

Technical Coordinating Committee

June 11, 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. May 14, 2020 Minutes
 - B. LAPP Priority Projects

 4. BUSINESS (45-60 min)

 - A. 5310 Project Selection MPO Staff
 - B. JARC Project Selection MPO Staff
 - C. SPOT Submittals Modifications MPO Staff
 - D. Draft MTP 2045 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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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3:

Consent Agenda

Item 3A: May, 2020 TCC Minutes

Item 3B: LAPP Priority Projects

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METROPOLITAN PLANNING ORGANIZATION

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Item 3A:

May 14, 2020 Minutes

French Broad River Metropolitan Planning Organization
Minutes from the TCC meeting, May 14, 2020

ATTENDANCE:

Josh O'Conner	Tristan Winkler	Zia Rifkin	Nick Kroncke
Daniel Sellers	Troy Wilson	Eric Rufa	William High
John Ridout	Stephen Sparks	Jessica Morriss	Daniel Heyman
Mariate Echeverry	Joel Setzer	Ken Putnam	Emily Scott-Cruz
Chris Lee	Vicki Eastland	Daniel Cobb	Michael Dawson
Autumn Radcliff	Nathan Bennett	Janna Peterson	WA Krauze
Brian Burch	Jessica Trotman	Matt Cable	Harry Buckner
Erica Anderson	Amna Cameron	Steve Williams	

WELCOME AND HOUSEKEEPING

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

CONSENT AGENDA

Chair O'Conner indicated that the Consent Agenda included the March 12, 2020 minutes, the minutes from the TCC/Board Special Joint Meeting on April 28, 2020 and the Resolution of Support for the Mills River Bicycle and Pedestrian Planning Grant Application. He requested approval for the Agenda at this time, as well.

Ken Putnam moved to approve the previous minutes, the resolution and the agenda. Vicki Eastland seconded and the motion was approved upon a roll call vote of the member governments (attached) present.

PUBLIC COMMENT

No one made any public comments.

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BUSINESS

Amendments to the 2020-2029 TIP

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.

The proposed amendments and modifications for the 2020-2029 FBRMPO TIP requested are listed with a summary below:

- A-0010AA, Future I-26 section from Broadway to US 25, ROW delayed from FY 21 to FY 24 and CST from FY 24 to FY 27
- U-5781 and U-5782, Merrimon Avenue intersection improvements, CST delayed from FY 22 to FY 23
- U-5888, N. Main St. and Walnut intersection improvements, CST delayed from FY 20 to FY 23
- EB-5824, Hominy Creek Greenway, CST delayed from FY 20 to FY 21
- EB-5947, New Haw Creek Road sidewalks, CST delayed from FY 20 to FY 22

Steve Williams moved to recommend the TIP Amendments to the MPO Board for consideration of approval. Autumn Radcliff seconded and the motion carried upon a roll call vote of the TCC members (attached).

MTP 2045 Updated- Project List

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

Tristan Winkler noted, as per the federal regulations that every project in the TIP is required to be in the MTP. He reviewed public comment opportunities for the MTP. He shared that the financial plan for the 2045 MTP was optimistic and the final MTP anticipates that transportation spending would roughly keep up with inflation and that the prioritization process in the state would continue. He reviewed how the STI works and reviewed the tiers projects might fall into (Statewide, Regional and Division Needs). It is estimated that over \$2 billion should be available over the next 25 years to fund transportation projects. In the prioritization process; transportation planning regions compete for Statewide Mobility funds on a statewide level. Regional Impact is anticipated to be a relatively small pot of funding and Division Needs projects are anticipated to have significantly more funding over the next 25 years. Over \$4 billion in funding for projects is anticipated over the next 25 years for the MTP.

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The Prioritization Subcommittee has recommended a financial plan and a fiscally constrained project list to be included in the MTP. These are major elements of the MTP 2045 that is planned to come back to the TCC and Board in Draft form in June with final approval in September. MPO staff plans for public comment on the draft MTP from late June through August with a mandatory 45-day period of public review, per the MPO’s Public Involvement Policy.

