

Governing Board

February 22, 2018 – 1:00 P.M., Land of Sky Offices

Agenda

1. **WELCOME AND HOUSEKEEPING (10 min)**
A. Welcome and Introductions, Approval of Agenda Bill Lapsley
 2. **PUBLIC COMMENT**
 3. **CONSENT AGENDA** Bill Lapsley
A. January 2018 Minutes
 4. **REGULAR UPDATES (15 min)**
A. NCDOT Division 13 and 14 updates Jay Swain/Brian Burch or Designee
B. Transportation Planning Branch Daniel Sellers
C. FHWA/FTA Updates Michael Dawson
D. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
E. Legislative Updates MPO Staff
 5. **BUSINESS (45-60 min)**
A. SPOT 5 Methodology MPO Staff
B. Corridor Studies MPO Staff
C. Haywood County JARC Set-Aside MPO Staff
D. Draft Coordinated Public Transit-Human Services Transportation Plan Adoption MPO Staff
E. CMP Updates MPO Staff
F. Transportation Demand Management Program Updates Ritchie Rozelle
 6. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (15 min)**
 7. **TOPICS FOR NEXT MEETING (February 8)? (3 min)**
 8. **PUBLIC COMMENT**
 9. **ADJOURNMENT**
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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

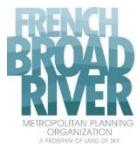
Item 3:

Consent Agenda

3A. January 25 Minutes

Staff recommends approval of the minutes.

Staff recommends the Board approve the consent agenda.



French Broad River Metropolitan Planning Organization
Minutes from the Governing Board meeting on January 25, 2018

Attendance

Meeting Date:

01/25/2018

Representing	Voting	TAC	Via Phone
<input checked="" type="checkbox"/> Asheville, City of	Julie	Mayfield	<input type="checkbox"/>
<input checked="" type="checkbox"/> Asheville, City of	Gwen	Wisler	<input type="checkbox"/>
<input checked="" type="checkbox"/> Black Mountain, Town of	Ryan	Stone	<input type="checkbox"/>
<input checked="" type="checkbox"/> Buncombe County	Jasmine	Beach-Ferrara	<input type="checkbox"/>
<input checked="" type="checkbox"/> Buncombe County	Brownie	Newman	<input type="checkbox"/>
<input checked="" type="checkbox"/> Haywood County	Michael	Sorrells	<input type="checkbox"/>
<input checked="" type="checkbox"/> Henderson County	William	Lapsley	<input type="checkbox"/>
<input checked="" type="checkbox"/> Hendersonville, City of	Steve	Caraker	<input type="checkbox"/>
<input checked="" type="checkbox"/> Laurel Park, Town of	George	Banta	<input type="checkbox"/>
<input checked="" type="checkbox"/> Madison County	Matthew	Wechtel	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCBOT, Division 14	Jack	Debnam	<input type="checkbox"/>
<input checked="" type="checkbox"/> Rural Transit Providers	Larry	Harris	<input type="checkbox"/>
<input checked="" type="checkbox"/> Urban Transit Providers	Adam	Charnack	<input type="checkbox"/>
<input checked="" type="checkbox"/> Waynesville, Town of	LeRoy	Roberson	<input checked="" type="checkbox"/>

Alternates/Agencies and Other Non Voting At TAC

<input checked="" type="checkbox"/> Biltmore Forest, Town of	Jonathan	Kanipe	<input type="checkbox"/>
<input checked="" type="checkbox"/> FBRMPO/LOSRC	Lyuba	Zuyeva	<input type="checkbox"/>
<input checked="" type="checkbox"/> FBRMPO/LOSRC	Tristan	Winkler	<input type="checkbox"/>
<input checked="" type="checkbox"/> FHWA	Mike	Dawson	<input type="checkbox"/>
<input checked="" type="checkbox"/> LOSRC	Ritchie	Rozelle	<input type="checkbox"/>
<input checked="" type="checkbox"/> LOSRC	Erica	Anderson	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT TPB	Daniel	Sellers	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT, Division 13	Brendan	Merithew	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT, Division 13	Troy	Wilson	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT, Division 13	Cole	Hood	<input type="checkbox"/>
<input checked="" type="checkbox"/> NCDOT, Division 14	Steve	Williams	<input type="checkbox"/>
<input checked="" type="checkbox"/> Public	Sandra	Mueller	<input type="checkbox"/>
<input checked="" type="checkbox"/> Public	Stephanie	Dunn	<input type="checkbox"/>
<input checked="" type="checkbox"/> Public	Addison	Brown	<input type="checkbox"/>
<input checked="" type="checkbox"/> Public	Michelle	McCandless	<input type="checkbox"/>
<input checked="" type="checkbox"/> Public	John	McCandless	<input type="checkbox"/>
<input checked="" type="checkbox"/> Public	Darlene	Miller	<input type="checkbox"/>
<input checked="" type="checkbox"/> Public	Victor	Behorian	<input type="checkbox"/>
<input checked="" type="checkbox"/> Public	David	Nutter	<input type="checkbox"/>
<input checked="" type="checkbox"/> Vaughn and Melton	Joel	Setzer	<input type="checkbox"/>

WELCOME & INTRODUCTIONS, APPROVAL OF AGENDA

Chairman Lapsley called the meeting to order, welcomed Board members to the meeting. He reviewed the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. None was heard. He requested that introductions be made. The agenda was presented for approval with no modifications requested.

Gwen Wisler moved to approve the agenda as presented. Jasmine Beach-Ferrara seconded and the motion carried as all were in favor.

PUBLIC COMMENT

David Nutter of the Preservations Society of Asheville commented in opposition to the planned widening of Merrimon Ave.

Addison Brown of Flat Rock representing the Cultural Landscape Group commented in opposition to the widening of North Highland Lake Rd.

Stephanie Dunn of Flat Rock commented in opposition to the widening of North Highland Lake Rd. Dunn noted that the planned widening and alignment could create faster vehicular speeds.

Victor Behorian of the Village of Flat Rock Planning Board and citizen commented in opposition to the widening of North Highland Lake Rd. Citing his participation and support for bicycle and pedestrian planning, Behorian noted that the negativity associated with this project could damage future sentiment toward bicycle and pedestrian improvements.

