

Technical Coordinating Committee

January 11, 2024 – 11:00 A.M., Hybrid Meeting via Zoom or at Land of Sky Regional
Council

Login: <https://us06web.zoom.us/j/87359918628>

Meeting ID: 873 5991 8628

Call-In: 312 626 6799

Agenda

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

 - A. Welcome and Introductions Autumn Radcliff
2. **PUBLIC COMMENT**

3. **APPROVAL OF AGENDA & CONSENT AGENDA** Autumn Radcliff

 - A. November, 2023 TCC/Board Joint Meeting Minutes
 - B. Citizens Advisory Committee Application
4. **BUSINESS (30 - 60 min)**

 - A. I-40 High Occupancy Toll (HOT) Lane Study Letter of Support MPO Staff
 - B. Draft FY 2025 Unified Planning Work Program (UPWP) MPO Staff
 - C. 5310 & JARC Calls for Projects MPO Staff
5. **INFORMATIONAL ITEMS (15-30 min)**

 - A. Safety Performance Targets Brian Murphy, NCDOT
 - B. Memorandum of Understanding Survey Results MPO Staff
6. **REGULAR UPDATES (15 min)**

 - A. NCDOT Division 13 and 14 updates Tim Anderson/Wanda Payne or Designee
 - B. Transportation Planning Branch Daniel Sellers
 - C. FHWA/FTA Updates Suzette Morales
 - 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 (February 8th)**

9. **PUBLIC COMMENT**

10. **ADJOURNMENT**

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METROPOLITAN PLANNING ORGANIZATION

Technical Coordinating Committee

Item 3:

Consent Agenda

Item 3A: November, 2023 TCC/Board Joint Meeting Minutes

Item 3B: Citizens Advisory Committee Application

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3A:

November, 2023 Meeting Minutes

Available here: https://frenchbroadrivermpo.org/wp-content/uploads/2024/01/2023_11_16_MPO.DRAFT_CombinedMinutes.pdf

Staff Report & Recommendations

Item 3B:

Citizens Advisory Committee Application

The MPO maintains a Citizens Advisory Committee made up of interested citizens from around the region. This committee's primary function is to provide recommendations to staff and the MPO TCC & Board on public engagement policies and strategies as well as social equity planning, including the MPO's Title VI Plan and Environmental Justice practices. The MPO is currently revamping the roster and held a meeting on January 8th.

Susan Bean submitted an application to join the committee. Approval from the TCC and Board is required to become an official member of the committee.

The bylaws of the Citizens Advisory Committee are available here:

https://frenchbroadrivermpo.org/wp-content/uploads/2019/02/CAC_Bylaws_201511.pdf

Interested citizens may find a form to fill-out and submit to MPO staff if interested in joining the Citizens Advisory Committee (rolling application): <https://frenchbroadrivermpo.org/citizens-advisory-committee-cac/>

Action: Approve Susan Bean's application to join the Citizens Advisory Committee



Citizens Advisory Committee Application

The French Broad River MPO's Citizen Advisory Committee (CAC) plays a key role in getting the public involved in the transportation planning process. The CAC plans to meet quarterly during regular business hours to discuss the transportation planning process and public engagement strategies.

NAME: Susan Bean

PLACE OF RESIDENCE: 12 Lookout Dr, Asheville, NC 28804

ORGANIZATION REPRESENTED: MountainTrue

EMAIL: susan@mountaintrue.org

PHONE NUMBER (OPTIONAL): 828-450-4543

HAVE YOU PREVIOUSLY SERVED ON ANY FRENCH BROAD RIVER MPO OR LAND OF SKY REGIONAL COUNCIL COMMITTEES? IF YES, WHAT COMMITTEE AND OVER WHAT TIME PERIOD?

no, I have never served in such a role with the MPO or Land of Sky

PLEASE DESCRIBE YOUR INTEREST IN TRANSPORTATION PLANNING AND WHAT UNIQUE PERSPECTIVE YOU WILL BRING TO THE CAC:

I am the housing and transportation director for MountainTrue since January of 2023. I work to advocate for multimodal transportation investments in all of WNC and to reduce vehicle miles traveled where possible through supporting good planning and design. I am very new to the world of transportation planning, but have access to a great depth of knowledge and expertise at MountainTrue and am our new point person for communicating with our many members and supporters about how to engage in public processes to support multimodal transportation investments and good road and highway design.

Thank you for your application!

Please send your application to mpo@landofsky.org or mail it to:

French Broad River MPO
339 New Leicester Highway, Suite 140
Asheville, NC 28806



Current CAC Member Roster

January 2024

Name	Email
Alexandra Binns-Craven	a.binns.craven@gmail.com
Bill Erickson	berickson@frontier-knowledge.com
George Webb	gtwebb@bellsouth.net
James Sisk	jameswsisk@gmail.com
Jay Egolf	jayegolf@gmail.com
Jay Orfield	jborfield@gmail.com
LeeAnne Tucker	leeanne@landofsky.org
Rachael Bronson	rachael.bronson@gmail.com rskns1@icloud.com
Robert Parrish	<Rskns1@icloud.com>
Jazmin	jazmin@eaglemarketsts.org
Steady Collective	Steady@thesteadycollective.org

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Staff Report & Recommendations

Item 4A:

I-40 High Occupancy Toll (HOT) Lane Study Letter of Support

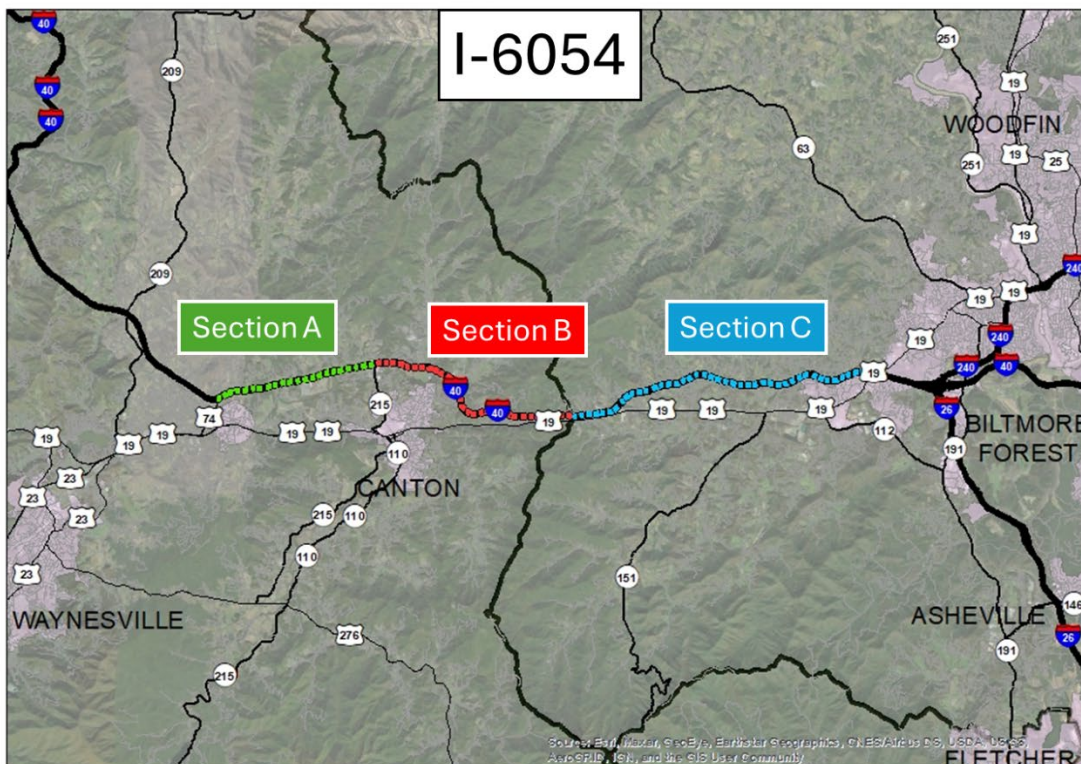
NCDOT has requested a letter of support for a study to look at the potential for High Occupancy Toll (HOT) Lanes to be added as part of the planned (currently unfunded) widening of I-40 to the west of I-26.

There are three sections of the I-6054 project:

Section A: US 23/74 (Smokey Mountain Expressway) to NC 215 (Champion Drive)

Section B: NC 215 (Champion Drive) to Exit 37 (Wiggins Road)

Section C: Exit 37 (Wiggins Road) to Monte Vista Road



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Topic for Discussion

Each of these projects are currently in P 7.0 as carryover widening projects. NCDOT has requested a letter of support from the MPO to conduct a study on adding HOT lanes. Conducting the study does not make any commitment to managed lanes but just looks at the feasibility of including them as part of the planned widening.

Information from FHWA:

What Are HOT Lanes?

Traditional high-occupancy vehicle (HOV) lanes require passenger vehicles to have a minimum number of passengers. “HOT” lanes is short for “high-occupancy toll” lanes. HOT lanes are HOV lanes that allow vehicles that don’t meet occupancy requirements to pay a toll to use the lane. Variable pricing is used to manage the lane so that reliable performance is maintained at all times. HOT lanes have proven to be more efficient than traditional HOV lanes. In addition, in many cases the adjacent General Purpose lanes also benefit from the resulting reallocation of vehicles in the corridor. While communities may call them by different names, such as Fast Lanes or Express Lanes, the basic operation is the same—HOT lanes encourage carpooling and other transit alternatives while offering vehicles that do not meet standard occupancy requirements another option.

What Are the Benefits of HOT Lanes?



