

Technical Coordinating Committee

January 9, 2020 – 11:00 A.M., Land of Sky Regional Council

Agenda

1. **WELCOME AND HOUSEKEEPING (10 min)**

 - A. Welcome and Introductions, Approval of Agenda Josh O'Conner

2. **PUBLIC COMMENT**

3. **CONSENT AGENDA** Josh O'Conner

 - A. November 21, 2019 Minutes
 - B. 5310 Call for Projects
 - C. JARC Call for Projects
 - D. STBGDA & TAPDA Call for Projects
 - E. 2018-2027 Transportation Improvement Program (TIP) Amendments

4. **BUSINESS (45-60 min)**

 - A. FY 2020 PWP Amendment MPO Staff
 - B. Draft FY 2021 PWP MPO Staff
 - C. Land Use Study- Preferred Growth Scenario MPO Staff
 - D. Highland Lake Road TIP Removal Request MPO Staff

5. **REGULAR UPDATES (15 min)**

 - A. NCDOT Division 13 and 14 updates Mark Gibbs/Brian Burch or Designee
 - B. Transportation Planning Branch Daniel Sellers
 - C. FHWA/FTA Updates Michael Dawson
 - D. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
 - E. Legislative Updates MPO Staff

6. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (15 min)**

7. **TOPICS FOR NEXT MEETING**

8. **PUBLIC COMMENT**

9. **ADJOURNMENT**

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METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3:

Consent Agenda

Item 3A: November, 2019 TCC Minutes

Item 3B: 5310 Call for Projects

Item 3C: JARC Call for Projects

Item 3D: STBGDA & TAPDA Call for Projects

Item 3E: 2018-2027 Transportation Improvement Program Amendments

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METROPOLITAN PLANNING ORGANIZATION

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Item 3A:

November 21, 2019 Minutes

French Broad River Metropolitan Planning Organization

Minutes from the TCC meeting, November 21, 2019

ATTENDANCE:

Josh O'Conner	Tristan Winkler	Zia Rifkin	Nick Kroncke	Emily Scott-Cruz
Eric Rufa	Mike Dawson	Janna Peterson	Joel Setzer	Dan Baechtold
Autumn Radcliff	Nathan Bennett	Daniel Heyman	Brian Burgess	Pat Christie
Jessica Trotman	Steve Williams	Stephen Sparks	Hannah Cook	Troy Wilson
Chris Lee	Chris Medlin	Josh Kannick	Dana Bolden	
Jodie Ferguson	Colby Brown	Mariate Echeverry		

WELCOME AND HOUSEKEEPING

Chairman Josh O'Conner opened the meeting and introductions followed.

CONSENT AGENDA

Chairman O'Conner requested approval for the Consent Agenda consisting of the October 2019 TCC minutes, the 2020 Meeting Calendar, and the 2018-2027 TIP Modifications He requested approval of the Agenda, as well.

Autumn Radcliff moved to approve the Consent Agenda and the Agenda as presented. Brian Burgess seconded, and the motion carried as all were in favor.

PUBLIC COMMENT

No public comments were made.

BUSINESS

Oklawaha Greenway Feasibility Studies Presentation

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Henderson County recently completed two feasibility studies, funded in-part by the MPO. The feasibility studies looked at extending the Oklawaha Greenway: one to the north to Westfeldt Park and the other to the south to Blue Ridge Community College and the Park at Flat Rock. Henderson County staff presented information on the two studies.

Janna Peterson with Henderson County Planning shared about the feasibility studies conducted for the Oklawaha Greenway. The STBG-DA funding for the studies was overseen through the FBRMPO. The Oklawaha Greenway is identified in the County's Greenway Master Plan. The feasibility studies focus on extending the current 4-mile trail to the north and south and included estimates for fixing current Oklawaha flooding issues in Jackson Park. The study proposes 14 miles of new greenways in the county. The purpose of the Oklawaha Greenway is to help get cars off the roadways and provide an alternative for commuters.

Autumn Radcliff with Henderson County Planning, shared about the public and stakeholder engagement that was conducted as part of the feasibility study. Many stakeholders were identified including BRCC, the hospitals, the public school system, Duke Energy, and the railroad, among others. A landowner workshop was also offered as part of the public input component of the study. Feedback from stakeholders included comments about the flooding issue in Jackson Park. Generally, feedback included many positive comments. Landowner willingness is a big component of the greenway as the County has not planned to take any land as part of the greenway's development. Henderson County is partnered with Conserving Carolina, who was instrumental in individual landowner outreach. In addition, the county was in direct conversation with BRCC, the railroad and Duke Energy. Next steps include looking at potential alignments and working with Conserving Carolina to achieve the easements. Developers see the greenway as a perk for homeowners in the area.

Information only. No action requested.

Prioritization Subcommittee Vacancy

The MPO's Prioritization Subcommittee is made up of seven members- four TCC members and three Board members. The subcommittee meets once a month on the first Tuesday at 9:00am. The subcommittee was initially formed to deal with the prioritization process but has evolved into the general steering committee for all MPO efforts, including updating the MPO's land use projections, and any other regional plan underway. The seat currently held by Councilmember John Dockendorf (Village of Flat Rock) will be vacated in December and would need to be replaced by an MPO Board member.

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Autumn Radcliff moved that the MPO Board should recommend one of their members for service on the Prioritization Subcommittee. Matt Cable seconded the motion, which was approved without further discussion.

2045 Population & Employment Projections (Land Use Study Update)

The purpose of the study is to primarily provide projected employment data for the MPO's 2045 Travel Demand Model. Between 2015 and 2045 the five-county region is expected to grow by almost 190,000 additional residents. The study primarily looks at where that growth is expected to occur and assigns population and employment projections to Transportation Analysis Zones (TAZs). The consultant has been tasked with developing two growth scenarios: (1) Baseline and (2) Alternative Growth. These scenarios are based on growth scenarios developed as part of the GroWNC planning initiative in 2012. Manhan and Associates presented on the projections from each growth scenario, along with additional data. The MPO Board will be tasked with determining a preferred growth scenario that would be used for the 2045 Travel Demand Model for the region.

Initial projections from each of the growth scenarios follow:

The following are different links with the Alternative Growth Scenario outputs, based on GroWNC's "Efficient Growth" Scenario:

Household change: <https://arcg.is/01Ou1q>

Household population change: <https://arcg.is/bqrnz>

Total employment change: <https://arcg.is/0j9z1O>

Employment change by type: <https://arcg.is/1aiyH9>

The following are different links with the Business as Usual Scenario outputs.

Household change: <https://arcg.is/nSiyb>

Household population change: <https://arcg.is/mnyiK>

Total employment change: <https://arcg.is/qG1fK>

Employment change by type: <https://arcg.is/0OGXXX>

Colby Brown with Manhan Group shared about the work being done on the 2045 FBRMPO Socio-Economic Land Use Forecast. He provided an overview of the study, which looks at households, population and jobs within the region and includes major employment sectors, all rooms by lodging type with everything allocated to "transportation analysis zones" (TAZs). Since this is a very tourism-driven region, interviews were conducted with the TDA. He reviewed the base year (2010-2015) update and noted that the region grew faster than anticipated during the time interval. In addition, updated information from available sources on where this growth occurred at various resolutions included IMPLAN and Moody's (county-level), Census ACS and LEHD data (block group, FBRMPO ELUSE layer (parcel), etc. A thorough development

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pipeline was gathered, too, and a forecast for hotel rooms and other lodging was conducted. He noted that “other” lodging was expected to grow faster than hotels in the region. Employment growth in the FRMPO region expected to occur at a rate of .78%, population at 1.14%. Colby Brown provided an overview of employment growth by sector and he noted that retail growth is overtaking manufacturing. Household income is expected to rise, which drives decisions made by developers. He provided a high-level summary of forecast scenarios that included the baseline 2045 forecast considerations. The EG (Efficient Growth) update is based upon GroWNC 2040 efficient growth scenarios.

