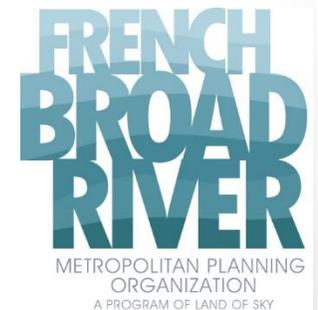


FBRMPO TCC

French Broad River MPO

January 12, 2023



5310

5310 – Initial Shortfall

- Under a 55% / 35% / 10% (City of Asheville administrative set-aside) scenario, Other projects (Buncombe County RIDE, Madison County, and LOSRC Senior Companions) would face a \$33,576 shortfall.
- Under the project-scoring system, LOSRC Senior Companions received the lowest score (83 out of 100 points) and would bear the shortfall.

	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%

5310 – Revised Funding Splits

- The City of Asheville agreed to forgo its 10% administrative set-aside for this grant cycle.
- Doing so allows for a 55% / 45% split of funds, which allows 100% funding for all projects.
- This funding structure still creates a 6% administrative set-aside available to the City of Asheville.

	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%			
<p>* Up to 10% of a Designated Recipient's Fiscal Year Apportionment <i>may</i> 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)</p> <p>** City of Asheville can still be allocated 6% Admin. set-aside</p>				

5310 – Final Project Funding Levels

		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%

5307 / JARC

5307 / JARC

- City of Asheville (COA) request to fund Route 170 (downtown Asheville to downtown Black Mountain)
- Given COA's agreement to forgo 10% of 5310 funds for administrative costs, COA will submit another 5307 / JARC application requesting 100% of 5307 / JARC funds.
- COA's request for remaining 5307 / JARC funds will fund JARC-related functions of bus lines connecting to job centers (i.e. Asheville Regional Airport, Biltmore Park Town Square).

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

SAFE ROUTES TO SCHOOL

Non-Infrastructure TAP Funding

North Carolina Safe Routes to School Program

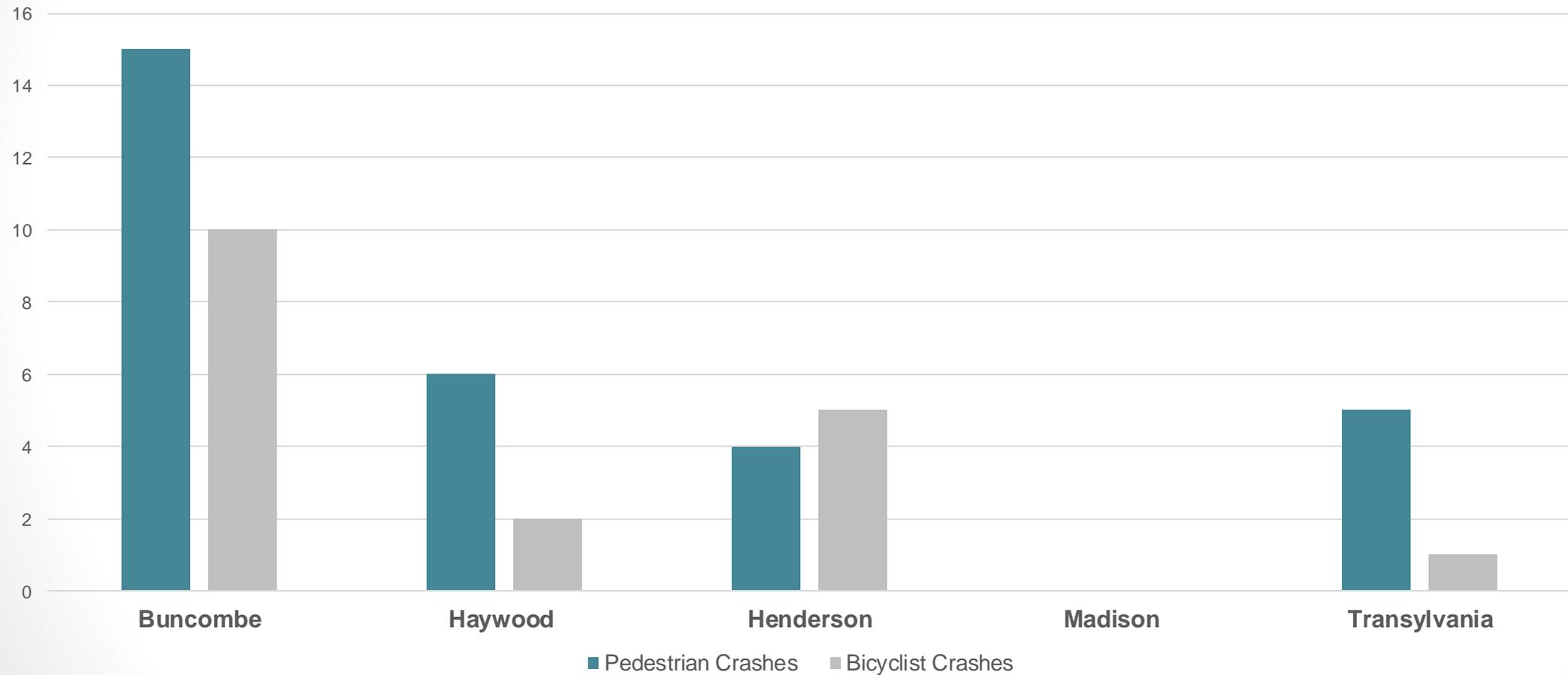
Non-Infrastructure Transportation Alternatives Program Overview



- Available for Safe Routes to School Coordinators to educate, encourage, and evaluate
 - Walk/Bike to School activities
 - Safety Training
 - Safety Audits

Youth Bike/Ped Crashes

Youth-Involved Crashes by County (2017-2021)