Darlene Miller of Flat Rock commented to oppose the widening of North Highland Lake Rd.

Sandra Mueller of Trinity View Senior Living Community in Arden, NC commented to identify a safety issue related to a needed traffic signal at Perry Lane and Hendersonville Rd.

Following comments Julie Mayfield asked for some background related to the North Highland Lake Rd. project. Staff and Board Members noted that this was a project from SPOT 3.0 to modernize and provide Complete Streets treatment along this road which is a significant gateway into Flat Rock.

CONSENT AGENDA

- November 2017 Minutes
- STBG-DA, 5310, JARC 2018 Spring Call For Projects

Steve Caraker moved to approve the Consent Agenda. Matthew Wechtel seconded and the motion carried without further discussion.

REGULAR UPDATES

- Brendan Merithew provided Division 13 updates and Steve Williams provided Division 14 updates.

- Daniel Sellers provided Transportation Planning Branch (TPB) Updates.
- Mike Dawson had no new FHWA updates.
- Lyuba Zuyeva provided FBRMPO committee & workgroup updates and reported that Prioritization Subcommittee met to discuss SPOT Prioritization and project selection as well as Safety Performance Measures
- Lyuba Zuyeva provided staff updates and shared that Nick Kroncke has joined the MPO staff. An MPO Board Orientation will be held Friday, March 16. MPO staff held “Coffee with a Planner” event in Hendersonville in coordination with AARP. Staff will present to Black Mountain Rotary Club on Jan. 30. NCAMPO Conference will be in Durham, April 25-27.
- Lyuba Zuyeva provided legislative updates including that preliminary Infrastructure Bill information indicates that \$200 Billion in funding may be available and Federal funds may only be applied to 20% of project costs.

NEW BUSINESS

Proposed Amendments to the 2018-2027 TIP

Tristan Winkler presented the proposed TIP Amendments and modifications to the MPO Board, including the following:

- I-4400C, widening of I-26 (Exit 44 to Exit 40) to see a cost increase
- Adding funding for I-26/US-64 widening project I-4400BA in the first five years of the TIP/STIP as well as dividing this section into two separate projects.
- Brown Avenue realignment project in Waynesville-delay at the request of project sponsor
- Brown Avenue Road Diet -to be removed from the TIP at the request of project sponsor
- North RAD Greenway-- PE phase delay.

Julie Mayfield asked why Project I-4400BA is being divided into two. Staff noted that this is largely to separate the interchange out due to interchange work complexity.

Larry Harris moved to approve the TIP Amendments. Julie Mayfield seconded and the motion carried without further discussion.

Draft FY 2019 UPWP

Lyuba Zuyeva shared that the reason for adopting the Planning Work Program for the next fiscal year this early is related to state and federal funding cycle for Transit Planning funds. The UPWP sets the budget, describes the projects that the MPO will carry out during the fiscal year, and also details the regional transit planning responsibilities carried out by City of Asheville..

Highlights Include

- Continuation of planning studies initiated in FY 2018
- Newly funded planning studies not yet included (will add for March adoption)
- Begin work on MTP Plan update starting with regional overview, SE data, vision, goals and objectives
- Continuation of ongoing items including CMP Update, LU forecast, data collection and analysis, SPOT 5, TIP maintenance and project development participation

Larry Harris moved to approve the Resolution to adopt FY 2018 UPWP Amendment. Brownie Newman seconded and the motion carried without further discussion.

Corridor Study Set Aside

Steve Caraker of Hendersonville asked that a vote on this item be tabled to allow time for the MPO Staff to present to Hendersonville TAC.

Mike Sorrel asked whether a cost has been set per municipality if this study plan were to be adopted.

Julie Mayfield noted that City of Asheville has expressed support for this set aside.

Planning Studies Selection

Tristan Winkler shared that \$90,000 was available for planning projects with a 20% local match required, and the project applications were due December 31, 2017. Three applications were received.

- 1 – City of Asheville requested \$48,000 for Bike/Ped Counters. Total project cost is \$60,000.
- 2 – Town of Black Mountain requested \$28,000 for a parking and downtown transportation issues study. Total project cost is \$35,000
- 3 - Henderson County requested funding for a feasibility study for Mud Creek Greenway.

Tristan noted that the Prioritization Subcommittee and MPO TCC recommended that additional STBG funds be flexed to PL funds to fund all three projects. Jasmin Beach-Ferrara asked whether this fund flexing process has any future effects. Staff noted that it does decrease, slightly, the funds available for future construction projects. Approximately \$22 million will be available in the spring 2018 STBG call for projects, which is a larger amount than typical.

Ryan Stone moved to approve the planning studies and to flex the STBG funds needed to fully fund those projects. Gwen Wisler seconded and the motion carried without further discussion.

Safety Performance Measures

Lyuba Zuyeva shared that as per federal regulations, the French Broad River MPO has to adopt Performance Measure Targets by February 27, 2018. MPOs can either follow the state lead and coordinate with the targets adopted by NCDOT, or adopt separate targets. Five Safety Performance Measures are identified in the federal regulations and have been addressed through state-adopted targets:

1. Reduce total fatalities by 5.10 percent each year from 1,340.6 (2012-2016 average) to 1,207.3 (2014-2018 average) by December 31, 2018.
2. Reduce the fatality rate by 4.75 percent each year from 1.228 (2012-2016 average) to 1.114 (2014-2018 average) by December 31, 2018.
3. Reduce the total serious injuries by 5.10 percent each year from 2,399.8 (2012-2016 average) to 2,161.2 (2014-2018 average) by December 31, 2018.
4. Reduce the serious injury rate by 4.75 percent each year from 2.191 (2012-2016 average) to 1.988 (2014-2018 average) by December 31, 2018.

5. Reduce the total non-motorized fatalities and serious injuries by 5.30 percent each year from 438.8 (2012-2016 average) to 393.5 (2014-2018 average) by December 31, 2018.

Lyuba reviewed the regional crash trends in relationship to the safety targets adopted by NCDOT.

Larry Harris asked whether car safety technology is reducing fatalities nationally. Lyuba noted that the national fatalities from vehicular crashes are on the rise, at approximately 37,000/year, likely due to increased exposure (more miles traveled) and factors like distracted driving. Gwen Wisler asked about the ramifications of not meeting an adopted safety targets. Lyuba noted that while there are implications at the state level, locally there are no specific penalties. Proven failure to meet the state targets over time could mean a shift towards spending more funding on safety projects.

