

Technical Coordinating Committee

September 9, 2021 – 11:00 A.M., Virtual Meeting via Zoom

Login: <https://us06web.zoom.us/j/87077387526>

Meeting ID: 87077387526

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** Autumn Radcliff

 - A. August, 2021 Minutes
 - B. 5310 Letter of Support for Mountain Projects

 4. **BUSINESS (30-45 min)**

 - A. FY 2022 UPWP Amendments MPO Staff
 - B. Prioritization Subcommittee Open Position MPO Staff
 - C. 5310 & JARC Calls for Projects Timeline and Presentation MPO Staff

 5. **INFORMATIONAL ITEMS (15-30 min)**

 - A. NCDOT Value Engineering Initiative MPO Staff

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

 - A. NCDOT Division 13 and 14 updates Mark Gibbs/Wanda Austin 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 (5 min)**

 8. **TOPICS FOR NEXT MEETING**

 9. **PUBLIC COMMENT**

 10. **ADJOURNMENT**

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Item 3:

Consent Agenda

Item 3A: August, 2021 TCC Minutes

Item 3B: Letter of Support- Mountain Projects 5310 Grant Application

Item 3A:

August, 2021 Minutes

French Broad River Metropolitan Planning Organization

Minutes from the TCC Virtual Meeting via Zoom on August 12, 2021

ATTENDANCE:

Remote via the Zoom Platform:

Chair Autumn Radcliff	Nick Kroncke	Troy Wilson	Stephen Sparks
Ed Evans	Eric Rufa	Erica Anderson	Jodie Ferguson
Brendan Merithew	Daniel Metcalf	David White	Eric Hardy
Steve Williams	Daniel Sellers	Dan Baechtold	Jessica Trotman
Marshall Williams	Janna Bianculli	Jared Merrill	Michael Dawson
Adrienne Isenhower	McCray Coates	William High	Peyton O'Conner
Daniel Cobb	Kim Roney	Pat Christie	

In-Person at Land of Sky Regional Council:

Tristan Winkler	Emily Scott-Cruz	John Ridout	Zia Rifkin (minutes)
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WELCOME AND HOUSEKEEPING

Chair Radcliff called the meeting to order, welcomed everyone, and roll call followed. Quorum was established 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 June 2021 minutes, and the LAPP Quarterly Report. She requested approval of the agenda, at this time, as well.

Janna Bianculli moved to approve the consent agenda and the agenda as presented. Peyton O'Conner seconded the motion, which was affirmed upon a roll call vote of the member governments present.

BUSINESS

Regional Transit Plan Recommendation

The MPO approved a Regional Transit Feasibility Study for its FY 2021 UPWP, and Regional Transit has been an identified need since the 2000 Metropolitan Transportation Plan. 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.) The study's recommendations regarding how to address the existing need for

regional transit, which was catalyzed by changing demographics and subsequent changes in commute patterns coupled with population growth projections, touched on service recommendations, governance, and funding.

- Service Recommendations:
 - The map to the right shows the four recommended regional express routes and their midpoints.
- Governance:
 - The study recommended utilizing existing legislation (Article 25) to establish a Regional Transit Authority, a separate entity that can provide regional service and have additional funding opportunities based on its structure.
- Funding:
 - The recommended funding package included utilizing existing NCDOT and FTA funds, adding a vehicle registration and vehicle rental fee, and introducing a ¼ cent sales tax to pay for a new regional entity and service. It is important to note that the recommended funding package would bring in more revenue than the Regional Transit Authority would require, leaving additional funds available to our region for other efforts.

This study helps to provide a roadmap for our region on how to implement a regional transit system.

The Regional Transit Feasibility Study's final report is complete and goes before the FBRMPO's TCC and Board this month. The project has been on-going since last fall with a steering committee made up of Buncombe County, City of Asheville, Henderson County, Haywood County, and Madison County staff, as well as MPO and RPO staff. Two (virtual) public input sessions were held throughout the course of the study- one in December 2020 and another that was held over March and April, 2021.

General Recommendations:

- Pursue a Regional Transit Authority that would focus on regional transit service while preserving local control of existing systems. The Regional Transit Authority service would provide express routes to connect Asheville, Hendersonville, Black Mountain, Mars Hill, Weaverville, Canton, and Waynesville, and it would take on responsibilities to provide those more effectively at a regional level such as mobility management, employee training, maintenance, and funding administration. Lastly, the study included recommendations for funding and for implementation of the aforementioned Regional Transit Authority.

Emily Scott-Cruz provided a presentation on the final findings and recommendations of the study.

Janna Bianculli moved to accept the Plan, with the recommendation that the Board consider acceptance of the Plan, as well.

Discussion occurred regarding next steps, to move the process forward, to establish a regional transit authority.

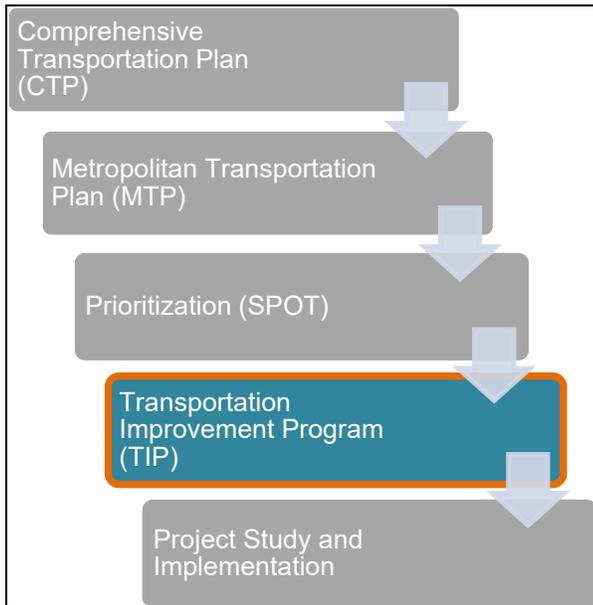
Dan Baechtold seconded the motion, which was approved upon a roll call vote, and without further discussion.

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.

TIP Amendments Overview



This round includes several amendments and modifications to highway, bicycle/pedestrian, transit and aviation projects. Some highlights include:

- Delay of U-5783, improvements to US 64, to allow more time for planning and design;
- Delay U-5019A, the Town Branch/Nasty Branch Greenway, construction to FY 22;
- Redefine project limits for EB-5547 (A&B), the Black Mountain Riverwalk Greenway project- now two segments;
- Add TU-0010 for 5307 Planning and Program Support for Henderson County;
- Add language to the TIP to reflect PTASP performance measure and target requirements.

