

**French Broad River Metropolitan Planning Organization**  
Minutes from the Governing Board Meeting on May 16<sup>th</sup>, 2024

**Attendance:**

In-Person and Remote via the Zoom Platform:

Anthony Sutton	Town of Waynesville
Jennifer Hensley	City of Hendersonville
Steve Williams	NCDOT Div 14
Kim Roney	City of Asheville
Daniel Sellers	NCDOT TPD
Larry Harris	Urban Transit
Anne Coletta	Village of Flat Rock
Catherine Cordell	Town of Weaverville
Kim Roney	City of Asheville
Stephen Sparks	NCDOT
Jim McAllister	Town of Woodfin
Charles McGrady	BOT Div 14
Esther Manheimer	City of Asheville
Dr Ralph Hamlett	Town of Canton
Tom Widmer	Town of Montreat
Jim Player	Town of Fletcher
Archie Pertiller	Town of Black Mountain
Mike Eveland	Town of Montreat
Rebecca McCall	Henderson County
Troy Wilson	NCDOT
Suzette Morales	FHWA
Nathan Honeyham	NCDOT
David White	Rural Transit
Shannon Gonce	Mills River
Brendan Merithew	NCDOT Div 13

Erica Anderson	Land of Sky Regional Council
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**Members without Representation present:**

Town of Biltmore Forest
BOT 13
Town of Clyde
Buncombe County
Madison County
Town of Mars Hill

**Additional Attendees:**

Tristan Winkler (FBRMPO)	Hannah Bagli (FBRMPO)	Logan DiGiacomo (FBRMPO)
Jon Barsanti (FBRMPO)	Asha Rado (LOSRC, Minutes)	Ada Sloop (FBRMPO)
Mark Hunt (Public)	Michael Curcio (NCDOT)	John Neumann(public)
Kevin Moore (Public)		

**WELCOME, INTRODUCTIONS & ROLL CALL**

**Anthony Sutton called the meeting to order at 1:02PM and welcomed everyone. He read the Ethics Statement and inquired if there were any conflicts of interest to note for today’s meeting. Anthony Sutton was the only conflict.**

Quorum was announced to conduct the business of the Board.

**PUBLIC COMMENT**

Anthony Sutton opened the floor for public comment.

Former MPO board member and council member Mark Hunt spoke on celebrating the contract with the I26 connector and being a part of the initial group bringing this project into reality. He discussed the community resistance and how we overcame that. Enormous appreciation to NCDOT staff and engineers and MPO. He also wanted to bring up a slight concern about the letting of the contract and the inclusion of the optimization and cost reduction settlement. DOT does feel compelled to manage and reduce cost. Suggestion is we keep a close eye on the element of design that was important to the community so that they don’t get lost. Discussed the bike ped elements of the proposal.

## CONSENT AGENDA

**3A. March 2024 Board Minutes:** [https://frenchbroadrivermpo.org/wp-content/uploads/2024/05/2024\\_3\\_21\\_MPO.DRAFT\\_Board\\_Minutes.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2024/05/2024_3_21_MPO.DRAFT_Board_Minutes.pdf)

### **3B. Amendments to the FY 2024 Unified Planning Work Program**

#### **What is the Unified Planning Work Program (UPWP)?**

The UPWP is a federally mandated document for MPO's to produce that serves the MPO's budget. This includes line items of work for MPO staff, planning work planned by the region's designated recipient for FTA 5303 Metropolitan Planning Funds (City of Asheville), as well as studies being carried out using federal planning funds, and any programmatic support or planning being funded by FTA 5307 Support.

Proposed Amendments:

- The amendment would add 5307 grant funding the City of Asheville received for the ART Place project (downtown transit center.)

The work description to be added to item II-B-1 (Targeted Planning) includes:

The City will begin a planning process for the development of a new/expanded downtown transit center and affordable housing mixed-use transit-oriented development project. Preliminary planning activities will be performed between FY 24 and FY25 and will include completion of the historic resources analysis required for Section 106, conducting a statistically valid survey of riders/non-riders for demographic insights, conducting community engagement to define transit rider needs and opportunities for supportive uses to be housed in the future project. Public involvement will include extensive outreach and collaboration with BIPOC communities. Historic Resources Analysis: Architectural survey to confirm no historic resource impact.

Total project cost \$364,600 Fed share: \$328,140

Local share: \$36,460 (10%)

