

Technical Coordinating Committee

April 8, 2021 – 11:00 A.M., Virtual Meeting via Zoom

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Meeting ID: 868 3643 8379

Call-In: (312)-626-6799

Agenda

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

 - A. Welcome and Introductions, Approval of Agenda Autumn Radcliff
2. **PUBLIC COMMENT**

3. **CONSENT AGENDA**

 - A. February, 2021 Minutes Autumn Radcliff
4. **BUSINESS (20-30 min)**

 - A. FTA 5310 Project Selection MPO Staff
 - B. Final FY 22 Unified Planning Work Program (UPWP) & MPO Self-Certification MPO Staff
5. **INFORMATIONAL ITEMS (30-45 min)**

 - A. Henderson County Mud Creek Greenway Feasibility Study Presentation AECOM
 - B. Regional Transit Feasibility Study Update AECOM
6. **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
7. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (15 min)**

8. **TOPICS FOR NEXT MEETING**

9. **PUBLIC COMMENT**

10. **ADJOURNMENT**

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3:

Consent Agenda

Item 3A: February, 2021 TCC Minutes

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Item 3A:

February, 2021 Minutes

French Broad River Metropolitan Planning Organization

Minutes from the TCC Virtual Meeting via Zoom on February 11, 2021

ATTENDANCE:

Remote via the Zoom Platform:

Chair Autumn Radcliff	Tristan Winkler	Nick Kroncke	Emily Scott-Cruz
John Fargher	Daniel Sellers	Troy Wilson	Elizabeth Teague
Chris Lee	John Ridout	Alex Carmichael	Brendan Merithew
William High	Steve Williams	Daniel Metcalf	Vicki Eastland
James Voso	Jennifer Tipton	Matt Manley	Wanda Austin
Marshall Williams	Ron Hancock	Rachel Bronson	Erica Anderson
Dan Baechtold	Jodie Ferguson	Stephen Sparks	Chris Medlin
Michael Dawson	Kenny Armstrong	Peyton O'Conner	Jessica Morriss
Amna Cameron	Jessica Trotman	Janna Peterson	Nick Tuttle
Pat Christie	David Wasserman	Hannah Cook	Mariate Echeverry

In-Person at Land of Sky Regional Council:

Zia Rifkin (minutes)

WELCOME AND HOUSEKEEPING

Chair Radcliff called the meeting to order, welcomed everyone, and roll call followed. Upon completion of roll call, quorum was announced for conducting the business of the TCC.

PUBLIC COMMENT

Chair Radcliff called for public comments. No public comments were made.

CONSENT AGENDA

Chair Radcliff indicated that the Consent Agenda included the January 14, 2021 minutes. She requested approval for the Agenda at this time, as well.

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Elizabeth Teague moved to approve the consent agenda and the agenda as presented. Steve Williams seconded the motion was affirmed upon a roll call vote of the member governments present.

BUSINESS

FTA Job Access Reverse Commute (JARC) Project Selection

JARC (Jobs Access Reverse Commute) is a competitive pot of funds set aside from Section 5307 Urban Transit Formula funds to encourage regional connectivity, to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The FBRMPO holds a call for projects for federal funding, and the City of Asheville is the Designated Recipient for these funds. The application process for JARC (Winter 2020) ran from November 20th to December 31st, 2020. Additional information about the program is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>.

FBRMPO Winter 2020 Jobs Access Reverse Commute (JARC) Call for Projects Funding Available	
Regional JARC Allocation utilizing FY 2020 at 10% of FTA 5307 Amount allocated to the Asheville Urbanized Area	\$324,509*
Regional JARC-10% Administration	\$32,681
Total Regional Jobs Access Reverse Commute (JARC) – FY2020 funding, after subtracting administration costs	\$291,828

*This funding includes \$23,019 leftover funds from Spring 2020 JARC Call for Projects. 10% of that \$23,019 was added to administrative costs and the remainder was added to the total FY20 available competitive funding.

The MPO received 2 applications.

Applicant	Project Title	Project Description	Funding Requested
City of Asheville	Route 170 Transit Operations	Fixed route service for route 170 to Black Mountain (8 trips per day, Monday through Saturday from 5:30am to 9:30pm)	\$231,558
Buncombe County	Black Mountain Trailblazer	Deviated-fixed route to Black Mountain and Swannanoa (M-Sat; 5:30am-7:30pm)	\$81,704

Prioritization scored both projects, and after both projects were scored, recommended that the TCC and Board approve Alternative 2 for funding. Both projects were very competitive, and ultimately, the

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difference in scoring arose because of the benefits that were perceived in deviated-fixed route service that the County provides.

Below is a table that shows the various alternatives for funding, highlighting **Alternative 2**, which Prioritization recommended for approval by the TCC and Board.

	Project	Period of Performance	Score (out of 100)	Recommended Funding	Funding Level	Requested Funding
Alternative 2	City of Asheville -- Route 170	7/1/21-6/30/22	97.3	\$210,124	90.74%	\$231,558
	Buncombe County -- Black Mountain Trailblazer	7/1/21-6/30/22	100	\$81,704	100%	\$81,704

The alternatives that were not selected were as follows:

- Alternative 1:
 - Fund Buncombe County (Black Mountain Trailblazer) at 100% and fund the City of Asheville (Route 170 Transit Operations) at 93.1%
- Alternative 3:
 - Fund the City of Asheville (Route 170 Transit Operations) at 100% and fund Buncombe County (Black Mountain Trailblazer) at 73.7%

Discussion occurred about the deviated route and whether Warren Wilson College was served. MPO staff shared that the route serves Warren Wilson Road and then meets up with ART 170. Potentially, the route could go closer to the college, but that decision is not part of the business item at hand.

Jessica Morris moved to recommend the Board approve the recommendation given by the Prioritization Subcommittee for Alternative #2. William High seconded and the motion carried upon a roll call vote and without further discussion.

Safety Performance Targets

As part of MAP-21 requirements in 2012, safety performance measures became a requirement for MPOs and DOTs. Beginning in 2017, as part of the FAST Act, states established annual targets in the Highway Safety Improvement Program (HSIP) report. Safety targets are established annually, based on the calendar year, are set for all five performance measure based on five year rolling averages of data, and require coordination between state DOTs and MPOs. The five performance measures include: 1) number of fatalities, 2) rate of fatalities per 100 Million VMT, 3) number of serious injuries, 4) rate of serious injuries per 100 Million VMT and, 5) number of non-motorized fatalities and non-motorized serious injuries.

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Long-Range Transportation Plan • Transportation Improvement Program

Highway Planning • Bicycle and Pedestrian Planning • Transit Planning • Air Quality

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In early 2020, FHWA completed an assessment of the target achievement for NCDOT's calendar year 2018 safety targets and determined North Carolina has not met or made significant progress toward achieving its targets. As a result, NCDOT must ensure all HSIP safety funds are obligated, and must develop an HSIP Implementation Plan that describes actions the State will take to meet these goals. These targets were based off the goal outlined in the original 2014 State Highway Safety Plan to reduce fatalities and serious injuries by half by 2030.

