

## Technical Coordinating Committee

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March 14, 2024 – 11:00 A.M., Hybrid Meeting via Zoom or at Land of Sky Regional Council

Login: <https://us06web.zoom.us/j/88605508554>

Meeting ID: 88605508554

Call-In: 13017158592

### Agenda

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

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

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

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  - A. February, 2024 TCC Meeting Minutes
  - B. Modification to the 2024-2033 Transportation Improvement Program (TIP)
  - C. Application for New Citizens' Advisory Committee (CAC) Member
  - D. Letter of Support- Black Mountain Multimodal Planning Grant
4. **BUSINESS (10-20 min)**

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  - A. FY 2025 Unified Planning Work Program (UPWP) MPO Staff
5. **INFORMATIONAL ITEMS (15-30 min)**

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  - A. P 7.0 Public Input Survey MPO Staff
  - B. MPO Certification Review Suzette Morales, FHWA
  - C. Electric Vehicle Infrastructure Update Ian Baille, Land of Sky
6. **REGULAR UPDATES (15 min)**

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  - 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. NCDOT IMD Updates Alexius Farris
  - E. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
  - F. Legislative Updates MPO Staff
7. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)**

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8. **TOPICS FOR NEXT MEETING (April 11<sup>th</sup>)**

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9. **PUBLIC COMMENT**

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10. **ADJOURNMENT**

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# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Technical Coordinating Committee

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# Item 3:

## Consent Agenda

**Item 3A:** February, 2024 TCC Meeting Minutes

**Item 3B:** Modification to the 2024-2033 Transportation Improvement Program (TIP)

**Item 3C:** Application for New Citizens' Advisory Committee (CAC) Member

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3A:

**February, 2024 Meeting Minutes**

Available here: [https://frenchbroadrivermpo.org/wp-content/uploads/2024/03/2024\\_02\\_08\\_DRAFT.MPO\\_.TCC\\_.Minutes.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2024/03/2024_02_08_DRAFT.MPO_.TCC_.Minutes.pdf)

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3B:

### Modification to the 2024-2033 Transportation Improvement Program (TIP)

This is a modification to project U-5616 in the TIP, which refers to the French Broad River MPO Planning Supplement. This modification is to reflect the planning budget for fy 25 as outlined in the fy 25 UPWP.

U-5616 - FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION PLANNING (PL) SUPPLEMENT.													
LEAD AGENCY NCDOT	PROJECT TYPE HIGHWAY	COUNTY BUNCOMBE, HAYWOOD, HENDERSON, MADISON	DIVISION(S) 13, 14										
CONSTRUCTION YEAR -	LOCALLY ADMINISTERED PROJECT -	ROUTE/ROAD NAME VARIOUS	TOTAL LENGTH 0										
TOTAL COST \$1,938,000	PROJECT DESCRIPTION FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION PLANNING (PL) SUPPLEMENT.												
PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FUTURE
PLANNING	Local	-	\$78,000	\$59,000	\$63,000	\$63,000	\$63,000	\$63,000	-	-	-	-	-
PLANNING	Surface Transportation Block Grant Program (Direct Attributable)	-	\$312,000	\$237,000	\$250,000	\$250,000	\$250,000	\$250,000	-	-	-	-	-
<b>Total PLANNING</b>		-	<b>\$390,000</b>	<b>\$296,000</b>	<b>\$313,000</b>	<b>\$313,000</b>	<b>\$313,000</b>	<b>\$313,000</b>	-	-	-	-	-
<b>Total Programmed</b>		-	<b>\$390,000</b>	<b>\$296,000</b>	<b>\$313,000</b>	<b>\$313,000</b>	<b>\$313,000</b>	<b>\$313,000</b>	-	-	-	-	-
CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Minor cost change in federally-funded or state-funded regionally significant transit, bicycle or pedestrian project that do not exceed either \$1 million or 25% of the original project cost												
PROJECT CHANGES	Plan Revision Name changed from "October 2023 Amendments" to "Administrative Modification #3"												
FUNDING CHANGES	<b>Surface Transportation Block Grant Program (Direct Attributable)</b> - Decrease funds in FY 2025 in PLN from \$250,000 to \$237,000 <b>Local</b> - Decrease funds in FY 2025 in PLN from \$63,000 to \$59,000												
FEDERAL PROJECT COST	Decreased from \$1,562,000 to \$1,549,000 (-0.83%)												
TOTAL PROJECT COST	Decreased from \$1,955,000 to \$1,938,000 (-0.87%)												

