

## **French Broad River Metropolitan Planning Organization**

Minutes from the TCC Hybrid Meeting on August 10, 2023

### **Minutes**

#### **ATTENDANCE:**

In-person and remote via Zoom:

Autumn Radcliff (Chair)	Henderson County
Steve Williams	Division 14
Jessica Morris	City of Asheville Transit
Dylan Casper	Buncombe County Transit
Jessica Trotman	Town of Black Mountain
Lucy Crown	City of Asheville
Jodie Ferguson	Haywood County
Suzette Morales	FHWA
Sam Cullen	Town of Maggie Valley
Janna Bianculli	Henderson County Transit
Erica Anderson	Land of Sky Regional Council
Daniel Cobb	Town of Mills River
Hannah Cook	Division 13
Pat Christie	Village of Flat Rock
Matt Manley	City of Hendersonville
Mark Bieberdorf	Town of Fletcher
Vicki Eastland	Land of Sky RPO
Harry Buckner	Town of Biltmore Forest
William High (Vice-Chair)	Buncombe County
Ashley Featherstone	Air Quality

Members Without Representation Present:

Town of Mars Hill
Madison County
Town of Weaverville
Town of Woodfin
Town of Canton
Town of Clyde
Town of Waynesville
Town of Laurel Park
Haywood County Transit

Additional Attendees:

Tristan Winkler	Scott Adams	Jon Barsanti	
Logan DiGiacomo	Jane Pies (Minutes)	Asha Rado(Minutes)	Hannah Bagli
Teresa Robinson	Alexius Farris	RH Darnell	David Gildersleeve

**WELCOME AND HOUSEKEEPING**

Autumn Radcliff called the meeting to order and welcomed everyone at 11:04AM. A roll call followed, and a quorum was established to conduct the business before the meeting.

**PUBLIC COMMENT**

Autumn Radcliff opened the floor for public comment. No public comments were received.

**CONSENT AGENDA**

***William High moved to accept the consent agenda including the minutes from the June 2023 meeting, and the Amendments to the FY 2024 Unified Planning Work Program (UPWP), and the TCC agenda. Vicki Eastland seconded the motion which passed upon a roll call vote.***

**BUSINESS**

**Letter of Support- NCDOT Protect Grant Application**

**What is the Protect Program?**

339 New Leicester Highway, Suite 140 • Asheville, NC 28806 • [www.fbrmpo.org](http://www.fbrmpo.org)  
Long-Range Transportation Plan • Transportation Improvement Program  
Highway Planning • Bicycle and Pedestrian Planning • Transit Planning • Air Quality  
Public Involvement

The Protect Program was established in 2021 by the Bipartisan Infrastructure Law (BIL.) The BIL established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

**What is NCDOT Proposing in their Grant Application?**

The proposed project is BLUE RIDGE (Bridge Longevity Upgrades to Enhance Resiliency, Increase Dependability, and Grow Equity). BLUE RIDGE includes replacement of (3) bridges in Buncombe County, replacement of (1) bridge in Madison County, and lining (3) culverts in Madison County.

The Honorable Peter Buttigieg  
U.S. Secretary of Transportation  
U.S. Department of Transportation 1200 New Jersey Avenue, SE Washington, DC 20590

Dear Secretary Buttigieg,

I would like to express my strong support for the North Carolina Department of Transportation's (NCDOT's) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Grant application titled BLUE RIDGE (Bridge Longevity Upgrades to Enhance Resiliency, Increase Dependability, and Grow Equity) for the rehabilitation or replacement of five structures in Buncombe and Madison Counties. These structures serve as critical connections for rural communities and residents to vital services such as employment hubs, educational institutions, and medical centers. Each structure is in critical need of rehabilitation or replacement due to reoccurring natural hazards such as flooding caused by climate change. Major structure improvements are necessary to increase the resiliency of the region, restore the natural environment, and ensure necessary accessibility to vital community services.

Should any bridge need to be closed due to its structural deficiencies or impacts from flood events, there are very few viable detour options to ensure continued access. The detours for these bridges are not all suitable for truck traffic, contain functionally obsolete bridges, and increase travel distance by an average 17 miles. This would significantly impact the nearby communities due to increased travel times and decreased access to vital services.

Western North Carolina and the French Broad River MPO's transportation network is constrained by the Appalachian Mountains as well as numerous rivers and streams, leading to a network with limited redundancy and connectivity. Many communities throughout the region rely on single or limited access points. With increasing extreme weather events impacting our region, these communities are at an elevated risk of being isolated in the event of weather- or other- events. Providing more resilient infrastructure is key to adapting our region to increasing natural challenges.

As a regional transportation priority, the improvements to the five structures will provide reliable connectivity and increase the resiliency of the surrounding communities and the region, while repairing the surrounding natural environments. Thank you for your favorable consideration of this important project.