Future I-495 Express Lane, Virginia

HOT lanes provide mobility options for individual drivers while encouraging the use of transit and carpooling. Tolls collected from HOT lanes can supplement the operations, enforcement and maintenance costs for the facilities. Even buses benefit from HOT lanes—research shows that

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communities with HOT lanes are often able to increase transit service as was the case with I-15 in San Diego. Solo drivers know they can count on getting where they need to be on time.

For example, Minneapolis has increased the number of vehicles using the I-394 MnPASS lanes by 33 percent since the facility's opening in 2005 without degrading transit and HOV use. Furthermore, travel speeds of 50 to 55 mph have been maintained for 95 percent of the time in the lanes. Denver originally projected 500 toll payers during the peak hour travel along I-25 but in fact achieved 1,400 in the first year of operation. Use of the I-25 HOT lanes has grown by almost 18 percent since the HOT lanes opened in 2006 and the lanes remain uncongested. Additionally, transit ridership in the HOT lanes has remained high.

Why Charge Travelers for Using Roadways?

By charging travelers for use of roadways, agencies can help mitigate traffic congestion while generating revenues to supplement operating costs. Common sense dictates that for a user to be willing to pay for a service, then he/she must benefit in some way from it. For priced facility users, this benefit is most likely travel-time savings or reliable travel. Often, a priced facility will offer a more reliable trip than an adjacent or nearby route. Drivers can choose to use the priced facility if they judge the travel-time savings worth paying the requisite toll.

Do HOT Lanes Help the Environment?



I-25 Express Lane, Denver

Like their HOV counterparts, HOT lanes have the potential to help improve air quality where they are implemented. High-occupancy lanes might help to reduce harmful impacts to the environment associated with congestion, especially by encouraging the use of multi-passenger vehicles or

Staff Report & Recommendations

mass transit systems. On SR 167 in Seattle, general purpose lane speeds increased 10 percent and HOT lane speeds increased 7-8 percent and transit ridership increased 16 percent from the year before implementation of the HOT lane. As a result, the federal government allows HOV lanes to be considered a transportation control measure (TCM) for air quality conformity analysis.

Why Are Variable Tolls Used for HOT Lanes?

Congestion pricing, or “variable pricing,” changes the amount charged for road use based on demand. On a typical roadway, a flat toll would not be the optimal toll throughout the day. During off-peak periods it may be too high for drivers to benefit from paying it. Conversely, during times of peak demand, the toll may not be high enough to make optimal use of the facility. Variable pricing offers a solution to this problem by increasing the toll during periods of peak demand and reducing it during off-peak times.

Who Is Implementing HOT Lanes?

Communities around the nation are installing HOT lanes in response to increased congestion. There are 10 HOT lanes currently operating in eight states:

- I-15 FasTrak in San Diego, California
- US 290 Northwest Freeway QuickRide HOT Lanes in Houston, Texas
- I-394 and I-35W MnPass in Minneapolis, Minnesota
- I-25 Express Lanes in Denver, Colorado
- I-15 Express Lanes in Salt Lake City, Utah
- SR 167 HOT Lanes Pilot Project in Seattle, Washington
- I-95 Express Lanes in Miami, Florida
- I-680, Alameda County, California
- I-85, Atlanta, Georgia

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Where are HOT Lanes Operating?



HOT lanes have been implemented in eight states.

There are currently ten operating HOT lane projects for a total of over 100 miles in the U.S., and many states have projects in the planning stages. All of the operating projects were conversions of HOV lanes to HOT lanes, although some have extended the HOT lanes. The average length is approximately 12 miles.

How are the Current Projects Operating?

The operating projects are either one- or two-lane facilities in each direction. Most strive to maintain speeds of at least 45 miles per hour. The variable toll ranges from \$0.25 in the off-peak to \$9.00 in heavily congested periods.

What does the Public Think about HOT Lanes?

The operating projects enjoy support from both users and non-users. While most people don't use the HOT lane every day, research shows that travelers like having a choice in their travel options. On I-25 in Denver, 62 percent of survey respondents say they use the Express Lanes because it saves time. Likewise in Houston, focus group respondents thought that using the HOT lane saved them as much as 50 percent of total commute travel time. Reliability is also often cited as a benefit of the HOT lane. In San Diego and Miami, users there want the projects expanded.

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What about Equity? Are HOT Lanes More of a Burden on Lower-Income Drivers?



I-394 MnPass

Research on I-394, SR 167, and I-15 indicates that drivers of all socioeconomic backgrounds support HOT lanes. In fact, data from the San Diego Association of Governments indicate that the lowest income group expressed stronger support from the project than the highest income group. Research shows that people of all income levels support HOT lanes. Users of all incomes see the value in having a reliable trip when they need it. A 2004-2006 longitudinal panel survey of I-394 residents in Minnesota found support levels at over 60 percent for the congestion priced HOT lane. This number varies only slightly when sorted by income levels, gender, and education levels, suggesting that the arrangement is perceived as equitable. I-15 in San Diego had a 77 percent approval rating after opening with nominal differences between high and low income users. Specific focus groups of low-income travelers in Washington found that low income drivers are typically as supportive, if not more supportive, of the HOT lanes concept than other drivers.

Other Examples on I-40

One point of discussion at the MPO's Prioritization Subcommittee was the fact that there are currently no managed lanes on I-40 in the United States. However, there are several projects currently under development or consideration, including projects in North Carolina, Tennessee, Arizona, and California.

Action Required: Provide a recommendation to the MPO Board

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METROPOLITAN PLANNING ORGANIZATION

RESOLUTION REQUESTING A STUDY TO EXAMINE HIGH OCCUPANCY TOLL LANES ON THE PLANNED I-40 WIDENING PROJECT (I-6054)

WHEREAS, the French Broad River Metropolitan Planning Organization (MPO) and North Carolina Department of Transportation (NCDOT) include the widening of I-40 from I-26 to US 23/74 in the TIP and STIP as I-6054 as a non-committed project; and

WHEREAS, the MPO's 2045 Metropolitan Transportation Plan (MTP) includes the widening of I-40 as part of I-6054; and

WHEREAS, the French Broad River MPO's Congestion Management Process (CMP) recommends the consideration of Managed Lanes on I-40; and

WHEREAS, I-40 in Haywood County and Buncombe County have seen a decrease in reliability as illustrated in the MPO's 2023 CMP Report; and

WHEREAS, managed lanes could help make I-6054 more competitive in the prioritization process, increasing its potential timeline and viability;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby requests NCDOT to conduct a study to examine the potential to adding managed lanes as part of the I-6054 project.

ADOPTED: This the 18th Day of January, 2024

Anthony Sutton, FBRMPO Board Chair

Attest, Tristan Winkler, Director
French Broad River MPO

Staff Report & Recommendations

Item 4B:

Draft FY 2025 Unified Planning Work Program (UPWP)

The French Broad River MPO is required to develop a Unified Planning Work Program (UPWP) and adopt a draft in January with the final version approved in March.

What is a UPWP?

The UPWP is a federally mandated document for MPO's to produce that serves the MPO's budget. This includes line items of work for MPO staff, planning work planned by the region's designated recipient for FTA 5303 Metropolitan Planning Funds, selected by the MPO (City of Asheville), as well as studies being carried out using federal planning funds, and any programmatic support or planning being funded by FTA 5307 Support. The Draft UPWP's adoption is a necessary step for the application of FTA 5303 funds, due at the end of January.

Major Changes between the FY 2024 and FY 2025 UPWP

- increase in local dues: this is being done to maintain current staff and technical capacity with the increased cost of living, salaries, and general costs.
- increase in Special Study management and coordination due to the increased number of MPO-supported projects currently on the books
- major focus on 2050 MTP, P 7.0, Special Studies management
- less of a focus on data collection and management

Action Required: Provide a recommendation to the MPO Board



Draft FY 2025 Unified Planning Work Program

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METROPOLITAN PLANNING ORGANIZATION

MPO Vision & Goals



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Common Acronyms

AMPO

Association of MPOs

ART

Asheville Rides Transit

BOT

Board of Transportation

CAV

Connected and
Autonomous Vehicles

CMP

Congestion Management
Process

CRP

Carbon Reduction
Program

CTP

Comprehensive
Transportation Plan

EJ

Environmental Justice

EPA

Environmental Protection
Agency

FHWA

Federal Highway
Administration

FTA

Federal Transit
Administration

GIS

Geographic Information
System

IIJA

Infrastructure Investment
and Jobs Act

ITS

Intelligent Transportation
Systems

LAP

Locally Administered
Projects

MOU

Memorandum of
Understanding

MPO

Metropolitan Planning
Organization

MTP

Metropolitan
Transportation Plan

NCAMPO

North Carolina
Association of MPOs

NCDOT

North Carolina
Department of
Transportation

NCDOT- IMD

NCDOT Integrated
Mobility Division

NCDOT- TPD

NCDOT Transportation
Planning Division

P 7.0

Prioritization 7.0

PIP

Public Involvement Policy

PL

Planning Funds

SOV

Single Occupancy
Vehicle

SPOT

Strategic Prioritization
Office of Transportation

STBG-DA

Surface Transportation
Block Grant- Direct
Allotment

STIP

State Transportation
Improvement Program

TAP

Transportation
Alternatives Program

TCC

Technical Coordinating
Committee

TOD

Transit Oriented
Development

TDM

Transportation Demand
Management

TIP

Transportation
Improvement Program

TMA

Transportation
Management Area

UPWP

Unified Planning Work
Program

Overview

In compliance with Federal law and guidelines, the French Broad River Metropolitan Planning Organization (FBRMPO) has developed a Unified Planning Work Program (UPWP) for Fiscal Year 2025 that will help to carry out a cooperative, comprehensive, and continuous transportation planning process for the FBRMPO Planning Area.