FY	Project Account	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Safe and Accountable Transportation Options PL 104 Set-Aside (Program Code Y410)	Transit Planning - 5303				STBGDA (Flexed to PL)			Transit Program Support- 5307			CRRSSA		
				Local	Federal	TOTAL		Local	State	Federal	Total	Local	Federal	Total	Local	Federal	Total		Federal	
				20%	80%			10%	10%	80%		20%	80%		20%	80%			100%	
		II-A	Data and Planning Support	\$ 7,659	\$30,630	\$ 38,288		\$1,899	\$1,899	\$15,190	\$18,988	\$ -	\$0	\$ -						
.00	II-A-1	Networks and Support Systems	\$ 4,069	\$16,272	\$ 20,340		\$1,519	\$1,519	\$12,152	\$15,190	\$ -	\$0	\$ -							
.01	II-A-2	Travelers and Behavior	\$ 1,197	\$4,786	\$ 5,983		\$380	\$380	\$3,038	\$3,798	\$ -	\$0	\$ -							
.02	II-A-3	Transportation Modeling	\$ 2,393	\$9,572	\$ 11,965						\$ -	\$0	\$ -							
		II-B	Planning Process	\$ 36,502	\$ 146,008	\$ 182,510	\$ 20,100	\$6,835	\$6,835	\$54,683	\$68,354	\$ 146,000	\$ 684,000	\$ 730,000	\$ 36,460	\$ 328,140	\$ 364,600			
.02	II-B-1	Targeted Planning	\$ 4,188	\$16,751	\$ 20,939		\$2,279	\$2,279	\$18,230	\$22,788	\$ -	\$0	\$ -		\$ 36,460	\$ 328,140	\$ 364,600			
.00	II-B-2A	Regional Planning	\$ 17,349	\$69,397	\$ 86,746		\$4,557	\$4,557	\$36,453	\$45,566	\$ -	\$0	\$ -							
.00	II-B-3B	Complete Streets Planning				\$ 20,100					\$ -	\$0	\$ -							
.00	II-B-3A	Special Studies Operations	\$ 11,965	\$47,860	\$ 59,825						\$ -	\$0	\$ -							
.00	II-B-3B	Buncombe County Pedestrian Plan		\$0							\$ 25,000	\$100,000	\$ 125,000							
.00	II-B-3C	Woodfin-Weaverville Greenway		\$0							\$ 24,000	\$96,000	\$ 120,000							
.00	II-B-3D	Cane Creek Greenway		\$0							\$ 11,200	\$44,800	\$ 56,000							
.00	II-B-3E	TDM Coordinator		\$0							\$ 14,400	\$57,600	\$ 72,000							
.00	II-B-3F	Staffing & Compensation Study	\$ 3,000	\$12,000	\$ 15,000						\$ -	\$0	\$ -							
.00	II-B-3G	2050 Socio-Economic Projections									\$ 20,000	\$80,000	\$ 100,000							
.00	II-B-3H	Patton Avenue Corridor Study									\$ 44,400	\$177,600	\$ 222,000							
.00	II-B-3I	Fonta Flora Greenway Study									\$ 7,000	\$28,000	\$ 35,000							
		III-A	Planning Work Program	\$ 4,786	\$19,144	\$ 23,930		\$3,797	\$3,797	\$30,378	\$37,972	\$ -	\$0	\$ -						
.02	III-A-1	Planning Work Program	\$ 1,795	\$7,179	\$ 8,974		\$3,797	\$3,797	\$30,378	\$37,972	\$ -	\$0	\$ -							
.00	III-A-2	Metrics and Performance Measures	\$ 2,991	\$11,965	\$ 14,956						\$ -	\$0	\$ -							
		III-B	Transp. Improvement Plan	\$ 32,306	\$129,222	\$ 161,528		\$0	\$0	\$0	\$0	\$ -	\$0	\$ -						
.00	III-B-1	Prioritization	\$ 13,162	\$52,646	\$ 65,808						\$ -	\$0	\$ -							
.00	III-B-2	Metropolitan TIP	\$ 8,376	\$33,502	\$ 41,878						\$ -	\$0	\$ -							
.00	III-B-3	Merger/Project Development	\$ 10,768	\$43,074	\$ 53,842						\$ -	\$0	\$ -							
		III-C	Civil Rgts. Comp/Otr. Reg. Reqs.	\$ 10,767	\$43,074	\$ 53,842		\$2,659	\$2,659	\$21,269	\$26,586	\$ -	\$0	\$ -						
.00	III-C-1	Title VI Compliance	\$ 3,590	\$14,358	\$ 17,948		\$760	\$760	\$6,076	\$7,598	\$0	\$0	\$ -							
.00	III-C-2	Environmental Justice	\$ 3,290	\$13,162	\$ 16,452						\$0	\$0	\$ -							
.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$0	\$ -		\$759	\$759	\$6,074	\$7,592	\$0	\$0	\$ -							
.00	III-C-4	Planning for the Elderly	\$ -	\$0	\$ -						\$0	\$0	\$ -							
.00	III-C-5	Safety/Drug Control Planning	\$ -	\$0	\$ -		\$380	\$380	\$3,038	\$3,798	\$0	\$0	\$ -							
.00	III-C-6	Public Involvement	\$ 3,887	\$15,554	\$ 19,442		\$760	\$760	\$6,076	\$7,598	\$0	\$0	\$ -							
.00	III-C-7	Private Sector Participation	\$ -	\$0	\$ -						\$0	\$0	\$ -							
		III-D	Statewide & Extra-Regional Planning	\$ 9,572	\$38,288	\$ 47,860		\$0	\$0	\$0	\$0	\$ -	\$0	\$ -						
.00	III-D-1	Statewide & Extra-Regional Planning	\$ 9,572	\$38,288	\$ 47,860						\$0	\$0	\$0							
		III-E	Management Ops. Program Suppt Admin	\$ 18,058	\$72,234	\$ 90,292		\$0	\$0	\$0	\$0	\$ 8,176	\$32,706	\$ 40,882	\$ 18,000	\$72,000	\$ 90,000			
.00		Management Operations	\$ 18,058	\$72,234	\$ 90,292						\$0	\$ 8,176	\$32,706	\$ 40,882						
.00		Program Support Administration	\$ -	\$0	\$ -									\$ 18,000	\$72,000	\$ 90,000				
		<b>TOTALS</b>	\$119,650	\$478,600	\$ 598,250	\$ 20,100	\$15,190	\$15,190	\$121,520	\$151,900	\$ 154,176	\$616,706	\$770,882	\$ 54,460	\$400,140	\$454,600				
		<b>FY Project Account</b>	<b>MPO Planning &amp; Admin- PL 104</b>			<b>Transit Planning- 5303</b>				<b>STBGDA (Flexed to PL)</b>			<b>Transit Support- 5307</b>			<b>CRRSSA</b>				
			Local	Federal	Total	Local	State	Federal	Total	Local	Federal	Total	Local	Federal	Total	Federal				
			20%	80%		10%	10%	80%		20%	80%		20%	80%		100%				
	2023	Reed Creek Greenway Study (Asheville)								\$10,000	\$40,000	\$50,000								
	2023	CRSSA Regional Planning Projects														\$1,889,848				
		<b>Total</b>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000	\$0	\$0	\$0	\$1,889,848				

