tristan proposed making the motion of the Committee contingent on what happens with the discussions about Russ Ave and the bridge replacement project. Autumn chimed in that she is fine with the White Street project being moved up but didn't know where to move it. Tristan said that with its schedule, moving it above the 19/23 project seems appropriate. It isn't too close to happening but he doesn't want to push it too far back either, so basically bumping it up one spot. So, the motion needed is to bump up the White Street project and potentially swapping Russ Ave and Main Street project based on future input from town of Waynesville. Autumn Radcliff motioned accordingly. Larry Harris seconded. Steve Williams said that the Russ Ave ROW acquisition is underway, authorized to restart 2 weeks prior. Peyton asked if there was further discussion. The vote was held and it received unanimous support.

b. 2019 US Census ACS Data & Transportation

Hannah Bagli presented ACS Commute to Work Data (pre-pandemic). Multiple maps were presented showing how people commuted to work in 2019 data. Cycling/walking was most popular in business districts. Bus travel is most popular in Asheville. Carpool is popular outside established town areas. Elizabeth observed that Brevard and Black Mountain/Montreat where it shows a high level of

bike/ped commuting both have completed greenways connecting residential areas to downtowns. Daniel Sellers thought the raw numbers would be interesting to see.

c. Strive 2021 Recap

John Rideout gave a recap of Strive 2021, which was an interesting hybrid of in person and virtual events. This year, the focus was on long-lasting product with Strive (getting around car-free event was a success, and we have a webinar and snippets for future year use) and in person events included bike rodeos and a walk audit for Lake Junaluska Elementary School. Strive also had self-directed events throughout Strive Week.

d. P 6.0 Update

Tristan doesn't have much to share, but there was a NCDOT Board of Finance committee meeting in which the current state of the budget was shared. Every funding tier in our region is over budget, just with committed projects. The Statewide Mobility Tier in the time frame between 2024 and 2033 is over \$2 billion over budget, Regional Tier is over \$750 million over budget. Division needs are lower—Division 13 is \$116 million over budget and Division 14 is \$80 million over budget. So there won't be any funding for new projects in P6.0. Tristan's understanding is that MPOs will meet and discuss what this means and what are the steps going forward with this round of prioritization. Some divisions have a little bit of money—3, 4, 6, 7, 9, and 11. All in all, the funding forecast is not bright. Tristan is interested in hearing what divisions with money will want to do next.

Peyton O'Conner wanted the minutes to note that Tristan's P6.0 update was quite possibly the most depressing news that has been brought before the group following a holiday weekend and applauded Tristan's efforts. David Wasserman also added that the cost increases only cover 86% of the projected cost increases (and that he's been told he's no longer allowed west of I-77).

Conversation continued asking about what future federal funding would mean for Prioritization. Tristan has heard from other MPOs that if we were to move forward and say let's wait until P7.0, what if all the funding becomes available and we need to move projects forward now. His take is that it would have to be a huge funding package to do anything like beyond getting projects closer to their original schedule, so he's leaning to rolling over funding towards the next round of prioritization but wants to hear from other MPOs too.

## 5. News, Events, Updates

## 6. Public Comment

Elizabeth Teague had a comment that she spent time on the French Broad River and on the Wilma Dykeman Greenway, and it's great to see how many people use them and what the economic impact has had. Otherwise, no comment at this time.

## 7. Adjournment

Peyton O'Conner adjourned the meeting.

# Item 4A

## LAPP Project Selection Criteria

*A discussion to determine the need to either keep or revamp the current approved LAPP project selection criteria*

### CURRENT SCORING METHODOLOGY

The LAPP scoring methodology criteria shown below was approved by the FBRMPO Board on **March 24, 2016**. Subsequent changes to the methodology can be made after the additional public input process and the Board's vote.

- Congestion
- Current Volume to Capacity Analysis (5 pts)
  - V/C < .2 = 0 points
  - V/C < .4 = 2 points
  - V/C < .6 = 3 points
  - V/C < .8 = 4 points
  - V/C > .8 = 5 points
- Addresses CMP Strategies (5 pts)
  - 1 CMPS = 1 point
  - 2 CMPS = 2 points
  - 3 CMPS = 3 points
  - 4 CMPS = 4 points
  - 5 or more CMPS = 5 points
- Safety Based on FHWA Crash Reduction Factors (10 pts)
  - CRF < 10% = 0 points
  - CRF > 10% = 2 points
  - CRF > 20% = 4 points
  - CRF > 30% = 6 points
  - CRF > 40% = 8 points
  - CRF > 50% = 10 points
- <http://www.cmfclearinghouse.org/>
- <http://safety.fhwa.dot.gov/tools/crf/>

