

MPO Governing Board

January 19, 2023 – 1:00 P.M., Hybrid Meeting, In-Person at Land of Sky Regional Council
or Via Zoom

Login: <https://us06web.zoom.us/j/83455778548>

Meeting ID: 83455778548

Call-In: (312)626-6799

Agenda

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

 - A. Welcome and Introductions, Approval of Agenda Anthony Sutton
 - B. Ethics Statement for MPO Board Members Anthony Sutton
 2. **PUBLIC COMMENT**

 3. **CONSENT AGENDA** Anthony Sutton

 - A. November, 2022 Minutes
 - B. Resolution of Support- Swannanoa Greenway Feasibility Study (Asheville)
 - C. Resolution of Support- NC 251 Sidewalks Feasibility Study (Woodfin)
 - D. Resolution of Support- Gabriel Creek and Banjo Branch Greenway Feasibility Study (Mars Hill)
 - E. Resolution of Support- NC 215 Greenway Extension Feasibility Study (Canton)
 - F. Resolution of Support- Above the Mud Greenway Feasibility Study (Hendersonville)
 - G. Resolution of Support- Fonta Flora Trail Feasibility Study (Friends of Fonta Flora)
 4. **BUSINESS (30-45 min)**

 - A. Board Chair and Vice-Chair Elections MPO Staff
 - B. 5310 Project Selection MPO Staff
 - C. JARC Project Selection MPO Staff
 - D. Application to NCDOT for TAP Non-Infrastructure Funds MPO Staff
 5. **INFORMATIONAL ITEMS (20-30 min)**

 - A. Performance Targets MPO Staff
 - B. 2020 Urbanized Area MPO Staff
 6. **REGULAR UPDATES (15 min)**

 - A. NCDOT Division 13 and 14 updates Tim Anderson/Wanda Austin or Designee
 - B. Transportation Planning Branch Daniel Sellers
 - C. FHWA/FTA Updates Bill Marley
 - D. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
 - E. Legislative Updates MPO Staff
 7. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)**
 8. **TOPICS FOR NEXT MEETING**
 9. **PUBLIC COMMENT**
 10. **ADJOURNMENT**
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Technical Coordinating Committee

Item 3:

Consent Agenda

Item 3A: November, 2022 Meeting Minutes

Item 3B: Resolution of Support- Swannanoa Greenway Feasibility Study Application (City of Asheville)

Item 3C: Resolution of Support- NC 251 Sidewalks Feasibility Study Application (Town of Woodfin)

Item 3D: Resolution of Support- Gabriel Creek and Banjo Branch Greenway Feasibility Study Application (Town of Mars Hill)

Item 3E: Resolution of Support- NC 215 Greenway Extension Feasibility Study Application (Town of Canton)

Item 3F: Resolution of Support- Above the Mud Greenway Feasibility Study Application (City of Hendersonville)

Item 3G: Resolution of Support- Fonta Flora Trail Feasibility Study Application (Friends of Fonta Flora)

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3A:

November, 2022 Meeting Minutes

Available here: https://frenchbroadrivermpo.org/wp-content/uploads/2023/01/2022_11_17_22_MPO.DRAFT_Board_Minutes.pdf

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3B:

RESOLUTION #23-_____

RESOLUTION OF SUPPORT FOR THE CITY OF ASHEVILLE TO PERSUE AN IMD FEASIBILITY STUDY GRANT THROUGH THE NCDOT IMD FEASIBILITY STUDIES GRANT PROGRAM

WHEREAS, the NCDOT has developed a new discretionary grant program to aid in bridging the gap between conceptual planning and programming of projects through the IMD Feasibility Studies Grant;

WHEREAS, the NCDOT has appropriated \$2.5 million for the IMD Feasibility Studies Grant for FY24;

WHEREAS, the IMD Feasibility Studies Grant requires the project to be identified in a locally or regionally adopted plan;

WHEREAS, the expanding of the multimodal improvements from Short McDowell Street through the Biltmore Avenue intersection to connect to Swannanoa River Road is identified in the City of Asheville's Biltmore Avenue and McDowell Street Corridor Study and the Swannanoa River Greenway Corridor Study,

NOW THEREFORE, BE IT RESOLVED that be it resolved that the Board of the French Broad River Metropolitan Planning Organization hereby supports submitting a grant application for an IMD Feasibility Studies Grant to examine a greenway connection between the City of Asheville's Swannanoa Greenway and the bike/ped improvements planned as part of U-4739.