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

Jessica Trotman noted corrections for EB-5547 (A & B), the Black Mountain Riverwalk Greenway project- now two segments. MPO staff responded that those changes would be made to the proposed amendments and put forth the changes as part of the request to approve the amendments.

Peyton O’Conner moved to recommend the proposed TIP Amendments, with the corrections noted, to the MPO Board for consideration of approval. Dan Baechtold seconded, and the motion carried upon a roll call vote, and without further discussion.

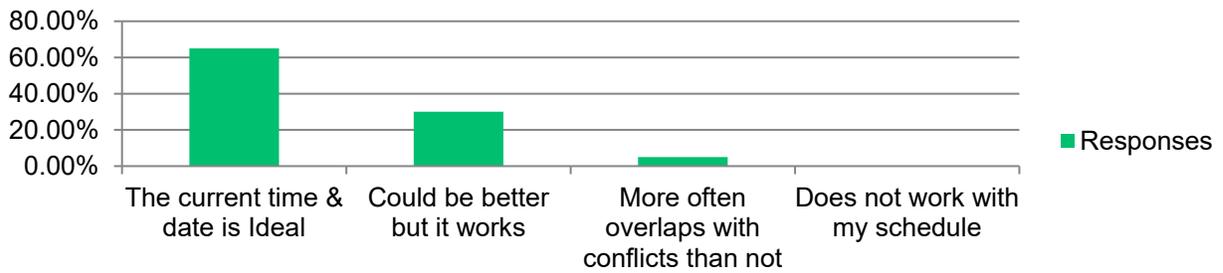
TCC Time & Date

Tristan Winkler shared that staff recently conducted a poll of TCC members to look for a potentially better time and/or date to better suit committee members. Overall, 20 TCC members took the poll.

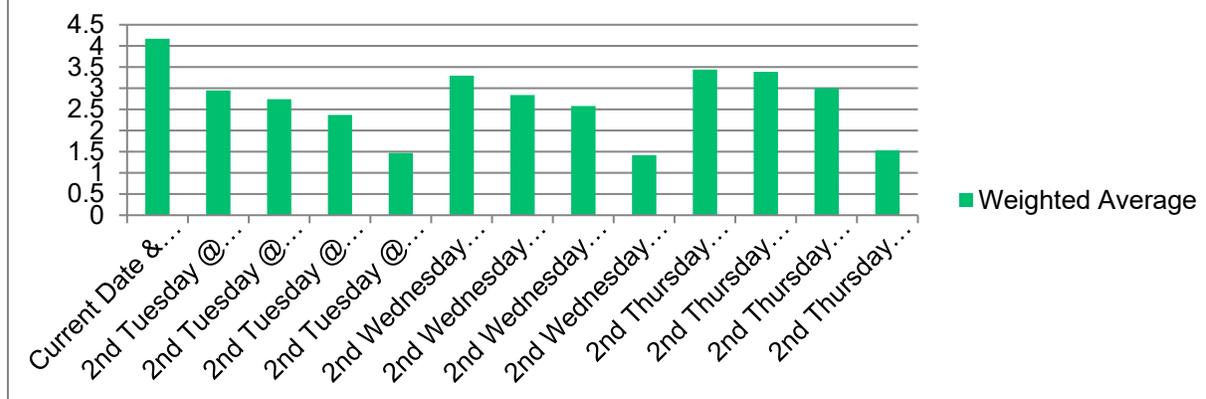
The general results are as follows:

- current date/time works for most (65% say current is ideal, 30% say could be better but it works)
- closest runner-up was 2nd Thursdays at 9:00 AM (4 said was “ideal” vs. 9 for current date/time)
- all the 5:30 PM options were the least popular, including a comment

How does the regular date & time (2nd Thursday @ 11 AM) work for your schedule?



Please rate how the proposed times & dates would work for your schedule



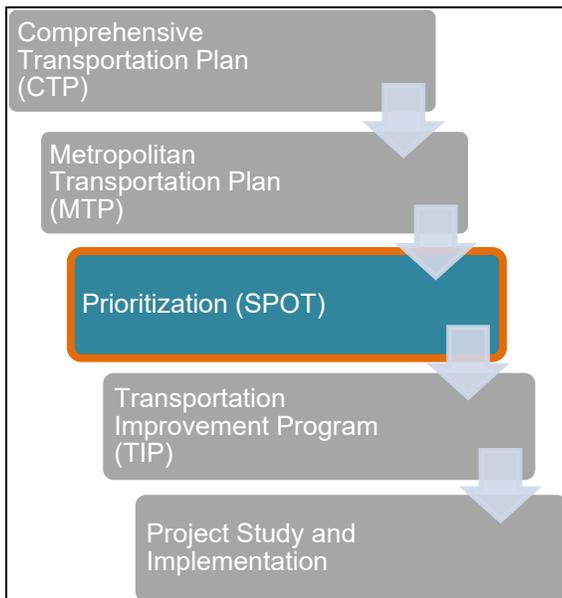
Discussion occurred regarding the probability of virtual meetings and how the current meeting time of eleven o'clock works in the virtual format. It was suggested that further discussion may be warranted if/when meetings return to in-person. Additionally, it was noted that there may be several smaller jurisdictions that meet in the morning, and that pushing the TCC meeting time out might be a good idea. Tristan Winkler shared that MPO staff would follow up on suggestions.

No action required. Information item only.

Prioritization (P 6.0) Updates

Prioritization/P 6.0/SPOT is the process that largely determines what major transportation projects move from long-range plans to the State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP.) The process is governed by the Strategic Transportation Investments Act of 2012, which mandates the framework for transportation decision-making for North Carolina that involves NCDOT, MPOs, and RPOs.

Prioritization Overview



This update will go over the recent decision from the Prioritization Workgroup at the state that determined that new projects should not be programmed through this round of Prioritization, known as P 6.0. This decision was largely determined based on the limited amount of funding projected to be available for funding in this round of prioritization, largely due to increases in costs to committed transportation projects.

While new projects will not be programmed through P 6.0, the Prioritization Workgroup will continue to meet because a new State Transportation Improvement Program (STIP) is still required to be developed. The Workgroup will help to determine any processes to be used to develop project schedules and other STIP programming considerations.