### **Mode effectiveness-bicycle and pedestrian**

- Missing Link (5 pts) Both sides connect to existing Bike/Ped facility Scale by distance of continuous facility (on residential collector or higher)
  - < .5 mi = 1 point
  - .5 mi to 2 mi = 3 points

- >2 mi 5 points
- Overcoming an Obstacle (5 pts) Project must create the crossing, not improve an existing crossing
- Limited-access facility, Railroad, Major Stream (USGS) 5 points
- Other 4+ Lane Roadway 3 points
- Connections (5 pts)

0.5 mi to other mode/greenway or activity center (i.e. school, parks/rec, government facility, shopping center, high density res, etc.) Points per connection

- Improve Commuter Patterns (5 pts)

Serves a footpath (residential collector or higher) Within +/- .25 mi of existing or proposed transit services

### ***Transit Projects and Alternative Fuels Projects Funded with STBG-DA (on a 100-point scale):***

- Geographic Equity- 40 points for local jurisdictions with populations under 20,000 in the MPO, 30 points or local jurisdictions with a population of 20,000 or greater in the MPO.
- Service Connectivity
  - for transit: 40 points if the transit capital project will support trips taken across county lines; 20 points if the transit capital project will support a system that directly connects to another operator's route or a Park-and-Ride Lot or
  - For Alternative fuel projects: 40 points if the alternative fuel station will be accessible to the public and located at a convenient location off an interstate exit, on a US route or on an NC route, easily accessible to drivers traveling across county lines; 20 points if the alternative fuel station will be open to the public but not accessible via an interstate exit, a US route or an NC route
- Cost effectiveness:
  - Cost effectiveness score will be scaled to 20. For transit: ratio of expected (revenue miles per year)/(proposed project cost) ; if the project includes only one bus, please provide the average number of revenue miles per route or per bus.
  - For alternative fuel projects: use (vehicles per day charging capacity)/(proposed cost).

### ***Roadway, Intersection and Bike Ped Projects Funded with STBG-DA (on a 100-point scale)***

- Geographic Equity— (10 or 20 points)
  - 20 points to local jurisdictions with a population under 20,000 in the MPO,
  - 10 points to local jurisdictions with a population of 20,000 or greater in the MPO.
- Local Priority (up to 10 points)
  - 10 points per submitting agency; all submissions must have at least 1 pt assigned; no more than 10 pts for any project (Non-submitting local jurisdictions may apply up to 5 points total on projects that directly impact their jurisdiction.)
- Local Match (up to 15 points)
  - Local match points: Minimum Match Required – 20% (0 points);
  - if local match is at least 30% - 5 points;
  - If local match is at least 40% - 10 points;

- if local match is at least 50% - 15 points
- MTP (10 pts-Roadway)/Plan compliant (5 pts-Bike/Ped)
  - Roadway Horizon 1 or 2 in the MTP or identified as a Congestion Management Plan Hot Spot– 10 points
  - Roadway Horizon 3 or 4 in the MTP – 5 points
  - Roadway Horizon 5 in the MTP in the MTP (2035) – 3 points
  - Post-Year (CTP) – 0 points
  - Bike Ped projects in a local or regional adopted plan—5 pts
- Project phase (10/5/3)
  - Construction Projects – 10 points
  - NEPA and/or Design Projects – 5 points
  - Feasibility/planning studies – 3 points
  - ROW – 0-10 points\*
  - \*ROW points will be determined based on what other phases have been completed and/or have committed sources of funds. (EXAMPLE: If a project has committed construction funds, ROW applications will receive 10 points. If PE has been completed or has committed funding, the project will receive 5 points.)
- Prior Funding (up to 5 pts)
  - prior funding from any sources can be applicable including prior local funding for the study/corridor/ROW, etc.
- Cost Effectiveness (up to 10 pts)
  - Cost Effectiveness calculated as: (Total Points – Local Match Points) / Program Cost Scaled with top project earning 10 points
- Mode-effectiveness (up to 20 pts-roadway; 25 pts-bike ped)
  - Roadway Effectiveness (*\*must improve traffic conditions*): *made up of Congestion and Safety*
  - Bicycle/Pedestrian Effectiveness: score based on Missing Link factor or Obstacle factor (Connecting existing activity centers/transit stops or stations/bike lane/sidewalks/greenways)
- **Mode effectiveness-roadway:**
  - Congestion
    - Current Volume to Capacity Analysis (5 pts)
    - V/C < .2 = 0 points
    - V/C < .4 = 2 points
    - V/C < .6 = 3 points
    - V/C < .8 = 4 points
    - V/C > .8 = 5 points
  - Addresses CMP Strategies (5 pts)
    - 1 CMPS = 1 point
    - 2 CMPS = 2 points
    - 3 CMPS = 3 points
    - 4 CMPS = 4 points
    - 5 or more CMPS = 5 points
  - Safety Based on FHWA Crash Reduction Factors (10 pts)
    - CRF < 10% = 0 points
    - CRF > 10% = 2 points
    - CRF > 20% = 4 points