ADOPTED and approved this the 19th day of January 2023

ATTEST:

Anthony Sutton, FBRMPO Board Chair

Tristan Winkler, Director
French Broad River MPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3C:

RESOLUTION #23-_____

RESOLUTION OF SUPPORT FOR THE TOWN OF WOODFIN TO PERSUE AN IMD FEASIBILITY STUDY GRANT THROUGH THE NCDOT IMD FEASIBILITY STUDIES GRANT PROGRAM

WHEREAS, the NCDOT has developed a new discretionary grant program to aid in bridging the gap between conceptual planning and programming of projects through the IMD Feasibility Studies Grant;

WHEREAS, the NCDOT has appropriated \$2.5 million for the IMD Feasibility Studies Grant for FY24;

WHEREAS, the IMD Feasibility Studies Grant requires the project to be identified in a locally or regionally adopted plan;

WHEREAS, the addition of sidewalks along Riverside Drive to Elk Mountain Road is identified in the Town of Woodfin's Comprehensive Plan,

NOW THEREFORE, BE IT RESOLVED that be it resolved that the Board of the French Broad River Metropolitan Planning Organization hereby supports the Town of Woodfin submitting a grant application for an IMD Feasibility Studies Grant through NCDOT.

ADOPTED and approved this the 19th day of January 2023

ATTEST:

Anthony Sutton, FBRMPO Board Chair

Tristan Winkler, Director
French Broad River MPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3D:

RESOLUTION #23-_____

RESOLUTION OF SUPPORT FOR THE TOWN OF MARS HILL TO PERSUE AN IMD FEASIBILITY STUDY GRANT THROUGH THE NCDOT IMD FEASIBILITY STUDIES GRANT PROGRAM

WHEREAS, the NCDOT has developed a new discretionary grant program to aid in bridging the gap between conceptual planning and programming of projects through the IMD Feasibility Studies Grant;

WHEREAS, the NCDOT has appropriated \$2.5 million for the IMD Feasibility Studies Grant for FY24;

WHEREAS, the IMD Feasibility Studies Grant requires the project to be identified in a locally or regionally adopted plan;

WHEREAS, the extension of the W. Otis Duck Greenway is identified in the French Broad River MPO's Metropolitan Transportation Plan (MTP) 2045,

NOW THEREFORE, BE IT RESOLVED that be it resolved that the Board of the French Broad River Metropolitan Planning Organization hereby supports submitting a grant application for an IMD Feasibility Studies Grant to extend the Dr. Otis T Duck Greenway to connect the greenway with the Bailey Mountain Preserve and University athletic fields.

ADOPTED and approved this the 19th day of January 2023

ATTEST:

Anthony Sutton, FBRMPO Board Chair

Tristan Winkler, Director
French Broad River MPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3E:

RESOLUTION #23-_____

RESOLUTION OF SUPPORT FOR THE TOWN OF CANTON TO PERSUE AN IMD FEASIBILITY STUDY GRANT THROUGH THE NCDOT IMD FEASIBILITY STUDIES GRANT PROGRAM

WHEREAS, the NCDOT has developed a new discretionary grant program to aid in bridging the gap between conceptual planning and programming of projects through the IMD Feasibility Studies Grant;

WHEREAS, the NCDOT has appropriated \$2.5 million for the IMD Feasibility Studies Grant for FY24;

WHEREAS, the IMD Feasibility Studies Grant requires the project to be identified in a locally or regionally adopted plan;

WHEREAS, the extension of the Canton River Walk Trail to the Canton Middle and Pisgah High School baseball fields is identified in the draft Haywood County Greenway Masterplan,

NOW THEREFORE, BE IT RESOLVED that be it resolved that the Board of the French Broad River Metropolitan Planning Organization hereby support the Town of Canton submitting a grant application for an IMD Feasibility Studies Grant through NCDOT.

ADOPTED and approved this the 19th day of January 2023

ATTEST:

Anthony Sutton, FBRMPO Board Chair

Tristan Winkler, Director
French Broad River MPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3F:

RESOLUTION #23-_____

RESOLUTION OF SUPPORT FOR THE CITY OF HENDERSONVILLE TO PERSUE AN IMD FEASIBILITY STUDY GRANT THROUGH THE NCDOT IMD FEASIBILITY STUDIES GRANT PROGRAM

WHEREAS, the NCDOT has developed a new discretionary grant program to aid in bridging the gap between conceptual planning and programming of projects through the IMD Feasibility Studies Grant;

WHEREAS, the NCDOT has appropriated \$2.5 million for the IMD Feasibility Studies Grant for FY24;

WHEREAS, the IMD Feasibility Studies Grant requires the project to be identified in a locally or regionally adopted plan;

WHEREAS, the Above the Mud connection between the Oklawaha Greenway and the Ecusta Trail is identified in the City of Hendersonville's Comprehensive Plan and the draft Pedestrian Master Plan,

NOW THEREFORE, BE IT RESOLVED that be it resolved that the Board of the French Broad River Metropolitan Planning Organization hereby support the City of Hendersonville submitting a grant application for an IMD Feasibility Studies Grant through NCDOT.