## Staff Report & Recommendations

# Item 3C:

### Application for New Citizens' Advisory Committee (CAC) Member

The Citizens' Advisory Committee (CAC) is an advisory body to the TCC and Board made up of community members and stakeholders in our region. The CAC serves to advise the MPO's public involvement components of the development of the Metropolitan Transportation Plan (MTP), Unified Planning Work Program (UPWP), and Transportation Improvement Program (TIP), as well as the promotion of general public awareness and participation in the regional transportation planning process. The committee also advises the MPO on environmental justice and equity practices. The Committee meets quarterly.

### Upcoming Meetings

April 8<sup>th</sup>, 2024 at 1:00 pm

July 8<sup>th</sup>, 2024 at 1:00 pm

October 14<sup>th</sup>, 2024 at 1:00 pm

### New Application

Pierce Schwalb recently moved to the area from Anchorage, Alaska where he served as the director of Bike Anchorage – a bicyclist & pedestrian advocacy organization. He was also involved with a number of committees for the city of Anchorage and has previous experience with long-range planning having worked as a Sustainable Transportation Consultant in Maine.



## **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: \_\_\_\_\_

PLACE OF RESIDENCE: \_\_\_\_\_

ORGANIZATION REPRESENTED: \_\_\_\_\_

EMAIL: \_\_\_\_\_

PHONE NUMBER (OPTIONAL): \_\_\_\_\_

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?

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

Thank you for your application!

Please send your application to [mpo@landofsky.org](mailto:mpo@landofsky.org) or mail it to:

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



## **Staff Report & Recommendations**

# Item 3D:

### **Letter of Support- Black Mountain Multimodal Planning Grant Application**

The NCDOT Multimodal Planning Grant Initiative is a program developed to encourage the development of comprehensive local bicycle, pedestrian, and multimodal plans for municipalities across North Carolina. The program was developed in 2004 and has awarded approximately \$8.6 million dollars to 266 municipalities across the state. All municipalities in North Carolina are eligible for these funds. The Town of Black Mountain is applying for a comprehensive bicycle and pedestrian plan through the NCDOT Multimodal Planning Grant Initiative this year.

**Recommendation:** Approve the letter of support for the Town of Black Mountain's application for a Multimodal Planning Grant through NCDOT.



# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## RESOLUTION OF SUPPORT FOR THE TOWN OF BLACK MOUNTAIN TO PERSUE AN BICYCLE AND PEDESTRIAN PLAN GRANT THROUGH THE NCDOT IMD MULTIMODAL PLANNING GRANT PROGRAM

**WHEREAS**, the NCDOT has created an annual matching grant program to encourage municipalities to develop comprehensive bicycle and pedestrian plans;

**WHEREAS**, the NCDOT has awarded approximately \$8.6 million since 2004 to 266 municipalities across the state;

**WHEREAS**, the IMD Multimodal Planning Grant allows any North Carolina municipality to apply for a comprehensive bicycle and pedestrian plan;

**WHEREAS**, the Town of Black Mountain will apply for a stand-alone bicycle and pedestrian plan through the grant program,

**NOW THEREFORE, BE IT RESOLVED** that be it resolved that the Board of the French Broad River Metropolitan Planning Organization hereby approves of the Town of Black Mountain submitting a grant application for an the IMD Multimodal Planning Grant Program through NCDOT in response to NCDOT's call for projects, make the necessary assurances and certifications with the NCDOT, and to apply for a comprehensive bicycle and pedestrian plan.

**ADOPTED and approved this the 21<sup>st</sup> day of March 2024**

ATTEST:

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Anthony Sutton, FBRMPO Board Chair

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Tristan Winkler, Director  
French Broad River MPO

## **Staff Report & Recommendations**

# Item 4A:

## **Final 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 was adopted in January. Minor modifications have been made since that time.

