

## French Broad River Metropolitan Planning Organization

Minutes from the Combined Governing Board and TCC Meeting on November 16th 2023

### Board Attendance:

In-Person and Remote via the Zoom Platform:

Anthony Sutton	Town of Waynesville
Jennifer Hensley	City of Hendersonville
Steve Williams	NCDOT Div 14
Bob Davy	Town of Fletcher
Vicki Eastland	LOS RPO
Matt Wechtel	Madison County
George Banta	Town of Laurel Park
Kim Roney	City of Asheville
Dr. Ralph Hamlett	Town of Canton
Daniel Sellers	NCDOT TPD
Shannon Gonce	Town of Mills River
Chuck McGrady	BOT 14
Chris Medlin	NCDOT
Rose Bauguess	RPO Southwest Commission
Archie Pertiller	Town of Black Mountain
Anne Colleta	Town of Flat Rock
Catherine Cordell	Town of Weaverville
Kevin Ensley	Haywood County
Bill Lapsley	Henderson County
Tom Widmer	Town of Montreat
David White	Rural Transit
Troy Wilson	NCDOT
Parker Sloan	Buncombe County

Members without Representation present:

Town of Biltmore Forest
BOT 13
Town of Clyde
Town of Mars Hill
Town of Maggie Valley
Urban Transit
Town of Woodfin

### **TCC ATTENDANCE:**

In-person and remote via Zoom:

Autumn Radcliff (Chair)	Henderson County
Steve Williams	NCDOT Division 14
Jessica Morris	City of Asheville Transit
Dylan Casper	Buncombe County Transit
Elizabeth Teague	Town of Waynesville
Lucy Crown	City of Asheville
Jessica Trotman	Town of Black Mountain
Ricky Hurley	Town of Woodfin
Janna Bianculli	Apple Country Transit
Cole Sutton	Haywood County Transit
Mike Malecek	Town of Mills River
Pat Christie	Village of Flat Rock
Eric Rufa	Town of Fletcher
Daniel Sellers	TPD
Vicki Eastland	Land of Sky RPO
William High (Vice-Chair)	Buncombe County
Stephen Sparks	NCDOT Div 13

**Members Without Representation Present:**

Town of Biltmore Forest
Madison County
Town of Weaverville
City of Hendersonville
Town of Canton
Town of Clyde

Town of Mars Hill
Town of Laurel Park
NCDOT Div 13
Town of Montreat
Town of Maggie Valley
Town of Weaverville

Additional Attendees:

Tristan Winkler (FBRMPO)      Hannah Bagli (FBRMPO)      Logan DiGiacomo (FBRMPO)  
Jon Barsanti (FBRMPO)      Asha Rado (LOSRC, Minutes)      Alexius Farris (NCDOT)  
Alexa Whitman (Asheville Chamber of Commerce)

**WELCOME, INTRODUCTIONS & ROLL CALL**

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

Quorum was announced to conduct the business of the Board.

**PUBLIC COMMENT**

Anthony Sutton opened the floor for public comment. No comment heard.

**CONSENT AGENDA**

**October 2023 Board Minutes:** [https://frenchbroadrivermpo.org/wp-content/uploads/2023/11/2023\\_10\\_19\\_MPO.DRAFT\\_Board\\_Minutes-REVISED.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2023/11/2023_10_19_MPO.DRAFT_Board_Minutes-REVISED.pdf)

**October 2023 TCC Minutes:** [https://frenchbroadrivermpo.org/wp-content/uploads/2023/11/2023\\_10\\_12\\_DRAFT.MPO\\_TCC\\_Minutes.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2023/11/2023_10_12_DRAFT.MPO_TCC_Minutes.pdf)

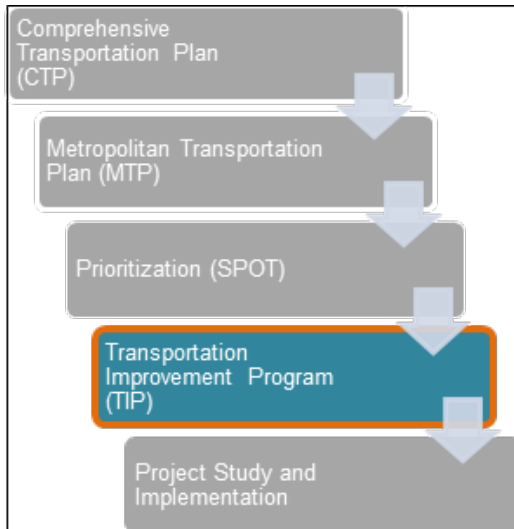
*William High moved to approve the consent agenda including the October 2023 TCC Minutes and the Joint agenda. Vicki Eastland seconded the motion which passed unanimously upon a roll call vote.*

*Anne Colleta moved to approve the consent agenda including the October 2023 Board Minutes and the Joint*

*agenda. Matt Wechtel seconded the motion which passed unanimously upon a roll call vote.*

## **Business**

### **Amendments to 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. Current items are for modification of existing projects.