P 6.0 Update

- The Prioritization Workgroup reached a consensus that new transportation projects would not be programmed through P 6.0 due to limited funding projected to be available in the 2024-2033 timeframe
 - Quantitative scores for projects will be released to help evaluate criteria and weights, but Local Input Points will not be applied in this round of prioritization
- NCDOT developed new cost estimates for committed projects- the updated cost estimates reflect a net increase of \$7.5 billion in project expenses across the State
- The Prioritization Workgroup will continue to meet to determine processes to develop the 2024-2033 State Transportation Improvement Program (STIP), which will largely help to determine schedules and prioritization of currently committed projects, potentially some “non-committed” projects already programmed in the STIP

What Do the Changes to P 6.0 Mean for Our Region?

- The [projects submitted for P 6.0](#) will not be considered for funding at this time
- The funding tiers that are available to our region are in generally worse financial condition than similar funding sources in other parts of the state
 - No funding is projected to be available through 2033 in the Statewide Mobility Tier
 - No funding is projected to be available through 2033 in the Region G Regional Impact Tier
 - No funding is projected to be available through 2033 in either Divisions 13 or 14 Division Needs Tiers

Updated Cost Estimates

- NCDOT updated cost estimates in July for a vast majority of projects in the STIP to develop the funding projections for the 2024-2033 STIP
 - Cost estimates were updated through express designs
 - The North Carolina Association of MPOs has expressed concern that little to no input from MPOs and local agencies were incorporated as part of the express design process

Funding Projections 2024-2033 (Committed Projects Only)

Statewide Mobility		Regional Impact			Division Needs		
Available Funding	Programming Status	Region	Available Funding	Programming Status	Division	Available Funding	Programming Status
\$9.4 B	\$2.22 B Over	A (D1 & D4)	\$588.8M	\$181.8M Over	1	\$506M	\$52.1M Over
		B (D2 & D3)	\$855.1M	\$348.2M Over	2	\$506M	\$113.7M Over
		C (D5 & D6)	\$1.56B	\$32.3M Over	3	\$506M	\$101.5M Under
		D (D7 & D9)	\$1.17B	\$392.4M Over	4	\$506M	\$192.0M Under
		E (D8 & D10)	\$1.46B	\$490.1M Over	5	\$506M	\$131.2M Over
		F (D11 & D12)	\$784M	\$268.5M Over	6	\$506M	\$121.7M Under
		G (D13 & D 14)	\$609.2M	\$929.9M Over	7	\$506M	\$91.7M Under
		8	\$506M	\$22.1M Over			
		9	\$506M	\$49.8M Under			
		10	\$506M	\$38.6M Over			
		11	\$506M	\$22.3M Under			
		12	\$506M	\$207.7M Over			
		13	\$506M	\$165.4M Over			
		14	\$506M	\$80.1M Over			

Current as of 7/12/21, from NCDOT.

MPO staff provided information and potential next steps for P6.0.

Information only. No action required.

Update on the Proposed Amendment to the 2045 Metropolitan Transportation Plan/New I-26 Interchange

- At this time, it has been recommended that a vote by the Board take place, once more is known about the funding for this project
- NCDOT has confirmed that a vote by the MPO Board in September or (potentially) later would not delay the project; engineering and environmental assessments are on-going
- TCC Recommendation in June: no specific recommendation for the MPO Board
- Board Discussion in June: item to be discussed further, especially regarding the funding and other impacts of the project

Information Provided at the June 2021 MPO Board Meeting

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 must be reasonably expected to work within projected revenues. The French Broad River MPO is required to update its MTP every five years with the last update completed in September 2020.

Amendment Summary

- Add a new interchange to I-26 in Buncombe County near mile marker 35, between Exit 33 (NC 191/Brevard Road) and Exit 37 (NC 146/Long Shoals Road), to connect to an access road to the Biltmore Park Corporate Research Campus and NC 191.
- Remove the MTP Access Management project on NC 280 between I-26 and the French Broad River in order to maintain projects within the MTP’s financial plan. The project on NC 280 is not currently funded or being considered for funding.

HE-0001 Project Background

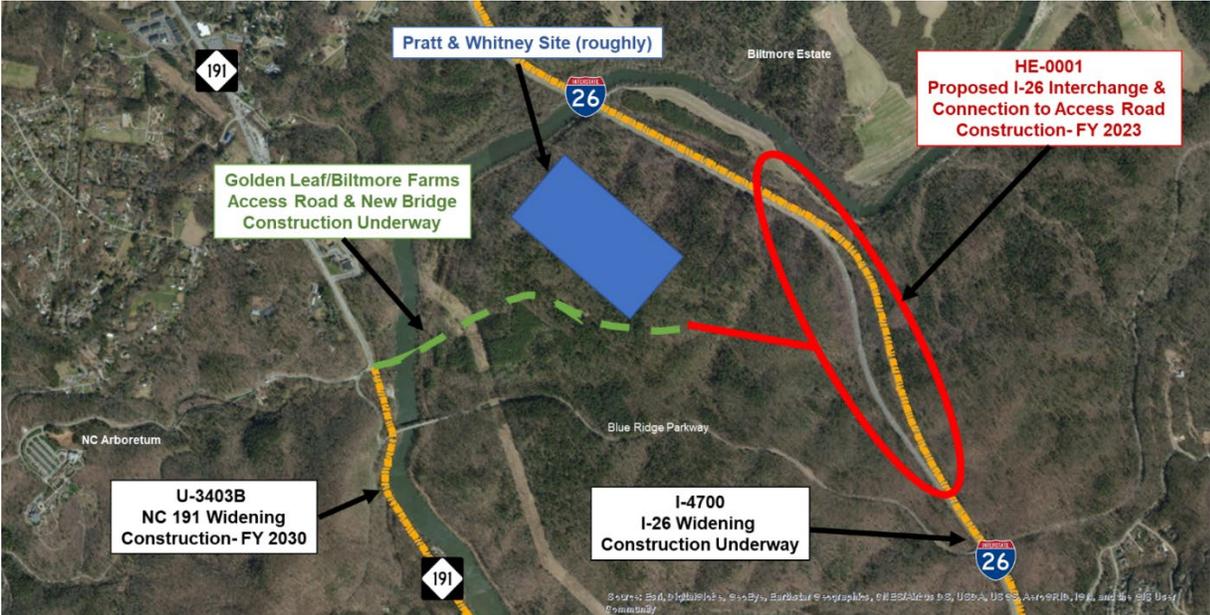
In January 2021, Biltmore Park Corporate Research Campus announced that Pratt & Whitney would be building a new 1.2 million square foot manufacturing facility in southern Buncombe County that would employ roughly 800 people and include an investment of up to \$650 million. Overall, the economic impact of the new facility’s employment and wages is projected to be roughly \$72 million with several of Buncombe County’s economic development goals being met. The County also agreed to up to \$27 million in economic incentives, to be provided over time, if goals are met.