Potential Application

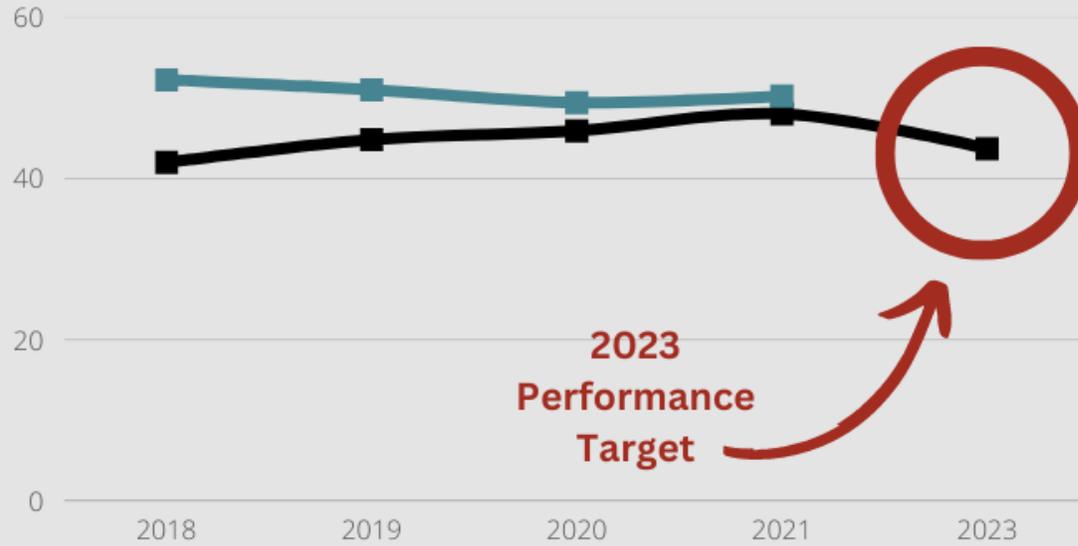
- Request Three Years of Funding for a Regional Coordinator Position
- Cover the Five-County Area (Buncombe, Haywood, Henderson, Madison, Transylvania)
- Focus Points
 - Bike to School & Walk to School activities
 - Bike Rodeos
 - Education initiatives
 - Facilitate safety audits
 - Remote drop-off areas
 - Collect travel data

- 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.
- North Carolina state targets are set in agreement with Strategic Highway Safety Plan (SHSP) goals.
 - The goal of the most recent (2019) SHSP is to **reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.**

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	

PERFORMANCE TARGETS

FBRMPO Performance Targets: Fatalities

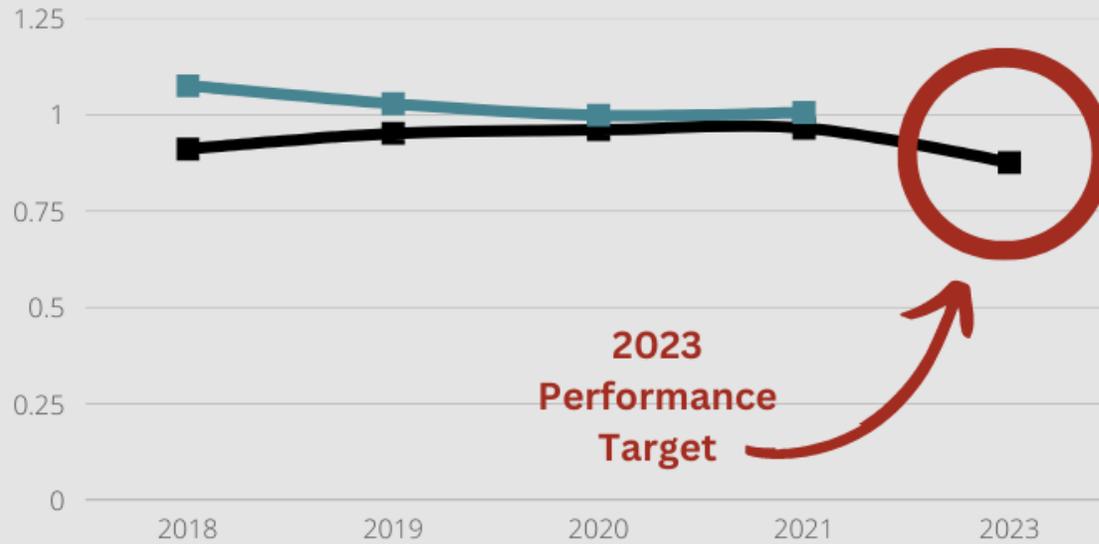


■ FBRMPO Safety Performance Targets (5-year Average)

■ FBRMPO Actual Metrics (5-Year Average)

Year	Target (5-yr Average)	Actual (5-yr Average)
2018	42	52.2
2019	44.8	51
2020	45.9	49.4
2021	48	50.2
2023	43.7	-----