Sincerely,  
Anthony Sutton  
Chair, French Broad River MPO Board

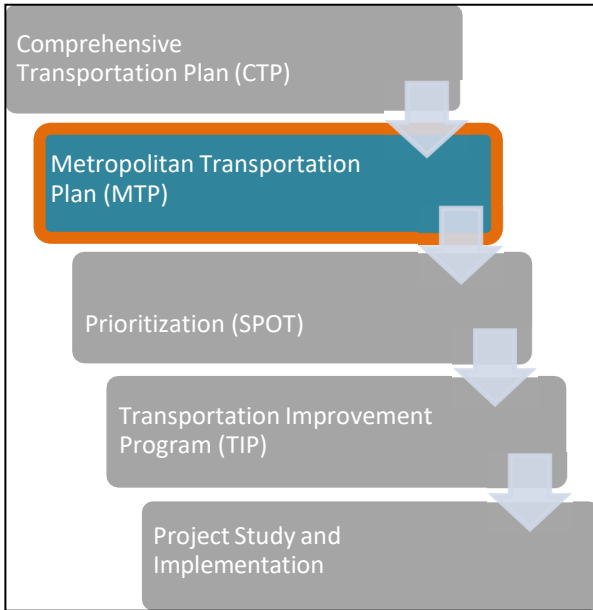
Tristan Winkler presented.

***William High moved to accept the Letter of Support-NCDOT Protect Grant Application. Steve Williams seconded the motion which passed unanimously upon a roll call vote.***

### **Amendments to the 2045 Metropolitan Transportation Plan (MTP)**

#### **Very Brief Overview**

The Metropolitan Transportation Plan (MTP) is a federally-required planning document that MPOs are required to update and maintain to reflect planned transportation investments in the region over the next twenty-five years. The MTP is required to be fiscally constrained, meaning that projects in the MTP have to be reasonably expected to work within projected revenues. The French Broad River MPO is required to update its MTP every five years with the last update completed in September, 2020 (not including amendments.)



The amendments being proposed move horizon year dates for seventeen projects. Horizon year dates are added to the MTP to reflect projects that are expected to be completed between 2020-2030, 2031-2040, and 2041-2045. Due to cost increases reflected in the Draft 2024-2033 State Transportation Improvement Program (STIP), a number of projects in the 2045 MTP expected to be completed by 2030 are now being pushed back to 2040, 2045, or even further out (what are called “Outer Years.”)

Tristan Winkler presented.

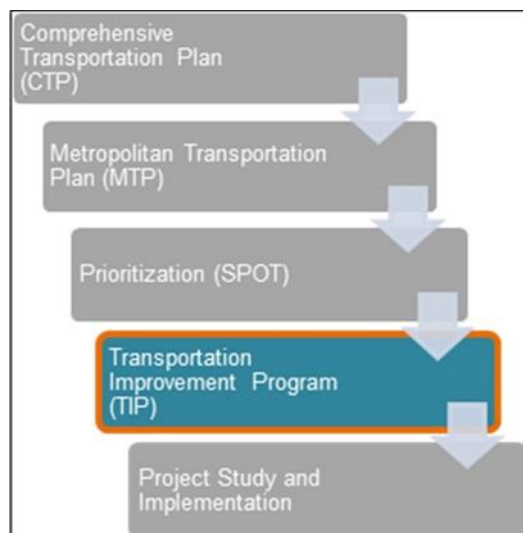
Autumn Radcliff suggested we hear Items 4B/4C/4D be presented and then a motion be placed for all three together. All agreed.

***Vicki Eastland moved to recommend the Amendments to the 2045 Metropolitan Transportation Plan to the Board for approval. Lucy Crown seconded the motion which passed unanimously upon a roll call vote.***

## **Adoption of the 2024-2033 Transportation Improvement Program (TIP)**

### **What is the Transportation Improvement Program (TIP)?**

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period. The TIP describes each project, a schedule for implementation, funding sources, and estimated costs. The TIP is a subset of the State Transportation Improvement Program (STIP).



### **Development of the 2024-2033 Transportation Improvement Program (TIP)**

The cycle to update the STIP for 2024-2033 began in fall 2019. Due to rising costs for the projects funded in the currently adopted 2020-2029 STIP, little to no funding was projected to be available for new projects in the next STIP. Therefore, in August 2021, the Prioritization Workgroup and the N.C. Board of Transportation decided that the current prioritization cycle (P 6.0) would be halted and the 2024-2033 STIP would be developed using existing projects from the currently adopted 2020-2029 STIP.

### **2024-2033 TIP Adoption Timeline**

DATE	EVENT
June 2023	2024-2033 STIP Adopted by North Carolina Board of Transportation
July, 18 <sup>th</sup> , 2023 – August 17 <sup>th</sup> 2023	French Broad River MPO 2024-2033 Public Comment Period Opens
August 17 <sup>th</sup> , 2023 1:00 pm Board Meeting	2024-2033 TIP presented to MPO Board for Adoption

### **Public Comment Period**

The public comment period prior to the adoption of the 2024-2033 TIP is NOW OPEN! Those who wish to give public comments may do so via the following options:

1. Via a comment submittal form on the MPO website (<https://frenchbroadrivermpo.org/2024-2033-transportation-improvement-program-tip/>) before 5 pm on August 16<sup>th</sup>
2. By email at [mpo@landofsky.org](mailto:mpo@landofsky.org) before 5 pm on August 16<sup>th</sup>
3. By phone at (828)-251-6622 before 5 pm on August 16<sup>th</sup>
4. At the MPO Board meeting (virtually or in-person) held at the Land of Sky Regional Council Office on August 17<sup>th</sup> at 1:00 pm.