### **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



# Draft FY 2025 Unified Planning Work Program

*a program of Land of Sky*

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

# MPO Vision & Goals



## Contents

Common Acronyms .....	3
Overview .....	4
FBRMPO Planning Area.....	5
Funding Sources and Summary .....	6
Key Initiatives.....	8
Detailed Task Code List .....	10
Special Studies .....	17
FTA Section 5303 Metropolitan Planning Activities .....	21



# 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.

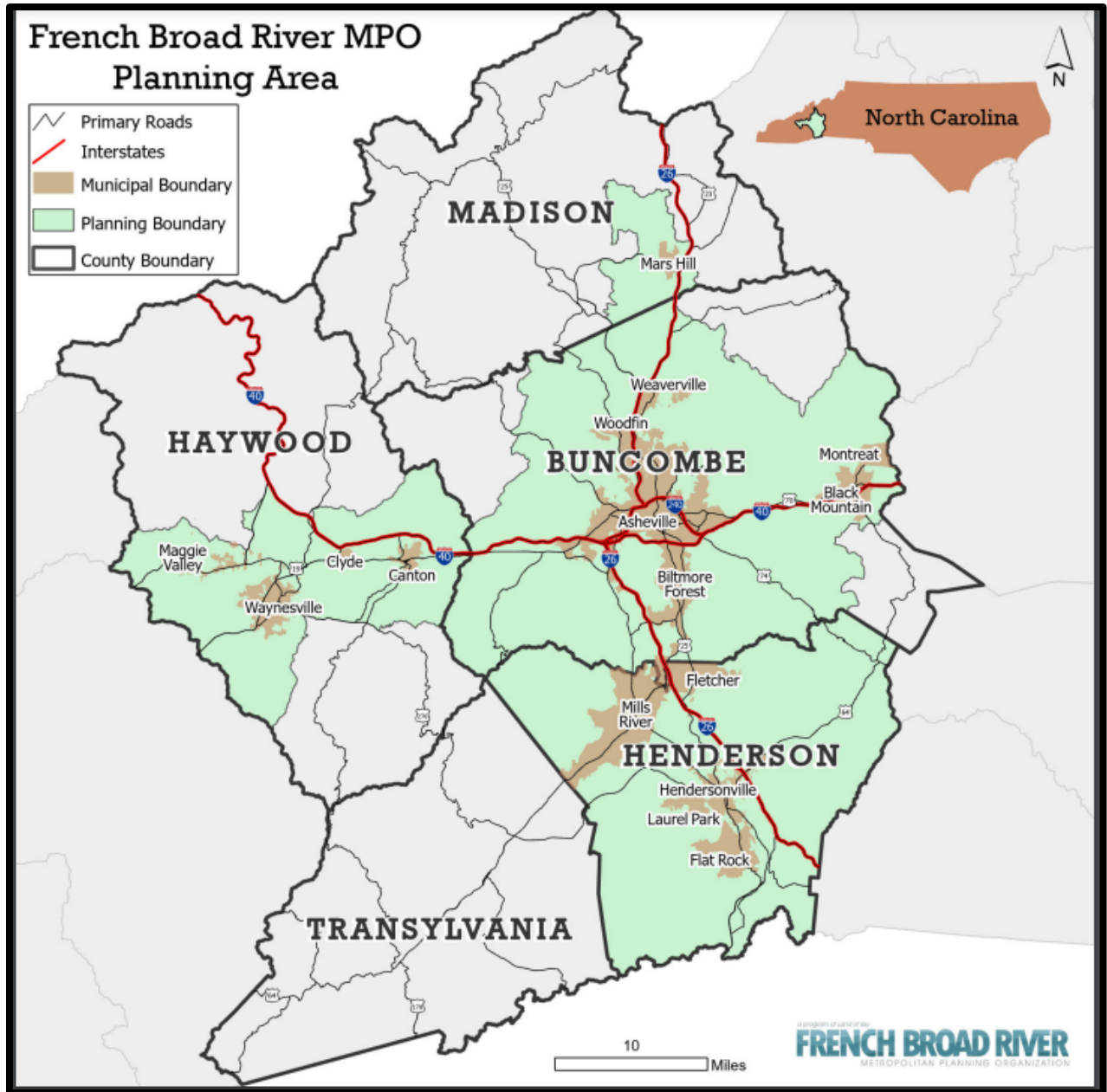
The FY 2025 UPWP lays out the various tasks planned for MPO staff to be completed to maintain federal requirements for the metropolitan planning process as well as address local needs to better prepare our region for the next round of projects either in the TIP or further out for implementation.

