



**Southwestern Commission**

125 Bonnie Lane  
Sylva, NC 28779

Phone: 828.586.1962

Fax: 828.586.1968

[regiona.org](http://regiona.org)

**SOUTHWESTERN RURAL PLANNING ORGANIZATION**

**TECHNICAL COORDINATING COMMITTEE (TCC) MEETING**

**March 14, 2018 at 1:00 PM**

SCC Macon Campus, 44 Siler Farm Rd. Franklin, NC

**AGENDA**

**Welcome and Housekeeping**

1. Introductions and Quorum check (Paige Dowling, TCC Chair)
2. Ethics Reminder\* (Dowling)
3. Agenda Approval/Modifications (Dowling)
4. Public Comment

**Action Items**

5. Minutes from January 10, 2018 SWRPO TCC meeting (Rose Bauguess)
6. SWRPO Prioritization 5.0 Local Methodology (Bauguess)
7. Resolution in Support of Eliminating or Reducing the Local Match Requirement for Bicycle and Pedestrian Projects

**Informational Items**

8. SWRPO Staff Update (Bauguess)
9. NCDOT Division 14 Updates (Steve Williams)
10. NCDOT Transportation Planning Branch Update (Zack O'Keefe)

**Other Items**

11. TCC Member Updates (All)
12. Adjournment (Dowling)

*\*In accordance with the State Government Ethics Act, it is the duty of every TCC member to avoid conflicts of interest. If anyone has a conflict of interest with respect to any matters coming before the TCC today, please identify the conflict and refrain from any participation in the matter involved.*

**Cherokee County**  
Andrews  
Murphy

**Clay County**  
Hayesville

**Graham County**  
Robbinsville  
Lake Santeetlah  
Fontana Dam

**Haywood County**  
Canton  
Clyde  
Maggie Valley  
Waynesville

**Jackson County**  
Dillsboro  
Forest Hills  
Sylva  
Webster

**Macon County**  
Franklin  
Highlands

**Swain County**  
Bryson City



## SOUTHWESTERN RURAL PLANNING ORGANIZATION (RPO) Technical Coordinating Committee (TCC) Meeting

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**Meeting Date: January 10, 2018**

**Location: NCDOT District 3 Office, Andrews NC**

**Attendees:**

Jurisdiction	Representative	Title	Present
<b>Cherokee County</b>	Randy Wiggins	County Manager	<input checked="" type="checkbox"/>
Andrews	Bill Bailey	Town Manager	<input type="checkbox"/>
Murphy	Anne Payne	Town Manager	<input type="checkbox"/>
<b>Clay County</b>	Mark Pullium	County Manager	<input type="checkbox"/>
<b>Graham County</b>	Becky Garland	County Manager	<input checked="" type="checkbox"/>
Fontana Dam	Zelerie Rogers	Town Administrator	<input type="checkbox"/>
Lake Santeetlah	Peggy Carver	Administrator	<input type="checkbox"/>
<b>Jackson County</b>	Michael Poston	Planning Director	<input checked="" type="checkbox"/>
Dillsboro	Debbie Coffey	Town Clerk	<input checked="" type="checkbox"/>
Sylva	<b>Paige R. Dowling, Chair</b>	<b>Town Manager</b>	<input checked="" type="checkbox"/>
<b>Macon County</b>	Jack Morgan	Planning & Development Director	<input type="checkbox"/>
Franklin	Justin Setser	Town Planner	<input checked="" type="checkbox"/>
Highlands	Andrew Bowden	Town Planner	<input checked="" type="checkbox"/>
<b>Swain County</b>	Ken Mills	Economic Development Director	<input checked="" type="checkbox"/>
Bryson City	Chad Simons	Town Manager	<input type="checkbox"/>
<b>Transit</b>	Kim Angel	Macon Co. Transit Director	<input type="checkbox"/>
<b>EBCI</b>	Manual Maples	Cherokee DOT	<input type="checkbox"/>
<b>NCDOT Division 14</b>	Steve Williams	Division Planning Engineer	<input checked="" type="checkbox"/>
<b>NCDOT TPB</b>	Zack O'Keefe	RPO Coordinator	<input checked="" type="checkbox"/>
<b>TOTAL VOTING MEMBERS PRESENT:</b>			<b>10</b>