### **Accessing the 2024-2033 TIP**

A .pdf version of the 2024-2033 TIP is available on the MPO website

(<https://frenchbroadrivermpo.org/2024-2033-transportation-improvement-program-tip/>)

On the same page, an interactive version of the TIP is also available. This tool allows for in-depth exploration of each project's timeline and funding, along with an interactive map of projects. This project can be used to search for projects by TIP ID, Route, Division, County, Lead Agency, and more.

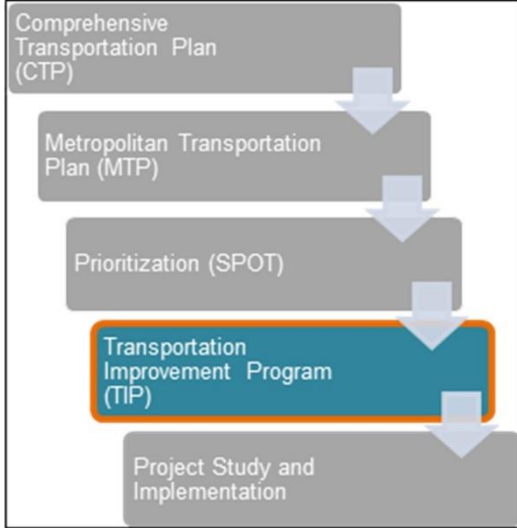
Logan DiGiacomo presented. Tristan Winkler added that this has been a tough and long process to develop TIP, it is a culmination of a lot of cost increases and pandemic shock to revenues from transportation. He discussed which projects we lost and explained why. He also gave a more in-depth description of the new website addition.

***Vicki Eastland moved to recommend to the Board for adoption the 2024-2033 Transportation Improvement Program (TIP). Lucy Crown seconded the motion which passed unanimously upon a roll call vote.***

### **Amendments to the 2020-2029 Transportation Improvement Program (TIP)**

#### **What is the Transportation Improvement Program (TIP)?**

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period. The TIP describes each project, a schedule for implementation, funding sources, and estimated costs. Current items are for modification of existing projects. No new projects or amendments are included for March, 2023.



## Modifications Summary

Modifications to the TIP primarily consist of various Vulnerable Road User studies. Beyond that, highway safety project HS-2014O will add \$20,000 for right-of-way that was not previously programmed, and EB-5945 will be removed from the TIP at the request of the division.



## FBRMPO 2020-2029 TIP Amendments

August 2023

TIP/STIP No.	Jurisdiction/Project Name/Limits	Category	Amendment Description	Funding Type	Current Phase	Funding Amt	FY
EB-5945	Champion Drive - Construct multi-use path. (North Canton Rd - Thickety Rd)	Non-Highway (Bike & Ped)	REMOVE PROJECT AT THE REQUEST OF THE DIVISION.	BGDA	Right-of-Way	\$307,000	2023
				Local Match	Right-of-Way	\$77,000	2023
HS-2014O	US 64, Install Traffic Signal (SR 1586 (South Mills Gap Rd) - Tuttle Road)	Highway & Intersection	ADD RIGHT-OF-WAY NOT PREVIOUSLY PROGRAMMED.	HSIP	Right-of-Way	\$20,000	2023
				HSIP	Construction	\$55,000	2023
HS-2028DIV	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$300,000	2023



## FBRMPO 2020-2029 TIP Amendments

August 2023

TIP/STIP No.	Jurisdiction/Project Name/Limits	Category	Amendment Description	Funding Type	Current Phase	Funding Amt	FY
HS-2028REG	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$30,000	2023
HS-2028SW	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$400,000	2023
HS-2029DIV	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$300,000	2023

7/24/2023

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*\*Federal*



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HS-2029REG	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$300,000	2023
HS-2029SW	VARIOUS, VULNERABLE ROAD USER PEDESTRIAN / BICYCLE IMPROVEMENT PROGRAM.		ADD PROJECT BREAK AT THE REQUEST OF THE TRANSPORTATION MOBILITY AND SAFETY DIVISION.	VRU	Construction	\$400,000	2023

7/24/2023

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Logan DiGiacomo presented.

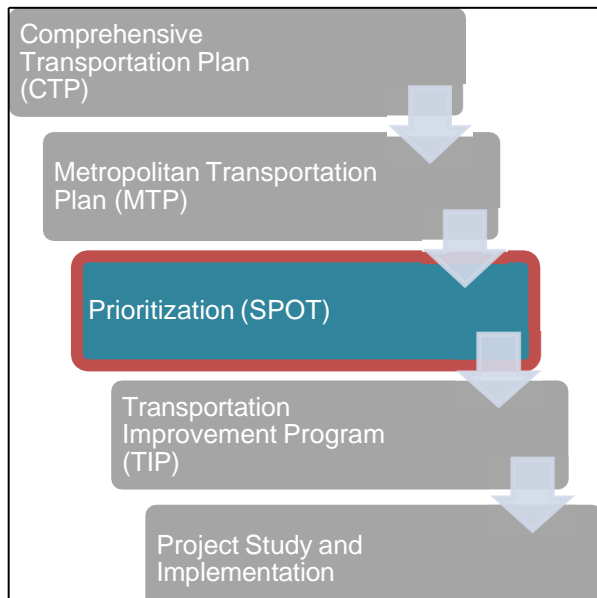
***Vicki Eastland moved to recommend to the Board for approval the Amendments to the 2020-2029 Transportation Improvement Program (TIP). Lucy Crown seconded the motion which passed unanimously upon a roll call vote.***