FBRMPO Performance Targets: Fatality Rate

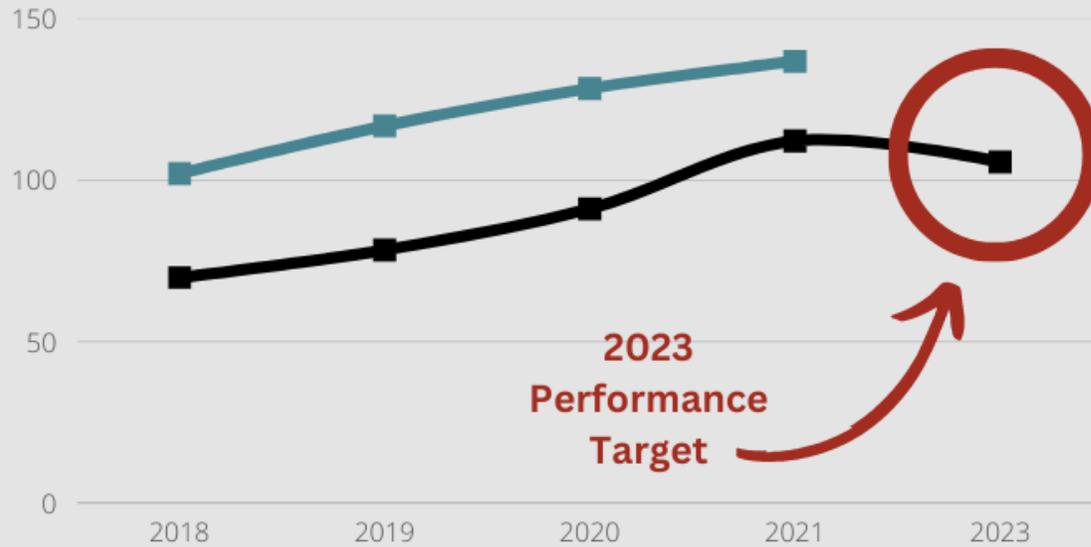


■ FBRMPO Safety Performance Targets (5-year Average)

■ FBRMPO Actual Metrics (5-Year Average)

Year	Target (5-yr Average)	Actual (5-yr Average)
2018	0.911	1.076
2019	0.952	1.029
2020	0.961	0.999
2021	0.966	1.006
2023	0.876	-----

FBRMPO Performance Targets: Serious Injuries

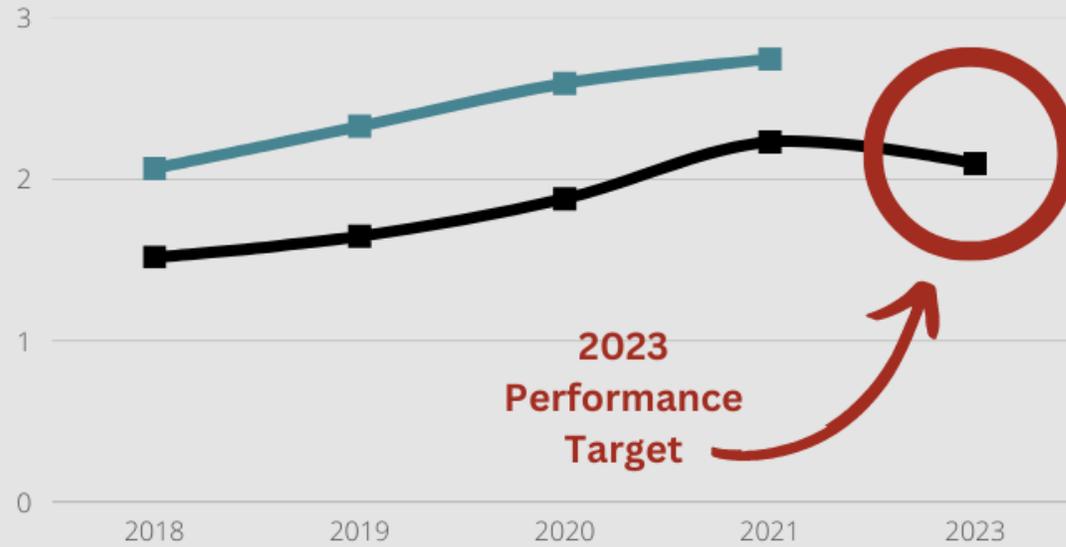


■ FBRMPO Safety Performance Targets (5-year Average)

■ FBRMPO Actual Metrics (5-Year Average)

Year	Target (5-yr Average)	Actual (5-yr Average)
2018	69.8	102
2019	78.4	116.8
2020	91.1	128.4
2021	112.2	136.8
2023	105.6	-----

FBRMPO Performance Targets: Rate of Serious Injuries

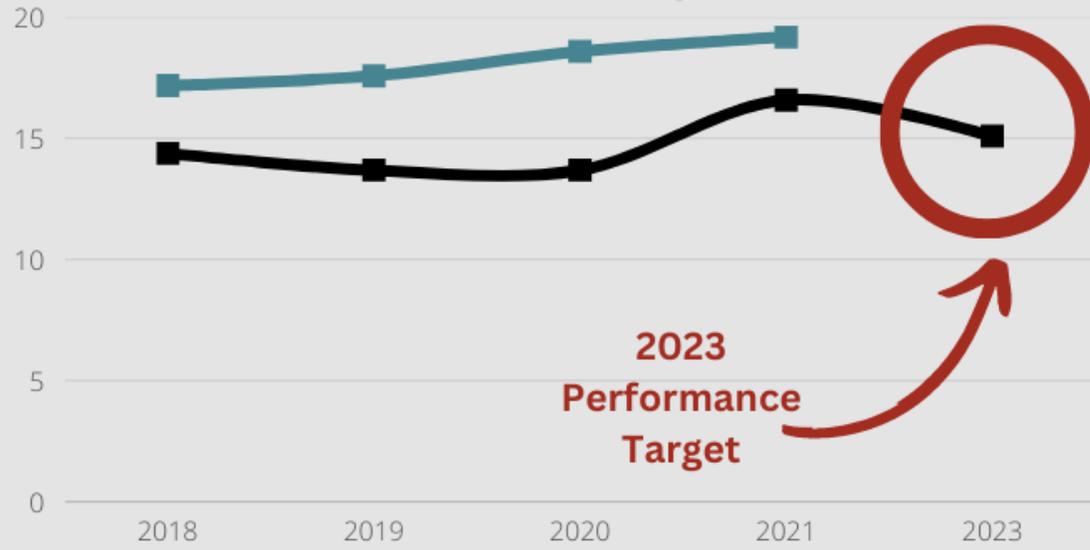


■ FBRMPO Safety Performance Targets (5-year Average)