#### **Modifications Summary**

Modifications in this round of amendments are primarily focused on reflecting programmed transit funding in the TIP, including 5310 and JARC funds. Beyond transit, this set of amendments reflects the addition of fy 24 engineering funds to BL-0078 (a section of the Ecusta Trail project) and construction funds to U-5019A (Town Branch Greenway) & U-5019E (Craven St Bridge Improvements) that were not previously programmed. Amendments to projects U-5834, U-5886, & U-6049 involve modifying funds from State to Federal. There is one addition to the TIP: EB-5790 and there are no deletions.

## TQ-6187 - 5310 OTHER PROJECTS

LEAD AGENCY City Of Asheville	PROJECT TYPE PUBLIC TRANSIT	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR -	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$426,000	PROJECT DESCRIPTION 5310 OTHER PROJECTS		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CAPITAL	Local	-	\$213,000	-	-	-	-	-	-	-	-	-	-	\$213,000
CAPITAL	5310 Funds	-	\$213,000	-	-	-	-	-	-	-	-	-	-	\$213,000
Total CAPITAL		-	\$426,000	-	-	-	-	-	-	-	-	-	-	\$426,000
Total Programmed		-	\$426,000	-	-	-	-	-	-	-	-	-	-	\$426,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Any addition, deletion, or significant modification of non-traditional funding sources to a project (traditional sources of revenue include federal, state, or local government tax revenues. Non-traditional sources include state bonding and/or private participation)
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "November 2023 Amendments"
FUNDING CHANGES	<b>5310 Funds</b> + Increase funds in FY 2024 In CAP from \$0 to \$213,000 <b>Local</b> + Increase funds in FY 2024 In CAP from \$0 to \$213,000
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Increased from \$0 to \$426,000 (0%)

## TQ-6186 - 5310 TRADITIONAL PROJECTS

LEAD AGENCY Asheville Redefines Transit	PROJECT TYPE PUBLIC TRANSIT	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR -	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$350,000	PROJECT DESCRIPTION 5310 TRADITIONAL PROJECTS		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CAPITAL	5310 Funds	-	\$281,000	-	-	-	-	-	-	-	-	-	-	\$281,000
CAPITAL	Local	-	\$69,000	-	-	-	-	-	-	-	-	-	-	\$69,000
Total CAPITAL		-	\$350,000	-	-	-	-	-	-	-	-	-	-	\$350,000
Total Programmed		-	\$350,000	-	-	-	-	-	-	-	-	-	-	\$350,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Change in federally-funded or state-funded regionally significant transit, bicycle or pedestrian project that exceeds either \$1 million or 25% of the project cost
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "November 2023 Amendments"
FUNDING CHANGES	<b>5310 Funds</b> + Increase funds in FY 2024 in CAP from \$0 to \$281,000 <b>Local</b> + Increase funds in FY 2024 in CAP from \$0 to \$69,000
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Increased from \$0 to \$350,000 (0%)

## TM-5138 - JARC OPERATIONS

LEAD AGENCY City Of Asheville	PROJECT TYPE PUBLIC TRANSIT	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR -	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$816,000	PROJECT DESCRIPTION JARC OPERATIONS		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CAPITAL	Job Assistance And Reverse Commute (JARC)	-	\$408,000	-	-	-	-	-	-	-	-	-	-	\$408,000
CAPITAL	Local	-	\$408,000	-	-	-	-	-	-	-	-	-	-	\$408,000
Total CAPITAL		-	\$816,000	-	-	-	-	-	-	-	-	-	-	\$816,000
Total Programmed		-	\$816,000	-	-	-	-	-	-	-	-	-	-	\$816,000

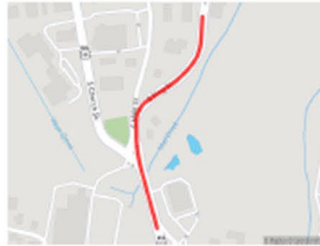
CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Any addition, deletion, or significant modification of non-traditional funding sources to a project (traditional sources of revenue include federal, state, or local government tax revenues. Non-traditional sources include state bonding and/or private participation)
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "November 2023 Amendments"
FUNDING CHANGES	<b>Job Assistance And Reverse Commute (JARC)</b> + Increase funds in FY 2024 in CAP from \$0 to \$408,000  <b>Local</b> + Increase funds in FY 2024 in CAP from \$0 to \$408,000
FEDERAL PROJECT COST	Increased from \$0 to \$408,000 (0%)
TOTAL PROJECT COST	Increased from \$0 to \$816,000 (0%)