## **Draft P 7.0 Project Submittals**

### **What is P 7.0 and the Prioritization Process?**

The Prioritization Process (aka SPOT) is the process that determines the majority of capital improvement projects funded through NCDOT and NCDOT's allotment of federal funds. The process is governed by the Strategic Transportation Investments (STI) Law of 2012 that provides the framework for a more data-driven and transparent process that also utilizes local input from NCDOT Divisions, MPOs, and RPOs. In relation to other aspects of transportation planning, the prioritization process serves as the bridge to determine what long-range needs are funded in the TIP/STIP for implementation.

P 7.0 refers to the seventh iteration of the prioritization process in North Carolina and will be the process that determines what new projects are funded in the 2026-2035 TIP/STIP.



### **What's Changed Between P 6.0 and P 7.0?**

In sum, not a lot. The process is still very much the same with some modifications or “tweaks” that have changed how some projects will be scored and opened the process to more project types. Some of the more

substantive changes include:

- Microtransit is now an eligible submittal for transit funding
- Rail modernization is now an eligible submittal for rail funding
- A minimum of 6% of funding will be programmed to non-highway (the previous minimum was 4%); 90% minimum for highway funding remains the same

### What is the Schedule for Events in P 7.0?

Date	Event
<b>July, 2023</b>	Local Government Discussions on Potential Submittals
<b>August, 2023</b>	Draft Submittal List (Board Action Required)
<b>August-September, 2023</b>	Public Comment on Draft Submittal List
<b>September, 2023</b>	Final Submittal List (Board Action Required)
<b>February, 2024</b>	Data Review
<b>March, 2024</b>	Local Input Point Methodology Adoption (Board Action Required)
<b>April, 2024</b>	Statewide Mobility Projects Programmed
<b>May, 2024</b>	Draft Local Input Point Assignment for Regional Impact Projects
<b>May-June, 2024</b>	Public Comment on Draft Local Input Point Assignment for Regional Impact Projects
<b>June, 2024</b>	Final Local Input Point Assignment for Regional Impact Projects
<b>August, 2024</b>	Regional Impact Projects Programmed
<b>October, 2024</b>	Draft Local Input Point Assignment for Division Needs Projects
<b>October-November, 2024</b>	Public Comment on Draft Local Input Point Assignment for Division Needs Projects
<b>November, 2024</b>	Final Local Input Point Assignment for Division Needs Projects
<b>February, 2025</b>	Draft 2026-2035 TIP/STIP Released
<b>August, 2025</b>	Final 2026-2035 TIP/STIP (Board Action Required)

Tristan Winkler presented. Our region (G) projected to have negative 75 million dollars available through funding by 2025. We might have to look at scaling down some projects in the future.

***Janna Bianculli moved to recommend to the Board to accept the Draft P 7.0 Project Submittals. Jessica Morriss seconded the motion which passed unanimously upon a roll call vote.***