Representing	Name	Title	Present
Southwestern RPO	Rose Bauguess	RPO Director	<input checked="" type="checkbox"/>
Southwestern Commission	Becca Scott	Planner	<input checked="" type="checkbox"/>
NCDOT Div 14	Andy Russell	District Engineer	<input checked="" type="checkbox"/>
NCDOT Div 14	Alan Brown	Asst. District Engineer	<input checked="" type="checkbox"/>
Town of Andrews	James Reid	Mayor	<input checked="" type="checkbox"/>
Town of Andrews	Mike Shields	Alderman	<input checked="" type="checkbox"/>
<b>TOTAL NON-VOTERS PRESENT:</b>			<b>6</b>



# SOUTHWESTERN RURAL PLANNING ORGANIZATION (RPO)

## Technical Coordinating Committee (TCC) Meeting

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### Welcome and Housekeeping:

1. Chair Paige Dowling called the meeting to order. Introductions were made. Dowling determined a quorum was present.
2. Dowling read the ethics reminder.
3. Dowling reviewed the agenda and asked if there were any proposed modifications to the agenda. Michael Poston motioned to approve the agenda as presented; Andrew Bowen seconded the motion and it was approved unanimously.
4. Dowling offered the opportunity for public comment; no members of the public were present.

### Action Items:

5. Rose Bauguess asked for nominations for TCC Chair and Vice-Chair positions. Michael Poston nominated Paige Dowling to continue as TCC Chair, Debbie Coffey seconded the motion, and it was approved unanimously. Michael Poston nominated Jack Morgan to continue as TCC Vice-Chair, Steve Williams seconded the motion, and it was approved unanimously.
6. Rose Bauguess asked for a review of the minutes from the September 13, 2017, SWRPO TCC Meeting. Becky Garland motioned to approve the minutes as presented, seconded by Bowen; motion carried unanimously.
7. Rose Bauguess asked for a review of the minutes from the November 15, 2017, SWRPO TCC Meeting. Justin Setser motioned to approve the minutes as presented, seconded by Bowen; motion carried unanimously.

### Informational Items:

8. Bauguess opened a discussion on the Prioritization 5.0 Local Input Point Methodology by reviewing the Prioritization 4.0 Local Methodology. In P4.0, the four criteria and their relative weights were:
  - SPOT (quantitative) score – 70% Regional Tier, 50% Division Tier
  - Local Priority – 20% Regional Tier, 40% Division Tier
  - Plan Consistency – 5% Regional Tier, 5% Division Tier
  - Project Development – 5% Regional Tier, 5% Division Tier

The consensus was that the SWRPO Local Methodology for Prioritization 4.0 worked very well, resulting in our local points being applied to the best projects. It provided a good balance between the local priority and the data. The TCC suggested using the same criteria and weights for P5.0. Bauguess noted that NCDOT is asking for all Planning Organizations to follow a new format for consistency, but the basic content can stay the same. She also suggested clarifying the requirements for the Project Development criteria by including a 10-year timeframe on Feasibility Studies. The P5.0 Local Methodology will be on the agenda for approval at the March meeting.