Tristan Winkler noted that the efficient growth model puts a lot of growth in the East Asheville area. Colby Brown reviewed the maps (provided as a handout) for employment pipeline changes, household population changes, etc. He also provided a comparison of transportation impacts and noted that the EG model showed mixed results including a slight reduction in total VMT (Vehicle Miles Traveled) but potentially higher speeds on highways. Colby Brown opined that the walkup scenario deserves further study and that disaggregation of results to block/parcel level may help to fill in missing understanding of development at the local level. An alternate version of the model could be used for disaggregation of results.

Tristan Winkler encouraged the TCC to consider making a growth scenario recommendation. Discussion occurred about the Board feeding into the TCC in order to make a recommendation. Discussion occurred about the allocation models and Colby Brown noted that those can shift a bit between the scenarios. He shared that land use decisions could impact the walkup scenario.

Discussion occurred regarding the nature of the constraints given for the walkup scenario and Colby Brown shared that the walkup scenario was approached from generalized land use constraints and incentives for developers to engage with the walkup scenario.

Brian Burgess moved to postpone making a formal recommendation on the model until the Board could weigh in. Autumn Radcliff seconded the motion which carried without further discussion.

REGULAR UPDATES AND INFORMATION ITEMS

Regular updates included NCDOT Divisions 13 and 14, TPD and FHWA/FTA updates. MPO Subcommittee, Staff and Legislative updates were presented, too.

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ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

PUBLIC COMMENT

No public comments received.

ADJOURNMENT

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

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Item 3B:

5310 Call for Projects

French Broad River MPO will hold a call for 5310 projects (FTA Transportation for Seniors and Individuals with Disabilities) in the Spring of 2020, and the City of Asheville is the Designated Recipient for those funds. The application process for Spring 2020 will run from January 31 to March 27th. Section 5310 funds are directed towards improving mobility for seniors and individuals with disabilities by removing barriers to transportation and expanding transportation mobility options.

Administrative costs make up 10% of 5310 funds automatically. Then, there are two categories of 5310 projects towards which the remainder of funds can be directed—traditional and other. At least 55% of projects must be classified as **traditional**, which are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. Traditional projects are either capital assistance, operating assistance, or ADA vehicle-related equipment. The remaining 35% of funding can either go to other projects or traditional projects. **Other projects** are public transportation projects that exceed the requirements of ADA, improve access to fixed route service and decrease reliance on complementary paratransit service, or provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

Staff recommends that TCC approve FTA Section 5310 (transit funding) spring 2020 call for projects timeline, with applications due March 27, 2020. FY 2019 FTA Section 5310 apportionment for Asheville UZA, **\$337,035** will be allocated through the spring 2020 call for projects.

Funding Available, Spring 2020 FBRMPO Region 5310 Call for Projects

FTA 5310 Seniors and Individuals with Disabilities, FY 2019 Apportionment, after 10% Admin	\$303,332 (\$33,703 Admin)
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The scoring methodology for 5310 project selection has been revised along with the application itself and the call for projects. A standardized scorecard will be utilized to evaluate projects on the following criteria:

- Project Need and Goals (30%)
- Alignment with Locally Coordinated Plan (10%)

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- Financial Need and Project Budget (15%)
- Coordination and Outreach (20%)
- Managerial Capacity (25%)

Projects will be scored by a non-biased Selection Committee. Selection Committee members will score each project based on the aforementioned criteria with specifications corresponding to each criteria. After completing scoring and weighting criteria as directed, the committee will meet to provide final recommendations for project selection. Those recommendations will then go through Prioritization Subcommittee, TCC, and Board approval.

The draft schedule is below:

2020 FTA Section 5310 Call for Projects Application Timeline	
January 31, 2020	5310 and JARC Call for Projects opens
March 27, 2020	5310 and JARC applications due to FBRMPO
April 2020	FBRMPO Prioritization Subcommittee meets to review 5310 and JARC applications
May 14, 2020	TCC approves 5310 and JARC project selection
May 28, 2020	MPO Board votes on 5310 and JARC project selection
June 25, 2020	MPO Board approves TIP Amendments for 5310 and JARC Projects

Staff recommends the TCC approve consent agenda item.

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Item 3C:

JARC Call for Projects

French Broad River MPO will hold a call for JARC (Jobs Access Reverse Commute) in the Spring of 2020, and the City of Asheville is the Designated Recipient for those funds. The application process for Spring 2020 will run from January 31 to March 27th. JARC funding has two categories for the spring 2020 call for projects:

- Haywood County dedicated funding
- Regional pot of JARC funding

The JARC grant program is intended 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. JARC funding now falls under the 5307 umbrella, so the FBRMPO sets aside a portion of 5307 funding for JARC—part of which goes to Haywood County and the remainder is the regional JARC funding.

The chart below shows the total 5307 funds, JARC set-aside, and division of funds between Asheville, Buncombe, Haywood, and Henderson:

Year of FTA 5307 Funding Apportionment	Total Section 5307 Allocation after JARC Set-Aside	% of Total*	City of Asheville/ Asheville Transit Services	% of Total*	Buncombe County/ Mountain Mobility	% of Total*	Haywood County/ Mountain Projects	% of Total*	Henderson County/ Apple Country Public Transit	JARC Set-Aside	Total 5307 Apportionment to Asheville Urbanized Area
FY2019	\$ 2,666,434	54.6%	\$1,455,873	19.2%	\$511,955	6.9%	\$183,984	19.3%	\$514,622	\$296,270	\$ 2,962,704

Staff recommends that TCC approve the spring 2020 JARC call for projects timeline with applications due March 27, 2020. The FY 2019 Haywood County portion of urban transit (5307) funding set-aside as JARC funding will be allocated through the spring 2020 call for projects.

Funding Available, Spring 2020 FBRMPO Region JARC Call for Projects	
Jobs Access Reverse Commute (JARC) Funding –Haywood County, FY 2019, after 10% Admin	\$165,568 (\$18,398 Admin)

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Item 3D:

STBGDA and TAPDA Call for Projects

What are STBGDA and TAPDA Funds?

Surface Transportation Block Grant- Direct Allocation (STBGDA) funds and Transportation Alternatives Program- Direct Allocation (TAPDA) are federal transportation funds that come directly to larger MPOs, including the French Broad River MPO. These funds may be programmed at the MPO's discretion, so long as projects meet eligibility requirements.

What types of projects are eligible?

STBGDA eligibilities are available here: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>

TAPDA eligibilities are available here: <https://www.fhwa.dot.gov/map21/factsheets/tap.cfm> (minor programmatic changes between MAP-21 and the FAST Act)

How are projects selected?

The MPO has a quantitative methodology, developed by the Prioritization Subcommittee that is used to evaluate and prioritize projects.

What has changed since the last call for projects?

Past call for projects at the MPO have utilized two years of funds at a time. However, the Prioritization Subcommittee has recommended that this call for projects utilize five years of funds, which would program STBGDA and TAPDA between FY 2022 and FY 2026. \$25,000,000 in STBGDA would be available to member governments and NCDOT over that time period; \$2,310,000 in TAPDA.