At roughly the same time the development was announced, work began on an access road to the site that includes a new bridge over the French Broad River to NC 191, funded by the Golden Leaf Foundation and Biltmore Farms. This project would provide access between NC 191 and the Biltmore Park Corporate Research Campus facility.

As part of the development of the Biltmore Park Corporate Research Campus, NCDOT has programmed \$10 million in economic development funds towards building a new interchange on I-26 (**HE-0001**) to access the future industrial site. This interchange would connect to the access road that would connect across the French Broad River to NC 191. The project is currently estimated to cost approximately \$25 million but that cost may increase based on several factors to be determined during design, including potential impacts to the Biltmore Estate.

Project Details

The new interchange at the Biltmore Park Corporate Research Campus would provide a new interchange in the four mile stretch between Exit 37 (NC 146/Long Shoals Road) and Exit 33 (NC 191/Brevard Road), mostly on land currently owned by Biltmore Farms.



Several alternatives are currently being considered by NCDOT and the Merger Team for the interchange, but all alternatives include an interstate interchange that would provide a two-lane road, accessing development to the west of I-26, and connecting to the access road, that would allow travelers to access NC 191, improving east-west connectivity in the area.

The HE-0001 has a very aggressive timetable, with plans to let the project in fall/winter of 2022 and environmental documentation beginning to get underway. In order to maintain the current project schedule and follow federal requirements, the French Broad River MPO would need to amend its MTP to include the project.

About the Funding

Based on the Strategic Transportation Investments (STI) Act of North Carolina, funds that are applied towards economic development projects impact the respective Division Needs tier of funding. In this case, the \$10 million already committed to the new interchange on I-26 would impact the Division 13 Division Needs tier in the TIP/STIP, which includes the following projects in our region:

TIP ID	Route	From	To	Cost	County
I-2513D	Riverside Drive	Hill Street	Broadway	\$42,100,000	Buncombe
U-5834	Mills Gap Road	US 25	Weston Road	\$25,533,000	Buncombe
U-4739	Amboy/Meadow Road	I-240	Biltmore Avenue	\$49,300,000	Buncombe
U-5832	NC 81 (Swannanoa River Road)	Biltmore Avenue	S Tunnel Road	\$10,750,000	Buncombe
TIP ID	Route	From	To	Cost	County
U-6046	NC 81 (Swannanoa River Road)	US 70	US 74A	\$23,302,000	Buncombe
I-4409	I-40	Blue Ridge Road	-	\$32,799,000	Buncombe
U-6163	Mills Gap Road	Cane Creek Road	-	\$2,810,000	Buncombe
U-6162	N Louisiana Avenue	US 19/23	Emma Road	\$5,800,000	Buncombe
U-6047	NC 112 (Sand Hill/Sardis Road)	NC 191	US 19/23	\$40,300,000	Buncombe
U-5837	Riceville Road	US 70	Clear Vista Lane	\$2,000,000	Buncombe

**Costs to be updated*

For reference, this section of the STI law provides the types of funds that would be accounted for in the Division Needs tier:

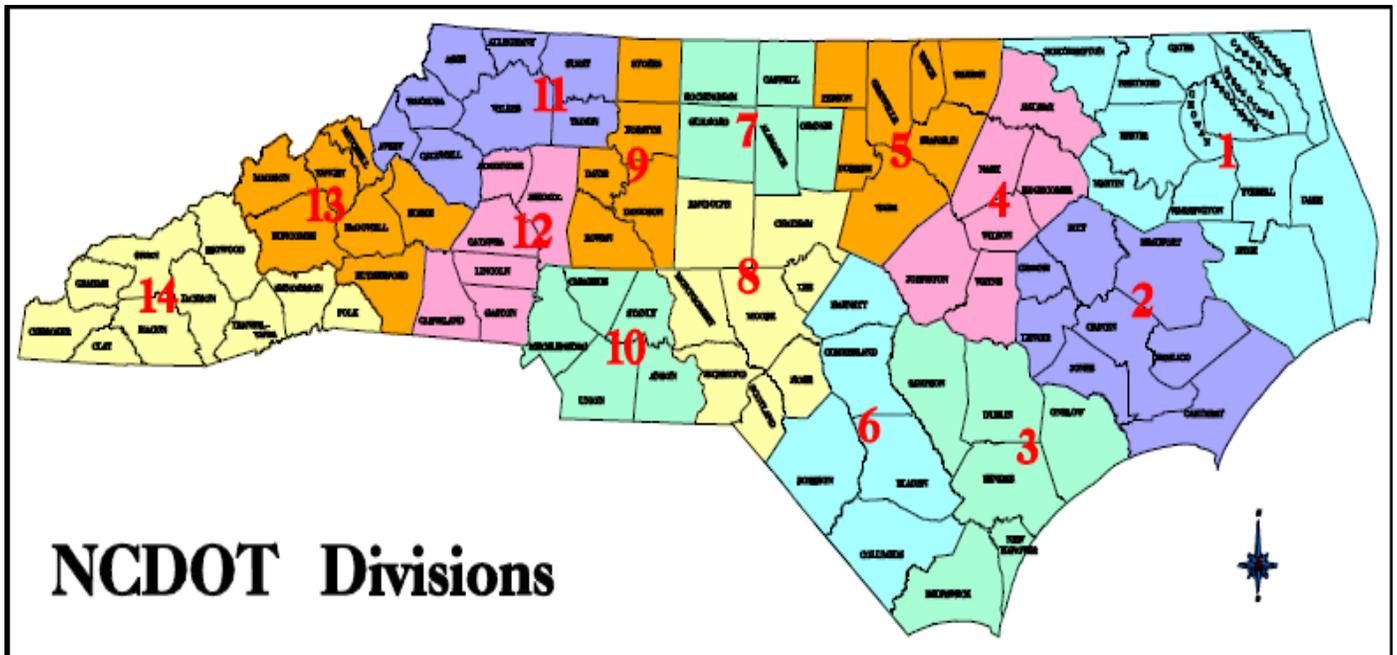
§ 136-189.11.D.4: Projects requested from the Department in support of a time-critical job creation opportunity, when the opportunity would be classified as transformative under the Job Development Investment Grant program established pursuant to G.S. 143B-437.52, provided that the State investment for all projects funded under this sub-sub-subdivision in any five-year period shall not exceed one hundred million dollars (\$100,000,000) in the aggregate and ten million dollars (\$10,000,000) per project. Upon the release of a State Transportation Improvement Program, the Department shall submit a report to the Joint

Legislative Transportation Oversight Committee detailing the projects funded under this sub-sub-subdivision.

