

## MPO Governing Board

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November 18, 2021 – 1:00 P.M., Virtual Meeting Via Zoom or In-Person at  
Land of Sky Regional Council Login: <https://us06web.zoom.us/j/85368541173>

Meeting ID: 85368541173

Call-In: (312)626-6799

### Agenda

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

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    - A. Welcome and Introductions, Approval of Agenda Larry Harris
    - B. Ethics Statement for MPO Board Members Larry Harris
  
  7. **REGULAR UPDATES (15 min)**

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    - 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
  
  8. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)**

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  9. **TOPICS FOR NEXT MEETING**

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  10. **PUBLIC COMMENT**

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  11. **TCC ADJOURNMENT, BOARD MEETING TO CONTINUE WITH CONSENT AGENDA AND BUSINESS PUBLIC COMMENT**

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  12. **CONSENT AGENDA**

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Larry Harris

    - A. October, 2021 Minutes
    - B. 2022 Meeting Schedule
  
  13. **BUSINESS (30-45 min)**

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    - A. LAPP Scoring Methodology MPO Staff
    - B. Prioritization Subcommittee Open Position MPO Staff
    - C. FY 2022 UPWP Amendments MPO Staff
  
  14. **INFORMATIONAL ITEMS (10-15 min)**

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    - A. Planning Call for Projects MPO Staff
  
  15. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)**

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  16. **TOPICS FOR NEXT MEETING**  
Proposed New I-26 Interchange
  
  17. **PUBLIC COMMENT**
  18. **ADJOURNMENT**
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# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 7A:

## Division Project Updates

Division 13 Updates: [http://frenchbroadrivermpo.org/wp-content/uploads/2021/11/Div13\\_November.pdf](http://frenchbroadrivermpo.org/wp-content/uploads/2021/11/Div13_November.pdf)

Division 14 Updates: To be uploaded when available.

# Item 7B:

## TPD Updates

# Item 7C:

## FHWA/FTA Updates

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# Item 7D:

### Committee & Workgroup Updates

**Prioritization Subcommittee**— met November 2<sup>nd</sup>; next meeting December 7<sup>th</sup>

**Transit Operators' Workgroup**— met September 16<sup>th</sup>

**5307 Subrecipient Workgroup**- next meeting December 6<sup>th</sup>

**Citizens' Advisory Committee**- last meeting October 13<sup>th</sup> ; next meeting January 12<sup>th</sup>

**Hellbender Trail Stakeholder Group**- last meeting October 25<sup>th</sup>

**Corridor Studies**- Going before Asheville City Council on December 14<sup>th</sup>.

### Recommended Actions:

Accept the reports.

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# Item 7E:

### Legislative Updates

-Infrastructure and Jobs Act passed Congress, expecting signature from the President on Monday, November 15<sup>th</sup>. Summary to be provided.

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# Item 12:

## Consent Agenda

**Item 3A:** October, 2021 TCC Minutes

**Item 3B:** 2022 Meeting Schedule

# FRENCH BROAD RIVER

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## Staff Report & Recommendations

# Item 12A:

## October, 2021 Minutes

### French Broad River Metropolitan Planning Organization Meeting Minutes from the Governing Board Meeting on October 28, 2021

#### Attendance:

Chair Larry Harris (Town of Black Mountain)  
Tristan Winkler (FBRMPO)  
Emily Scott-Cruz (FBRMPO)  
John Ridout (FBRMPO)  
Nick Kronke (FBRMPO)  
Troy Wilson (NCDOT Division 14)  
Kim Roney (Asheville City Council)  
Hannah Cook (NCDOT Division 13)  
Jeff McKenna (Weaverville Town Council)  
William Lapsley (Henderson Commission)  
Steve Williams (NCDOT Division 14)  
Tom Widmer (Montreat Board of Commissioners)  
Michael Dawson (FHWA)  
Brian Caskey (Mills River Town Council)  
Anne Coletta (Flat Rock Village Council)  
Daniel Cobb (Town of Mills River)  
George Banta (Laurel Park Town Council)  
Anthony Sutton (Waynesville Board of Aldermen)  
Gwen Wisler (Asheville City Council)

