

Technical Coordinating Committee

November 18, 2021 – 12:00 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

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

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

3. **CONSENT AGENDA**

Autumn Radcliff

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

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

 - A. Planning Call for Projects MPO Staff
- >>BREAK FOR MPO BOARD TO JOIN THE MEETING<<**
6. **WELCOME AND HOUSEKEEPING (15 min)**

 - A. Welcome and Introductions, Approval of Agenda Larry Harris
 - B. Ethics Statement for MPO Board Members Larry Harris
7. **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
8. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)**

9. **TOPICS FOR NEXT MEETING**

10. **PUBLIC COMMENT**

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

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METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3:

Consent Agenda

Item 3A: October, 2021 TCC Minutes

Item 3B: 2022 Meeting Schedule

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Staff Report & Recommendations

Item 3A:

October, 2021 Minutes

French Broad River Metropolitan Planning Organization

Minutes from the TCC Meeting including Zoom on October 14, 2021

ATTENDANCE:

Remote via the Zoom Platform:

Chair Autumn Radcliff	Tristan Winkler	Emily Scott-Cruz	John Ridout
Hannah Bagli	Nick Kroncke	Steve Williams	Eric Rufa
Erica Anderson	Hannah Cook	Stephen Sparks	David Wasserman
William High	Peyton O'Conner	Harry Buckner	Daniel Sellers
Daniel Cobb	Jessica Morriss	Jessica Trotman	Matthew Manley
Lucy Crown	Michael Dawson	Daniel Metcalf	Jodie Ferguson
Jared Merrill	Janna Bianculli	Brendan Merithew	

In-Person at Land of Sky Regional Council:

Zia Rifkin (minutes) Jane Pies

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 received.

CONSENT AGENDA

Chair Radcliff indicated that the Consent Agenda included the September 2021 minutes, and the Locally Administered Projects Program (LAPP) Quarterly Report. She requested approval of the TCC agenda, which was modified to remove Informational Item 5B.

Lucy Crown moved to approve the consent agenda and the TCC agenda as modified. William High seconded the motion, which was affirmed upon a roll call vote of the member governments present.

BUSINESS

Amendments to the 2020-2029 Transportation Improvement Program (TIP)

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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 is the eighth round of TIP amendments and includes project delays allowing for additional time for right-of-way and construction, additional delays for planning and design and construction, delays to provide additional time for preliminary engineering, delays to construction, the addition of utilities not previously programmed, and cost increases equaling more than the \$2 million (\$2,000,000) threshold. Additionally, there are amendments to expedite pavement reconstruction and/or to let projects under one contract, and to 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.

Jessica Trotman moved to approve the eighth round of 2020-2029 Transportation Improvement Program (TIP) amendments as presented. William High seconded, and the motion carried upon a roll call vote, and without further discussion.

P 6.0 (Prioritization) Update

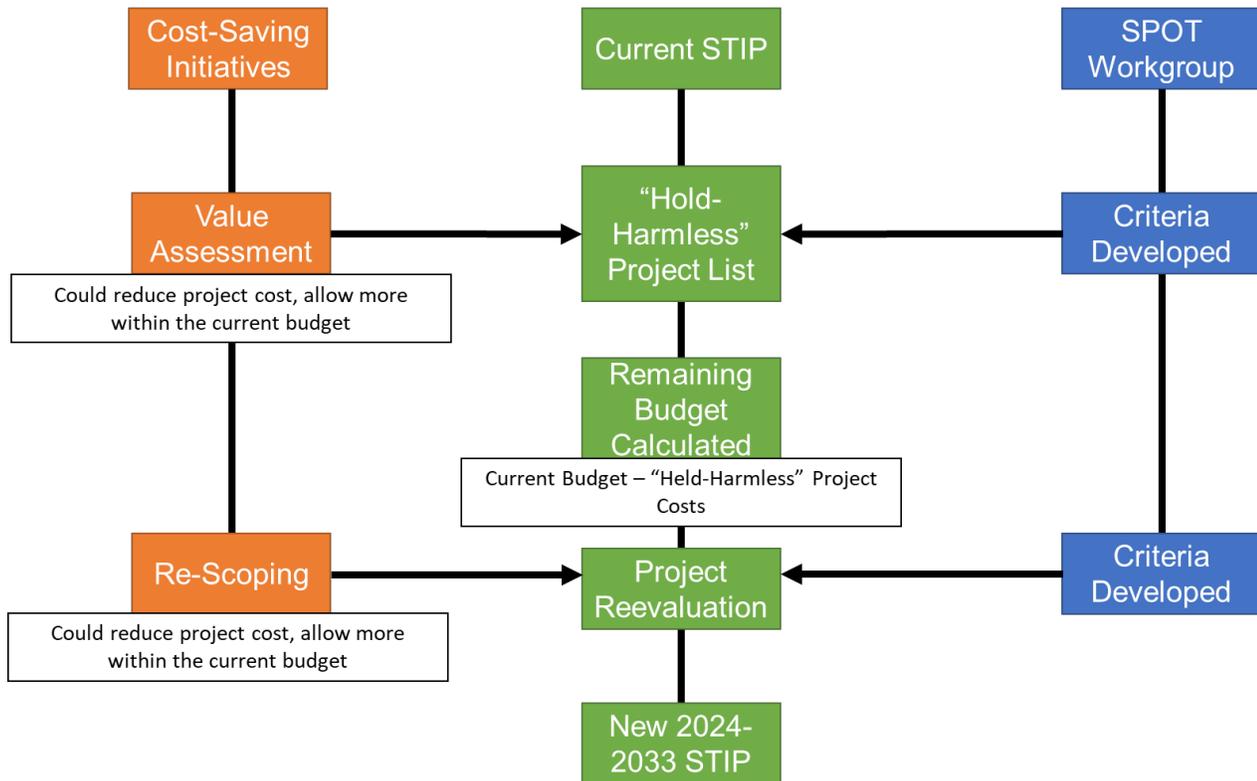
The SPOT workgroup is continuing to meet to determine processes to rebalance the STIP and in general, there is much to discuss.