FY 2025 promises to be a busy and significant year for transportation planning in the FBRMPO with major projects underway along I-26 and numerous plans being undertaken to address future regional and local needs.

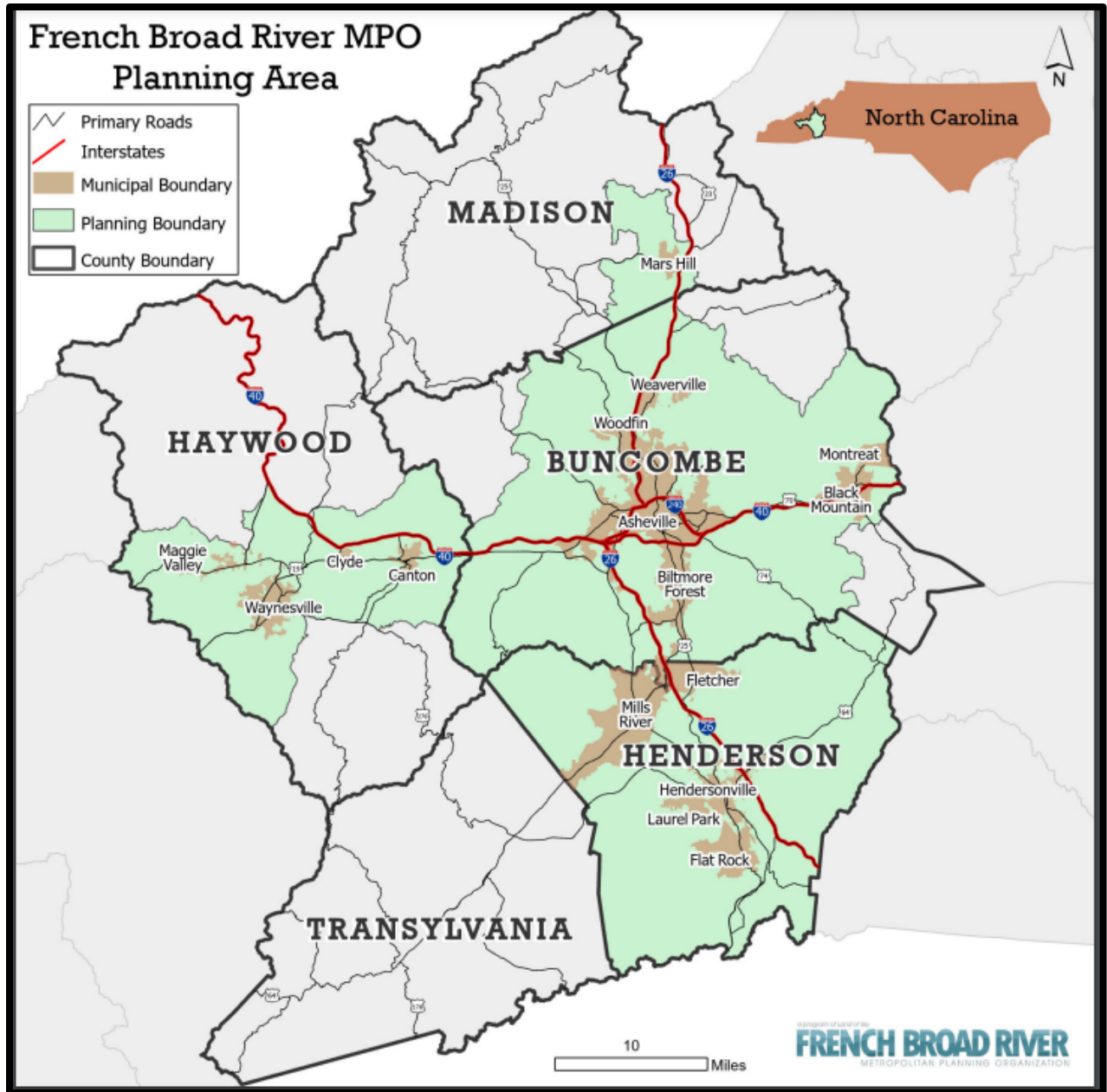
The FY 2025 UPWP lays out the various tasks planned for MPO staff to be completed to maintain federal requirements for the metropolitan planning process as well as address local needs to better prepare our region for the next round of projects either in the TIP or further out for implementation.

The UPWP reflects funding priorities for planning activities in the FBRMPO Planning Area, with the majority of funding utilizing an 80% federal share and a 20% federal share from project sponsors or MPO member governments.



FBRMPO Planning Area

The MPO Planning Area was updated in 2023 to incorporate changes from the 2020 Urbanized Area Boundary in accordance with federal planning requirements.



Funding Sources and Summary

In general, the UPWP is the FBRMPO's budget for personnel tasks and planning studies, either carried out by the MPO or studies using MPO planning funds carried out by member governments. The UPWP is largely funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), with reimbursements managed by the North Carolina Department of Transportation. UPWP's can have six general funding sources:

-Statewide Planning and Research Program (SPR)- These are federal planning funds used by NCDOT to conduct work for the French Broad River MPO. A 20% local match is required. (No SPR funds are programmed in FY 2024 UPWP)

-FHWA Section 104(f) Funds- These funds are dedicated to MPO planning areas to perform metropolitan transportation planning tasks. A 20% local match is required.

-FTA Section 5303 Funds- These funds are used for transit planning in the MPO planning area by the region's 5303 Direct Recipient, the City of Asheville. The FTA provides 80% of these funds, NCDOT provides 10%, and the City of Asheville provides the 10% local match.

-FTA Section 5307 Funds- These funds are distributed to the region and are eligible for transit capital, operations, and planning. Planning tasks carried out with these funds by 5307 (sub)recipients or the MPO are required to be documented in the UPWP.

-FHWA Surface Transportation Block Grant Program- Direct Attributable Funds- The funds are dedicated to Transportation Management Areas and these funds can be used for transportation planning. A 20% local match is required.

-Safe and Accountable Transportation Options Set-Aside- a required set-aside of 104(f) funds to be used for safety planning for vulnerable users. No match is required.

-Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)- funds that can be used for various transportation and planning activities with 0% match required.

-Local Match- the match required to utilize federal planning funds is charged to MPO member governments in direct proportion to proportion of population within the MPO, per the most recent decennial census. The 2020 US Census will be utilized to calculate local dues for FY 24.

For MPO funding, PL funds and Surface Transportation Block Grant (flexed to PL) are utilized to cover 80% of MPO expenses with 20% of the funding coming from member government match. Match is determined by the percentage of population within the MPO for each dues paying member. For FY 20205, the total budget for the MPO (not including 5303 activities covered by the City of Asheville) is \$700,000, which requires a local match match of \$140,000. The match responsibilities break out to the following:

	Percent of MPO Population	FY 2025 Proposed Match
Buncombe County	37.94%	\$ 53,122.90
Henderson County	23.39%	\$ 32,741.62
City of Asheville	21.87%	\$ 30,619.68
Haywood County	9.96%	\$ 13,444.77
City of Hendersonville	3.45%	\$ 4,900.04
Town of Waynesville	2.34%	\$ 3,282.45
Madison County	1.35%	\$ 1,888.54

Key Initiatives

2050 Metropolitan Transportation Plan (MTP)

The MTP is the guiding document for transportation planning in the French Broad River MPO Planning Area. The MTP develops goals, objectives, and outlines key projects to accommodate growth and other challenges expected to face the region over the next 25 years.



Safe Streets for All Regional Action Plan

The MPO received a Safe Streets for All grant from USDOT to develop a Safety Action Plan for the five-county area (Buncombe, Haywood, Henderson, Madison, and Transylvaia counties.) Developing this plan will provide a path towards a safer transportation network and enable our region to apply for implementation funds through USDOT.



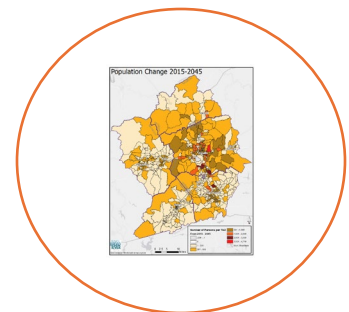
Hellbender Regional Trail Network

The MPO adopted the Hellbender Regional Trail Plan in 2020. Work continues on assisting local governments plan and apply for projects that will become key connections to the overall regional trail network as well as educating the public and stakeholders on the need for regional connectivity.



WNC Regional Travel Demand Model

The MPO helps to maintain the Regional Travel Demand Model that forecasts how anticipated growth will utilize and impact our region's transportation network and can be utilized to evaluate the potential effectiveness of proposed transportation projects. NCDOT provides technical model runs and utilizes the model for traffic forecasting.



Memorandum of Understanding Update

The Memorandum of Understanding is the document that determines how the MPO works by determining Board and Committee structures as well as other technical procedures that can determine how votes may be determined at the MPO. The MPO plans to finish the update to the MOU in FY 2025.



Prioritization 7.0

The Prioritization Process in North Carolina helps to determine the majority of capital expenses for transportation projects across the State. The MPO will consider the application of local input points for various projects in the process to help develop the 2026-2035 Transportation Improvement Program and determine what priority projects will be funded or not.



WNC Passenger Rail

NCDOT was recently awarded funding to begin environmental documentation for the proposed return of passenger rail service to Western North Carolina. The MPO will continue to advocate, coordinate, and educate in cooperation with regional and extra-regional efforts to bring back passenger rail service.



Detailed Task Code List

Data & Planning Support

NETWORKS AND SUPPORT SYSTEMS (\$10,000)

The MPO will continue to update and provide up-to-date data on traffic counts, street system changes, Vehicle Miles Traveled (VMT), crash data, and bicycle and pedestrian infrastructure changes. This also includes bicycle and pedestrian counts done around the region by MPO and TDM staff. This data is expected to be utilized as part of the MTP, P 7.0, and Safe Streets for All Planning.