Jennifer Hensely (Hendersonville City Council)  
David Wasserman (NCDOT SPOT Unit)  
Kevin Ensley (Haywood Commission)  
Rebecca McCall (Henderson Commission)  
Chuck McGrady (NCBOT for Division 14)  
Parker Sloan (Buncombe Commission)  
Bob Davy (Fletcher Town Council)  
Daniel Sellers (NCDOT TPD)  
Brownie Newman (Buncombe Commission)  
Lucy Crown (City of Asheville)  
Mark Gibbs (NCDOT Division 13)  
Stephen Sparks (NCDOT Division 14)  
Matt Manley (City of Hendersonville)  
Hannah Bagli (FBRMPO)  
Zia Rifkin (Minutes)  
Jane Pies (LOSRC)  
DK Wesley

#### **WELCOME, INTRODUCTIONS & ROLL CALL**

Chair Larry Harris called the meeting to order at approximately 1:00pm and welcomed everyone to the meeting. He read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. No conflicts were noted with the business before the body. Quorum was announced to conduct the business of the Board.

#### **PUBLIC COMMENT**

Chair Harris called for public comments. None were heard.

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### CONSENT AGENDA

*Gwen Wisler moved to approve the consent agenda consisting of the September 2021 meeting minutes, and the Locally Administered Projects Program (LAPP) Quarterly Report, and the Board agenda as presented. Anthony Sutton seconded the motion, which carried unanimously, upon a roll call vote, and without further discussion.*

### NEW BUSINESS

#### **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 includes amendment delays allowing for additional time for right-of-way and construction, add delays for planning and design and construction, delays for additional time for preliminary engineering, delay construction, add utilities not previously programmed, cost increases in excess of the \$2,000,000 threshold, In addition, there are amendments to expedite pavement reconstruction and/or to let projects under one contract., accelerate construction schedules. No new projects are being added to the TIP:

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

Discussion occurred regarding U-5783 project's cost increase, which is due to right of way acquisition and construction.

Tristan Winkler noted that I-25 13A has always been one project, however, discussion is underway with NCDOT to split this project into three sections (AA, AB, AC), which may provide cost savings as some of the project sections are more maintenance in nature. This would allow the use of Statewide Mobility funding to support the segments that are construction and free up some funding in the Regional Impacts pot for the MPO region. Hannah Cook shared that it should be possible to ask the consultants to put something together on the segments for the project and she also noted that once everything is formally segmented, the project website could be updated to reflect the changes.

Tristan Winkler recommended proceeding with the vote on the amendments as proposed and offered that additional details on the segmented project would be shared with the Board when available. In addition, he noted that many of the cost changes to projects in the TIP are due to the express designs that were completed over the summer, when NCDOT was updating projects in the STIP. He noted that not all these costs are being incorporated into the TIP at this time. David Wasserman shared that the Divisions are reviewing the costs for the estimates that were done this year to assure these are necessary.

*George Banta moved to approve the eighth round of amendments to the 2020-2029 Transportation Improvement Program (TIP) as proposed. Tom Widmer seconded, and the motion carried upon a roll call vote and without further discussion.*

