Prioritization Subcommittee

Meeting Agenda

May 1, 2024

9:30 AM

Meeting to be held at Land of Sky Regional Council or via

Zoom: https://zoom.us/j/91373453789

Voting Members on the Committee: Jessica Morris (City of Asheville, Vice-Chair), William High (Buncombe County), Autumn Radcliff (Henderson County), Anthony Sutton (Town of Waynesville), Elizabeth Teague (Town of Waynesville, Chair), Archie Pertiller (Town of Black Mountain), Catherine Cordell (Town of Weaverville)

1.	**Welcome and Introductions**	Elizabeth Teague
2.	**Public Comment**	Elizabeth Teague
3.	**Approval of March, 2024 Meeting Minutes**	Elizabeth Teague
4.	**Business**	
A.	5310 Project Selection	Hannah Bagli, MPO Staff
B.	JARC Project Selection	Hannah Bagli, MPO Staff
C.	P 7 Update	Tristan Winkler, MPO Staff
D.	LAPP Update	Logan DiGiacomo, MPO Staff
5.	**News, Events, Updates**	Elizabeth Teague
6.	**Public Comment**	Elizabeth Teague
7.	**Adjournment**	Elizabeth Teague

Item 4A

5310 Project Selection

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for Section 5310 ran from January 18, 2024, to March 18, 2024. Additional information about Section 5310 is available at: https://frenchbroadrivermpo.org/5310-and-jarc/.

The 5310 Grant has two categories for funding:
• Traditional/Capital projects: at least 55% of the total funding amount has to go to "traditional" projects.
• Other/Operations projects: no more than 45% of the total funding amount can go to these projects

FY2023 5310 Available Funding	$504,739	55% of Funds (Traditional)*	$277,607
Admin	$50,474	35% of Funds (Other)*	$176,658
After 10% Admin	**$454,265**	*Note: percentage divisions were calculated before 10% Admin	

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

MPO Staff and the Prioritization Subcommittee will review the 5310 applications, rating them based on a scorecard (out of 105 points). The following pages show recommendations for awarding 5310 funds based on scores. The quantitative scoring methodology was simplified for this round of funding.

SUBMITTED PROJECTS:
The table below shows the projects submitted and funding requested

Applicant	Traditional or Other	Project Title	Period of Performance	Project Description	Funding Requested	Local Match	Total Cost
Buncombe County	Traditional	SEDTAP	7/2024-6/2025	The Supplemental EDTAP Program is a traditional Section 5310 project. The SEDTAP Program providesfunds to support the following transportation needs: (1) Medical and general trips for eligible older adults age 60 and older; (2) Medical, shopping, and other trips for demand-response general public customers ; and (3) Trips for persons who are seniors/elderly/older adults and/or whom have a disability.	$158,109	$39,528	$197,637
City of Asheville	Traditional	Asheville Paratransit	7/1/2024-6/30/2025	The City of Asheville is applying for Section 5310 funding to supplement the transit operations budget for its ADA complementary paratransit service. The service is provided citywide in Asheville and within 1 mile on routes traveling outside of the City of Asheville.	$248,000	$62,000	$310,000
Buncombe County	Other	RIDE Voucher Program	7/1/2023-6/30/2024	The RIDE Program is a nontraditional Section 5310 project that offers a curb-to-curb, user-side subsidy transportation alternative for eligible County residents (individuals who are elderly and/or who have disabilities) that increases transportation options. The program allows participants to purchase a $10 voucher at a subsidized rate ($2.50) and use vouchers to purchase trips through participating providers (taxi companies).	$40,511	$40,511	$81,022
Land of Sky Regional Council	Other	Senior Companions Program	7/1/2024-6/30/2025	AmeriCorps Seniors volunteers provide transportation (medical appointments, errands, grocery) to older/frail adults who are unable to access public transportation or afford private transportation.	$126,720	$126,720	$253,440
Council on Aging	Other	Call-A-Ride (CAR)	7/1/2024-6/30/2025	Call-A-Ride (CAR) provides volunteer transportation to Buncombe County residents aged 60+. The program is for individuals who are unable to drive themselves and cannot access public transportation.	$40,560	$40,560	$81,120

Step 1: Score Projects

Traditional
Buncombe County SEDTAP (Supplemental Elderly and Disabled Assistance Program)