General Timeline for the Call for Projects

Date	Action
January, 2020	The MPO issues the Call for Projects
March, 2020	Project Applications due to MPO Staff
April, 2020	Prioritization Subcommittee discusses potential projects
May, 2020	The MPO TCC & Board approve selected projects
June, 2020	The TIP is amended to include selected projects
July, 2021	Earliest date for new projects to begin implementation

Action Required: Approval to move forward with the Call for Projects

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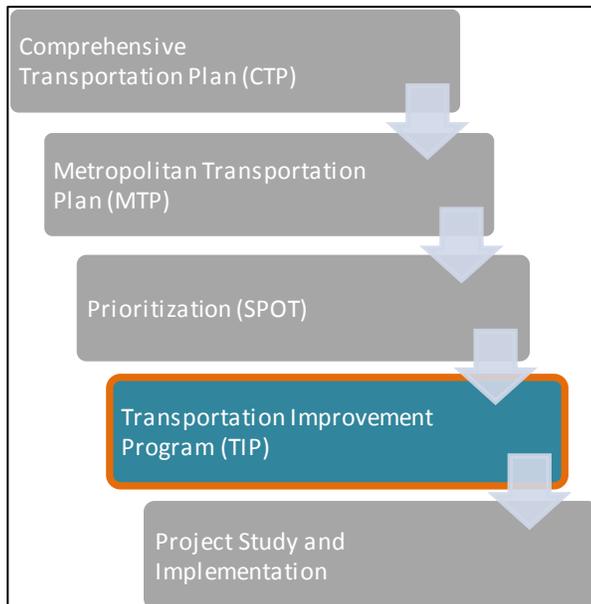
Staff Report & Recommendations

Item 3E:

2018-2027 TIP Amendments

Very Brief Overview

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period and is required to be in conformity with North Carolina's State Transportation Improvement Program (STIP). The TIP describes each project, a schedule for implementation, funding sources, and estimated costs.



TIP Amendments Overview

The proposed amendments for the 2018-2027 FBRMPO TIP requested are listed below, with a summary below:

- 3 projects funding shifted to utilize Build NC bonds
- Project added for a traffic separation study and highway-rail grade crossing safety improvements in NCDOT Divisions 13 and 14
- B-5901 – Consolidating bridge replacement on NC 191 with R-2588B
- EB-5790 – Delaying Preliminary Engineering from FY 19 to FY 20 for on-street crossings in Asheville's East of the Riverway project.
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2018 – 2027 TIP

TIP Amendments for Consideration

JANUARY 2020

FUNDING	FUNDING DESCRIPTION	FUNDING	FUNDING DESCRIPTION
ADTAP	Appalachian Development Transportation Assistance Program	L	Local
APD	Appalachian Development	NHP	National Highway Performance Program
BA	Bonus Allocation	NHPB	National Highway Performance Program(Bridge)
BOND R	Revenue Bond	NHPBA	National Highway Performance Program(Bonus Allocation)
CMAQ	Congestion Mitigation	NHPIM	National Highway Performance Program (Interstate Maintenance)
DP	Discretionary or Demonstration	O	Local, Non Federal or State Funds
ER	Emergency Relief	RR	Rail-Highway Safety
FBUS	Capital Program - Bus Earmark (5309)	RTAP	Rural Transit Assistance Program
FED	Unidentified Federal Funding	S	State
FEPD	Elderly and Persons with Disability (5310)	S(M)	State Match for STP-DA or Garvee Projects
FF	Federal Ferry	SMAP	Operating Assistance and State Maintenance
FMOD	Fixed Guideway Modifications	SRTS	Safe Roads to School
FMPL	Metropolitan Planning (5303)	STHSR	Stimulus High Speed Rail
FNF	New Freedom Program	STP	Surface Transportation Program
FNS	New Starts - Capital (5309)	STPDA	Surface Transportation Program (Direct Attributable)
FNU	Non Urbanized Area Formula Program (5311)	STPE	Surface Transportation Program (Enhancement)
FSGR	State of Good Repair	STPEB	Surface Transportation Program (Enhancement)
FSPR	State Planning and Research	STPOFF	Surface Transportation Program (Off System)
FUZ	Capital Program - Bus Earmark (5309)	STPON	Surface Transportation Program (On System)
HFB	Highway Fund Bridge Replacement Program	T	Highway Trust Funds
HP	High Priority	TAP	Transportation Alternatives Program
HRRR	High Risk Rural Roads	TAPDA	Transportation Alternatives Program (Direct Attributable)
HSIP	Highway Safety Improvement Program	TAPDA	Transportation Alternatives Program (Direct Attributable)
JARC	Job Assistance and Reverse Commute (3037)	TIGER	TIGER Discretionary Grants

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The following TIP Amendments are included in the January 2020
Consent Agenda

PROPOSED AMENDMENTS TO HIGHWAY PROJECTS IN THE 2018-2027 FBRMPO TIP

PROJECT	ROUTES	DIVISIONS	COUNTIES	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	Cost in Thousands										POST YEARS	
									2018	2019	2020	2021	2022	2023	2024	2025	2026	2027		
B-5901	NC 191	14	Henderson	Replace Bridge 440121 Over French Broad River Overflow	Work to be accomplished under Project R-2588B. Remove project from TIP.	\$ 2,200	ROW	NHPB				100								
							CST	NHPB					2,100							
R-2588B	NC 191	14	Henderson	NC 191, SR 1381 (Mountain Road) to NC 280 South of Mills River.	Project to Utilize Build NC Bonds.	\$ 87,235	PE	T				274	274	274	274	274	274	274	274	2,192
							BUILD NC ROW	T			215	215	215	215	215	215	215	215	215	1,505
							ROW	T			1,300	1,300								
							U	T			500									
							CST	BGANY							19,200	19,200	19,200	19,200		
U-5886	SR 1170 (White Street)	14	Henderson	SR 1170 (White Street), SR 1171 (Willow Road) to US 176 (Spartanburg Highway). Realign and Extend Roadway.	Project to Utilize Build NC Bonds.	\$ 35,510	PE	T				59	59	59	59	59	59	59	59	472
							BUILD NC ROW	T			257	257	257	257	257	257	257	257	1,799	
							ROW	T			4,623	4,624	4,623							
							U	T			400									
							CST	T						5,500	5,500	5,500				
U-5887	SR 1783 (Highland Lake Road)	14	Henderson	SR 1783 (Highland Lake Road), NC 225 to US 176. Upgrade Roadway.	Project to Utilize Build NC Bonds.	\$ 3,390	ROW	T			500									
							BUILD NC CST	T				86	86	86	86	86	86	86	688	
							CST	T				1,600								

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Item 4A:

FY 2020 UPWP Amendment & TIP Amendment

At the November, 2019 MPO Board meeting MPO Board Chair, Commissioner Lapsley introduced a proposal to increase funding at the MPO to increase staffing levels and adjust compensation.

In order to do this, the MPO would be able to pay for 80% of this effort through federal Surface Transportation Block Grant (STBG) funds, the other 20% would be required to come from local dues.

FY 2020 Amendment:

	Total	STBG Funds	Local Funds
General Increases	\$47,984	\$38,387	\$9,597

Jurisdiction	Percentage of Dues/Population	Total Dues Increase for FY 20
Buncombe County	36.56%	\$3,508.66
City of Asheville	21.07%	\$2,022.09
Henderson County	23.64%	\$2,268.73
City of Hendersonville	3.32%	\$318.62
Haywood County	10.6%	\$1,017.28
Town of Waynesville	2.49%	\$238.97
Madison County	2.32%	\$222.65

This change would be implemented February 1st, if approved, and would be budgeted in the FY 2021 Planning Work Program.