### INFORMATIONAL ITEM

#### **P 6.0 (Prioritization) Update**

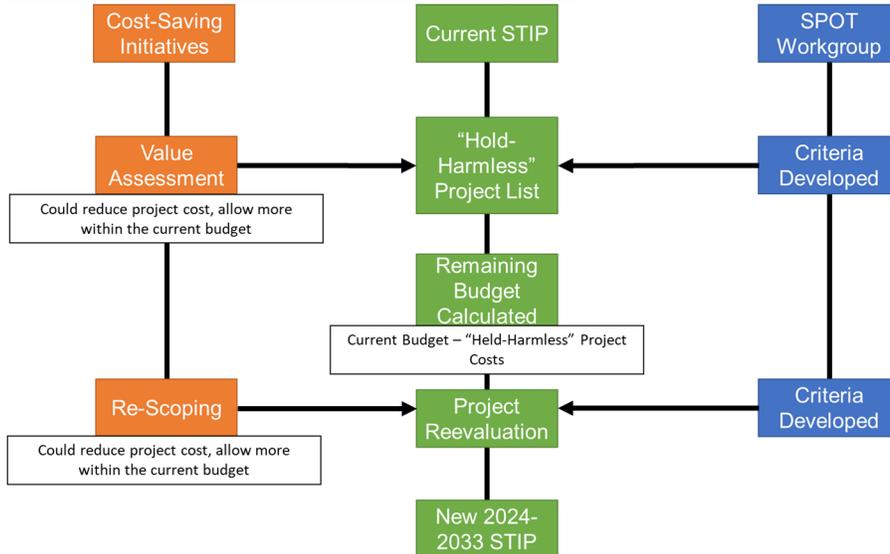
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## Staff Report & Recommendations

The SPOT workgroup is continuing to meet to determine processes to rebalance the STIP and there is generally a lot to discuss.

### How Different Initiatives Generally Fit Together



### Active Efforts to Reduce Project Costs at NCDOT

**Value Assessments/Value Engineering-** an effort that evaluates some TIP projects to help determine potential steps to reduce costs while maintaining a project's overall purpose and need.

**Re-Scoping of Projects-** NCDOT Divisions have been given a deadline of the end of the year to look at ways to re-scope, segment, or otherwise modify projects to reduce costs and make projects more likely to achieve something rather than potentially getting defunded.

-Haywood County: a meeting will be held in mid/late October with Division 14 and local government staff to discuss potential re-scoping or segmenting of projects

-Henderson County: the subject will be discussed with the Henderson TAC

-Buncombe County: Division 13 will organize project-by-project meetings over the next few months

### SPOT Workgroup

The SPOT Workgroup is made up of representatives from MPOs, RPOs, NCDOT, and various other stakeholders from around the State (League of Municipalities, NC Rural Center, Metro Mayors, others.) The group is generally charged with setting the parameters of the prioritization process that are not strictly defined by the Strategic Transportation Initiatives Law and providing those recommendations to the Board of Transportation.

### Items the SPOT Workgroup is working on:

**"Hold-Harmless List":** a list of projects that would remain on the STIP and not be re-evaluated to maintain a relatively efficient and predictable project delivery program for NCDOT. Most discussions for a hold-harmless list are based on current project delivery schedules.

**Re-Evaluation Criteria:** because this is considered a "reprogramming" effort rather than "normal" prioritization, the criteria being considered are more flexible than usual. These criteria would be applied to projects not "held-harmless" with successful projects remaining in the STIP and unsuccessful projects being de-committed.

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## Staff Report & Recommendations

### General Schedule

- December, 2021: re-scoping of projects deadline, SPOT Workgroup work deadline (“held-harmless” and project re-evaluation criteria.)
- January-August,2022: project re-evaluation
- December, 2022: Draft 2024-2033 STIP released
- August, 2023: deadline for NCDOT and MPO approvals of the 2024-2033 STIP/TIP

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
<b>\$9.4 B</b>	<b>\$2.22 B Over</b>	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
		<b>G (D13 &amp; D 14)</b>	<b>\$609.2M</b>	<b>\$929.9M Over</b>	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			
		<b>13</b>	<b>\$506M</b>	<b>\$165.4M Over</b>			
		<b>14</b>	<b>\$506M</b>	<b>\$80.1M Over</b>			

Tristan Winkler provided a presentation regarding the P6.0 update. He noted that currently, the STIP and P6.0 budgets are exceeded in both Committed and Non-Committed projects for all funding tiers (Statewide, Regional Impact and Division Needs). The budget overrun for Region G exceeds \$1 Billion. Currently, there are a few efforts underway, as noted by the graphic above describing how different initiatives generally fit together.

The P6.0 workgroup is discussing a ‘hold harmless’ list, which would allow projects to remain in the STIP and not undergo re-evaluation and consensus has been reached regarding the list.