NCDOT submitted statewide safety performance measure targets in August 2020 to FHWA. French Broad River MPO has 180 days (until February 27, 2021) to establish safety targets by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of NCDOT's safety target for that performance measure; or (2) by committing to a different set of quantifiable targets for safety performance measures for the MPO region. NCDOT's 2021 safety targets that were provided to FHWA in the 2020 HSIP report are listed below:

Highway Safety Improvement Program (HSIP) (per year % reduction)

- For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to **reduce total fatalities by 4.20% each year** from 1,427.2 (2015-2019 average) to 1,309.9 (2017-2021 average) by December 31, 2021.
- For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the fatality rate by 4.35% each year** from 1.208 (2015-2019 average) to 1.105 (2017-2021 average) by December 31, 2021.
- For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to **reduce total serious injuries by 3.24% each year** from 3,905.0 (2015-2019 average) to 3,656.1 (2017-2021 average) by December 31, 2021.
- For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the serious injury rate by 3.35% each year** from 3.281 (2015-2019 average) to 3.065 (2017-2021 average) by December 31, 2021.
- For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the total non-motorized fatalities and serious injuries by 3.65% each year** from 543.4 (2015-2019 average) to 504.4 (2017-2021 average) by December 31, 2021.

MPO staff provided a presentation on the safety performance measures and targets for the region.

Additional safety and crash data is available here:

<https://connect.ncdot.gov/resources/safety/Pages/Crash-Data.aspx>

Discussion occurred about the ramifications of using the different safety measure target set (option #2) and MPO staff shared that none of the MPO regions in the state are using different safety target measures, but ultimately, it could require more collaboration with NCDOT to meet the same

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goals. Tristan Winkler shared that it would require the MPO to work with NCDOT to find a compromise, since the region's targets must meet the State's targets. TCC members noted that it would also require additional work, which in the end, may not be supported for the region. Tristan Winkler communicated that the goal is to have these targets incorporated into the decision-making process regarding investments and prioritization of projects. MPO staff communicated that future collaboration regarding data sharing is something that is integrated into the planning process. The opportunity is available to the region to collaborate data. Going forward, more efforts could be put into highlighting safety. Tristan Winkler shared that the MTP could have a heavier emphasis on data collection.

Dan Baechtold moved to recommend the Board approve Option #1 of the Safety Target measures. Elizabeth Teague seconded and the motion carried upon a roll call vote and without further discussion.

Draft FY22 Unified Planning Work Program (UPWP)

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

The UPWP is a federally mandated document for MPO's to produce that serves the MPO's budget. This includes line items of work for MPO staff, planning work planned by the region's designated recipient for FTA 5303 Metropolitan Planning Funds (City of Asheville), as well as studies being carried out using federal planning funds.

-More emphasis is being put on data, modeling, and travelers behavior to reflect anticipated work to build the region's base-year socio-economic dataset for the 2050 MTP. This includes further work on updating the region's land use layer;

-More funding is being put towards TIP Development/Prioritization to go along with anticipated work tasks for P 6.0;

-Less funding is being put towards Special Study Coordination with the Regional Transit Study and Corridor Studies expected to be completed.

-Less funding is being put towards Statewide involvement with some workgroups expected to be ending before or early in FY 2022;

-More funding is being put towards Regional Planning with work beginning to ramp up for the 2050 Metropolitan Transportation Plan, the 5307 Suballocation Formula being discussed/reconsidered, and work to begin.

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Tristan Winkler noted that the Board usually receives about \$30k in PL funding, which is augmented by flexing STBG funding to support staff; however for FY22, more PL funding has been received and less funding will be flexed.

Discussion occurred about the timeline for the next round of corridor studies and MPO staff shared that discussion with the city, county and other interested parties are being planned. A large number of special studies are ongoing. These studies have been extremely helpful to determine what might or might not work and includes the additional input from the public. Tristan Winkler shared that the corridor study program has been successful in a lot of ways and the goal is to expand it. Studies that continue in FY22 would need to be incorporated into the UPWP, but currently, it appears that most of the studies should be completed during FY21.

Jessica Morris moved to recommend the Board approve the Draft FY22 Unified Planning Work Program (UPWP). Steve Williams seconded and the motion carried upon a roll call vote and without further discussion.

Amendments to the 2020-2029 Transportation Improvement Program (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.

This round of amendments includes a large number of project delays and cost increases, due in part to the reduced financial capacity of NCDOT. Given the significance of these project delays, a summary table and maps of major highway project delays are provided for reference. There are also a number of transit amendments that reflect added coronavirus relief funding (CARES Act) in the region, in addition to the removal of completed transit projects to align the TIP with the STIP.

The amendments are currently posted for public review and comment on the [TIP page](#) of the MPO website.

Additionally, MPO staff introduced a resolution to request additional collaboration in creating a process, involving MPOs and local governments, and providing additional public involvement opportunities for major changes to the TIP/STIP that involve the prioritization of projects in the region.

Tristan Winkler reviewed NCDOT's cash flow issues, which included enormous increases in cost-estimates, declining revenues and increasing costs. He noted that the STIP is required to be a fiscally constrained document, leading to project delays through the reprogramming of the STIP to meet federal requirements, provide realistic delivery schedules and update projects funding with BUILD NC and GARVEE Bonds due to HB 77. The NCBOT approved the changes to the STIP in October 2020 and have been waiting for the MPO regions to bring their TIP into alignment.

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Tristan Winkler also shared about the resolution that requests more collaboration and transparency in future restructuring and reprioritizing of Transportation Improvement Program (TIP) projects. He noted that local priorities were considered by NCDOT when determining project delays; however MPO staff were not consulted and MPO Leadership have encouraged the development of the resolution to move the process forward with more collaboration between NCDOT. More collaboration between NCDOT, the MPO, and Local Governments in developing local, regional, and statewide priorities for the STIP and TIP; providing MPO representation on any committee or group developing the process for restructuring and reprioritizing projects in the STIP and TIP; and providing more opportunities for public and stakeholder input in the proposed changes to the STIP and TIP.

Dan Baechtold moved to recommend the Board approve the Amendments to the 2020-2029 TIP and the resolution to request additional collaboration for creating a process, that would include local governments and the MPO, and allowing additional public involvement opportunities for major changes to the TIP/STIP that involve the prioritization of projects in the region.

Discussion occurred about the historical process NCDOT has used to shift funding around, causing project delays, etc. it was noted that this situation was a perfect storm of funding issues and cost increases, leading to the current situation. While it has been a painful process to go through, it has led to the current discussion about how the MPO and jurisdictions can be more involved in the process by being realistic about project costs

Matt Manley seconded the motion.

Tristan Winkler shared that the statewide MPO association (NCAMPO) is meeting tomorrow to discuss the situation.

The motion carried upon a roll call vote and without further discussion.

Presentation on the Black Mountain Parking Study

In FY 2019, the French Broad River MPO provided funding to the Town of Black Mountain for a study looking at parking and circulation throughout Black Mountain's central business district. The study evaluated current parking and traffic patterns while identifying areas for improvement. Jennifer Tipton, staff with the Town of Black Mountain provided a presentation on the study and its findings.

Jennifer Tipton, with the Town of Black Mountain, shared a presentation on the Parking and Circulation Study, which evaluated the current parking and traffic patterns in Black Mountain and included data collection, community engagement and analysis and recommendations. Goals included improving safety, improving parking opportunities and ensuring connected and safe movement by foot and bicycle. The Town learned that there is sufficient parking supply; there's perceived lack of convenient parking. On-street

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parking has the greatest demand. High pedestrian demand on Cherry and State Streets. Congestion peaks during lunch and late afternoon. Intersection operations acceptable but not in the system. The Town plans to maximize the use of existing parking supply by making it safer, more attractive and easier to find. To achieve the goal of improving access to downtown parking for bicyclists and pedestrians. Considering other strategies to encourage walking and biking. The Town plans to interconnect and coordinate traffic signals and to improve the function and comfort of intersections. Parking Management and enforcement measures include implementing time restrictions for on-street parking on Cherry and State Streets. The Town understands that on-going programming, monitoring, master planning, meeting many needs, etc. are part of the continuing effort to improve the parking and traffic in the downtown area.