At this time NCDOT is unable to just apply more state funding to the project since the project has not been submitted to prioritization/SPOT for consideration. Additional funds from the State would either require legislative action or the project would need to be submitted to the next round of prioritization- the latter would not fit within NCDOT’s current timetable.

NCDOT staff and others are working on applying for additional funds from outside/exempt funding sources for the remainder of the project costs.

To note: projects that may be impacted don’t just include projects in Buncombe County, but projects elsewhere in Division 13 at the Division Needs tier, i.e. projects in Madison, Yancey, Mitchell, McDowell, Burke, and Rutherford funded at the same tier could be impacted as well or instead of (or in addition to) projects in Buncombe.



Division 13 Needs Highway Projects Not in the FBRMPO region:

TIP ID	Route	Cost	County	Construction Starts
R-2233B	US 221	\$134,645,000	Rutherford	2022
R-2233BA	US 221	\$113,150,000	Rutherford	2028
R-0204A	US 221	\$39,900,000	McDowell	2029
U-5835	US 221B	\$13,570,000	McDowell	2025
U-6164	NC 126	\$31,300,000	Burke	Future Years
I-6058	I-40 Interchange	\$5,805,000	Burke	Future Years
R-5917	US 64	\$2,600,000	Rutherford	Future Years
R-5916	NC 108	\$3,500,000	Rutherford	Future Years
R-5918	US 221A	\$5,350,000	Rutherford	Future Years

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

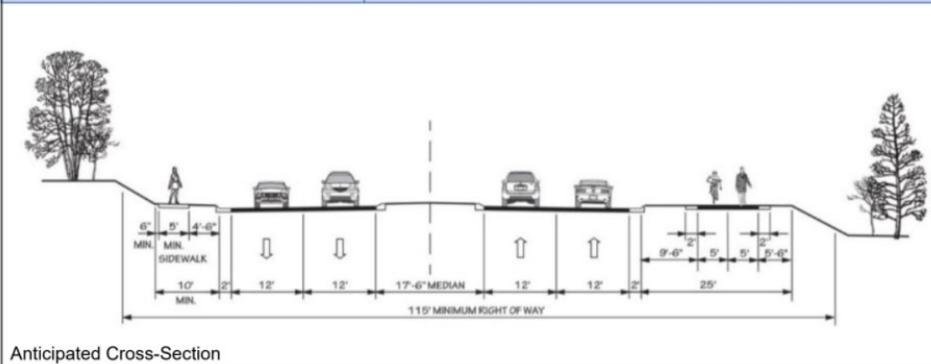
Staff Report & Recommendations

To work within the financial plan of the MTP (funding projected to be available over 25 years), a project (or projects) would need to be removed to accommodate HE-0001.

Staff recommends the removal of an access management project on NC 280 (Airport Road) between I-26 and the French Broad River. The project, HD134528, is currently considered a “long-term priority,” i.e., the project is not currently funded or in the prioritization process to be considered for funding. The project scored relatively low during the MTP project selection process, held last spring, and is estimated to cost more than \$27,000,000, if programmed.

HD134528 – Airport Road Access Management (I-26 to FBR)

Jurisdictions Impacted	Buncombe County, City of Asheville
Current Status	Unfunded, Long-Term Priority
AADT	22,000-31,000
Complete Streets Reference	Blue Ridge Bike Plan
Current Sidewalks	Some
Current Bike Facilities	No



If the MPO Board approves the MTP amendments, work would continue on the approved project. The MPO would need to amend the TIP at a later point to program the funds for the project.

If the MPO does not include HE-0001 in its MTP, the project would not move forward. FHWA would require any new interstate interchange to be adopted in the region’s MTP and would not authorize work to move forward without MPO approval.

Information item. No action required.

REGULAR UPDATES AND INFORMATION ITEMS

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Regular updates from NCDOT Division 13 and 14 were provided by NCDOT staff and available on the <http://frenchbroadrivermpo.org> website.

Division 13 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/08/div13_Updates_August.pdf

Division 14 Updates: Uploaded when available.

Updates by TPD and FHWA/FTA were provided. Additionally, committee and legislative updates were provided by MPO staff.

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

MPO staff has been working on a better mobile experience for the website.

A newsletter has been developed at the request of the Citizens Advisory Committee (CAC), which is like the periodic emails previously distributed.

MPO staff are working on building the existing regional land use database, which is part of the 25-year plan. They plan to reach out to local jurisdictions to review the study and clarify data. Staff are hoping to roll-out a virtual, user-friendly way to receive data.

TOPICS FOR NEXT MEETING

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.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3B:

Letter of Support- Mountain Projects 5310 Grant Application

September 23, 2021

To Whom it May Concern:

The French Broad River Metropolitan Planning Organization (FBRMPO) offers support for Mountain Projects' application for FY2023 funding through NCDOT for Enhanced Mobility of Seniors and Individuals with Disability. The funding will sustain current level of services and allow Mountain Projects to make changes as needed to address unmet needs and develop additional services for Haywood Vocational Opportunities and the Aging Department.

The FBRMPO understands the need for continuing transportation services for seniors and individuals with disabilities in rural areas of Haywood County. The services that will be funded through FY23 Section 5310 funds enable Mountain Projects to provide access to medical appointments and recreational trips for seniors and individuals with disabilities.

We look forward to seeing the continued impact of the transportation services provided by Mountain Projects on the lives of seniors and individuals with disabilities within Haywood County.

Sincerely,

Larry B. Harris
French Broad River MPO Board Chair

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4A:

Amendment to the FY 2022 Unified Planning Work Program (UPWP)

Background

The MPO's Unified Planning Work Program (UPWP) is a federally-required document that documents the MPO's planning tasks, special studies funded through the MPO, FTA Section 5303 Metropolitan Planning tasks undertaken by the City of Asheville, as well as other federal funds being used for planning purposes. This document is adopted annually by the MPO Board with the [original FY 2022 UPWP](#) adopted on March 26, 2020.