Julie Mayfield noted that the Prioritization Committee discussed this issue and recommended that the State's targets be adopted.

Julie Mayfield moved to approve the proposed Safety Performance Measures targets in coordination with the state targets. Gwen Wisler seconded and the motion carried without further discussion.

SPOT 5.0 Local Input Methodology Discussion

Tristan Winkler gave background on the basic SPOT process. To determine which projects are prioritized for federal and state funding in our region, French Broad River MPO must adopt a methodology for assigning Local Input Points. MPO Local Input Points account for 15% of overall project score at the Retional Impact Tier and for 25% of the overall score at the Division Needs Tier. Tristan further reviewed the small changes to the draft SPOT/STI 5.0 Methodology as compared with SPOT/STI 4 Methodology.

Informational item, no action needed at this time.

Public Comment Period

Stephanie Dunn of Flat Rock again commented in opposition to the North Highland Lake Rd. project, noting the scale of the project and its impact on bordering properties.

Addison Brown of Flat Rock noted the personal impact of the North Highland Lake Rd. project on his home.

ADJOURNMENT

Matt Wechtel moved to adjourn the meeting. Julie Mayfield seconded and the meeting was adjourned.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4A:

Division Project Updates

http://fbrmpo.org/wp-content/uploads/2018/02/Division13_ProjectUpdate_Feb2018.pdf
(Division 13)

http://fbrmpo.org/wp-content/uploads/2018/02/Division14_ProjectUpdate_Feb2018.pdf
(Division 14)

Item 4B:

TPB Updates

Item 4C:

FHWA/FTA Updates

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4D:

Committee & Workgroup Updates

Prioritization Subcommittee—February meeting held on February 6. The February meeting agenda included a discussion of draft SPOT Methodology, CMP updates and Regional Transit potential. The first two items will be further discussed today.

Transit Operators' Workgroup—Next urban transit (5307) subrecipients meeting is scheduled for Thursday, March 8th at 9 AM (prior to the March TCC meeting). Full Regional Transit Operators group meeting was held on Tuesday, February 13th at 10 AM to discuss the 5310 and JARC call for projects.

Citizens' Advisory Committee- Next meeting to be set subject to SPOT 5 public outreach timeline

Recommended Actions:

Accept the reports.

Item 4E:

Legislative Updates

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5A:

SPOT 5 Methodology

The MPO is required to submit to NCDOT the methodology used for applying local input points in the STI/SPOT prioritization process no later than April 1st. Additional information about the STI/SPOT prioritization process available at <https://www.ncdot.gov/strategictransportationinvestments/>

The MPO's local input points play the following role in determining a project's overall score in the SPOT process:

Funding Tier	MPO Points	Division Points	SPOT Points
Statewide Mobility	0%	0%	100%
Regional Impact	15%	15%	70%
Division Needs	25%	25%	50%

The draft methodology, as discussed during the January TCC and Board meeting and as reviewed by the Prioritization Subcommittee is included on the following page. STI/SPOT 5 methodology will be used by the French Broad River MPO Board to assign points to projects competing for inclusion in the 2020-2029 Transportation Improvement Program. The TCC recommended the SPOT 5 Methodology adoption during the February 8 adoption. A preliminary review from NCDOT resulted in no major concerns.

Action: Adopt the French Broad River MPO SPOT 5 Methodology.

FRENCH BROAD RIVER

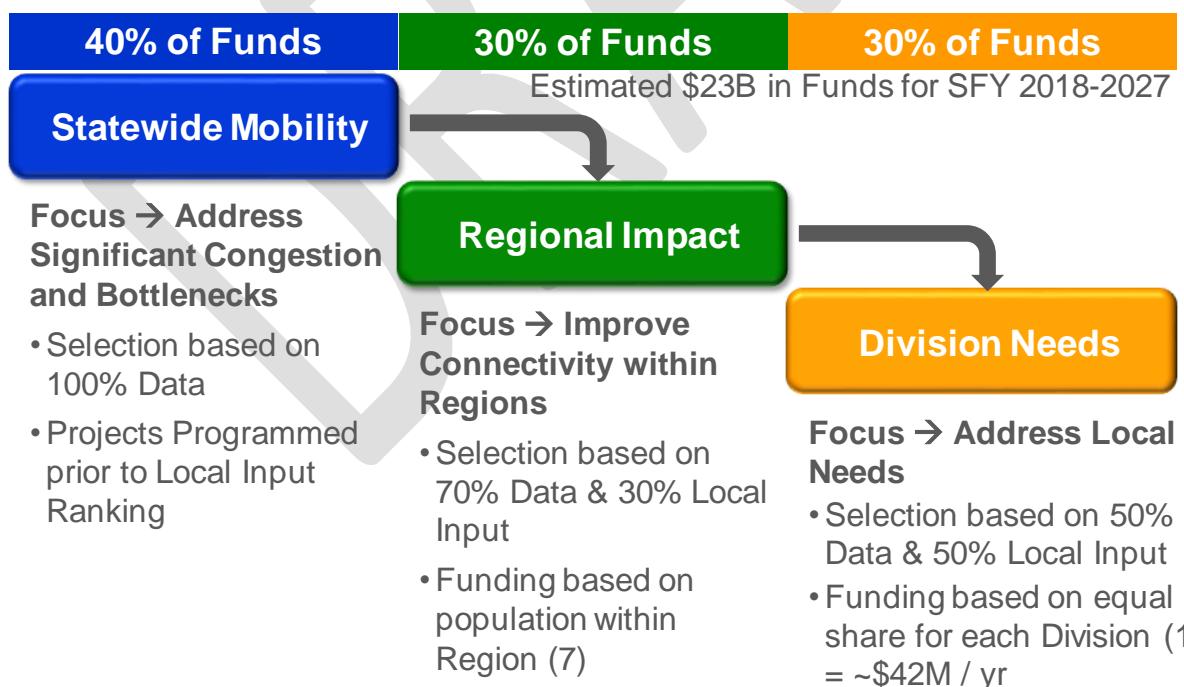
METROPOLITAN PLANNING ORGANIZATION

DRAFT 2016 MPO SPOT 5.0 METHODOLOGY

INTRODUCTION

The Strategic Transportation Investments (STI) law governs the process in which the State of North Carolina prioritizes transportation projects. The law was passed in 2013 with the intent of creating a data-driven, collaborative process between NCDOT, planning organizations, local governments, and the public to efficiently utilize funding for transportation improvements across the state.