9. Bauguess provided an update on several administrative items:



# SOUTHWESTERN RURAL PLANNING ORGANIZATION (RPO)

## Technical Coordinating Committee (TCC) Meeting

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- The NCDOT Office of Civil Rights is requiring all RPOs to develop Title VI Plans to ensure compliance with Title VI of the Civil Rights Act. All organization receiving federal funds are required to comply with the Act. TCC and TAC members will be asked to complete a demographic request form as part of this compliance.
  - As a result of the Federal Highway Administration's review of all RPOs and NCDOT's oversight of the State Planning and Research Funds, there will be changes to next year's Planning Work Program. FHWA is requiring for Direct and Indirect Expenses to be separated out, as opposed to embedded within the work tasks.
  - Bauguess provided an update on the NC Ethics Commission filing, which applies only to TAC members; however, she might ask TCC members for assistance reaching TAC members as the deadline approaches.
  - Bauguess mentioned that the Transportation Planning Division is forming a work group to explore the idea of producing Comprehensive Transportation Plans on an RPO-wide level as opposed to county-by-county level. The work group has not met yet, but we she will continue to provide updates on this topic.
  - Bauguess noted that applications for CMAQ projects are coming up in March. CMAQ funds require a 20% match from local governments. There is also a fund coming to North Carolina from the Volkswagen settlement. The details of disbursement are not yet available, but there may be some 100% funding options.
  - Lastly, Bauguess reviewed the 2018 Meeting Schedule, noting that the TCC will alternate meeting locations between Andrews and Franklin.
10. Steve Williams provided updates from NCDOT Division 14 on major projects in the SWRPO. He also provided an update on the results of the High Impact/Low Cost project selections. Each NCDOT Division received \$1.7 million. Division 14 programmed two projects within the SWRPO: Monteith Gap/Ledbetter Rd near WCU in Jackson County, and Siler Farm Rd near SCC in Macon County.
11. Zack O'Keefe provided the Transportation Planning Division update and also introduced a new TPD newsletter that they are providing.
- The Statewide Freight Plan will likely be adopted by FHWA this winter.
  - 25 Corridor Studies have been identified; they are in the process of being prioritized. Two Corridor bundles have been selected for the first round.
  - CMAQ applications are due in March.
  - TPD is currently reviewing the draft CTP 2.0 comments.
  - Traffic Forecasts for R-5846 (NC 106 in Macon Co) and R-5803 (US 74 in Cherokee, Macon, and Swain Counties) are currently underway.

### **Other Items:**



# **SOUTHWESTERN RURAL PLANNING ORGANIZATION (RPO)**

## **Technical Coordinating Committee (TCC) Meeting**

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12. TCC Members provided updates from their respective jurisdictions:
  - Becky Garland noted an upcoming Corridor K meeting on February 122 where new maps will be presented.
  - Ken Mills reported that the intersection project in Bryson City is moving along.
  - Justin Setser mentioned that the downtown Franklin parking study has been postponed to March or April 2018.
  - Mike Poston said that the Cashiers Small Area Plan is scheduled to begin at the end of July.
  - Paige reported on the Skyland Drive sidewalk project and said that Sylva received a \$16,000 grant to install brick pavers for bump outs in the downtown area.
  - Randy Wiggins said that traffic studies are taking place on US 19/129 Blairsville Hwy. He also expressed interest in accommodations for emergency vehicles during replacement of the Hanging Dog bridge. He also asked for information about reducing the amount of right-of-way along the Murphy branch rail line owned by NCDOT. He recalled Roger West working on legislation to reduce the 100-foot easement. Andy Russell will try to find out more about this question.
13. The next TCC meeting is scheduled for March 14, 2018 in Franklin. Mills moved to adjourn, seconded by Bowen.



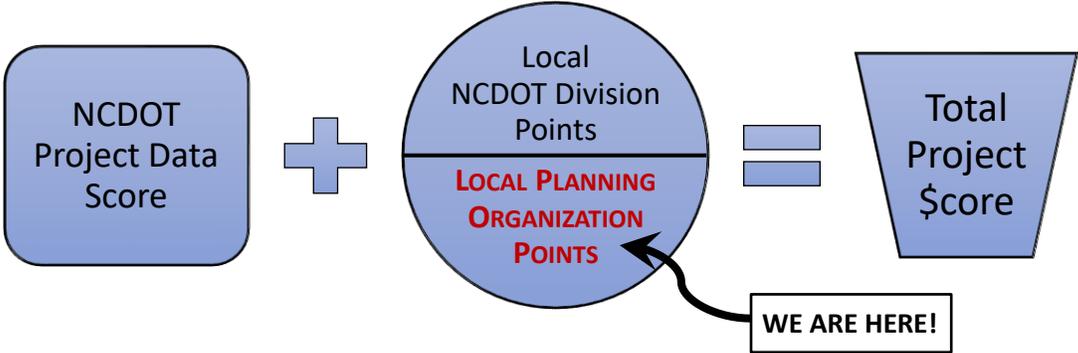
# SOUTHWESTERN RURAL PLANNING ORGANIZATION