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To make this amendment, a TIP Amendment would also have to be made to flex more STBGDA funds to be used for planning.

Action: Make a Recommendation to the MPO Board regarding amending the FY 2020 PWP and the 2018-2027 TIP.

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				SECTION 5307				STBGDA (Flexed to PL)			FY 2020 STBG Flex Funds							
			Local 20%	Federal 80%	TOTAL	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	FTA 80%	5307 Total	Local	Federal	STBGDA	Project	Local	Federal	Total				
	II-A	Data and Planning Support	\$ 9,278	\$37,110	\$ 46,388	\$2,363	\$2,362	\$18,900	\$23,625															
44.24.00	II-A-1	Networks and Support Systems	\$ 5,413	\$21,650	\$ 27,063	\$1,890	\$1,890	\$15,120	\$18,900											TDM Coordinator	\$ 11,935	\$ 47,741	\$ 59,676	
44.23.01	II-A-2	Travelers and Behavior	\$ 3,095	\$12,381	\$ 15,476	\$473	\$472	\$3,780	\$4,725												Regional Transit Feasibility Study	\$ 20,000	\$ 80,000	\$ 100,000
44.23.02	II-A-3	Transportation Modeling	\$ 770	\$3,079	\$ 3,849																Biltmore Ave Feasibility Study	\$ 40,000	\$ 160,000	\$ 200,000
																					Ashev. Pedestrian and Greenwys Plan	\$ 135,000	\$ 140,000	\$ 275,000
	II-B	Planning Process	\$ 93,262	\$373,050	\$ 466,312	\$740	\$740	\$5,920	\$7,400					\$ 3,599	\$14,395	\$ 17,994					Asheville Bike Ped Count Equip.	\$ 12,000	\$ 48,000	\$ 60,000
44.23.02	II-B-1	Targeted Planning	\$ 8,508	\$34,031	\$ 42,539																Mud Creek Greenway Feas. Study	\$ 10,000	\$ 40,000	\$ 50,000
44.22.00	II-B-2	Regional Planning	\$ 12,437	\$49,749	\$ 62,186	\$740	\$740	\$5,920	\$7,400					\$ 2,399	\$ 9,597	\$ 11,996					Waynesville Grnway Feas. Study	\$ 14,400	\$ 57,600	\$ 72,000
44.27.00	II-B-3A	Special Studies Operations	\$ 2,317	\$9,270	\$ 11,587									\$ 1,200	\$ 4,798	\$ 5,998					Corridor Studies Pilot Operations	\$ 3,500	\$ 14,000	\$ 17,500
44.27.00	II-B-3B	Corridor Studies Pilot Operations	-	-	-																			
44.27.00	II-B-3C	Special Studies Pass-Through	\$ 70,000	\$280,000	\$ 350,000																			
																					FY 2020 STBG Flex Spec. Studies Total	\$246,835	\$587,341	\$834,176
	III-A	Planning Work Program	\$ 3,087	\$12,349	\$ 15,436	\$202	\$203	\$1,620	\$2,025															
44.23.02	III-A-1	Planning Work Program	\$ 2,318	\$9,270	\$ 11,588	\$202	\$203	\$1,620	\$2,025															
44.24.00	III-A-2	Metrics and Performance Measures	\$ 770	\$3,079	\$ 3,849																			
	III-B	Transp. Improvement Plan	\$ 7,746	\$30,984	\$ 38,730	\$540	\$540	\$4,320	\$5,400					\$ 3,599	\$14,395	\$ 17,994								
44.25.00	III-B-1	Prioritization	\$ 2,325	\$9,302	\$ 11,627									\$ 2,399	\$ 9,597	\$ 11,996					Hendersonville Road Corridor Study			Under Item II-B-3C
44.25.00	III-B-2	Metropolitan TIP	\$ 1,548	\$6,190	\$ 7,738	\$540	\$540	\$4,320	\$5,400												Tunnel Road Corridor Study			Under Item II-B-3C
44.25.00	III-B-3	Merger/Project Development	\$ 3,873	\$15,492	\$ 19,365									\$ 1,200	\$ 4,798	\$ 5,998								
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 6,827	\$27,308	\$ 34,135	\$1,675	\$1,675	\$13,400	\$16,750															
44.27.00	III-C-1	Title VI Compliance	\$ 770	\$3,079	\$ 3,849	\$1,675	\$1,675	\$13,400	\$16,750															
44.27.00	III-C-2	Environmental Justice	\$ 1,548	\$6,190	\$ 7,738																			
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$0	\$ -																			
44.27.00	III-C-4	Planning for the Elderly	\$ 644	\$2,576	\$ 3,220																			
44.27.00	III-C-5	Safety/Drug Control Planning	\$ -	\$0	\$ -																			
44.27.00	III-C-6	Public Involvement	\$ 3,866	\$15,463	\$ 19,329																			
44.27.00	III-C-7	Private Sector Participation	\$ -	\$0	\$ -																			
	III-D	Statewide & Extra-Regional Planning	\$ 11,604	\$46,416	\$ 58,020	\$0	\$0	\$0	\$0															
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 11,604	\$46,416	\$ 58,020																			
	III-E	Management Ops, Program Suppt Admin	\$ 17,018	\$68,073	\$ 85,091	\$1,980	\$1,980	\$15,840	\$19,800	\$21,000	\$0	\$84,000	\$105,000	\$ 2,399	\$9,597	\$11,996								
44.27.00		Management Operations	\$ 17,018	\$68,073	\$ 85,091				\$0	\$0	\$0	\$0	\$0	\$ 2,399	\$ 9,597	\$ 11,996								
44.27.00		Program Support Administration	\$ -	\$0	\$ -	\$1,980	\$1,980	\$15,840	\$19,800	\$ 21,000	\$0	\$84,000	\$ 105,000											
		TOTALS	\$148,822	\$595,290	\$ 744,112	\$7,500	\$7,500	\$60,000	\$75,000	\$21,000	\$0	\$84,000	\$105,000	\$9,597	\$38,387	\$47,984					FY 2020 STBG Flex Spec. Studies Total	\$ 246,835	\$ 587,341	\$ 834,176

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4B:

Draft FY 2021 UPWP

The French Broad River MPO is required to develop a Unified Planning Work Program (UPWP) and present a draft in January with the final approved in March.

What is a UPWP?

The UPWP is a federally mandated document for MPO's to produce that is, essentially, the MPO's budget. This includes line items of work for MPO staff as well as studies being carried out using federal planning funds.

Major Changes between the FY 2020 and FY 2021 UPWP

- The 2045 MTP is expected to be completed early in the fiscal year so less funding will be put towards developing the MTP
- More funding is being put towards TIP Development/Prioritization to go along with P 6.0
- More funding is being put towards Special Study Coordination with the Regional Transit Study and Corridor Studies expected to be on-going.
- More funding is being put towards Statewide Coordination with MPO Staff on the Statewide Resiliency Workgroup, SPOT Workgroup, Non-Motorized Planning Workgroup, and Data Users Workgroup.
- Less funding is being put towards "Regional Planning" with the 2045 MTP expected to be adopted in August, 2020.

FY 2021

**French Broad River MPO
Unified Planning Work Program**

**FRENCH
BROAD
RIVER**

METROPOLITAN PLANNING
ORGANIZATION
A PROGRAM OF LAND OF SKY

**Fiscal Year 2021 Unified Planning Work Program
for the
French Broad River Metropolitan Planning Organization**

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INTRODUCTION

In compliance with Federal law and guidelines, the French Broad River Metropolitan Planning Organization (FBRMPO) has developed a Unified Planning Work Program (PWP) for Fiscal Year 2021 that will help to carry out a cooperative, comprehensive, and continuous transportation planning process for the FBRMPO Planning Area.