**U-6049 - SOUTH MAIN STREET AT SOUTH KING STREET TO US 176. WIDEN BRIDGE 440143 TO 5-LANES.**

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY HENDERSON	DIVISION(S) 14
CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME NC 225 (SOUTH MAIN STREET)	TOTAL LENGTH 0
TOTAL COST \$4,000,000	PROJECT DESCRIPTION SOUTH MAIN STREET AT SOUTH KING STREET TO US 176. WIDEN BRIDGE 440143 TO 5-LANES.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	-	-	\$1,296,000	\$2,324,000	\$380,000	-	-	-	-	-	-	\$4,000,000
Total CONSTRUCTION		-	-	-	\$1,296,000	\$2,324,000	\$380,000	-	-	-	-	-	-	\$4,000,000
Total Programmed		-	-	-	\$1,296,000	\$2,324,000	\$380,000	-	-	-	-	-	-	\$4,000,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Funding source changes between traditional funding sources (i.e. substituting available Congestion Mitigation Air Quality (CMAQ) funds for FTA section 5307 formula transit funds)
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "November 2023 Amendments"
FUNDING CHANGES	<p><b>Highway Trust Funds</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2023 in ROW from \$263,000 to \$0</li> <li>- Decrease funds in FY 2023 in UT from \$400,000 to \$0</li> <li>- Decrease funds in FY 2024 in ROW from \$1,053,000 to \$0</li> <li>- Decrease funds in FY 2025 in ROW from \$1,053,000 to \$0</li> <li>- Decrease funds in FY 2026 in ROW from \$351,000 to \$0</li> <li>- Decrease funds in FY 2026 in CON from \$2,925,000 to \$0</li> <li>- Decrease funds in FY 2027 in ROW from \$680,000 to \$0</li> <li>- Decrease funds in FY 2027 in CON from \$1,075,000 to \$0</li> </ul> <p><b>Surface Transportation Block Grant Program (Any Area)</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2028 in CON from \$0 to \$380,000</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$1,296,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$2,324,000</li> </ul>
FEDERAL PROJECT COST	Increased from \$0 to \$4,000,000 (0%)
TOTAL PROJECT COST	Decreased from \$7,800,000 to \$4,000,000 (-48.72%)



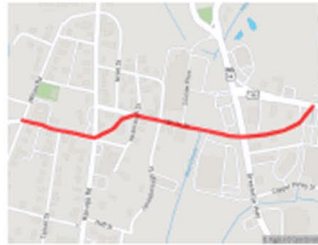


**U-5886 - SR 1171 (WILLOW ROAD) TO US 176 (SPARTANBURG HIGHWAY). REALIGN AND EXTEND ROADWAY.**

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY HENDERSON	DIVISION(S) 14
CONSTRUCTION YEAR 2026	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME SR 1170 (WHITE STREET)	TOTAL LENGTH 0
TOTAL COST \$15,100,000	PROJECT DESCRIPTION SR 1171 (WILLOW ROAD) TO US 176 (SPARTANBURG HIGHWAY). REALIGN AND EXTEND ROADWAY.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	-	-	\$3,104,000	\$6,683,000	\$4,356,000	\$957,000	-	-	-	-	-	\$15,100,000
Total CONSTRUCTION		-	-	-	\$3,104,000	\$6,683,000	\$4,356,000	\$957,000	-	-	-	-	-	\$15,100,000
Total Programmed		-	-	-	\$3,104,000	\$6,683,000	\$4,356,000	\$957,000	-	-	-	-	-	\$15,100,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Funding source changes between traditional funding sources (i.e. substituting available Congestion Mitigation Air Quality (CMAQ) funds for FTA section 5307 formula transit funds)
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "November 2023 Amendments"
FUNDING CHANGES	<p><b>Highway Trust Funds</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2023 in ROW from \$1,448,000 to \$0</li> <li>- Decrease funds in FY 2023 in UT from \$1,300,000 to \$0</li> <li>- Decrease funds in FY 2024 in ROW from \$5,791,000 to \$0</li> <li>- Decrease funds in FY 2024 in UT from \$1,300,000 to \$0</li> <li>- Decrease funds in FY 2025 in ROW from \$5,791,000 to \$0</li> <li>- Decrease funds in FY 2026 in ROW from \$1,930,000 to \$0</li> <li>- Decrease funds in FY 2026 in CON from \$3,162,000 to \$0</li> <li>- Decrease funds in FY 2027 in ROW from \$3,740,000 to \$0</li> <li>- Decrease funds in FY 2027 in CON from \$6,666,000 to \$0</li> <li>- Decrease funds in FY 2028 in CON from \$4,352,000 to \$0</li> <li>- Decrease funds in FY 2029 in CON from \$1,020,000 to \$0</li> </ul> <p><b>Surface Transportation Block Grant Program (Any Area)</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in CON from \$0 to \$3,104,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$6,683,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$4,356,000</li> <li>+ Increase funds in FY 2029 in CON from \$0 to \$957,000</li> </ul>
FEDERAL PROJECT COST	Increased from \$0 to \$15,100,000 (0%)
TOTAL PROJECT COST	Decreased from \$36,500,000 to \$15,100,000 (-58.63%)