As part of the prioritization process, projects are solicited from planning organizations and NCDOT Divisions. Projects submitted into the prioritization process are placed into three different funding tiers based on facility and project types: Statewide Mobility, Regional Impact, and Division Needs. Project scoring for the Statewide Mobility tier is based solely on quantitative data developed by the Prioritization Workgroup. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and Division Engineers assign local input points to projects in the Regional Impact and Division Needs tiers. These points are applied in the calculation of the final project scores for Prioritization 5.0 to determine which projects are funded at the Regional Impact and Division Needs tiers.



To ensure local input points are being applied through a process that is transparent, MPOs and RPOs are required to develop a methodology that outlines how they will determine which projects will have local input points applied. This local input methodology for the French Broad River MPO has been developed to meet the requirements of Session Law 2012-84 which requires that MPOs and ROPs have a process that includes at least two criteria (with at least one being qualitative), for determining project prioritization.

FRENCH BROAD RIVER MPO PRIORITIZATION TASKS

The French Broad River MPO engages in the prioritization process in the following ways:

1. Selection of transportation projects to be considered in the prioritization process
2. Apply local input points to projects in the Regional Impact and Division Needs tiers using a process that follows the MPO's local input methodology
3. Involve the public in the MPO's tasks during the prioritization process
4. Consider/Adopt the 2020-2029 Transportation Improvement Program (TIP)

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The French Broad River Metropolitan Planning Organization (FBRMPO) may allocate the following number of local points for projects in the eligible categories:

- 1800 points – Regional Impact projects
- 1800 points – Division Needs projects

A committee of TCC and MPO Board members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the FBRMPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following:

- Two criteria (at least one must be qualitative)
- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
- Dissemination of methodology, local points and public input on FBRMPO's website (www.fbrmpo.org)

POINT ASSIGNMENT PROCESS

OVERVIEW AND GUIDING PRINCIPLES

The following principles will be used for the allocation of FBRMPO's local points.

Cascading Projects

During the prioritization process, projects are allowed to “cascade” from one funding tier into another. For example, if a project in the Statewide Mobility tier is unsuccessful at being funded, the project may cascade into the Regional Impact and/or Division Needs tiers to be funded. The same may be applied to Regional Impact projects which may cascade from to the Division Needs tier. Projects may not cascade in the opposite direction (i.e. Division Needs to Regional Impact or Statewide Mobility).

MPO Cascading Policy: The MPO will- by default- not assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies an exception.

Bicycle, Pedestrian, and Transit Projects

Bicycle, Pedestrian, and Transit projects in the FBRMPO planning area are only eligible for funding in the Division Needs tier. These projects require a local match from local governments or transit operators in order to be successfully implemented.

MPO Bicycle, Pedestrian, and Transit Prioritization Policy: The MPO will reserve 500 points for Division Needs that will be prioritized for bicycle, pedestrian, and transit modes, but may be used towards highway projects if the Board finds insufficient warrant for the application of points towards these modes.

General Application and Deviations from Methodology Scoring

Projects with the highest MPO Scores will be given the maximum number of points allowable within their native tier until the MPO points are expended or the 120% of the estimated amount of funding available within that tier is expended.

The MPO Board can adjust projects receiving points or adjust the number of points given to a project based on their discretion, recommendations from the TCC and other MPO committees, and/or public input. Any exceptions will require written explanation to be provided to NCDOT SPOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes.

TOTAL SCORE AND PROJECT RANKING APPROACH

STATEWIDE MOBILITY

Modes Considered: Highway and Aviation

Projects considered for funding in the Statewide Mobility tier will be programmed based solely on the quantitative scoring developed by NCDOT and the SPOT workgroup. The MPO methodology for local input points does not apply to determining funding at this tier. However, please note the MPO's Cascading Policy for projects that are eligible for Statewide Mobility but may cascade to other tiers.

REGIONAL IMPACT

Modes Considered: Highway and (potentially) Aviation

Projects considered for funding in the Regional Impact tier will be subject to scoring through the MPO's methodology. The following (sometimes overlapping) steps will be taken to determine what projects are assigned local input points from the MPO:

- Unfunded Statewide Mobility projects will be considered for cascading
- Highway and (potentially) Aviation projects will be scored based on the methodology detailed below
- Draft Local Input points will be applied to the highest scoring projects until MPO local input points or 120% of estimated funding available is exhausted
- Public Input will be solicited on the Draft Point Assignment
- Discussion/Approval of Local Point Assignment from the MPO Prioritization Subcommittee, TCC, and Board

DIVISION NEEDS

Modes Considered: Highway, Bicycle/Pedestrian, Transit, and (potentially) Aviation

Projects considered for funding in the Division Needs tier will be subject to scoring through the MPO's methodology. The following (sometimes overlapping) steps will be taken to determine what projects are assigned local input points from the MPO:

- Unfunded Statewide Mobility and Regional Impact projects will be considered for cascading
- Bicycle, Pedestrian, and Transit projects will be scored based on the methodology detailed below and compete for 500 local input points reserved for these modes
- Highway and (potentially) Aviation projects will be scored based on the methodology detailed below
- Draft Local Input points will be applied to the highest scoring projects until MPO local input points or 120% of estimated funding available is exhausted
- Public Input will be solicited on the Draft Point Assignment
- Discussion/Approval of Local Point Assignment from the MPO Prioritization Subcommittee, TCC, and Board

DESCRIPTION OF CRITERIA AND WEIGHTS

Projects will be scored based on the transportation mode. These include: Highway, Aviation, Bicycle/Pedestrian, and Transit. There are no Rail or Ferry projects within the FBRMPO planning area.

HIGHWAY

There are overarching criteria that link back to goals in the MTP (shown in blue in the table). The sub criteria under each criterion describe the data points that the FBRMPO use to measure the merits of a particular highway project. Criteria for the other modes follow the remainder of the narrative.