■ FBRMPO Actual Metrics (5-Year Average)

Year	Target (5-yr Average)	Actual (5-yr Average)
2018	1.517	2.067
2019	1.646	2.327
2020	1.879	2.593
2021	2.231	2.743
2023	2.096	-----

FBRMPO Performance Targets: Non-Motorized Fatalities & Serious Injuries



■ FBRMPO Safety Performance Targets (5-year Average)

■ FBRMPO Actual Metrics (5-Year Average)

Year	Target (5-yr Average)	Actual (5-yr Average)
2018	14.4	17.2
2019	13.7	17.6
2020	13.7	18.6
2021	16.6	19.2
2023	15.1	-----

MPO's Options:

- Adopt targets defined by the State's methodology
- Use a different methodology to define our own targets
 - Would require the MPO to hire someone to monitor performance metrics

**Decision
must be made
by February
27th**

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	44.0	1.000	113.4	2.578	16.4
2009 - 2013	45.0	1.012	101.6	2.289	15.6
2010 - 2014	46.8	1.042	89.6	2.003	15.6
2011 - 2015	46.8	1.030	81.8	1.809	15.6
2012 - 2016	46.0	0.993	74.0	1.599	16.0
2013 - 2017	50.0	1.052	84.4	1.751	15.2
2014 - 2018	52.2	1.076	102.0	2.067	17.2
2015 - 2019	51.0	1.029	116.8	2.327	17.6
2016 - 2020	49.4	0.999	128.4	2.593	18.6
2017 - 2021	50.2	1.006	136.8	2.743	19.2
2023 Target*	43.7	0.876	105.6	2.096	15.1

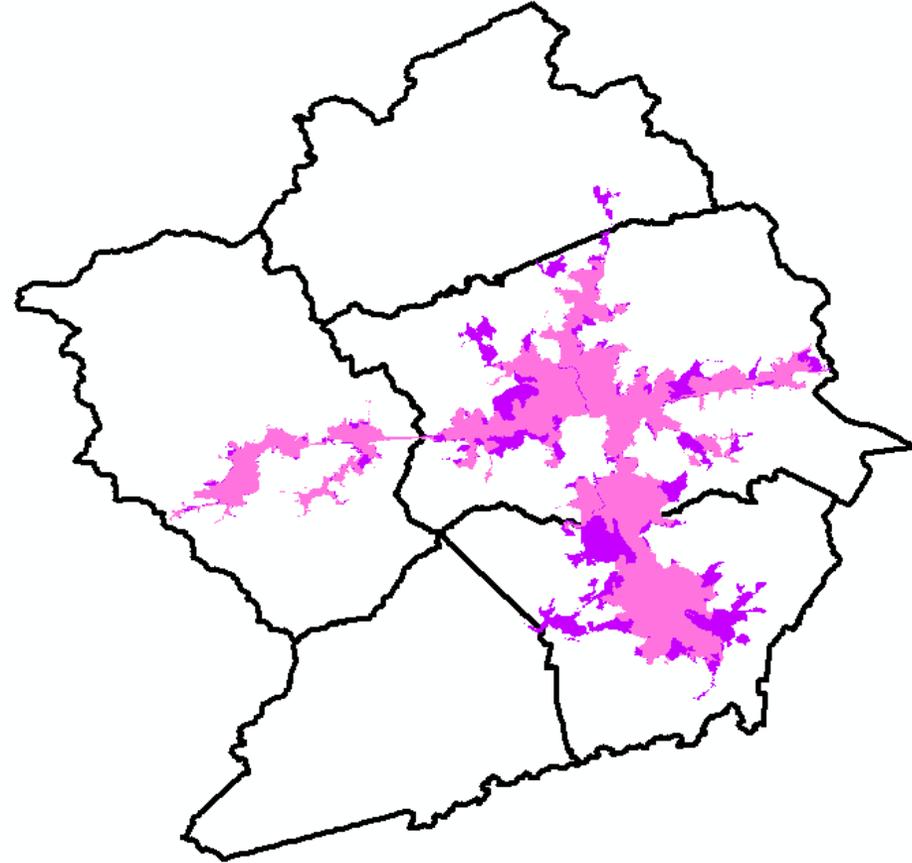
PERFORMANCE TARGETS

2020

URBANIZED AREA (UZA)

Federal Basis-Urbanized Area (UZA)

- *a densely settled core of census tracts and/or census blocks that meet minimum population density requirements,*
- *along with adjacent territory containing non-residential urban land uses*
- *as well as territory with low population density included to link outlying densely settled territory with the densely settled core.*



More on UZA

The French Broad River MPO did not draw these boundaries. They are done by the US Bureau of the Census, and the MPO is bound to do transportation planning for those areas per 23 USC § 134(e)(2)(A):

(2) Included area.— Each metropolitan planning area—

*(A) shall encompass at **least the existing urbanized area** and the contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan*