How Different Initiatives Generally Fit Together

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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, among others.) The group is generally charged with setting the parameters of the prioritization process that are not strictly defined by the Strategic Transportation Initiatives (STI) Law and providing those recommendations to the Board of Transportation.

Items the SPOT Workgroup is working on:

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“Hold-Harmless List”: a list of projects that would remain on the STIP and not be re-evaluated in order 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 is more flexible than usual. These criteria will be applied to projects not “held-harmless” with successful projects remaining in the STIP and unsuccessful projects being de-committed.

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
\$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

Emily Scott-Cruz provided a presentation regarding the P6.0 update. She noted that 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

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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. 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. 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 the workgroup, which is tasked with making recommendations to NCBOT regarding a process to move forward.

Information only. No action required.

REGULAR UPDATES AND INFORMATION ITEMS

Regular updates were provided by Hannah Cook for NCDOT Division 13, and by Steve Williams for Division 14. Updates may also be found on the <http://frenchbroadrivermpo.org> website.

Brief TPD and FHWA updates were provided. Additionally, committee and legislative updates were provided by MPO staff.

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

TOPICS FOR NEXT MEETING

PUBLIC COMMENT

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

ADJOURNMENT

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

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Item 3B:

2022 Meeting Schedule

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

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

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Item 4A:

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.

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:

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

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- 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 1st priority, 2nd priority, and other all other submitted projects.
 - a. 1st Priority 20 points.
 - b. 2nd Priority 10 points.
 - c. All other projects receive 5 points.

Action Item: Adopt proposed changes.

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

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

- 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).
-

Roadway, Intersection and Bike Ped Projects (on a 100-point scale)

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

- 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)**

- 1st Priority- 20 Points
- 2nd Priority- 10 Points
- All Other Priorities- 5 Points

- **Local Match (up to 15 points)**

- 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)**

- 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)**

- 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)**

- 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)**

- 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)
-

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Item 4B:

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.

Item 4C:

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
		TOTALS	\$109,439	\$437,756	\$ 547,195	\$7,500	\$7,500	\$60,000	\$75,000	\$63,462	\$253,850	\$317,312	\$ 180,401	\$7,500	\$751,606	\$ 939,507
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	\$209,400	\$437,600	\$647,000	\$240,900	\$0	\$563,600	\$804,500	

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5A:

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 19th with applications due on **Thursday, December 23rd**. 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

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- 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

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

Division 14 Updates: To be uploaded when available.

Item 7B:

TPD Updates

Item 7C:

FHWA/FTA Updates

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 7D:

Committee & Workgroup Updates

Prioritization Subcommittee— met November 2nd; next meeting December 7th

Transit Operators' Workgroup— met September 16th

5307 Subrecipient Workgroup- next meeting December 6th

Citizens' Advisory Committee- last meeting October 13th ; next meeting January 12th

Hellbender Trail Stakeholder Group- last meeting October 25th

Corridor Studies- Going before Asheville City Council on December 14th.

Recommended Actions:

Accept the reports.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

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Item 7E:

Legislative Updates

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