Project Evaluation Criteria	Possible Points	Buncombe County SEDTAP
Project Needs and Goals	35	
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	10	Mountain Mobility provides transportation services to clients of human service agencies, local governments, and general public transportation. Funding support is provided to Call-A-Ride and Foster Grandparents Program, RIDE, and Senior Bus Pass Program. These funds allow state and local funds to be extended across all programs to cover more transportation needs. These funds match HCCBG, ROAP, and EDTAP funds.
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	5	65,345 eligible trips were made
Does applicant include map of service area and/or requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	10	Yes

To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	5	Mountain Mobility (1) provides transportation for social/cultural/health/after-hours trips to prevent social isolation (LCP recommendation B-2); (2) improves transportation options for medically-underserved populations (LCP recommendation B-8); and (3) increases availability of grocery store and general retail trips (LCP recommendation B-11).
Does the project align with organizational mission? To what degree?	5	Yes, provides transportation to elderly/disabled groups at no charge to the individual
Project Budget and Organizational Preparedness	**25**	
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	5	Yes.
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	5	Yes.
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0	They have not identified other funding sources for this project beyond those already utilized (5310/5311/5307).
To what extent will project be affected if it does not receive funding?	5	If the project is not funded, it will terminate as 5310 is the only source of grant funding available to support the project
Project Implementation	**25**	
Does the proposal outlines implementation and evaluation plan?	5	Yes
Does the application identify key personnel?	5	Yes
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?	5	Mountain Mobility has ~50 employees assigned to this project. Buncombe County monitor service volumes on a regular basis and reviews an annual rider survey.
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	10	Buncombe County receives 5311 funds, 5310 funds for RIDE, and 5307 funds
Equity, Outreach, and Partnerships	**15**	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	Public outreach with County and Mountain Mobility staff at events and through presentations; makes services available to target population. Mountain Mobility Rider's Guide also provides information. Included Title VI plan.
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	5	Yes
Bonus for Alternative Fuels/Fuel Efficiency	**5**	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	5	
TOTAL (Out of 100, with additional 5 bonus points)	**95**	

City of Asheville Paratransit Service

Project Evaluation Criteria	Possible Points	City of Asheville Paratransit
Project Needs and Goals	35	
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	10	Continue providing paratransit service to persons with disability in the service area and within ¾ mile of fixed route service. Funds provide a required FTA service.
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	5	30,688 trips were made in FY21-22, projected trips for FY 22-23 is 35,125
Does applicant include map of service area and/or requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	10	B-8, D-5, D-1
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	5	This project directly responds to documented transportation needs, aligning with strategic recommendations to extend service availability during evenings, weekends, and holidays, thereby significantly enhancing mobility options for our community's most vulnerable members."
Does the project align with organizational mission? To what degree?	5	Yes, enables the City provide essential transportation to individuals with crucial mobility needs.
Project Budget and Organizational Preparedness	25	
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	5	Yes.
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	5	Yes.
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0	The city would only provide essential services if the project was not funded
To what extent will project be affected if it does not receive funding?	5	This funding ensures the city in collaboration with the County can offer service to residents beyond ¾ service boundary
Project Implementation	25	
Does the proposal outlines implementation and evaluation plan?	5	Yes
Does the application identify key personnel?	5	Yes
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?	5	The City of Asheville communicates with Buncombe County in order to monitor and evaluate the ADA paratransit service provided.
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	10	City of Asheville also receives 5310, 5339, 5307, and 5303 funds, experienced in Federal grant reporting
Equity, Outreach, and Partnerships	15	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	Along with the Rider Guide created by Mountain Mobility to promote awareness of the program in the community, there are quarterly meetings held to provide updates about the program to members of the community who participate on the Community Transportation Advisory Board (CTAB).

		Information about the program is also provided on websites for Buncombe County, Land of Sky, and the City of Asheville. Information about the program is also shared with members of the Transit Committee during monthly meetings
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	05	Yes
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	5	Yes
TOTAL (Out of 100, with additional 5 bonus points)	95	

