

Technical Coordinating Committee

August 13, 2020 – 11:00 A.M., Virtual Meeting via Zoom

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. June 11, 2020 Minutes

 4. BUSINESS (45-60 min)

 - A. STBGDA/TAPDA Project Selection MPO Staff
 - B. Prioritization Subcommittee Vacancy MPO Staff
 - C. Specific improvement Types- Modernization/Roadway Upgrade Presentation NCDOT Staff
 - D. Asheville Transit Master Plan Presentation City of Asheville 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: June, 2020 TCC Minutes

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METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3A:

June 11, 2020 Minutes

French Broad River Metropolitan Planning Organization

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

ATTENDANCE:

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

WELCOME AND HOUSEKEEPING

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

CONSENT AGENDA

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

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

PUBLIC COMMENT

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

BUSINESS

5310 Project Selection

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

The 5310 Grant has two categories for funding:

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

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

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

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

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the effect of receiving less than that requested 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%	

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

JARC Call for Projects

JARC Call for Projects

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

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

Haywood County JARC Funds:

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

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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) would be added to the next Call for Projects

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

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

SPOT Submittal Modifications

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

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

Modifications Requested:

The first request came up in the MPO Board meeting in March. Division staff noted concern that the sections of Hendersonville Road in Buncombe County did not align with what the Division believes are more immediate concerns. After discussions with the Division and Local Government staff, a recommendation came forward that the two projects would still be submitted for this round of prioritization. One project will remain the same: US 25 (Hendersonville Road) from NC 280 (Airport Road) to NC 146 (Long Shoals Road), Access Management.

The other section would be a replacement of what was previously on the list: US 25 (Hendersonville Road) from NC 146 (Long Shoals Road) to the Blue Ridge Parkway, Access Management. This would remove the section from I-40 to the Blue Ridge Parkway.

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

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

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

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

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

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

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

Dan Baechtold moved to approve the modifications to the MPO's SPOT Submittal List. Vicki Eastland seconded and the motion carried upon a roll call vote, and without further discussion.

Draft MTP 2045

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

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

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

Key Elements of the MTP

- Growth projections for the five-county area over the next 25 years.
 - Based on the "Land Use Study" that was completed and approved by the MPO in January 2020
 - Projects more than 189,000 new residents, economic changes, and increased wealth
 - Projections for each jurisdiction and within jurisdictions is available
- Goals and Objectives for the MPO and the regional transportation network
 - Most goals are the same as the MTP 2040 with two additional goals:
 - Maintenance
 - Equity

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- Overview of federally required planning factors and recommendations for planning staff to pursue at the planning or implementation levels
- Financial Plan that lays out anticipated revenues over the next 25 years and how those funds are required to be allocated
 - The financial plan is largely based on STI/SPOT with roadway funding broken out into Statewide Mobility, Regional Impact, and Division Needs tiers
 - Anticipates more than \$4,000,000,000 in transportation improvements
- List of projects that meet the financial plan's projected revenues
 - The MTP is required to list projects in the TIP (funded projects) but also includes projects being submitted to SPOT and a few additional priorities
- Environmental Justice analysis to examine the distribution of benefits and burdens of planned transportation projects

Next Steps

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

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

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

REGULAR UPDATES AND INFORMATION ITEMS

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

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

PUBLIC COMMENT

No public comments were received.

ADJOURNMENT

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

Item 4A:

STBGDA/TAPDA Project Selection

What are STBGDA/TAPDA Funds?

FHWA has several funding programs, including Surface Transportation Block Grant- Direct Allotment (STBGDA) and Transportation Alternatives Program- Direct Allotment (TAPDA.) These are funding programs that distributed to states with the requirement that funds be distributed to large urban areas (like the FBRMPO), small urban areas, rural areas, and some funds that may be used anywhere in the state. For large urban areas, MPOs are in charge of programming the funds (the MPO's "Direct Allotment.") Member governments and NCDOT are eligible to apply as long as the projects meet the program's eligible activities. The MPO receives approximately \$4,500,000 of these funds annually, the vast majority (\$4,250,000) comes in the form of STBGDA.

More information on these funding programs as well as specific information on the most recent call for projects is available here: <http://frenchbroadrivermpo.org/local-administered-projects/>

The MPO held a call for projects from January 31st – April 17th for STBGDA and TAPDA funds. Utilizing both sources of funds would enable \$27,200,000 over five years. NOTE: the call was initially for \$28,200,000 but \$1,000,000 was programmed by the MPO Board to supplement the NC 251/Beaverdam Creek Greenway in June, 2020

For this call for projects, the MPO received the following applications:

Local Government	Project	Mode	Funding Requested	Previously DA Funded
City of Asheville	Biltmore Ave @ White Fawn Drive	Highway	\$352,000	No
City of Asheville	Coxe Avenue Improvements	BikePed	\$9,040,000	Yes
City of Asheville	Page/Haywood/Flint Intersection	Highway	\$6,800,000	No
City of Asheville	Hazel Mill Sidewalks	BikePed	\$1,600,000	No
City of Asheville	School Zone Safety	BikePed	\$660,000	No
City of Asheville	NorthRAD Greenway	BikePed	\$1,000,000*	Yes
Black Mountain	Bridge Replacement	Highway	\$544,000†	No
Black Mountain	Riverwalk Greenway	BikePed	\$960,000	Yes
Division 13	Broadway Sidewalks	BikePed	\$310,000	No
Division 13	Bruce Road	Highway	\$5,000,000	No

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Division 13	Charlotte Street Ramp	Highway	\$668,250	No
Division 13	Haywood Road Resurfacing	Highway	\$5,014,000	No
Division 13	Sand Hill/Sardis Intersection	Highway	\$296,000	No
Hendersonville	Clear Creek Greenway	BikePed	\$1,960,380	No
Henderson County	Ecusta Trail Ph I	BikePed	\$1,142,038	No
Henderson County	Ecusta Trail Ph II	BikePed	\$1,518,476	No
Henderson County	Ecusta Trail Ph III	BikePed	\$2,414,705	No
Henderson County	Ecusta Trail Ph IV	BikePed	\$5,779,538	No
Henderson County	Ecusta Trail Ph V	BikePed	\$3,791,429	No

*Initial request was \$2,000,000- MPO staff worked with NCDOT programming staff to request an additional \$1,000,000 from NCDOT for potential cost overruns.

†Initial request of \$365,600 increased based on NCDOT recommendations

Utilizing the [MPO's scoring methodology](#) (pages 7-10), projects received the following scores:

Local Government	Project	Mode	Total	Rank
Division 13	Broadway Sidewalks	BikePed	63	1
Black Mountain	Riverwalk Greenway	BikePed	61	2
Hendersonville	Clear Creek Greenway	Highway	54	3
Black Mountain	Bridge Replacement	Highway	49	4
Division 13	Charlotte Street Ramp	Highway	48	5
Henderson County	Ecusta Trail Ph I	BikePed	47	6
City of Asheville	Coxe Avenue Improvements	BikePed	45	7
City of Asheville	Biltmore Ave @ White Fawn Drive	Highway	43	8
City of Asheville	NorthRAD Greenway	BikePed	43	8
Henderson County	Ecusta Trail Ph II	BikePed	38	10
Division 13	Haywood Road Resurfacing	Highway	38	10
Henderson County	Ecusta Trail Ph III	BikePed	35	12
City of Asheville	School Zone Safety	BikePed	35	12
City of Asheville	Hazel Mill Sidewalks	BikePed	33	14

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Henderson County	Ecusta Trail Ph IV	BikePed	32	15
Henderson County	Ecusta Trail Ph V	BikePed	32	15
Division 13	Sand Hill/Sardis Intersection	Highway	30	17
Division 13	Bruce Road	Highway	25	18
City of Asheville	Page/Haywood/Flint Intersection	Highway	23	19

The Prioritization Subcommittee recommended the following projects to be programmed:

Fund Top 13 Projects, Leave a Little for Cost Overruns

Local Government	Project	Mode	Score	Federal Funding
Division 13	Broadway Sidewalks	BikePed	63	\$310,000
Black Mountain	Riverwalk Greenway	BikePed	61	\$960,000
Hendersonville	Clear Creek Greenway	Highway	54	\$1,960,380
Black Mountain	Bridge Replacement	Highway	49	\$544,000
Division 13	Charlotte Street Ramp	Highway	48	\$668,250
Henderson County	Ecusta Trail Ph I	BikePed	47	\$1,142,038
City of Asheville	Coxe Avenue Improvements	BikePed	45	\$9,040,000
City of Asheville	Biltmore Ave @ White Fawn Drive	Highway	43	\$352,000
City of Asheville	NorthRAD Greenway	BikePed	43	\$1,000,000
Henderson County	Ecusta Trail Ph II	BikePed	38	\$1,518,476
Division 13	Haywood Road Resurfacing	Highway	38	\$5,014,000
City of Asheville	School Zone Safety	BikePed	35	\$660,000
Henderson County	Ecusta Trail Ph III	BikePed	35	\$2,414,705

Total Cost (Federal Funds): **\$25,583,849**

Remaining Funds: **\$1,616,151**

More information on the scoring of each project is available in the following pages.

Action Required: Recommend STBGDA/TAPDA Projects for Approval to the MPO Board

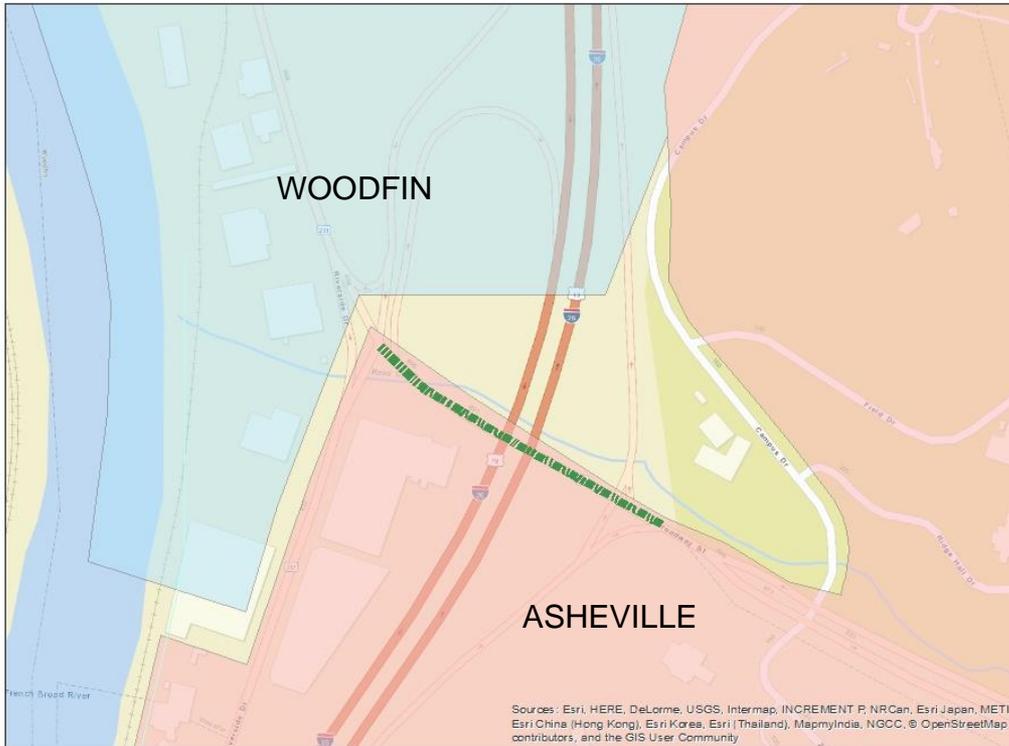
STBGDA & TAPDA 2020 Call for Projects

Project Information

Broadway Street Sidewalks

NCDOT Division 13

Funding Requested: \$310,000

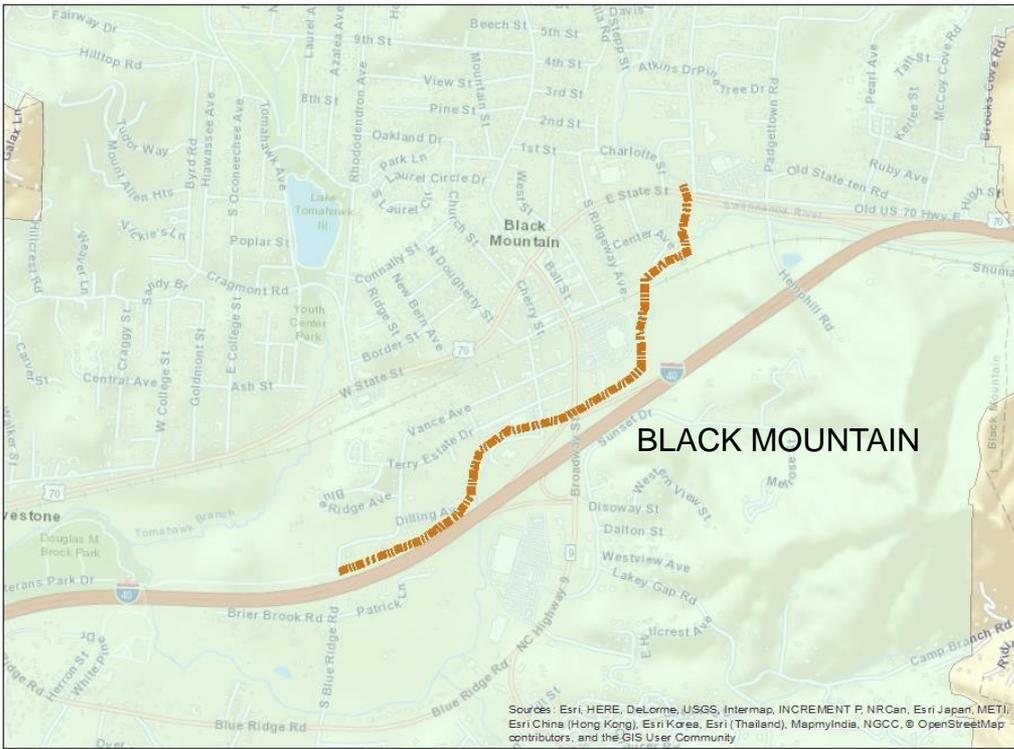


TOTAL	63
Geographic Equity	10
Local Priority	3
Local Match	5
Plan Compliant	5
Project Phase	10
Prior Funding	5
Mode-Effectiveness	15
Cost Effectiveness	10

Riverwalk Greenway

Town of Black Mountain

Funding Requested: \$960,000



\$4,007,000 put towards the project previously

TOTAL	61
Geographic Equity	20
Local Priority	5
Local Match	0
Plan Compliant	5
Project Phase	10
Prior Funding	5
Mode-Effectiveness	13
Cost Effectiveness	3