**U-5834 - US 25 (HENDERSONVILLE ROAD) TO SR 3157 (WESTON ROAD). UPGRADE EXISTING ROADWAY.**

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2025	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME SR 3116 (MILLS GAP ROAD)	TOTAL LENGTH 0
TOTAL COST \$13,200,000	PROJECT DESCRIPTION US 25 (HENDERSONVILLE ROAD) TO SR 3157 (WESTON ROAD). UPGRADE EXISTING ROADWAY.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
BUILD NC CON	Surface Transportation Block Grant Program (Any Area)	-	-	\$2,188,000	\$6,197,000	\$4,314,000	\$501,000	-	-	-	-	-	-	\$13,200,000
Total BUILD NC CON		-	-	\$2,188,000	\$6,197,000	\$4,314,000	\$501,000	-	-	-	-	-	-	\$13,200,000
Total Programmed		-	-	\$2,188,000	\$6,197,000	\$4,314,000	\$501,000	-	-	-	-	-	-	\$13,200,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Funding source changes between traditional funding sources (i.e. substituting available Congestion Mitigation Air Quality (CMAQ) funds for FTA section 5307 formula transit funds)
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "November 2023 Amendments" CONSTRUCTION YEAR changed from "2026" to "2025"
FUNDING CHANGES	<b>Highway Trust Funds</b> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2026 in NC-CON from \$1,030,000 to \$0</li> <li>- Decrease funds in FY 2027 in NC-CON from \$515,000 to \$0</li> <li>- Decrease funds in FY 2028 in NC-CON from \$515,000 to \$0</li> <li>- Decrease funds in FY 2029 in NC-CON from \$515,000 to \$0</li> <li>- Decrease funds in FY 2030 in NC-CON from \$515,000 to \$0</li> <li>- Decrease funds in FY 2031 in NC-CON from \$515,000 to \$0</li> <li>- Decrease funds in FY 2032 in NC-CON from \$515,000 to \$0</li> <li>- Decrease funds in FY 2033 in NC-CON from \$515,000 to \$0</li> <li>- Decrease funds in FY 2034 in NC-CON from \$3,090,000 to \$0</li> <li>- Decrease funds in FY 2026 in CON from \$4,366,000 to \$0</li> <li>- Decrease funds in FY 2027 in CON from \$2,834,000 to \$0</li> </ul> <b>Surface Transportation Block Grant Program (Any Area)</b> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in NC-CON from \$0 to \$2,188,000</li> <li>+ Increase funds in FY 2026 in NC-CON from \$0 to \$6,197,000</li> <li>+ Increase funds in FY 2027 in NC-CON from \$0 to \$4,314,000</li> <li>+ Increase funds in FY 2028 in NC-CON from \$0 to \$501,000</li> </ul>
FEDERAL PROJECT COST	Increased from \$0 to \$13,200,000 (0%)
TOTAL PROJECT COST	Decreased from \$14,925,000 to \$13,200,000 (-11.56%)



## U-5019E - CRAVEN STREET BRIDGE IMPROVEMENTS OVER THE FRENCH BROAD RIVER

LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2025	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME RIVERWAY MULTI-MODAL NETWORK	TOTAL LENGTH 0
TOTAL COST \$5,250,000	PROJECT DESCRIPTION CRAVEN STREET BRIDGE IMPROVEMENTS OVER THE FRENCH BROAD RIVER		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	-	\$4,200,000	-	-	-	-	-	-	-	-	-	\$4,200,000
CONSTRUCTION	Local	-	-	\$1,050,000	-	-	-	-	-	-	-	-	-	\$1,050,000
Total CONSTRUCTION		-	-	\$5,250,000	-	-	-	-	-	-	-	-	-	\$5,250,000
Total Programmed		-	-	\$5,250,000	-	-	-	-	-	-	-	-	-	\$5,250,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project schedule shifts in years 1 through 4 that move project completion dates across Horizon Years as determined by the Long Range Transportation Plan
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "November 2023 Amendments" CONSTRUCTION YEAR changed from "2024" to "2025"
FUNDING CHANGES	<b>Surface Transportation Block Grant Program (Any Area)</b> - Decrease funds in FY 2024 in CON from \$4,200,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$4,200,000 <b>Local</b> - Decrease funds in FY 2024 in CON from \$1,050,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$1,050,000
FEDERAL PROJECT COST	Stays the same \$4,200,000
TOTAL PROJECT COST	Stays the same \$5,250,000