Other
Buncombe County RIDE

Project Evaluation Criteria	Possible Points	City of Asheville Paratransit
Project Needs and Goals	35	
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	10	Curb-to-curb, user-side subsidy that provides subsidized vouchers for trips in Buncombe County.
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	5	14,468 vouchers were sold and redeemed
Does applicant include map of service area and/or requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	10	A-1, A-2, B-2, B-11, D-5
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	5	The RIDE Program mitigates the transportation need by increasing eligible County residents flexibility and control over when travel occurs and for what purpose.
Does the project align with organizational mission? To what degree?	5	Yes, by improving quality of life within the Asheville Urbanized Area and providing vulnerable individuals with fare free transportation options.
Project Budget and Organizational Preparedness	25	
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	5	Yes.
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	5	Yes.
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0	Buncombe County is not aware of any other sources of funding beyond 5310 to support this project.
To what extent will project be affected if it does not receive funding?	5	5310 is the only source of funding for this project. If the project is not funded, it will terminate.
Project Implementation	25	
Does the proposal outlines implementation and evaluation plan?	5	Yes
Does the application identify key personnel?	5	Yes
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?	5	Mountain Mobility has ~50 employees assigned to this project. Buncombe County monitors service volumes on a regular basis and reviews an annual rider survey.

How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	10	Buncombe County receives 5311 funds, 5310 funds for SEDTAP, and 5307 funds
Equity, Outreach, and Partnerships	15	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	Mountain Mobility Administration at LOSRC provides potential customers and existing participants with information on: eligibility, enrollment, and other general information. Mountain Mobility Administration at LOSRC desires to undertake robust marketing through continued outreach efforts which increase awareness of services. Mountain Mobility Administration staff provide presentations to service providers, senior centers, and others. These presentations provide an overview of services and promote public awareness of Mountain Mobility Programs including the RIDE Program.
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	5	Yes
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0	Unknown if cab fleet utilize alternative fuels
TOTAL (Out of 100, with additional 5 bonus points)	90	

Land of Sky Senior Companions

Project Evaluation Criteria	Possible Points	Land of Sky Senior Companions
Project Needs and Goals	35	
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	10	The Senior Companion Program provides transportation and other needed services at no charge to keep frail and elderly senior adults living independently at home. Senior Companion adult volunteers are paired with clients who may not meet the income criteria of traditional transportation providers and seniors who lack a diagnosis/illness that makes them eligible for service. Funding supports 50% of their stipend of $4 an hour and 50% of the gov't mileage rate (0.67c) x miles
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	3	The program serves people and has 60-65 volunteers
Does applicant include map of service area and/or requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	10	Yes, both the needs in Henderson and Buncombe Counties
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	2	Provide a more personalized transportation for clients. Allow volunteers to accompany individuals to medical appointments and help with errands that may be difficult to accomplish their own.
Does the project align with organizational mission? To what degree?	5	Yes, provides volunteers to give back to their community by supporting elderly individuals.
Project Budget and Organizational Preparedness	25	

Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	5	Yes.
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	5	Yes.
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	2	Senior Companions constantly seeks funding through local, state, and federal programs in order to support program needs.
To what extent will project be affected if it does not receive funding?	5	Americorps money can be moved around
Project Implementation	**25**	
Does the proposal outlines implementation and evaluation plan?	5	Yes
Does the application identify key personnel?	5	Yes
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?	5	Project has dedicated staff members and LOS has been providing this service for over 20 years.
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	10	Very experienced with federal grant management and reporting
Equity, Outreach, and Partnerships	**15**	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes, Henderson and Buncombe counties
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	As referrals are made, clients needs are matched with a volunteer. Promoted through Councils on Aging, Area Agency on Aging, and AAA newsletters.
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	5	Yes
Bonus for Alternative Fuels/Fuel Efficiency	**5**	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0	2 volunteers have EVs, most do not utilize alternative fuels
TOTAL (Out of 100, with additional 5 bonus points)	**87**	

Council on Aging Call-A-Ride

Project Evaluation Criteria	Possible Points	Council on Aging Call-A-Ride (CAR)
Project Needs and Goals	**35**	
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	10	Call-A-Ride (CAR) provides door-to-door transportation to individuals aged 60+ in Buncombe County. Program uses volunteer drivers to fill gaps in the transportation that Mountain Mobility or taxis cannot provide.
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	3	The program provides another option for seniors who need to access multiple stops without having to wait for a bus or are unable to access traditional rideshare activities.
Does applicant include map of service area and/or requested demographic data and number of people	10	Yes, serves seniors in Buncombe County