Additional studies like the Black Mountain Parking Study are eligible for funding with the MPO's Unified Planning Work Program (UPWP) which provides 80% of the cost of the project from federal funds that are passed-through the MPO; the other 20% is required to come from local or other non-federal sources. Other similar studies that have been funded this way recently include: the Hendersonville Oklawaha Greenway Extension Study, the Asheville Transit Master Plan, Buncombe County's Bent Creek Greenway Feasibility Study, and on-going studies on Hendersonville Road, Tunnel Road, the Mud Creek Greenway (Henderson), and the Richland Creek Greenway (Waynesville.)

Information only. No action required.

Presentation on NC First Commission Recommendations

The NC First Commission has released its report on long-range transportation funding recommendations to provide more sustainable funding for transportation needs in North Carolina. The commission was started in 2019 (and included then-MPO Board Chair, William Lapsley) to look at potential solutions to declines in gas tax and other transportation revenues along with the increase in cost and need to maintain and improve existing infrastructure. The primary challenge facing NCDOT and other DOTs across the nation is the gas tax has become increasingly insufficient as a primary funding source for transportation. With increased fuel efficiency, some areas seeing decreases in the amount of individual driving, and the projected increase in electric and hybrid vehicles, that challenge is likely to be further exacerbated in the coming years, especially with the cost to build and maintain infrastructure increasing. The full report from the NC First Commission features a range of potential recommendations, including short-term changes to existing fee structures, long-range recommendations (mileage-based user fees, tolling, public private partnerships), as well as potential changes for local governments to better leverage funding.

The final report and summary presentation are available here: <https://www.ncdot.gov/about-us/how-we-operate/finance-budget/nc-first/Pages/final-report.aspx>

Amna Cameron, Deputy Director of NCDOT's Office of Strategic Initiatives and Program Support provided a presentation to the MPO TCC on the report's recommendations and key considerations moving forward.

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Amna Cameron shared information about the NC First Commission, which was formed in March 2019 to develop recommendations for sustainable transportation revenue sources. Their final report was released in January 2021. She shared that a CRAFTS tool has been included on the NC First Commission's website: www.ncdot.gov/ncfirst. Key findings from the study include the finding that NCDOT is underfunded and costs for transportation projects have seen incredible increases. Currently, the State would need to invest an additional \$7.4 billion per year to bring its spending to the national per-mile average. Currently, 29 years is the average between resurfacings for NCDOT supported roadways. Other Commission findings include that Asheville citizens spend \$1280 annually due to poor transportation conditions; this includes additional vehicle operating costs, and costs due to congestion and safety. By increasing the gas tax, these conditions might be alleviated.

Ms. Cameron noted that revenues are higher, but the tax base is going down due in part to increasing numbers of hybrid vehicles and increased vehicle fuel efficiency of gas-powered vehicles. The Commission also found that fuel economy standards will continue to erode the tax base. The only way vehicle manufacturers can further increase fuel economy is to focus on the production of electric vehicles. The Commission also found through a survey of residents in the State that roads and infrastructure are a high priority; transportation is a higher priority in the Eastern and Western regions. Investment recommendation is to achieve a good infrastructure rating, increase the level of investment by at least \$20 billion over the next ten years through an increase in the Highway Use Tax (HUT), by eliminating the net-of-trade exemption, and by recapturing proceeds from alternative HUT on short-term vehicle rentals, vehicle subscription services, and car sharing. Estimated revenues for transportation over the next ten years is more than \$7.6 Billion. The study also proposes increasing the sales tax rate by 0.025% (from 0.05 to 0.075%); increasing DMV fees. Other options for consideration include a mileage-based user fee to fully replace the Motor Fuels Tax by 2030; however, this would lead to no net change in estimated revenues for transportation over the next 10 years. Other options include expanding broadband, increasing debt capacity for NCDOT and the appointment of a Chief Innovation Officer. The Commission found that this is an opportune moment. Next steps include spreading the word by increasing public outreach and education, meeting with the region's legislative delegations, participating in mileage-based user fee pilot in Fall 2021, and joining the NC Chamber's Destination 2030.

Discussion occurred about the recommendations and how those work with the other goals of NCDOT and it was shared by Ms. Cameron that the purpose of the Commission was to find a modernized revenue stretcher. In no way did the department really talk about how the revenue should be spent. The NC First Commission deals with where the money comes from and NC Moves deals with how the money should be spent. With regards to how it fits with existing policies, it does not appear to compete with complete streets. The intent was not to provide any type of advantage to any specific type of transportation system. The revenue situation is dire and all options are being looked at.

Discussion occurred about weight-based vehicle taxes, infrastructure spending and possible taxes on hybrid vehicles (EVs). Ms. Cameron noted that NCDOT follows trends on vehicle ownership and the data that is

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generated from that information. More data-backed analysis is becoming available. NCDOT is expected to come out with their legislative agenda within the next two-weeks.

Information only. No action required.

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

LAPP Training next Thursday (February 18) at noon.

TOPICS FOR NEXT MEETING

5310 Project Selection

Final UPWP

Mud Creek Greenway presentation (possibly)

PUBLIC COMMENT

Chair Radcliff opened the second public comment period. No public comments received.

ADJOURNMENT

Chair Radcliff adjourned the meeting, as there was no further business.

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Item 4A:

FTA 5310 Project Selection

CRRSAA

The Asheville UZA was awarded Coronavirus Response and Relief Supplemental Apportionment Act (CRRSAA) funds to Section 5310. Funds are to be used for 5310 operations and payroll (if recipients have furloughed employees). The UZA received \$60,153 in additional Section 5310 funds. The Regional Transit Operators Workgroup met to discuss CRRSAA funding, deciding that the best approach would be to divert the funding, which totals \$54,138 after taking out 10% Admin costs for the City of Asheville to a single recipient. The ongoing 5310 Call for Projects made this process simplified.

The agencies that submitted “Other” (operating) projects with the highest funding request, for only one project, were asked if they could provide an updated letter of local match and extend their Period of Performance to expend the entire \$54,138. Senior Companions was approached first because their project spans more than one County; however, they were unable to provide a match commitment letter for the full amount. Mountain Projects was also approached and confirmed their ability to provide a local match commitment, revised budget, and certification that they have not furloughed employees.

Note: Mountain Projects is eligible to receive CRRSAA funds, in which case **all** Other Projects could be fully funded for FY22 with 5310 funds, and an additional \$14,902 could be added to the Traditional pot of funds.

Section 5310

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for Section 5310 ran from November 20th, 2020 through December 31st, 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 projects: no more than 45% of the total funding amount can go to these projects

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Following the February Prioritization Subcommittee meeting, Alternative 4 (shown below) was approved pending a conversation with the Traditional applicants, whose projects were scored during the February Prioritization Subcommittee meeting. **Alternative 5 was created after a conversation between Buncombe County, the City of Asheville, and MPO Staff.**

SUBMITTED PROJECTS:

The table below shows the projects submitted and funding requested.