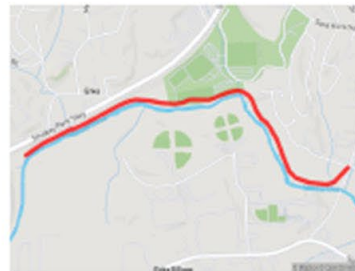


# **EB-5824 - CONSTRUCT MULTI-USE PATH FROM HOMINY VALLEY PARK AND ENKA HIGH SCHOOL TO EAST OF SAND HILL ROAD**

LEAD AGENCY NCDOT	PROJECT TYPE BIKE/PED	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2025	LOCALLY ADMINISTERED PROJECT YES	ROUTE/ROAD NAME HOMINY CREEK GREENWAY	TOTAL LENGTH 0
TOTAL COST \$3,844,000	PROJECT DESCRIPTION CONSTRUCT MULTI-USE PATH FROM HOMINY VALLEY PARK AND ENKA HIGH SCHOOL TO EAST OF SAND HILL ROAD		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Surface Transportation Block Grant Program (Any Area)	-	-	\$1,510,000	\$1,279,000	-	-	-	-	-	-	-	-	\$2,789,000
CONSTRUCTION	Surface Transportation Block Grant Program (Direct Attributable)	-	-	\$37,000	-	-	-	-	-	-	-	-	-	\$37,000
CONSTRUCTION	Local	-	-	\$1,018,000	-	-	-	-	-	-	-	-	-	\$1,018,000
Total CONSTRUCTION		-	-	\$2,565,000	\$1,279,000	-	-	-	-	-	-	-	-	\$3,844,000
Total Programmed		-	-	\$2,565,000	\$1,279,000	-	-	-	-	-	-	-	-	\$3,844,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Change in the project design or scope that significantly changes the termini or project type, purpose, or number of through lanes on a non-exempt (for transportation conformity purposes) project
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "November 2023 Amendments"
FUNDING CHANGES	N/A
FEDERAL PROJECT COST	Stays the same \$2,826,000
TOTAL PROJECT COST	Stays the same \$3,844,000

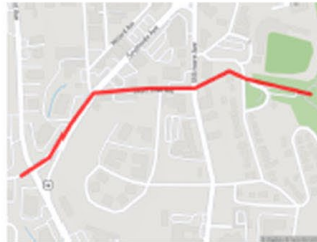


**EB-5790 - ON-STREET CROSSINGS AND CONNECTIONS FOR BICYCLISTS AND PEDESTRIANS IN ASHEVILLE'S EAST OF THE RIVERWAY.**

LEAD AGENCY Asheville	PROJECT TYPE BIKE/PED	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR 2024	LOCALLY ADMINISTERED PROJECT YES	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$1,496,000	PROJECT DESCRIPTION ON-STREET CROSSINGS AND CONNECTIONS FOR BICYCLISTS AND PEDESTRIANS IN ASHEVILLE'S EAST OF THE RIVERWAY.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CONSTRUCTION	Local	-	\$299,000	-	-	-	-	-	-	-	-	-	-	\$299,000
CONSTRUCTION	Surface Transportation Block Grant Program (Direct Attributable)	-	\$68,000	-	-	-	-	-	-	-	-	-	-	\$68,000
CONSTRUCTION	Transportation Alternatives Program (Any Area)	-	\$1,129,000	-	-	-	-	-	-	-	-	-	-	\$1,129,000
Total CONSTRUCTION		-	\$1,496,000	-	-	-	-	-	-	-	-	-	-	\$1,496,000
Total Programmed		-	\$1,496,000	-	-	-	-	-	-	-	-	-	-	\$1,496,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Project schedule shifts in years 1 through 4 that move project completion dates across Horizon Years as determined by the Long Range Transportation Plan
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "November 2023 Amendments" CONSTRUCTION YEAR changed from "2023" to "2024"
FUNDING CHANGES	<b>Surface Transportation Block Grant Program (Direct Attributable)</b> - Decrease funds in FY 2023 in CON from \$840,000 to \$0 + Increase funds in FY 2024 in CON from \$0 to \$68,000 <b>Local</b> - Decrease funds in FY 2023 in CON from \$89,000 to \$0 - Decrease funds in FY 2023 in CON from \$210,000 to \$0 + Increase funds in FY 2024 in CON from \$0 to \$299,000 <b>Transportation Alternatives Program (Any Area)</b> - Decrease funds in FY 2023 in CON from \$357,000 to \$0 + Increase funds in FY 2024 in CON from \$0 to \$1,129,000
FEDERAL PROJECT COST	Stays the same \$1,197,000
TOTAL PROJECT COST	Stays the same \$1,496,000





TQ-7010 - ASHEVILLE RIDES TRANSIT. 5310 ADMINISTRATIVE OVERSIGHT.