Maximum Points	Minimal Need	Low Need	Moderate Need	High Need
Improve Safety on Surface Streets and Highways				
	NCDOT SPOT Safety Score			
27	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective tier	Projects scoring within the 25 th -49.9 th percentile of all projects in the MPO Planning Area considered in each respective tier	Projects scoring within the 50 th -74.9 th percentile of all projects in the MPO Planning Area considered in each respective tier	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective tier
	0 Points	9 Points	18 Points	27 Points
Address Congestion and Bottlenecks				
	NCDOT SPOT Congestion Score			
20	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective tier	Projects scoring within the 25 th -49.9 th percentile of all projects in the MPO Planning Area considered in each respective tier	Projects scoring within the 50 th -74.9 th percentile of all projects in the MPO Planning Area considered in each respective tier	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective tier
	0 Points	6 Points	12 Points	20 Points

Improve Non-Motorized Transportation Options							
	Bike/Ped Crash Hot Spots (2007 – 2015)						
15	No Bike/Ped Crashes or Adopted Bike/Ped Plan	One or Two Bike/Ped Crashes	Three or Four Bike/Ped Crashes	Five or More Bike/Ped Crashes or One Fatal Bike/Ped Crash			
	0 Points	3 Points	7 Points	10 Points			
	Is the proposed project part of an adopted bike/ped transportation plan?						
	Not in an Adopted Local/Regional Bike/Ped Plan	Identified in an Adopted Local/Regional Bike/Ped Plan					
0 Points		5 Points					
Maintain and Improve Safe Freight Movement							
	NCDOT SPOT Freight Score						
6	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective tier	Projects scoring within the 25 th - 49.9 th percentile of all projects in the MPO Planning Area considered in each respective tier	Projects scoring within the 50 th – 74.9 th percentile of all projects in the MPO Planning Area considered in each respective tier	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective tier			
	0 Points	2 Points	4 Points	6 Points			
	Is the project located within an area of existing public utility service area?						
	Partially or Completely Outside Existing Public Water/Sewer Service Area	Completely Inside Existing Public Water/Sewer Service Area					
7	0 Points	6 Points					
	Does the project use a non-widening strategy from the MPO's Congestion Management Process (CMP) to address congestion?						
	The project does not use a non-widening strategy from the CMP to address congestion	The Project uses a non-widening strategy from the CMP to address congestion on a CMP Corridor					
	0 Points	1 Points					

LOCAL PRIORITIES

25

Local Priority points will be distributed based on county-level meetings with TCC and/or MPO Board members or Local TAC. A total of 275 Local Priority points at the Regional Impact Level and another 275 Local Priority points at the Division Needs level will be apportioned to counties with 25 points going to each county and the rest of the points apportioned by population within the MPO and rounded to the nearest number divisible by 25. By this methodology, Buncombe will receive 125 points, Henderson 75 points, Haywood 50 points, and Madison 25 points. Counties may send points to other counties for their use. These points will compete against all modes.

DRAFT

NON-HIGHWAY MODES

AVIATION

- Aviation projects must be requested to cascade to Regional Impact and/or Division Needs tiers, per the MPO's cascading policy outlined in this methodology. Aviation projects will use the SPOT score and local priority points to score the project at the Regional Impact or Division Needs level. This score (out of 100) will be used to compete with other modes at that funding tier.

Preliminary SPOT Score				
75	SPOT Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding tier)			
	Projects scoring below the 25th percentile of all projects in the region	Projects scoring within the 25 th - 49.9 th percentile of all projects in the region	Projects scoring within the 50 th – 74.9 th percentile of all projects in the region	Projects scoring within the top 25th percentile of all projects in the region
	0 Points	25 Points	50 Points	75 Points
	LOCAL PRIORITIES			
25	See the Highway Methodology for Local Priorities. All modes will compete for the same set of points.			

BICYCLE, PEDESTRIAN, AND TRANSIT

- Bicycle and Pedestrian projects will not receive local input points from the MPO without written affirmation of required local match from a sponsoring local government representative as well as the use of local priority points from the MPO's methodology.
- Bicycle and Pedestrian projects will be scored based on the SPOT score and local priority points. These projects will compete for the Division Needs points reserved for bicycle, pedestrian, and transit projects.
- Transit projects will be scored based on the SPOT score and local priority points. These projects will compete for the Division Needs points reserved for bicycle, pedestrian, and transit projects.

Preliminary SPOT Score				
75	SPOT Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding tier)			
	Projects scoring below the 25th percentile of all projects in the region	Projects scoring within the 25 th - 49.9 th percentile of all projects in the region	Projects scoring within the 50 th – 74.9 th percentile of all projects in the region	Projects scoring within the top 25th percentile of all projects in the region
	0 Points	25 Points	50 Points	75 Points
LOCAL PRIORITIES				
25	See the Highway Methodology for Local Priorities. All modes will compete for the same set of points.			

SCHEDULE AND PUBLIC OUTREACH

PUBLIC INVOLVEMENT PROCESS

At a minimum, the FBRMPO will follow its Public Involvement Process for the Prioritization List will include the following steps based on the FBRMPO's adopted Public Involvement Plan, section V.C. on page 16:

- After consideration and preliminary adoption by the MPO Board, the draft Prioritization List will be published for a minimum two-week (14-day) public comment period and the notice will be advertised using our media resources provided in Appendix C of the Plan.
- The notices for the public comment period and the public hearing will include an announcement stating that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List will be on file for review at the Land-of-Sky Regional Council Office, and available in a PDF format for downloading from the FBRMPO website. Written comments will be received during the comment period and will be directed to the FBRMPO. The FBRMPO's contact person, phone number and e-mail address will be included in the public notice. The FBRMPO will assemble all comments and forward comments to the MPO Board.
- The Board will hold a public hearing on the draft Prioritization List. The public hearing will be held at a location which is accessible to persons with disabilities. The Board will approve a final Prioritization List after considering the public comments received. The Prioritization List shall be submitted to the NCDOT at or before the NCDOT public hearings for input into the STIP. The MPO Board may elect to open a dialogue with the State on specific project priorities.