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 2025, 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:

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



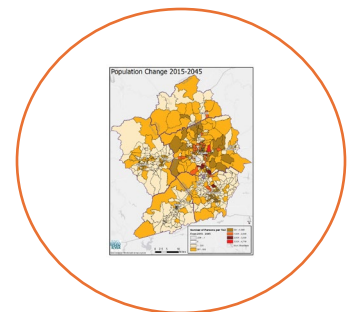
### Hellbender Regional Trail Network

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 (\$25,000)**

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

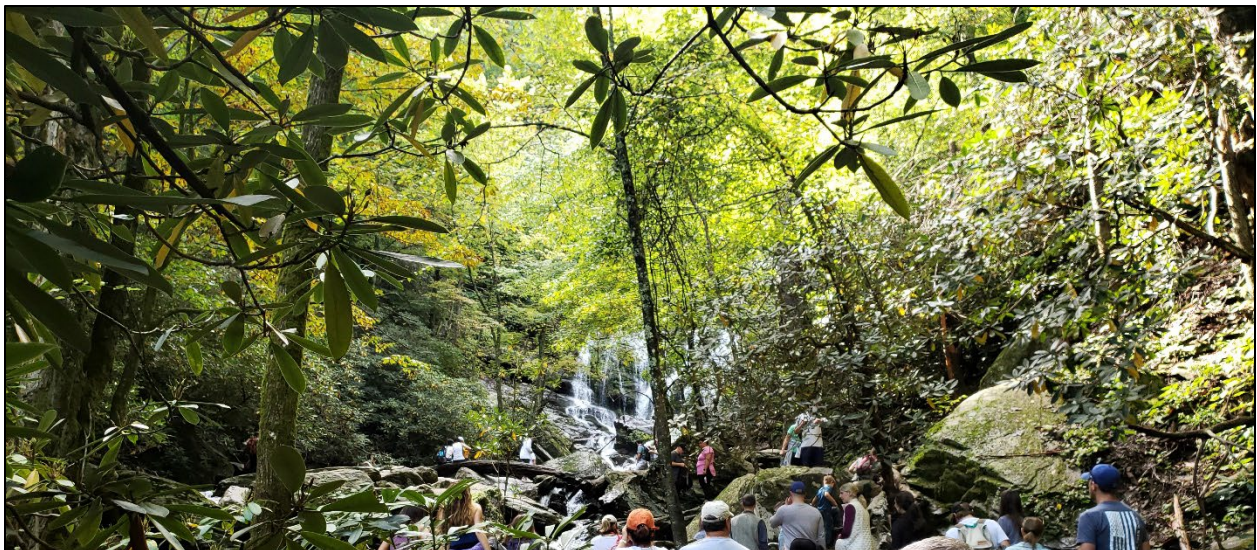
## Statewide and Extra-Regional Planning (\$75,000)

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	Description
Reed Creek Greenway Feasibility Study	City of Asheville	2023	This study will hire a consultant to provide recommendations on the extension of the Reed Creek Greenway in North Asheville to connect the facility to NC 251 to the north and Downtown Asheville to the south. The study will include potential alignments, preliminary cost estimates, and public engagement.
2050 Socio-Economic Projections	FBRMPO	2023 (Started 2024)	This study will hire a consultant to provide projections of employment, population, school-aged population, and other information needed at the TAZ-level to provide 2050 projections for the region's Travel Demand Model.
CTP/MTP Update (CRRSSA Funded)	FBRMPO	2024	The MPO will hire a consultant to develop the 2050 Metropolitan Transportation Plan (MTP) that will incorporate a CTP update into the workflow.

<b>Study</b>	<b>Managing Entity</b>	<b>Year Programmed</b>	<b>Description</b>
Safe Streets for All Regional Action Plan (Safe Streets for All-Grant Funded)	FBRMPO	2024	The MPO will hire a consultant to develop a Regional Safety Action Plan for Buncombe, Haywood, Henderson, Madison, and Transylvania counties to address safety policy and provide safety project recommendations.
Patton Avenue Corridor Study	City of Asheville	2023	This study will hire a consultant to provide recommendations on long-term improvements to the Patton Avenue corridor from the Jeff Bowen Bridge to Biltmore Avenue in Downtown Asheville. Improvements that may be considered include intersection improvements, opportunities to improve street network connectivity, forecasting future growth and land use, and bicycle and pedestrian improvements along the corridor.
Ridgecrest Connector Greenway Feasibility Study	Town of Black Mountain	2023 (Started 2024)	This study will hire a consultant to provide recommendations on the construction of a multi-use path as part of the Fonta Flora Trail from the Eastern Town Limits of Black Mountain to NC 9 in Downtown Black Mountain. The study will include potential alignments, preliminary cost estimates, and public engagement.