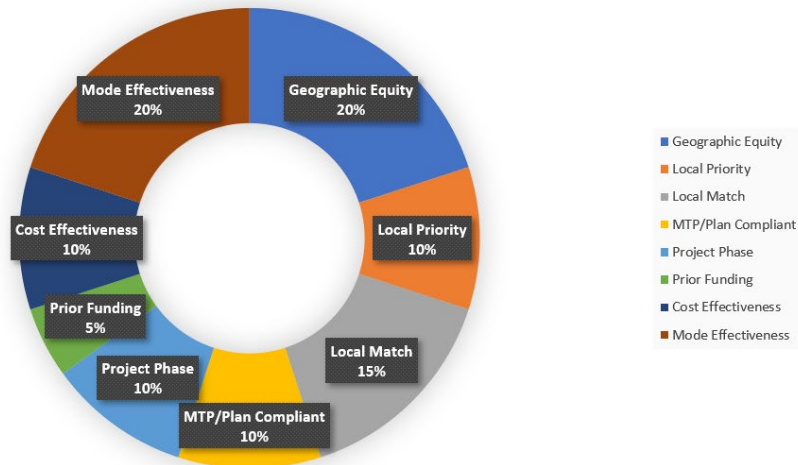


# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

- CRF > 30% = 6 points
- CRF > 40% = 8 points
- CRF > 50% = 10 points
  - <http://www.cmfclearinghouse.org/>
  - <http://safety.fhwa.dot.gov/tools/crf/>
- **Mode effectiveness-bicycle and pedestrian**
  - Missing Link (5 pts) Both sides connect to existing Bike/Ped facility Scale by distance of continuous facility (on residential collector or higher)
    - < .5 mi 1 point
    - .5 mi to 2 mi 3 points
    - >2 mi 5 points
  - Overcoming an Obstacle (5 pts) Project must create the crossing, not improve an existing crossing
    - Limited-access facility, Railroad, Major Stream (USGS) 5 points
    - Other 4+ Lane Roadway 3 points
  - Connections (5 pts)
    - 0.5 mi to other mode/greenway or activity center (i.e. school, parks/rec, government facility, shopping center, high density res, etc.) Points per connection
  - Improve Commuter Patterns (5 pts)
    - Serves a footpath (residential collector or higher) Within +/- .25 mi of existing or proposed transit services
  - Safety (5 pts)
    - Project addresses a documented safety issue (TEAAS Crash Report)

Roadway Point Distribution

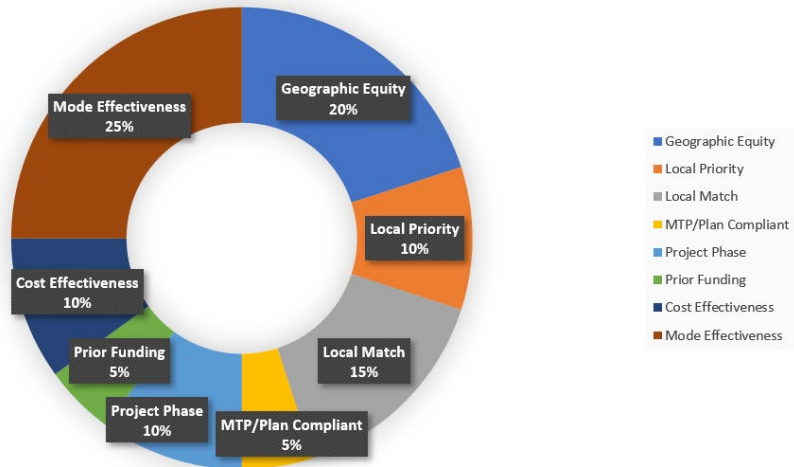


a program of Land of Sky

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Bike/Ped Point Distribution



# Item 4B

## 5310 & JARC Call for Projects Timeline

### Section 5310

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 5310 Grant has two categories for funding:

1. Traditional/Capital projects: At least 55% of the total funding amount must go to “traditional” projects
2. Other/Operations type projects: no more than 45% of the total funding amount can go to these projects

Additional information about Section 5310 is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>

### ARPA

The Asheville UZA was awarded American Rescue Plan Act (ARPA) funds for Section 5310 as well. The funds are to be used for 5310 operations and payroll (if recipients have furloughed employees). The UZA received \$60,154 in additional Section 5310 funds. As we did with CRRSAA funding, ARPA funding, which totals \$54,139 after taking out 10% Admin costs for the City of Asheville, will be added to this Call for Projects. The distribution of ARPA funds will be contingent on the applications received. To note: when CRRSAA funds were added to the last Section 5310 Call for Projects, it was recommended that only one applicant receive that funding. This made the process easier to manage for the City of Asheville; however, the decision was made after receiving submitted applications.

### Funding Available:

FY 2020's Section 5310 Allocation	
FY 2021 FTA Section 5310 Funds Available to Asheville UZA	\$354,278
Section 5310 Admin at 10%	\$35,428
Remaining Section 5310 after Admin	\$318,850
American Rescue Plan Act (ARPA) Section 5310*	
ARPA 5310 (Total)	\$60,154
10% Admin	\$6,015
Remaining ARPA after Admin	\$54,139

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Evaluation Criteria

Slight revisions were made to the 5310 Scorecard following the last Call for Projects and selection process. MPO Staff requests that the Prioritization Subcommittee reviews the Evaluation Criteria (below) and the application timeline for approval.

SCORECARD FOR 5310 PROJECTS		
	Possible Points	
<b>Project Needs and Goals</b>	35	0
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	0-10	
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	0 – 5	
Does applicant include map of service area and requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	0 or 10	
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	0-5	
Does the project align with organizational mission? To what degree?	0-5	
<b>Project Budget and Organizational Preparedness</b>	25	0
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	0 or 5	
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	0 or 5	
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0 – 5	
To what extent will project be affected if it does not receive funding?	0-10	
<b>Project Implementation</b>	25	0
Does the proposal outline an implementation and evaluation plan?	0 or 5	
Does the application identify key personnel?	0 or 5	
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described? Does applicant describe process of evaluating service?	0 – 5	
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	0-10	
<b>Equity, Coordination, and Outreach</b>	15	0
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	0-5	

To what extent does the applicant include plans to market to target group and promote awareness of the project?	0 – 5	
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	0 or 5	
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0 or 5	
<b>TOTAL (Out of 100, with 5 additional bonus points)</b>	<b>105</b>	

## JARC Call for Projects / Application / Evaluation

JARC (Jobs Access Reverse Commute) is a competitive pot of funds set aside from Section 5307 Urban Transit Formula funds to encourage regional connectivity, *to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.* The FBRMPO holds a call for projects for federal funding, and the City of Asheville is the Designated Recipient for these funds.

In previous years, the FBRMPO has held two JARC Calls for Projects—one that was available to the region and one that was available only for Haywood County. However, on July 1, 2021, Haywood County became a direct subrecipient of Section 5307 Urbanized Area Transit Formula Funds. As such, there will only be a Regional JARC Call for Projects going forward. Additional information about the program is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>

<b>FBRMPO Fall 2021 Jobs Access Reverse Commute (JARC) Call for Projects Funding Available</b>	
Regional JARC – FY 2021 at 10% of FTA 5307 Amount allocated to the Asheville Urbanized Area	<b>\$343,962*</b>

\* This funding includes the annual allocation (\$311,281) as well as \$32,681 that were reprogrammed from Winter 2020's JARC Call for Projects. It is also important to note that admin costs will not be included in this Call for Projects. However, if an applicant has a capital project submitted, then the City of Asheville is entitled to collect 10% of the capital project's cost for administration fees.

**Slight revisions were made to the JARC Evaluation Criteria following the last Call for Projects and Selection. Please review the Criteria below:**

Project Evaluation Criteria for JARC	Possible Points
Project Needs/Goals and Objectives	30