Clear Creek Greenway

City of Hendersonville

Funding Requested: \$1,960,380

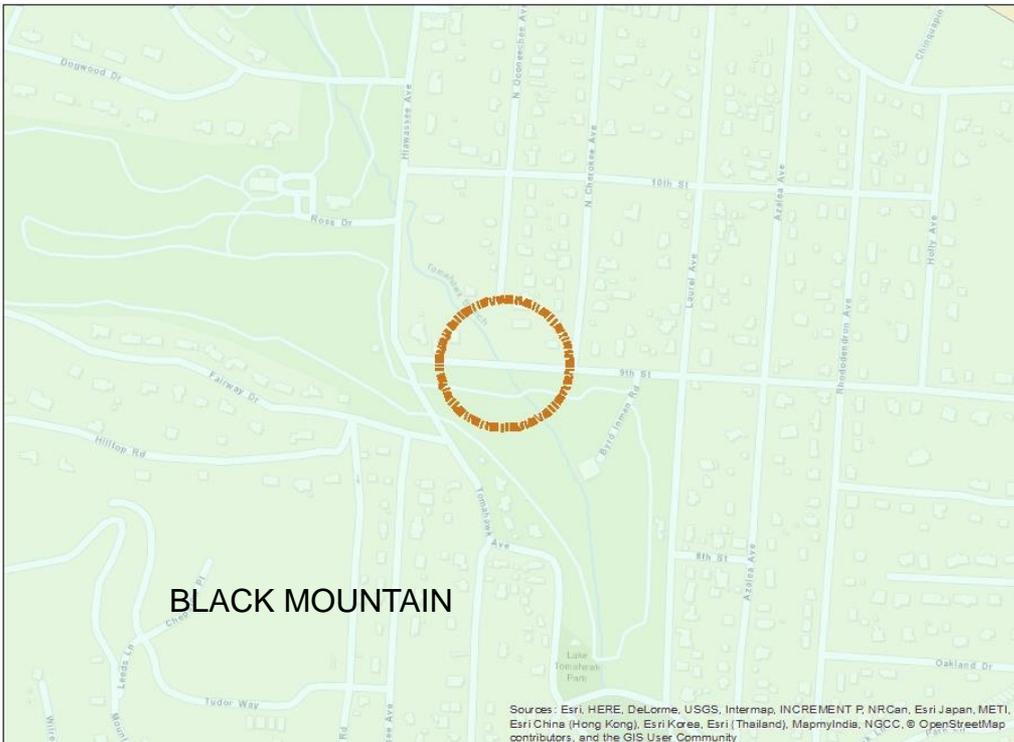


TOTAL	54
Geographic Equity	20
Local Priority	10
Local Match	0
Plan Compliant	5
Project Phase	10
Prior Funding	0
Mode-Effectiveness	8
Cost Effectiveness	1

Bridge 100592 Replacement

Town of Black Mountain

Funding Requested: \$544,000



TOTAL	49
Geographic Equity	20
Local Priority	5
Local Match	0
Plan Compliant	0
Project Phase	10
Prior Funding	0
Mode-Effectiveness	8
Cost Effectiveness	6

Charlotte/240 Interchange

NCDOT Division 13

Funding Requested: \$688,250



TOTAL	48
Geographic Equity	10
Local Priority	3
Local Match	10
Plan Compliant	0
Project Phase	10
Prior Funding	0
Mode-Effectiveness	11
Cost Effectiveness	4

Ecusta Trail Phase I

Henderson County

Funding Requested: \$1,142,038

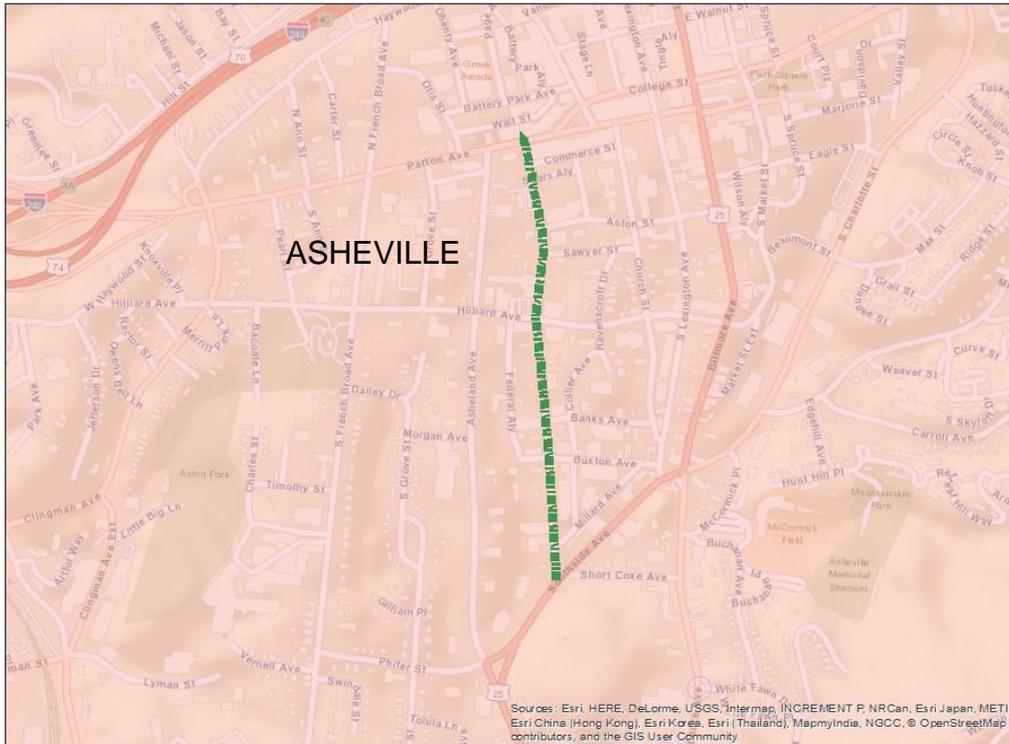


TOTAL	47
Geographic Equity	10
Local Priority	5
Local Match	0
Plan Compliant	5
Project Phase	10
Prior Funding	5
Mode-Effectiveness	10
Cost Effectiveness	2

Coxe Avenue Improvements

City of Asheville

Funding Requested: \$9,040,000



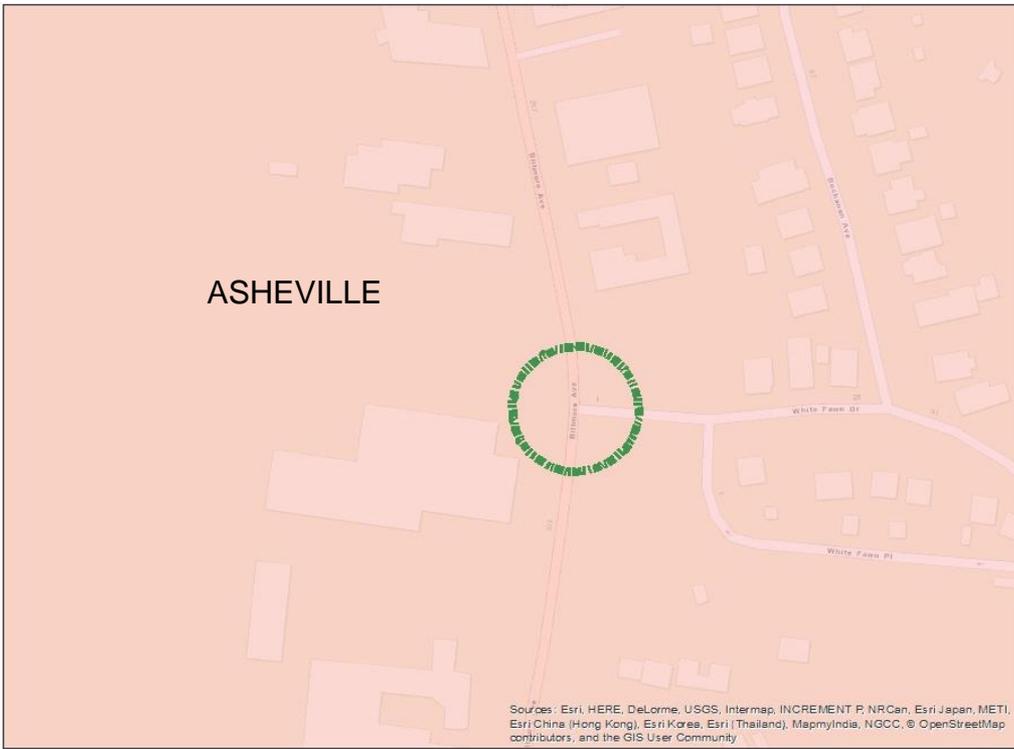
\$420,000 put towards the project previously