<b>Study</b>	<b>Managing Entity</b>	<b>Year Programmed</b>	<b>Description</b>
Cane Creek Greenway Study	FBRMPO	2024	This study will hire a consultant to provide recommendations towards the implementation of the planned Cane Creek Greenway corridor between the Bill Moore Community Park and the French Broad River. The study will include potential alignments, preliminary cost estimates, and public engagement.
Woodfin-Weaverville Greenway Study	FBRMPO	2024	This study will hire a consultant to provide recommendations on potential alignments to connect the Woodfin Greenway project (EB-5547) to the planned Reems Creek Greenway in Weaverville. The study will look at potential alignments including along Future I-26, NC 251, and any other alignment deemed reasonable that would provide a safe, accessible route for bicyclists and pedestrians between the two identified greenway corridors. Preliminary cost estimates and public engagement will be included as well.

<b>Study</b>	<b>Managing Entity</b>	<b>Year Programmed</b>	<b>Description</b>
Hellbender Implementation Plan (CRRSSA Funded)	FBRMPO	2024	The MPO will hire a consultant to develop a Hellbender Trail Implementation Plan that will provide a prioritization of trail segments, implementation strategies, and recommendations to boost awareness.
Regional ITS Plan (CRRSSA Funded)	FBRMPO	2024	The MPO will hire a consultant to develop a Regional Intelligent Transportation Systems (ITS) Plan that covers the MPO Planning Area.
Travel Survey/Model Upgrades (CRRSSA Funded)	FBRMPO	2024	The MPO will hire a consultant to update the region's travel survey and provide updates to the Travel Demand Model.
Staffing & Implementation Study	Land of Sky RC	2024	The Regional Council will hire a consultant to review and make recommendations on MPO compensation and staffing levels.

# FTA Section 5303 Metropolitan Planning Activities

II-A Data and Planning Support		
II-A-1	<b>Networks and Support Systems</b>	<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><b>Work Product:</b> Monthly ridership reports, on-time-performance reports, fare revenue reports, etc.</p>
II-A-2	<b>Travelers and Behavior</b>	<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	<b>Transportation Modeling</b>	
II-B Planning Process		
II-B-1	<b>Targeted Planning</b>	<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><b>Work Product:</b> 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	<b>Regional Planning</b>	<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><b>Work Product:</b> 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	
<b>III-A Planning Work Program</b>		
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><b>Work Products:</b> 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	
<b>III-B Transportation Improvement Program</b>		
III-B-1	Prioritization	
III-B-2	Metropolitan TIP	
III-B-3	Merger/Project Development	
<b>III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements</b>		
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><b>Work Product:</b> 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>

		<b>Work Product:</b> 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. <b>Work Product:</b> 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. <b>Work Product:</b> 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	