served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?		
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	2	Provide and more personalized transportation for clients. Allow volunteers to accompany individuals to medical appointments and help with errands that may be difficult to accomplish their own.
Does the project align with organizational mission? To what degree?	5	Yes, provides volunteers to give back to their community by supporting elderly individuals
Project Budget and Organizational Preparedness	25	
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	5	Yes.
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	5	Yes.
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0	N/A
To what extent will project be affected if it does not receive funding?	5	5310 funds are necessary for the operation of the program
Project Implementation	25	
Does the proposal outlines implementation and evaluation plan?	5	Yes
Does the application identify key personnel?	5	Yes
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?	5	Council on Aging has been providing CAR for over 12 years, continues to show growth each year. Uses ServTracker for client data management. Conducts monthly assessments of services
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	10	Council on Aging has significant experience with grant management
Equity, Outreach, and Partnerships	15	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes, coordinates with Buncombe County and Mountain Mobility
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	Promotes CAR on website, social media platforms, and distributes printed material
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	5	Yes
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0	Volunteers use personal cars, no information on how many are EVs or alternative fuels
TOTAL (Out of 100, with additional 5 bonus points)	85	

Step 2: Consider Alternatives

Alternative 1:
Distribute funding based strictly on scores, not using the 55%/35% split.

Alternative 1	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match	Total Cost
Buncombe County	SEDTAP	$158,109.00	100%	$158,109	$39,528	$197,637
City of Asheville	Asheville ParaTransit	$248,000.00	100%	$248,000	$62,000	$310,000
Buncombe County	RIDE Voucher Program	$40,511.00	100%	$40,511	$40,511	$81,022
Land of Sky	Senior Companions	$7,645.00	6%	$126,720	$126,720	$253,440
Council on Aging	Call-A-Ride	$0.00	0%	$40,560	$40,560	$81,120

Alternative 2:
Keep the 55%/35% split between Traditional and Other projects, use scores to determine distribution of funds.

Alternative 2	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match	Total Cost
Buncombe County	SEDTAP	$138,803.50	87.5%	$158,109	$39,528	$197,637
City of Asheville	Asheville ParaTransit	$138,803.50	56%	$248,000	$62,000	$310,000
Buncombe County	RIDE Voucher Program	$40,511.00	100%	$40,511	$40,511	$81,022
Land of Sky	Senior Companions	$126,720.00	100%	$126,720	$126,720	$253,440
Council on Aging	Call-A-Ride	$9,427.00	23%	$40,560	$40,560	$81,120

Alternative 3:
Keep the 55%/35% split for Traditional and Other projects. Award equal percentages of 55% split to Traditional Projects and equal percentages of 35% split to Other Projects.

Alternative 3	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match	Total Cost
Buncombe County	SEDTAP	$108,146.56	68.4%	$158,109	$39,528	$197,637
City of Asheville	Asheville ParaTransit	$169,632.00	68.4%	$248,000	$62,000	$310,000
Buncombe County	RIDE Voucher Program	$34,393.84	84.9%	$40,511	$40,511	$81,022
Land of Sky	Senior Companions	$107,585.28	84.9%	$126,720	$126,720	$253,440
Council on Aging	Call-A-Ride	$34,435.44	84.9%	$40,560	$40,560	$81,120

Action Required: Select a funding alternative to be recommended to TCC and Board.

Item 4B:

JARC Project Selection

JARC (Jobs Access Reverse Commute) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for JARC ran from January 18, 2024, to March 18, 2024. Additional information about JARC is available at: https://frenchbroadrivermpo.org/5310-and-jarc/.

FY 2023's Section 5307 (JARC) Allocation

Regional JARC - FY 2023 at 10% of FTA 5307 Amount allocated to Asheville Urbanized Area	$408,379

Applicant	Project Title	Period of Performance	Project Description	Funding Requested	Local Match	Total Cost
City of Asheville	ART Routes 170 and S3	7/2024-6/2025	The City of Asheville is seeking support through the Job Access and Reverse Commute (JARC, Section 5307) grant to sustain the operations of its pivotal public transportation routes, Route 170 and Route S3. Route 170 serves Swannanoa and Black Mountain while S3 services South Asheville, Arden, and the Asheville Airport These services are essential in bridging the mobility gap for low-income individuals, enabling seamless access to employment opportunities, and fostering community and region connectivity.	$408,379	$408,379	$816,758

Below is the scorecard for the submitted JARC project. Scoring was based on a scorecard (out of 105 points). The following pages show recommendations for awarding JARC funds based on scores. The quantitative scoring methodology was simplified for this round of funding.