TOTAL	45
Geographic Equity	10
Local Priority	2
Local Match	0
Plan Compliant	5
Project Phase	10
Prior Funding	5
Mode-Effectiveness	13
Cost Effectiveness	0

Biltmore Ave/White Fawn Signal

City of Asheville

Funding Requested: \$352,000



TOTAL	43
Geographic Equity	10
Local Priority	2
Local Match	0
Plan Compliant	10
Project Phase	10
Prior Funding	0
Mode-Effectiveness	5
Cost Effectiveness	6

North RAD Greenway

City of Asheville

Funding Requested: \$1,000,000



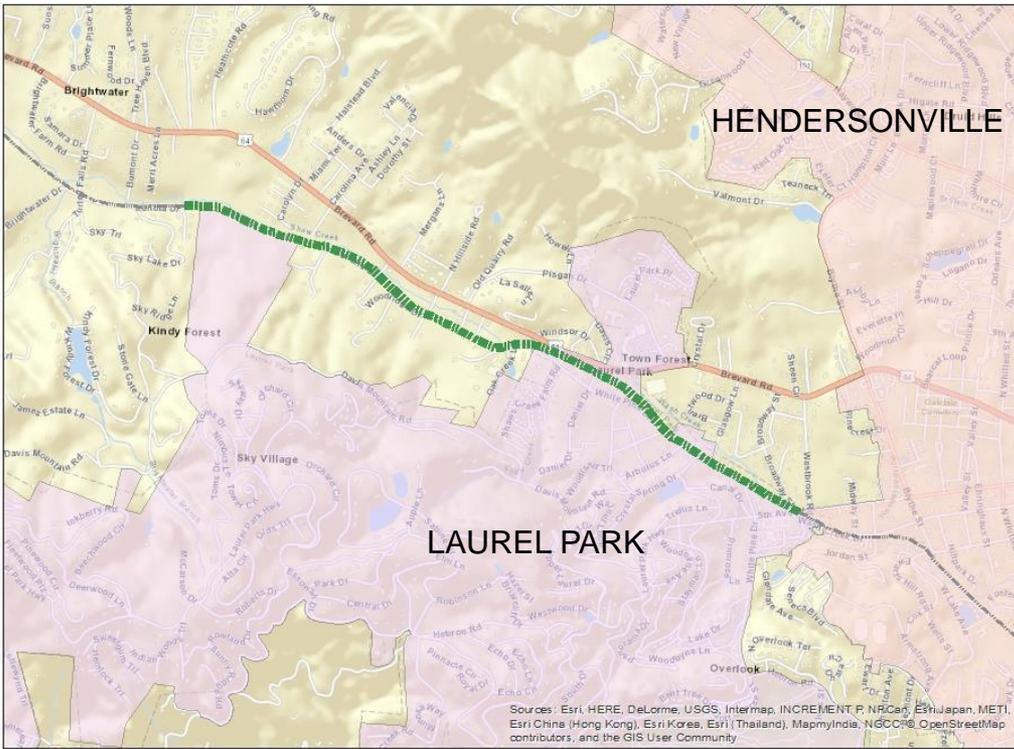
Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, OpenStreetMap contributors, and the GIS User Community

TOTAL	43
Geographic Equity	10
Local Priority	2
Local Match	0
Plan Compliant	5
Project Phase	10
Prior Funding	5
Mode-Effectiveness	10
Cost Effectiveness	1

Ecusta Trail Phase II

Henderson County

Funding Requested: \$1,518,476

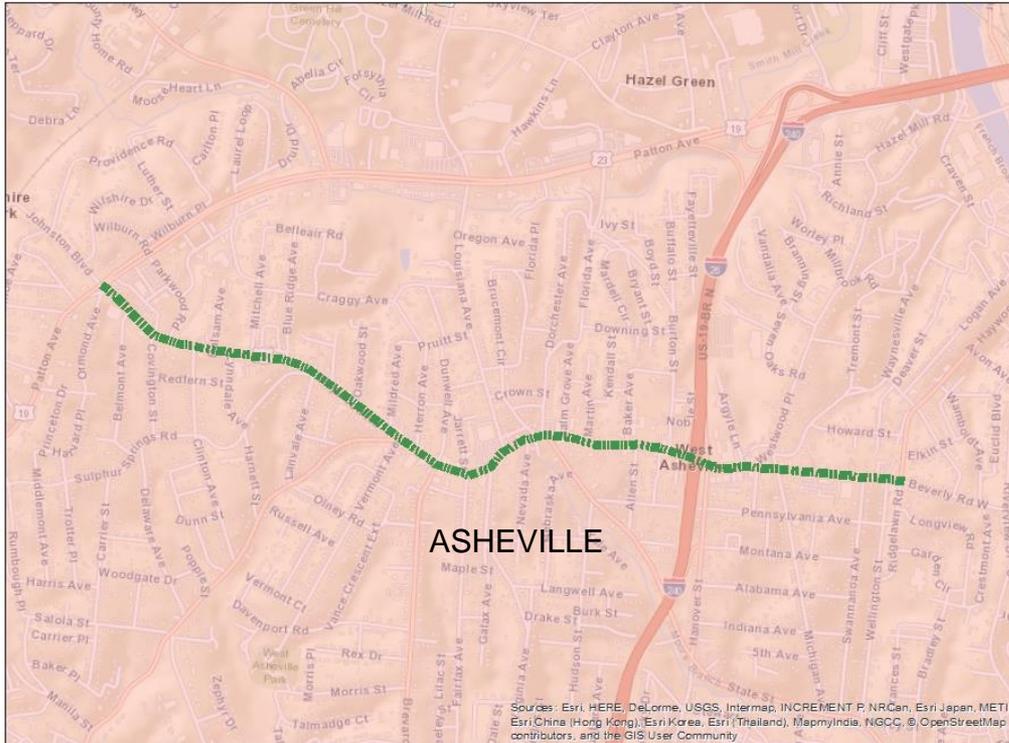


TOTAL	38
Geographic Equity	10
Local Priority	2
Local Match	0
Plan Compliant	5
Project Phase	10
Prior Funding	5
Mode-Effectiveness	5
Cost Effectiveness	1

Haywood Road Resurfacing

NCDOT Division 13

Funding Requested: \$7,014,000



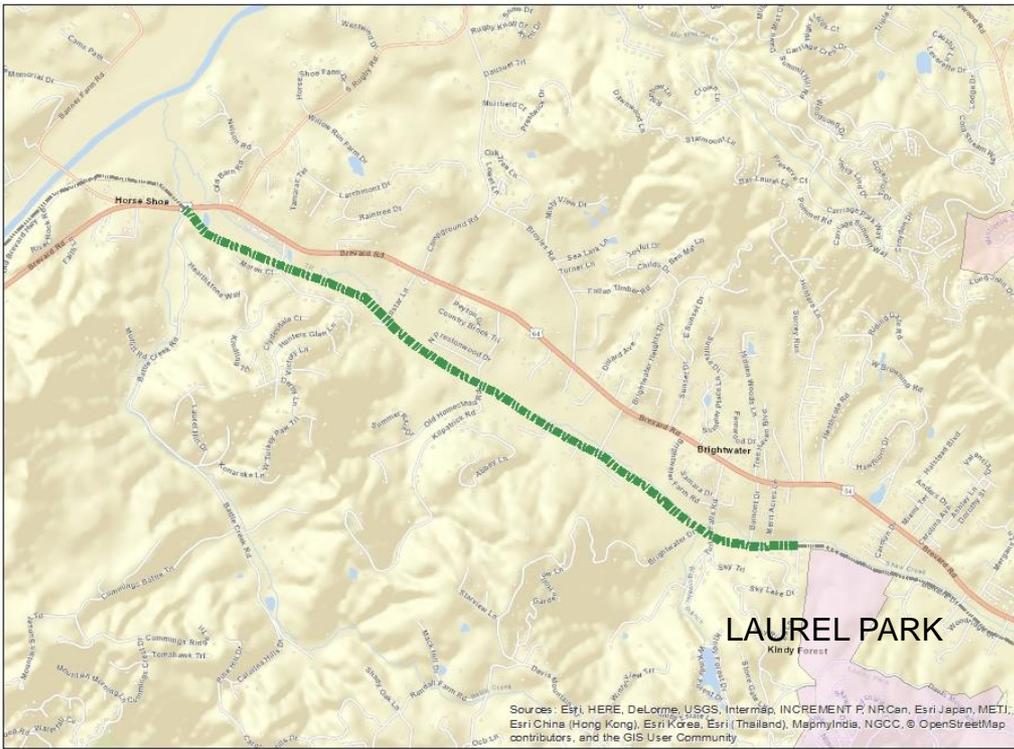
Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, OpenStreetMap contributors, and the GIS User Community