TRAVELERS AND BEHAVIORS (\$10,000)

The MPO anticipates some changes may be needed to the base-year demographic data as the 2050 Socio-Economic Projections Study proceeds, but anticipated work in this realm is likely to be more focused on travel-time data for the CMP Biennial Report, expected in Early, 2025. Additional work may be likely with AirDNA data to provide information on the use of short-term rentals in the region.

TRANSPORTATION MODELING (\$50,000)

Considerable work is anticipated under the Transportation Modeling task to incorporate travel demand model runs into the Metropolitan Transportation Planning process as well as beginning financial planning for the Metropolitan Transportation update.



Planning Process

TARGETED PLANNING (\$10,000)

The MPO will continue engagement and coordination with the clean cities coalition, Regional Resilience efforts, Strive Not to Drive, WNC Rail Committee, and Regional Freight Providers (amongst other groups.) This work task will also include the biennial update to the Congestion Management Process.

REGIONAL PLANNING (\$50,000)

The MPO will conduct the majority of tasks for the 2050 Metropolitan Transportation Plan (MTP) update in coordination with a consultant for the MTP as well as a consultant for the 2050 Socio-Economic Projections Study. This will include reevaluating past CTP/MTP projects, developing goals and objectives, and prioritizing highway, bike/ped, transit, rail, and aviation projects through 2050.

SPECIAL STUDIES (\$150,000)

The MPO will continue work on managing and coordinating with various special studies throughout the region. This includes management of the 2050 MTP, 2050 Socio-Economic Projections, Safe Streets for All Action Plan, and the Woodfin-Weaverville Greenway Study. This also includes coordination with MPO-supported planning efforts, including the Patton Avenue Corridor Study, Reed Creek Greenway Study, Ridgecrest Greenway Connector Study, and others. Additional studies without MPO-financial support include bicycle and pedestrian plans for Mars Hill and Woodfin, which will include coordination with MPO staff.

COMPLETE STREETS (\$9,100)

The MPO will continue efforts with the Hellbender Regional Trail and the Regional Trail workgroup to continue coordination efforts with local governments and stakeholders around the Hellbender Regional Trail.

Unified Planning Work Program (UPWP)

UNIFIED PLANNING WORK PROGRAM (\$20,000)

The MPO will maintain and amend the FY 2025 UPWP as needed as well as develop a UPWP for FY 2026. The development of the FY 2026 UPWP will include a Call for Planning Projects to enable local governments to utilize planning funds for the development of feasibility studies, corridor studies, or small area plans; or provide support for regional planning efforts.

METRICS AND PERFORMANCE MEASURES (\$10,000)

The MPO will continue coordination with NCDOT on the consideration and adoption of federal performance measures and targets, including new targets for greenhouse gas emissions. This item also includes quarterly reports to NCDOT on MPO planning efforts.



Transportation Improvement Program (TIP)

PRIORITIZATION (\$50,000)

The MPO anticipates the consideration of local input points for Regional Impact and Division Needs projects as part of P 7.0. This includes the scoring of projects and dissemination of information for decision-makers, stakeholders, and the public.

METROPOLITAN TIP (\$25,000)

The MPO anticipates continued amendments to the 2024-2033 TIP but additional work to be done with the planned release of the Draft 2026-2035 TIP in early, 2025, as a result of P 7.0. While the Draft TIP doesn't plan to be adopted until FY 2026, there is usually a considerable amount of local coordination that occurs after the release of a new Draft TIP.

MERGER AND PROJECT DEVELOPMENT (\$25,000)

The MPO anticipates continued coordination on express designs administered during the course of P 7.0, continued meetings on I-2513, continued updates on I-4400/I-4700, and additional merger meetings as required.



Civil Rights Compliance (Title VI) and Other Regulatory Requirements

TITLE VI (\$15,000)

The MPO will update the Title VI plan with updated demographic information and policies and continue to ensure Title VI policies are being followed throughout the planning process.

ENVIRONMENTAL JUSTICE (\$10,000)

The MPO will provide Environmental Justice analysis work to the MTP 2050 consultant to be utilized through the course of the planning process. Coordination will take place with the Citizens Advisory Committee to ensure the Environmental Justice analysis is robust.

MINORITY BUSINESS ENTERPRISE PLANNING (\$0)

No work planned for FY 2025

PLANNING FOR THE ELDERLY AND DISABLED (\$0)

No work planned for FY 2025

SAFETY/DRUG-CONTROL PLANNING (\$0)

No work planned for FY 2025

PUBLIC PARTICIPATION (\$50,000)

The MPO plans to continue best practices for public participation as part of P 7.0 and the development of the Draft 2026-2035 TIP, the development of the 2050 MTP, amendments to the existing TIP and MTP, and any other tasks where public input is beneficial. The MPO will also continue to engage the public in routine meetings and reach out to community stakeholders and groups to promote equitable input and awareness of MPO activities.

PRIVATE SECTOR PARTICIPATION (\$0)

No work planned for FY 2025

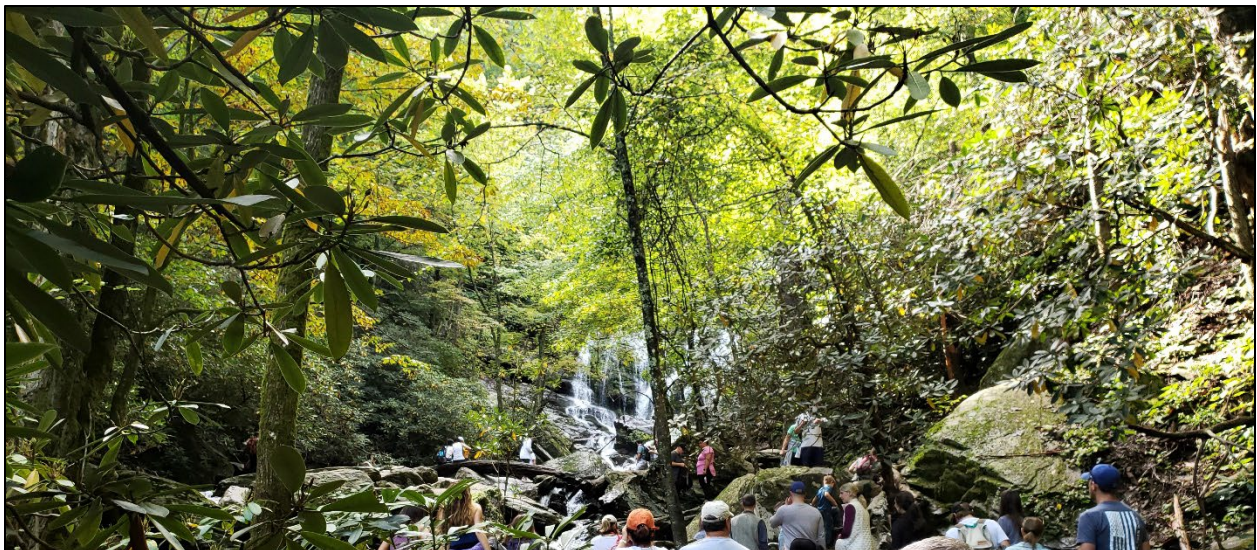
Statewide and Extra-Regional Planning (\$50,000)

MPO staff will continue to participate in a number of Statewide efforts. These include collaborations with the North Carolina Association of MPOs (NCAMPO.) NCAMPO holds quarterly meetings that are attended by FBRMPO staff as well as an annual conference, typically held in April. The FBRMPO will begin to prepare for hosting the 2026 NCAMPO Conference.

MPO staff will also participate in educational webinars and workshops hosted by FHWA, FTA, NCDOT, AMPO, and other groups that may be hosting webinars and workshops relevant to MPO work. This includes AMPO membership fees and dues.

MPO staff also plans to continue participating in a number of workgroups and committees, including the Prioritization Workgroup, various subcommittees of the workgroup, the Locally Administered Project Workgroup, and others as assigned by NCAMPO, NCDOT, and FHWA.

MPO staff will also continue coordination on a number of extra-regional efforts including coordination on the WNC Passenger Rail project and coordination with neighboring MPOs and RPOs, including the Land of Sky RPO, Southwestern RPO, Isothermal RPO, and Hickory MPO.



Management, Operations, and Program Support Administration (\$155,900)

MPO staff will continue to maintain the MPO Board, TCC, Prioritization Subcommittee, Citizens Advisory Committee, 5307 Subrecipient Workgroup, Regional Transit Operators Workgroup, and the Hellbender Trail Workgroup. This includes the maintenance of minutes, website and agenda materials, providing meeting settings, social media maintenance, internal meetings for preparations, and other meetings and coordination as required by the LPA (Land of Sky Regional Council.)

This task also includes routine travel throughout the region, administrative responsibilities, and purchase and upkeep of software necessary for MPO work, including (but not limited to) GIS, Microsoft Office, Canva, and software that assists with TIP management.