For the past several months the MPO Prioritization Subcommittee has been working on priority projects for the MTP’s 25-year fiscally-constrained project list (i.e. projects we think there will be funding for over the next 25 years.) As a review, the following steps have been taken leading up to this:

- Approval of the MTP 2045 financial plan that is seen as “more optimistic” but still within FHWA guidelines for financial assumptions (revenues would keep up with inflation, STI will still govern transportation improvement decision-making, etc.);
- Approval of priority projects based on scores driven by data and the subcommittee’s feedback on goals for each funding tier.

The draft list of projects is below. Projects have been divided based on funding tiers (think of it as a projection of 25 years of outcomes for the prioritization process.) As a summary, below are the funding “tiers” with how much funding was allocated from each “tier” for the MTP:

Tier	Eligible Projects	Funding Allocated in the MTP	Estimated Funding Available Over 25 Years
Statewide Mobility	Interstates & Strategic Highways	\$2,037,417,000	\$2,109,333,000
Regional Impact	US & NC Routes	\$689,654,000	\$691,606,000
Division 13 Needs	Secondary Roads (and anything from Regional Impact)	\$549,428,000	\$549,812,500
Division 14 Needs		\$530,164,000	\$530,812,500
Bike/Ped	Stand-Along Bicycle and Pedestrian Projects	\$178,722,000	\$200,000,000

Stand-Alone Bicycle and Pedestrian Projects

BUNCOMBE							
MTP ID	TIP ID	Route	From	To	Cost	Improvement	Current Status
BP134503	U-5019B	French Broad River West Greenway	Haywood Road	French Broad River Park	\$5,000,000	Multi-Use Path	Fully Funded
BP134504	U-5019A	Town Branch Greenway	US 25	Depot Street	\$4,275,000	Multi-Use Path	Fully Funded

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BP134505	EB-5965	Deaverview Road	Patton Avenue	Westmore Drive	\$ 3,205,000	Sidewalks	Fully Funded
BP134506	EB-5822	North RAD Greenway	Hill Street	Broadway	\$ 3,179,000	Multi-Use Path	Fully Funded
BP134507	EB-5547	Riverwalk Greenway	Flat Creek Greenway	Into the Oaks Trail	\$ 6,009,000	Multi-Use Path	Fully Funded
BP134509	EB-5831	Coxe Avenue	Patton Avenue	Short Coxe Avenue	\$ 5,250,000	Complete Streets	Partially Funded
BP134510	EB-5830	Lexington Avenue	Patton Avenue	Southside Avenue	\$ 6,750,000	Complete Streets	Partially Funded
BP134511	EB-5774	NC 251/Beaverdam Creek Greenway	Broadway	US 25	\$ 7,530,000	Multi-Use Path	Fully Funded
BP134513	EB-5947	New Haw Creek Road	Beverly Road	Bell Road	\$ 2,375,000	Sidewalks	Fully Funded
BP134514	EB-5790	Asheville Greenway Connectors			\$ 1,146,000	Bike Improvements	Fully Funded
BP134515	EB-5944	Johnston Boulevard	Patton Avenue	Iona Circle	\$ 2,350,000	Sidewalks	Fully Funded
BP134516	EB-5948	Onteora Boulevard	Lincoln Avenue	Raleigh Road	\$ 1,140,000	Sidewalks	Fully Funded
BP134518	EB-5823	Bent Creek Greenway	Hominy Creek River Park	WNC Farmer's Market	\$ 4,000,000	Multi-Use Path	Partially Funded
BP134519	EB-5824	Enka Heritage Trail	Sand Hill School Road	Enka High School	\$ 6,400,000	Multi-Use Path	Fully Funded
BP134521	EB-5919	McDowell Street/Choctaw Street	Southside Avenue	Biltmore Avenue	\$ 446,000	Pedestrian Improvements	Fully Funded
BP134522	EB-5821	Reems Creek Greenway	Western Weaverville Town Limits	Karpen Soccer Fields	\$ 6,000,000	Multi-Use Path	Partially Funded
MTP ID	TIP ID	Route	From	To	Cost	Improvement	Current Status
BP134523		Emma Road	North Louisiana Avenue	Boone Street	\$ 2,190,000	Sidewalks	SPOT
BP134524		Fonta Flora Greenway	Yates Avenue	Black Mountain Town Limits	\$ 6,945,000	Multi-Use Path	SPOT
BP134525		North Blue Ridge Road	US 70	Fortune Street	\$ 1,145,000	Sidewalks	SPOT
BP134526		Reed Creek Greenway Connector	Reed Creek Greenway	Clingman Avenue	\$ 3,910,000	Bike Improvements	SPOT