TOTAL	38
Geographic Equity	10
Local Priority	2
Local Match	0
Plan Compliant	0
Project Phase	10
Prior Funding	5
Mode-Effectiveness	11
Cost Effectiveness	0

Ecusta Trail Phase III

Henderson County

Funding Requested: \$2,414,705



TOTAL	35
Geographic Equity	10
Local Priority	1
Local Match	0
Plan Compliant	5
Project Phase	10
Prior Funding	5
Mode-Effectiveness	3
Cost Effectiveness	1

School Zone Safety

City of Asheville

Funding Requested: \$660,000

TOTAL

35

Geographic
Equity

10

Local Priority

2

Local Match

0

Plan Compliant

0

Project Phase

10

Prior Funding

0

Mode-
Effectiveness

10

Cost
Effectiveness

3

Hazel Mill Sidewalks

City of Asheville

Funding Requested: \$1,600,000

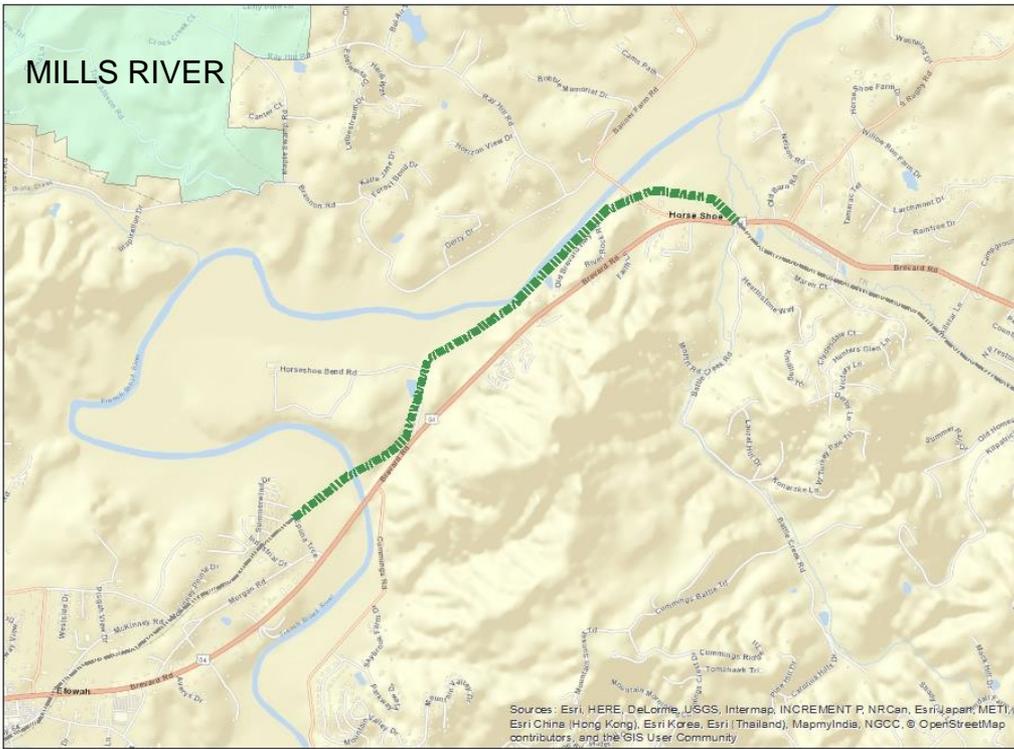


TOTAL	33
Geographic Equity	10
Local Priority	1
Local Match	0
Plan Compliant	0
Project Phase	10
Prior Funding	0
Mode-Effectiveness	11
Cost Effectiveness	1

Ecusta Trail Phase IV

Henderson County

Funding Requested: \$5,779,538

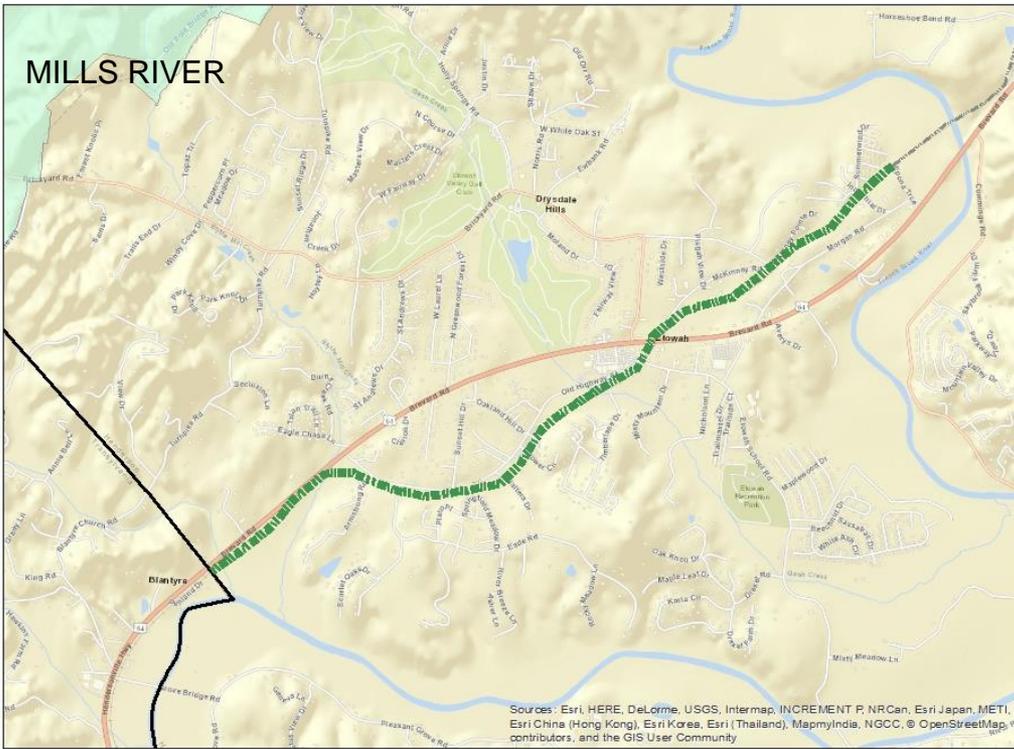


TOTAL	32
Geographic Equity	10
Local Priority	1
Local Match	0
Plan Compliant	5
Project Phase	10
Prior Funding	5
Mode-Effectiveness	1
Cost Effectiveness	0

Ecusta Trail Phase V

Henderson County

Funding Requested: \$3,791,429



TOTAL	32
Geographic Equity	10
Local Priority	1
Local Match	0
Plan Compliant	5
Project Phase	10
Prior Funding	5
Mode-Effectiveness	1
Cost Effectiveness	0

Sand Hill/Sardis Intersection

NCDOT Division 13

Funding Requested: \$296,000



TOTAL	30
Geographic Equity	10
Local Priority	1
Local Match	0
Plan Compliant	0
Project Phase	10
Prior Funding	0
Mode-Effectiveness	4
Cost Effectiveness	5