Tristan Winkler noted that there are projects very far along in the STIP, which would harm NCDOT’s ability to deliver projects if those were reevaluated. These projects would not be reevaluated and would remain in the STIP with a

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recommendation that all projects scheduled to let by FY 2026 and/or are already acquiring right of way would continue. However, at this point, there is no consensus from the workgroup on the process to use going forward with regards to the criterion for re-evaluation. He noted that projects in the STIP with lower priority may be removed.

He noted that VE/VA is an effort to modify projects in a way that reduces costs while maintaining purpose and need. He also noted that projects may be re-scoped (i.e., reducing lanes or segmenting projects), this would maintain a project in the STIP but lessen delivery expectations. NCDOT is also considering adjusting the projected inflation rate (currently calculated at 1%). At this point, NCDOT and BOT have different recommendations for this adjustment to the STIP. Tristan Winkler noted that increasing the inflation rate would reduce the amount of revenue available in the 10-year STIP. He noted also that inflation is not the sole reason projects are going over budget- there is a lot to unpack with regards to how the STIP became this far over budget. He noted that additional work needs to be done.

The workgroup has a preliminary deadline of the end of the year to make recommendations. The presentation included a general schedule for P6.0, which is also provided above.

Discussion occurred regarding where projects could be reviewed in order to determine if scope could be reduced, and Tristan Winkler shared that the best thing to do is contact MPO staff who can share detailed project maps.

Tristan Winkler shared the MPO's appreciation for local partners (Henderson TAC, Haywood, Buncombe, etc.) for their input in ongoing discussions.

Chair Harris noted that as time progresses and more projects are considered for reevaluation, it is important to gather as much information on the projects as possible, since some are very far out in the STIP, without design, etc. Tristan Winkler shared that it's not an easy conversation to have, but when a budget is this far over, it is going to be necessary to consider eliminating projects.

Discussion occurred regarding whether there may be additional sources of revenue, and Tristan Winkler noted that NCDOT is in about a \$7 Billion hole. Division 14 BOT member Chuck McGrady shared that he has met recently with NC's congressional delegation and others in Congress, and the infrastructure bill would help, but not solve the problem. He shared that there are still the recommendations from the NC First Commission, which the General Assembly is planning to review next year. He shared there is going to be some rollbacks on projects and cost estimations on projects are coming in higher than what is currently estimated for projects' cost. He shared that the General Assembly may elect to use some of the surplus available but would not be willing to take funding from the General Fund. When federal funding comes down, there may be a willingness to spend some of that funding, if it could be justified. Nothing specific is known at this time.

Discussion occurred regarding whether MPO members would be willing to sign onto a letter of support for the federal infrastructure plan. Additionally, discussion occurred regarding the consideration of the needs of all the people in the region when discussion on which projects should be eliminated happens. Tristan Winkler noted that local bodies should have significant input into the process to eliminate projects in the STIP. This is a difficult discussion since jurisdictions have promoted projects in the TIP due to genuine need. Right sizing the STIP could lead to innovation.

Discussion occurred regarding how the MPO region became so overbudget in both the Regional Impact and Division Needs tiers and Tristan Winkler noted that this region is the second smallest and receives the second smallest allocation. Additionally, NCDOT generally applies additional funding during estimations because the projects are in

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## Staff Report & Recommendations

the mountain and construction is more expensive. However, those estimates were too low. Tristan Winkler noted that fundamentally, we have a process where projects are submitted before design is undertaken, leaving many specifics of the projects undetermined. This is partly where projects are problematic, and it may change how projects are developed and reviewed before funding is committed. What is most frustrating is that this is not a problem that most states are facing. This is a problem that has come about through problematic processes, and this points to there being room for improvement and the more voices that join in this process the better the outcome may be.

Discussion occurred regarding whether every project should be analyzed, and when costs increase, a determination on why that is happening should be undertaken. This might allow the process to become 'smarter' and save money.