## PRIORITIZATION 5.0 DRAFT LOCAL INPUT METHODOLOGY

### I. INTRODUCTION

North Carolina’s Strategic Transportation Investments Law, passed in 2013, establishes the process by which transportation projects are prioritized for funding. The North Carolina Department of Transportation (NCDOT) produces a State Transportation Improvement Program (STIP) outlining the funding and scheduling of transportation projects for a 10-year period. The STIP is updated every two years through a process called “Prioritization”. Work is currently underway to update the STIP for 2020-2029 through the fifth iteration of Prioritization (Prioritization 5.0).

During the first phase of the Prioritization process, potential transportation improvement projects are scored and evaluated based on data-driven criteria such as safety, congestion, freight volumes, and benefit-cost. During the second phase of Prioritization, local priorities are incorporated into the process through the assignment of Local Input Points. Each of the NCDOT’s 14 Divisions as well as all Rural Planning Organizations (RPOs) and Metropolitan Planning Organizations (MPOs) are allotted a certain number of Local Input Points to assign to their highest priority projects in order to boost the total score and increase the likelihood of being funded in the STIP.



The six western-most counties in North Carolina, Cherokee, Clay, Graham, Jackson, Macon, and Swain, belong to the Southwestern Rural Planning Organization (SWRPO). Local elected officials and staff from each of these counties and the towns within them provide local input into the transportation planning process through the SWRPO.

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*The purpose of this document is to specify the method the Southwestern Rural Planning Organization will use when assigning Local Input Points to transportation projects during Prioritization 5.0.*

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### **Funding Categories.**

The Strategic Transportation Investments Law establishes three categories or “tiers” of funding, Statewide, Regional, and Division.

The **Statewide** funding tier is designated for Interstates and major US routes across the state. The SWRPO area competes with all of North Carolina’s 100 counties for Statewide funds. Projects in our area that are eligible for statewide funds include US 74 and US 441. Statewide scores are based on 100% quantitative data, with no local input points.



The **Regional** funding tier focuses on regional connectivity on smaller US Highways and NC routes. Projects in our area that are eligible for these funds include US 64, US 19, NC 106, NC 107, and NC 294. The SWRPO competes with the 17 western counties in NCDOT Divisions 13 and 14. Regional projects scores are based on 70% data score and 30% local input points.



The **Division** tier funds projects on secondary roads such as SR 1140 (Alarka Rd.) and SR 1326 (Joe Brown Highway). In addition, all of our non-highway modes (aviation, bicycle/pedestrian, public transit, and rail) are funded at this tier. The SWRPO’s six counties compete with the 10 western counties within NCDOT Division 14 for these funds. Division project scores are based on 50% quantitative data and 50% local input.



### **Cascading.**

Statewide projects are programmed first, and are based entirely on the project data score, with no local input points. Any projects that are not funded at the Statewide tier can “cascade” down and be eligible for local input points at the Regional tier. Regional projects are programmed next, and any projects not funded at the Regional tier can cascade down to the Division tier and be eligible for local input points again. In essence, a project in the Statewide category has three opportunities to receive funding; a project in the Regional category has two opportunities to receive funding, and a project in the Division category has one opportunity to receive funding.

## **II. SCORING CRITERIA AND WEIGHTS**

Projects in the Prioritization 5.0 database will be scored using the following four criteria. These criteria will be used to score projects for all modes of transportation and for both Regional and Division funding tiers.