Is the project consistent with JARC program? (i.e. do goals and objectives align with JARC program)	0-10
To what degree will the project increase or enhance service to low-income individuals? Does the project address unmet needs?	0 – 5
Does the project address a need identified in the Coordinated Human Services Transportation Plan? Does applicant include map of service area?	0 or 5
To what extent will the project be affected if it does not receive JARC funds? 0=unaffected, 10=unable to exist	0 – 10
<b>Implementation Plan and Evaluation</b>	<b>20</b>
Does the proposal outline an implementation and evaluation plan? Does implementation plan identify key personnel?	0 or 5
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described?	0 – 5
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	0-5
Does the project appear to be the best way to meet the need identified? Does it align with the organizational mission?	0 – 5
<b>Project Budget</b>	<b>20</b>
Did applicant submit a clearly defined project budget? Did applicant provide proof of local match?	0 or 5
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0 – 5
To what extent will project be affected if it does not receive funding?	0-10
<b>Equity, Coordination, and Outreach</b>	<b>15</b>
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	0-5
To what extent does the applicant include plans to market to target group and promote awareness of the project?	0 – 5
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	0 or 5
<b>Program Effectiveness and Performance Indicators</b>	<b>10</b>
To what extent does applicant demonstrate that proposal is most appropriate method of service delivery and is a cost-effective approach?	0 – 5

Does applicant provide description of the process of monitoring and evaluation of service? Is there a description of steps that will be taken to measure effectiveness and impact of project on targets?	0 – 5
<b>Innovation</b>	5
Does project contain new or innovative concepts with potential for improving access and mobility for target population and potential for future application elsewhere in the region?	0 or 5
<b>Alternative Fuels/Fuel Efficiency (BONUS POINTS)</b>	5
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0 or 5
<b>TOTAL (out of 100, with 5 additional bonus points)</b>	<b>105</b>

The proposed timeline for Fall 2021’s Call for Projects for both Section 5310 and JARC is below:

<b>Fall 2021 Call for Projects Timeline</b>	
<b>September 27, 2021</b>	<b>5310 and JARC call for projects opens</b>
<b>October 29, 2021</b>	<b>5310 and JARC applications due to FBRMPO</b>
<b>November 2021</b>	<b>FBRMPO Prioritization Subcommittee meets to review the 5310 and JARC applications</b>
<b>November 2021</b>	<b>TCC approves 5310 and JARC project selection</b>
<b>November 2021</b>	<b>MPO Board votes on 5310 and JARC project selection</b>
<b>November 2021</b>	<b>MPO Board approves TIP Amendments for 5310 and JARC projects</b>

**MPO Staff seeks a recommendation from the TCC that the Board approves the Call for Projects’ timeline and evaluation criteria for JARC and Section 5310.**

# Item 4C

## P 6.0 Discussion

MPO staff will provide an update and lead a discussion on next steps for the development of the 2024-2033 State Transportation Improvement Program (STIP.)

Funding projections for the 2024-2033 STIP (committed projects only):

Statewide Mobility		Regional Impact			Division Needs		
Available Funding	Programming Status	Region	Available Funding	Programming Status	Division	Available Funding	Programming Status
<b>\$9.4 B</b>	<b>\$2.22 B Over</b>	A	\$588.8M	\$181.8M Over	1	\$506M	\$52.1M Over
		B	\$855.1M	\$348.2M Over	2	\$506M	\$113.7M Over
		C	\$1.56B	\$32.3M Over	3	\$506M	\$101.5M Under
		D	\$1.17B	\$392.4M Over	4	\$506M	\$192.0M Under
		E	\$1.46B	\$490.1M Over	5	\$506M	\$131.2M Over
		F	\$784M	\$268.5M Over	6	\$506M	\$121.7M Under
		<b>G</b>	<b>\$609.2M</b>	<b>\$929.9M Over</b>	7	\$506M	\$91.7M Under
					8	\$506M	\$22.1M Over
					9	\$506M	\$49.8M Under
					10	\$506M	\$38.6M Over
					11	\$506M	\$22.3M Under
					12	\$506M	\$207.7M Over
					<b>13</b>	<b>\$506M</b>	<b>\$165.4M Over</b>
					<b>14</b>	<b>\$506M</b>	<b>\$80.1M Over</b>



# Item 4D

## Cost Increases & MTP Amendments

MPO staff, after receiving the cost increases from NCDOT, applied the updated costs to the Metropolitan Transportation Plan's (MTP's) financial plan to see the impact. Below are the impacts to each tier of the MTP:

	Statewide Mobility	Regional Impact	Division Needs (Division 13)	Division Needs (Division 14)
<b>MTP Budget</b>	\$ 2,109,333,000	\$ 691,606,000	\$ 549,812,500	\$ 530,812,500
<b>Initial MTP Costs</b>	\$ 2,073,417,000	\$ 689,654,000	\$ 545,388,000	\$ 530,783,000
<b>Updated Costs</b>	\$ 2,253,309,989	\$ 1,164,222,000	\$ 686,421,000	\$ 641,278,000
<b>Net Cost Increase</b>	\$ 179,892,989	\$ 311,468,000	\$ 141,033,000	\$ 110,495,000
<b>Shortfall</b>	\$ (143,976,989)	\$ (472,616,000)	\$ (136,608,500)	\$ (110,465,500)
<b>% Overbudget</b>	-7%	-68%	-25%	-21%