Bruce Road

NCDOT Division 13

Funding Requested: \$5,000,000

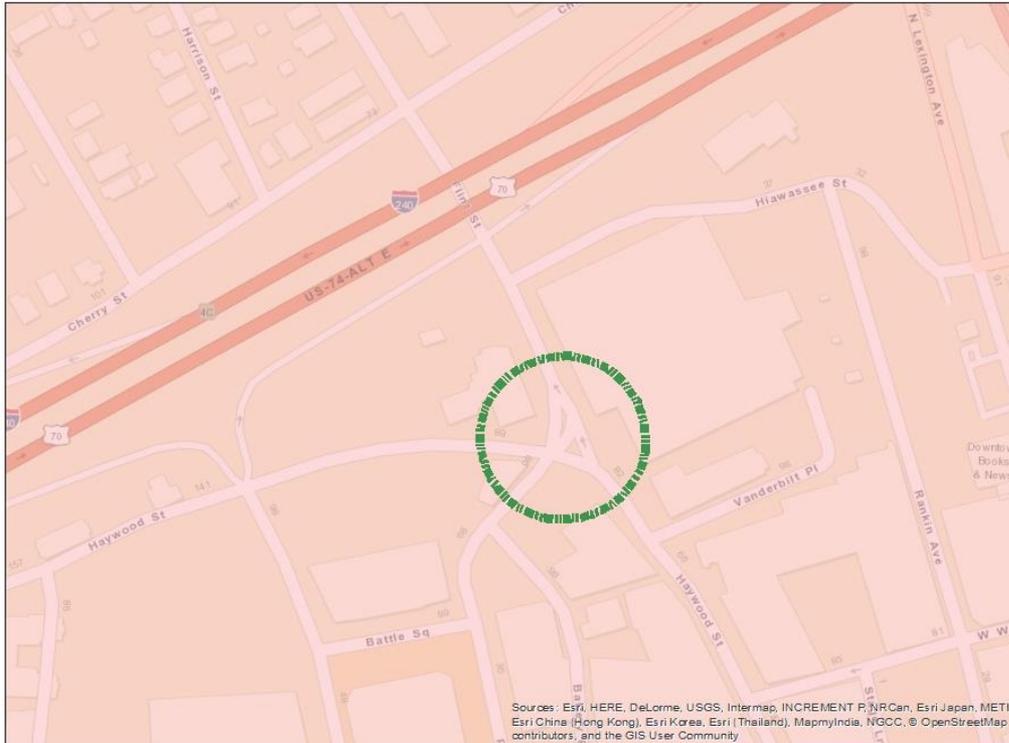


TOTAL	25
Geographic Equity	10
Local Priority	1
Local Match	0
Plan Compliant	0
Project Phase	10
Prior Funding	0
Mode-Effectiveness	4
Cost Effectiveness	0