***Informational Item. No action requested.***

### REGULAR UPDATES

- Divisions 13 and 14 updates available on website: [http://frenchbroadrivermpo.org/wp-content/uploads/2021/09/Div13\\_Sept\\_Updates.pdf](http://frenchbroadrivermpo.org/wp-content/uploads/2021/09/Div13_Sept_Updates.pdf) and [http://frenchbroadrivermpo.org/wp-content/uploads/2021/10/Div14-Updates\\_October.pdf](http://frenchbroadrivermpo.org/wp-content/uploads/2021/10/Div14-Updates_October.pdf) and provided at the meeting.
- Transportation Planning Division staff provided an update.
- FHWA/FTA provided an update.
- FBRMPO Committee & Workgroup Updates:
  - Prioritization – Met October 5, Next meeting is November 7.
  - Transit Operators Workgroup – Met September 16.
  - 5307 Subrecipient Workgroup – Next meeting December 6.
  - Citizens' Advisory Committee – Last meeting was October 13.
  - Hellbender Trail Stakeholder Group – Met October 21.
  - Corridor Studies – Asheville City Council considers the studies at their meeting on November 9, 2021. Presentation to MPO TCC/Board postponed.
  - MPO Newsletter - [http://frenchbroadrivermpo.org/wp-content/uploads/2021/10/October\\_Transpo\\_Matters\\_Newsletter.pdf](http://frenchbroadrivermpo.org/wp-content/uploads/2021/10/October_Transpo_Matters_Newsletter.pdf)
- Legislative updates included that the federal infrastructure bill may have movement soon and that a State budget, approved and signed by the governor, should soon be in place.

Tristan Winkler gave a shout out to MPO staff for covering during his recent paternity leave.

### PUBLIC COMMENT

No public comments received.

### ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

### TOPICS FOR NEXT MEETING

Proposed New I-26 Interchange

### ADJOURNMENT

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

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# Item 12B:

### 2022 Meeting Schedule

<b>Board</b>	<b>TCC</b>	<b>Prioritization</b>
4 <sup>th</sup> Thursday of the Month (No Meetings July or December; 3 <sup>rd</sup> Thursday in November)	2 <sup>nd</sup> Thursday of the Month (No Meetings July or December; 3 <sup>rd</sup> Thursday in November)	1 <sup>st</sup> Tuesday of the Month
January 27 <sup>th</sup>	January 13 <sup>th</sup>	January 4 <sup>th</sup>
February 24 <sup>th</sup>	February 10 <sup>th</sup>	February 1 <sup>st</sup>
March 24 <sup>th</sup>	March 10 <sup>th</sup>	March 1 <sup>st</sup>
April 28 <sup>th</sup>	April 14 <sup>th</sup>	April 5 <sup>th</sup>
May 26 <sup>th</sup>	May 12 <sup>th</sup>	May 3 <sup>rd</sup>
June 23 <sup>rd</sup>	June 9 <sup>th</sup>	June 7 <sup>th</sup>
No July Meeting	No July Meeting	July 5 <sup>th</sup>
August 25 <sup>th</sup>	August 11 <sup>th</sup>	August 2 <sup>nd</sup>
September 22 <sup>nd</sup>	September 8 <sup>th</sup>	September 6 <sup>th</sup>
October 27 <sup>th</sup>	October 13 <sup>th</sup>	October 4 <sup>th</sup>
November 17 <sup>th</sup>	November 17 <sup>th</sup>	November 1 <sup>st</sup>
No December Meeting	No December Meeting	December 6 <sup>th</sup>

The Citizens Advisory Committee, 5307 Subrecipients Workgroup, Transit Operators Workgroup, and Hellbender Trail Workgroup will continue to meet quarterly.

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# Item 13A:

## Locally Administered Projects Selection Criteria

French Broad River MPO provides funding opportunities such as the Locally Administered Projects Program (LAPP) which consists of a call for projects eligible for FHWA Surface Transportation Block Grant Program- Directly Attributable (STBGP-DA) and Transportation Alternatives Program- Directly Attributable (TAP-DA) funds. Surface Transportation Program Block Grant Program are apportioned directly to the MPOs with over 200,000 in population by the federal government. The STBG (Surface Transportation Block Grant) provides flexible funding to best address State and local transportation needs. The Transportation Alternatives Program, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. All TAP-DA eligible projects are eligible for STBG-DA funding.