Applicant	Traditional or Other	Project Title	Period of Performance	Project Description	Funding Requested	Local Match	Total Cost
Buncombe County	Traditional	SED TAP	7/1/21 - 6/30/22	Door-to-door service for seniors/disabled on ADA compliant vans. Funds to support medical trips for elderly adults; demand response for customers with disabilities. 5310 funds allow more state and local funds to extend across all programs to cover transportation needs.	\$ 200,081	\$ 50,021	\$ 1,257,510
City of Asheville	Traditional	Asheville Paratransit	7/1/21 - 6/30/22	Allows CoA to offer service to residents beyond the 3/4 service boundary	\$ 166,832	\$ 41,708	\$ 208,540
Buncombe County	Other	RIDE Voucher Program	2/1/22 - 6/20/22	Curb-to-curb, user-side subsidy that allows users to purchase vouchers for rides at a lower rate to be used in Buncombe county for same day, unforeseen trips and trips not available through public transit	\$ 20,112	\$ 20,112	\$ 40,224
Land of Sky	Other	Senior Companions Program	7/1/21 - 6/30/22	Provides companions for senior adults that provide transportation and other needed services.	\$ 42,838	\$ 42,838	\$ 85,676
Madison County	Other	Expanded Nutrition Access	7/1/21 - 6/30/22	Continue providing home delivery meals for Mars Hill meal side and provide extra 35 home deliveries since March 2020.	\$ 26,058	\$ 26,058	\$ 52,116
Madison County	Other	Expanded Transportation to Mars Hill	7/1/21 - 6/30/22	Allow MCTA to continue providing transportation services to Mars Hill residents for medical appointments and other accessibility, covering cost of driver, vans, scheduling, and management.	\$ 17,426	\$ 17,426	\$ 34,852
Mountain Projects, Inc.	Other	Haywood Public Transit Paratransit	7/1/21 - 6/30/22	Funds support paratransit services; if awarded, 5310 State funding could serve a wider portion of Haywood County and these funds could pay for the UZA	\$ 43,136	\$ 43,136	\$ 86,272

Alternatives 4 and 5: 5310 funding breakdown and CRRSAA allocation—recommended by Regional Transit Operators Group:

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<i>Funding Type</i>	<i>Amount</i>	<i>Percentage of Total Allocation</i>
Admin	\$ 34,668	10%
Total Traditional Projects Funding	\$ 205,574	59%
Total Other Projects Funding	\$ 106,434	31%
Total 5310 Funding Amount	\$ 346,676	100%

Applicant	Project Title	Period of Performance	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match	Total Cost
Buncombe County	RIDE Voucher Program	2/1/22-6/30/22	\$ 20,112	100%	\$20,112	\$20,112	\$40,224
Land of Sky	Senior Companions Program	7/1/21 - 6/30/22	\$ 42,838	100%	\$ 42,838	\$ 42,838	\$ 85,676
Madison County	Expanded Nutrition Access	7/1/21 - 6/30/22	\$ 26,058	100%	\$ 26,058	\$ 26,058	\$ 52,116
Madison County	Expanded Transportation to Mars Hill	7/1/21 - 6/30/22	\$ 17,426	100%	\$ 17,426	\$17,426	\$ 34,852
CRRSAA Funding							
Mountain Projects, Inc.	Haywood Public Transit Paratransit	7/1/21 - 12/31/22	\$ 108,276	100%	\$ 54,138	\$ 54,138	\$108,276

CONSIDER THE TRADITIONAL SCORE

Alternative 4:

Fund both Buncombe SEDTAP and Asheville's Paratransit at 56% of their requested funding. Use CRRSAA funds as detailed above and fully fund Other 5310 projects, diverting an extra \$14,902 to Traditional percentage of the 5310 allocation.

ALTERNATIVE 4	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match
Buncombe County	SEDTAP	\$ 112,148	56%	\$200,081	\$50,021
City of Asheville	Asheville Paratransit	\$ 93,426	56%	\$166,832	\$41,708

Alternative 5:

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Split the total Traditional funding available (\$205,574) between Buncombe's SEDTAP and Asheville's Paratransit—leaving each project with \$102,787. Use CRRSAA funds as detailed above and fully fund Other 5310 projects, diverting that additional \$14,902 to Traditional funding.

Alternative 5	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match
Buncombe County	SEDTAP	\$ 102,787	51%	\$200,081	\$25,697
City of Asheville	Asheville Paratransit	\$ 102,787	62%	\$166,832	\$25,697

Action Required

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4B:

Final FY 22 Unified Planning Work Program (UPWP) and MPO Self-Certification

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

What is a UPWP?

The UPWP is a federally mandated document for MPO's to produce that serves as the MPO's budget. This includes line items of work for MPO staff, planning work planned by the region's designated recipient for FTA 5303 Metropolitan Planning Funds (City of Asheville), as well as studies being carried out using federal planning funds.

Major Changes between the FY 2021 and FY 2022 UPWP

-More emphasis is being put on data, modeling, and travelers behavior to reflect anticipated work to build the region's base-year socio-economic dataset for the 2050 MTP. This includes further work on updating the region's land use layer,

-More funding is being put towards TIP Development/Prioritization to go along with anticipated work tasks for P 6.0

-Less funding is being put towards Special Study Coordination with the Regional Transit Study and Corridor Studies expected to be completed.

-Less funding is being put towards Statewide Planning & Coordination (less travel, likely)

-More funding is being put towards Regional Planning with work beginning to ramp up for the 2050 Metropolitan Transportation Plan, the 5307 Suballocation Formula being discussed/reconsidered, and work to begin on updating the Locally Coordinated Human Services and Public Transportation Plan

What is the Self-Certification?

MPO's are required to annually certify that they have conformed to federal planning requirements for Metropolitan Transportation Planning. A resolution is passed by the MPO annually with the Final UPWP.

FY 2022

DRAFT

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

**FRENCH
BROAD
RIVER**

METROPOLITAN PLANNING
ORGANIZATION
A PROGRAM OF LAND OF SKY

**Fiscal Year 2022 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 (UPWP) for Fiscal Year 2022 that will help to carry out a cooperative, comprehensive, and continuous transportation planning process for the FBRMPO Planning Area.

In general, the UPWP 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 UPWP is largely funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), with reimbursements managed by the North Carolina Department of Transportation. UPWP's can have five general funding sources:

-Statewide Planning and Research Program (SPR)- These are federal planning funds used by NCDOT to conduct work for the French Broad River MPO. A 20% local match is required. (No SPR funds are programmed in FY 2022 UPWP)

-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.

-Local Match- the match required to utilize federal planning funds is charged to MPO member governments in direct proportion to proportion of population within the MPO, per the most recent decennial census. The 2010 US Census will be utilized to calculate local dues for FY 22.

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

II-A Data and Planning Support		
II-A-1	Networks and Support Systems	<p>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, environmental data, and other data related to Vehicle Miles Traveled and roadway capacity deficiencies.</p> <p><u>WORK PRODUCT:</u> Updated Catalogue of GIS shapefiles</p>
II-A-2	Travelers and Behavior	<p>MPO staff will maintain data on the region's VMT, travel-time reliability, crashes, vehicular volumes, and bicycle and pedestrian counts.</p> <p><u>WORK PRODUCTS:</u> Updated 2020 Regional Land Use Shapefile, Verification of 2020 Regional Employment Data, Initial Population Projections/Utilization of 2020 Census Data (as released)</p>
II-A-3	Transportation Modeling	<p>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.</p> <p><u>WORK PRODUCT:</u> Develop RFP for Regional Socio-Economic Forecasting to Update the Travel Demand Model for 2050 (to be contracted in FY 2023)</p>