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# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## RESOLUTION TO ADOPT AN AMENDMENT TO THE FY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

**WHEREAS**, the French Broad River Metropolitan Planning Organization's Governing Board has adopted the FY 2024 UPWP on March 16th, 2023; and

**WHEREAS**, the FBRMPO Board (formerly known as the Transportation Advisory Committee) has reviewed the proposed amendment in the May, 2024 Board agenda and finds them satisfactory for modification to the UPWP; and

**WHEREAS**, the amendment to the UPWP adds 5307 funds awarded to the City of Asheville for planning purposes; and

**WHEREAS**, the amendment does not alter the amount of local match required by the MPO's member governments;

**NOW THEREFORE, BE IT RESOLVED** that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the following amendment to the FY 2024 Unified Planning Work Program:

**ADOPTED:** This the 16th day of May, 2024

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Anthony Sutton, FBRMPO Board Chair

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Attest, Tristan Winkler, Director  
French Broad River MPO

### **3C. Letter of Support-City of Asheville Bus and Bus Facilities Program Grant Application**

MPO staff was requested to provide a letter of support for the City of Asheville's grant application to the Low or No Emission Vehicles program. The following letter was provided.

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# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

April 22, 2024

Bruce Robinson  
Associate Administrator for Program Management  
Federal Transit Administration  
Office of Program Management  
1200 New Jersey Avenue SE (East Wing)  
Washington, DC 20590

Dear Mr. Robinson,

The French Broad River MPO supports the City of Asheville grant application for FY2024 Federal Transit Administration (FTA) Buses and Bus Facilities Competitive Program Funding (49 U.S.C. 5339(b)) for the purchase of fifteen (15) biodiesel 30' buses with associated transit technology equipment and accessories, to purchase an upgraded fare payment system, including upgraded fareboxes for all existing buses with obsolete systems, and a new administrative billing system and associated farebox servicing equipment for the transit garage.

The French Broad River Metropolitan Planning Organization (FBRMPO) is the regional transportation planning agency in the Asheville UZA. It provides support to member governments while striving to improve the efficiency, effectiveness, and quality of the transportation network.

The City of Asheville's grant application seeks funding to add fifteen (15) new biodiesel 30' buses and upgraded fareboxes for all existing buses with obsolete systems for the transit garage. This initiative, which aligns with the FBRMPO's long-range transportation goals, is crucial for our citizens. The ART transit system currently utilizes outdated fareboxes and cannot find parts to repair. Nearly 50% of The City's ART transit fleet (17 buses) has reached its useful life of 12 years in services and/ or 500,000 miles. The approval of this grant will not only significantly increase the health of the City of Asheville's transit fleet but will also ensure continued safe transportation and reliability of service for our citizens, which is a key priority for improvement of ART buses and facilities. The approval of this grant will allow for the City of Asheville to achieve the goal of acquiring 4 to 5 new buses annually for the next three years which was not previously possible due to lack of resources. In return the approval of this grant will ensure that the fleet remains in a state of good repair and provide the City of Asheville with the necessary resources that will provide transit services to our citizens.

The FBRMPO, as the regional transportation planning agency in the Asheville UZA, supports the City of Asheville's request for \$11,299,185. (\$9,039,348 Federal and \$ 2,259,837 local) in funding to improve transit amenities located in the City of Asheville and Buncombe County. This unified support underscores the collective effort and commitment towards this important initiative.

Thank you,



Tristan Winkler  
French Broad River MPO Director

### **3D. Letter of Support-NCDOT I-26 Interchange (HE-0001) Grant Application**

MPO staff was requested to provide a letter of support for NCDOT's grant application to the USDOT Multimodal Grants program for the new interchange on I-26 in Buncombe County- project HE-0001. The following letter was provided.



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# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

April 30, 2024

The Honorable Pete Buttigieg  
Secretary, US Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Subject: Letter of Support for North Carolina Department of Transportation Multimodal Project  
Rural Discretionary Grant Application, I-26 Interchange Project

Dear Secretary Buttigieg,

Please accept this letter as French Broad River MPO's strong support for the North Carolina Department of Transportation Multimodal Project Discretionary Grant (MPDG) application for the subject project. This project includes a new interchange on I-26 (future Exit 35) and connecting road to NC 191, approximately six miles south of Asheville, NC. This transportation investment capitalizes on private investments and will fulfill priority regional priorities: improved access to long-term, high-quality jobs, access to federal, state and county recreational resources, and reduced congestion and commuting times within the Asheville/Hendersonville corridor.

The North Carolina Department of Transportation has shown that this project is crucial for the region. By supporting such investments as the newly constructed Pratt & Whitney plant, a division of Raytheon, Inc, in southern Buncombe County, the USDOT MPDG funding would contribute to the creation of 800 local jobs with an average salary of \$68,000, \$39,000 higher than the current median income.

Further, Pratt & Whitney is partnering with Asheville-Buncombe Technical Community College to train the highly skilled workforce. A new 20,000-square-foot educational facility near the manufacturing plant will increase the region's educational capacity and technical knowledge. This education partnership will eliminate barriers to opportunities and continue to enhance racial equity in the region.

HE-0001 was added to the region's Metropolitan Transportation Plan (MTP) in 2022 as one of the priority projects for the Asheville Urbanized Area. The project is intended to add connectivity- something our region generally lacks- to a quickly growing part of the region to provide better access for emergency vehicles, freight, commuters, and travelers, and enables significant growth to our region's budding manufacturing sector.