Special Studies

Special studies are initiatives that are either a part of the metropolitan planning process or assist with local aspects of the planning process to help determine the feasibility of projects or treatments or provide a more comprehensive planning perspective to a corridor or small area. The special studies planned to begin or continue through FY 2025 include:

Study	Managing Entity	Year Programmed
Reed Creek Greenway Feasibility Study	City of Asheville	2023
2050 Socio-Economic Projections	FBRMPO	2023
CTP/MTP Update	FBRMPO	2024
Safe Streets for All Regional Action Plan	FBRMPO	2024
Patton Avenue Corridor Study	City of Asheville	2023
Ridgecrest Connector Greenway Feasibility Study	Town of Black Mountain	2023
Cane Creek Greenway Study	Town of Fletcher	2024
Woodfin-Weaverville Greenway Study	FBRMPO	2024
Buncombe County Multimodal Master Plan	Buncombe County	2024
Hellbender Implementation Plan	FBRMPO	2024
Regional ITS Plan	FBRMPO	2024
Travel Survey/Model Upgrades	FBRMPO	2024
Staffing & Implementation Study	Land of Sky RC	2024

FTA Section 5303 Metropolitan Planning Activities

II-A Data and Planning Support		
II-A-1	Networks and Support Systems	<p>The City of Asheville Transit Planning Division collects and analyzes various data related to the operation and maintenance of the transit system. This includes ridership data compiled from the Automatic Passenger Counters, fare data collected from the fareboxes, performance data collected from the real-time GPS and AVL system, etc. The data is used in reporting current system functions, as well as analyze the impact of system service changes, and to plan for future service improvements to increase system-wide ridership.</p> <p>Work Product: Monthly ridership reports, on-time-performance reports, fare revenue reports, etc.</p>
II-A-2	Travelers and Behavior	<p>The City of Asheville Transit Planning Division utilizes land use and demographic data in partnership with the MPO and the City's Planning and Urban Design department to coordinate land use and transportation decision-making on proposed new developments. In addition, the information is used in planning improvements to the transit system to ensure connectivity among ART's fixed-route service and to other regional modes of transportation.</p>
II-A-3	Transportation Modeling	
II-B Planning Process		
II-B-1	Targeted Planning	<p>The City will be beginning a planning process for the development of a new/expanded downtown transit center - The ART Place Project. Preliminary planning activities will be performed in FY 24 and FY25 and will include an analysis of the operational needs for ingress/egress of the site, as well as a space needs analysis for passengers and staff portions of a new transit center space.</p> <p>Work Product: Deliverables will consist of public involvement and visioning for the future project, space needs diagrams and quantities and a report regarding ingress/egress and staging needs for the new transit center.</p>
II-B-2	Regional Planning	<p>The City of Asheville Transit Planning Division continues to implement recommended service improvements in the transit master plan, as well as Implement the vision/long range plan outlined in the Multimodal Transportation Plan. Participate in the Regional Transit Operators meetings to discuss prioritization of regional transit projects. Attend TCC (Technical Coordinating Committee), and other transit advisory board meetings. In FY24 and FY25 the City of Asheville plans to conduct a Comprehensive Operational Analysis and Financial plan that will analyze base level service after 2020 service improvements and recommend operational service efficiencies and existing and</p>

		<p>future financial investments needed to implement the phases of the transit master plan.</p> <p>Work Product: Deliverables associated with Comprehensive Operational Analysis and Financial Implementation plan will be developed by the City of Asheville.</p>
II-B-3A	Special Studies Operations	
II-B-3B	Corridor Studies Operations	
II-B-3C	Special Studies Pass-Through	
III-A Planning Work Program		
III-A-1	Planning Work Program	<p>Program Administration entails working on multiple reporting and managerial functions. Program administration includes monitoring subrecipients planning and grant activities, and reporting requirements for (drug/alcohol, NTD, FTA, etc.), work with the MPO to develop the UPWP per federal and state requirements, manage and administer the City's FTA and State grants, manage FTA compliance program, monitor and oversee the operations and maintenance contracts for the fixed-route and paratransit services. In FY25, the City of Asheville, as the designated recipient will be conducting routine oversight and monitoring meetings of the City of Asheville subrecipients.</p> <p>Work Products: Routine monitoring reviews of the subrecipients. Quarterly and Annual FTA Reports, Complete annual NTD reporting; work on Subrecipient Agreements and reports; Drug and Alcohol Reports, etc.</p>
III-A-2	Metrics and Performance Measures	
III-B Transportation Improvement Program		
III-B-1	Prioritization	
III-B-2	Metropolitan TIP	
III-B-3	Merger/Project Development	
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements		
III-C-1	Title VI Compliance	<p>The City will continue conducting Title VI analysis for any future route and/or fare changes and will monitor Title VI programs and plans of the region's subrecipients.</p> <p>Work Product: FY 23-25 City of Asheville Title VI Plan Update.</p>
III-C-2	Environmental Justice	
III-C-3	Disadvantaged Business Enterprise Planning	<p>The FTA Region IV Office approved the City and urbanized area subrecipient FY 23-25 DBE Goals in August 2022, which includes closely coordinating with the City's Small and Minority-Owned Business Program and working with the City's subrecipients and evaluating individual transit projects and procurements to ensure adherence to the regions DBE Goals and federal DBE requirements.</p>

		Work Product: Quarterly DBE reports for FTA.
III-C-4	Planning for Elderly	
III-C-5	Safety/Drug Control Planning	The City and subrecipients have approved Public Transportation Safety Plans. Required meetings and monitoring of performance measures will take place. Monitoring of Drug and alcohol reporting will also take place. Work Product: PTSP Committee meetings notes, performance measures, reports and submissions for FTA.
III-C-6	Public Involvement	The City will be conducting public involvement as part of the Art Place Project planning and visioning phase and also for the City's Comprehensive Operational Analysis. n that will be prepared by the City with Buncombe County in FY 24 and FY 25. Work Product: Public meetings and survey results.
III-C-7	Private Sector Participation	
III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	
III-E Management and Operations		
III-E	Management, Operations, Program Support Administration	

			Transit Planning - 5303			
FTA	TASK	TASK	Local	State	Federal	Total
CODE	CODE	DESCRIPTION	10%	10%	80%	
	II-A	Data and Planning Support				
44.24.00	II-A-1	Networks and Support Systems	\$1,689	\$1,689	\$13,510	\$16,887
44.23.01	II-A-2	Travelers and Behavior	\$422	\$422	\$3,377	\$4,222
44.23.02	II-A-3	Transportation Modeling				
	II-B	Planning Process				
44.23.02	II-B-1	Targeted Planning	\$2,533	\$2,533	\$20,265	\$25,331
44.23.01	II-B-2	Regional Planning	\$1,689	\$1,689	\$13,510	\$16,887
44.27.00	II-B-3	Special Studies				
	III-A	Planning Work Program				
44.21.00	III-A-1	Planning Work Program	\$6,755	\$6,755	\$54,039	\$67,548
44.24.00	III-A-2	Metrics and Performance Measures				
	III-B	Transp. Improvement Plan				
44.25.00	III-B-1	Prioritization				
44.25.00	III-B-2	Metropolitan TIP	\$844	\$844	\$6,755	\$8,444
44.25.00	III-B-3	Merger/Project Development				
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.				
44.27.00	III-C-1	Title VI Compliance	\$844	\$844	\$6,755	\$8,444
44.27.00	III-C-2	Environmental Justice				
44.27.00	III-C-3	Minority Business Enterprise Planning	\$844	\$844	\$6,755	\$8,444
44.27.00	III-C-4	Planning for the Elderly				
44.27.00	III-C-5	Safety/Drug Control Planning	\$422	\$422	\$3,377	\$4,222
44.27.00	III-C-6	Public Involvement	\$844	\$844	\$6,755	\$8,444
44.27.00	III-C-7	Private Sector Participation				
	III-D	Statewide & Extra-Regional Planning				
44.27.00	III-D-1	Statewide & Extra-Regional Planning				
	III-E	Management Ops, Program Suppt Admin				
44.27.00		Management Operations				
		TOTALS	\$16,887	\$16,887	\$135,097	\$168,871