## **French Broad River MPO Planning Area**

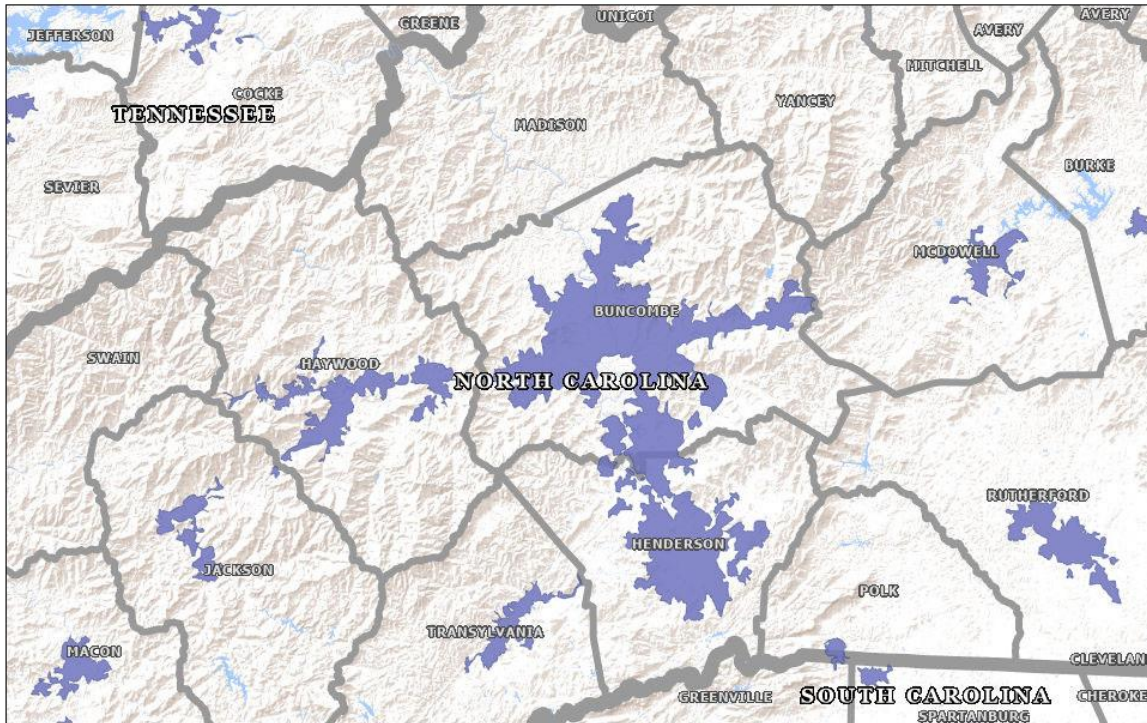
### **MPO Planning Area Boundaries**

In follow up to the discussion on the US Census Bureau's Urban Areas as determined by the 2020 Decennial Census, MPO staff has developed what an updated Draft Planning Area for the French Broad River MPO.

### **What Changed with the 2020 Census Urban Area?**

A number of criteria used for determining the urban area were changed. For our area, the most significant change involved hops and jumps, which are considerations for bridging areas or urbanization. The hops and jumps were reduced and large areas of the 2010 Asheville Urban Area, including Haywood County and parts of Madison County, were removed from the 2020 Asheville Urban Area.

## WNC Urban Areas



July 24, 2023

Counties  2020 Urban Areas  States  
States  Counties

1:755,944  
0 5 10 20 mi  
0 5 10 20 km  
Source: U.S. Census Bureau, Sources: Esri, USGS, NOAA

Created with TIGERweb  
(c)Copyright 2023 - US Census Bureau

## **How Are MPO Planning Areas Determined?**

The regulations require that the MPO Planning Area include the Urban Area as well what is anticipated to urbanize in the next 20 years. Beyond that, there are not many requirements. In discussions with other MPOs from across the country, most MPO's tend to determine their planning boundaries by taking any census tract or census block group intersecting the urban area and make those census tracts/block groups their boundary.

## **How Was the Draft Planning Area Drawn for the French Broad River MPO?**

Each of the counties in the region have been approached somewhat differently based on unique considerations but generally the planning area was determined pulling in any block group that intersects the Asheville Urban Area, Canton Urban Area, or Waynesville Urban Area (within Haywood County.)

### **Buncombe County**

Situation: Buncombe County is primarily within the urban area but is a member of both the MPO and RPO.

Boundary Development: any block group intersecting the urban area was made part of the Draft Planning Area.

Changes: some territory was added in Eastern Buncombe due to a simplified methodology. The current boundaries are somewhat arbitrary and not built on any census geography. One block group in NW Buncombe was removed from the MPO and added to the RPO due to a lack of urban area. No changes in member jurisdiction.

MPO Population: 258,694

### **Haywood County**

Situation: Haywood County, after being part of the Asheville Urban Area since 2000, has no part of

the Asheville Urban Area due to changes in the 2020 Census. Instead there are two small urban areas- Canton and Waynesville. However, there is a very high likelihood Haywood County will rejoin the Asheville Urban Area within the next 20 years.

Boundary Development: MPO staff met with County and municipal representatives and they requested to stay within the MPO. All block groups that intersected Canton or Waynesville Urban Areas were brought into the MPO Planning Area (note: part of the Waynesville Urban Area goes into Jackson County. This was not considered or discussed with Jackson County.) One block group that intersected Waynesville Urban Area was not added at the request of Land of Sky RPO. Changes: a significant amount of land south of Canton and Clyde with roughly 3,600 residents will change from MPO to RPO but some land north and south of Waynesville with roughly 1,100 residents will change from RPO to MPO. No change in member jurisdictions.

MPO Population: 51,673

### **Henderson County**

Situation: Henderson County elected to be fully within the MPO in 2010. The urbanized area changed somewhat within Henderson but the County retains a significant amount of Asheville Urban Area.

Boundary Development: all of Henderson County is considered part of the MPO Draft Planning Area.

Changes: No Changes

MPO Population: 116,281

### **Madison County**

Situation: Madison County joined the MPO and Asheville Urban Area after the 2010 Census but fell out of the Asheville Urban Area in 2020.

Boundary Development: Madison County and the Town of Mars Hill requested to stay within the MPO. All block groups that intersect the Town of Mars Hill were added as well as an additional block group (371150106021) in order to keep P 7.0 submittals within the MPO.

Changes: three block groups will move from MPO to RPO and the population within the MPO will be reduced by roughly 3,600. No changes in member jurisdictions.

MPO Population: 5,834

Transylvania County

Situation: Transylvania County is currently a non-voting member of the MPO due to a small enclave from the

Asheville Urban Area in the 2010 Census. This enclave was removed from the Asheville Urban Area in 2020.

Boundary Development: Transylvania County was removed from the MPO Planning Area.

Changes: no part of Transylvania County is part of the MPO Planning Area. One block group with approximately

1,100 residents will switch from MPO to RPO.