Thank you, Mr. Secretary, for considering this strategic investment. It demonstrates how a federal-state-local partnership can greatly impact a region's economic vibrancy and transportation mobility.

USDOT staff should feel free to contact me to discuss our support for the project.

Sincerely,



Tristan Winkler  
Director  
French Broad River MPO

***Jim Player moved to approve the consent agenda including the March 2024 Meeting Minutes, the Amendment to the FY 2024 UPWP, the Letter of Support for the City of Asheville Bus and Bus Facilities Program Grant Application, Letter of support for the NCDOT I-26 Interchange Grant Application and the TAC agenda. Shannon Gonce seconded the motion which passed upon a roll call vote.***

Due to a schedule conflict Nathan Honeyham presented item 5A before we conducted TAC business items. Discussion occurred around some areas in Woodfin and also around the Burton neighborhood.

## **Business**

### **4A. 5310 Project Selection**

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) makes federal resources available to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. 5310 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 must go to “traditional” projects.
- Other/Operations projects: no more than 45% of the total funding amount can go to these projects

<b>FY2023 5310 Available Funding</b>	\$504,739	<b>55% of Funds (Traditional)*</b>	\$277,607
<b>Admin</b>	\$50,474	<b>35% of Funds (Other)*</b>	\$176,658
<b>After 10% Admin</b>	<b>\$454,265</b>	*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 reviewed the submitted applications, rating them based on a scorecard (out of 105 points). The following pages show recommendations for awarding 5310 funds. 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	SED TAP	7/2024-6/2025	The Supplemental EDTAP Program is a traditional Section 5310 project. The SEDTAP Program provides funds 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
<b>Project Needs and Goals</b>	<b>35</b>	
Is the project consistent with 5310 <a href="#">program</a> ? (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 <a href="#">general public</a> 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 <a href="#">transportation</a> 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	10	Yes

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?	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 <u>medically underserved</u> 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 <u>organizational</u> mission? To what degree?	5	Yes, provides transportation to elderly/disabled groups at no charge to the individual
<b>Project Budget and Organizational Preparedness</b>	<b>25</b>	
Did <u>applicant</u> 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 <u>long-term</u> 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 <u>not</u> 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
<b>Project Implementation</b>	<b>25</b>	
Does the proposal outline 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
<b>Equity, Outreach, and Partnerships</b>	<b>15</b>	
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
<b>Bonus for Alternative Fuels/Fuel Efficiency</b>	<b>5</b>	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	5	
<b>TOTAL (Out of 100, with additional 5 bonus points)</b>	<b>95</b>	

## City of Asheville Paratransit Service

Project Evaluation Criteria	Possible Points	City of Asheville Paratransit
<b>Project Needs and Goals</b>	<b>35</b>	
Is the project consistent with 5310 <u>program</u> ? (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 ¼ mile of fixed <u>route</u> 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 <u>people</u> 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 <u>organizational</u> mission? To what degree?	5	Yes, enables the <u>City</u> provide essential transportation to individuals with crucial mobility needs.
<b>Project Budget and Organizational Preparedness</b>	<b>25</b>	
Did <u>applicant</u> submit a clearly defined project budget? Does <u>applicant</u> 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 <u>grant</u> 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 <u>not</u> receive funding?	5	This funding ensures the city in collaboration with the County can offer service to residents beyond ¼ service boundary
<b>Project Implementation</b>	<b>25</b>	
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 <u>order</u> to monitor and evaluate the ADA paratransit service provided.
How experienced is the agency with <u>financial</u> 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

<b>Equity, Outreach, and Partnerships</b>	<b>15</b>	
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 <a href="#">members</a> of the Transit Committee during monthly meetings
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	05	Yes
<b>Bonus for Alternative Fuels/Fuel Efficiency</b>	<b>5</b>	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	5	Yes
<b>TOTAL (Out of 100, with additional 5 bonus points)</b>	<b>95</b>	

### **Other Buncombe County RIDE**

Project Evaluation Criteria	Possible Points	City of Asheville Paratransit
<b>Project Needs and Goals</b>	<b>35</b>	
Is the project consistent with 5310 <a href="#">program</a> ? (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 <a href="#">enhance</a> availability of transportation for the Asheville urbanized area's elderly and disabled populations?	5	14,468 vouchers were sold and redeemed
Does <a href="#">applicant</a> 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 <a href="#">residents</a> flexibility and control over when travel occurs and for what purpose.
Does the project align with <a href="#">organizational</a> mission? To what degree?	5	Yes, by improving quality of life within the <a href="#">Asheville</a> Urbanized Area and providing vulnerable individuals with fare free transportation options.
<b>Project Budget and Organizational Preparedness</b>	<b>25</b>	
Did <a href="#">applicant</a> submit a clearly defined project budget?	5	Yes.
Does applicant provide proof of local match?		