**Criteria #1, NCDOT Data Score.** The quantitative score generated by the NCDOT Prioritization Office is a composite score that incorporates multiple metrics from a data-driven process. Data measured to produce the Data Score include traffic volume, congestion, benefit-cost, safety, accessibility/connectivity, and freight.

**Weight:** The NCDOT Regional Data Score will be equal to 70% of the Project Regional Score and the NCDOT Division Data Score will be equal to 50% of the Project Division Score.

**Criteria #2, Local Priority.** Local Priority is a qualitative measure of the highest priority projects within each county. Members of the SWRPO Transportation Advisory Committee (TAC) and Technical Coordinating Committee (TCC) are expected to collaborate with other county/municipal elected officials, staff, and other stakeholders to develop consensus on the ranked priority of projects within each county. Additional stakeholders consulted may include emergency management, law enforcement, economic development directors, tourism authorities, water and sewer authorities, tribal governments, major education or healthcare institutions, major employers, transit directors, airport managers, bicycle/pedestrian advocates, rail officials, etc. The Local Priority ranking will incorporate the most current local knowledge such as economic development projects, destinations served, citizens’ concerns, public safety, access, etc. Local stakeholders will meet to gain consensus on the priorities and will submit a list of ranked projects in order of priority along with a brief rationale for the ranking.

Weight: The Local Priority will be equal to 20% of the Regional Score and 40% of the Division Score.

**Criteria #3, Plan Consistency.** Projects that have been identified in a locally-adopted plan with public input will be given additional points.

Weight: Plan Consistency will comprise 5% of the Regional Score and 5% of the Division score.

**Criteria #4, Project Development.** Projects that have had significant planning or development activities completed will be given additional points.

Weight: Project Development will comprise 5% of the Regional Score and 5% of the Division Score.

### III. TOTAL SCORES AND PROJECT RANKING

The total score for each project will be calculated as illustrated in the following tables.

#### *Regional Category Scoring*

CRITERIA	MAX SCORE	POINTS ALLOCATED TOWARD REGIONAL PROJECT SCORE			
NCDOT Regional Data Score	70	NCDOT Regional Data Score	NCDOT Regional Data Score	NCDOT Regional Data Score	NCDOT Regional Data Score
Local Priority	20	Priority #4 <b>5 points</b>	Priority #3 <b>10 points</b>	Priority #2 <b>15 points</b>	Priority #1 <b>20 points</b>
Plan Consistency	5	Project is <i>not</i> in a locally adopted plan <b>0 points</b>			Project is in a locally adopted plan <b>5 points</b>
Project Development	5	Feasibility Study completed within 10 years* <b>2 points</b>	Sibling project is programmed in current STIP <b>3 points</b>	Project is programmed in current STIP <b>4 points</b>	Environmental document complete <b>5 points</b>
<b>Total</b>	<b>100</b>				

\* Feasibility Study must have been completed before December 31, 2007 to qualify for Plan Consistency points.

### *Division Project Scoring*

CRITERIA	MAX SCORE	POINTS ALLOCATED TOWARD DIVISION PROJECT SCORE			
NCDOT Division Data Score	50	NCDOT Division Data Score	NCDOT Division Data Score	NCDOT Division Data Score	NCDOT Division Data Score
Local Priority	40	Priority #4 <b>10 points</b>	Priority #3 <b>20 points</b>	Priority #2 <b>30 points</b>	Priority #1 <b>40 points</b>
Plan Consistency	5	Project is not in a locally adopted plan <b>0 points</b>			Project is in CTP or other locally adopted plan <b>5 points</b>
Project Development	5	Feasibility Study completed within 10 years* <b>2 points</b>	Sibling project is programmed in current STIP <b>3 points</b>	Project is programmed in current STIP <b>4 points</b>	Environmental document complete <b>5 points</b>
<b>Total</b>	<b>100</b>				

\* Feasibility Study must have been completed before December 31, 2007 to qualify for Plan Consistency points.