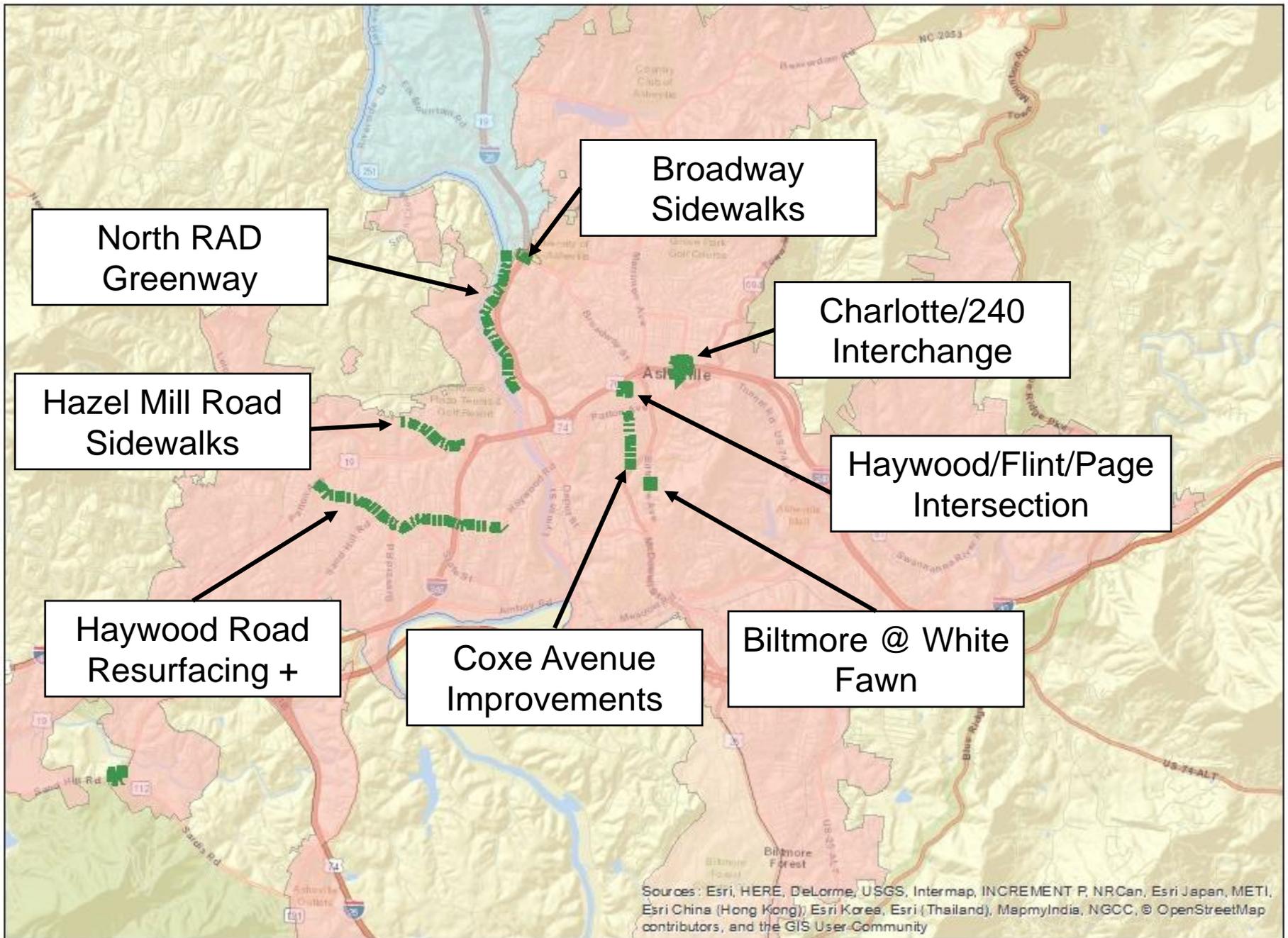
Page/Haywood/Flint Intersection

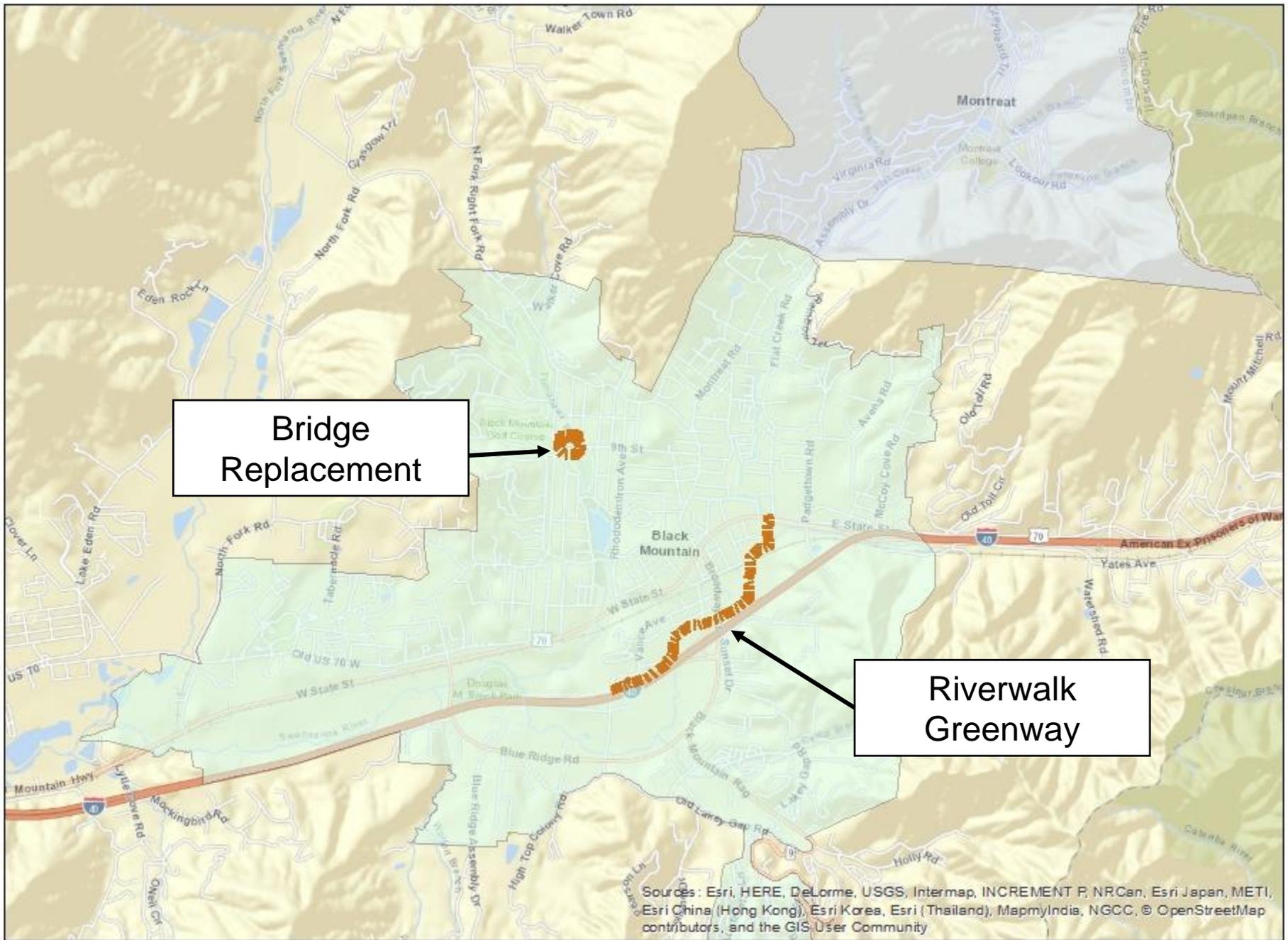
City of Asheville

Funding Requested: \$6,800,000



TOTAL	23
Geographic Equity	10
Local Priority	1
Local Match	0
Plan Compliant	0
Project Phase	10
Prior Funding	0
Mode-Effectiveness	2
Cost Effectiveness	0

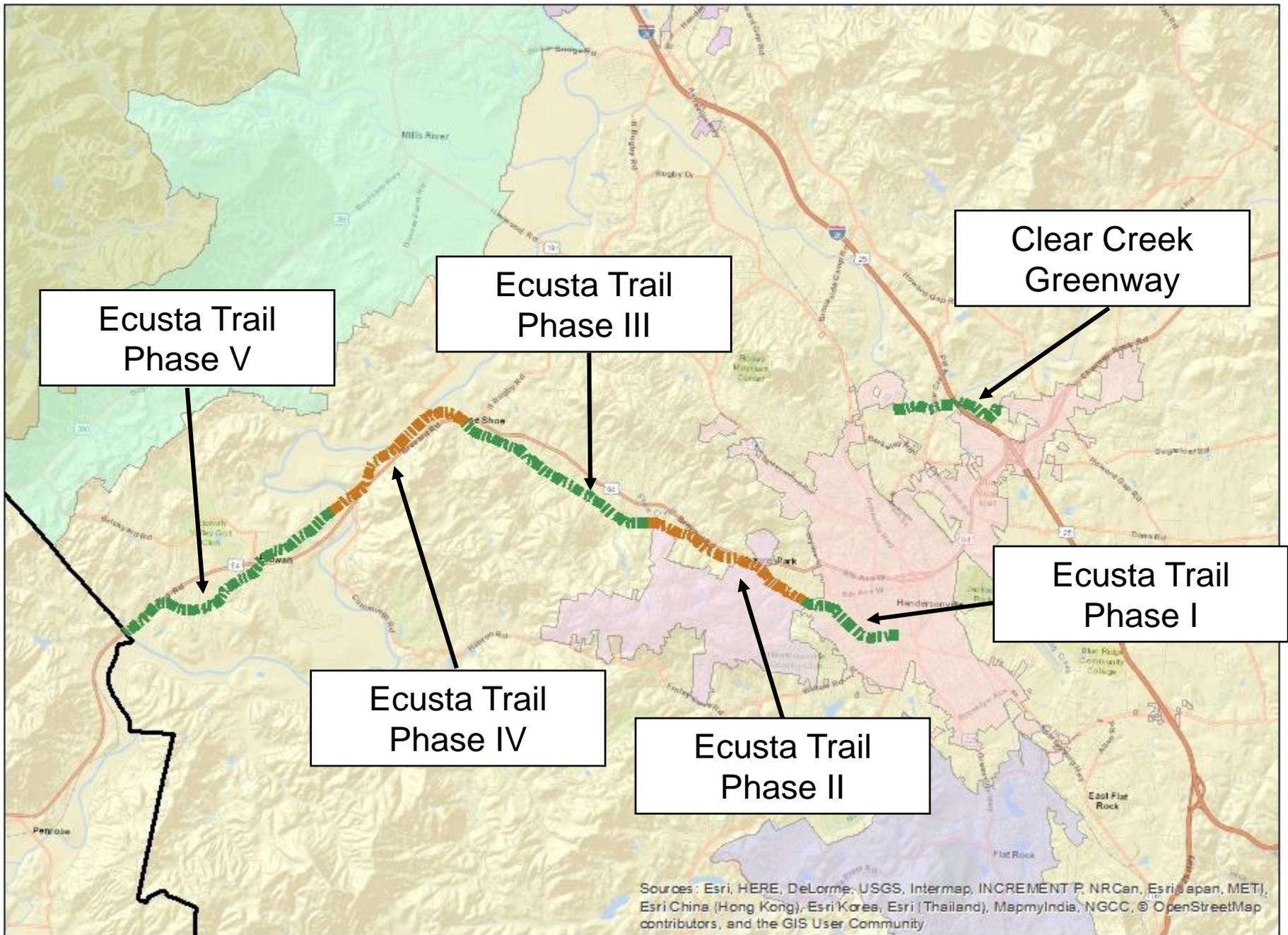




Bridge Replacement

Riverwalk Greenway

Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, © OpenStreetMap contributors, and the GIS User Community



Ecusta Trail
Phase V

Ecusta Trail
Phase III

Clear Creek
Greenway

Ecusta Trail
Phase I

Ecusta Trail
Phase IV

Ecusta Trail
Phase II

Sources: Esri, HERE, DeLorme, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), MapmyIndia, NGCC, OpenStreetMap contributors, and the GIS User Community

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4B:

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 9:00 AM. 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, land use projections, and any other regional plan underway.

The current roster is:

MPO TCC Representatives	MPO Board Representatives
Autumn Radcliff (Henderson County)	Jerry Vehaun (Town of Woodfin)
VACANT	Anthony Sutton (Town of Waynesville)
Elizabeth Teague (Town of Waynesville)	Julie Mayfield (City of Asheville)
Josh O'Conner (Buncombe County)	

The seat formerly held by Brian Burgess (Town of Mills River) is currently open. A TCC member is required to fill the vacancy.