The LAPP scoring methodology criteria provided below was last updated and approved by the FBRMPO Board on March 24, 2016. In October, the Prioritization Subcommittee considered eight (8) scenario/options as potential changes to the LAPP selection criteria and two were selected. The prioritization subcommittee have recommended changes to the *Geographic Equity* and *Local Priority* point distribution. They have recommended that no changes be made to *mode effectiveness* or *cost effectiveness* criteria and point distribution addressing new private development.

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***Please see presentation for additional information and review of prior process. The Prioritization Subcommittee selected Option 2 for amending geographic equity and local priority points. No changes in addressing cost and mode efficacy for private development.***

### Proposed Revisions to the Geographic Equity Point Distribution:

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**The Prioritization Subcommittee recommended the following changes to the selection criteria:**

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## Staff Report & Recommendations

- A. Rename the criteria “*geographic equity*” and replace with “*population*”.
- B. Reduce the “*population*” awarded points from:
  - a. Jurisdictions smaller than 20,000 from 20 points to 10 points
  - b. Jurisdictions 20,000 or larger from 10 to 5 points.
- C. Increase *local priority points* from a maximum of 10 to a maximum of 20.
- D. Distribute local priority points based on a 1<sup>st</sup> priority, 2<sup>nd</sup> priority, and other all other submitted projects.
  - a. 1<sup>st</sup> Priority 20 points.
  - b. 2<sup>nd</sup> Priority 10 points.
  - c. All other projects receive 5 points.

**Action Item: Adopt proposed changes.**

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### CURRENT SCORING METHODOLOGY- **PROPOSED CRITERIA CHANGES HIGHLIGHTED.**

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#### ***Transit Projects and Alternative Fuels Projects (on a 100-point scale):***

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- 1. Geographic Equity- 40 points for local jurisdictions with populations under 20,000 in the MPO, 30 points or local jurisdictions with a population of 20,000 or greater in the MPO.
  - 2. Service Connectivity
    - for transit: 40 points if the transit capital project will support trips taken across county lines; 20 points of the transit capital project will support a system that directly connects to another operator’s route or a Park-and-Ride Lot or
    - For Alternative fuel projects: 40 points if the alternative fuel station will be accessible to the public and located at a convenient location off an interstate exit, on a US route or on an NC route, easily accessible to drivers traveling across county lines; 20 points if the alternative fuel station will be open to the public but not accessible via an interstate exit, a US route or an NC route
  - Cost effectiveness:
    - Cost effectiveness score will be scaled to 20. For transit: ratio of expected (revenue miles per year)/(proposed project cost); if the project includes only one bus, please provide the average number of revenue miles per route or per bus.
    - For alternative fuel projects: use (vehicles per day charging capacity)/(proposed cost).
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#### ***Roadway, Intersection and Bike Ped Projects (on a 100-point scale)***

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- **Geographic Equity— (5 or 10 points)**

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  - 10 points to local jurisdictions with a population under 20,000 in the MPO,
  - 5 points to local jurisdictions with a population of 20,000 or greater in the MPO.
- **Local Priority (up to 20 points)**

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  - 1<sup>st</sup> Priority- 20 Points
  - 2<sup>nd</sup> Priority- 10 Points
  - All Other Priorities- 5 Points
- **Local Match (up to 15 points)**

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  - Local match points: Minimum Match Required – 20% (0 points);
  - if local match is at least 30% - 5 points;
  - If local match is at least 40% - 10 points;
  - if local match is at least 50% - 15 points
- **MTP (10 pts-Roadway)/Plan compliant (5 pts-Bike/Ped)**

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  - Roadway Horizon 1 or 2 in the MTP or identified as a Congestion Management Plan Hot Spot– 10 points
  - Roadway Horizon 3 or 4 in the MTP – 5 points
  - Roadway Horizon 5 in the MTP in the MTP (2035) – 3 points
  - Post-Year (CTP) – 0 points
  - Bike Ped projects in a local or regional adopted plan—5 pts
- **Project phase (10/5/3)**