The Effect of MPO Local Input Points on Project Prioritization

The MPO's allocation of local input points on projects in the Regional Impact and Division Needs tiers plays a part in determining the project's overall score in the state's prioritization process. For each tier the MPO's allocation of local input points accounts for the following percentage of a project's SPOT score:

Regional Impact Tier – 15%

Division Needs Tier – 25%

PRIORITIZATION SCHEDULE

Date	Event
February 6 th	Prioritization Subcommittee approves methodology
February 7 th	Methodology open for public comment
February 8 th	TCC approves methodology
February 22 nd	MPO Board approves methodology
March	NCDOT programs Statewide Tier projects
April/May	MPO staff holds county-level meetings with TCC or elected officials (depending on the presence of a county-level TAC) to determine Local Priorities points
May	MPO advertises for public comment on placement of local input points
June 14 th	TCC approves local input points for Regional Impact projects
June 28 th	MPO Board approves local input points for Regional Impact projects
August	NCDOT programs Regional Impact Tier projects, Division Needs Tier opens 60-day window for local input points
September	MPO staff holds county-level meetings with TCC or elected officials (depending on the presence of a county-level TAC) to determine Local Priorities points
Late September	MPO advertises for public comment on placement of local input points
October 11 th	TCC approves local input points for Division Needs projects
October 25 th	MPO Board approves local input points for Division Needs projects
January, 2019	NCDOT releases Draft STIP

MATERIAL SHARING

The FBRMPO plans to maintain complete transparency through the local input scoring process. All relevant materials will be posted on the FBRMPO website in accordance with the MPO's Public Involvement Policy and will remain available until after the adoption of the TIP and STIP by the MPO Board, and NC Board of Transportation, respectively.

The FBRMPO plans to maintain the following resources on its website:

- A link to NCDOT's Prioritization homepage
- The FBRMPO prioritization methodology
- A schedule of the local input process
- Draft and final local input point scores and records of deviations

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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5B:

Corridor Studies

This item is being presented in follow-up to the September 2017 presentation and discussion about the potential to fund corridor studies for critically important corridors in our region, utilizing the unobligated fund balance with an additional local match. A cost of \$175,000 per year is expected to cover one study with most of the funds (\$157,500) becoming a pass-through for a selected qualified consultant firm to undertake the study, and 10% of the funding (\$17,500) supporting the additional MPO staff time to administer the study.

The MPO staff proposed the following two scenarios, slightly refined from the scenarios presented in September during the January TCC Meeting:

- Scenario 1 assumes that all jurisdictions that typically contribute the MPO dues would contribute towards the special studies pool for four years, so that we can fund a special study in each of the following jurisdictions: Buncombe County, Asheville, Haywood County and Henderson County.
- Scenario 3 assumes that Henderson County, Hendersonville, Buncombe County and the City of Asheville participate in a three-year pilot with one study funded in each of the three jurisdictions: Buncombe, Henderson County and the City of Asheville.

The MPO TCC voted in favor of Scenario 3, three-year pilot with one study each in Buncombe, Henderson County and the City of Asheville, during the January meeting. MPO staff have received feedback since than that Henderson County and the City of Hendersonville are not currently interested in participating in a Corridor Studies pilot project. The proposal for discussion today is a modified version, Scenario 3B:

- Scenario 3B (two-year pilot) includes corridor studies in Buncombe County and the City of Asheville for a two-year pilot, with local dues to be paid by Buncombe County and the City of Asheville. The TCC has not weighed in on this scenario.

Recommended action: Approve the two-year pilot implementation of corridor studies with participation from Buncombe County and the City of Asheville.

Scenario 3B: Two-year pilot of corridor studies with one study funded each in Buncombe County and the City of Asheville

Corridor Studies Total Amount for Two Studies (over two years)	\$ 350,000.00			
Federal Share	\$ 280,000.00			
Local Match	\$ 70,000.00			
% of Special Study				
Jurisdiction	% of MPO Dues	Dues under 2-Year Pilot	Annual Match Contribution	Total for 2 Years
Buncombe County	36.56%	63.44%	\$22,204	\$44,407
Asheville	21.07%	36.56%	\$12,796	\$25,593
Henderson County	23.64%	0.00%	\$0	\$0
Hendersonville	3.32%	0.00%	\$0	\$0
Haywood County	10.60%	0.00%	\$0	\$0
Waynesville	2.49%	0.00%	\$0	\$0
Madison County	2.32%	0.00%	\$0	\$0
Transylvania County	0.00%	0.00%	\$0	\$0
Total	100%		\$35,000	\$70,000
		One Year	Two Years	

Population is based on 2010 US Census. County population is the population within the MPO boundary outside of municipalities.

*Local match is covered by the respective county

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5C:

Haywood County JARC Set-Aside

In February 2017, as part of approving a new 5307 urban transit funding formula, FBRMPO Board has voted to flex Haywood County's portion of urban transit funds to Jobs Access Reverse Commute or "JARC" category for the first year of urban funding available, in order to allow a non-profit agency to draw down those funds. Mountain Projects was able to apply for JARC funding for a deviated fixed route as a result. The item today is to request that Haywood County 5307 urban transit funding set-aside into JARC category be continued for two more years, to allow a non-profit agency to utilize those funds. Applicants from Haywood County would have the right of first refusal for those funds.

This provision would be in effect for two more years and would be applicable to FY 2017 and FY 2018 urban transit funds allocation for Haywood County. The funding in question for Haywood County would be approximately \$165k in FY 2017 funds and \$200k in FY 2018 funds, subject to final FTA section 5307 funding published amount for each fiscal year in question, and minus a 10% fee withheld for JARC administrative oversight.

Taking up this item for adoption in February would mean that Haywood County JARC funding could be included as part of the current call for projects (open through March 31, 2018). MPO staff have met with Haywood County staff and Mountain Projects staff regarding urban transit funding on February 14th and the continued set-aside of urban transit funds into JARC category was supported during this meeting.

Action: Adopt the continued set-aside of Haywood County urban transit funds into JARC category for two more years.