### Potential Next Steps:

1. Consider cutting projects from the MTP
2. Consider changes to committed projects (i.e., change widenings to modernization or intersection improvement projects)

Statewide Mobility Projects in the MTP:

TIP ID	Route	From	To	Cost	Improvement	County
I-4400 B	I-26	US 25	NC 280	\$82,152,000	Widening	Henderson
I-4700	I-26	NC 280	I-40	\$62,468,000	Widening	Buncombe
I-4759	I-40	Liberty Road	-	\$51,764,989	Construct New Interchange	Buncombe
I-4409	I-40	Blue Ridge Road	-	\$31,900,000	Construct New Interchange	Buncombe
I-2513 B	I-26	Haywood Rd	Broadway	\$644,505,000	Widening	Buncombe
I-2513 C	I-26	I-40/I-240	-	\$217,602,000	Improve Interchange	Buncombe
I-6018	I-40	I-240/US 74A	-	\$35,100,000	Interchange Improvement	Buncombe
I-6021	I-40	Porter's Cove Road	-	\$7,200,000	Interchange Improvement	Buncombe
I-4400 A	I-26	US 25	US 64	\$115,300,000	Widening	Henderson
I-6054 C	I-40	Wiggins Road	Monte Vista Road	\$218,800,000	Widening	Buncombe
I-6054 A	I-40	US 74	NC 215	\$60,500,000	Widening	Haywood
I-6054 B	I-40	NC 215	Exit 37 (Wiggins Road)	\$169,500,000	Widening	Haywood
A-0010 AB	Future I-26	US 25	SR 2207	\$72,500,000	Modernization	Buncombe
A-0010 AC	Future I-26	SR 2207	South of SR 2148	\$27,500,000	Modernization	Buncombe

a program of Land of Sky

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

	I-240	Charlotte Street	-	\$9,225,000	Interchange Improvement	Buncombe
	I-240	Merrimon Avenue	-	\$26,986,000	Interchange Improvement	Buncombe
	US 23/74 (Great Smokey Mountains Expressway)	I-40	Blue Ridge Parkway	\$243,022,000	Access Management/Widening	Haywood
	I-40	US 25 (Hendersonville Road)	Patton Cove Road	\$177,285,000	Widening	Buncombe

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Regional Impact Projects in the MTP:

TIP ID	Route	From	To	Cost	Improvement	County
I-2513A	I-26	I-40	Haywood Road	\$192,300,000	Widening	Buncombe
A-0010AA	Future I-26	Broadway	US 25	\$280,000,000	Widening	Buncombe
U-5783	US 64	Blythe Street	White Pine Drive	\$41,500,000	Widening	Henderson
U-6049	NC 225	South Main	US 176	\$7,800,000	Bridge Widening	Henderson
U-6124	NC 280	NC 191	NC 191	\$28,100,000	Access Management	Henderson
U-3403B	NC 191	Ledbetter Road	Blue Ridge Parkway	\$87,400,000	Widening	Buncombe
U-5781	US 25@Edgewood Rd	-	-	\$1,003,000	Intersection Improvement	Buncombe
U-2801A	US 25A	US 25	Rock Hill Road	\$195,320,000	Widening	Buncombe
U-5972	NC 63	US 19/23	Newfound Road	\$38,600,000	Access Management	Buncombe
U-5971	US 19 (Patton Avenue)	NC 63	-	\$2,700,000	Intersection Improvement	Buncombe
U-5973	US 19 Business	New Stock Road	-	\$200,000	Intersection Improvement	Buncombe
AV-5735	Runway Construction	-	-	\$300,000	Runway Construction	Buncombe
I-4400C	I-26	US 25	NC 280		Widening	Henderson
U-3403A	NC 191	Ledbetter Road	NC 280 (Boylston Highway)	\$31,212,000	Widening	Buncombe, Henderson
	US 25 (Hendersonville Road)	Blue Ridge Parkway	NC 146 (Long Shoals Road)	\$56,189,000	Access Management	Buncombe
	US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	\$40,859,000	Access Management	Buncombe