ADOPTED and approved this the 19th day of January 2023

ATTEST:

Anthony Sutton, FBRMPO Board Chair

Tristan Winkler, Director
French Broad River MPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3G:

RESOLUTION OF SUPPORT FOR THE FRIENDS OF FONTA FLORA TO PERSUE AN IMD FEASIBILITY STUDY GRANT THROUGH THE NCDOT IMD FEASIBILITY STUDIES GRANT PROGRAM

WHEREAS, the NCDOT has developed a new discretionary grant program to aid in bridging the gap between conceptual planning and programming of projects through the IMD Feasibility Studies Grant;

WHEREAS, the NCDOT has appropriated \$2.5 million for the IMD Feasibility Studies Grant for FY24;

WHEREAS, the IMD Feasibility Studies Grant requires the project to be identified in a locally or regionally adopted plan;

WHEREAS, the Friends of Fonta Flora plan to submit an application to study a section of the proposed Fonta Flora State Trail from the Town of Black Mountain Limits to Point Lookout Trail;

NOW THEREFORE, BE IT RESOLVED that be it resolved that the Board of the French Broad River Metropolitan Planning Organization hereby supports the Friends of Fonta Flora submitting a grant application for an IMD Feasibility Studies Grant through NCDOT

ADOPTED and approved this the 19th day of January 2023

ATTEST:

Anthony Sutton, FBRMPO Board Chair

Tristan Winkler, Director
French Broad River MPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4A:

Board Chair and Vice-Chair Elections

Per the MPO Board Bylaws, the Board is required to elect leadership positions (a chair and vice-chair) every two years. Positions may be held for no more than two consecutive terms. The current Board chair position is vacant, previously served by Larry Harris (Town of Black Mountain.) Anthony Sutton has served as Vice-Chair since January, 2021.

For the most part, the responsibilities of the chair and vice-chair are to lead and facilitate the Board meetings. In recent years, the chairs and vice-chairs of the TCC and Board have been requested to attend what we've been calling "leadership" meetings to discuss planned meeting items, general strategy, and more internal items.

Anthony Sutton has informed MPO staff he would be willing to serve as MPO Board Chair.

Action: Appoint a Board Chair and Vice-Chair

Item 4B:

5310 Project Selection

Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310

What is this program?

This program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Some of these funds are suballocated to urbanized areas and are programmed through MPOs and FTA Direct Recipients.

What are eligible projects under this program?

Traditional Section 5310 project examples include:

- buses and vans
- wheelchair lifts, ramps, and securement devices
- transit-related information technology systems, including scheduling/routing/one-call systems
- mobility management programs
- acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- travel training
- volunteer driver programs
- building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- improving signage, or way-finding technology
- incremental cost of providing same day service or door-to-door service
- purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- mobility management programs

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

What is an example of a recent local 5310 project?

Haywood Public Transit/Mountain Projects has used 5310 funding to provide transportation for human service agencies, the elderly, people with disabilities, and the general public of Haywood County. Specific services have included expanded Nutrition Access and paratransit with the service area.

5310 information continued on next page

5310 Funding Available

FY 2022's Section 5310 Allocation	
FY 2022 FTA Section 5310 Funds Available to Asheville UZA	\$511,257
Section 5310 Admin at 10%	\$51,125
Remaining Section 5310 after Admin	\$460,132
55% of 5310 Funds (Traditional)	\$253,072
35% of 5310 Funds (Other)	\$161,045

1/10/23 Update

MPO Staff (Scott Adams) incorrectly listed 55% / 35% amounts on table above, listing these percentage splits from the \$460,132 amount (90% of funding). The table below reflects 55% / 35% amounts resulting from the overall \$511,257 of funding available.

FY 2022's Section 5310 Allocation	
FY 2022 FTA Section 5310 Funds Available to Asheville UZA	\$511,257
Section 5310 Admin at 10%	\$51,125
Remaining Section 5310 after Admin	\$460,132
55% of 5310 Total Funds (Traditional)	\$281,191
35% of 5310 Total Funds (Other)	\$178,940

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

5310 Matching Requirements

Project Type	Federal Funds	Local Funds
Capital Projects	80%	20%
Operating Projects	50%	50%
ADA (equipment on vehicles)	90%	10%

5310 information continued on next page

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

5310 Current Project Descriptions

Current project submittals are summarized below.