Project Evaluation Criteria	Possible Points	City of Asheville, Route 170 and Route S3
Project Needs and Goals	30	
Is the project consistent with JARC program? (i.e. do goals and objectives align with JARC program)	10	Route 170 and Route S3 provide low cost, affordable transportation to and from employment centers in Asheville. Route 170 connects to Swannanoa and Black Mountain while Route S3 connects to South Asheville, Arden, and the Asheville Airport.
To what degree will the project increase or enhance service to low-income individuals? Does the project address unmet needs?	5	These routes connect areas of the Asheville Urbanized area that can be dangerous to use alternative transportation (such as walking or biking) and offers an affordable way to commute.

Does the project address a need identified in the Coordinated Human Services Transportation Plan? Does applicant include map of service area?	5	Yes, B-7, 8-1, B-4, B-6-, D-1, and D-6.
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	5	The has seen increase ridership in the past year and would like to continue running the service at the current level. These ART routes support the Buncombe County Trailblazer routes as well.
To what extent will the project be affected if it does not receive JARC funds? 0=unaffected, 10=unable to exist	5	ART would seek other funding if JARC were not available
Implementation Plan and Evaluation	20	
Does the proposal outline an implementation and evaluation plan? Does implementation plan identify key personnel?	5	Yes.
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described?	5	Route 170 and Route S3 are not new routes, they operate the routes Monday-Saturday currently.
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	5	Yes, the City of Asheville is very familiar with quarterly and other financial reporting
Does the project appear to be the best way to meet the need identified? Does it align with the organizational mission?	5	Yes
Project Budget	20	
Did applicant submit a clearly defined project budget? Did applicant provide proof of local match?	5	Yes
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	5	The City is dedicated to finding continued and sustainable funding to fund transit services in the City's service area. This includes researching federal and state funding opportunities to continue funding services on Route 170 and S3 beyond the grant period. Options considered for Route 170 include a partnership with Buncombe County to provide funding for this route as it is a critical service linking residents to essential service in the city. The Town of Black Mountain committed to contributing funding to support this vital public transportation service in FY23 and FY24. The City will be requesting funding support for FY25 this spring.
To what extent will project be affected if it does not receive funding?	5	The city would potentially seek other funding for the routes, but JARC is crucial for the current level of operation of the service.
Equity, Coordination, and Outreach	15	
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	5	Yes, partnerships with Buncombe County Trailblazer, AARP and Mountain Mobility, and Apple Country Transit
To what extent does the applicant include plans to market to target group and promote awareness of the project?	5	Distributes marketing materials to communities through the Asheville Transit Committee and other community meetings.
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	5	Yes
Program Effectiveness and Performance Indicators	10	
To what extent does applicant demonstrate that this proposal is most appropriate method of service delivery and is a cost-effective approach??	0	
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?	5	The city continuously monitors the ridership of routes 170 and S3 and makes improvements as needed.
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?	5	The City contracts with multiple partners to help improve the transit system for drivers and riders. They also plan to install Wi-Fi on each bus as an added amenity for riders.	
Alternative Fuels/Fuel Efficiency (BONUS POINTS)	5		
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	5	The city has alternative-fueled vehicles, including high-efficiency electric buses and hybrid electric buses, which are operated as part of the bus fleet.	
TOTAL (Out of 100, with additional 5 bonus points)	95		

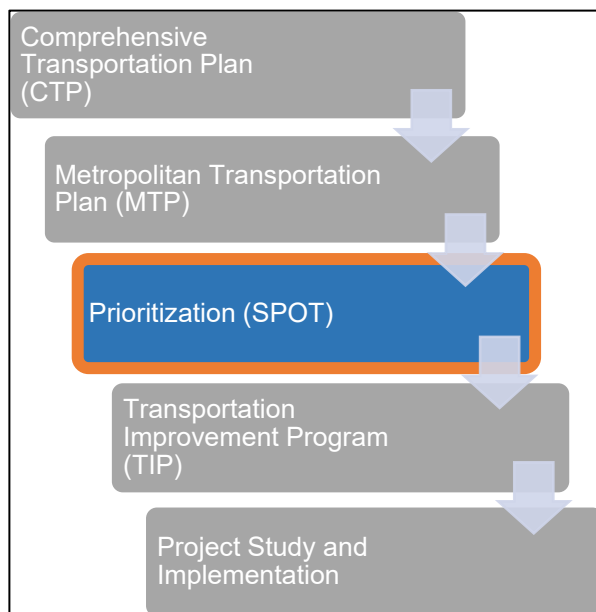| Alternative 1	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match	Total Cost
City of Asheville	ART Routes 170 and S3	$408,379	100%	$408,379	$408,379	$816,758

Staff Recommendation: Fund City of Asheville's JARC Application for ART Routes 170 and S3 at 100% of their funding request.