The Negotiable Part That Matters: The Metropolitan Planning Area

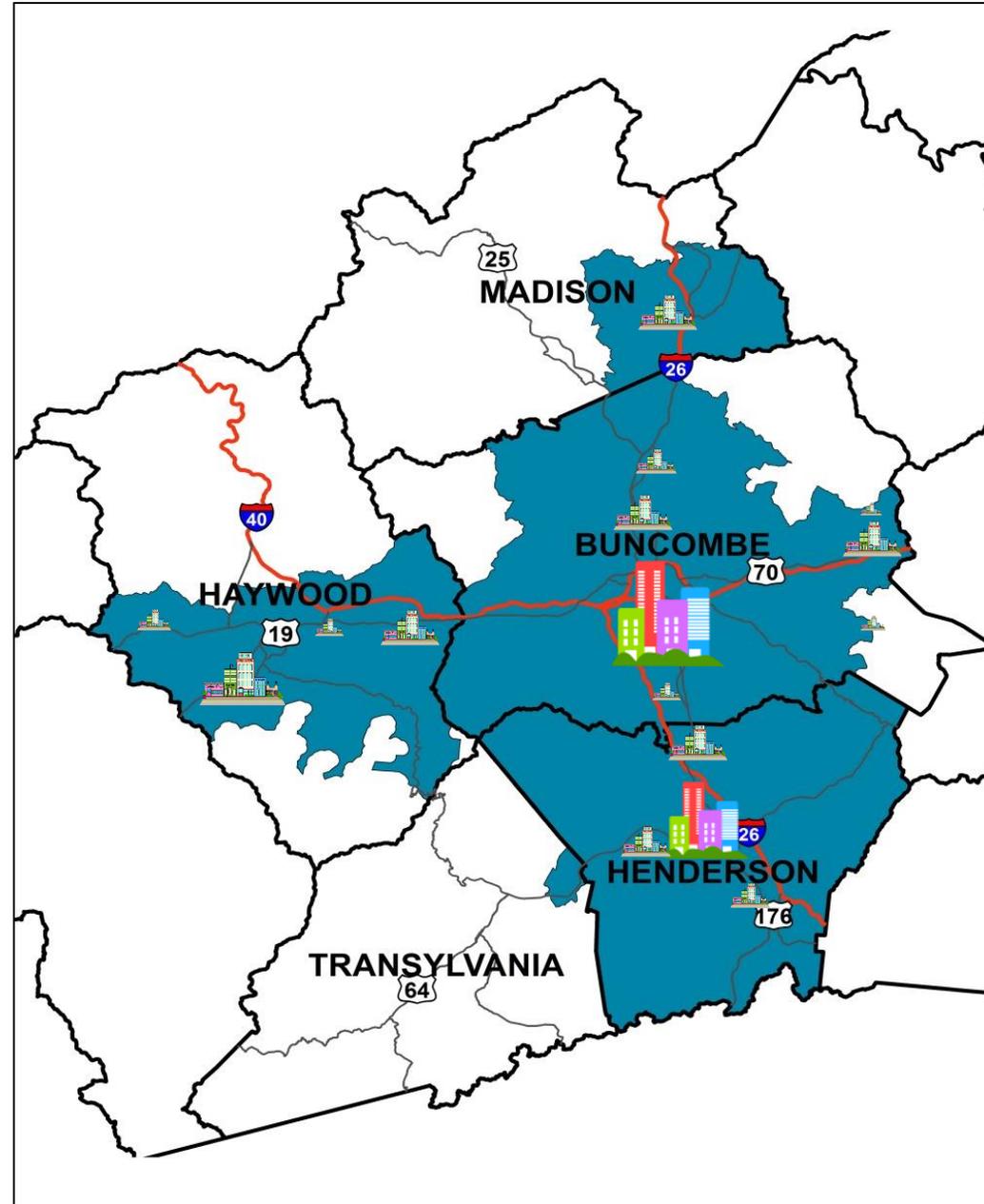
- In addition to the Census-designated UZA, the MPO is bound to do transportation planning for additional areas per 23 USC § 134(e)(2)(A):

(2) Included area.— Each metropolitan planning area—

*(A) shall encompass at least the existing urbanized area **and the contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan***

The French Broad River MPO

- Began in 60s
- Centered around Asheville
- Grew to include Henderson & Haywood in 2000, Madison in 2010