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  - Construction Projects – 10 points
  - NEPA and/or Design Projects – 5 points
  - Feasibility/planning studies – 3 points
  - ROW – 0-10 points\*
  - \*ROW points will be determined based on what other phases have been completed and/or have committed sources of funds. (EXAMPLE: If a project has committed construction funds, ROW applications will receive 10 points. If PE has been completed or has committed funding, the project will receive 5 points.)
- A. Prior Funding (up to 5 pts)**

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  - a. prior funding from any sources can be applicable including prior local funding for the study/corridor/ROW, etc.
- **Cost Effectiveness (up to 10 pts)**

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  - Cost Effectiveness calculated as: (Total Points – Local Match Points) / Program Cost Scaled with top project earning 10 points

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### B. Mode-effectiveness (up to 20 pts-roadway; 25 pts-bike ped)

- a. Roadway Effectiveness (*\*must improve traffic conditions*): *made up of Congestion and Safety*
- b. Bicycle/Pedestrian Effectiveness: score based on Missing Link factor or Obstacle factor (Connecting existing activity centers/transit stops or stations/bike lane/sidewalks/greenways)

- **Mode effectiveness-roadway:**

- Congestion

- Current Volume to Capacity Analysis (5 pts)
- V/C < .2 = 0 points
- V/C < .4 = 2 points
- V/C < .6 = 3 points
- V/C < .8 = 4 points
- V/C > .8 = 5 points

- Addresses CMP Strategies (5 pts)

- 1 CMPS = 1 point
- 2 CMPS = 2 points
- 3 CMPS = 3 points
- 4 CMPS = 4 points
- 5 or more CMPS = 5 points

- Safety Based on FHWA Crash Reduction Factors (10 pts)

- CRF < 10% = 0 points
- CRF > 10% = 2 points
- CRF > 20% = 4 points
- CRF > 30% = 6 points
- CRF > 40% = 8 points
- CRF > 50% = 10 points

- <http://www.cmfclearinghouse.org/>
- <http://safety.fhwa.dot.gov/tools/crf/>

- **Mode effectiveness-bicycle and pedestrian**

- Missing Link (5 pts) Both sides connect to existing Bike/Ped facility Scale by distance of continuous facility (on residential collector or higher)

- < .5 mi 1 point
- .5 mi to 2 mi 3 points
- >2 mi 5 points

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- Overcoming an Obstacle (5 pts) Project must create the crossing, not improve an existing crossing

- 
- Limited-access facility, Railroad, Major Stream (USGS) 5 points
  - Other 4+ Lane Roadway 3 points
- 

- Connections (5 pts)

- 
- 0.5 mi to other mode/greenway or activity center (i.e. school, parks/rec, government facility, shopping center, high density res, etc.) Points per connection
- 

- Improve Commuter Patterns (5 pts)

- 
- Serves a footpath (residential collector or higher) Within +/- .25 mi of existing or proposed transit services
- 

- Safety (5 pts)

- 
- Project addresses a documented safety issue (TEAAS Crash Report or other crash data made available)
-

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 13B:

## Prioritization Subcommittee- Open Position

### 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, Peyton O’Conner (Buncombe County), plans to step down at the end of the month. William High (Buncombe County) and Janna Bianculli (Henderson County) have volunteered to fill the vacancy.

### 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
Jessica Morris	City of Asheville	TCC
<i>Peyton O’Conner</i>	<i>Buncombe County</i>	<i>TCC</i>
Elizabeth Teague	Town of Waynesville	TCC

### ACTION REQUIRED

Suggested Actions: Approve a New TCC Representative for the Prioritization Subcommittee.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 13C:

## 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, 2021, updated in September, 2021.

### Amendment Details

- The Buncombe County Multimodal Study is being removed from the FY 2022 UPWP with the understanding the study will be added to the FY 2023 UPWP, at the request of Buncombe County staff
- The City of Asheville Bike/Ped Counters are being moved so funding is reflected to come from the FY 2022 UPWP (STBGDA Flex Funds) due to no funding being used in previous fiscal years
- 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 allocation to studies is detailed below.