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BP134527		Riverside Drive	Hill Street	I-240	\$ 905,000	Bike Improvements	SPOT
BP134528		Old Haywood Road	US 19/23 (Patton Avenue)	US 19/23 (Patton Avenue)	\$ 5,500,000	Sidewalks	SPOT
BP134540		West Asheville Rails to Trails - West Asheville Section	Old Haywood Rd	Emma Greenway	\$ 8,200,000	Multi-Use Path	MTP
BP134541		Depot St Connector	-	-	\$ 2,000,000	Multi-Use Path	MTP
BP134542		Montford Greenway	French Broad River	Montford Ave/Riverside	\$ 4,020,000	Multi-Use Path	MTP
BP134544		Sweeten Creek Road Sidewalks	I-40	Rock Hill Rd	\$ 1,865,000	Sidewalks	MTP
BP134546		Owen Spur Greenway Alternate - River	Brock Park	Owen HS	\$ 11,595,000	Multi-Use Path	MTP
BP134547		West Asheville Rails to Trails - Enka Section	Buncombe County Sports Park	Old Haywood Rd	\$ 6,245,000	Multi-Use Path	MTP
BP134549		Sweeten Creek Road Sidewalks	Fairview Rd	I-40	\$ 5,420,000	Sidewalks	MTP
BP134550		Lake Julian Greenway	I-26	Lake Julian Park	\$ 4,525,000	Multi-Use Path	MTP
BP134552		Smoky Park Highway - South of I-40	I-40	Sand Hill Rd	\$ 3,125,000	Sidewalks	MTP
BP134553		Smoky Park Highway Sidewalks - North of I-40	Old Haywood Rd	I-40	\$ 2,445,000	Sidewalks	MTP
BP134554		Caribou Rd Sidewalks	Sweeten Creek Rd	Shiloh Rd	\$ 1,405,000	Sidewalks	MTP
BP134555		Rock Hill Road Sidewalks	Ridgelawn Rd	Edgewood Dr	\$ 1,010,000	Sidewalks	MTP

HAYWOOD

MTP ID	TIP ID	Route	From	To	Cost	Improvement	Current Status
BP144502	EB-5945	Champion Drive	North Canton Road	Thickety Road	\$ 2,380,000	Sidewalks	Partially Funded
BP144512	EB-5926	US 19 (Soco Road)			\$ 1,975,000	Complete Streets	Fully Funded
BP144520	EB-5859	Hazelwood Avenue	Plott Creek Road	Will Hyatt Road	\$ 183,000	Sidewalks	Fully Funded
BP144529		Champion Drive	North Canton Road	Thickety Road	\$ 3,130,000	Bike Improvements	SPOT

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BP144530		Richland Creek Greenway	Waynesville Rec Park	Haywood High-Tech Center	\$ 3,570,000	Multi-Use Path	SPOT
BP144531		Allen's Creek Road	Lickstone Road	Piney Mountain Road	\$ 590,000	Sidewalks	SPOT
BP144532		Old Clyde Highway	Blackwell Drive	Granberry Street	\$ 1,850,000	Sidewalks	SPOT
BP144545		Richland Creek Greenway	Rec Park	Hyatt Creek Rd	\$ 10,885,000	Multi-Use Path	MTP
BP144548		Vance St Sidewalks	W Marshall/Walnut St	Waynesville Rec Park	\$ 1,030,000	Sidewalks	MTP
BP144551		Balsam Drive Sidewalks	Browne Ave	S Main	\$ 1,425,000	Sidewalks	MTP
BP144556		Wall Street Sidewalks	US 276/Pigeon St	N Main St/Assembly St	\$ 870,000	Sidewalks	MTP