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

	US 25A (Biltmore Avenue), US 25 (McDowell Street), Southside Avenue	Hilliard Avenue	All Souls Crescent	\$15,339,000	Roadway Upgrade	Buncombe
	US 25 (Merrimon Avenue)	Wembley Road	I-240	\$10,890,000	Road Diet	Buncombe
	US 23A (Haywood Road)	State Street, N Louisiana Avenue		cost reflected in HD134520	Multiple Intersection Improvements	Buncombe
	US 70 (Tunnel Road)/US 74A (South Tunnel Road)	I-240	Blue Ridge Parkway	\$37,900,000	Access Management	Buncombe
	US 25/US 19/23B (Weaverville Highway)	Elkwood Avenue	Reems Creek Road	\$6,253,000	Access Management	Buncombe
	New Clyde Highway	NC 215	Midway Crossings Drive	\$8,283,000	Access Management	Haywood
	US 19 (Dellwood Road)	US 276 (Russ Avenue)	US 276 (Jonathan Creek Road)	\$15,987,000	Access Management	Haywood
	US 25B (Asheville Highway)	North Main Street	-	\$2,952,000	Intersection Improvement	Henderson
	US 19/23 (Smokey Park Highway)	I-40	NC 151	\$44,041,000	Access Management	Buncombe
	US 19 (Dellwood Road)	US 23/74 (Great Smokey Mountains Expressway)	US 276 (Russ Avenue)	\$19,094,000	Access Management	Haywood

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Division Needs (Division 13) MTP Projects:

TIP ID	Route	From	To	Cost	Improvement	County
R-5779	Crossroads Parkway	Current limits of SR 1631	SR 1632	\$4,071,000	New Roadway	Madison
U-5832	NC 81	Biltmore Avenue	S Tunnel Road	\$27,000,000	Modernization	Buncombe
U-5837	Riceville Road	US 70	Clear Vista Lane	\$19,400,000	Modernization	Buncombe
U-6163	Mills Gap Road	Cane Creek Road	-	\$2,800,000	Intersection Improvement	Buncombe
U-4739	Amboy/Meadow Road	I-240	Biltmore Avenue	\$63,400,000	Modernization	Buncombe
U-6230	New Access Road for Enka Commerce Park	US 19/23	NC 112	\$1,300,000	New Roadway	Buncombe
U-5834	Mills Gap Road	US 25	Weston Road	\$15,333,000	Widening	Buncombe
U-6162	N Louisiana Avenue	US 19/23	Emma Road	\$20,000,000	Modernization	Buncombe
U-6046	NC 81 (Swannanoa River Road)	US 70	US 74A	\$43,100,000	Modernization	Buncombe
U-6047	NC 112 (Sand Hill/Sardis Road)	NC 191	US 19/23	\$136,600,000	Widening	Buncombe
	Bruce Road	N Main Street	Bailey Street	\$2,914,000	Modernization	Madison
	Blue Ridge Road	Blue Ridge Assembly Drive	NC 9	\$1,844,000	Modernization	Buncombe
	Woodfin Street	Central Avenue	Lexington Avenue	\$5,000,000	Modernization	Buncombe
	US 70	Blue Ridge Road	NC 9	\$13,106,000	Road Diet	Buncombe
	US 25A (Sweeten Creek Road)	I-40	US 25 (Biltmore Avenue)	\$3,838,000	Roadway Upgrade	Buncombe
	US 70 (Tunnel Road)/US 74A (South Tunnel Road)	The Tunnel	NC 81 (Swannanoa River Road)	\$51,815,000	Access Management	Buncombe

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

	US 25 (Hendersonville Road)	I-40	Blue Ridge Parkway	66,557,00 0	Access Management	Buncom be
	US 19/23 (Patton Avenue/Smokey Park Highway)	I-40	Haywood Road	\$55,764,0 00	Access Management	Buncom be
	Rock Hill Road	US 25 (Henderson ville Road)	US 25A (Sweeten Creek Road)	\$2,817,00 0	Modernizatio n	Buncom be
	Haywood Road	Craven Street	US 19/23 (Patton Avenue)	\$15,441,0 00	Modernizatio n	Buncom be
	Broadway	Chestnut	I-240	\$13,366,0 00	Modernizatio n	Buncom be
	Beaverdam Road	US 25 (Merrimon Avenue)	Webb Cove Road	\$7,714,00 0	Modernizatio n	Buncom be
	US 25A (Sweeten Creek Road)	I-40	Rock Hill Road	\$24,037,0 00	Access Management	Buncom be
	New Location (Peachtree Road Extension)	US 25 (Henderson ville Road)	US 25A (Sweeten Creek Road)	\$22,063,0 00	New Roadway	Buncom be
	US 74A (Fairview Road)	NC 81 (Swannano a River Road)	Cedar Street	\$29,859,0 00	Access Management	Buncom be
	Elkwood Avenue	NC 251 (Riverside Drive)	US 25 (Merrimon Avenue)	\$7,451,00 0	Modernizatio n	Buncom be
	NC 280 (Airport Road)	I-26	French Broad River	\$29,831,0 00	Access Management	Buncom be
I- 2513 D	SR 1477 (Riverside Drive)	Hill Street	Broadway Avenue	\$9,500,00 0	Widening	Buncom be