In general, the PWP is the FBRMPO's budget for personnel tasks and planning studies, either carried out by the MPO or studies using MPO planning funds carried out by member governments. The PWP is largely funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), with reimbursements managed by the North Carolina Department of Transportation. PWP's can have five general funding sources:

-Statewide Planning and Research Program (SPR)- These funds are used by NCDOT to conduct work for the French Broad River MPO. (No SPR funds are programmed in FY 2021 PWP)

-FHWA Section 104(f) Funds- These funds are dedicated to MPO planning areas to perform metropolitan transportation planning tasks. A 20% local match is required.

-FTA Section 5303 Funds- These funds are used for transit planning in the MPO planning area by the region's 5303 Direct Recipient, the City of Asheville. The FTA provides 80% of these funds, NCDOT provides 10%, and the City of Asheville provides the 10% local match

-FHWA Surface Transportation Block Grant Program- Direct Attributable Funds- The funds are dedicated to Transportation Management Areas and these funds can be used for transportation planning. A 20% local match is required.

The local match requirements are shared by dues paying members of the French Broad River MPO in direct proportion to population within the MPO, per the 2010 US Census.

NARRATIVE OF SECTION 104(f) WORK TASKS TO BE PERFORMED

II-A Data and Planning Support		
II-A-1	Networks and Support Systems	MPO staff will maintain spatial data related to the planning area including roadway network changes, bike/ped infrastructure network changes, parking inventory changes, traffic volumes, crashes, bike/ped counts, other data related to Vehicle Miles Traveled and roadway capacity deficiencies.
II-A-2	Travelers and Behavior	MPO staff will begin to plan and develop updating base year data information for population, housing, and employment in the five-county area for the 2050 MTP, as well as collecting data related to travel-time and congestion-related data.
II-A-3	Transportation Modeling	MPO staff will work with NCDOT TPD staff to maintain the region's travel demand model, look at potential changes to the model's TAZs, and researching potential for the development of an active transportation model. <u>WORK PRODUCT:</u> Updated TAZs for the Travel Demand Model
II-B Planning Process		
II-B-1	Targeted Planning	MPO staff will continue coordination activities with the region's Clean Air Campaign, Clean Vehicle Coalition, and Land of Sky Resiliency efforts; begin more coordination with NCDOT Freight Planning efforts in the region; develop updated congestion and growth reports; participate in continued FAST Act and other planning training and workshop efforts.
II-B-2	Regional Planning	Complete the 2045 MTP and make amendments as necessary, continue to develop the Regional Trail effort, work with transit providers on implementing the 5307 sub-allocation study; amend the CTP, as necessary. <u>WORK PRODUCT:</u> The 2045 MTP
II-B-3A	Special Studies Operations	MPO staff will continue to provide support and oversight of on-going special studies in the region, including special studies managed in-house (TDM)

II-B-3B	Corridor Studies Operations	MPO staff will manage the corridor studies that will continue from FY 2020, including the Hendersonville Road Corridor Study and the Tunnel Road Corridor Study.
II-B-3C	Special Studies Pass-Through	Special Studies pass-through for FY 2021 is expected to only include the on-going TDM program, but several studies are expected to continue from the 2020 PWP, including the Hendersonville Road and Tunnel Road Corridor Studies.
III-A Planning Work Program		
III-A-1	Planning Work Program	<p>The MPO will develop a Planning Work Program in accordance with Federal requirements, with the guidance of the Technical Coordination Committee and MPO Board, a 5-year work plan, and maintain MPO certification.</p> <p>WORK PRODUCT: FY 2022 PWP</p>
III-A-2	Metrics and Performance Measures	<p>MPO staff will prepare quarterly reports to NCDOT Transportation Planning Division as well as prepare for and hold the MPO’s certification review with FHWA and FTA, scheduled for the fall of 2020.</p> <p>WORK PRODUCT: Quarterly Reports and Certification Review Findings</p>
III-B Transportation Improvement Program		
III-B-1	Prioritization	<p>The MPO will continue to participate in the Statewide Prioritization Process as mandated by the Strategic Transportation Investments Act of 2012. In FY 2021, the MPO expects to engage the public in P 6.0 activities, prioritize Regional Impact and Division Needs Local Input Points, provide guidance to local boards, local officials, and the public on the prioritization process.</p> <p>WORK PRODUCT: Local Input Point Methodology, Public Survey for P 6.0, and Local Input Point Assignment Documents</p>

III-B-2	Metropolitan TIP	<p>The MPO will maintain the TIP in coordination with NCDOT, transit providers, and local governments, and provide any remaining work tasks for the programming of STBGDA, TAPDA, 5310, and JARC funds.</p> <p>WORK PRODUCT: Amendments to the 2020-2029 TIP and required public input and documentation.</p>
III-B-3	Merger/Project Development	<p>THE MPO will continue to participate in project development meetings, including major projects in the Merger Process as well as local projects, as needed.</p>
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements		
III-C-1	Title VI Compliance	<p>The MPO will maintain Civil Rights statistics to maintain compliance with FTA and other agency requirements and work to improve current documents and processes related to Title VI Compliance.</p>
III-C-2	Environmental Justice	<p>The MPO will continue to provide analysis of projects to assure compliance with Environmental Justice requirements to work towards having historically underrepresented populations more aware and involved in the transportation planning process and to provide a planning overview of benefits and burdens from planned transportation projects.</p>
III-C-3	Minority Business Enterprise Planning	<p>Nothing programmed for FY 2021.</p>
III-C-4	Planning for Elderly	<p>Coordinate with the Area Agency on Aging, AARP, County Agencies on Aging, and other stakeholders to identify and further engage on topics relevant to the aging/transportation nexus.</p>
III-C-5	Safety/Drug Control Planning	<p>Nothing programmed for FY 2021.</p>
III-C-6	Public Involvement	<p>Work to involve the public at all stages of the transportation planning process, including long-range and more immediate transportation planning efforts; coordinate the Citizens Advisory Committee to advise on public participation efforts at the MPO and work on amending and updating the MPO's Public Involvement Plan.</p>
III-C-7	Private Sector Participation	<p>Nothing programmed for FY 2021.</p>

III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	Continue to coordinate with other regional, state, and federal agencies involved in transportation planning activities; monitor legislation relevant to the transportation planning process; coordinate activities with the Land of Sky RPO and local transit agencies; participate in the North Carolina Association of MPOs; participate in working groups and committees at the state including, but not limited to the SPOT Working Group, Traffic Data Users Group, Non-Motorized Statewide Planning Group, Freight and Freight Parking Planning Groups, and the Complete Streets Working Group; attend professional conferences and other training opportunities as appropriate for professional development and peer-exchanges.
III-E Management and Operations		
III-E	Management, Operations, Program Support Administration	Provide direct support to the MPO Board, TCC, Prioritization Subcommittee, Citizens Advisory Committee, Transit Operators Workgroup, 5307 Sub-Recipients Workgroup, and any other group requiring MPO staff for agenda, minutes, and meeting logistics; procure supplies related to planning activities; any direct costs associated with MPO administration; maintain files and records for the MPO; maintain the MPO website; support staff training and development. <u>WORK PRODUCT:</u> Meeting Agendas, Website Updates