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 Coordination					\$ 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	\$ -	\$0	\$ -		\$ 10,000	\$40,000	\$ 50,000		\$ 10,000	\$40,000	\$ 50,000
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ -	\$0	\$ -		\$10,000	\$40,000	\$50,000		\$ 10,000	\$40,000	\$ 50,000
	III-E	Management Ops, Program Suppt Admin	\$ -	\$0	\$ -		\$ 31,180	\$124,720	\$ 155,900		\$ 31,180	\$124,720	\$ 155,900
44.27.00		Management Operations	\$ -	\$0	\$ -		\$ 31,180	\$124,720	\$ 155,900		\$ 31,180	\$124,720	\$ 155,900
44.27.00		Program Support Administration	\$ -	\$0	\$ -		\$ -	\$ -	\$ -		\$ -	\$0	\$ -
		<b>TOTALS</b>	<b>\$94,125</b>	<b>\$376,500</b>	<b>\$ 470,625</b>	<b>\$ 9,100</b>	<b>\$ 59,255</b>	<b>\$237,020</b>	<b>\$296,275</b>		<b>\$ 153,380</b>	<b>\$613,520</b>	<b>\$ 766,900</b>
			<b>Continuing Studies</b>										
<b>FY Acct</b>	<b>Project</b>		<b>MPO Planning &amp; Admin- PL 104</b>				<b>STBGDA (Flexed to PL)</b>				<b>CRRSSA</b>	<b>Total</b>	
			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		\$ 44,400	\$177,600	\$222,000
2024	Ridgecrest Connector (Fonta Flora) Study						\$7,000	\$28,000	\$35,000		\$ 7,000	\$28,000	\$35,000
2024	Buncombe Pedestrian Plan						\$25,000	\$100,000	\$125,000		\$ 25,000	\$100,000	\$125,000
2024	Woodfin-Weaverville Greenway Study						\$24,000	\$96,000	\$120,000		\$ 24,000	\$96,000	\$120,000
2024	Cane Creek Greenway Study						\$11,200	\$44,800	\$56,000		\$ 11,200	\$44,800	\$56,000
2024	2050 Socio-Economic Projections						\$20,000	\$80,000	\$100,000		\$ 20,000	\$80,000	\$100,000
	<b>Total</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		<b>\$141,600</b>	<b>\$566,400</b>	<b>\$708,000</b>	<b>\$1,889,846</b>	<b>\$10,000</b>	<b>\$1,929,846</b>	<b>\$1,939,846</b>

**2024**  
**French Broad River**  
**Metropolitan Planning Organization (MPO)**  
**Self-Certification Process**

**Introduction**

CFR 450.336 requires the North Carolina Department of Transportation (NCDOT) and the French Broad River Metropolitan Planning Organization (MPO) to annually certify to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) that their planning processes are addressing the major issues facing the urban area and is being conducted in accordance with all applicable requirements of:

- Section 134 of Title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607); and
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d)); and
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794; and
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) (Public Law 102-240) regarding the involvement of disadvantaged business enterprises (DBE) in the FHWA and FTA funded planning projects; and
- The provisions of the Americans with Disabilities Act of 1990 (ADA) (Public Law 101-136) 104 Stat. 327, as amended and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist was provided by NCDOT to help guide the French Broad River MPO as they review their processes and programs for self-certification. There are several transportation acronyms that have been defined above and several more that will be used frequently below including: CFR – Code of Federal Regulations; U.S.C. – United States Code; MTP – Metropolitan Transportation Plan; CMP – Congestion Management Process/Plan; TIP – Transportation Improvement Program; TMA – Transportation Management Area; and, EO – Executive Order.

The MPO’s responses are in **bold**.

**2024**  
**French Broad River**  
**Metropolitan Planning Organization (MPO)**  
**Self-Certification Process**

**Checklist**

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

**Response: Yes.**

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U. S. C. 5303 (c) 23 CFR 450.306 (i)]

**Response: Yes, the French Broad River MPO Governing Board (MPO policy board) is primarily comprised of elected officials. However, the Board amended the Memorandum of Understanding (MOU) to include Urban and Rural Transit Representatives as formal members of the Board. The Urban and Rural Transit Board members are not an elected official.**

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the next 20 year forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

**Response: Yes, the French Broad River MPO has recently modified its MPO boundary to encompass a portion of the recently defined urbanized area (UZA) boundary, as designated by the 2020 United States Census. The MPO has expanded in some places in Buncombe and Haywood counties and contracted in some places in Buncombe, Haywood, Madison, and is now fully removed from Transylvania County.**

**The Memorandum of Understanding is currently being updated to account for those boundary changes.**

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314

**Response: Yes.**

- a. Is there an adopted prospectus? **Response: Yes.**  
b. Are tasks and products clearly outlined? **Response: Yes.**  
c. Is the UPWP consistent with the MTP? **Response: Yes, in that work tasks in the UPWP are completed that will aid the development and maintenance of the MTP.**  
d. Is the work identified in the UPWP completed in a timely fashion?  
**Response: Yes.**