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Safe and Accountable Transportation Options PL 104 Set-Aside (Program Code Y410)	STBGDA (Flexed to PL)			CRRSSA	Total		
			Local 20%	Federal 80%	TOTAL		Local 20%	Federal 80%	Total		Federal 100%	Local	Federal
	II-A	Data and Planning Support	\$ 14,000	\$56,000	\$ 70,000		\$ -	\$0	\$ -		\$ 14,000	\$56,000	\$ 70,000
44.24.00	II-A-1	Networks and Support Systems	\$ 2,000	\$8,000	\$ 10,000		\$ -	\$0	\$ -		\$ 2,000	\$8,000	\$ 10,000
44.23.01	II-A-2	Travelers and Behavior	\$ 2,000	\$8,000	\$ 10,000		\$ -	\$0	\$ -		\$ 2,000	\$8,000	\$ 10,000
44.23.02	II-A-3	Transportation Modeling	\$ 10,000	\$40,000	\$ 50,000		\$ -	\$0	\$ -		\$ 10,000	\$40,000	\$ 50,000
	II-B	Planning Process	\$ 42,000	\$ 168,000	\$ 210,000	\$ 9,100	\$ 15,200	\$ 60,800	\$ 76,000		\$ 57,200	\$228,800	\$ 286,000
44.23.02	II-B-1	Targeted Planning	\$ 2,000	\$8,000	\$ 10,000		\$ -	\$0	\$ -		\$ 2,000	\$8,000	\$ 10,000
44.22.00	II-B-2A	Regional Planning	\$ 10,000	\$40,000	\$ 50,000		\$ -	\$0	\$ -		\$ 10,000	\$40,000	\$ 50,000
44.22.00	II-B-2B	Complete Streets Planning				\$ 9,100	\$ -	\$0	\$ -		\$ -	\$0	\$ -
44.27.00	II-B-3A	Special Studies Operations	\$ 30,000	\$120,000	\$ 150,000		\$ -	\$0	\$ -		\$ 30,000	\$120,000	\$ 150,000
44.27.00	II-B-3B	TDM Coordinator					\$ 15,200	\$60,800	\$ 76,000		\$ 15,200	\$60,800	\$ 76,000
	III-A	Planning Work Program	\$ 6,000	\$24,000	\$ 30,000		\$ -	\$0	\$ -		\$ 6,000	\$24,000	\$ 30,000
44.23.02	III-A-1	Planning Work Program	\$ 4,000	\$16,000	\$ 20,000		\$ -	\$0	\$ -		\$ 4,000	\$16,000	\$ 20,000
44.24.00	III-A-2	Metrics and Performance Measures	\$ 2,000	\$8,000	\$ 10,000		\$ -	\$0	\$ -		\$ 2,000	\$8,000	\$ 10,000
	III-B	Transp. Improvement Plan	\$ 20,000	\$80,000	\$ 100,000		\$ -	\$0	\$ -		\$ 20,000	\$80,000	\$ 100,000
44.25.00	III-B-1	Prioritization	\$ 10,000	\$40,000	\$ 50,000		\$ -	\$0	\$ -		\$ 10,000	\$40,000	\$ 50,000
44.25.00	III-B-2	Metropolitan TIP	\$ 5,000	\$20,000	\$ 25,000		\$ -	\$0	\$ -		\$ 5,000	\$20,000	\$ 25,000
44.25.00	III-B-3	Merger/Project Development	\$ 5,000	\$20,000	\$ 25,000		\$ -	\$0	\$ -		\$ 5,000	\$20,000	\$ 25,000
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 12,125	\$48,500	\$ 60,625		\$ 2,875	\$11,500	\$ 14,375		\$ 15,000	\$60,000	\$ 75,000
44.27.00	III-C-1	Title VI Compliance	\$ 3,000	\$12,000	\$ 15,000		\$0	\$0	\$ -		\$ 3,000	\$12,000	\$ 15,000
44.27.00	III-C-2	Environmental Justice	\$ 2,000	\$8,000	\$ 10,000		\$0	\$0	\$ -		\$ 2,000	\$8,000	\$ 10,000
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$0	\$ -		\$0	\$0	\$ -		\$ -	\$0	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ -	\$0	\$ -		\$0	\$0	\$ -		\$ -	\$0	\$ -
44.27.00	III-C-5	Safety/Drug Control Planning	\$ -	\$0	\$ -		\$0	\$0	\$ -		\$ -	\$0	\$ -
44.27.00	III-C-6	Public Involvement	\$ 7,125	\$28,500	\$ 35,625		\$2,875	\$11,500	\$ 14,375		\$ 10,000	\$40,000	\$ 50,000
44.27.00	III-C-7	Private Sector Participation	\$ -	\$0	\$ -		\$0	\$0	\$ -		\$ -	\$0	\$ -
	III-D	Statewide & Extra-Regional Planning	\$ 10,000	\$40,000	\$ 50,000		\$ 10,000	\$40,000	\$ 50,000		\$ 20,000	\$80,000	\$ 100,000
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 10,000	\$40,000	\$ 50,000		\$10,000	\$40,000	\$50,000		\$ 20,000	\$80,000	\$ 100,000
	III-E	Management Ops, Program Suppt Admin	\$ 31,180	\$124,720	\$ 155,900		\$ 31,180	\$124,720	\$ 155,900		\$ 62,360	\$249,440	\$ 311,800
44.27.00		Management Operations	\$ 31,180	\$124,720	\$ 155,900		\$ 31,180	\$124,720	\$ 155,900		\$ 62,360	\$249,440	\$ 311,800
44.27.00		Program Support Administration	\$ -	\$0	\$ -		\$ -	\$0	\$ -		\$ -	\$0	\$ -
		TOTALS	\$135,305	\$541,220	\$ 676,525	\$ 9,100	\$ 59,255	\$237,020	\$296,275		\$ 194,560	\$778,240	\$ 972,800
			Continuing Studies										
FY Acct	Project		MPO Planning & Admin- PL 104				STBGDA (Flexed to PL)				CRRSSA	Total	
			Local	Federal	Total		Local	Federal	Total	Federal	Local	Federal	Total
			20%	80%			20%	80%		100%			
2023	Reed Creek Greenway Study (Asheville)						\$10,000	\$40,000	\$50,000		\$ 10,000	\$40,000	\$50,000
2023	CRSSA Regional Planning Projects						\$0	\$0	\$0	\$1,889,846	\$ -	\$1,889,846	\$1,889,846
2024	Patton Avenue Corridor Study						\$44,400	\$177,600	\$222,000			\$177,600	\$222,000
2024	Ridgecrest Connector (Fonta Flora) Study						\$7,000	\$28,000	\$35,000			\$28,000	\$35,000
2024	Buncombe Pedestrian Plan						\$25,000	\$100,000	\$125,000			\$100,000	\$125,000
2024	Woodfin-Weaverville Greenway Study						\$24,000	\$96,000	\$120,000			\$96,000	\$120,000
2024	Cane Creek Greenway Study						\$11,200	\$44,800	\$56,000			\$44,800	\$56,000
2024	2050 Socio-Economic Projections						\$20,000	\$80,000	\$100,000			\$80,000	\$100,000
	Total		\$0	\$0	\$0		\$10,000	\$40,000	\$50,000	\$1,889,846	\$10,000	\$1,929,846	\$1,939,846

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4C:

5310 and JARC Calls for Projects

Section 5310

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The 5310 Grant has two categories for funding:

- Traditional/Capital Projects: **At least 55%** of the total funding amount must go to “traditional” projects
- Other/Operations Type Projects: **no more than 45%** of the total funding amount can go to these projects

Additional information about Section 5310 is available at: <https://frenchbroadrivermpo.org/5310-and-jarc/>

Funding Available:

FY 2023's Section 5310 Allocation	
FY 2023 FTA Section 5310 Funds Available to Asheville UZA	\$504,739
Section 5310 Admin at 10%	\$50,474
Remaining Section 5310 after Admin	\$454,265

Evaluation Criteria:

SCORECARD FOR 5310 PROJECTS		
	Possible Points	
Project Needs and Goals	35	0
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	0-10	
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	0-5	

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Does applicant include map of service area and requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	<i>0 or 10</i>	
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	<i>0-5</i>	
Does the project align with organizational mission? To what degree?	<i>0-5</i>	
Project Budget and Organizational Preparedness	25	0
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	<i>0 or 5</i>	
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	<i>0 or 5</i>	
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	<i>0-5</i>	
To what extent will project be affected if it does not receive funding?	<i>0-10</i>	
Project Implementation	25	0
Does the proposal outline an implementation and evaluation plan?	<i>0 or 5</i>	
Does the application identify key personnel?	<i>0 or 5</i>	
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described? Does applicant describe process of evaluating service?	<i>0-5</i>	
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	<i>0-10</i>	
Equity, Coordination, and Outreach	15	0
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	<i>0-5</i>	
To what extent does the applicant include plans to market to target group and promote awareness of the project?	<i>0-5</i>	
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	<i>0 or 5</i>	
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	<i>0 or 5</i>	
TOTAL (Out of 100, with 5 additional bonus points)	105	

JARC – Jobs Access Reverse Commute

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Staff Report & Recommendations

JARC (Jobs Access Reverse Commute) is a competitive pot of funds set aside from Section 5307 Urban Transit Formula funds to encourage regional connectivity, to fund the development and maintenance of transportation services designated to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment. The FBRMPO holds a call for projects for federal funding, and the City of Asheville is the Designated Recipient for these funds.

Additional Information about the program is available at: <https://frenchbroadrivermpo.org/5310-and-jarc/>

FY 2022's Section 5307 (JARC) Allocation

Regional JARC - FY 2022 at 10% of FTA 5307 Amount allocated to Asheville Urbanized Area	\$408,379
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Project Evaluation Criteria for JARC	Possible Points
Project Needs/Goals and Objectives	<i>30</i>
Is the project consistent with JARC program? (i.e. do goals and objectives align with JARC program)	<i>0-10</i>
To what degree will the project increase or enhance service to low-income individuals? Does the project address unmet needs?	<i>0 – 5</i>
Does the project address a need identified in the Coordinated Human Services Transportation Plan? Does applicant include map of service area?	<i>0 or 5</i>
To what extent will the project be affected if it does not receive JARC funds? 0=unaffected, 10=unable to exist	<i>0 – 10</i>
Implementation Plan and Evaluation	<i>20</i>
Does the proposal outline an implementation and evaluation plan? Does implementation plan identify key personnel?	<i>0 or 5</i>

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To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described?	0 – 5
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	0-5
Does the project appear to be the best way to meet the need identified? Does it align with the organizational mission?	0 – 5
Project Budget	20
Did applicant submit a clearly defined project budget? Did applicant provide proof of local match?	0 or 5
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0 – 5
To what extent will project be affected if it does not receive funding?	0-10
Equity, Coordination, and Outreach	15
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	0-5
To what extent does the applicant include plans to market to target group and promote awareness of the project?	0 – 5
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	0 or 5
Program Effectiveness and Performance Indicators	10
To what extent does applicant demonstrate that proposal is most appropriate method of service delivery and is a cost-effective approach?	0 – 5
Does applicant provide description of the process of monitoring and evaluation of service? Is there a description of steps that will be taken to measure effectiveness and impact of project on targets?	0 – 5
Innovation	5
Does project contain new or innovative concepts with potential for improving access and mobility for target population and potential for future application elsewhere in the region?	0 or 5
Alternative Fuels/Fuel Efficiency (BONUS POINTS)	5

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Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	<i>0 or 5</i>
TOTAL (out of 100, with 5 additional bonus points)	<i>105</i>

The proposed timeline for the FY2023 Call for Projects for both Section 5310 and JARC is below:

FY2023 Call for Projects Application Timeline	
January 18, 2023	5310 and JARC Call for Projects opens
March 18, 2023	5310 and JARC applications due to FBRMPO
May 1, 2023	FBRMPO Prioritization Subcommittee meets to review 5310 and JARC applications
May 9, 2023	TCC approves 5310 and JARC project selection
May 16, 2023	MPO Board votes on 5310 and JARC project selection
May 16, 2023	MPO Board approves TIP Amendments for 5310 and JARC projects

MPO Staff seeks a recommendation from the TCC that the Board approves the Call for Projects' timeline and evaluation criteria for JARC and Section 5310.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5A:

Safety 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.*

These targets are established annually, are based on 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our Strategic Highway Safety Plan (SHSP) goals. The SHSP goals are developed through collaborative efforts of a diverse group of stakeholders including state, regional, and local partners (including MPOs). The goal of the most recent (2019) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

2024 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in the table below.