TABLES OF UPWP FTA SECTION 5303 WORK TASKS TO BE PERFORMED

II-A Data and Planning Support		
II-A-1	Networks and Support Systems	<p>The Transit Division of the City of Asheville collects and analyzes various data related to the operation and maintenance of the transit system. This includes ridership data collected with our Automatic Passenger Counter, Fare data collected by our fareboxes, performance data, collected by our real-time GPS and AVL system, etc. The data is used to report on current system function, analyze the impact of system changes, and to plan future improvements to the system to increase ridership.</p> <p>Work Product: Monthly ridership reports, on-time-performance reports, fare revenue reports, etc.</p>
II-A-2	Travelers and Behavior	<p>The Transit Division of the City of Asheville utilizes land use and demographic data in partnership with the MPO and the City's Planning and Urban Design department to coordinate land use and transportation decision-making, as well as to plan improvements to the transit system and ensure that it connects to other modes of transportation.</p>
II-A-3	Transportation Modeling	
II-B Planning Process		
II-B-1	Targeted Planning	
II-B-2	Regional Planning	<p>City of Asheville will continue to implement the recommended service improvements in the transit master plan. Implementation of the Multimodal Transportation Plan vision/long range plan. Meet with Regional Transit Operators to prioritize regional transit projects. Participate in the MPO's regional transit study to be conducted over the next two fiscal years. Attend TCC (Technical Coordinating Committee), and other transit advisory board meetings.</p> <p>Work Product: Implementation of new service per the Transit Master Plan; MPO Regional Transit Study</p>
II-B-3A	Special Studies Operations	
II-B-3B	Corridor Studies Operations	
II-B-3C	Special Studies Pass-Through	

III-A Planning Work Program		
III-A-1	Planning Work Program	<p>Program Administration encompasses a multitude of reporting and managerial functions. Program administration includes monitoring subrecipients planning activities and reporting requirements (drug/alcohol, NTD, FTA, etc.), working with the MPO to develop the UPWP per federal and state requirements, and administering the City's own grants and FTA compliance/reporting, as well as monitoring and overseeing the operations and maintenance contract for fixed-route and paratransit service.</p> <p>Work Products: Quarterly and Annual FTA Reports, Completed NTD; Subrecipient Agreements and reports; Drug and Alcohol Reports, etc.</p>
III-A-2	Metrics and Performance Measures	
III-B Transportation Improvement Program		
III-B-1	Prioritization	
III-B-2	Metropolitan TIP	
III-B-3	Merger/Project Development	
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements		
III-C-1	Title VI Compliance	<p>Title VI analysis will be conducted for route and fare changes. The City's Title VI plan will be updated in 2020. The City will continue to implement the DBE plan, which includes closely coordinating with the Small and Minority-Owned Business Program. Individual projects involving land use and site design will be evaluated with public mobility issues in mind. Prepare DBE goals and Master Agreement federal requirements for all FTA funded bids.</p> <p>Work Product: 2020-2022 City of Asheville Title VI Plan; DBE project analyses and reports</p>
III-C-2	Environmental Justice	
III-C-3	Minority Business Enterprise Planning	
III-C-4	Planning for Elderly	
III-C-5	Safety/Drug Control Planning	
III-C-6	Public Involvement	
III-C-7	Private Sector Participation	
III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	

III-E Management and Operations		
III-E	Management, Operations, Program Support Administration	

TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				SECTION 5307				STBGDA (Flexed to PL)			FY 2021 STBG Flex Funds for Special Studies			
		Local 20%	Federal 80%	TOTAL	Local (10%)	State (10%)	Federal (80%)	Fund Total	Local	State	FTA 80%	Total	Local	Federal	STBGDA	Project	Local	Federal	Total
II-A	Data and Planning Support	\$ 8,869	\$35,477	\$ 44,346	\$2,363	\$2,362	\$18,900	\$23,625					\$ 6,566	\$ 26,266	\$ 32,832	TDM Coordinator	\$ 11,935	\$ 47,741	\$ 59,676
II-A-1	Networks and Support Systems	\$ 1,623	\$6,494	\$ 8,117	\$1,890	\$1,890	\$15,120	\$18,900											
II-A-2	Travelers and Behavior	\$ 3,187	\$12,749	\$ 15,937	\$473	\$472	\$3,780	\$4,725											
II-A-3	Transportation Modeling	\$ 4,058	\$16,234	\$ 20,292									6566.48	26265.92	32832.4				
																FY 2021 STBG Spec. Studies Total	\$11,935	\$47,741	\$59,676
II-B	Planning Process	\$ 15,206	\$60,824	\$ 76,030	\$740	\$740	\$5,920	\$7,400					\$ 3,283	\$13,133	\$ 16,416				
II-B-1	Targeted Planning	\$ 8,761	\$35,044	\$ 43,806															
II-B-2	Regional Planning	\$ 4,058	\$16,234	\$ 20,292	\$740	\$740	\$5,920	\$7,400					\$ 1,642	\$ 6,566	\$ 8,208				
II-B-3A	Special Studies Operations	\$ 2,386	\$9,546	\$ 11,932									\$ 1,642	\$ 6,566	\$ 8,208				
II-B-3B	Corridor Studies Pilot Operations	-	-	-															
II-B-3C	Special Studies Pass-Through	\$ -	\$0																
III-A	Planning Work Program	\$ 3,087	\$12,349	\$ 15,896	\$202	\$203	\$1,620	\$2,025					\$ 3,283	\$ 13,133	\$ 16,416				
III-A-1	Planning Work Program	\$ 2,318	\$9,270	\$ 11,932	\$202	\$203	\$1,620	\$2,025					1641.62	6566.48	8208.1				
III-A-2	Metrics and Performance Measures	\$ 770	\$3,079	\$ 3,963									1641.62	6566.48	8208.1				
																Special Studies Funded with PL in the FY 20 PWP			
III-B	Transp. Improvement Plan	\$ 7,746	\$30,984	\$ 38,730	\$540	\$540	\$4,320	\$5,400					\$ 8,208	\$32,832	\$ 41,040	Hendersonville Road Corridor Stud	Under Item II-B-3C		
III-B-1	Prioritization	\$ 2,325	\$9,302	\$ 40,585									\$ 6,566	\$ 26,266	\$ 32,832	Tunnel Road Corridor Study	Under Item II-B-3C		
III-B-2	Metropolitan TIP	\$ 1,548	\$6,190	\$ 7,968	\$540	\$540	\$4,320	\$5,400											
III-B-3	Merger/Project Development	\$ 3,873	\$15,492	\$ 19,942									\$ 1,642	\$ 6,566	\$ 8,208				
																FY 2020 Continuing Studies			
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 6,827	\$27,308	\$ 34,480	\$1,675	\$1,675	\$13,400	\$16,750					\$ -	\$ -	\$ -	Regional Transit Feasibility Study	\$ 20,000	\$ 80,000	\$ 100,000
III-C-1	Title VI Compliance	\$ 1,548	\$6,190	\$ 7,968	\$1,675	\$1,675	\$13,400	\$16,750								Biltmore Ave Feasibility Study	\$ 40,000	\$ 160,000	\$ 200,000
III-C-2	Environmental Justice	\$ 770	\$3,079	\$ 3,963												Ashev. Pedestrian and Greenwys	\$ 135,000	\$ 140,000	\$ 275,000
III-C-3	Minority Business Enterprise Planning	\$ -	\$0	\$ -												Asheville Bike Ped Count Equip.	\$ 12,000	\$ 48,000	\$ 60,000
III-C-4	Planning for the Elderly	\$ 644	\$2,576	\$ 3,220												Mud Creek Greenway Feas. Study	\$ 10,000	\$ 40,000	\$ 50,000
III-C-5	Safety/Drug Control Planning	\$ -	\$0	\$ -												Waynesville Grnway Feas. Study	\$ 14,400	\$ 57,600	\$ 72,000
III-C-6	Public Involvement	\$ 3,866	\$15,463	\$ 19,329															
III-C-7	Private Sector Participation	\$ -	\$0	\$ -															
III-D	Statewide & Extra-Regional Planning	\$ 11,604	\$46,416	\$ 58,020	\$0	\$0	\$0	\$0					\$ 4,925	\$ 19,699	\$ 24,624				
III-D-1	Statewide & Extra-Regional Planning	\$ 11,604	\$46,416	\$ 58,020									4,925	19,699	24,624				
III-E	Management Ops, Program Suppt Admin	\$ 17,018	\$68,073	\$ 85,091	\$1,980	\$1,980	\$15,840	\$19,800					\$ 19,699	\$26,266	\$32,832				
	Management Operations	\$ 17,018	\$68,073	\$ 85,091				\$0					\$ 19,699	\$ 26,266	\$ 32,832				
	Program Support Administration	\$ -	\$0		\$1,980	\$1,980	\$15,840	\$19,800											
TOTALS		\$70,357	\$281,431	\$ 352,592	\$7,500	\$7,500	\$60,000	\$75,000	\$0	\$0	\$0	\$0	\$45,965	\$131,329	\$164,162	FY 2021 STBG Spec. Studies Total	\$ 11,935	\$ 47,741	\$ 59,676