5. Does the urban area have a valid transportation planning process? 23 U.S.C. 134; 23 CFR 450

**Response: Yes. The recent federal certification review indicated that result.**

**2024**  
**French Broad River**  
**Metropolitan Planning Organization (MPO)**  
**Self-Certification Process**

- a. Is the transportation planning process continuous, cooperative, and comprehensive?  
**Response: Yes.**
  - b. Is there a valid MTP? **Response: Yes.**
  - c. Did the MTP have at least a 20 year horizon at the time of its adoption?  
**Response: Yes.**
  - d. Does it address the 10 planning factors? **Response: Yes.**
  - e. Does it cover all modes of applicable to the area? **Response: Yes.**
  - f. Is it financially constrained? **Response: Yes.**
  - g. Does it include funding for the maintenance and operation of the system?  
**Response: Yes.**
  - h. Does it conform to the State Implementation Plan (SIP) if applicable?  
**Response: Yes.**
  - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?  
**Response: Yes. It was updated and approved by the TAC in November of 2020.**
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332 **Response: Yes.**
- a. Is it consistent with the MTP? **Response: Yes.**
  - b. Is it fiscally constrained? **Response: Yes, see 5f above.**
  - c. Is it developed cooperatively with the state and local transit operators?  
**Response: Yes.**
- d. Is it updated at least every 4 years and adopted by the MPO and Governor?  
**Response: Yes.**
7. Does the urban area have a Congestion Management Process (CMP)? (TMA only)  
23 CFR 450.320 **Response: Yes.**
- a. Is it consistent with the MTP? **Response: Yes.**
  - b. Was it used for the development of the TIP? **Response: Yes.**
  - c. Is it monitored and reevaluated to meet the needs of the area? **Response: Yes.**
8. Does the urban area have a process for including environmental mitigation discussions in the planning process? **Response: Yes.**
- a. How? **Response: Yes, in consultation with NCDOT.**
  - b. Why not? **Response: N/A.**
9. Does the planning process meet the following requirements:
- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart? **Response: Yes**

**2024**  
**French Broad River**  
**Metropolitan Planning Organization (MPO)**  
**Self-Certification Process**

- b. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 **Response: The MPO Planning Area does not have nonattainment or maintenance areas.**
  - c. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21 **Response: Yes**
  - d. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity **Response: Yes**
  - e. The appropriate sections of the current federal transportation funding bill regarding the involvement of disadvantaged business enterprises in USDOT funded projects **Response: Yes**
  - f. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts; **Response: Yes**
  - g. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38 **Response: Yes**
  - h. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance; **Response: Yes**
  - i. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender **Response: Yes**
  - j. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities **Response: Yes**
  - k. All other applicable provisions of Federal law. (e.g. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations) **Response: Yes**
10. Does the urban area have an adopted Public Involvement Plan (PIP)/Public Participation Plan? 23 CRR 450.316 (b)(1) **Response: Yes.**
- a. Did the public participate in the development of the PIP? **Response: Yes.**
  - b. Was the PIP made available for public review for at least 45-days prior to adoption? **Response: Yes.**
  - c. Is adequate notice provided for public meetings? **Response: Yes.**
  - d. Are meetings held at convenient times and at accessible locations? **Response: Yes.**
  - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? **Response: Yes.**
  - f. Is the PIP periodically reviewed and updated to ensure its effectiveness? **Response: Yes, it was updated in January 2021.**
  - g. Are plans/program documents available in an electronic format, i.e. MPO website? **Response: Yes.**
11. Does the area have a process for including environmental, state, other transportation, historic, local land use and economic development agencies in the planning process? (23 CFR 450.324(h)) **Response: Yes.**

**2024**  
**French Broad River**  
**Metropolitan Planning Organization (MPO)**  
**Self-Certification Process**

- a. How? **Response:** The Technical Coordinating Committee (TCC) has many of these agencies on the committee and participating in the planning process.
- b. Why not? **Response:** N/A.



## **Staff Report & Recommendations**

# Item 5A:

## **P 7.0 Public Survey**

### **What's P 7.0 Again?**

P 7.0 is the 7<sup>th</sup> iteration of the Strategic Prioritization Process (SPOT), the data-driven process used in North Carolina to prioritize transportation projects. The final product of the SPOT process is the State Transportation Improvement Program (STIP), which identifies projects that will be funded during the following ten year period. P 7.0 will determine what new projects are funded in the 2026-2035 STIP.