Amendment Details

- Funding has been redistributed through the MPO's operations and work tasks to reflect:
 - Changes in staffing
 - New initiatives, such as the Regional Freight Stakeholders Group have been added under Private Sector Participation
 - Delays to items due to changes in the US Census data release schedule, namely the UZA and potential impacts to doing a 5307 Suballocation Formula Study in full
 - Increase in public participation and administration to reflect considerations and workload from remote and hybrid meeting adjustments
 - Increase in regional planning to reflect MTP considerations, potential changes to the CTP, and updates to other regional documents
 - Decreases in all categories of Data and Planning Support due to ELUSE updates being ahead of schedule and more work expected to be carried out by a consultant as part of the next Socio-Economic Projections for the Region ("Land Use Study.")
- Two studies from FY 21 have been added that will require payments to be claimed in FY 22. These include:
 - Richland Creek Greenway Study (Town of Waynesville)
 - Regional Transit Plan (MPO)
- Overall, **no changes are being made to local dues and there is no increase in MPO funds beyond what has been previously programmed**

The updated work task documentation is detailed below as well as the allocation of MPO operational and special studies funds.

ACTION REQUIRED

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>

<p>II-A-3</p>	<p>Transportation Modeling</p>	<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>WORK PRODUCT: Develop RFP for Regional Socio-Economic Forecasting to Update the Travel Demand Model for 2050 (to be contracted in FY 2023), <u>updated Transportation analysis Zones (TAZs) for the regional model.</u></p>
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II-B Planning Process

<p>II-B-1</p>	<p>Targeted Planning</p>	<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>
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<p>II-B-2</p>	<p>Regional Planning</p>	<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, <u>and consider updates to the region’s Comprehensive Transportation Plan.</u></p> <p>WORK PRODUCT: Amendments to the 2045 MTP, Existing Conditions for the 2050 MTP,</p>
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		Development of the 2050 MTP Financial Model, Follow-Up Items from the Regional Transit Study, Continued Coordination for the Hellbender Regional Trail, <u>Facilitated Discussions and Potential Modifications to the 5307 Suballocation Formula</u>
II-B-3A	Special Studies Operations	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) <u>WORK PRODUCT:</u> Staff assistance and administration of the Buncombe County Pedestrian Plan, Haywood County Greenway Plan, and Asheville Reed Creek Greenway Feasibility Study, <u>and studies from past FY UPWPs</u>
II-B-3B	Corridor Studies Operations	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.
II-B-3C	Special Studies Pass-Through	No Special Studies Utilizing PL Pass-Through Dollars for FY 2022.
III-A Planning Work Program		
III-A-1	Planning Work Program	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, <u>amend the work plan as needed</u> , and maintain MPO certification. <u>WORK PRODUCT:</u> FY 2023 UPWP
III-A-2	Metrics and Performance Measures	MPO staff will prepare quarterly reports to NCDOT Transportation Planning Division <u>and the MPO will need to maintain performance targets in accordance with the FAST Act and FHWA, in coordination with NCDOT.</u> <u>WORK PRODUCT:</u> Quarterly Reports <u>and Performance Target considerations.</u>
III-B Transportation Improvement Program		

<p>III-B-1</p>	<p>Prioritization</p>	<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 <u>development of the 2024-2033 STIP</u>.</p> <p>WORK PRODUCT: Public Survey for P 6.0, Local Input Point Assignment Documents, Final Results of P 6.0 <u>Continued consideration and documentation of regional priorities as it relates to the development of the 2024-2033 TIP.</u></p>
<p>III-B-2</p>	<p>Metropolitan TIP</p>	<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>
<p>III-B-3</p>	<p>Merger/Project Development</p>	<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>
<p>III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements</p>		
<p>III-C-1</p>	<p>Title VI Compliance</p>	<p>The MPO will maintain Civil Rights statistics to maintain compliance with FTA and other agency requirements and work to improve current documents and processes related to Title VI Compliance.</p>
<p>III-C-2</p>	<p>Environmental Justice</p>	<p>The MPO will continue to provide analysis of projects to assure compliance with Environmental Justice requirements to work towards having historically underrepresented populations more aware and involved in the transportation planning process and to provide a planning overview of</p>

		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	<u>Nothing programmed for FY 2022. Establish a Freight Stakeholders Workgroup to regularly engage trucking and logistics companies, manufacturers, warehouses, chambers of commerce, and other freight-related stakeholders in the region.</u>
III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	Continue to coordinate with other regional, state, and federal agencies involved in transportation planning activities; monitor legislation relevant to the transportation planning process; coordinate activities with the Land of Sky RPO and local transit agencies; participate in the North Carolina Association of MPOs; participate in working groups and committees at the state including, but not limited to the SPOT Working Group, Non-Motorized Statewide Planning Group, Freight and Freight Parking Planning Groups, and the

		<p>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 <u>and ADA stakeholders</u>.</p>
<p>III-E Management and Operations</p>		
<p>III-E</p>	<p>Management, Operations, Program Support Administration</p>	<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>