LEAD AGENCY City Of Asheville	PROJECT TYPE PUBLIC TRANSIT	COUNTY BUNCOMBE	DIVISION(S) 13
CONSTRUCTION YEAR -	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME -	TOTAL LENGTH -
TOTAL COST \$18,000	PROJECT DESRIPTION ASHEVILLE RIDES TRANSIT. 5310 ADMINISTRATIVE OVERSIGHT.		

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE	TOTAL
CAPITAL	5310 Funds	-	\$18,000	-	-	-	-	-	-	-	-	-	-	\$18,000
Total CAPITAL		-	\$18,000	-	-	-	-	-	-	-	-	-	-	\$18,000
Total Programmed		-	\$18,000	-	-	-	-	-	-	-	-	-	-	\$18,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Any addition, deletion, or significant modification of non-traditional funding sources to a project (traditional sources of revenue include federal, state, or local government tax revenues. Non-traditional sources include state bonding and/or private participation)
PROJECT CHANGES	Plan Revision Name changed from "24-33 Adoption" to "November 2023 Amendments"
FUNDING CHANGES	5310 Funds + Increase funds in FY 2024 in CAP from \$0 to \$18,000
FEDERAL PROJECT COST	Stays the same \$0
TOTAL PROJECT COST	Increased from \$0 to \$18,000 (0%)

***Janna Bianculli moved to recommend to the Board for adoption of Amendments to the 2024-2033 Transportation Improvement Program (TIP). William High seconded the motion which passed unanimously upon a roll call vote***

***Shannon Gonce moved to approve the Amendments to the 2024-2033 Transportation Improvement Program(TIP). Dr. Ralph Hamlett seconded, and the motion passed unanimously upon a roll call vote.***

## **Citizens Advisory Committee New Members**

The French Broad River MPO is relaunching the Citizen’s Advisory Committee (CAC) in an effort to enhance public involvement strategies. MPO staff reached out to dozens of non-profits in the region whose focus(es) pertained to housing, accessible healthcare, aging resources, and cultural resources. New members of the CAC must be appointed by the Board.

The purpose of the CAC is to:

- A. Serve as an advisory body to the FBRMPO TCC and Board.
- B. Provide independent, region-oriented citizen advice to the TCC and Board on issues related to the public involvement component for the development of the Metropolitan Transportation Plan (MTP), Unified Planning Work Program (UPWP), Transportation Improvement Program (TIP), and any other processes or planning efforts that require considerable public involvement.
- C. Promote public awareness and participation in the regional transportation planning process.
- D. Promote equity in the regional transportation planning process.
- E. Make recommendations to enhance FBRMPO public involvement policies and techniques.

<b>Name</b>	<b>Organization</b>
Chris Parker	Thrive (Thrive4Health)
Jazmin Rogers	Eagle Market Development Corporation
Pearson Ripley/Hushabye Sinn, and/or Quinn Nevel	Steady Collective

TCC Discussion occurred around the size of the whole committee and if the above are being added to an already existing group. This committee would help us reach a larger reach in the community. Getting the full list of members on website.

***William High moved to recommend to the Board to approve appointing new members to the Citizen’s Advisory Committee. Lucy Crown seconded the motion which passed unanimously upon a roll call vote.***

Board Discussion was about why the committee was suspended in the first place and clarification about a section in the agenda about soliciting Citizen representatives. Staff capacity was a main factor in why it was suspended.

*Dr Hamlett moved to approve appointing new members to the Citizen's Advisory Committee. Anne Colleta seconded, and the motion passed unanimously upon a roll call vote.*

## **Travel Demand Model and TAZ Changes**

### **What is a Travel Demand Model?**

The French Broad River MPO developed a Regional Travel Demand Model that covers the five county region (Buncombe, Haywood, Henderson, Madison, and Transylvania counties.) The model is used to project future traffic and its impacts to the transportation network. The outputs of the model help with long-range planning efforts but are also utilized in traffic forecasting to help determine the number of lanes, turn lanes, or other capacity features that would be appropriate to accommodate projected future traffic.

While a new model has not been developed since 2013, the MPO's model is updated every five years as part of the development of the Metropolitan Transportation Plan (MTP.)

MPO responsibilities for Travel Demand Model updates:

- provide updates to the existing land use layer
- provide base-year data for demographics, employment, and student populations
- develop socio-economic projections for the region to determine the amount of growth and where growth is likely to go by the horizon year (2050)
- develop a list of planned projects to be included in determining capacity deficiencies as part of the MTP

NCDOT responsibilities for Travel Demand Model updates:

- maintain and run the regional Travel Demand Model
- calibrate the Travel Demand Model
- provide model outputs to relevant partners

### **What is a Transportation Analysis Zone (TAZ)?**

The model splits our region into hundreds of smaller areas, known as TAZs. These TAZs play an integral role in determining travel demand for the region and are loosely based on census block groups.