	Project Description
Buncombe County, RIDE (Other)	Ridership Independence for the Disabled and Elderly (RIDE) Program, is a curb-to-curb, user-side subsidy transportation alternative for eligible County residents (individuals who are elderly and/or who have disabilities) that increases independence, freedom of choice, and transportation options. The program is intended to offer same-day trips, unforeseen trips, and trips unavailable through public transit. Service hours in Buncombe County are 24/7/365.
Buncombe County, SEDTAP (Traditional)	Door-to-door service for seniors/disabled on ADA compliant vans. Provides funds to support medical trips for elderly adults; demand response for customers with disabilities. 5310 funds allow more state and local funds to extend across all programs to cover transportation needs. Service hours in Buncombe County are M - Sa, 5:30 to 7:30, plus holidays.
City of Asheville, Paratransit (Traditional)	ADA complementary paratransit service that allows COA to offer service citywide in Asheville and within 1 mile on routes traveling outside of the City of Asheville. Service hours in the City of Asheville and some areas of Buncombe County are M-Sa, 5:26 to 11:55; Su, 7:30 to 6:35, plus holidays.
LOSRC Senior Companions (Other)	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 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. Service hours in Buncombe and Henderson Counties are M-Su, 8 to 5, plus holidays.
Madison County Transportation Authority (Other)	Expand transportation services for elderly and disabled residents of Madison County within the FBRMPO planning area to meal sites, medical appointments, etc. Funds cover the cost of driver and operations. Service hours in Madison County, with connecting service to Buncombe County (medical, etc.) are M-F 8 to 4:30, no current County holiday service.

5310 information continued on next page

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

5310 Current Funding Requests

NOTE: MPO Staff (Scott Adams) wrote the summary of funds available (immediately below) based on a 55% / 35% split of \$460,132. A corrected 55% / 35% of \$511,257, in total 5310 funds, is shown on the next page.

There are currently more funds being requested than are available. Assuming a 55/35% split, there's a \$14,647 shortfall for Traditional Projects and \$51,469 for Other Projects, shown below.

The 55% allotment for Traditional Projects is a “floor”, not a “ceiling”, so if the two Traditional Projects (Buncombe County SEDTAP and City of Asheville Paratransit) are funded at 100% of their funding requests, this requires a 58/32% split. Current funding availability is shown as a percentage of current funding requests (94.53% capacity for Traditional Requests, 75.78% capacity for Other Requests under the 55/35% scenario; 100% and 68.89% under the 58/32% scenario).

	Total Funds Available	Total Funds Requested	Total Funds DIFF	Percent of Funds Available out of Funds Requested
55% of 5310 Funds (Traditional)	\$253,072	\$267,720	(\$14,648)	94.53%
58% of 5310 Funds (Trad), Transfer of \$14,648 for 100% funding	\$267,720	\$267,720		100.00%
35% of 5310 Funds (Other)	\$161,046	\$212,516	(\$51,470)	75.78%
32% of 5310 Funds (Other), Reduced by \$14,648	\$146,398	\$212,516	(\$66,118)	68.89%

5310 information continued on next page

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Under a 55% / 35% split of total 5310 funds available (\$511,257) and assuming a 10% administrative set-aside for the City of Asheville, 5310 Other projects faced a \$33,576 shortfall. (see below)

	Total Funds Available	Total Funds Requested	Total Funds DIFF	Percent of Funds Available out of Funds Requested
55% of 5310 Funds (Traditional)	\$281,191	\$267,720	\$13,471	105.03%
35% of 5310 Funds (Other)**	\$178,940	\$212,516	(\$33,576)	84.20%

Under a 55% / 45% split of total 5310 funds available (\$511,257) (with no 10% administrative set-aside for the City of Asheville), a \$31,021 surplus (6% of total 5310 funding) remains. (see below) On 1/10/23, the 5307 Transit Sub-Recipients Group (plus Madison County Transportation Authority and Land of Sky Regional Council – Senior Companions) members met to discuss the funding shortfall. The City of Asheville agreed to forgo its 10% administrative set-aside for FY 2022 in order to fully fund all 5310 projects.