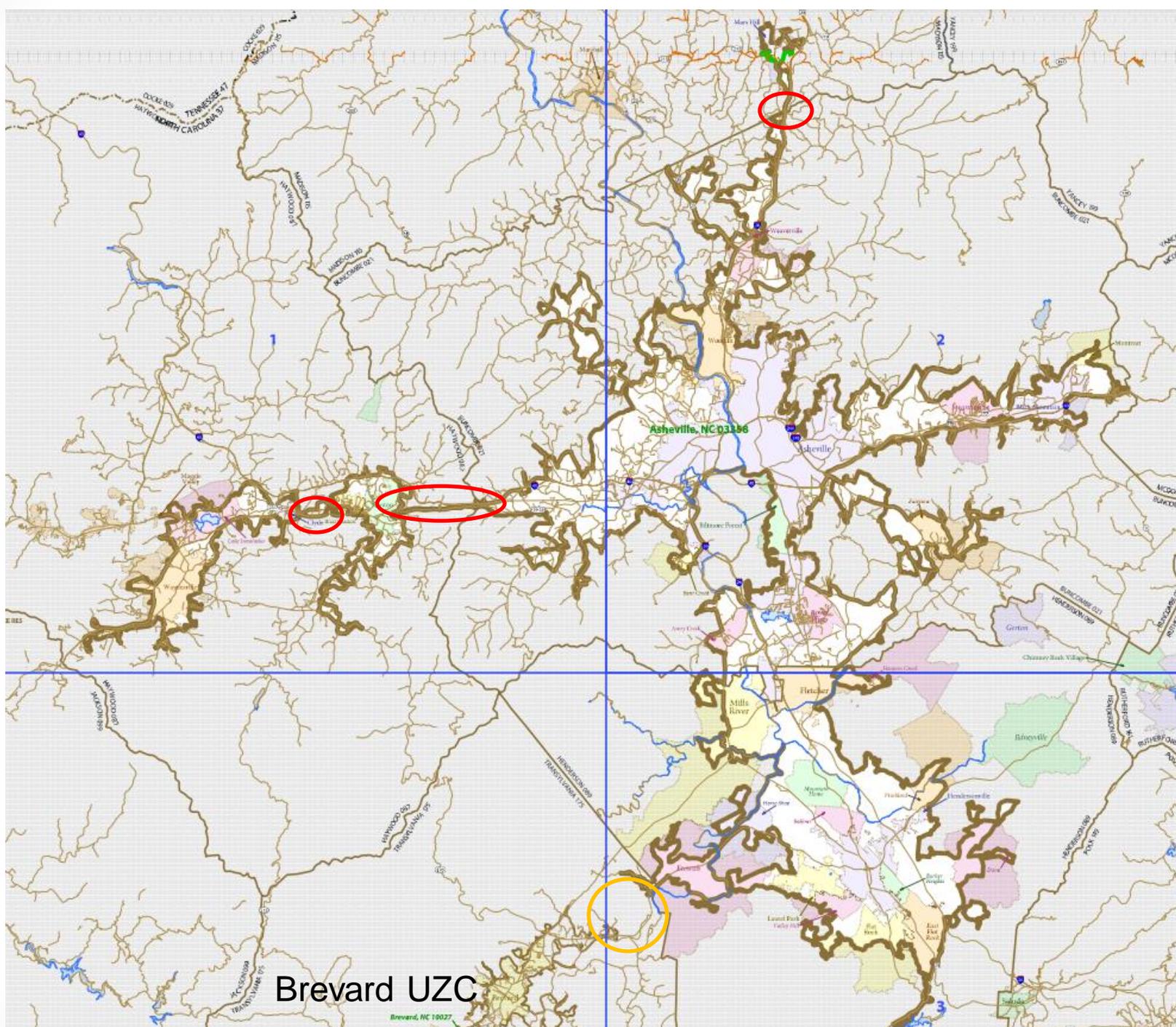


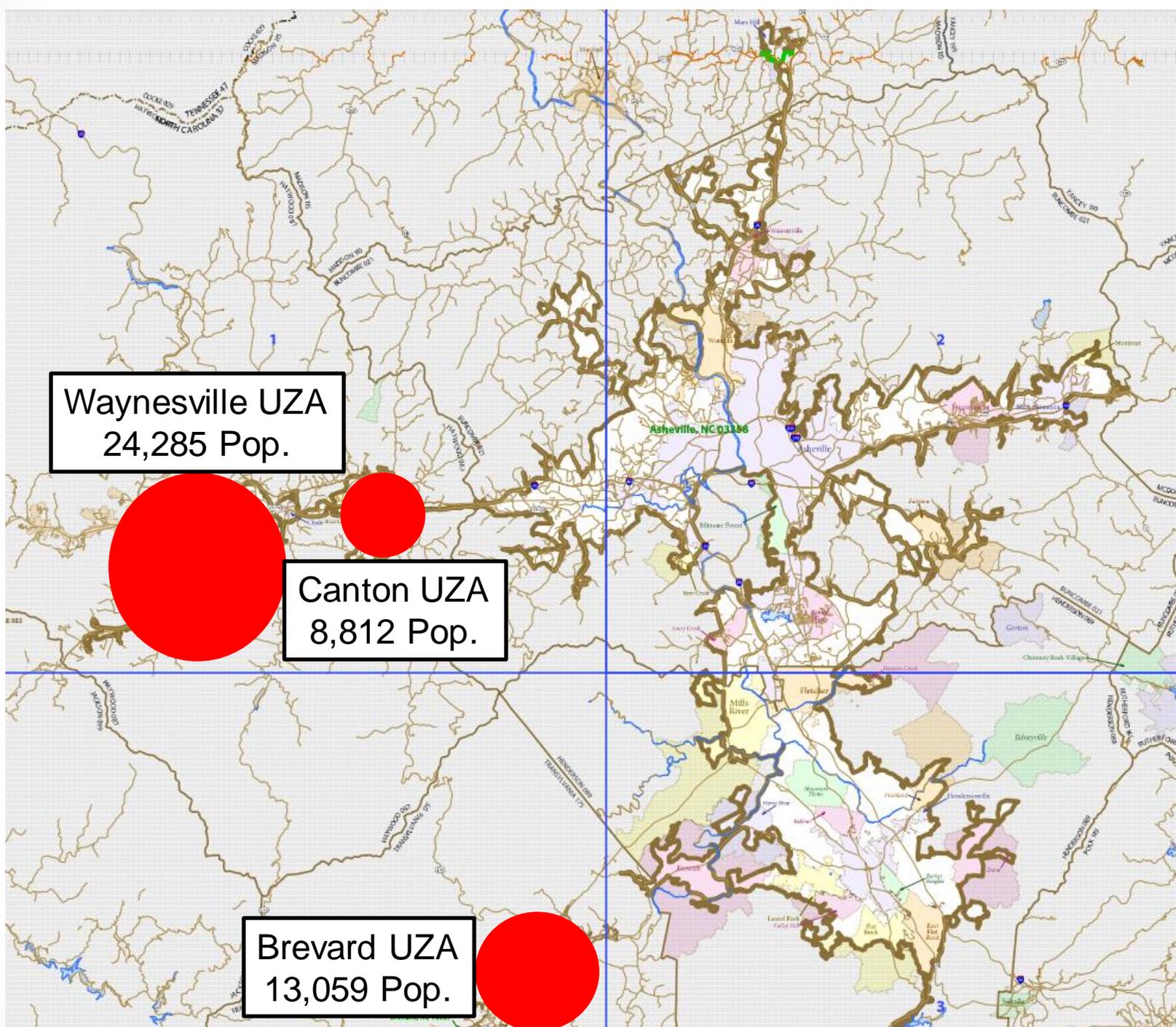
Criteria	2010 Census Criteria	2020 Census Criteria
Identification of Initial Urban Area Cores	Census tracts and blocks meeting population density, count, and size thresholds. Use of land cover data to identify territory with a high degree of impervious land cover.	Census block or aggregation of census blocks with a housing unit density of 425. Use of land cover data to identify territory with a high degree of impervious land cover.
Qualifying Urban Areas	Based on a minimum threshold of 2,500 people.	Based on a minimum threshold of 2,000 housing units <u>or</u> 5,000 people.
Urban Area Type	Urbanized areas and urban clusters identified using a 50,000-population threshold.	Urban areas are no longer distinguished as either an “urbanized area” or an “urban cluster.” All qualifying areas are designated as an “urban area.”