Item 4C:

P 7 Updates

What is P 7 and the Prioritization Process?

The Prioritization Process (aka SPOT) is the process that determines the majority of capital improvement projects funded through NCDOT and NCDOT's allotment of federal funds. The process is governed by the Strategic Transportation Investments (STI) Law of 2012 that provides the framework for a more data-driven and transparent process that also utilizes local input from NCDOT Divisions, MPOs, and RPOs. In relation to other aspects of transportation planning, the prioritization process serves as the bridge to determine what long-range needs are funded in the TIP/STIP for implementation.

Comprehensive Transportation Plan (CTP)

Metropolitan Transportation Plan (MTP)

Prioritization (SPOT)

Transportation Improvement Program (TIP)

Project Study and Implementation

P 7 refers to the seventh iteration of the prioritization process in North Carolina and will be the process that determines what new projects are funded in the 2026-2035 TIP/STIP.

Discussion Points for the May Prioritization Subcommittee Meeting

- Schedule Changes
- Methodology Approval
- Funding Projections

Schedule Changes

- The revised P7 schedule was released (and available below)
- MPO tasks

Month	Task
May	Local Priority Meetings (Regional Impact)
June	Draft Local Input Point Assignment (Regional Impact)
August	Final Local Input Point Assignment (Regional Impact)
September	Local Priority Meetings (Division Needs)
October	Draft Local Input Point Assignment (Division Needs)
November	Final Local Input Point Assignment (Division Needs)
January	Draft 2026-2035 STIP Released

Methodology Approval

The MPO's local input point methodology was approved by NCDOT SPOT Unit staff in April. The methodology is available on the MPO website, here: FBRMPO-P7_Local_Input_Point_Methodology.pdf (frenchbroadrivermpo.org)

This item will go for TCC and Board approval in May.

Funding Projections

The NCDOT STIP unit plans to release funding projections for P7 in May. These are expected to be impacted by updated cost estimates as well as inflation projections, which are expected to be updated at the May Board of Transportation meeting.

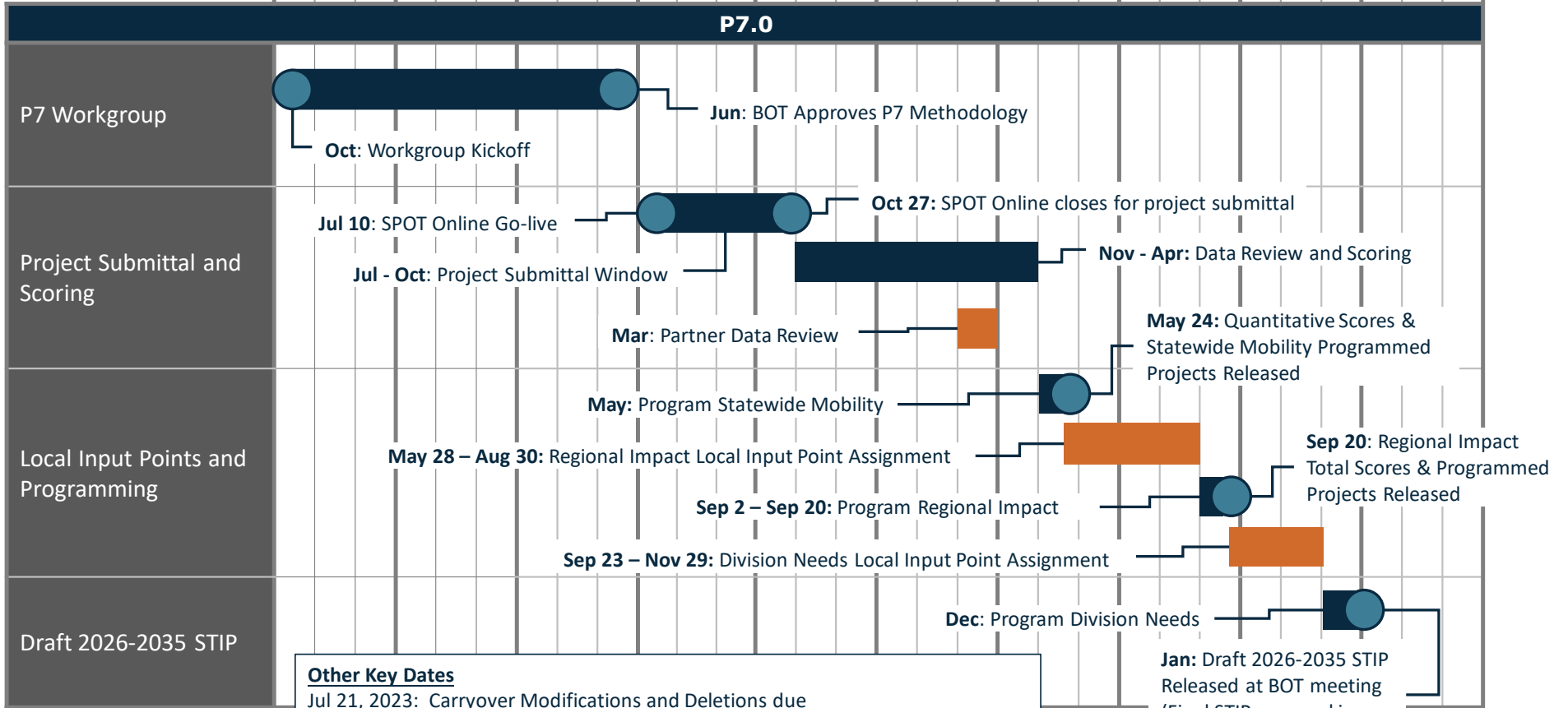| Funding Tier	Projected Funding Available (as of 8/4/23)
Statewide Mobility	$3.9 Billion
Regional Impact (Region G)	($74 Million)
Division Needs (Division 13)	$105 Million
Division Needs (Division 14)	$198 Million