HENDERSON

MTP ID	TIP ID	Route	From	To	Cost	Improvement	County	Current Status
BP144501	EB-5946	Mills River Valley Trail	French Broad River	NC 191	\$ 3,000,000	Multi-Use Path	Henderson	Partially Funded
BP144508	EB-5963	Grove Street	US 176	Barnwell Street	\$ 904,000	Sidewalks	Henderson	Fully Funded
BP144517	EB-5860	Blythe Street	US 64	NC 191	\$ 960,000	Sidewalks	Henderson	Fully Funded
BP144533		Allen Branch Greenway	US 64	I-26	\$ 3,755,000	Multi-Use Path	Henderson	SPOT
BP144534		Oklawaha Greenway (Southern Extension)	Jackson Park	Blue Ridge Community College	\$ 4,535,000	Multi-Use Path	Henderson	SPOT
BP144535		Brooklyn Avenue	NC 225	US 176	\$ 2,665,000	Sidewalks	Henderson	SPOT
BP144536		US 64	Orrs Camp Road	Howard Gap Road	\$ 2,675,000	Sidewalks	Henderson	SPOT
BP144537		Ecusta Trail	Kanuga Road	Transylvania County Line	\$ 18,400,000	Multi-Use Path	Henderson	SPOT

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BP144543		Greenville Highway (NC 225) Sidewalks	Spartanburg Hwy	Brooklyn Ave	1,405,000	\$ Sidewalks	Henderson	MTP
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MADISON								
MTP ID	TIP ID	Route	From	To	Cost	Improvement	County	Current Status
BP134538		Bailey Street	Bearwood Drive	Forest Street	955,000	\$ Sidewalks	Madison	SPOT
BP134539		Banjo Branch Greenway	Hickory Drive	Banjo Branch Road	2,625,000	\$ Multi-Use Path	Madison	SPOT

Tristan Winkler reviewed projects that have been submitted to SPOT (P.6) and he encouraged TCC members to let MPO staff know if any projects were missing or should be added.

No action required at this time.

NCDOT Financial Issues and NC First Commission Update

Amna Cameron, Deputy Director of NCDOT's Office of Strategic Initiatives and Program Support communicated that NCDOT's cash-balance has recently dropped below the legislative-mandated "cash-floor," which means that NCDOT is not currently able to enter into new contracts, purchase new equipment, or acquire right-of-way on projects not already underway. This has also led the Department to lead to develop drastic plans for departmental furloughs, cuts, a hiring freeze, and the cancellation of contracts for ferry services. NCDOT has been grappling with increased project costs, costs related to natural disasters, and payouts for lawsuits related to the MAP Act, but is now also dealing with major revenue declines due to the on-going pandemic and a correlated decrease in the amount that people are driving. For our region, the decline in driving has been dramatic, which means that gas tax revenues have declined as well.

Amna Cameron provided an overview of the on-going financial situation and an update on efforts to provide more sustainable financial resources for the Department in the future. She noted that even without the pandemic, the "cash floor" would have been reached by this summer. Immediate actions to address the shortfall include reducing programs (mowing, storm repairs, non-safety sign repairs, patching pavement, etc.) Next steps include developing plans for staff furloughs and or RIF and additional contractor and temporary layoffs. Active projects may stop if NCDOT expends all funds. Amna Cameron shared about the economic impact of transportation construction, noting that it contributes over \$8 billion to the economy

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annually in the state. The big issue with transportation revenues is that motor fuel, highway use and DMV revenues all decline due to transportation disruptors (automation, connectivity, shared mobility, CAFÉ standards, demographics, Electric /Hybrids) and as safe, affordable, eco-friendly mobility, that is seamless increases. A big concern is that construction contractors, who receive NCDOT contracts, might be lost as projects are delayed.

