

French Broad River Metropolitan Planning Organization Meeting
Minutes from the Governing Board Meeting on January 19, 2023

Attendance:

In-Person and Remote via the Zoom Platform:

Anthony Sutton (Waynesville Council)	Jennifer Hensley (City of Hendersonville)
Tristan Winkler (FBRMPO)	Scott Adams (FBRMPO)
Hannah Bagli (FBRMPO)	Kevin Ensley (Haywood Commission)
Kim Roney (Asheville Council)	Logan DiGiacomo (FBRMPO)
Bob Davy (Fletcher Council)	Troy Wilson (NCDOT Division 14)
Bill Lapsley (Henderson Commission)	Catherine Cordell (Weaverville Council)
Amanda Edwards (Buncombe Commission)	Parker Sloan (Buncombe Commission)
Jane Pies (LOSRC – Minutes)	Bill Marley (FHWA)
Daniel Sellers (NCDOT TPD)	Tom Widmer (Montreat Council)
Steve Williams (NCDOT Division 14)	Stephen Sparks (NCDOT Division 13)
George Banta (Laurel Park Council)	Rebecca McCall (Henderson Commission)
Shanon Gonce (Mills River Council)	Chuck McGrady (NCBOT Division 14)
Bob Davy (Fletcher Council)	

WELCOME, INTRODUCTIONS & ROLL CALL

Anthony Sutton called the meeting to order at 1:01 PM and welcomed everyone. He read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. No conflicts were noted with the business before the body.

Quorum was announced to conduct the business of the Board.

CONSENT AGENDA

Kim Roney moved to approve the consent agenda consisting of the November 2022 meeting minutes and the TAC agenda, and the Resolutions of Support for the Swannanoa Greenway Feasibility Study, the NC 251 Sidewalks Feasibility Study, the Gabriel Creek & Banjo Branch Greenway Feasibility Study, the Above the Mud Greenway Feasibility Study and the Fonta Flora Trail Feasibility Study. Shanon Gonce seconded the motion which carried unanimously upon a roll call vote.

BUSINESS

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.

Kevin Ensley moved to elect Anthony Sutton as MPO Board Chair. Tom Widmer seconded motion which carried upon a roll call vote.

Shanon Gonce moved to elect Jennifer Hensley as MPO Vice Chair. Anthony Sutton seconded and the motion carried upon a roll call vote.

BUSINESS

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

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 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

5310 Matching Requirements

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

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 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%

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%	
<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 ** City of Asheville can still be allocated 6% Admin. set-aside</p>		

		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	\$42,48 ₂	\$57,720	\$210,000	\$136,62 ₀	\$33,414
	Funded Amount	\$42,48 ₂	\$57,720	\$210,000	\$136,62 ₀	\$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.

Matt Wechtel moved to fund the 5310 projects at requested funding levels and allocate the remaining 5310 funds to the City of Asheville for administration of 5310 funds to sub-recipients. Jennifer Hensley seconded the motion which passed upon a roll call vote.

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
 FBRMPO

 Attest, Tristan Winkler, Director

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).

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

5307 (JARC) Matching Requirements

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

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).

Shanon Gonce moved to approve the JARC funding request from City of Asheville, and coordinate with potential partners for programming of remaining JARC funds. Jennifer Hensley seconded the motion which passed upon a roll call vote.

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).

**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

Application to NCDOT for TAP Non-Infrastructure Funds

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.

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.

Jennifer Hensley moved to recommend a Safe Routes to School Coordinator application to NCDOT from Land of Sky Regional Council. **Parker Sloan** seconded the motion which carried upon a roll call vote.

INFORMATIONAL ITEMS

Performance Targets

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	

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	

INFORMATION ONLY. NO ACTION REQUIRED.

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

		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)

-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 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.

INFORMATION ONLY. NO ACTION REQUIRED.

REGULAR UPDATES

Division 13 Updates:

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

Division 14 Updates:

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

TPD Updates were provided

FHWA/FTA Updates were provided

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.

PUBLIC COMMENT

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

ADJOURNMENT

Anthony Sutton adjourned the meeting at 2:24 PM as there was no further business.