Changes to the 2020 Urbanized Area Criteria

Changes to the 2020 Urbanized Area Criteria

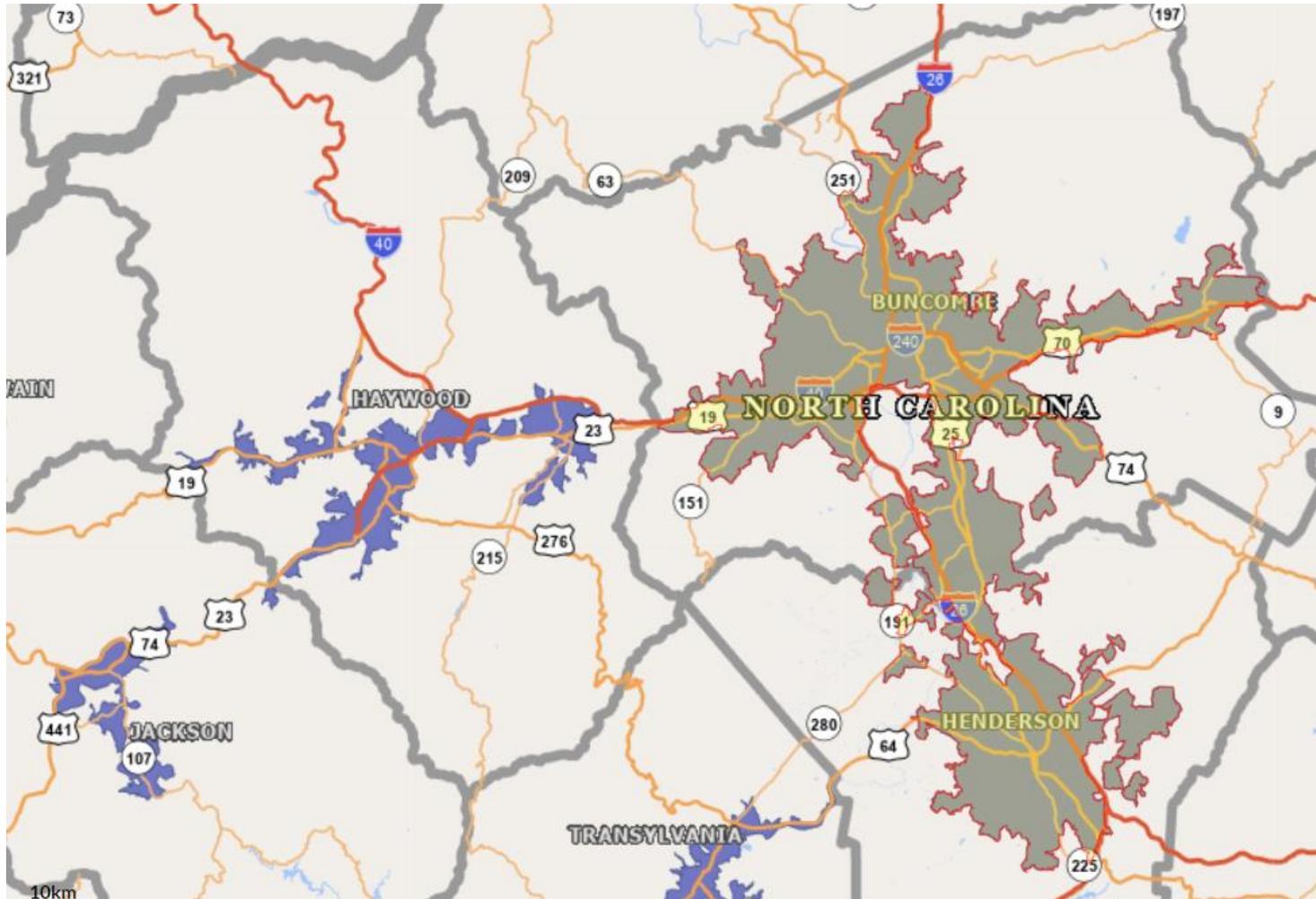
Inclusion of Noncontiguous Territory via Hops and Jumps	Maximum hop distance 0.5 miles, maximum jump distance 2.5 miles. Intervening low-density jump corridor blocks included in urban area.	Maximum hop distance 0.5 miles, maximum jump distance 1.5 miles. Intervening low-density jump corridor blocks not included in urban area.
---	---	---