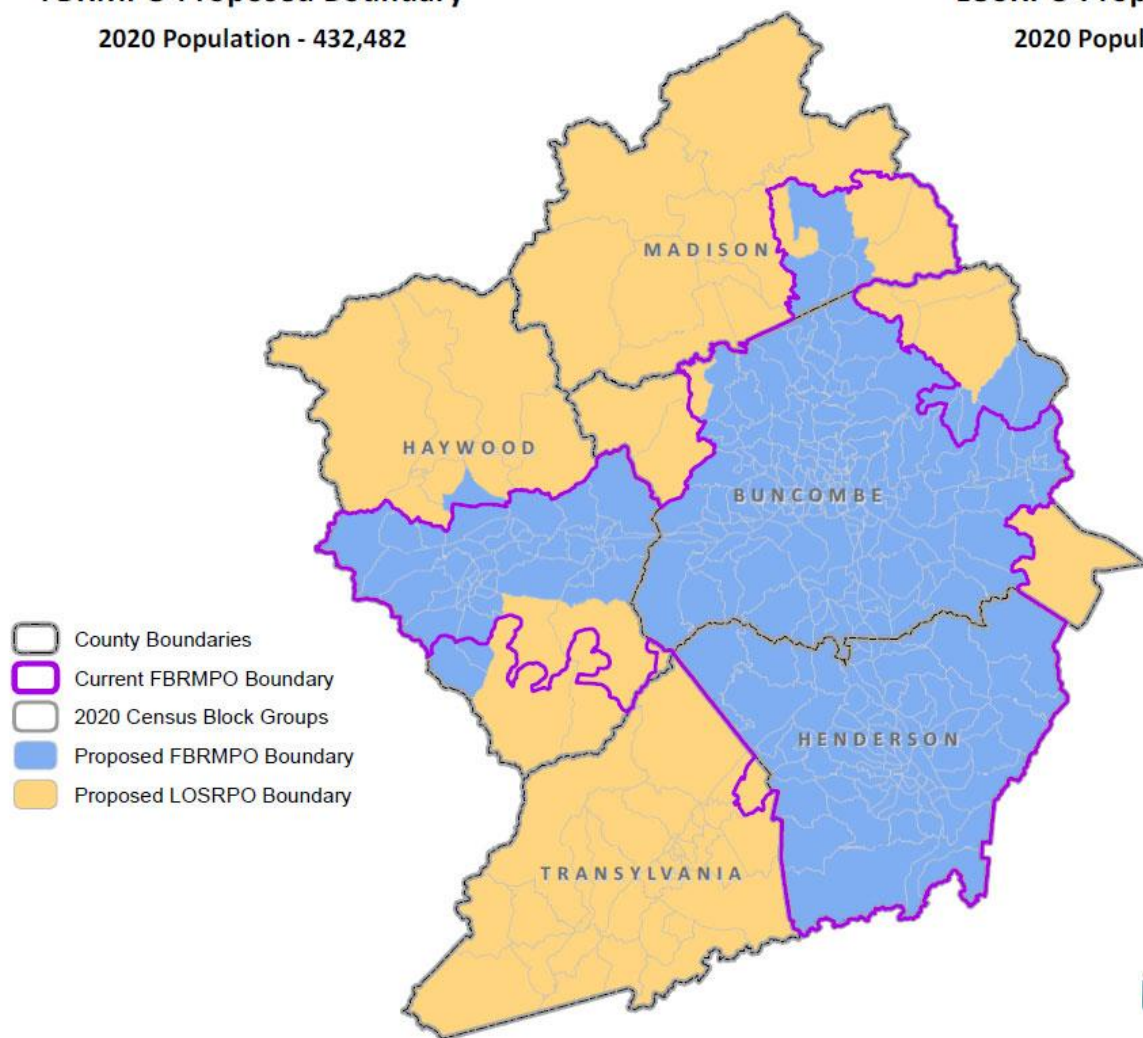
MPO Population: 0

### FBRMPO Proposed Boundary

2020 Population - 432,482

### LOSRPO Proposed Boundary

2020 Population - 69,519



July 2023

Continued effort of the  
**FRENCH BROAD RIVER**  
METROPOLITAN PLANNING ORGANIZATION  
UNION OF THE  
**RURAL PLANNING**  
ORGANIZATION

Tristan Winkler presented. Suzette Morales asked if this was the current plan for the next 20 years, Tristan Winkler confirmed it was. Further discussion occurred in regard to funding (current and future) for Haywood County and how these changes might affect planning in that specific county.

***Steven Williams moved to recommend to the Board to approve the MPO Planning Area. Jessica Morriss seconded the motion which passed upon a roll call vote.***

### **Division Project Updates:**

**Division 13** [https://frenchbroadrivermpo.org/wpcontent/uploads/2023/07/Div13\\_August\\_Updates.pdf](https://frenchbroadrivermpo.org/wpcontent/uploads/2023/07/Div13_August_Updates.pdf)

**Division 14** [https://frenchbroadrivermpo.org/wpcontent/uploads/2023/07/Div14\\_August\\_Updates.pdf](https://frenchbroadrivermpo.org/wpcontent/uploads/2023/07/Div14_August_Updates.pdf)

-Tristan Winkler mentioned we need to update the Ecusta Trail on D14 as it was funded