Amna Cameron reviewed mobility changes (ride sharing, Electric/Hybrid, etc.) that could affect future NCDOT funding.

The NC First Commission is a public body that includes Henderson County Commissioner and MPO Board Chair, Bill Lapsley. The Commission is charged with evaluating transportation needs across the state and examining potential funding sources for NCDOT. The commission plans to review revenue options at their next meeting in August, which may be controversial. Website <https://www.ncdot.gov/about-us/how-we-operate/finance-budget/nc-first/Pages/default.aspx>

Informational item. No action requested.

REGULAR UPDATES AND INFORMATION ITEMS

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

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

MPO Orientation Friday May 22 (Virtual event)

Next Coffee with a Transportation Planner June 5 via Zoom

MPO staff have started tracking VMT in the region (more information in agenda packet). The trend is going back up- Madison County is 20% below normal. Buncombe and Henderson about 40% below normal. Keeping an eye on that along with some other metrics. BLS releases data for states and counties. Somewhat concerning is that the region has taken a large economic hit, in the early stages of this crisis, and employment numbers have gone down over 9% in the region.

PUBLIC COMMENT

No public comments were received.

ADJOURNMENT

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

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Item 3B:

LAPP Priority Projects

The Locally Administered Projects Program (LAPP) is the program through which federal funds from the Surface Transportation Block Grant and Transportation Alternatives programs are allocated to large MPOs and programmed to locally administered projects. The French Broad River MPO generally holds a call for projects every two years to determine which projects to fund and currently has 21 projects in Buncombe, Haywood, and Henderson counties.

However, because these funds pass through NCDOT, the majority of LAPP projects in the French Broad River MPO have been suspended to help ease NCDOT's cash balance crisis. Recently, NCDOT notified MPO staff that if the MPO gave TWO priority projects, they could work to get those projects restarted sooner.

MPO staff met with TCC and Board leadership to discuss and recommended two projects as priorities, based on local bond funding, equity, project funding, and project backlog considerations. The two projects recommended to NCDOT are:

TIP ID	Route	From	To	Administrator
EB-5774	NC 251/Beaverdam Creek Greenway	Broadway	US 25	Buncombe County
U-5019A	Town Branch Greenway	Depot Street	US 25	City of Asheville

MPO staff will continue to work with NCDOT, the North Carolina Association of MPOs, and local governments to prioritize LAPP funding and to get our projects restarted.

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Item 4A:

5310 Project Selection

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

The 5310 Grant has two categories for funding:

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

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

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

MPO staff reviewed 5310 applications, rating them based on a quantitative scorecard. The following page show recommendations for awarding 5310 funds based on scores. After initial submissions, revisions were requested from applicants to reflect only FY21 Period of performance and applicants were asked what the effect of receiving less

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than that request would be. Those answers informed the Prioritization Subcommittee's recommended funding alternative.

Project Overview		High (5), Mid (3), Low (1), Non-Compliant (0)				
Non-Compliant - 0		Ineligible Project, Undetermined Mobility Improvements, and Low Utilization	Not Aligned	No Match, Unrealistic Budget	No Support	Undetermined
Lowest Priority - 1	<u>Tier 1 Eligibility</u> 1. Eligible Applicant 2. Complete Application Package	New Service, Low Mobility, & Average Utilization	Some Alignment	Anticipated Match and Attainable Budget	County Shared-Ride Support	Poor Grant Administration, Financial, & Technical
Mid Priority - 3	3. Eligible Project 4. Secured Match	Expansion, Average Mobility, & High Utilization	Average Alignment	Identified Match and Feasible Budget	County Shared-Ride and Stakeholder Support (<2)	Average Grant Administration, Financial, & Technical
High Priority - 5		New Service, Replacement, High Mobility, High Utilization, RELIES on 5310 Funding	Strong Alignment	Secured Match and Strong Budget	County Shared-Ride and Stakeholder Support (2 or more)	Strong Grant Administration, Financial, & Technical