RESOLUTION OF APPROVAL

a program of Land of Sky

FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION ADOPTING THE DRAFT PLANNING WORK PROGRAM FOR FY 2021

WHEREAS, the French Broad River MPO Governing Board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C 1607; and

WHEREAS, the region has an adopted a 25-year Metropolitan Transportation Plan to the year 2040 that is fiscally constrained and meets federal requirements for metropolitan transportation planning; and

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the urbanized area; and

WHEREAS, the City of Asheville has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds; and

WHEREAS, members of the French Broad River MPO Board agree that the Planning Work Program will effectively advance transportation planning for FY 2021;

WHEREAS, members of the French Broad River MPO Board agree that the Federal Transit Administration Narrative related to the 5303 and 5307 provides for an accurate overview of transit planning work to be undertaken with 5303 and 5307 funding in our region during FY 2021;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the draft Unified Planning Work Program for fiscal year 2021.

ADOPTED: This the 23rd day of January, 2020.

William Lapsley, FBRMPO Board Chair

Attest: Tristan Winkler, Director

MPO CERTIFICATION

To be updated in March, 2020.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4C:

Land Use Study- Preferred Growth Scenario

In November 2019, the Land Use Study consultant presented on the population and employment data projections for the 2045 Travel Demand Model. In summary, the study looks at where growth in the region is expected to occur and assigns population and employment projections to geographic Transportation Analysis Zones (TAZs). Census data, local development and employment data were compiled for the 2015 base year and used to project out to 2045.

The consultant developed and presented three growth scenarios: (1) Baseline, (2) Alternative Growth and, (3) WalkUPs. The consultants presentation and links to the outputs of each scenario are on the MTP page on the FBRMPO website at: <http://frenchbroadrivermpo.org/mtp/> and linked below. The MPO Board made the recommendation that in order to allow time to review the outputs, this item should be reconsidered in January. The TCC will be asked to discuss and provide a recommendation to the MPO Board for a preferred growth scenario that will be used for the 2045 Travel Demand Model.

2045 Land Use Study Presentation: <http://frenchbroadrivermpo.org/wp-content/uploads/2019/11/TCC-and-Board-Meetings-November-21.pdf>

The following are different links with the WalkUP Scenario outputs, based on FBRMPOs Congestion Management Plan:

Household change: <https://arcg.is/0Civju>

Household population change: <https://arcg.is/0LKOWK>

Total employment change: <https://arcg.is/WO0vy>

Employment change by type: <https://arcg.is/9454K>

The following are different links with the Alternative Growth Scenario outputs, based on GroWNC's "Efficient Growth" Scenario:

Household change: <https://arcg.is/01Ou1q>

Household population change: <https://arcg.is/bqrnz>

Total employment change: <https://arcg.is/0j9z1O>

Employment change by type: <https://arcg.is/1aiyH9>

The following are different links with the Business as Usual Scenario outputs.

Household change: <https://arcg.is/nSiyb>

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Household population change: <https://arcg.is/mnyiK>

Total employment change: <https://arcg.is/qG1fK>

Employment change by type: <https://arcg.is/0OGXXX>

Action: Recommend a preferred growth scenario that will be used for the 2045 Travel Demand Model to the MPO Board.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4D:

U-5887 (Highland Lake Road)- TIP Removal Request

On Monday, December 30, 2019, the Village of Flat Rock passed a resolution requesting that project U-5887 be removed from the Transportation Improvement Program (TIP). The project is for the modernization of North Highland Lake Road from US 176 (Spartanburg Highway) to NC 225 (Greenville Highway) in Henderson County and directly impacts the jurisdictions of the City of Hendersonville, the Village of Flat Rock, and Henderson County.

For some background, here is a brief history of the project, up to the present:

2011- North Highland Lake Road was initially submitted to SPOT 2.0 by Division 14 but was not successfully funded in the process.

2013- The project was automatically resubmitted to SPOT 3.0.

2014- The MPO put local input points on the project, Division 14 did not.

2015- The Draft TIP initially did not include U-5887 as a funded project

September, 2015- Governor McCrory signed HB 97, which added funding to the transportation program. Additional funded projects were determined by the outcomes of SPOT 3.0, which allowed U-5887, among other projects, to become funded.

January, 2016- the MPO approved adding U-5887 to the TIP, officially funding the project

June, 2018- Village of Flat Rock Council voted to approve NCDOT's revised roadway plan

2019- Right of Way Acquisition for U-5887 begins

December, 2019- Village of Flat Rock Council voted to request U-5887 be removed from the TIP

FY 2021- Construction Expected to Begin

If the MPO Board were to vote in favor of removing the project, the NC Board of Transportation would likely take up the request in March. If the MPO Board does not vote in favor of removing the project, work will continue as currently scheduled. The following pages include the resolution passed by the Village as well as a "fact sheet" developed by Division 14.

PROPOSED AMENDMENTS TO HIGHWAY PROJECTS IN THE 2018-2027 FBRMPO TIP

PROJECT	ROUTES	DIVISIONS	COUNTIES	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	Cost in Thousands										
									2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	POST YEARS
U-5887	SR 1783 (HIGHLAND LAKE ROAD)	14	Henderson	SR 1783 (Highland Lake Road), NC 225 to US 176. Upgrade Roadway.	Remove project from TIP.	\$ 3,100	ROW	T			-500								
							CST	T				-1,300	-1,300						

RESOLUTION NO. 219

COUNCIL OF THE VILLAGE OF FLAT ROCK, NORTH CAROLINA

A RESOLUTION ON THE NORTH HIGHLAND LAKE ROAD
NCDOT PROJECT NO. U-5887

WHEREAS, the North Carolina Department of Transportation has undertaken the planning process for the “North Highland Lake Road” project (NCDOT Project No. U-5887); and

WHEREAS, the project does not upgrade how the roadway functions, negatively impacts a scenic entrance into Flat Rock’s historic district, cuts down a significant number of mature trees, removes property from The Park at Flat Rock, and takes private property for a nonessential purpose; and

WHEREAS, the Flat Rock Village Council, being duly elected representatives of the citizens living in the Village of Flat Rock, have thoroughly evaluated the proposed project; and

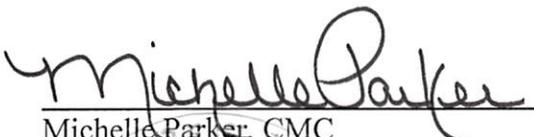
WHEREAS, based on that evaluation, the Village Council’s desire is to communicate that the Council will not support, and will oppose the “North Highland Lake Road” project (NCDOT Project No. U-5887) in any of its parts;

NOW, THEREFORE, BE IT RESOLVED that the Flat Rock Village Council hereby requests that the North Carolina Board of Transportation abandon the “North Highland Lake Road” project (NCDOT Project No. U-5887).