### **ACTION REQUIRED**

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	\$ 58,900	\$ 235,600	\$ 294,500	\$ 88,021	\$740	\$355,044	\$ 443,805
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-3G	Asheville Reed Creek Greenway Study								\$ 10,000	\$40,000	\$ 50,000	\$ 10,000	\$0	\$ 40,000	\$ 50,000
44.27.00	II-B-3H	TDM Coordinator								\$ 14,400	\$57,600	\$ 72,000	\$ 14,400	\$0	\$ 57,600	\$ 72,000
44.27.00	II-B-3I	Asheville Bike/Ped Counting Equipment								\$ 12,000	\$48,000	\$ 60,000				
	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	\$ -	\$ -
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
		<b>TOTALS</b>	<b>\$109,439</b>	<b>\$437,756</b>	<b>\$ 547,195</b>	<b>\$7,500</b>	<b>\$7,500</b>	<b>\$60,000</b>	<b>\$75,000</b>	<b>\$63,462</b>	<b>\$253,850</b>	<b>\$317,312</b>	<b>\$ 180,401</b>	<b>\$7,500</b>	<b>\$751,606</b>	<b>\$ 939,507</b>
<b>Continuing Studies</b>																
<b>FY Account</b>	<b>Project</b>	<b>MPO Planning &amp; Admin- PL 104</b>			<b>Transit Planning- 5303</b>				<b>STBGDA (Flexed to PL)</b>			<b>Total</b>				
		<b>Local</b>	<b>Federal</b>	<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	<b>Total</b>	<b>Local</b>	<b>Federal</b>	<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	<b>Total</b>	
		<b>20%</b>	<b>80%</b>		<b>10%</b>	<b>10%</b>	<b>80%</b>		<b>20%</b>	<b>80%</b>						
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	
	<b>Total</b>	<b>\$31,500</b>	<b>\$126,000</b>	<b>\$157,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$209,400</b>	<b>\$437,600</b>	<b>\$647,000</b>	<b>\$240,900</b>	<b>\$0</b>	<b>\$563,600</b>	<b>\$804,500</b>	

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 14A:

## Planning Call for Projects

The French Broad River MPO will be holding a call for planning projects. The call for projects will open on Friday, November 19<sup>th</sup> with applications due on **Thursday, December 23<sup>rd</sup>**. Local governments and NCDOT may apply. Successful projects will be programmed in the FY 2023 Unified Planning Work Program.

For this call for projects, no specific funding amounts are being designated. Projects will be selected at the discretion of the Prioritization Subcommittee, TCC, and Board. A 20% local match is required for all projects (local match may not come from in-kind or (most) federal sources.)

### Eligible Uses

- Transportation Master Plan, Corridor Studies, Access/Mobility Studies, Inventories of Existing Routes, and Right of Way Investigations
- Future population, Employment, and Economic Growth Studies
- Traffic studies such as circulation plans, traffic count programs, intersection analysis, and small area studies
- Bicycle and Pedestrian planning such as bicycle parking, sidewalk/bicycle lane master plans and trail and greenway plans
- Economic Impact Studies for Transportation Investments
- GIS data development/mapping applications
- Transportation related health impact assessments
- Environmental Justice Analysis

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

- Conceptual/Scoping Studies and Limited Engineering Design (specifically up to 15 percent “line and grade” design per NCDOT guidance), also known as “Preliminary Plans” or “Functional Roadway” plans

### Not Eligible:

- Surveying
- Property Acquisition
- Site Preparations
- Environmental Planning/NEPA Analysis
- Transit Operations and Management
- Construction Projects

All successful projects will be subject to federal requirements and those required by the MPO’s Lead Planning Agency, the Land of Sky Regional Council.

Application materials will be sent to the MPO TCC and Board following the November meeting.

### **No Action Required**