II-B Planning Process		
II-B-1	Targeted Planning	<p>MPO staff will continue coordination activities with the region’s Clean Air Campaign, Clean Vehicle Coalition, WNC Rail Committee, and Land of Sky Resiliency efforts; participate in continued FAST Act and other planning training and workshop efforts.</p> <p>WORK PRODUCT: Document existing and planned charging stations for electric vehicles, work with Division and Local Governments on Complete Streets and Streetscaping Opportunities with NCDOT Resurfacing projects</p>
II-B-2	Regional Planning	<p>Amend the 2045 MTP, Begin Documentation of 2020 Existing Conditions for the 2050 MTP, Discuss Potential Changes to the 5307 Suballocation Formula, Begin Work on Revising the Locally Coordinated Human Services and Public Transportation Plan.</p> <p>WORK PRODUCT: Amendments to the 2045 MTP, Existing Conditions for the 2050 MTP, Development of the 2050 MTP Financial Model, Follow-Up Items from the Regional Transit Study, Continued Coordination for the Hellbender Regional Trail, Facilitated Discussions and Potential Modifications to the 5307 Suballocation Formula</p>
II-B-3A	Special Studies Operations	<p>MPO staff will continue to provide support, contracting, invoicing, and oversight of on-going special studies in the region, including special studies managed in-house (TDM)</p> <p>WORK PRODUCT: Staff assistance and administration of the Buncombe County Pedestrian Plan, Haywood County Greenway Plan, and Asheville Reed Creek Greenway Feasibility Study</p>
II-B-3B	Corridor Studies Operations	<p>No corridor studies planned for FY 2022 but staff will work with Buncombe County, the City of Asheville, and any other interested local government in determining any corridor studies for FY 2023.</p>
II-B-3C	Special Studies Pass-Through	<p>No Special Studies Utilizing PL Pass-Through Dollars for FY 2022.</p>

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 2023 UPWP</p>
III-A-2	Metrics and Performance Measures	<p>MPO staff will prepare quarterly reports to NCDOT Transportation Planning Division.</p> <p>WORK PRODUCT: Quarterly Reports</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 2022, 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: Public Survey for P 6.0, Local Input Point Assignment Documents, Final Results of P 6.0</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, LAPP Call for Projects, 5310 Call for Project, JARC Call for Projects</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	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.
III-C-2	Environmental Justice	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.
III-C-3	Minority Business Enterprise Planning	Nothing programmed for FY 2022.
III-C-4	Planning for Elderly	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. WORK PRODUCTS: Coffee with a Transportation Planner events, ADA Training
III-C-5	Safety/Drug Control Planning	Research potential grants or planning activities involving transit and substance abuse.
III-C-6	Public Involvement	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, as needed. Continue to utilize remote meeting accessibility as an option, even if in-person meetings become safe and accessible again.
III-C-7	Private Sector Participation	Nothing programmed for FY 2022.

III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	<p>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, 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. Host educational event in conjunction with Clean Cities on Autonomous and Electric Vehicles.</p>
III-E Management and Operations		
III-E	Management, Operations, Program Support Administration	<p>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.</p> <p><u>WORK PRODUCT:</u> Meeting Agendas, Website Updates</p>

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 City of Asheville Transit Planning Division collects and analyzes various data related to the operation and maintenance of the transit system. This includes ridership data compiled from the Automatic Passenger Counters, fare data collected from the fareboxes, performance data collected from the real-time GPS and AVL system, etc. The data is used in reporting current system functions, as well as analyze the impact of system service changes, and to plan for future service improvements to increase system-wide 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 City of Asheville Transit Planning Division 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 on proposed new developments. In addition, the information is used in planning improvements to the transit system to ensure connectivity among ART’s fixed-route service and to other regional modes of transportation.</p>
II-A-3	Transportation Modeling	
II-B Planning Process		
II-B-1	Targeted Planning	

II-B-2	Regional Planning	<p>The City of Asheville Transit Planning Division continues to implement recommended service improvements in the transit master plan, as well as Implement the vision/long range plan outlined in the Multimodal Transportation Plan. Participate in the Regional Transit Operators meetings to discuss prioritization of regional transit projects. Participate in the MPO's regional transit planning studies 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 and other Planning studies.</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 entails working on multiple reporting and managerial functions. Program administration includes monitoring subrecipients planning and grant activities, and reporting requirements for (drug/alcohol, NTD, FTA, etc.), work with the MPO to develop the UPWP per federal and state requirements, manage and administer the City's FTA and State grants, manage FTA compliance program, monitor and oversee the operations and maintenance contracts for the fixed-route and paratransit services.</p> <p>Work Products: Quarterly and Annual FTA Reports, Complete annual NTD reporting; work on 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>The City's Title VI Program plan was updated and approved in 2020 by the FTA Region IV Office and will be renewed in FY2023. The City will continue conducting Title VI analysis will be for future route and fare changes.</p> <p>Work Product: FY 2020-2023 City of Asheville Title VI Plan</p>
III-C-2	Environmental Justice	
III-C-3	Disadvantaged Business Enterprise Planning	<p>The FTA Region IV Office approved the City FY20-22 DBE Goals, which includes closely coordinating with the City's Small and Minority-Owned Business Program. Continue evaluating individual transit projects to ensure adherence to the City's DBE Goals and federal DBE requirements. Staff plans to start working on the FY22-24 DBE Goals for review and approval by FTA in FY22.</p> <p>Work Product: FY 2022-2024 City of Asheville DBE Goals</p>
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	