### **What's Changing as Part of the 2020/2050 Update?**

The current model has a base year of 2015 and a horizon year of 2045; the current update that is being developed has a base year of 2020 and a horizon year of 2050. A number of changes have been discussed between MPO and NCDOT staff to make changes to the Travel Demand Model,



including:

- numerous changes to TAZs to better lineup with best practices on TAZ development
  - incorporation of AirDNA data to better account for tourist travel patterns originating in “residential” areas
  - more accurate tourist attraction numbers at a number of major sites in the region, thanks to NCDOT’s origin-destination data from Streetlight
- Other changes discussed but unable to incorporate at this time:
- better bicycle and pedestrian integration into the model
  - integration of travel-time reliability data to reflect limited travel demand in the mornings (the model currently reflects an equal AM and PM peak)

### **Why is this important?**

While NCDOT is responsible for maintaining and running the model, the model is considered the MPO’s and the MPO is required to sign-off on the Travel Demand Model including a Preferred Growth Scenario.

Daniel Sellers with NCDOT Transportation Planning Division will provide a presentation on updates to the Travel Demand Model.

Information Only.

## **Division 14 Upcoming Projects and Milestones**

Steve Williams, Corridor Development Engineer with Division 14, will present on projects that are expected to be started, completed, or see significant progress over 2024 in Division 14. The 2024-2033 Transportation Improvement Program has more than \$2 billion in improvements slated for the MPO Planning Area over the next ten years and Steve will present on the progress expected to be seen over the next year.

Information Only.

Discussion occurred about what we could do to push bridge projects forward faster. Money is the main factor on why it goes slower. Discussion around Culverts vs Bridges.

## **FTA Triennial Review & Transit Updates**

Transportation Management Areas (TMAs), or urban areas with a population greater than 200,000, are required to designate a direct recipient for transit funding through FTA. The direct recipient is primarily in charge of being the liaison between FTA and the rest of the region, ensuring subrecipient compliance, as well as ushering the FTA funding through to subrecipients. In the FBRMPO planning area, the City of Asheville has been designated as the direct recipient for the region by the MPO Board. The funding this impacts includes:

- FTA Section 5303- Metropolitan Planning Funds (not distributed)
- FTA Section 5307- Urban Transit Formula Funds
- distributed to City of Asheville, Henderson County, and Buncombe County based on the FBRMPO 5307 Suballocation Formula (Haywood County with funding through FY 2023)
- FTA Section 5310- Transit Projects for Senior & Individuals with Disabilities
- funding is programmed through a call for projects held by the FBRMPO; 10% of funds typically go to transit administration (CoA)
- FTA Section 5339- Bus and Bus Facilities (not distributed)

Every three years FTA conducts a triennial review of the direct recipient to ensure that administrative and statutory requirements are being met.

Jessica Morris with the City of Asheville will provide an update on the Triennial Review as well as a new contract with a consultant to provide grant management services.

Information Only.

## REGULAR UPDATES

### Division Project Updates

Division 13 presented by

<https://frenchbroadrivermpo.org/wp-content/uploads/2023/11/D13-Construction-Project-Development-November-2023.pdf>

Division 14 presented by

[https://frenchbroadrivermpo.org/wpcontent/uploads/2023/11/Div14\\_November\\_Updates.pdf](https://frenchbroadrivermpo.org/wpcontent/uploads/2023/11/Div14_November_Updates.pdf)

### TPD Updates

### FHWA/FTA Updates

## FHWA Updates – November 2023

### White House Publishes National Framework for Climate Resilience

On September 28, 2023, the White House [introduced](#) the [National Climate Resilience Framework](#) to help guide and align climate resilience investments and activities by the Federal government and its partners. The Framework identifies specific actions to accomplish six overarching climate resilience objectives:

1. Embed climate resilience into planning and management.
2. Increase resilience of the built environment to both acute climate shocks and chronic stressors.
3. Mobilize capital, investment, and innovation to advance climate resilience at scale.
4. Equip communities with information and resources needed to assess their climate risks and develop the climate resilience solutions most appropriate for them.
5. Protect and sustainably manage lands and waters to enhance resilience while providing numerous other benefits.
6. Help communities become not only more resilient, but also more safe, healthy, equitable, and economically strong.

### USDOT Announces \$82 Million in Awards for Safe Streets and Roads

On October 27, 2023, the U.S. Department of Transportation (USDOT) [announced](#) more than \$82 million in awards from the [Safe Streets and Roads for All \(SS4A\) Grant Program](#). The USDOT awarded grants to 235 regional, local, and Tribal communities for planning and demonstration projects to improve safety and help prevent deaths and serious injuries on the nation's roadways.

### FHWA Announces \$40 Million in Available Funding for Connected Vehicle Technologies

On October 26, 2023, the Federal Highway Administration (FHWA) [announced](#) the availability of \$40 million in funding through the [Saving Lives with Connectivity: Accelerating V2X Deployment](#) grant opportunity. The initiative is focused on road safety, mobility, and efficiency through technology that enables vehicles and wireless devices to communicate with each other and with roadside infrastructure and provide warnings. The application deadline is January 17, 2024. More information is available [here](#) and [here](#).