Action: Recommend a New MPO TCC Member to Serve on the Prioritization Subcommittee

Item 4C:

Specific Improvement Types- Modernization/Roadway Upgrade Projects Presentation

Back in March, a presentation on the meaning and potential benefits of access management was given to the TCC and Board. In an on-going effort to provide more information about specific improvement types (SIT) that are submitted to SPOT for prioritization, we will continue this presentation series looking at modernization and roadway upgrades.

Modernization often involves bringing the roadway up to current design standards, which may include increasing the lane or shoulder width, improving the roadway geometry, and/or adding turn lanes at intersections. Roadway upgrades is a similar SIT that involves a collection of roadway improvements such as modernizing a section, adding complete streets elements, and/or incorporating access management such as restricting turn movements.

In the most recent round of Prioritization, P6.0, a number of roadway corridors were submitted for modernization or roadway upgrades. Blue Ridge Road, Sweeten Creek Road, Brown Avenue, and Duncan Hill Road are a few examples from around the region.

NCDOT Division 14 staff will be covering this topic.

Action Required: No action required

Item 4D:

Asheville Transit Master Plan Presentation

The Transit Master Plan (TMP) serves as the guiding document for the City of Asheville's transit system, providing specific routing recommendation to improve service in the short term while serving as a long-term vision plan for future expansion and improvements. The study was funded by the FBRMPO and the City of Asheville. In 2018, the TMP was updated to provide guidance on the operation and growth of the transit network after extensive public input, coordination with committees, input from operators, and interest group discussions. The plan outlines the current operating environment, ART transit service, review of local plans, public involvement, routing recommendations, evaluation and recommendations for county extensions, transit facility infrastructure, and a 10-year phased implementation and financial plan.

The TMP reflected public input, proposed strategic extensions of service, supported crosstown routes, and devised a TMP timeline. The plan included the following:

- 2020 Service Change—
 - New service with 3 new routes, extended service down New Leicester Highway, redesigned maps, updated schedule, and improved frequency on high volume routes.
- Extended Service Hours
- ART Station Renovation
- Service Extension Evaluation and Recommendations (including to Weaverville, Woodfin, Erwin, Reynolds, Shiloh, Enka and Candler, Fairview, and Beaverdam)
- Transit Maintenance Facility
- 10 Year Phased Implementation Plan

The goals of system redesign were to (1) minimize impacts to existing ridership while increasing system operational efficiencies, (2) reduce the need for all routes to meet at the Downtown Station, and facilitate more transfers on-street, where appropriate, to promote faster travel times through the Downtown, and (3) preserve coverage, even if reducing frequencies, to lower ridership route segments and destinations that negatively impact travel times and on-time performance on existing routes.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Marcela Moreno will provide a brief presentation on the Transit Master Plan.

Action Required: No Action Required

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5A:

Division Project Updates

Division 13 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2020/08/D13_August.pdf

Division 14 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2020/08/D14_august.pdf

Item 5B:

TPD Updates

Item 5C:

FHWA/FTA Updates

NCDOT TPD NEWS



NCDOT TPD Newsletter

August 2020

TPD Statewide Initiatives

Below is a list of current initiatives being undertaken by the Transportation Planning Division.

I-26 Memorandum of Agreement Virtual Meeting

The I-26 Connector Project STIP# I-2513, Section 106 Memorandum of Agreement, Virtual Meeting was held on July 1. The full presentation is available on the NCDOT Communication's Youtube channel. Questions and comments should be directed to Kevin Moore, kemoore2@ncdot.gov
<https://www.youtube.com/watch?v=ycOFzbF02Z4>

The Record of Decision for I-2513 is being reviewed this month.

NCDOT Logistics + Freight Bulletin

NCDOT has developed an NCDOT Logistics + Freight Bulletin. It focuses on sharing current issues, trends, data, and analyses on freight and logistics across every mode. It aims to expand awareness and understanding of the larger supply chain ecosystem in which multimodal freight transportation is an active and important player.

The NCDOT Office of Logistics + Freight are supply chain management professionals at NCDOT dedicated to supporting and providing resources to NCDOT stakeholders at every stage of project delivery from planning through construction, ensuring infrastructure investment is connected to industry and commerce. They are available to provide relevant data, research, insight, and analysis for NCDOT project managers, planners, or stakeholders on freight activity and behavior across every mode of transportation.

Another valuable resource for freight information is the NC Statewide Multimodal Freight Plan: bit.ly/NCDOTfreightplan

To sign up for the Logistics + Freight bulletin you can send an email to Dana Magliola at damagliola@ncdot.gov and ask to be added to the email list.

“Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina...”

- NCDOT Mission Statement

Safety News

Bike Helmet Safety

As more people are choosing to get outside for a bike ride with their families. Remember to maintain safe practices.

Children 5 to 14 years old visit emergency rooms for bicycle-related injuries more than any other sport or recreational activity.

Typically, less than 50 percent of children wear safety helmets, according to Safe Kids Worldwide. The Helmet Safety Institute says wearing a helmet can reduce the risk of severe brain injuries by 88 percent.

“Common sense is genius dressed in its working clothes.”

-Ralph Waldo Emerson

NCDOT Performance Measures to FHWA

PM1 and TAM have annual targets. PM2 and PM3 have 2-year and 4-year targets. In 2018 a baseline performance period were reported to FHWA. The Mid-Performance Period from NCDOT by October 1, 2020. It is an opportunity for NCDOT and MPOs to review and adjust/revise their 4-year PM2 targets.

Traffic Forecasts (TF)

Project Level Traffic Forecasting has been largely curtailed to conform to the current cash flow needs of the department. Current Forecast underway or recently developed are:

H140327: Merrimon Avenue Feasibility Study completed

H171907: North Asheville Connector Study completed

NCDOT Overall News

Mobi Awards Presented Next Week on Social Media

On August 5th NCDOT used social media to present the winners of the second annual Mobi Awards. The Mobi Awards recognize the state's best projects that used two or more modes of transportation such as greenways, public transportation hubs, and roads with walking paths. We had more than 60 transportation projects enter into this year's contest. The projects were eligible for five categories, tourism, urban, rural, innovation, and most voted project. The winners were:

Tourism: Albert J. Ellis Redevelopment Project (Onslow County)

Urban: Craven Street Transportation Improvements (French Broad River MPO)

Rural: Granite City Greenway Phase 3 (Northwest Piedmont RPO)

Innovation: REACH Transit (Transportation Administration Of Cleveland County)

MVP (Most Voted Project): Surf City Topsail Island Bridge Connector (Town of Surf City)

A short video is available for each winner on the NCDOT Communications Youtube channel.

NCDMV Waives Road Tests for Some Drivers 18 and Older

With the time frame for resuming road tests remaining unknown because of the continued impacts of COVID-19, starting this month the N.C. Division of Motor Vehicles has begun waiving road tests for regular Class C licenses for qualified drivers who are 18 or older. To see what is needed to qualify, go to the NCDOT website and look for "Road Tests Waived." These drivers must have an appointment at a license office, which can be made online by going to [ncdot.gov/dmv](https://www.ncdot.gov/dmv).

NCDMV Credential Expiration Dates

Also this month, a reminder about expiration dates for driver licenses, vehicle registrations and other DMV credentials: if you have one that expires Aug. 1 or later, it is not eligible for an extension. Earlier this year, Gov. Roy Cooper approved an extension for any credential expiring after March 1 and before Aug. 1.

NCDOT Cash Balance Update

NCDOT's cash reserve has slowly built over the last few months after bottoming on the week of June 4. With funds from the new fiscal year on July 1, the cash balance on July 31 sits at just over 1 billion dollars.

Contact Us

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Visit us on the web at
www.ncdot.gov

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5D:

Committee & Workgroup Updates

Prioritization Subcommittee—Met on August 4th; next meeting on September 1st

Transit Operators' Workgroup—Met on June 16th ; next meeting on September 14th

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

Regional Trail Workgroup- Draft Hellbender Trail Plan Open for Comment

Recommended Actions:

Accept the reports.

Item 5E:

Legislative Updates