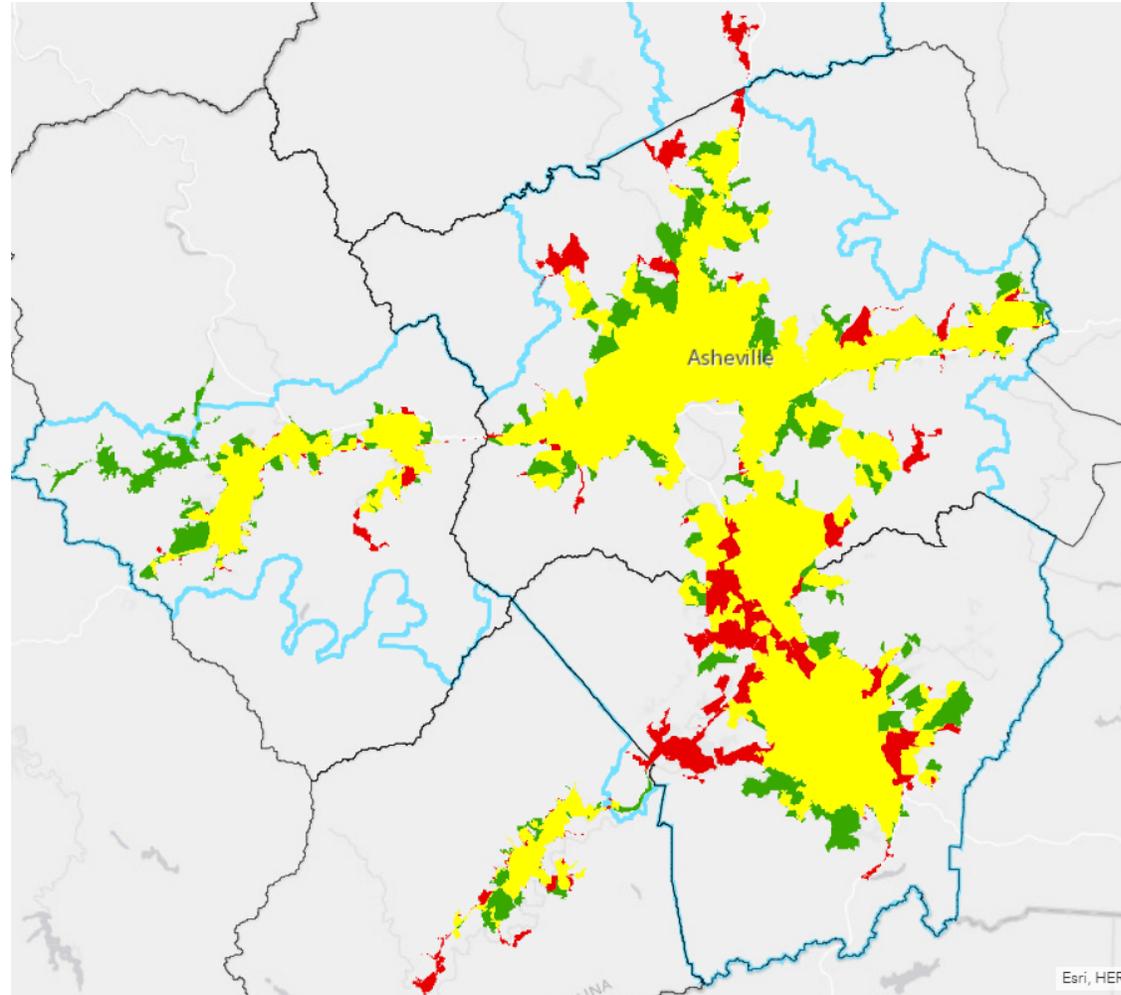
2010 UZA

Urban Area Maps



<https://tigerweb.geo.census.gov/tigerweb/>

Changes in the Urban Areas



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

Asheville UZA

	2010	2020
Population	280,648	285,776
Square Miles	264.88	248.58

1.83% increase in urbanized population

NC Urbanized Population

	2010	2020
Urbanized Population	6,301,756	6,964,727
Urbanized % of Total Population	66.1%	66.7%

10.52% increase in urbanized population

Next Steps

- Maps released this week
- Discussions to Consider Direction from Local Governments
- If the MPO Membership Remains the Same
 - No Changes Needed to the MOU
 - Dues per Local Government Will Be Recalculated with 2020 Population
- If (any) Member Governments Leave the MPO
 - Changes Needed to the MOU, Will Require Sign-Off From Every Member Council
 - Dues Structure Likely to Significantly Change
- Likely Impacts to Haywood
 - Transit- Funding Likely to Change to 5307 Small-Urban (Through FTA, Not CoA)
 - MPO Membership determines PL, STBGDA, TAPDA, and CRPDA eligibility
 - Incomplete LAPP projects will need discussions

LEGISLATIVE UPDATES

Federal Updates

- Guidance on Greenhouse Gas rules:
<https://www.govinfo.gov/content/pkg/FR-2023-01-09/pdf/2023-00158.pdf>
- FTA Areas of Persistent Poverty NOFO released:
<https://www.federalregister.gov/documents/2023/01/09/2023-00168/fiscal-year-2023-competitive-funding-opportunity-areas-of-persistent-poverty-program>
- EPA has announced its intention to propose reducing the PM 2.5 standard from 12.0 PPM to 9.0-10.0 PPM <https://www.epa.gov/pm-pollution/national-ambient-air-quality-standards-naaqs-pm>

Federal Updates

Opening Date	NOFO	Operating Administration/Office	Closing Date (to be added for each program after the NOFO is issued)
Winter 2023	Charging and Fueling Infrastructure	Federal Highway Administration	
Winter/Spring 2023	Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) – Discretionary	Federal Highway Administration	
March - April 2023	Natural Gas Distribution Infrastructure Safety and Modernization Program	Pipeline and Hazardous Materials Safety Administration	
April 2023	Safe Streets and Roads for All Grant Program	Office of the Secretary	
April 2023	Ferry Programs: Electric or Low-Emitting Ferry Program ; Ferry Service for Rural Communities Program ; Passenger Ferry Boat Program	Federal Transit Administration	
May 2023	Transit-Oriented Development Pilot Program	Federal Transit Administration	

Upcoming NOFOs: <https://www.transportation.gov/bipartisan-infrastructure-law/key-notice-funding-opportunity>

NCDOT Bike Helmet Initiative

- <https://connect.ncdot.gov/projects/BikePed/Pages/Bicycle-Helmet-Initiative.aspx#:~:text=In%20an%20effort%20to%20keep,government%20and%20non%2Dgovernment%20agencies.>
- Applications due February 3rd