Applicant	Project Title	Total Cost	Tier 1 Eligibility Yes/No Fulfills the Listed Eligibility Requirements	Project Needs and Goals (30%)	Aligns with Locally Coordinated Plan (15%)	Financial Need and Project Budget (20%)	Coordination and Outreach (15%)	Managerial Capacity (20%)	TOTAL SCORE (Out of 50)
Buncombe County	SEDAP (Supplemental Elderly and Disabled Transportation Assistance Program)		Yes	5	5	5	3	5	47
City of Asheville	City of Asheville Paratransit Service	\$166,832.00	Yes	5	5	3	5	5	46
Buncombe County	RIDE (Ridership Independence for the Disabled and Elderly) Voucher Program	\$13,508.00	Yes	5	5	5	3	5	47
Council on Aging	Call-A-Ride	\$15,196.00	Yes	5	5	5	5	5	50
Madison County	Mars Hill Transportation	\$17,426.00	Yes	5	5	5	5	5	50
Madison County	Nutrition Access	\$14,745.00	Yes	5	5	5	5	5	50
Mountain Projects	URBAN Fixed Route Paratransit	\$86,272.00	Yes	5	5	3	5	5	46
Land of Sky Regional Council	Senior Companion Program	\$22,527.00	Yes	5	5	3	5	5	46

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Alternative 1

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

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

Applicant	Project Name	Project Score (out of 50)	Total Recommended Funding Level	Local Match based on funded amount	Recommended Funding Level	Federal Funding Amount Requested	Amount recommended for funding vs. applied for
Traditional Projects: Fully Fund Asheville--remaining funds to Buncombe County							
Buncombe County	Supplemental EDTAP	47	\$ 18,559.00	\$ 4,640		\$ -	\$ 18,559.00
City of Asheville	ADA Paratransit	46	\$ 166,832.00	\$ 41,708	100%	\$ 166,832	\$ -
Total			\$ 185,391			\$ 166,832	
Other projects : Fund Other Projects in Full, reducing lowest scoring two projects request							
Buncombe County	RIDE Voucher Program	47	\$ 13,508	\$ 13,508	100.0%	\$ 13,508	\$ -
Council on Aging of Buncombe County, Inc.	Call-A-Ride Program	50	\$ 15,196	\$ 15,196	100.0%	\$ 15,196	\$ -
Madison County	Mars Hill Transportation	50	\$ 17,426	\$ 17,426	100.0%	\$ 17,426	\$ -
Madison County	Nutrition Access	50	\$ 14,745	\$ 14,745	100.0%	\$ 14,745	\$ -
Land of Sky Regional council	Senior Companion Program	46	\$ 11,815	\$ 11,815	52.45%	\$ 22,527	\$ (10,712)
Mountain Projects	URBAN Fixed Route Paratransit	46	\$ 45,250	\$ 45,250	52.45%	\$ 86,272	\$ (41,022)
Total Other Projects			\$ 117,940			\$ 169,674	

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

MPO Staff is seeking TCC approval of the funding recommendation given by the Prioritization Subcommittee.

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Item 4B:

JARC Call for Projects

JARC (Jobs Access Reverse Commute) is a competitive pot of funds set aside from Section 5307 Urban Transit Formula funds to encourage regional connectivity. The FBRMPO holds a call for projects once a year, and the City of Asheville is the Designated Recipient for these funds, which are divided into two categories—Haywood County JARC set-aside and Regional JARC funds. The application process for JARC (Spring 2020) ran from January 31st to April 17th. Additional information about the program is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>.