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

RESOLUTION CONTINUING THE SET-ASIDE OF HAYWOOD COUNTY PORTION OF 5307 URBAN TRANSIT FUNDING ALLOCATION INTO JARC IN THE FRENCH BROAD RIVER MPO REGION FOR FUNDING YEARS 2017 and 2018

WHEREAS, the Asheville Urbanized Area receives an apportionment of FTA Section 5307 Urban Transit Formula funds on an annual basis, and the City of Asheville is currently the Designated Recipient for FTA Section 5307 Urban Transit Formula funds in our region; and

WHEREAS, the French Broad River MPO Board has adopted a new 5307 Urban Transit Funding allocation formula in February 2017 which included allocation of funding for Buncombe County, Haywood County and Henderson County under a three-year phase-in schedule; and

WHEREAS, A 10% regional Jobs Access Reverse Commute (JARC) set-aside out of Section 5307 Urban Transit Formula funds apportioned to the Asheville Urbanized Area is currently in place in our region, with the City of Asheville acting as the Designated Recipient for the JARC funds and drawing down a 10% Administrative fee from the JARC funds, with a call for JARC projects held by the French Broad River MPO on a regular basis in coordination with the City of Asheville; and

WHEREAS, Haywood County has requested that the region set aside Haywood County share of 5307 funding for FY 2017 and FY 2018 as Jobs Access Reverse Commute (JARC) funds to allow a non-profit entity to be a subrecipient of those funds;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby approves setting aside Haywood County portion of FTA Section 5307 Urban Transit Formula funds allocation to the Asheville Urbanized Area for FY 2017 and FY 2018 as Jobs Access Reverse Commute (JARC) and incorporating those JARC funds allocated for Haywood County as part of the French Broad River MPO JARC call for projects, with the right of first refusal of Haywood County designated JARC funds going to applications from agencies based in Haywood County.

ADOPTED: This the 22nd day of February, 2018

William Lapsley, FBRMPO Board Chair

Attest, Lyuba Zuyeva, Director

French Broad River MPO

DRAFT

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5D:

Coordinated Public Transit-Human Services Transportation Plan Adoption

Coordinated Public Transit-Human Services Transportation Plan is a non-binding, not fiscally constrained plan that identifies community transportation and public transportation gaps in our region, as well as strategies to help close those gaps. Under FTA rules, for 5310 grant applications, a project has to be included in the MPO's Coordinated Public Transit Human Services Transportation Plan (CPT-HSTP), or another local or statewide locally-coordinated plan. For JARC grant applications, inclusion in a CPT-HSTP or an LCP is not required but coordination with other agencies and transit services is strongly encouraged.

The French Broad River MPO last adopted a Coordinated Public Transit-Human Services Transportation Plan in 2012 for a three-county area (Buncombe, Haywood and Henderson). The current update was done in cooperation with Land of Sky RPO and local public transit agencies from the five-county region and includes Madison and Transylvania Counties in addition to the initial three counties. A variety of public outreach activities were held to solicit input for this plan during the 2015-2017 timeframe. A final public comment period was held for the draft plan from November 1-December 15, 2017. Comments received were incorporated into the final plan. The draft plan is posted at <http://www.fbrmpo.org/tdm/cpt-hst-plan/> and the recommendations chapter follows.

The MPO TCC has reviewed this plan and recommended adoption. The RPO TAC is also expected to take an action on this plan during this month's meeting.

Recommended action: adopt the Coordinated Public Transit-Human Services Transportation Plan.

Chapter 5: Recommendations

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION
PLAN

FRENCH BROAD RIVER MPO & LAND OF SKY RPO

OVERVIEW

The following recommendations were compiled from stakeholder and public input sessions that were held at each of the five counties in the region (Buncombe, Haywood, Henderson, Madison, and Transylvania).

The recommendations made and commented on at the various meetings were often very specific. This chapter summarizes and consolidates many of those recommendations.

OPPORTUNITIES FOR PARTNERSHIP

In the last FBRMPO Coordinated Plan, many of the recommendations made concerned project funding and implementation.

Nearly all of those recommendations remain relevant, but those are separated from the table of recommendations later in this chapter.

The agencies implementing the improvements recommended in this plan will likely be the six transit agencies operating in the five-county region as well as non-profit and volunteer agencies that provide more specialized transportation options throughout the region. While those agencies will likely be primarily responsible for

implementation, there are opportunities for more partnerships between agencies, non-profits, businesses, and other groups to provide funding for enhanced transportation options.

The following agencies and groups are recommended as potential collaborators to help improve human service transportation options:

- Major Employers
- Religious Organizations
- Volunteer Organizations
- Schools
- Grocery Stores and Farmers (to provide fresh food delivery)
- Advocacy Organizations
- Bicycle Shops

These and other potential partners can help in a number of ways. Major employers, public and private schools, and other non-profits may be able to help by providing additional funding for projects, even if it helping to provide the required local match. Other organizations may help by coordinating resources, volunteers, vehicles, and other goods and services that can help improve human services transportation efforts.

RECOMMENDATIONS

The following recommendations apply to the entire five-county region, though some have been emphasized more in some counties as opposed to others (see recommendations matrix Appendix A for more information). Some recommendations emphasize the preservation of the current system and others emphasize expanding transportation service and options- even where it is unclear who would implement such recommendations.

The recommendations have been broken down into five general goals:

1. **Service Improvements**- Focus on improving the current system through service expansions that would likely require more funding for capital and operating expenses
2. **Targeted Outreach**- Programs that would likely target a specific group or groups that may have unique transportation challenges
3. **Information and Technology**- Programs that may improve the transportation system through improved marketing, communication, or operating technology

4. **Regional and Inter-Regional Efforts-**

Projects that would enhance cross-county, cross-jurisdictional, or inter-regional transportation

5. **Intermodal Connectivity**- Projects that aim to enhance the connection between transit use and the needs of other complimentary modes (primarily bicycle and pedestrian)

These categories do not need to be strictly followed. Some projects may fit in multiple categories and may provide multiple benefits. The categories have been added to this chapter in order to better organize the recommendations.