P7 Schedule – Option 1a
Alternative to Option 1 suggested at the MPO Quarterly Meeting

Proposed Revision – February 2024

Dates set per P7 Workgroup in October 2022

Fixed Dates
Partner Input

2022	2023	2024	2025
O N D	J F M A M J J A S O N D	J F M A M J J A S O N D	J F M

P7.0

P7 Workgroup

Jun: BOT Approves P7 Methodology

Oct: Workgroup Kickoff

Project Submittal and Scoring

Jul 10: SPOT Online Go-live

Oct 27: SPOT Online closes for project submittal

Jul - Oct: Project Submittal Window

Nov - Apr: Data Review and Scoring

Mar: Partner Data Review

May 24: Quantitative Scores & Statewide Mobility Programmed Projects Released

Local Input Points and Programming

May: Program Statewide Mobility

May 28 – Aug 30: Regional Impact Local Input Point Assignment

Sep 20: Regional Impact Total Scores & Programmed Projects Released

Sep 2 – Sep 20: Program Regional Impact

Sep 23 – Nov 29: Division Needs Local Input Point Assignment

Draft 2026-2035 STIP

Dec: Program Division Needs

Jan: Draft 2026-2035 STIP Released at BOT meeting (Final STIP approval in **June 2025**)

Other Key Dates
Jul 21, 2023: Carryover Modifications and Deletions due
Oct. 27, 2023: Area-Specific Weights due
May 1, 2024: Deadline for SPOT Office approval of LIP Assignment Methodologies

Item 4D:

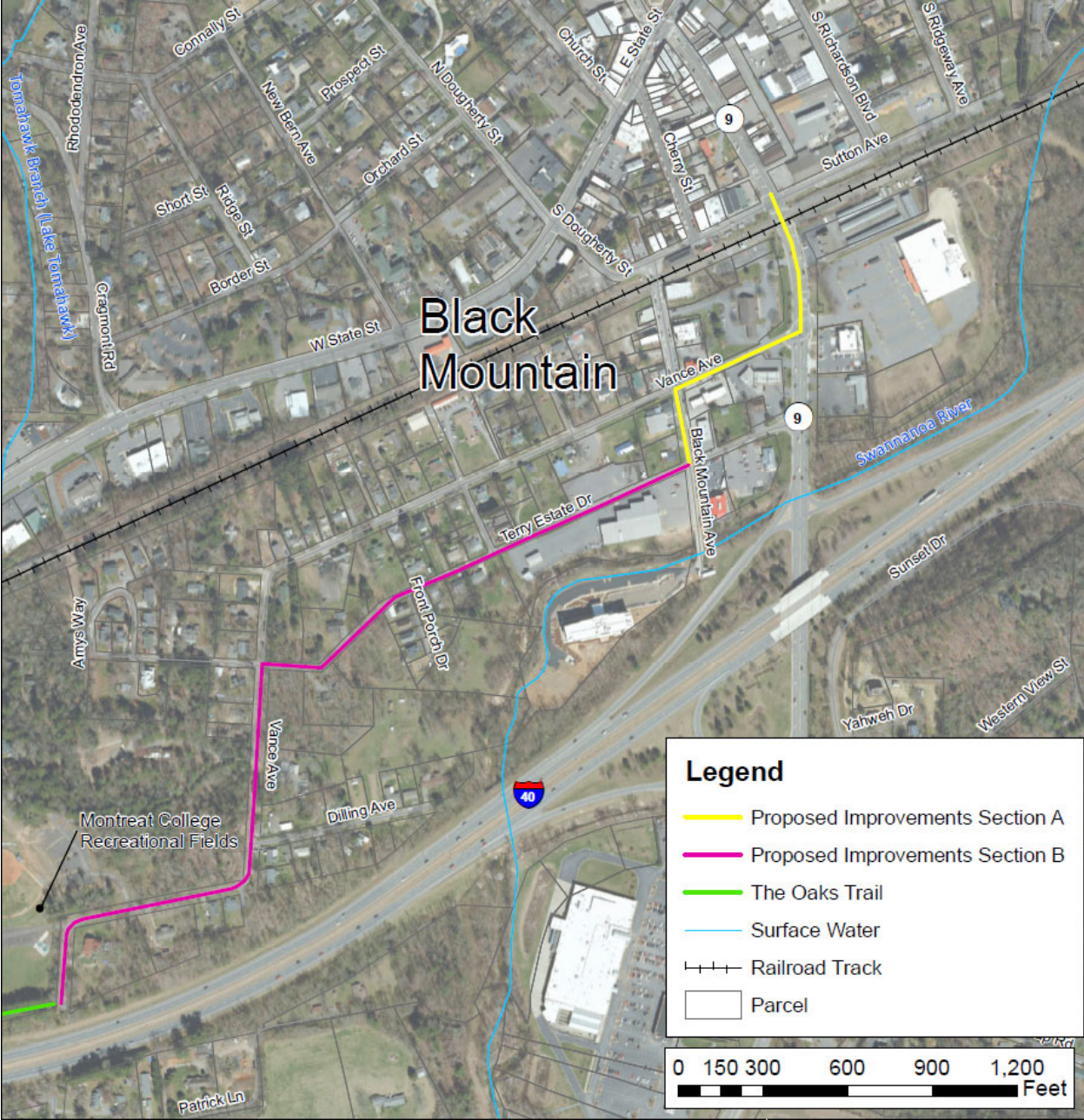**LAPP Updates**

<u>Black Mountain Riverwalk Greenway</u>

The MPO will be processing an amendment to the 2024-2033 Transportation Improvement Program (TIP) to reflect sizable changes to the scope of the Black Mountain Riverwalk Greenway project (EB-5547A & EB 5547B). These changes stem from feasibility issues, and generally change the project from a separated multi-use path to on-street bicycle and pedestrian connections.

<u>EB-5547A – Bike/Ped Connections from NC 9/Sutton Ave to Black Mountain Ave</u>

This amendment involves a significant termini and scope change. While the southern project limits will be staying the same, the northern project limits are shifting from the trailhead of the Flat Creek Greenway to the intersection of NC 9 & Sutton Ave. The Town of Black Mountain will be continuing bike/ped connections to the Flat Creek Greenway not using federal funds. The scope is changing from a multi-use path to on-street bicycle and pedestrian connections.

<u>EB-5547B – Bike/Ped Connections from Black Mountain Ave to Into the Oaks Trail</u>

This amendment does not change the termini of the project but does change the scope from multi-use path to bicycle and pedestrian connections in most sections of the project. There will be a small section where the project connects to the Into the Oaks Trails where it will remain a multi-use path.

Legend

Proposed Improvements Section A
Proposed Improvements Section B
The Oaks Trail
Surface Water
Railroad Track
Parcel

0 150 300   600   900   1,200 Feet