FBRMPO Spring 2020 Jobs Access Reverse Commute (JARC) Call for Projects Funding Available

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

Haywood County JARC Funds:

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

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

Regional JARC (Alternative 1):

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

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

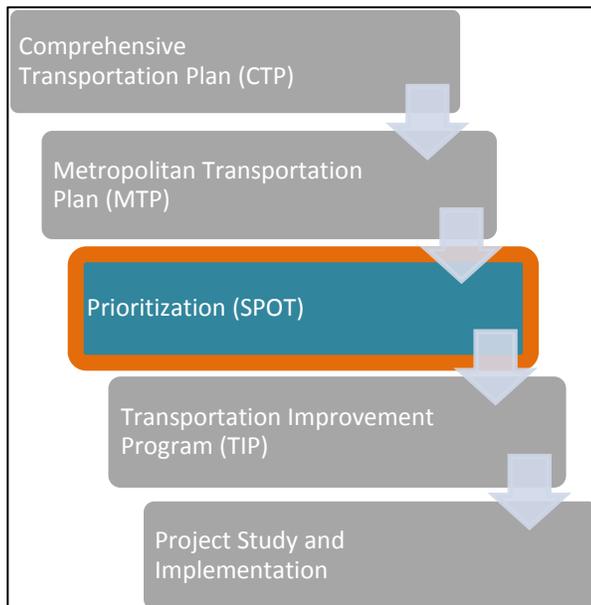
MPO Staff seeks TCC approval for the funding alternative recommended by the Prioritization Subcommittee.

Item 4C:

SPOT Submittal Modifications

Very Brief Overview

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



Update

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

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

With the SPOT deadline extended to the end of July for submittals, two modifications have been requested:

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

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

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

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

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

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

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

Route	From	To	Improvement	Mode	County
US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	Blue Ridge Parkway	Access Management	Highway	Buncombe
Champion Drive	North Canton Road	Thickety Road	Sidewalks	Bike/Ped	Haywood

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

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

As a reminder, project submittals for the prioritization process have been delayed to July 31st. The full schedule from NCDOT is available here:

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

Action Required: Approval of Modifications to the MPO's SPOT Submittal List

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

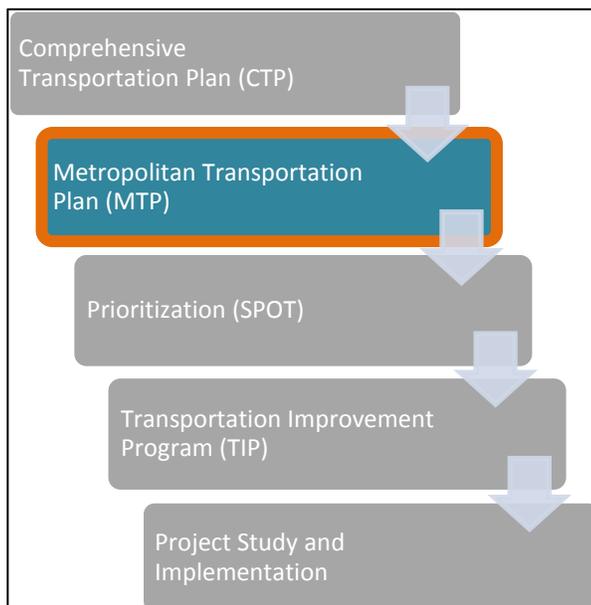
Staff Report & Recommendations

Item 4D:

Draft MTP 2045

Very Brief Overview

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



Update

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

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

Staff Report & Recommendations

Key Elements of the MTP

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

Next Steps

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

The Draft MTP is Available for Review Here: http://frenchbroadrivermpo.org/wp-content/uploads/2020/06/MTP2045_Draft_FBRMPO.pdf

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5A:

Division Project Updates

Division 13 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2020/06/D13_June.pdf

Division 14 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2020/06/D14_June.pdf

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 June 2nd; next meeting on July 7th

Transit Operators' Workgroup—Met on April 13th ; next meeting June 16th

Citizens' Advisory Committee- Met on April 15th; next meeting July

Regional Trail Workgroup- Draft Hellbender Trail Plan Open for Comment

Recommended Actions:

Accept the reports.

Item 5E:

Legislative Updates