### FHWA Accepting Applications for Accelerated Innovation Deployment Grants

On October 24, 2023, FHWA published a [Notice of Funding Opportunity \(NOFO\)](#) to announce that the agency is accepting applications for the [Accelerated Innovation Deployment \(AID\) Demonstration Program](#). AID funds are used to promote the deployment of proven innovations that can deliver road and bridge projects more cost-effectively among State, local, and Tribal governments. The notice of intent

deadline is December 12, 2023, and the application deadline is January 23, 2024.

## 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:

- [November 6 – Nationally Significant Federal Lands and Tribal Transportation Projects \(NSFLTP\) Program](#); [November 13 – Electric Vehicle Charger Reliability and Accessibility Accelerator Program](#);
- [November 15 – Letters of Interest for Thriving Communities Program](#);
- [November 27 – Bridge Investment Program \(Fiscal Years 2023 and 2024\)](#); and
- [November 28 – Technical Assistance Providers for Thriving Communities Program](#).

## USDOT Adopts the DOE's Categorical Exclusion for Electric Vehicle Charging Stations

On September 20, 2023, the USDOT published a [notice](#) in the Federal Register to adopt the Department of Energy's (DOE's) Electric Vehicle Charging Stations Categorical Exclusion (CE) under the National Environmental Policy Act (NEPA) to use in programs and funding opportunities administered by the USDOT. The notice describes the categories of proposed actions for which the USDOT intends to use the DOE's CEs and describes the consultation between the agencies.

## FHWA Resources on Asset Management, Roadway Classification, Reliability, Public Involvement

FHWA recently published the following resources:

- [The Art of Selecting Projects: 2023 Transportation Asset Management Peer Exchange](#);
- [Highway Functional Classification Concepts, Criteria and Procedures, 2023 Edition](#);
- [Linking Transportation Asset Management, Transportation Performance Management, and Performance-Based Planning and Programming](#);
- [Travel Time Reliability Reference Guide](#); and
- [Virtual Public Involvement Documentaries \(Six-Video Playlist\)](#).

## NCHRP Research on Transportation Technologies, Safety, and Roadway Design

The National Cooperative Highway Research Program (NCHRP) recently published the following research:

- [Becoming a Tech-Savvy DOT of Tomorrow](#);
- [Impact of New Disruptive Technologies on the Performance of DOTs](#);
- [Pedestrian and Bicycle Safety Performance Functions](#); and
- [Roadway Cross-Section Reallocation: A Guide](#).

## NHI Launches Complete Streets Course Series

The National Highway Institute (NHI) recently launched a Complete Streets Course Series, including the following trainings:

- Planning for Complete Streets ([web-conference](#) or [instructor-led](#));
- Designing for Complete Streets ([web-conference](#) or [instructor-led](#)); and
- Planning and Designing Complete Streets ([web-conference](#) or [instructor-led](#)).

## Upcoming Webinars on Equity, Freight, and the Bipartisan Infrastructure Law

Here is the registration information for some upcoming webinars in November:

- [November 3 – USDOT Advisory Committee on Transportation Equity;](#)
- [November 14 – Talking Freight: Freight and Wildlife Considerations;](#)
- [November 15 – Elevating Equity and Safety in Project Prioritization;](#) and
- [November 15 – Commemorating the Second Anniversary of the Bipartisan Infrastructure Law.](#)
- 

## **Committee & Workgroup Updates**

**Prioritization Subcommittee**— met on November 1<sup>st</sup> Points of Discussion:

- MOU Survey
- LAPP Update
- CTP Amendments

**Transit Operators' Workgroup**— last met on October 18<sup>th</sup>; Points of Business/Discussion:

- **October 18<sup>th</sup> Agenda:**
  - 5307 funding updates
  - NCDOT Regional Transit Study Update
  - Updates from Agencies

**5307 Subrecipient Workgroup**- met on September 12<sup>th</sup>, 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.

**Hellbender Trail Stakeholder Group/Regional Trail Forum Updates-** forum held in August. Next Stakeholder Group TBD.

#### 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
CTP/MTP Update	FBRMPO	2024	Letter of Interest Due
Safe Streets for All Regional Action Plan	FBRMPO	2024	Letters of Interest Due 11/10
Patton Avenue Corridor Study	City of Asheville	2023	Underway
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 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	Land of Sky	2024	Not Started

#### Legislative Updates:

#### PUBLIC COMMENTS

Anthony Sutton and Autumn Radcliff opened the floor again for public comment. No comments were heard.

#### ADJOURNMENT

Anthony Sutton and Autumn Radcliff adjourned the meeting at 02:49PM as there was no further business before the Board and TCC.