### **TPD Updates:**

#### **FHWA/FTA Updates:**

FHWA Bipartisan Infrastructure Law Website: <https://www.fhwa.dot.gov/bipartisan-infrastructurelaw/>

FTA Bipartisan Infrastructure Law Website: <https://www.transit.dot.gov/BIL>

### **FHWA Updates – August 2023**

#### **USDOT Announces \$3.3 Billion in Available Funding for Communities and Neighborhoods**

On July 5, 2023, the U.S. Department of Transportation (USDOT) [announced](#) the availability of more than \$3.3 billion in funding through the [Reconnecting Communities and Neighborhoods \(RCN\) Grant Program](#). The RCN Grant Program combines \$198 million from the [Reconnecting Communities Pilot \(RCP\) Program](#) and \$3.15 billion from the [Neighborhood Access and Equity \(NAE\) Program](#) into one [notice of funding opportunity \(NOFO\)](#). While applicants may choose to apply for only one grant program, this combined solicitation allows applicants to apply for both funding opportunities by submitting one application. The application deadline is September 28, 2023.

#### **Application Deadlines Approaching for Other USDOT Discretionary Grant Opportunities**

Please be aware of the approaching application deadlines for the following discretionary grant opportunities from the USDOT:

- **August 1, 2023** – Wildlife Crossings Pilot Program (WCPP);
- **August 18, 2023** – Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program;
- **August 21, 2023** – Multimodal Project Discretionary Grant (MPDG) Program, which includes:
  - [National Infrastructure Project Assistance \(Mega\) Program](#),
  - [Infrastructure for Rebuilding America \(INFRA\) Program](#), and
  - [Rural Surface Transportation Grant \(Rural\) Program](#); and
- **September 28, 2023** – Rural and Tribal Assistance Pilot Program.

#### **USDOT Launches New Project Delivery Toolbox for Transportation Infrastructure**

## Investments

On July 26, 2023, the [USDOT Project Delivery Center of Excellence](#) launched the [Project Delivery Toolbox](#) to help accelerate completion of transportation infrastructure investments – on time, on task, and on budget. The toolbox aims to be a central repository for project delivery information and best practices across USDOT, and its resources are organized across 8 topic areas: (1) Public Engagement, (2) Environmental Considerations, (3) Equity Considerations, (4) Project Management, (5) Financing, (6) Pre-Construction Consideration, (7) Risk Management, and (8) Construction Considerations.

### FTA Announces \$20 Million in Awards for Areas of Persistent Poverty

On July 20, 2023, the Federal Transit Administration (FTA) [announced](#) \$20 million in awards for 47 communities through the [Areas of Persistent Poverty \(AoPP\) Program](#). The awards will help improve public transportation options in areas experiencing long-term economic distress.

### FHWA Announces \$130 Million in Awards for Federal Lands and Tribal Projects

On July 6, 2023, the Federal Highway Administration (FHWA) [announced](#) \$130.5 million in awards for seven projects through the [Nationally Significant Federal Lands and Tribal Transportation Projects \(NSFLTP\) Program](#). FHWA also announced the availability of more than \$88 million in funding through the next round of the NSFLTP Program. Applications are due to [Grants.gov](#) by November 6, 2023.

### FHWA Announces Nearly \$21 Million in Awards to Improve Road Safety on Tribal Lands

On July 20, 2023, FHWA [announced](#) \$20.9 million in awards for 88 projects through the [Tribal Transportation Program Safety Fund \(TTPSF\)](#). Applications for the Fiscal Year 2024 funding cycle will be accepted October 1, 2023 through January 15, 2024. More information is available [here](#).

### FHWA Publishes High-Level Findings from the 2023 National Complete Streets Assessment

On June 30, 2023, the FHWA Office of Planning published [high-level findings](#) from the 2023 National Complete Streets Assessment (NCSA), an effort to establish a national baseline of Complete Streets, active transportation, and similar efforts. The NCSA found that states have individually developed, implemented, and matured their Complete Streets principles and programs based on best practices and local initiatives. Furthermore, states have matured their Complete Streets practices through related initiatives including context sensitive solutions, practical design, community connections, sustainable transportation planning principles, and the development of their multimodal networks. More information is available [here](#).

### FHWA Publishes Fact Sheet on MPO Target Setting and Reporting for the CMAQ Program

On July 12, 2023, the FHWA Office of Natural Environment published a [one-page fact sheet](#) for the Congestion Mitigation and Air Quality Improvement (CMAQ) Program's on-road mobile source emissions performance measure under [23 CFR 490 Subpart H](#). The fact sheet highlights the target setting and reporting requirements, processes, and timelines for metropolitan planning organizations (MPOs).

### FHWA Publishes Resources on Electric Bicycle Trends, Impacts, and Case Studies

The FHWA Office of Human Environment recently published a [collection of resources](#) on electric bicycle trends, impacts, and case studies. Electric bicycles present an opportunity to reduce car travel, improve health, and increase access for traditionally underserved populations; however, the relationship between electric bicycles and safety, infrastructure, equity, and the environment is not fully understood and remains of interest to decisionmakers and potential riders.