## **IV. LOCAL POINT ASSIGNMENT PROCESS**

Once all projects have been scored using the criteria above, SWRPO staff will rank the projects from highest to lowest within each county and within the RPO as a whole. This ranked list will be used to develop the recommended point assignments that are presented to the public for comment and to the TCC and TAC for approval. The final local point assignments will be adopted by the TAC and submitted to NCDOT.

The SWRPO has a total of 1300 Local Input Points to assign at the Regional tier and 1300 Local Input Points to assign at the Division tier. The maximum number of points any project can receive is 100.

### ***Statewide Tier:***

Statewide projects are programmed based on the NCDOT data score. Any projects funded at the statewide tier will be removed from the process before the SWRPO assigns local input points.

### ***Regional Point Assignments:***

Any projects in the Statewide category that are not funded at the Statewide tier will cascade down and be available for local point assignments at the Regional tier. The two top-scoring Regional projects within each of our six counties will be initially assigned 100 points each, which will account for 1200 of the 1300 available points. The remaining 100 points will be assigned to the next highest scoring project according to the SWRPO methodology, regardless of location. Any projects that are programmed at the Regional tier will be removed from the process prior to assigning Division points.

### ***Division Point Assignments:***

All projects not funded at the Statewide and Regional tiers will cascade down and be eligible for Division Local Points along with the Division tier projects. Projects involving public transit, bicycle and pedestrian transportation, aviation, and rail are evaluated at the Division level in addition to highway projects on secondary routes.

The two top-scoring projects within each of our six counties will be initially assigned 100 points each, which will account for 1200 of the 1300 available points. If a non-highway project receives points from the initial 1200 allotment, the remaining 100 points will be assigned to the next highest scoring project, regardless of mode and location. However, if the initial 1200 points are all assigned to highway projects, the last 100 points will be assigned to the highest scoring non-highway project that is also supported by the local government. No local points will be assigned to any project requiring local match if the local government expresses no commitment to provide the required match.

***Tied Scores:***

In the event scores are tied, the SWRPO will work with the Division 14 Engineer to align Division priorities with RPO priorities and ensure mutual needs are prioritized appropriately. If only one of the tied projects will also be receiving points from the Division Engineer, that project will be awarded the RPO points. However, if both or neither of the projects will be receiving Division points, the project with the highest quantitative data score will receive the RPO points.

***Deviations from Methodology:***

The SWRPO TAC may modify final point assignments to provide local oversight to the data-driven process, to better align county priorities with the priorities of the RPO and Division 14 and to ensure appropriate projects at the relevant funding tier. Any variations in point assignments from the initial point assignments will be justified and documented. Potential justifications may include: project cost, estimated points required for funding, geographic equity, distribution between modes, new information, potential reconsideration of the limits of a programmed project, and public comment. All public comments received, all final point assignments and any justification/rationale for point assignments which deviate from this Local Methodology will be posted on the SWRPO website.

<http://regiona.org/our-work/transportation-planning/project-prioritization-and-funding/#p5.0>

**V. SCHEDULE**

<b>Timeframe</b>	<b>Activity</b>
September 2017	TAC approves list of projects to be scored by the NCDOT Prioritization Office.
March 2018	SWRPO Local Methodology is approved by NCDOT and TAC.
April 2018	NCDOT releases quantitative data scores for all projects; NCDOT releases list of projects funded at the Statewide tier.
April-May 2018	SWRPO Staff solicits public input on project priorities; Local governments determine Local Priority rankings; SWRPO staff applies Local Methodology to all projects and publishes draft Local Point Assignments on Regional and Division projects for public comment
May 30, 2018	TAC adopts final Local Point Assignments for Regional projects.
June 30, 2018	SWRPO staff submits Regional Local Points to NCDOT.
September 1, 2018	NCDOT publishes projects funded at the Regional tier.
September 2018	SWRPO staff and local governments review projects funded at Regional tier; re-evaluate final Local Point Assignments on Division tier projects.
September 24, 2018	TAC approves final Local Point Assignments for Division Projects.
October 30, 2018	RPO Staff submits local points for Division Projects to NCDOT.
January 2019	NCDOT releases Draft STIP, including projects funded at the Division tier.