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				STBGDA (Flexed to PL)			Total			
			Local	Federal	TOTAL	Local	State	Federal	Total	Local	Federal	Total	Local	State	Federal	Total
			20%	80%		10%	10%	80%		20%	80%					
	II-A	Data and Planning Support	\$ 29,851	\$119,406	\$ 149,257	\$ 2,363	\$2,362	\$18,900	\$23,625	\$ -	\$0	\$ -	\$ 32,214	\$2,362	\$138,306	\$ 172,882
44.24.00	II-A-1	Networks and Support Systems	\$ 8,725	\$34,898	\$ 43,623	\$1,890	\$1,890	\$15,120	\$18,900	\$ -	\$0	\$ -	\$ 10,615	\$1,890	\$50,018	\$ 62,523
44.23.01	II-A-2	Travelers and Behavior	\$ 8,725	\$34,898	\$ 43,623	\$473	\$472	\$3,780	\$4,725	\$ -	\$0	\$ -	\$ 9,198	\$472	\$38,678	\$ 48,348
44.23.02	II-A-3	Transportation Modeling	\$ 12,402	\$49,609	\$ 62,012					\$ -	\$0	\$ -	\$ 12,402	\$0	\$49,609	\$ 62,012
	II-B	Planning Process	\$ 19,997	\$79,986	\$ 99,983	\$740	\$740	\$5,920	\$7,400	\$ 71,900	\$287,600	\$ 359,500	\$ 92,637	\$740	\$373,506	\$ 466,883
44.23.02	II-B-1	Targeted Planning	\$ 5,537	\$22,149	\$ 27,686					\$ -	\$0	\$ -	\$ 5,537	\$0	\$22,149	\$ 27,686
44.22.00	II-B-2	Regional Planning	\$ 7,395	\$29,581	\$ 36,976	\$740	\$740	\$5,920	\$7,400	\$ -	\$0	\$ -	\$ 8,135	\$740	\$35,501	\$ 44,376
44.27.00	II-B-3A	Special Studies Operations	\$ 6,135	\$24,541	\$ 30,676					\$ -	\$0	\$ -	\$ 6,135	\$0	\$24,541	\$ 30,676
44.27.00	II-B-3B	Corridor Studies Operations	\$ 929	\$3,716	\$ 4,645					\$ -	\$0	\$ -	\$ 929	\$0	\$3,716	\$ 4,645
44.27.00	II-B-3C	Special Studies Pass-Through	\$ -	\$ -	\$ -					\$ -	\$0	\$ -	\$ -	\$0	\$0	\$ -
44.27.00	II-B-3D	Buncombe County Pedestrian Plan								\$ 25,000	\$100,000	\$ 125,000	\$ 25,000	\$0	\$ 100,000	\$ 125,000
44.27.00	II-B-3E	Haywood County Greenway Plan								\$ 22,500	\$90,000	\$ 112,500	\$ 22,500	\$0	\$ 90,000	\$ 112,500
44.27.00	II-B-3F	Asheville Reed Creek Greenway Study								\$ 10,000	\$40,000	\$ 50,000	\$ 10,000	\$0	\$ 40,000	\$ 50,000
44.27.00	II-B-3G	TDM Coordinator								\$ 14,400	\$57,600	\$ 72,000	\$ 14,400	\$0	\$ 57,600	\$ 72,000
	III-A	Planning Work Program	\$ 7,154	\$28,614	\$ 35,768	\$202	\$203	\$1,620	\$2,025	\$ -	\$0	\$ -	\$ 7,356	\$203	\$30,234	\$ 37,793
44.23.02	III-A-1	Planning Work Program	\$ 5,271	\$21,084	\$ 26,355	\$202	\$203	\$1,620	\$2,025	\$ -	\$0	\$ -	\$ 5,473	\$203	\$22,704	\$ 28,380
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,882	\$7,530	\$ 9,412					\$ -	\$0	\$ -	\$ 1,882	\$0	\$7,530	\$ 9,412
	III-B	Transp. Improvement Plan	\$ 15,303	\$61,212	\$ 76,515	\$540	\$540	\$4,320	\$5,400	\$ -	\$0	\$ -	\$ 15,843	\$540	\$65,532	\$ 81,915
44.25.00	III-B-1	Prioritization	\$ 6,203	\$24,811	\$ 31,013					\$ -	\$0	\$ -	\$ 6,203	\$0	\$24,811	\$ 31,013
44.25.00	III-B-2	Metropolitan TIP	\$ 7,395	\$29,581	\$ 36,976	\$540	\$540	\$4,320	\$5,400	\$ -	\$0	\$ -	\$ 7,935	\$540	\$33,901	\$ 42,376
44.25.00	III-B-3	Merger/Project Development	\$ 1,705	\$6,821	\$ 8,526					\$ -	\$0	\$ -	\$ 1,705	\$0	\$6,821	\$ 8,526
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 11,451	\$45,806	\$ 57,257	\$1,675	\$1,675	\$13,400	\$16,750	\$ -	\$0	\$ -	\$ 13,126	\$1,675	\$59,206	\$ 74,007
44.27.00	III-C-1	Title VI Compliance	\$ 1,971	\$7,886	\$ 9,857	\$1,675	\$1,675	\$13,400	\$16,750	\$0	\$0	\$ -	\$ 3,646	\$1,675	\$21,286	\$ 26,607
44.27.00	III-C-2	Environmental Justice	\$ 1,971	\$7,886	\$ 9,857					\$0	\$0	\$ -	\$ 1,971	\$0	\$7,886	\$ 9,857
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$0	\$ -					\$0	\$0	\$ -	\$ -	\$0	\$0	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ 2,637	\$10,547	\$ 13,184					\$0	\$0	\$ -	\$ 2,637	\$0	\$10,547	\$ 13,184
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 932	\$3,726	\$ 4,658					\$0	\$0	\$ -	\$ 932	\$0	\$3,726	\$ 4,658
44.27.00	III-C-6	Public Involvement	\$ 3,940	\$15,761	\$ 19,701					\$0	\$0	\$ -	\$ 3,940	\$0	\$15,761	\$ 19,701
44.27.00	III-C-7	Private Sector Participation	\$ -	\$0	\$ -					\$0	\$0	\$ -	\$ -	\$0	\$0	\$ -
	III-D	Statewide & Extra-Regional Planning	\$ 10,586	\$42,342	\$ 52,928	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ 10,586	\$0	\$42,342	\$ 52,928
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 10,586	\$42,342	\$ 52,928					\$0	\$0	\$0	\$ 10,586	\$0	\$42,342	\$ 52,928
	III-E	Management Ops, Program Suppt Adm	\$ 15,097	\$60,389	\$ 75,487	\$1,980	\$1,980	\$15,840	\$19,800	\$ 4,562	\$18,250	\$ 22,812	\$ 21,640	\$1,980	\$94,479	\$ 118,099
44.27.00		Management Operations	\$ 15,097	\$60,389	\$ 75,487				\$0	\$ 4,562	\$18,250	\$ 22,812	\$ 19,660	\$0	\$78,639	\$ 98,299
44.27.00		Program Support Administration	\$ -	\$0	\$ -	\$1,980	\$1,980	\$15,840	\$19,800				\$ 1,980	\$1,980	\$15,840	\$ 19,800
		TOTALS	\$109,439	\$437,756	\$ 547,195	\$7,500	\$7,500	\$60,000	\$75,000	\$76,462	\$305,850	\$382,312	\$ 193,401	\$7,500	\$803,606	\$ 1,004,507
			Continuing Studies													
			MPO Planning & Admin- PL 104			Transit Planning- 5303				STBGDA (Flexed to PL)			Total			
			Local	Federal	Total	Local	State	Federal	Total	Local	Federal	Total	Local	State	Federal	Total
			20%	80%		10%	10%	80%		20%	80%					
FY Account	Project															
FY 20	Tunnel Road Feasibility Study		\$31,500	\$126,000	\$157,500								\$31,500	\$ -	\$126,000	\$157,500
FY 20	Biltmore Avenue Feasibility Study									\$40,000	\$160,000	\$200,000	\$40,000	\$ -	\$160,000	\$200,000
FY 20	AVL Pedestrian, Greenway, ADA Plan									\$135,000	\$140,000	\$275,000	\$135,000	\$ -	\$140,000	\$275,000
FY 21	AVL Bike/Ped Counting Equipment									\$12,000	\$48,000	\$60,000	\$12,000	\$ -	\$48,000	\$60,000
	Total		\$31,500	\$126,000	\$157,500	\$0	\$0	\$0	\$0	\$187,000	\$348,000	\$535,000	\$218,500	\$0	\$474,000	\$692,500