Performance Measure	CY 2024
Number of Fatalities	1,151.7
Rate of Fatalities	0.967
Number of Serious Injuries	3,312.1
Rate of Serious Injuries	2.767
Number of Non-Motorized Fatalities & Serious Injuries	451.1

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

French Broad River MPO 2024 Safety Performance Targets

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	50.6	1.014	136.8	2.743	19.6
2018 - 2022	50.6	1.021	137.8	2.782	19.0
2024 Target*	42.0	0.841	103.0	2.041	14.5

Staff Report & Recommendations

Item 5B:

Memorandum of Understanding Survey Results

After updating the MPO’s Planning Area, the MPO is required to update its Memorandum of Understanding. Several updates are required, either to update language to current federal law or to change committee and Board designations for members who may or may not apply any longer. After a Draft MOU is established it is required to be approved by EVERY JURISDICTION IN THE MPO.

Proposed Timeline:

Date	Event
October, 2023	Introduce MOU
November, 2023	Develop Survey for MPO Representatives
January, 2024	Discuss Survey Results
February, 2023	Draft MOU Discussion
March, 2023	Draft MOU Consideration
April, 2023 - ?	Local Government Council Consideration

Items to Consider Within the MOU:

1. MPO Membership
 - a. MPO members to be removed in the updated MOU
 - i. Transylvania County (non-voting) (TCC and Board)
 - ii. State Bicycle Committee Representative for Divisions 13 & 14 (TCC only)- group has been defunct for some time
 - b. MPO members to add
 - i. Transit representative were added via amendment, would be included in the updated list
2. Quorum
 - a. Currently defines quorum for “active” members, inactive members are those that have not attended the previous two meetings, don’t count towards quorum
3. Voting Power
 - a. Distribution of Votes

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- b. Veto Votes
 - c. Weighted Voting
4. MPO Roles and Responsibilities

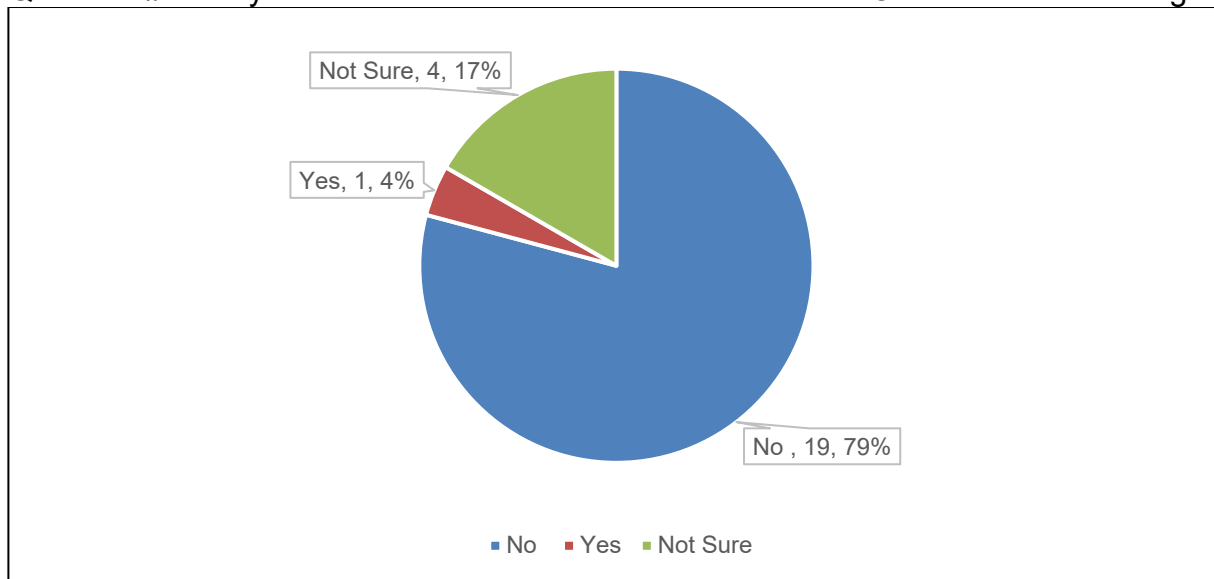
Survey Overview & Results

MPO staff sent out two surveys on the MOU- one targeted to the TCC and one for the MPO Board. The primary difference between the two is the Board was only asked about the make-up of the Board, the TCC was asked about the TCC and Board. The survey was made available from November 17-December 22.

High-level results from the survey are below. In general, there was strong support for maintaining the status quo in most facets, but some interest in consolidation of Board seats, removal of the veto power provision, and removal of the weighted voting provision.

MPO staff will provide a detailed update on the survey at the meeting.

Question #1: Do you think the distribution of votes on the MPO Board should change?

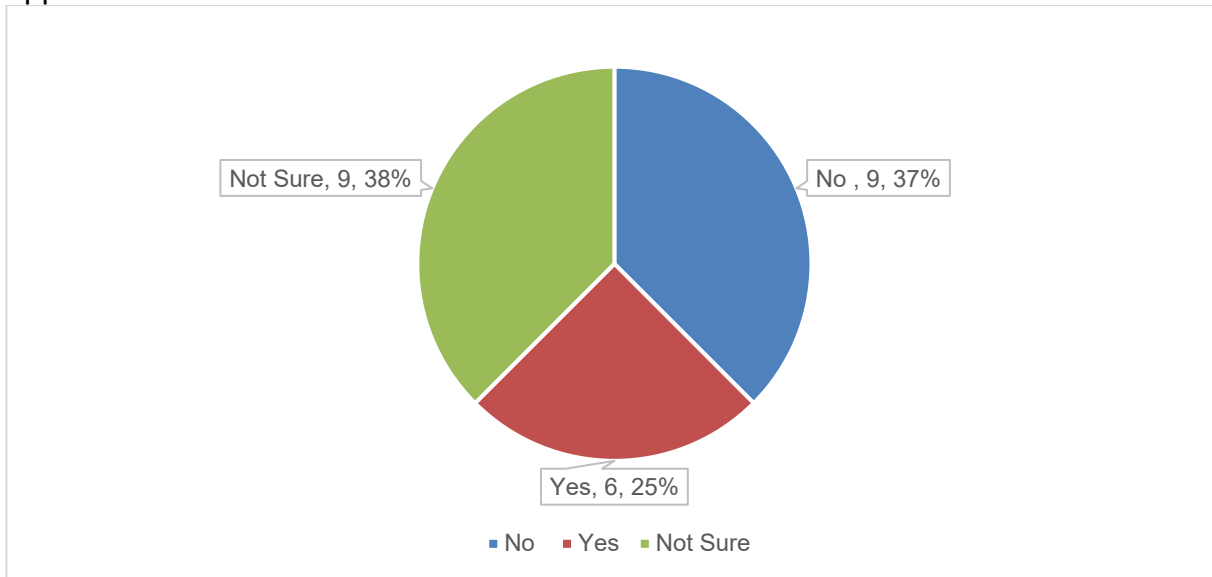


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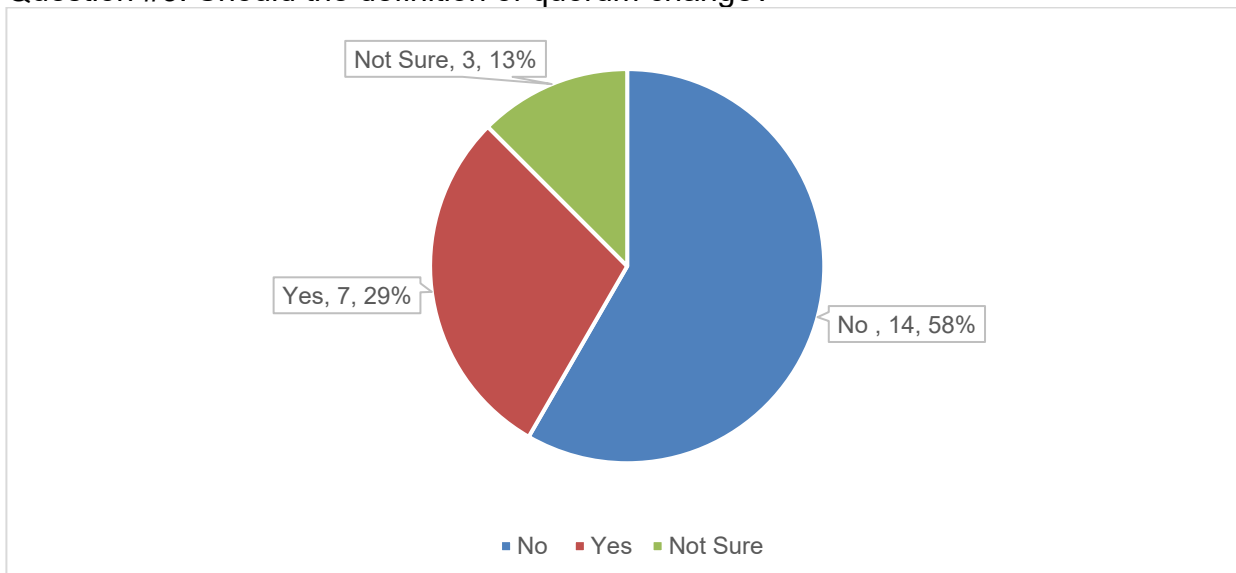
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Question #2: Do you think having multiple jurisdictions consolidate votes would be a beneficial approach?