	Total Funds Available	Total Funds Requested	Total Funds DIFF	Percent of Funds Available out of Funds Requested
Total 5310 Funds	\$511,257			
10% Admin* (City of Asheville)	\$51,126			
55% of 5310 Funds (Traditional)	\$281,191	\$267,720	\$13,471	105.03%
45% of 5310 Funds (Other)	\$230,066	\$212,516	\$17,550	108.26%
Remaining Funds After Meeting 100% of Project Funding Requests (i.e. sum of \$13,471 and \$17,550)		\$31,021		
Remaining Funds After Meeting 100% of Project Funding Requests, Percentage of Total Funds**		6%		

* Up to 10% of a Designated Recipient's Fiscal Year Apportionment *may* be used to fund administration costs. The 10% admin. share for City of Asheville is not an FTA requirement. (Source: FTA Circular C 9070.1 G, Ch. 3, Sec. 12, RECIPIENT ADMINISTRATIVE EXPENSES)

** City of Asheville can still be allocated 6% Admin. set-aside

5310 information continued on next page

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

		Buncombe County RIDE (Other)	Buncombe County SEDTAP (Trad)	City of Asheville Paratransit (Trad)	LOSRC Senior Companions (Other)	Madison County Transportation Authority (Other)
	Score (out of 100 points)	90	95	95	83	85
1/10/23 Alt. - City of Asheville forgoes 10% Admin. set-aside (gets 6% instead); all projects 100% funded	Requested Amount	\$42,482	\$57,720	\$210,000	\$136,620	\$33,414
	Funded Amount	\$42,482	\$57,720	\$210,000	\$136,620	\$33,414
	Funded Amount, Percent of Total Funding Available	18.47%	20.53%	74.68%	59.38%	14.52%

TCC Recommendation: Fund the 5310 projects at their requested funding levels and allocate the remaining 5310 funds (\$31,021, or 6% of total funds) to the City of Asheville for administration of 5310 funds to sub-recipients.

Action: Consider Proposed Funding Awards Through the 5310 Program

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

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 2022 Section 5310 funds allocated to the urbanized areas of our region in the Fall of 2022; and

WHEREAS, these projects were selected with the help of the MPO Prioritization Subcommittee and 5307 Sub-Recipients Work Group made up of representatives from the MPO TCC and Board;

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 acquisition of services	\$ 210,000
Buncombe County	Buncombe County Additional Elderly and Disabled Transportation	\$ 57,720
Buncombe County	RIDE Vouchers Program-Support for Taxi Services for Individuals with Disabilities	\$ 42,482
Land of Sky Regional Council Senior Companions Program (SCP)	Maintenance of Senior Companion Program in Buncombe and Henderson	\$ 136,620
Madison County	Madison County Senior Transportation to Meal Sites	\$ 33,414
City of Asheville	5310 Administrative Fee at 6%	\$ 31,021

ADOPTED: This the 19th day of January, 2023

Anthony Sutton, FBRMPO Board Chair

Attest, Tristan Winkler, Director
French Broad River MPO

Item 4C:

JARC Project Selection

Urbanized Area Formula Grants (JARC) – Section 5307

What is this program?

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation-related planning. Specifically, the **Job Access Reverse Commute (JARC)** grant program is intended to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The FBRMPO has a local resolution to use 10% of Section 5307 funds for **Jobs Access Reverse Commute (JARC)** eligible projects.

What are eligible projects under this program?

JARC funds may be used for planning, capital or operating costs of providing access to jobs and employment training for low-income individuals. The City of Asheville, as the Designated Recipient of 5307 and JARC funds in our region, reserves the right to use up to 10 percent of the JARC funding to support program administrative costs. Eligible projects could include:

- Late-night and weekend service;
- Guaranteed ride home service;
- Shuttle service;
- Expanding fixed route public transit routes, including hours of service or coverage;
- Demand-responsive van service;
- Ridesharing and carpooling activities;
- Transit-related aspects of bicycling (e.g., adding bicycle racks to vehicles, providing secure bicycle parking at transit stations, or support for bicycle sharing programs in the vicinity of transit stations).

5307/JARC information continued on next page

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

What is an example of a recent local JARC project?

Asheville Rides Transit (ART), the City of Asheville's bus transit system, has used JARC funding for Route 170 which connects downtown Black Mountain to downtown Asheville. The service provides 8 trips per day, Mon. - Sat., 5:30 a.m. - 9:30 p.m. The route offers service to the general public, and also connects to the Black Mountain Trailblazer deviated fixed route service provided by Buncombe County and operated by Mountain Mobility.