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 <u>sustaining</u> 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.
<b>Project Implementation</b>	<b>25</b>	
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
<b>Equity, Outreach, and Partnerships</b>	<b>15</b>	
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 <u>including</u> the RIDE Program.
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	5	Yes
<b>Bonus for Alternative Fuels/Fuel Efficiency</b>	<b>5</b>	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0	Unknown if cab fleet utilize alternative fuels
<b>TOTAL (Out of 100, with additional 5 bonus points)</b>	<b>90</b>	



## Land of Sky Senior Companions

Project Evaluation Criteria	Possible Points	Land of Sky Senior Companions
<b>Project Needs and Goals</b>	<b>35</b>	
Is the project consistent with 5310 <a href="#">program</a> ? (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 <a href="#">rate</a> (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 <a href="#">serves</a> <u>people</u> and has 60-65 volunteers
Does <a href="#">applicant</a> 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 href="#">a more</a> 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 <a href="#">organizational</a> mission? To what degree?	5	Yes, provides volunteers to give back to their community by supporting elderly individuals.
<b>Project Budget and Organizational Preparedness</b>	<b>25</b>	
Did <a href="#">applicant</a> 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 <a href="#">long-term</a> efforts and identify potential funding sources for sustaining service beyond grant period?	2	Senior Companions constantly seeks funding through local, state, and federal programs <a href="#">in order to</a> support program needs.
To what extent will project be affected if it does <a href="#">not</a> receive funding?	5	<del>Americorps</del> money can be moved around
<b>Project Implementation</b>	<b>25</b>	
Does the proposal outline implementation and <a href="#">evaluation</a> 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 <a href="#">financial</a> responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	10	Very experienced with federal grant management and reporting

<b>Equity, Outreach, and Partnerships</b>	<b>15</b>	
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, <a href="#">clients</a> 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
<b>Bonus for Alternative Fuels/Fuel Efficiency</b>	<b>5</b>	
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
<b>TOTAL (Out of 100, with additional 5 bonus points)</b>	<b>87</b>	

### Council on Aging Call-A-Ride

Project Evaluation Criteria	Possible Points	Council on Aging Call-A-Ride (CAR)
<b>Project Needs and Goals</b>	<b>35</b>	
Is the project consistent with 5310 <a href="#">program</a> ? (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 <a href="#">that</a> Mountain Mobility or taxis cannot provide.
To what degree will the project increase or <a href="#">enhance</a> 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 <a href="#">applicant</a> 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, serves seniors in Buncombe County
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	<a href="#">Provide and</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 <a href="#">organizational</a> mission? To what degree?	5	Yes, provides volunteers to give back to their community by supporting elderly individuals
<b>Project Budget and Organizational Preparedness</b>	<b>25</b>	
Did <a href="#">applicant</a> submit a clearly defined project budget?	5	Yes.
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 <a href="#">long-term</a> 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
<b>Project Implementation</b>	<b>25</b>	
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	<a href="#">Council</a> on Aging has been providing CAR for over 12 years, continues to show growth each year. Uses <a href="#">See Trackers</a> 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
<b>Equity, Outreach, and Partnerships</b>	<b>15</b>	
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
<b>Bonus for Alternative Fuels/Fuel Efficiency</b>	<b>5</b>	
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
<b>TOTAL (Out of 100, with additional 5 bonus points)</b>	<b>85</b>	

**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

**Alternative 4: (Prioritization Recommendation)**

The Prioritization Subcommittee created this recommendation after discussion at the May 1<sup>st</sup> meeting.

Keep the 55%/35% split. Split Traditional allocation evenly between City of Asheville and Buncombe County, award equal percentages of 35% split to Other projects

Alternative 4	Project Title	Recommended Funding	Recommended Funding Level	Funding Requested	Local Match	Total Cost
Buncombe County	SED TAP	\$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	\$34,441.35	85.017%	\$40,511.00	\$40,511.00	\$81,022.00
Land of Sky	Senior Companions	\$107,733.65	85.017%	\$126,720.00	\$126,720.00	\$253,440.00
Council on Aging	Call-A-Ride	\$34,483.00	85.017%	\$40,560.00	\$40,560.00	\$81,120.00

Prioritization Subcommittee Recommendation : Alternate #4

TCC Recommendation : Alternate #4

Discussion occurred around why the prioritization and tcc recommended 4. MPO plans to revisit scoring in the future.

***Larry Harris moved to approve the funding for 5310 projects via alternate number #4. Kim Roney seconded, and the motion passed unanimously upon a roll call vote.***

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# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## RESOLUTION TO APPROVE SELECTED PROJECTS FOR SECTION 5310 FUNDING AVAILABLE FOR THE FBRMPO URBANIZED AREA

**WHEREAS**, the City of Asheville is the designated recipient for Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) funds in our region; and

**WHEREAS**, the FBRMPO held a call for projects to program FY 2023 Section 5310 funds allocated to the urbanized areas of our region in the Spring of 2024; and

**WHEREAS**, these projects were selected with the help of the MPO Prioritization Subcommittee and MPO TCC;

**NOW THEREFORE, BE IT RESOLVED** that the Board of the French Broad River Metropolitan Planning Organization hereby approves the following projects for Section 5310 funding:

Project Sponsor	Project Description	Federal Funding Approved
City of Asheville	ADA Paratransit	\$138,830.50
Buncombe County	SEDAP Program	\$138,830.50
Buncombe County	RIDE Voucher Program	\$34,441.35
Land of Sky Senior Companions	Senior Companions Program	\$107,733.65
Area Agency on Aging	Call-A-Ride Program	\$34,483.00
City of Asheville	5310 Administrative Fee at 10%	\$50,474

**ADOPTED:** This the 16th day of May 2024

\_\_\_\_\_  
Anthony Sutton, FBRMPO Board Chair

\_\_\_\_\_  
Attest, Tristan Winkler, Director, French Broad River MPO

**4B. JARC Project Selection**

JARC (Jobs Access Reverse Commute) falls under the Human Services Transportation grant funding. The goal of JARC is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. JARC funding in the FBRMPO region is calculated based on a 10% set-aside from the 5307 urban transit formula apportioned for the Asheville Urbanized Area. JARC 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://frenchbroadrivemp.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	<b>\$408,379</b>