Division Needs (Division 14) MTP Projects:

TIP ID	Route	From	To	Cost	Improvement	County
U-6172	US 23/74	Balsam View Drive	Old Balsam Road	\$23,000,000	Modernization	Haywood, Jackson
R-5921	US 276	US 19	I-40	\$20,700,000	Modernization	Haywood
R-2588 B	NC 191	Mountain Road	NC 280	\$107,600,000	Widening	Henderson
R-5748	Kanuga Road	US 25B	Little River Road	\$43,400,000	Modernization	Henderson
U-6048	US 19/23	Chestnut Mountain Road	Wiggins Road	\$29,200,000	Modernization	Buncombe, Haywood
U-5888	US 23B	Walnut Street	-	\$5,800,000	Intersection Improvement	Haywood
U-6159	US 276	US 23/74	US 19	\$30,100,000	Access Management	Haywood
U-5839	US 276	US 23/74	US 23B	\$21,200,000	Access Management	Haywood
U-6158	US 276	Crymes Cove Road	-	\$3,800,000	Intersection Improvement	Haywood
U-5886	White Street	Willow Road	US 176	\$36,500,000	Roadway Realignment	Henderson
U-5887	Highland Lake Road	NC 225	US 176	\$7,600,000	Modernization	Henderson
U-5840	Old Airport Road	US 25	Mills Gap Road	\$8,785,000	Widening	Henderson
U-4712	US 23B (South Main Street)	Hyatt Creek Road	US 276	\$50,540,000	Widening	Haywood
U-5548	Brown Avenue	Boyd Avenue		\$500,000	Roadway Realignment	Haywood
U-6160	US 19 (Soco Road)	Fie Top Road	Blue Ridge Parkway	\$26,610,000	Modernization	Haywood
	US 19/23	Chestnut Mountain Road	NC 215	\$6,475,000	Roadway Upgrade	Haywood



# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

	Fanning Bridge Road	US 25 (Hendersonville Road)	NC 280 (Airport Road)	\$6,628,000	Modernization	Henderson
	White Pine/Hebron Road	US 64	Kanuga Road	\$17,875,000	Modernization	Henderson
	Signal Hill/Thompson/Berkley	NUS 64 (Four Seasons Boulevard)	US 25B (Asheville Highway)	\$11,613,000	Modernization	Henderson
	Blythe Street	NC 191	US 64	\$6,891,000	Modernization	Henderson
	Butler Bridge Road	US 25B (Hendersonville Road)	NC 191 (Boylston Highway)	\$18,000,000	Modernization	Henderson
	Duncan Hill Road	US 64 (Four Seasons Boulevard)	Signal Hill Road	\$5,650,000	Modernization	Henderson
	Walnut Street	US 276	N Main Street	\$6,000,000	Modernization	Haywood
	US 64	Howard Gap Road	Fruitland Road	\$12,068,000	Access Management	Henderson
	Sulphur Springs/Smathers Street	Hazelwood Avenue	Miller Street	\$7,818,000	Multiple Intersection Improvements	Haywood
	Brown Avenue	Belle Meade Avenue	Hazelwood Avenue	\$3,000,000	Modernization	Haywood
	US 64	Fruitland Road	Gilliam Road	\$11,944,000	Modernization	Henderson
	Elysinia Avenue	US 23/74 (Great Smokey Mountains Expressway)	Hazelwood Avenue	\$2,500,000	Modernization	Haywood
	US 176 (Spartanburg Highway)	NC 225	Upward Road	\$40,701,000	Access Management	Henderson
	Shepherd Street/Airport Road	NC 225	Tracey Grove Road	\$11,798,000	Modernization	Henderson

a program of Land of Sky

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

	US 25B (Asheville Highway)	NC 191	I-26	\$53,363,000	Access Management	Henderson
	Dellwood Road	US 276 (Russ Avenue)	Miller Street	\$3,000,000	Modernization	Haywood