FY 2022 FBRMPO UPWP- Five-Year Work Plan

Timeline	Quarter	Surveillance of Inventory Data (II-A)	Long Range Transportation Planning (II-B)	Planning Work Program (III-A)	Transportation Improvement Program (III-B)	Civil Rights Compliance/Other Regulations (III-C)	Incidental Planning & Project Development (III-D)	Administration & Services (III-E)
FY 2022	1	Update Transportation and GIS data for VMT, Congestion, and Travel Time Data	Prepare Amendments to the 2045 MTP, Begin Coordination with NCDOT on CTP Updates	Close Out Previous Year UPWP	Hold SPOT Meetings on Regional Impact Priorities, Merger Meetings	Revise MPO Documents and Provide Translations	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination
	2	Continue Ped Count Installation and Monitoring, Finalize Base Year Land Use (ELUSE) Layer for the Travel Demand Model	Continue & Finalize Work on CTP Updates	Prepare Draft UPWP, Quarterly Reports	Hold SPOT Meeting on Division Needs Priorities, TIP Amendments, JARC/5310 Call for Projects	Maintain MPO Website and Social Media	NC BikeWalk Summit, Special Studies	Board, Committee, Agendas/Minutes, LPA Coordination
	3	Update Transit Data, Census Data, Coordinate with Volunteer Bike/Ped Counts	Begin Work on Updating the Locally Coordinated Plan	Adopt Final UPWP, Quarterly Reports	Hold Meetings on the Draft 2023-2032 TIP, TIP Amendments, LAPP Call for Projects	Ensure On-Going Compliance with Civil Right Requirements	NCAMPO Conference, Develop New Special Studies for the Draft UPWP	Board, Committee, Agendas/Minutes, LPA Coordination, New Member Orientation
	4	Crash and Safety Data Updates	Begin Work on Base Year MTP Data Narrative	Quarterly Reports	Adopt the 2023-2032 TIP, Finalize LAPP Project Selection	Review and Evaluate Effectiveness of the Public Involvement Policy	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination, Ethics Coordination
FY 2023	1	Update Transportation and GIS data for VMT, Congestion, and Travel Time Data; Begin Determining Updated MPO Planning Boundary Based on 2020 Urbanized Area Data	Issue RFP for Socio-Economic Forecasts (Land Use Study)	Close Out Previous Year UPWP	Determine Projects for P 7.0, TIP Amendments	Update the MPO's Title VI Plan	Administer Special Studies, PL Funds, Develop MPO Resiliency Plan	Board, Committee, Agendas/Minutes, LPA Coordination
	2	Continue Ped Count Installation and Monitoring, Finalize Employer Data for Base Year Model Data	Begin Work on the Socio-Economic Forecasts	Prepare Draft UPWP, Quarterly Reports	TIP Amendments, JARC/5310 Call for Projects	Maintain MPO Website and Social Media	NC BikeWalk Summit, Special Studies	Board, Committee, Agendas/Minutes, LPA Coordination
	3	Update Transit Data, Census Data, Coordinate with Volunteer Bike/Ped Counts	Finalize 2050 MTP Goals and Objectives, Finalize Base Data Narrative, Finalize and Adopt Updated Locally Coordinated Plan	Adopt Final UPWP, Quarterly Reports	TIP Amendments, Merger Projects	Conduct Environmental Justice Assessment for the 2050 MTP	NCAMPO Conference, Develop New Special Studies for the Draft UPWP	Board, Committee, Agendas/Minutes, LPA Coordination, New Member Orientation
	4	Crash and Safety Data Updates; Finalize MPO Planning Area Changes	Solicit Projects to Be Considered for the 2050 MTP	Quarterly Reports	TIP Amendments	Review and Evaluate Effectiveness of the Public Involvement Policy	Update MOU as needed based on updated MPO Planning Boundaries, Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination, Ethics Coordination
FY 2024	1	Update Transportation and GIS data for VMT, Congestion, and Travel Time Data	Finalize and Adopt 2050 Socio-Economic Forecasts, Begin Initial Travel Demand Model Run	Close Out Previous Year UPWP	Hold SPOT Meetings on Regional Impact Priorities, Merger Meetings	Revise MPO Documents and Provide Translations	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination
	2	Continue Ped Count Installation and Monitoring, Finalize Base Year Land Use (ELUSE) Layer for the Travel Demand Model	Continue to Work Through Forecasts, Begin MTP Project Selection	Prepare Draft UPWP, Quarterly Reports	Hold SPOT Meeting on Division Needs Priorities, TIP Amendments, JARC/5310 Call for Projects	Maintain MPO Website and Social Media	NC BikeWalk Summit, Special Studies	Board, Committee, Agendas/Minutes, LPA Coordination
	3	Update Transit Data, Census Data, Coordinate with Volunteer Bike/Ped Counts	Begin Work on MTP 2050 Financial Forecasts	Adopt Final UPWP, Quarterly Reports	Hold Meetings on the Draft 2023-2032 TIP, TIP Amendments, LAPP Call for Projects	Ensure On-Going Compliance with Civil Right Requirements	NCAMPO Conference, Develop New Special Studies for the Draft UPWP	Board, Committee, Agendas/Minutes, LPA Coordination, New Member Orientation
	4	Crash and Safety Data Updates	Finalize MTP 2050 MTP Financial Forecasts	Quarterly Reports	Adopt the 2025-2034 TIP, Finalize LAPP Project Selection	Review and Evaluate Effectiveness of the Public Involvement Policy	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination, Ethics Coordination
FY 2025	1	Update Transportation and GIS data for VMT, Congestion, and Travel Time Data	Hold Initial Public Meetings on the 2050 MTP	Close Out Previous Year UPWP	Determine Projects for P 8.0, TIP Amendments	Revise MPO Documents and Provide Translations	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination
	2	Continue Ped Count Installation and Monitoring, Finalize Base Year Land Use (ELUSE) Layer for the Travel Demand Model	Finalize MTP Goals and Objectives	Prepare Draft UPWP, Quarterly Reports	TIP Amendments, JARC/5310 Call for Projects	Maintain MPO Website and Social Media	NC BikeWalk Summit, Special Studies	Board, Committee, Agendas/Minutes, LPA Coordination
	3	Update Transit Data, Census Data, Coordinate with Volunteer Bike/Ped Counts	Finalize MTP Policy Recommendations	Adopt Final UPWP, Quarterly Reports	TIP Amendments, Merger Projects	Ensure On-Going Compliance with Civil Right Requirements	NCAMPO Conference, Develop New Special Studies for the Draft UPWP	Board, Committee, Agendas/Minutes, LPA Coordination, New Member Orientation
	4	Crash and Safety Data Updates	Finalize MTP Project Selection	Quarterly Reports	TIP Amendments	Review and Evaluate Effectiveness of the Public Involvement Policy	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination, Ethics Coordination
FY 2026	1	Update Transportation and GIS data for VMT, Congestion, and Travel Time Data	Hold Public Meetings on the Draft MTP	Close Out Previous Year UPWP	Hold SPOT Meetings on Regional Impact Priorities, Merger Meetings	Revise MPO Documents and Provide Translations	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination
	2	Continue Ped Count Installation and Monitoring, Finalize Base Year Land Use (ELUSE) Layer for the Travel Demand Model	Adopt the 2050 MTP	Prepare Draft UPWP, Quarterly Reports	Hold SPOT Meeting on Division Needs Priorities, TIP Amendments, JARC/5310 Call for Projects	Maintain MPO Website and Social Media	NC BikeWalk Summit, Special Studies	Board, Committee, Agendas/Minutes, LPA Coordination
	3	Update Transit Data, Census Data, Coordinate with Volunteer Bike/Ped Counts	Begin Work on 2025 Base Year Land Use Update	Adopt Final UPWP, Quarterly Reports	Hold Meetings on the Draft 2023-2032 TIP, TIP Amendments, LAPP Call for Projects	Ensure On-Going Compliance with Civil Right Requirements	NCAMPO Conference, Develop New Special Studies for the Draft UPWP	Board, Committee, Agendas/Minutes, LPA Coordination, New Member Orientation
	4	Crash and Safety Data Updates	Consider Updating the Regional Travel Demand Model	Quarterly Reports	Adopt the 2025-2034 TIP, Finalize LAPP Project Selection	Review and Evaluate Effectiveness of the Public Involvement Policy	Administer Special Studies, PL Funds	Board, Committee, Agendas/Minutes, LPA Coordination, Ethics Coordination

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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

RESOLUTION CERTIFYING THE FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS

WHEREAS, the French Broad River Metropolitan Planning Organization is the regional transportation planning organization for the Asheville Urban Area; and