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 <u>170</u> and Route S3
<b>Project Needs and Goals</b>	<b>30</b>	
Is the project consistent with <u>JARC</u> 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
<b>Implementation Plan and Evaluation</b>	<b>20</b>	
Does the proposal outline an implementation and evaluation plan? Does implementation plan identify <u>key</u> 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
<b>Project Budget</b>	<b>20</b>	
Did <u>applicant</u> 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 <u>City</u> 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.
<b>Equity, Coordination, and Outreach</b>	<b>15</b>	



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
<b>Program Effectiveness and Performance Indicators</b>	<b>10</b>	
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.
<b>Innovation</b>	<b>5</b>	
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.
<b>Alternative Fuels/Fuel Efficiency (BONUS POINTS)</b>	<b>5</b>	
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.
<b>TOTAL (Out of 100, with additional 5 bonus points)</b>	<b>95</b>	

**Alternative 1: Fund the City of Asheville’s ART Routes 170 and S3 at 100% of their funding ask.**

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

Discussion did not occur.

**Kim Roney moved to fund City of Asheville’s JARC Application for ART Routes 170 and S3 at 100% of their funding request. Larry Harris seconded the motion and it unanimously passed upon a roll call vote.**

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# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## RESOLUTION TO APPROVE SELECTED PROJECTS FOR JARC FUNDING AVAILABLE FOR THE FBRMPO URBANIZED AREA

**WHEREAS**, the City of Asheville is the designated recipient for FTA Section 5307 (Urbanized Area) funds in our region; and

**WHEREAS**, the FBRMPO has approved setting aside 10% of FTA Section 5307 funding as JARC (Jobs Access Reverse Commute) program; and

**WHEREAS**, the FBRMPO held a call for projects to program FY 2023 JARC funds allocated to the urbanized areas of our region in the Spring of 2024; and

**WHEREAS**, these projects were selected with the help of the MPO Prioritization Subcommittee and MPO TCC;

**NOW THEREFORE, BE IT RESOLVED** that the Board of the French Broad River Metropolitan Planning Organization hereby approves the following projects for JARC funding:

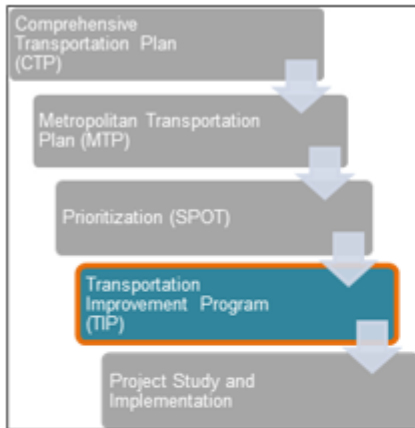
Project Sponsor	Project Description	Federal Funding Approved
City of Asheville	ART Routes 170 and S3	\$408,379.00

**ADOPTED:** This the 16th day of May 2024

\_\_\_\_\_  
Anthony Sutton, FBRMPO Board Chair

\_\_\_\_\_  
Attest, Tristan Winkler, Director, French Broad River MPO

#### 4C. Amendments to the 2024-2033 Transportation Improvement Program (TIP)



#### What is the Transportation Improvement Program (TIP)?

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period. The TIP describes each project, a schedule for implementation, funding sources, and estimated costs. Current items are for modification of existing projects.

#### Amendments Summary

Amendments this month include a sizable change in the termini and scope of EB-5547A & B (Black Mountain Riverwalk Greenway) as well as a shift in funding and schedule for BL-0008 (Clear Creek Greenway). Beyond Locally Administered Projects, there are several rail safety project additions to the TIP to address the safety of rail crossings at a number of locations in Buncombe, Haywood, and Henderson counties. There is also an increase in funds added to Divisions 13 & 14 programs to upgrade intersections to comply with ADA along with a schedule "shuffle" of a number of bridge improvement projects to balance funds/projected schedules. There are two Statewide additions: ER-5600 (Vegetation Management) and HV-0001 (NEVI Planning & Construction).

<https://frenchbroadrivermpo.org/2024-2033-transportation-improvement-program-tip/>

Discussion did not occur

***Larry Harris moved to adopt the 2024-2033 Transportation Improvement Program Amendments. Jim Player seconded the motion and it passed unanimously upon a roll call vote.***

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# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## RESOLUTION APPROVING AN AMENDMENT TO THE 2024-2033 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**WHEREAS**, the French Broad River Metropolitan Planning Organization (MPO) provides transportation planning services for the jurisdictions and transit providers within the French Broad River MPO Planning Area; and

**WHEREAS**, the Board has found that the French Broad River MPO is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

**WHEREAS**, the French Broad River MPO Board adopted the 2024-2033 Transportation Improvement Program on August 17th, 2023; and

**WHEREAS**, the FBRMPO Board (Transportation Advisory Committee) has reviewed the proposed amendments and modifications that are listed below and finds them satisfactory for addition to the TIP; and

**WHEREAS**, the French Broad River MPO has made these amendments available for public comment in accordance with the MPO's Public Involvement Policy;

**NOW THEREFORE, BE IT RESOLVED** that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the following modifications to the 2024-2033 Transportation Improvement Program (see next page):

**ADOPTED:** This the 16<sup>th</sup> Day of May, 2024

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Anthony Sutton, FBRMPO Board Chair

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Attest, Tristan Winkler, Director  
French Broad River MPO

#### 4D. P7 Local Input Point Methodology

As part of the Statewide Prioritization Process, determined by the [Strategic Transportation Investments Act](#), MPOs, RPOs, and Divisions have local input points that play a major role in prioritizing projects at the Regional Impact and Division Needs levels. Local input points are utilized to help priority projects have a better chance of being funded.