5307 (JARC) Funding Available

FY 2022's Section 5307 (JARC) Allocation

Regional JARC - FY 2022 at 10% of FTA 5307 Amount allocated to Asheville Urbanized Area	\$408,394
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5307 (JARC) Matching Requirements

Project Type	Federal Funds	Local Funds
Capital Projects	80%	20%
Operating Projects	50%	50%

5307/JARC information continued on next page

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

City of Asheville (COA) Request

The City is requesting continued funding of Asheville Rides Transit (ART) Bus Route 170, which connects downtown Black Mountain to downtown Asheville. The service provides 8 trips per day, Mon. - Sat., 5:30 a.m. - 9:30 p.m. The route offers service to the general public, and also connects to the Black Mountain Trailblazer deviated fixed route service provided by Buncombe County and operated by Mountain Mobility.

This is an Operating Project, so the City is providing 50% matching Local Funds (\$254,720 total; ~~\$205,720 from City of Asheville, \$49,000 from Town of Black Mountain~~) for a total project cost of \$509,440.

1/3/23 correction: City of Asheville and Buncombe County are contributing to \$205,720 amount; Town of Black Mountain contributing \$25,000.

	Total Funds Available	Total Funds Requested (COA)	Total Funds DIFF
Total 5307/JARC Funds	\$408,394	\$254,720	\$153,674

TCC Recommendation: Approve JARC funding request from City of Asheville. Additionally, coordinate with other potential partners (eg. Friends of Land of Sky, Recovery to Work Vanpool) for programming of remaining JARC funds (\$153,674).

Action: Consider approval of the current JARC funding request from City of Asheville.

1/10/23 Update

At a 1/10/23 meeting of the 5307 Transit Sub-Recipients Group (plus Madison County Transportation Authority and Land of Sky Regional Council – Senior Companions), the City of Asheville agreed to the following:

- Reducing its 10% administrative set-aside of 5310 funds, putting the funds (\$51,126) back into the overall 5310 fund balance.
- Submitting a second 5307/JARC application to request 100% of 5307/JARC funding, for use on other bus routes in the ART system serving JARC functions (i.e. WE1 route to Leicester, S3 route to Asheville Regional Airport, S6 route to Biltmore Town Square, W2 route from Asheville Outlets, W1 route from Pisgah View Rd./Deaverview Rd. area).

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

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 2022 JARC funds allocated to the urbanized areas of our region in the Fall of 2022; and

WHEREAS, these projects were selected with the help of the MPO prioritization subcommittee and 5307 Sub-Recipients Work Group made up of representatives from the MPO TCC and Board;

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	City of Asheville Black Mountain Transit Route 170-Continued Support for Operations	\$ 254,720

ADOPTED: This the 19th day of January, 2023

Anthony Sutton, FBRMPO Board Chair

Attest, Tristan Winkler, Director FBRMPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4D:

Safe Routes to School Application

NCDOT released a Non-Infrastructure Transportation Alternatives Program Call for Proposals in late December, 2022 with applications due February 6, 2023.

The purpose of this program:

- Enable and encourage K-12 children and teens, including those with disabilities, to walk and bicycle to school
- Make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools

Ineligible Activities:

Although funding for SRTS is flexible to allow for creative partnerships and solutions, there are certain activities and projects that are ineligible for funding. Ineligible expenses include:

- Programs and activities that do not specifically serve the stated purposes of the SRTS Program (see Purpose of SRTS).
- Projects that focus on pick-up and drop-off areas or procedures in order to make it more convenient for the drivers rather than to improve child safety and/or walking and bicycling access.
- Education programs that primarily focus on bus safety.
- Purchases of promotional or incentive materials that do not serve a training purpose.
- Purchases of bicycles, bike trailers or other equipment that does not comply with the Buy America Act

Local Match Requirements: 0% match is required but may be requested if the amount of funding requested throughout the state exceeds what is available.

Regional Background: the region used to have two Safe Routes to School Coordinators- one that covered Buncombe, Henderson, and Madison counties (in addition to others); another that covered Haywood and Transylvania counties (in addition to others.) The position that coordinated activities in Buncombe, Henderson, and Madison has been vacant since 2018. The position that covered Haywood and Transylvania expired in 2022 and was out of the Jackson County Health Department. Both positions helped to coordinate Walk to School activities, Bike Rodeos, and Safety Audits, among other activities.

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Application Proposal: the Land of Sky Regional Council proposes to apply for a new Safe Routes to School Coordinator position that would provide Education, Encouragement, and Evaluation activities to help improve student biking and walking safety in the French Broad River MPO and Land of Sky RPO Planning Areas. This would include Buncombe, Haywood, Henderson, Madison, and Transylvania counties. The application would include a request for three years of funding with additional funding to provide for the purchase of materials and attendance at trainings, workshops, and conferences.