WHEREAS, the French Broad River Metropolitan Planning Organization 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 French Broad River Metropolitan Planning Organization Board has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the French Broad River Metropolitan Planning Organization Board has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the French Broad River Metropolitan Planning Organization Board has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38); and

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2045 and meets the requirements for an adequate Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization certifies the transportation planning process for the French Broad River Metropolitan Planning Organization on this 22nd day of April, 2021

Larry B. Harris, FBRMPO Board Chair

Attest, Tristan Winkler,
FBRMPO Director

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

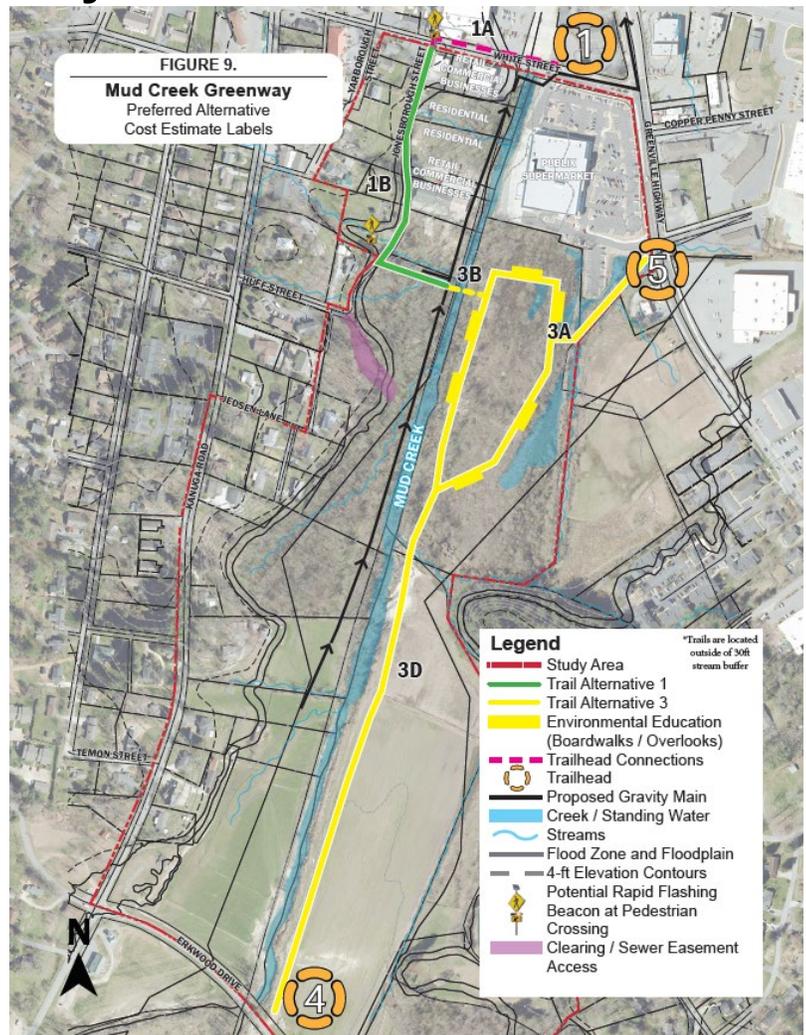
Staff Report & Recommendations

Item 5A:

Mud Creek Greenway Study Presentation

Project Overview: Henderson County applied for funding to conduct a feasibility study along Mud Creek in south Hendersonville to provide safe infrastructure for pedestrians and bicyclists. The study was conducted in FY 2021, primarily to look at potential alignments and cost estimates for pursuing a multi-use path roughly parallel to the creek. The study area is a quickly growing and developing part of Henderson County that also has frequent flooding issues near the creek.

The project team, made up of AECOM and Henderson County staff, will present on the finding from the study to the MPO TCC and Board.



FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

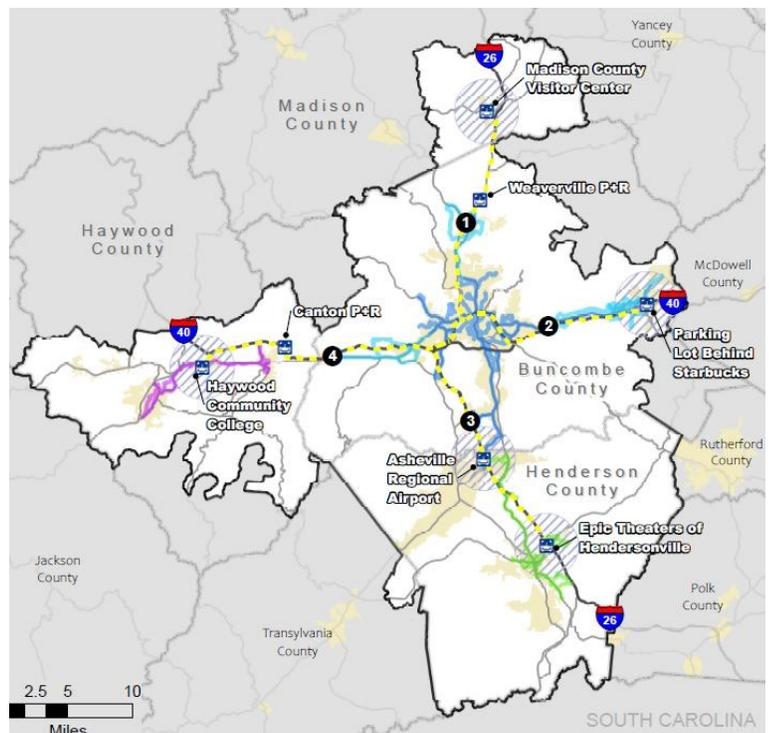
Item 5B:

Regional Transit Feasibility Study Update

Project Overview:

The MPO approved a Regional Transit Feasibility Study for its FY 2021 UPWP. The study looks at adding regionally-focused transit routes (ex. Asheville to Hendersonville, Waynesville to Black Mountain, etc.) to provide our region with express bus options in the MPO planning area (Buncombe, Haywood, Henderson, and Madison counties.) This study is looking at the feasibility of providing these options by examining the likely governance structure that would be required to provide this service (Regional Transit Authority), the responsibilities that could fall to a regional body, funding opportunities, and potential routes.

Looking at Regional Transit has been an identified need since, at least, the Metropolitan Transportation Plan completed in 2000. This study would help to provide a roadmap for our region on how to implement a regional transit system.



What's Going On Now?

The Regional Transit Feasibility Study is currently going through its second round of public involvement through online videos and public surveys running through April 22nd. More information on the survey and other materials are available here: <http://frenchbroadrivermpo.org/regional-transit-feasibility-study/>

The study team, led by AECOM, are also finalizing recommendations for the governance structure, responsibilities that could fall to a regional authority, funding options, and potential routes.

AECOM will present on the current findings and recommendations of the study.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6A:

Division Project Updates

Division 13 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/04/D13_April2021.pdf

Division 14 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/04/D14_April2021.pdf

Item 6B:

TPD Updates

Item 6C:

FHWA/FTA Updates

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6D:

Committee & Workgroup Updates

Prioritization Subcommittee— met April 6th; next meeting May 4th

Transit Operators' Workgroup— next meeting TBD; 5307 Subrecipients met April 6th

Citizens' Advisory Committee- January 13th meeting canceled; next meeting TBD

Regional Transit Study- public meeting from March 22nd – April 22nd

Corridor Studies- Tunnel Road public meeting on April 14th

Recommended Actions:

Accept the reports.

Item 6E:

Legislative Updates