## **VI. PUBLIC OUTREACH/MATERIAL SHARING**

All Prioritization 5.0 materials will be posted on the Southwestern RPO website at the following address:

<http://regiona.org/our-work/transportation-planning/project-prioritization-and-funding/#p5.0>.

SWRPO will also conduct public outreach via the SWRPO Facebook Page:

<https://www.facebook.com/Southwestern-NC-RPO-1499723303640879/>.

SWRPO will also solicit informal public input on all candidate transportation projects via an online survey prior to publishing the Draft Local Input Points. The results of the public input survey will be distributed to the local officials and staff to be used qualitatively in developing the Local Priority Ranking as described in Section II, above. Once the Draft Local Input Point Assignments are made, the list will be distributed for public comment for 14 days prior to the adoption date. Public comments are also welcomed at all SWRPO TCC and TAC meetings.

## **VII. ADOPTION**

The Southwestern RPO Transportation Advisory Committee adopted this policy on March 26, 2018.

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Mike Fitzgerald, TAC Chair

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Rose Bauguess, SWRPO Secretary



Southwestern Commission  
125 Bonnie Lane  
Sylva, NC 28779

Phone: 828.586.1962  
Fax: 828.586.1968

regiona.org

## A Resolution in Support of Eliminating or Reducing the Local Match Requirement for Bicycle and Pedestrian Projects

WHEREAS, the Southwestern Rural Planning Organization (SWRPO) provides transportation planning services for Cherokee, Clay, Graham, Jackson, Macon, and Swain Counties and the municipalities therein;

WHEREAS, the Southwestern RPO membership recognizes the benefits of bicycle and pedestrian infrastructure as an integral component of the overall transportation system. These benefits include:

- meeting the transportation needs of persons without access to personal automobiles;
- providing opportunities for increased physical activity and improved health;
- promoting safe access to work, school, and other destinations;
- enhancing the vibrancy of our communities to attract economic development and help to retain our youth; and
- improving the quality of life for all our citizens.

WHEREAS, the 2013 Strategic Transportation Investments Law (House Bill 817) stipulates that state funds shall not be spent to construct federally funded independent bicycle and pedestrian projects; federal funds supply 80% of the costs for independent bicycle and pedestrian projects, requiring the local government to supply the remaining 20% of construction costs.

WHEREAS, communities within the SWRPO are often not able to prioritize bicycle and pedestrian projects because they are unable to supply the required 20% match; and

WHEREAS, the North Carolina General Assembly passed Senate Bill 257 Session Law 2017-57, Page 371, which distinguishes between counties based on their NC Department of Commerce Tier ranking and provides reduction on matching funds for Bicycle and Pedestrian Planning Grants; and

WHEREAS, the SWRPO encourages members of our North Carolina General Assembly delegation to apply this same county-based Tier ranking to construction funds for independent bicycle and pedestrian projects, reducing or eliminating the local match percentage for lower tier counties, thereby making bicycle and pedestrian projects more attainable for economically distressed rural counties;

NOW, THEREFORE BE IT RESOLVED that the Transportation Advisory Committee of the SWRPO hereby adopts this *Resolution in Support of Eliminating or Reducing the Local Match Requirement for Bicycle and Pedestrian Projects* on this, the 26<sup>th</sup> day of March, 2018.

Mike Fitzgerald, SWRPO TAC Chair

Rose Bauguess, SWRPO Staff

**Cherokee County**  
Andrews  
Murphy

**Clay County**  
Hayesville

**Graham County**  
Robbinsville  
Lake Santeetlah  
Fontana Dam

**Haywood County**  
Canton  
Clyde  
Maggie Valley  
Waynesville

**Jackson County**  
Dillsboro  
Forest Hills  
Sylva  
Webster

**Macon County**  
Franklin  
Highlands

**Swain County**  
Bryson City