Action: Consider Recommending a Safe Routes to School Coordinator application to NCDOT from Land of Sky Regional Council

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Item 5A:

Performance Targets

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2020

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2016 - 2020	2016 - 2020	2014 - 2018			
Fatalities (5 Year Average)	1,227.8	1,458.6	1,392.2	No	No	No
Fatality Rate (5 Year Average)	1.084	1.250	1.206	No	No	
Serious Injuries (5 Year Average)	2,812.8	4,410.2	3,362.4	No	No	
Serious Injury Rate (5 Year Average)	2.462	3.776	2.884	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	426.6	583.0	491.0	No	No	

(More information next page)

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Table 2 below shows what this determination would look like if the state’s methodology for establishing the CY 2020 goal was applied to crash data specific to French Broad River MPO.

Table 2: French Broad River MPO Safety Performance Target Achievement Determination Summary for CY 2020

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2016 - 2020	2016 - 2020	2014 - 2018			
Fatalities (5 Year Average)	45.9	49.4	52.2	No	Yes	No
Fatality Rate (5 Year Average)	0.961	0.999	1.076	No	Yes	
Serious Injuries (5 Year Average)	91.1	128.4	102.0	No	No	
Serious Injury Rate (5 Year Average)	1.879	2.593	2.067	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	13.7	18.6	17.2	No	No	

FBRMPO’s 2023 Safety Performance Targets

	Fatalities (5-year Average)	Fatality Rate (5-Year Average)	Serious Injuries (5-Year Average)	Serious Injury Rate (5-Year Average)	Non-Motorized Fatalities & Serious Injuries (5-Year Average)
2022	50.2	1.006	136.8	2.743	19.2
2023	43.7	0.876	105.6	2.096	15.1

NO ACTION REQUIRED IN JANUARY

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Item 5B:

2020 Urbanized Area

After every decennial census, the US Census Bureau releases data that determines Urbanized and Non-Urbanized areas in the country. This data plays a role in determining a number of things, but to keep it to transportation:

MPO Boundaries- the urbanized area is used as a base for what is part of the MPO and what is not. The MPO Boundary is required to consist of the urbanized area as well as the area that is expected to urbanize in the next 20 years.

Transit Funding- several FTA funding grants determine eligibility and distribution amounts based on the Urbanized Area population. These include 5303, 5307, 5310, 5311, 5339, and 5340. More information from FTA is available here: <https://www.transit.dot.gov/census>

MPO Planning Funds- The MPO's planning funds are distributed through North Carolina by a base amount of \$130,000 per MPO with the remainder distributed based on the pro-rata share of Urbanized Area Population per the most recent census.

Direct Allotment Funds- Urbanized Areas with a population greater than 200,000 receive Direct Allotment (DA) funds. These include Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP.)

Changes to the Urbanized Area Criteria Between 2010 and 2020

The US Census Bureau has adopted a number of changes to determine urban areas in 2020. Some of these include:

	2010	2020
Identification of Urban Cores	Census tract and block population density, count, and size thresholds. Use of National Land Cover Database to identify territory with a high degree of impervious land cover.	Aggregation of census blocks with a housing unit density of 425. Use of land cover data to identify territory with a high degree of imperviousness; An area will qualify as urban if it contains at least 2,000 housing units or has a

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		population of at least 5,000.
Inclusion of Non-Contiguous Urbanized Area via Jumps or Hops	Maximum hop distance 0.5 miles, maximum jump distance 2.5 miles, and no hops after jumps.	Maximum hop distance 0.5 miles, maximum jump distance 1.5 miles, and no hops after jumps. Intervening, low density blocks are not included in the urban area.
Additional Nonresidential Urban Territory	Inclusion of groups of census blocks with a high degree of impervious surface and are within 0.25 miles of an urban area.	Inclusion of groups of census blocks with a high degree of imperviousness and that are within 0.5 miles of an urban area, and have a total area of at least 0.15 square miles. Inclusion of groups of census blocks with at least 1,000 jobs (per Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES) data) and that are within 0.5 miles of an urban area.
Low-Density Fill	-	Contiguous census blocks added to already qualifying territory with a housing unit density of 200.

Other criteria have changed as well, but what's shown are the items most likely to impact the "Asheville Urbanized Area" and its boundaries.