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	\$ 17,715	\$70,860	\$ 88,575	\$2,363	\$2,362	\$18,900	\$23,625	\$ -	\$0	\$ -	\$ 20,078	\$2,362	\$89,760	\$ 112,200
44.24.00	II-A-1	Networks and Support Systems	\$ 5,766	\$23,066	\$ 28,832	\$1,890	\$1,890	\$15,120	\$18,900	\$ -	\$0	\$ -	\$ 7,656	\$1,890	\$38,186	\$ 47,732
44.23.01	II-A-2	Travelers and Behavior	\$ 4,068	\$16,274	\$ 20,342	\$473	\$472	\$3,780	\$4,725	\$ -	\$0	\$ -	\$ 4,541	\$472	\$20,054	\$ 25,067
44.23.02	II-A-3	Transportation Modeling	\$ 7,880	\$31,521	\$ 39,401					\$ -	\$0	\$ -	\$ 7,880	\$0	\$31,521	\$ 39,401
	II-B	Planning Process	\$ 28,381	\$113,524	\$ 141,905	\$740	\$740	\$5,920	\$7,400	\$ 71,900	\$287,600	\$ 359,500	\$ 101,021	\$740	\$407,044	\$ 508,805
44.23.02	II-B-1	Targeted Planning	\$ 4,550	\$18,202	\$ 22,752					\$ -	\$0	\$ -	\$ 4,550	\$0	\$18,202	\$ 22,752
44.22.00	II-B-2	Regional Planning	\$ 14,257	\$57,027	\$ 71,284	\$740	\$740	\$5,920	\$7,400	\$ -	\$0	\$ -	\$ 14,997	\$740	\$62,947	\$ 78,684
44.27.00	II-B-3A	Special Studies Operations	\$ 8,535	\$34,138	\$ 42,673					\$ -	\$0	\$ -	\$ 8,535	\$0	\$34,138	\$ 42,673
44.27.00	II-B-3B	Corridor Studies Operations	\$ 1,039	\$4,157	\$ 5,196					\$ -	\$0	\$ -	\$ 1,039	\$0	\$4,157	\$ 5,196
44.27.00	II-B-3C	Special Studies Pass-Through	\$ -	\$ -	\$ -					\$ -	\$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	\$ 6,279	\$25,118	\$ 31,397	\$202	\$203	\$1,620	\$2,025	\$ -	\$0	\$ -	\$ 6,481	\$203	\$26,738	\$ 33,422
44.23.02	III-A-1	Planning Work Program	\$ 4,090	\$16,362	\$ 20,452	\$202	\$203	\$1,620	\$2,025	\$ -	\$0	\$ -	\$ 4,292	\$203	\$17,982	\$ 22,477
44.24.00	III-A-2	Metrics and Performance Measures	\$ 2,189	\$8,756	\$ 10,945					\$ -	\$0	\$ -	\$ 2,189	\$0	\$8,756	\$ 10,945
	III-B	Transp. Improvement Plan	\$ 15,451	\$61,803	\$ 77,254	\$540	\$540	\$4,320	\$5,400	\$ -	\$0	\$ -	\$ 15,991	\$540	\$66,123	\$ 82,654
44.25.00	III-B-1	Prioritization	\$ 6,014	\$24,056	\$ 30,070					\$ -	\$0	\$ -	\$ 6,014	\$0	\$24,056	\$ 30,070
44.25.00	III-B-2	Metropolitan TIP	\$ 7,513	\$30,053	\$ 37,566	\$540	\$540	\$4,320	\$5,400	\$ -	\$0	\$ -	\$ 8,053	\$540	\$34,373	\$ 42,966
44.25.00	III-B-3	Merger/Project Development	\$ 1,924	\$7,694	\$ 9,618					\$ -	\$0	\$ -	\$ 1,924	\$0	\$7,694	\$ 9,618
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 14,381	\$57,522	\$ 71,903	\$1,675	\$1,675	\$13,400	\$16,750	\$ -	\$0	\$ -	\$ 16,056	\$1,675	\$70,922	\$ 88,653
44.27.00	III-C-1	Title VI Compliance	\$ 1,128	\$4,510	\$ 5,638	\$1,675	\$1,675	\$13,400	\$16,750	\$0	\$0	\$ -	\$ 2,803	\$1,675	\$17,910	\$ 22,388
44.27.00	III-C-2	Environmental Justice	\$ 1,588	\$6,350	\$ 7,938					\$0	\$0	\$ -	\$ 1,588	\$0	\$6,350	\$ 7,938
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	\$ 1,897	\$7,588	\$ 9,485					\$0	\$0	\$ -	\$ 1,897	\$0	\$7,588	\$ 9,485
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 1,128	\$4,510	\$ 5,638					\$0	\$0	\$ -	\$ 1,128	\$0	\$4,510	\$ 5,638
44.27.00	III-C-6	Public Involvement	\$ 5,523	\$22,093	\$ 27,616					\$0	\$0	\$ -	\$ 5,523	\$0	\$22,093	\$ 27,616
44.27.00	III-C-7	Private Sector Participation	\$ 3,118	\$12,470	\$ 15,588					\$0	\$0	\$ -	\$ 3,118	\$0	\$12,470	\$ 15,588
	III-D	Statewide & Extra-Regional Planning	\$ 8,999	\$35,996	\$ 44,995	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ 8,999	\$0	\$35,996	\$ 44,995
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 8,999	\$35,996	\$ 44,995					\$0	\$0	\$0	\$ 8,999	\$0	\$35,996	\$ 44,995
	III-E	Management Ops, Program Suppt Adm	\$ 18,233	\$72,933	\$ 91,166	\$1,980	\$1,980	\$15,840	\$19,800	\$ 4,562	\$18,250	\$ 22,812	\$ 24,776	\$1,980	\$107,022	\$ 133,778
44.27.00		Management Operations	\$ 18,233	\$72,933	\$ 91,166				\$0	\$ 4,562	\$18,250	\$ 22,812	\$ 22,796	\$0	\$91,182	\$ 113,978
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

FY Account	Project	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 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
FY 21	Regional Transit Feasibility Study									\$20,000	\$80,000	\$100,000	\$20,000		\$80,000	\$100,000
FY 21	Richland Creek Greenway Study									\$14,400	\$57,600	\$72,000	\$14,400		\$57,600	\$72,000
	Total	\$31,500	\$126,000	\$157,500	\$0	\$0	\$0	\$0	\$221,400	\$485,600	\$707,000	\$252,900	\$0	\$611,600	\$864,500	

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METROPOLITAN PLANNING ORGANIZATION

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Item 4B:

Prioritization Subcommittee- Replacement Member

Item Overview

The MPO Prioritization Subcommittee plays an important role in advising the MPO TCC and Board and is made up of four members of the TCC and three members of the MPO Board. One representative from the TCC, Dan Baechtold (City of Asheville), plans to step down at the end of the month. Jessica Morris (City of Asheville) has requested to replace his position on the subcommittee.

Purpose of the Subcommittee

The MPO Prioritization Subcommittee was initially setup to advise the MPO TCC and Board on items related to the prioritization process but its role was expanded over the years to include the evaluation of the Locally Administered Projects Program (LAPP), being the steering committee for major MPO planning efforts including the Metropolitan Transportation Plan (MTP), and any other items that generally require preliminary, in-depth discussions before those items make it to the TCC and Board for consideration.

Current Roster

All TCC, Board, and NCDOT members are welcome to join subcommittee meetings, but there are only seven voting members: four TCC representatives and the Board representatives. The current voting members include:

Voting Member	Jurisdiction	TCC/Board
Anthony Sutton	Town of Waynesville	Board
Jerry Vehaun	Town of Woodfin	Board
Larry Harris	Town of Black Mountain	Board
Autumn Radcliff	Henderson County	TCC
<i>Dan Baechtold</i>	<i>City of Asheville</i>	<i>TCC</i>
Peyton O'Conner (Chair)	Buncombe County	TCC
Elizabeth Teague (Vice-Chair)	Town of Waynesville	TCC

ACTION REQUIRED

Suggested Actions: Approve a New TCC Representative for the Prioritization Subcommittee. Jessica Morris (City of Asheville) has requested to serve in that role.