Question #3: Should the definition of quorum change?



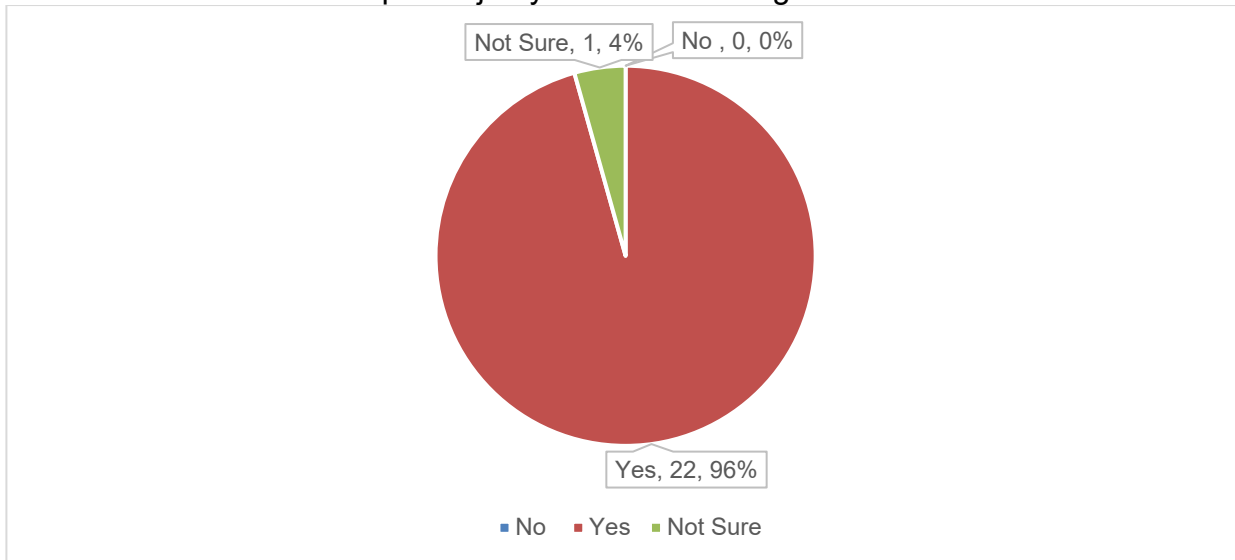
Note: two people who said the definition of quorum should change later noted to keep it the same

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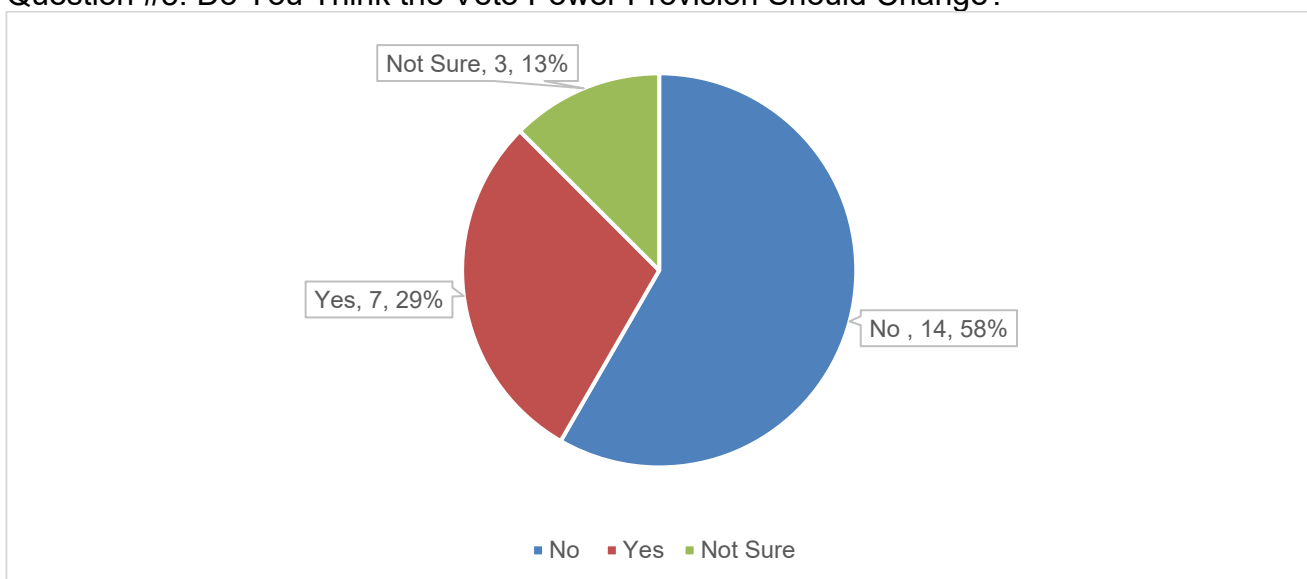
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Question #4: Should a simple majority determine voting outcomes?



Question #5: Do You Think the Veto Power Provision Should Change?

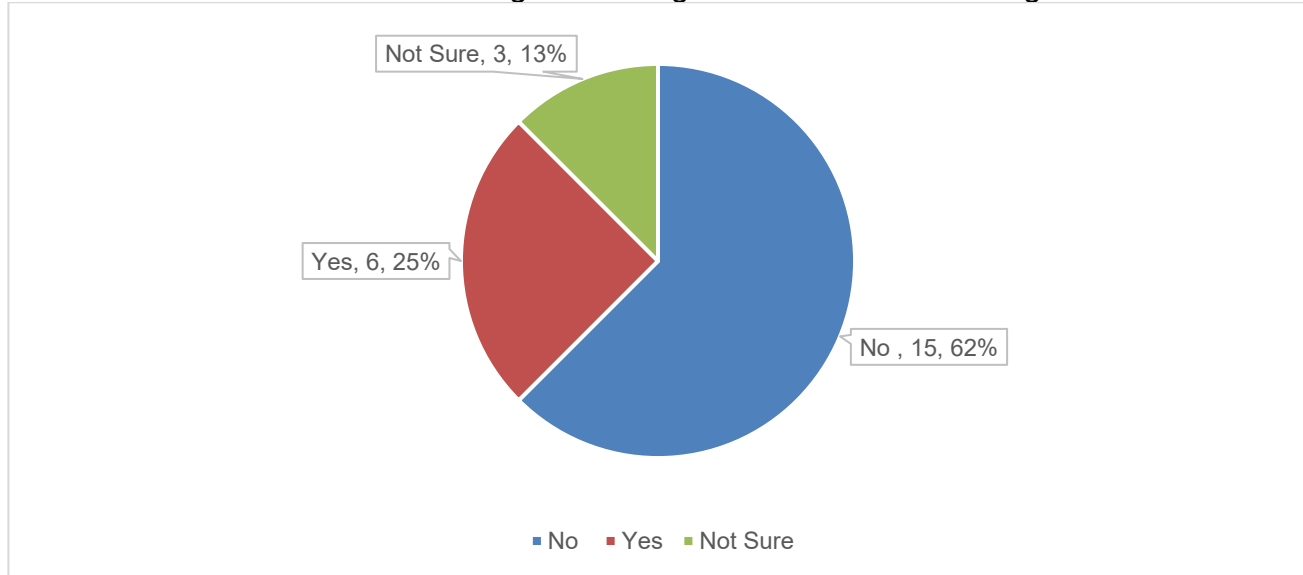


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Question #6: Do You Think the Weighted Voting Provision Should Change?



Staff Report & Recommendations

Item 6A:

Division Project Updates

Division 13: https://frenchbroadrivermpo.org/wp-content/uploads/2024/01/Div13_January_Updates.pdf

Division 14:

Item 6B:

TPD Updates

Item 6C:

FHWA/FTA Updates

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

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

Staff Report & Recommendations

Item 6D:

Committee & Workgroup Updates

Prioritization Subcommittee— met on November 1st; next meeting February 7th.

Transit Operators' Workgroup— last met on September 18th; next meeting TBD

Points of Business/Discussion:

- **September 18th Agenda:**
 - 5307 funding updates
 - NCDOT Regional Transit Study Update
 - Updates from Agencies

5307 Subrecipient Workgroup- met on September 12th, 2023; plans to meet on January

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:
 - 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.

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- 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.

Hellbender Trail Stakeholder Group/Regional Trail Forum Updates- met on November 30th; next meeting TBD.

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MPO Studies Status

Study	Managing Entity	Year Programmed	Status
Reed Creek Greenway Feasibility Study	City of Asheville	2023	Underway
2050 Socio-Economic Projections	FBRMPO	2023	Consultant Selected; Awaiting NCDOT OIG Approval
CTP/MTP Update	FBRMPO	2024	LOIs Received; Consultant Selection In-Process
Safe Streets for All Regional Action Plan	FBRMPO	2024	Consultant Selected
Patton Avenue Corridor Study	City of Asheville	2023	Underway
Ridgecrest Connector Greenway Feasibility Study	Town of Black Mountain	2023	Underway
Cane Creek Greenway Study	Town of Fletcher	2024	Agreement Being Drafted
Woodfin-Weaverville Greenway Study	Town of Woodfin	2024	RFLOI 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 & Compensation Study	LOSRC	2024	Not Started

Additional Items:

Recommended Actions: Accept the reports.

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Item 6E:

Legislative Updates