Some of the initial information on urbanized areas was released on December 29th but, unfortunately, did not include maps. All the information released on December 29th can be found here: <https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html>

What we know from the December 29th release:

- the country's urbanized population was reduced from 80.7% to 80.0% of the population, largely as a result of the change in UZA criteria
- 4.2 million US residents formerly classified as "urban" are now "rural"
- Waynesville, NC is a new urbanized area in the region (though not large enough to require its own MPO- that would require an urbanized population of 50,000)

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-Canton, NC is new urbanized area in the region (though also not large enough to require its own MPO)

Urbanized Area	Population (2020)	Population (2010)	Square Miles (2020)	Square Miles (2010)
Asheville, NC	285,776	280,648	248.58	264.88
Brevard, NC	13,059	13,121	13.82	12.03
Waynesville, NC	24,285	-	27.60	-
Canton, NC	8,812	-	8.87	-

Maps were released on January 9th, 2023.

Maps are available here: <https://tigerweb.geo.census.gov/tigerweb/>

The MPO developed a map that shows where the urbanized area grew, shrank, or stayed the same between 2010 and 2020:

<https://www.arcgis.com/home/webmap/viewer.html?webmap=bd0e7dcb4bf44f8694e1f100bc044ff9&extent=-83.7275,35.0026,-81.6992,36.0964>

General summary:

- Haywood County's connection to the Asheville Urbanized Area has been severed
- Mars Hill's connection to the Asheville Urbanized Area has been severed
- The new Waynesville Urbanized Area is fairly large and includes most of Maggie Valley, Jonathan Creek Road, and even parts of Jackson County
- The Brevard Urbanized Area remains separate from the Asheville Urbanized Area

Potential Impacts:

Transit Funding- Haywood County transit will likely see a shift in its funding from large-urban 5307 through the City of Asheville to small-urban 5307 through NCDOT. The MPO's 5307 Suballocation Formula Study will require revisions if Haywood is no longer a subrecipient to the Asheville UZA's 5307 allocation.

MPO Dues- the dues structure of the MPO will be updated whether or not MPO membership changes to reflect 2020 census figures (2010 census figures are currently used.)

MPO Memorandum of Understanding- should the MPO's membership change, the [Memorandum of Understanding \(MOU\)](#) will need to be updated to reflect the new membership roster. Updating the MOU requires approval of every member government's council.

No Action Required at this time

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Item 6A:

Division Project Updates

Division 13 Updates:

- [Project Development Updates](#)
- [Construction Updates](#)

Division 14 Updates:

- [Project Development Updates](#)
- [Construction Updates](#)

Item 6B:

TPD Updates

Item 6C:

FHWA/FTA Updates

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Item 6D:

Committee & Workgroup Updates

Prioritization Subcommittee— met January 4th; next meeting February 1st

Points of Business/Discussion:

- 2020 Urbanized Area
- 5310/JARC Funding-> Recommended to the 5307 Subrecipients Workgroup
- Call for Planning Projects; approved two projects for inclusion in the FY 2024 UPWP
 - Woodfin-Weaverville Greenway Connection Study
 - Fletcher Cane Creek Greenway Study

Transit Operators' Workgroup—met on November 29, 2022

Points of Business/Discussion:

- FTA 5310/JARC funding applications were due by 12/15/22
- NCDOT/IMD (Integrated Mobility Division) will be working with FBRMPO and Land of Sky RPO on a Coordinated Regional Transit Plan
 - MPO Staff's current understanding of this process is that these documents can act as an update of the existing Locally Coordinated Plan (LCP, required for use of FTA 5310 Program – Enhanced Mobility of Seniors and Individuals with Disabilities
- NCDOT/IMD will post a Call for Applications for their Multimodal Planning Grant Program, date as of 11/29/22 was "January 2023"; as of 1/4/23, no current info on NCDOT/IMD website, MPO Staff will check for updates
- Next Transit Operator's Workgroup meeting: March 2023

5307 Subrecipient Workgroup- met on October 18, 2023

MPO Staff noted:

- Updated Urbanized Areas (UZAs) from US Census, statistics released end of December 2022, maps planned for release end of January 2023
- Discussion of 5307 Sub-Recipients allocation formula; MPO staff and Work Group members noted this could be reexamined once new UZA data and maps are finalized.

Citizens' Advisory Committee- met June 24th; next meeting TBD

Hellbender Trail Stakeholder Group- last meeting October 6th; next meeting TBD

- Regional Trail Forum meeting held on January 4th to continue with the aim of planning for an event in May, 2023.

Additional Items:

Recommended Actions: Accept the reports.

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Item 6E:

Legislative Updates