Funding Tier	Statewide Mobility	Regional Impact	Division Needs
Quantitative Score	100%	70%	50%
<b>MPO Score</b>	<b>0%</b>	<b>15%</b>	<b>25%</b>
Division Score	0%	15%	25%
Amount of All Funding	40%	30%	30%
Distribution	All Projects Compete Against Each Other	Split Between Seven Regions, Projects Compete Within Each Region	Split Between 14 Divisions, Projects Compete Within Division
Funding	One Big Pot of Funds	Split to Each Region Based on Population	Split Equally Between 14 Divisions

How local input points are applied is not . . .intuitive. Each MPO, RPO, and Division receive a set number of points they may assign to projects. Projects may receive up to 100 local input points from each MPO, RPO, or Division. However, 100 local input points on a projects boosts a Regional Impact project by 15 points, a Division Needs projects by 25 points.

For MPOs, RPOs, and Divisions, a methodology must be developed and approved to assign local input points to projects. These methodologies must include at least one quantitative criterion and at least one qualitative criterion.

Below is the methodology approved by the Prioritization Subcommittee and NCDOT.

[FBRMPO P 7 Methodology](#)

Discussion occurred on when we will be assigning the points again.

***Jim McAllister moved to approve the FBRMPO P7 Local Input Point Methodology. Larry Harris seconded the motion and it passed unanimously upon a roll call vote.***

5A. I-26 Connector (I-2513) Update- \* Presented by Nathan Honeyham at beginning of MPO meeting.

## ▲ I-26 Connector (I-2513) Update

### What is the I-26 Connector?

The I-26 Connector (I-2513) is a highway project in Buncombe County that aims to provide improvements to I-26, I-240, and parts of I-40. The project is split into several different sections (generally described below):

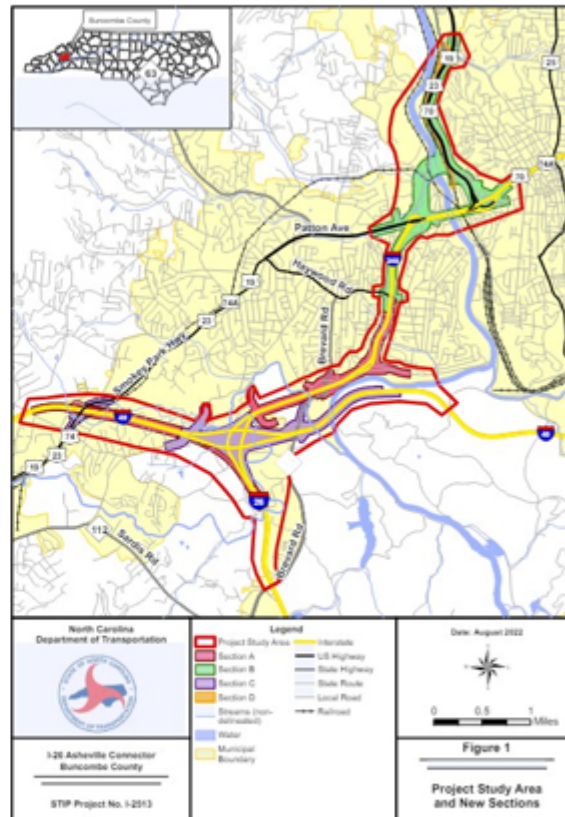
**Section A-** Highway Widening from the I-40 interchange to just south of Haywood Road (and some improvements to I-40) (STIP Status: Funded)

**Section B-** Highway Widening and New Bridge Construction over the French Broad River from just south of Haywood Road to Broadway Avenue. (STIP Status: Funded)

**Section C-** Final Improvements to the I-26/I-40/I-240 interchange. (STIP Status: NOT Funded)

**Section D-** modernization and complete streets improvements to Riverside Drive (STIP Status: Funded)

The project also includes additional improvements that have been requested by the City of Asheville, including multimodal infrastructure and aesthetic enhancements.



### Update

Sections B & D recently went to bid for design-build, however, all the bids came in over the cost estimate of the project.

Nathan Moneyham, NCDOT Division 13 Construction Engineer, will provide an update on the I- 2513 project and plans to continue to move the project forward.

**North Carolina Department of Transportation (NCDOT)**  
**Whitepaper – Optimization and Refinement within the Design-Build Process**

Optimization and Refinement (O&R) provides NCDOT with an approach allowing for the evaluation of a baseline technical proposal, baseline price proposal, and O&R proposal to select the best value Design-Build Team. The O&R process allows for a post award extension of project procurement where NCDOT and the best value Design-Build Team work collaboratively to optimize and refine the project as necessary. O&R presents NCDOT and the Design-Build Team with an opportunity to refine the project scope and mitigate major project related risk items that may not be achievable through the typical Design-Build procurement.

O&R provides an opportunity to refine the overall project scope and reduce cost while delivering the required aspects of the original project scope. During the O&R period NCDOT and the Design-Build Team will work collaboratively to find scope reductions and optimizations that do not eliminate necessary functions of the project. O&R allows NCDOT to understand the cost and schedule impact for critical decisions based on the Design-Build Team's actual design and construction approach. NCDOT working with and compensating the Design-Build Team during the O&R period creates an opportunity for both parties to mitigate risks and create a more efficient and optimally priced project.

O&R is developed around the following principles:

- Effectively addressing certain high-risk proposal elements by transitioning negotiation of these elements to the post award O&R Period.
- Reducing project scope and cost collaboratively, where funding may not be available to deliver NCDOT's desired project scope.
- Mitigating project risks through collaborative efforts between both NCDOT and the Design-Build Team.
- Provides an opportunity for incorporating innovative designs during the O&R period without impacting the best value Design-Build Team's design process and / or schedule.