### FHWA Publishes Global Benchmarking Report on Improving Pedestrian Safety on Urban Arterials

The FHWA Office of International Programs recently published a report entitled, "[Improving Pedestrian Safety on Urban Arterials: Learning from Australasia](#)," through the Global Benchmarking Program. The

report identifies effective approaches and innovations used by both Australia and New Zealand to reduce pedestrian injuries and fatalities on urban arterial roadways.

## **NCHRP Publishes Synthesis Report on Electric Vehicle Charging Strategies and Programs**

The National Cooperative Highway Research Program (NCHRP) recently published a synthesis report on “[Electric Vehicle Charging Strategies and Programs](#).” The report documents current strategies and practices in use by state transportation agencies to facilitate and coordinate the provision and operation of electric vehicle charging facilities. More information is available [here](#).

## **Upcoming Webinars on Census Implementation, Resilience Planning, and Peer Exchanges**

Here is the registration information for three upcoming webinars in August:

- [August 1, 2023 – 2020 Census Implementation in Transportation Planning](#),
- [August 3, 2023 – Resilience Improvement Plans: Best Practices & Requirements](#), and
- [August 9, 2023 – Transportation Planning Capacity Building \(TPCB\) Peer Exchange Program](#).

## **Committee & Workgroup Updates- Tristan Winkler presented Prioritization Subcommittee— met on August 3<sup>rd</sup>**

Points of Discussion:

- P 7.0 Submittal List
- MPO Boundaries
- Environmental Justice

## **Transit Operators’ Workgroup— last met on May 15<sup>th</sup>;**

Points of Business/Discussion:

- **May 15 Agenda:**
  - **5307 funding updates**
  - For 5307 funding, Haywood County leaving Urbanized Area in FY 2024.
  - For FY 2022, FY 2023, Haywood County is still eligible for 5310, 5307 funds.
  - FY 2024 funds are the start of 5311 (Rural) funds, plus state Rural Operating Assistance Program (ROAP) funds for Haywood County.
  - FY 2025 and beyond, new State formula for 5311 funds? (NCDOT-IMD to discuss, no committee at this time)
- **Henderson County Transit Plan update**
- **Joint City of Asheville-Buncombe County Transit Plan update** (\$300,000 from each entity, for \$600,000 total study)
- **NCDOT-IMD, Coordinated Regional Transit Plan**, for French Broad River MPO and Land of Sky RPO, status (Bryan Lopez, NCDOT-IMD and AECOM)

## **5307 Subrecipient Workgroup- met on April 4, 2023**

Points of Business/Discussion:

- Updated Urbanized Areas (UZAs) from US Census finalized and published January 9, 2023
- Asheville UZA land area shrank from 262 to 250 sq. mi., population increased from 279,201 to 285,495; new UZAs: Waynesville, 24,285 pop.; Canton, 8,812 pop., Brevard, 13,059 pop.
- FY 2023 allocations:
  - City of Asheville, 42.6%

- Buncombe County, 28.6%
  - Haywood County, 8.3%
  - Henderson County, 20.4%
- FY 2024 allocations (proposed):
  - City of Asheville, 46.8%
  - Buncombe County, 32.0%
  - Haywood County, n/a
  - Henderson County, 21.2%
- Discussion of 5307 Sub-Recipients allocation formula; MPO staff and Work Group members agreed to the following approach:
  - No new funding formula study at this time in light of Henderson County and Asheville-Buncombe County transit studies underway.
  - Keep the formula the same, albeit with updated FTA National Transit Database (NTD) operational data, but not population data from ESRI Community Analyst; only official US Census population data is the preferred source for population data.

**Citizens' Advisory Committee-** next meeting TBD

**Hellbender Trail Stakeholder Group/Regional Trail Forum Updates-** last meeting October 6<sup>th</sup>; next meeting TBD

## MPO Studies Status

Study	Managing Entity	Year Programmed	Status
Asheville Bike/Ped Counters	City of Asheville	2016	Closed- Q4, 2023
Reed Creek Greenway Feasibility Study	City of Asheville	2023	Underway
2050 Socio-Economic Projections	FBRMPO	2023	Consultant Selected
CTP/MTP Update	FBRMPO	2024	RFLOI Being Drafted
Safe Streets for All Regional Action Plan	FBRMPO	2024	RFLOI Being Drafted
Patton Avenue Corridor Study	City of Asheville	2023	Consultant Selected
Ridgecrest Connector Greenway Feasibility Study	Town of Black Mountain	2023	Consultant Selected
Cane Creek Greenway Study	Town of Fletcher	2024	Agreement Being Drafted
Woodfin-Weaverville Greenway Study	Town of Woodfin	2024	Agreement Being Drafted
Buncombe County Multimodal Master Plan	Buncombe County	2024	Agreement Being Drafted
Hellbender Implementation Plan	FBRMPO	2024	Not Started
Regional ITS Plan	FBRMPO	2024	Not Started
Travel Survey/Model Upgrades	FBRMPO	2024	Not Started
Staffing & Implementation Study	FBRMPO	2024	Not Started

**Legislative Updates given.**

**PUBLIC COMMENT**

Autumn Radcliff opened the floor for public comment. No comments were heard.

**ADJOURNMENT**

Autumn Radcliff adjourned the meeting at 12:18 PM as there was no further business.