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Item 4C:

5310 & JARC Calls for Projects Timeline & Overview

Section 5310

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The 5310 Grant has two categories for funding:

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

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

ARPA

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

Funding Available:

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

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ARPA 5310 (Total)	\$60,154
10% Admin	\$6,015
Remaining ARPA after Admin	\$54,139

Evaluation Criteria

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

SCORECARD FOR 5310 PROJECTS		
	Possible Points	
Project Needs and Goals	35	0
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	0-10	
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	0 – 5	
Does applicant include map of service area and requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	0 or 10	
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	0-5	
Does the project align with organizational mission? To what degree?	0-5	
Project Budget and Organizational Preparedness	25	0
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	0 or 5	
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	0 or 5	
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0 – 5	
To what extent will project be affected if it does not receive funding?	0-10	
Project Implementation	25	0
Does the proposal outline an implementation and evaluation plan?	0 or 5	
Does the application identify key personnel?	0 or 5	

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To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described? Does applicant describe process of evaluating service?	0 – 5	
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	0-10	
Equity, Coordination, and Outreach	15	0
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	0-5	
To what extent does the applicant include plans to market to target group and promote awareness of the project?	0 – 5	
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	0 or 5	
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0 or 5	
TOTAL (Out of 100, with 5 additional bonus points)	105	

JARC Call for Projects / Application / Evaluation

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

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

FBRMPO Fall 2021 Jobs Access Reverse Commute (JARC) Call for Projects Funding Available

Regional JARC – FY 2021 at 10% of FTA 5307 Amount allocated to the Asheville Urbanized Area

\$343,962*

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

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

Project Evaluation Criteria for JARC	Possible Points
Project Needs/Goals and Objectives	<i>30</i>
Is the project consistent with JARC program? (i.e. do goals and objectives align with JARC program)	<i>0-10</i>
To what degree will the project increase or enhance service to low-income individuals? Does the project address unmet needs?	<i>0 – 5</i>
Does the project address a need identified in the Coordinated Human Services Transportation Plan? Does applicant include map of service area?	<i>0 or 5</i>
To what extent will the project be affected if it does not receive JARC funds? 0=unaffected, 10=unable to exist	<i>0 – 10</i>
Implementation Plan and Evaluation	<i>20</i>
Does the proposal outline an implementation and evaluation plan? Does implementation plan identify key personnel?	<i>0 or 5</i>
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described?	<i>0 – 5</i>
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	<i>0-5</i>
Does the project appear to be the best way to meet the need identified? Does it align with the organizational mission?	<i>0 – 5</i>
Project Budget	<i>20</i>
Did applicant submit a clearly defined project budget? Did applicant provide proof of local match?	<i>0 or 5</i>
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	<i>0 – 5</i>

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To what extent will project be affected if it does not receive funding?	0-10
Equity, Coordination, and Outreach	15
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	0-5
To what extent does the applicant include plans to market to target group and promote awareness of the project?	0 – 5
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	0 or 5
Program Effectiveness and Performance Indicators	10
To what extent does applicant demonstrate that proposal is most appropriate method of service delivery and is a cost-effective approach?	0 – 5
Does applicant provide description of the process of monitoring and evaluation of service? Is there a description of steps that will be taken to measure effectiveness and impact of project on targets?	0 – 5
Innovation	5
Does project contain new or innovative concepts with potential for improving access and mobility for target population and potential for future application elsewhere in the region?	0 or 5
Alternative Fuels/Fuel Efficiency (BONUS POINTS)	5
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0 or 5
TOTAL (out of 100, with 5 additional bonus points)	105

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

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

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November 2021

MPO Board approves TIP Amendments for 5310 and JARC projects

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

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Item 5A:

NCDOT Value Engineering/Value Assessment Initiative

Hannah Cook with NCDOT will provide a presentation on an on-going initiative to assess and value engineer projects in order to reduce costs.

As a reminder, below are the funding projections for every available tier in prioritization through 2033 (only “committed” projects included, current as of July, 2021):

Statewide Mobility		Regional Impact			Division Needs		
Available Funding	Programming Status	Region	Available Funding	Programming Status	Division	Available Funding	Programming Status
\$9.4 B	\$2.22 B Over	A (D1 & D4)	\$588.8M	\$181.8M Over	1	\$506M	\$52.1M Over
		B (D2 & D3)	\$855.1M	\$348.2M Over	2	\$506M	\$113.7M Over
		C (D5 & D6)	\$1.56B	\$32.3M Over	3	\$506M	\$101.5M Under
		D (D7 & D9)	\$1.17B	\$392.4M Over	4	\$506M	\$192.0M Under
		E (D8 & D10)	\$1.46B	\$490.1M Over	5	\$506M	\$131.2M Over
		F (D11 & D12)	\$784M	\$268.5M Over	6	\$506M	\$121.7M Under
		G (D13 & D 14)	\$609.2M	\$929.9M Over	7	\$506M	\$91.7M Under
					8	\$506M	\$22.1M Over
					9	\$506M	\$49.8M Under
					10	\$506M	\$38.6M Over
					11	\$506M	\$22.3M Under
					12	\$506M	\$207.7M Over
					13	\$506M	\$165.4M Over
					14	\$506M	\$80.1M Over

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Item 6A:

Division Project Updates

Division 13 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/09/Div13_Sept_Updates.pdf

Division 14 Updates: To be uploaded when available.

Item 6B:

TPD Updates

Item 6C:

FHWA/FTA Updates

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Item 6D:

Committee & Workgroup Updates

Prioritization Subcommittee— met September 7th; next meeting October 5th

Transit Operators' Workgroup— next meeting September 16th

5307 Subrecipient Workgroup- next meeting December 6th

Citizens' Advisory Committee- last meeting July 14th; next meeting October 13th

Hellbender Trail Stakeholder Group- last meeting July 29th

Corridor Studies- Recommended for approval by City Bike/Ped Task Force and Planning and Zoning Commission, Multimodal Transportation Commission; Economic Development Committee, and City Council presentations planned for September/October.

Recommended Actions:

Accept the reports.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6E:

Legislative Updates