OVERALL RECOMMENDATIONS

SERVICE IMPROVEMENTS

A - 1	Extend hours of service to cover nights, weekends, and holidays
A - 2	Provide short-notice on-demand trips: immediate transportation for non-emergency medical trips
A - 3	Increase the number of bus shelters and/or maintain existing shelters
A - 4	Expand transit service area
A - 5	Increase frequency on fixed routes and deviated fixed routes and develop new fixed route and deviated fixed route service
A - 6	Improve transit facilities (stations and operations facilities)



TARGETED OUTREACH

B – 1	Transportation for adult facility residents for non-medical purposes	SENIORS
B – 2	Transportation for social/cultural/health/after-hours trips to prevent social isolation	
B – 3	Provide transit and pedestrian travel training for seniors and young adults	
B – 4	Improve affordability of fares for low-income and senior transit riders	
B – 5	Work out fresh food delivery arrangements with local grocery stores and/or farmers to target homebound citizens	
B – 6	Improve transportation options for low-income families	
B – 7	Target transportation to and from jobs, interviews, applications for jobs and job skill training	
B – 8	Improve transportation options for medically-underserved populations	
B – 9	Improve ADA Accessibility at all major transit stops and stations	
B – 10	Provide support trips for mental health and adult daycare facilities	
B – 11	Increase availability of grocery store and general retail trips	GENERAL

**LOW
INCOME**

DISABILITY

INFORMATION and TECHNOLOGY

C – 1	Improve ease of information access to inform riders of schedules and procedures (websites, signage, advertising, etc.)
C – 2	Develop a Regional Call Center or Point of Information
C – 3	Develop a Regional Mobility Coordinator position and support mobility coordination efforts specific to each agency/county
C – 4	Improve communications and tracking tools to make transportation systems more efficient
C – 5	Hold fare-free days to increase awareness and affordability of transit systems
C – 6	Work with major employers to provide discounted fares for employees
C – 7	Increase software interoperability between transit providers to allow easier exchange of information and scheduling of passenger trips utilizing neighboring system vehicles
C – 8	Encourage microtransit platforms and other forms of transit and shared mobility enabled through emerging technologies.

REGIONAL and INTER-REGIONAL EFFORTS

D – 1	Improve coordination and collaboration between transit agencies for greater efficiencies with cross-county trips
D – 2	Develop training materials for transit agencies to train employees on transit options throughout the region; start and/or expand training for passengers to explain how to utilize the transit services and make a transfer
D – 3	Develop vanpools and express bus routes to connect to the major job centers in our region
D – 4	Establish coach bus service to/from cities outside the region (Charlotte, Salisbury, Knoxville, etc.)

D - 5	Continue funding existing voucher and volunteer driver programs and set-up additional voucher and volunteer driver programs to address areas with service gaps
D - 6	Expand and/or maintain service across multiple jurisdictions (Asheville to Black Mountain, Hendersonville to Fletcher, etc.)
D - 7	Increase or enhance park and ride lots around the region, especially along key commute corridors

INTERMODAL CONNECTIVITY

E - 1	Increase and/or improve bicycle and pedestrian infrastructure connecting to bus stops and stations
E - 2	Study areas with pedestrian and bicycle safety issues
E - 3	Improve roadway crossings for pedestrians near bus stops
E - 4	Improve bicycle accommodations on-bus and near bus shelters

TOP RECOMMENDATIONS BY COUNTY

BUNCOMBE COUNTY TOP RECOMMENDATIONS

1. (A-1) Extend hours of service to cover nights, weekends, and holidays
2. (B-2) Expand transportation for social/cultural/health/after-hours trips to prevent social isolation
3. (E-3) Improve roadway crossings for pedestrians near bus stops
4. (B-7) Target transportation to and from jobs, interviews, applications for jobs and job skill training
5. (C-1) Improve ease of information access to inform riders of schedules and procedures (websites, signage, advertising, etc.)

Groups to Focus On: Seniors, Low-Income, Limited English Proficiency, Zero Vehicle Households

HAYWOOD COUNTY TOP RECOMMENDATIONS

1. (A-1) Extend hours of service to cover nights, weekends, and holidays
2. (A-2) Provide short-notice on-demand trips: immediate transportation for non-emergency medical trips
3. (B-11) Increase availability of grocery store and general retail trips
4. (B-8) Improve transportation options for medically-underserved populations
5. (D-6) Expand and/or maintain service across multiple jurisdictions (Waynesville to Asheville, Canton to Asheville) with strategies including but not limited to setting up a new deviated fixed route service

Groups to Focus On: Seniors, Individuals with a Disability, Veterans

HENDERSON COUNTY TOP RECOMMENDATIONS

1. (B-4) Improve affordability of fares for low-income and senior transit riders
2. (A-1) Extend hours of service to cover nights, weekends, and holidays
3. (A-5) Increase frequency on fixed routes or develop new fixed and deviated fixed route service
4. (B-7) Target transportation to and from jobs, interviews, applications for jobs and job skill training
5. (E-3) Improve roadway crossings for pedestrians near bus stops

Groups to Focus On: Seniors, Low Income, Low English Proficiency, Zero Vehicle Households, Individuals with a Disability

MADISON COUNTY TOP RECOMMENDATIONS

1. (A-4) Expand transit service area
2. (A-1) Extend hours of service to cover nights, weekends, and holidays
3. (B-2) Transportation for social/cultural/health/after-hours trips to prevent social isolation
4. (B-1) Transportation for adult facility residents for non-medical purposes
5. (B-8) Improve transportation options for medically-underserved populations

Groups to Focus on: Seniors, Individuals with a Disability, Low-Income

TRANSYLVANIA COUNTY TOP RECOMMENDATIONS

1. (D-6) Expand and/or maintain service across multiple jurisdictions (Asheville to Black Mountain, Hendersonville to Fletcher, etc.)
2. (B-7) Target transportation to and from jobs, interviews, applications for jobs and job skill training
3. (A-1) Extend hours of service to cover nights, weekends, and holidays
4. (D-1) Improve coordination and collaboration between transit agencies for greater efficiencies with cross-county trips
5. (A-5) Develop new fixed route and deviated fixed route service

Groups to Focus on: Seniors, Veterans, Individuals with a Disability



Staff Report & Recommendations

Item 5E:

Congestion Management Process Updates

MPO Staff will present on updates to the MPO's Congestion Management Process as well as next steps.

Action Required: No Action Required

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5F:

Transportation Demand Management Program Updates

Ritchie Rozzelle, regional TDM Coordinator, will provide an overview of the ongoing projects taking place as part of the Regional Transportation Demand Management Program, branded as GoMountain. An update on Strive Not to Drive will be provided. Additional info at <https://www.gomtn.org/>

Recommended action: informational item, no action required.