Design-Build Team efforts during the O&R period are proposed in the O&R proposal. The O&R proposal will be submitted along with the baseline technical proposal and baseline price proposal. The O&R proposal may include innovative approaches that, if incorporated into the project, improve NCDOT's likelihood of meeting its project goals. The Design-Build Team is paid a monthly payment, which is included within the Design-Build Team's baseline price proposal. At the successful conclusion of the O&R period, reductions to the project scope and cost are documented through the O&R supplemental agreement. This will result in a low bid adjustment being made within 90 days. If NCDOT and the Design-Build Team cannot agree to an O&R supplemental agreement, or agree to extend the O&R period, NCDOT may terminate the contract at its sole discretion.

Potential activities of the O&R period may include:

- Coordinate the incorporation of innovative concepts
- Coordinate risk mitigation
- Perform preliminary engineering to refine project scope and costs
- Coordinate utility relocations
- Coordinate with third parties (Railroad, Utilities, etc.)
- Identify additional ROW impacts and / or savings
- Establish the baseline schedule

The O&R proposal is evaluated and scored along with the technical proposal to determine an overall consensus technical score. The technical score is then used to determine a quality credit percentage which will be applied to a Design-Build Team's price proposal to obtain an adjusted price based upon price and quality combined. The Design-Build Team with the lowest adjusted price may be awarded the contract.

Information Only.

**5B. FY2024 5307 Suballocation**

**FY 2024 5307 Suballocation**

**What are 5307 Funds?**

FTA Section 5307 Funds are Urban Transit Formula funds that are provided to urban areas from FTA and distributed to transit agencies based on a suballocation formula or other programming determined by the MPO. The funding can generally be used for capital improvements, operations, and planning activities.

Prior to 2017, the City of Asheville and Henderson County were the only entities receiving 5307 funding. In 2017, the MPO adopted a new suballocation formula to allow Buncombe County and Haywood County to utilize the funds as well as a 10% set-aside for Job Access Reverse Commute (JARC) activities.

**What Has Changed With 5307 Funds?**

FY 2024 is the first year Haywood County is not eligible to receive 5307 funds due to changes in the Asheville Urbanized Area boundary, determined by the US Census Bureau. A modified version of the MPO's 5307 Suballocation Formula was approved in September, 2023, that provided the split between the City of Asheville, Buncombe County, and Henderson County.

	Asheville (46.9%)	Buncombe (31.9%)	Henderson (21.2%)	JARC Set-Aside
2024	\$1,742,889.73	\$1,185,462.31	\$787,830.75	\$412,909.20

Discussion occurred around concerns around the local ranking, and what more collaborative planning could look



like. The formula is reconfigured every few years.

## 6A. Division Project Updates

Division 13: [https://frenchbroadrivermpo.org/wp-content/uploads/2024/05/Div13\\_May\\_Updates.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2024/05/Div13_May_Updates.pdf)

Division 14: [https://frenchbroadrivermpo.org/wp-content/uploads/2024/05/Div14\\_May\\_Updates.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2024/05/Div14_May_Updates.pdf)

## 6B. TPD Updates

## 6C. FHWA/FTA Updates given by Suzette Morales

FHWA Bipartisan Infrastructure Law Website: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

FTA Bipartisan Infrastructure Law Website: <https://www.transit.dot.gov/BIL>

## 6D. NCDOT IMD Updates:

## 6E.

### Committee & Workgroup Updates

**Prioritization Subcommittee**— met on May 1<sup>st</sup>; next meeting June 5<sup>th</sup>.

- 5310 Project Selection
- JARC Project Selection
- LAPP Updates
- P 7 Updates

**Transit Operators' Workgroup**— last met on September 18<sup>th</sup>; next meeting TBD

Points of Business/Discussion:

- **September 18<sup>th</sup> Agenda:**
  - 5307 funding updates
  - NCDOT Regional Transit Study Update
  - Updates from Agencies

**5307 Subrecipient Workgroup**- met on April 25<sup>th</sup>; plans to meet in July

Points of Business/Discussion:

- TIP/STIP Updates Needed
- FY 2025 UPWP
- FY 2024 5307 Allocations

**Hellbender Trail Stakeholder Group/Regional Trail Forum Updates**- met on April 23<sup>rd</sup>; next meeting TBD.

## MPO Studies Status

Study	Managing Entity	Year Programmed	Status
Reed Creek Greenway Feasibility Study	City of Asheville	2023	Underway
2050 Socio-Economic Projections	FBRMPO	2023	Underway
CTP/MTP Update	FBRMPO	2024	Consultant <u>Selected</u> ; Contracting in Progress
Safe Streets for All Regional Action Plan	FBRMPO	2024	Underway
Patton Avenue Corridor Study	City of Asheville	2023	Underway
Ridgecrest Connector Greenway Feasibility Study	Town of Black Mountain	2023	Underway
Cane Creek Greenway Study	Town of Fletcher	2024	Not Started
Woodfin-Weaverville Greenway Study	Town of Woodfin	2024	Consultant <u>Selected</u> ; Contracting in Progress
Buncombe County Multimodal Master Plan	Buncombe County	2024	Interlocal Agreement Underway
Hellbender Implementation Plan	FBRMPO	2024	Not Started
Regional ITS Plan	FBRMPO	2024	Not Started
Travel Survey/Model Upgrades	FBRMPO	2024	Not Started
Staffing & Compensation Study	LOSRC	2024	Not Started

## Legislative Updates:

## PUBLIC COMMENTS

Anthony Sutton opened the floor again for public comment. No comments were heard.

## ADJOURNMENT

Anthony Sutton adjourned the meeting at 2:50PM as there was no further business before the Board.