ADOPTED this 30th day of December 2019.

ATTEST:

COUNCIL OF THE VILLAGE OF
FLAT ROCK, NORTH CAROLINA


Michelle Parker, CMC
Village Clerk

By: 
Nick Weedman
Mayor



U-5887 Fact Sheet

Project Background and History

Since 2009, NCDOT has been using some form of prioritization to rank projects to attempt to select the best projects in its Statewide Transportation Improvement Program (STIP). The Strategic Ranking Process is known as the SPOT Process and NCDOT has been through five rounds (SPOT 1.0, 2.0, 3.0, 4.0, & 5.0) of ranking potential projects for inclusion in the STIP.

Highland Lake Road was first considered for ranking and inclusion in the STIP in the second round of prioritization (SPOT 2.0) which began in 2011. The process allowed for potential projects to be submitted by both Planning Organizations (MPO's and RPO's) across NC and the NCDOT Divisions. This project is within the French Broad River MPO and NCDOT's Division 14. In the process of SPOT 2.0, Highland Lake Road was submitted as a candidate project by Division 14. Division 14 solicited input from its three District Engineers and it was submitted by the Mills River District Office. The project ranked well, but not high enough to get funded in the STIP at the time.

In the third round of Prioritization (SPOT 3.0), the Highland Lake Road project was again considered and ranked as a carry-over project from SPOT 2.0, i.e., the project did not need to be re-submitted since it was already in the prioritization system. SPOT 3.0 began in 2014, and the resulting 2016-2025 STIP was released in 2015. Highland Lake Road was not *initially* funded in the 2016-2025 STIP, but House Bill 97 (HB97), passed in September 2015, added more funding to the Highway Trust Fund which allowed inclusion of the Highland Lake Road project in the STIP as a "Deliverable Project". All projects added as a result of HB97 were subject to SPOT 3.0 prioritization. Division 14 began performing the project planning and development once the revised STIP was released.

In early 2016, NCDOT Division 14 held a preliminary scoping meeting with the Village of Flat Rock to review the project's history and prior recommendations for the cross section made by the MPO. Input was gathered regarding the project's potential, needs, and local desires. Information gathered at this meeting and subsequent correspondence and meeting with Village officials are the basis for the design concepts.

A public workshop was held on September 12, 2017 at the City Operations Center in Hendersonville.

Project Purpose and Need

The SPOT process for ranking projects is complex and considers several factors for evaluating a potential project's benefits. Each factor is given a weighted numerical value to compute an overall score to compare to other potential project's benefits. The factors used by NCDOT for potential project evaluation during the SPOT 3.0 process (the process that funded this project) for Highway Projects in the Division Needs Category were:

- Congestion – existing levels of congestion being experienced.
- Benefit/Cost – the estimated travel time savings compare to the cost.
- Safety – based on the existing number of crashes and severity of them.

At the SPOT 3.0 Division Needs level, 19 projects were scored in Henderson County. This project's Congestion Score was 25.32 (8th out of 19 projects), the Benefit/Cost Score was 0.00 (16 way tie for 4th out of 19 projects), and the Safety Score was 68.13 (4th out of 19 projects). The overall quantitative score was 11.88 which ranked the project 5th out of 19 projects. At the Division Needs level, the quantitative score consists of 50% of a project's overall score.

25% of the overall project's score also came from the MPO's Prioritization Process. During the SPOT 3.0 process, the MPO collaborated heavily with Henderson County and the Village of Flat Rock to determine which projects should receive the MPO's Local Input Points and this project did receive said points.

The State Transportation Investments law requires each NCDOT Division to develop, advertise, and publish a methodology for local input point assignment. In order to benefit all 10 Division 14 counties, geographical equity is one of the criteria in the Division 14 methodology; therefore, not all projects entered into the prioritization process can be assigned local input points by the Division 14 Engineer, i.e., there are more projects than available Division Engineer local input points. Additionally, the FBRMO is allocated more local input points than the Division, so they can place points on more projects than the Division. Even though Division 14 did not place any local input points on this project during SPOT 3.0, the project, and all STIP projects, was supported by the Division.

Based on the SPOT 3.0 Ranking Process and the project scoping meetings with the Village, the project's stated purpose and need as included in the final Minimum Criteria Determination Checklist is, "The purpose of the project is to improve the widths of the travel lanes and shoulders and provide pedestrian and bicycle connectivity along N. Highland Lake Road." The verbiage concerning lane and shoulder widths came from the project as submitted in the SPOT process and the verbiage concerning improving pedestrian and bicycle connectivity from NCDOT's Complete Streets Policy.

As studies have progressed on the project development, it has been determined that congestion levels will exceed generally accepted levels should this project not be constructed. The "generally accepted level" of congestion for this project was Level of Service D. Some of the approaches of the intersections at Greenville Highway (NC 225) and Highland Park Road will exceed LOS D.

The Traffic Capacity Analysis Report, completed in 2017 as part of project development, details 91 crashes on Highland Lake Road from 2011 through 2016. This includes 51 crashes near US176 intersection, 4 crashes near NC225, and 5 crashes near SR1823 (Highland Park Rd.). The remaining crashes were distributed at various locations along the North Highland Lake Road corridor.

NCDOT's Complete Streets Policy states that the underlying purpose of the Policy is to develop "transportation networks that encourage non-vehicular travel without compromising the safety, efficiency, or function of the facility."

Expected benefits of implementing this project include:

- Improving levels of congestion currently along the corridor and expected to worsen as vehicular traffic levels increase.
 - Based on studies, some of the levels of congestion for approaches to Greenville Highway (NC 225) and Highland Park Road will be beyond what are generally considered acceptable. The addition of turn lanes and storage lengths will allow the levels of congestion to be within generally considered acceptable levels into the foreseeable future.
 - Although some of the intersection approaches do not exceed generally accepted levels of congestion in the design year, the proposed improvements will prolong these approaches ability to perform within the generally accepted levels of service.
- Encouraging forms of transportation other than vehicular transportation – by providing both pedestrian and bicycle infrastructure, it is anticipated that choosing these forms of transportation will increase. There are many documented benefits for choosing walking and biking over driving as well as increasing opportunities for travel for citizens without vehicular transportation options.
- Preserving safety of the current and future users of the corridor – as the vehicular traffic increases and the public chooses biking and walking more often, it is anticipated that conflicts among all users will increase and the probability of crashes will increase. Implementing the proposed design will reduce the anticipated future conflicts and prevent the safety performance from degrading.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5A:

Division Project Updates

Division 13 Updates: <https://frenchbroadrivermpo.org/wp-content/uploads/2020/01/DIV-13-January-2020-Updates.pdf>

Division 14 Updates:

Item 5B:

TPD Updates

Item 5C:

FHWA/FTA Updates

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5D:

Committee & Workgroup Updates

Prioritization Subcommittee—Met on January 7th; next meeting on February 4th

Transit Operators' Workgroup—Met in September; next meeting TBD

Citizens' Advisory Committee- Met on October 16th; next meeting in January

Recommended Actions:

Accept the reports.

Item 5E:

Legislative Updates