### **P 7.0 Survey**

The MPO, along with guidance from the Land of Sky RPO and NCDOT, has developed a survey aimed at gauging the public's sentiment on projects that were submitted in this round of SPOT (SPOT 7.0). The survey includes all the highway, bike/ped, transit, and rail projects that were submitted, as well as carryover projects from previous rounds of SPOT. Survey takers will be able to see project submittals on a map, and using a sliding scale to indicate how supportive they are of each project. Projects are categorized by county and by mode. All questions are optional, so survey takers may provide input on as many or as few projects as they wish. The survey will be promoted in several different ways including digital advertisements, social media posts, flyers distributed around the region, disposable coasters distributed throughout our region, newsletters/email lists, and amplification from our TCC & Board members. **The results of the survey will be presented to the MPO's and RPO's Boards and will be used to inform the application of Local Input Points to projects that are a priority to the region.**

### **How Will People Be Made Aware of the Survey?**

The survey will be promoted in several ways including digital advertising, social media posts, flyers & disposable coasters with scannable QR codes distributed throughout the region, and through any relevant MPO & RPO email lists. **We will also lean on TCC & Board members to amplify the survey in their respective jurisdictions.**

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### Survey Timeline:

Late March	Last Week of May	June
Survey Opens	Survey Closes	Final Report of Results Presented to TCC, Board, and Committees

# Item 5B:

## **French Broad River MPO Certification Review**

MPOs are required to go through a certification review process every four years to ensure that federal requirements are being followed for the metropolitan planning process. FHWA and FTA staff conducted a certification review of the French Broad River MPO in late, 2023 with a public meeting and on-site review held in December, 2023.

Suzette Morales with FHWA will provide an overview of the certification review, also available on the website here: <https://frenchbroadrivermpo.org/wp-content/uploads/2024/03/2024-FBRMPO-Certification-Final-Report-.pdf>



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**North Carolina Division**

March 1, 2024

310 New Bern Avenue, Suite 410  
Raleigh, NC 27601  
(919) 856-4346  
(919) 747-7030  
<http://www.fhwa.dot.gov/ncdiv/>

In Reply Refer To:  
HDA-NC

Mr. Anthony Sutton, Chair  
French Broad River Metropolitan Planning Organization  
Town of Waynesville

Subject: Federal Highway Administration (FHWA)/Federal Transit Administration  
(FTA) Certification Review of the French Broad River Metropolitan  
Planning Organization's (FBRMPO) Transportation Planning Process

Dear Mr. Sutton:

This letter notifies you that the FHWA and the FTA jointly certify the planning process for the FBRMPO Transportation Management Area (TMA). This certification is based on the findings from the Federal Certification Review conducted on December 13, 2023.

The overall conclusion of the Certification Review is that the planning process for the FBRMPO complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Mr. Tristan Winkler, MPO Director, and the MPO staff for their time and assistance in planning and conducting the review. Enclosed is the report that documents the results of this review and offers four commendations and nine recommendations for continuing quality improvements and enhancements to the planning process. This report has been transmitted concurrently to the FBRMPO, North Carolina Department of Transportation (NCDOT), and the City of Asheville Transit. As a final step of the Certification Review process, we offer to present these findings to the FBRMPO Policy Board as well as the FBRMPO Technical Coordinating Committee, at your discretion.

If you have any questions regarding the Certification Review process, the Certification action, and/or the enclosed report, please direct them to either Suzette Morales, FHWA NC Division, at (919) 747-7351 or Jason Morgan, FTA Region 4, at (404) 865-5619.

Sincerely,

For Yolonda K. Jordan  
Division Administrator

cc:

Autumn Radcliff, TCC, Chair

Tristan Winkler, FBRMPO Director

Amber Wagner, City of Asheville Transit

Jamal Alavi, Director, NCDOT-TPD

Robert Sachnin, Director, FTA-Region 4

George Hoops, Manager, FHWA-PPD



U.S. Department  
of Transportation

# Transportation Management Area Planning Certification Review

Federal Highway  
Administration

Federal Transit  
Administration

## Asheville, North Carolina Transportation Management Area



March 2024

Summary Report





# Table of Contents

1.0	EXECUTIVE SUMMARY .....	3
1.1	Previous Findings and Disposition.....	3
1.2	Summary of Current Findings .....	4
2.0	INTRODUCTION .....	5
2.1	Background.....	5
2.2	Purpose and Objective .....	6
3.0	SCOPE AND METHODOLOGY .....	6
3.1	Review Process.....	7
3.2	Documents Reviewed.....	7
4.0	PROGRAM REVIEW .....	8
4.1	Metropolitan Planning Area Boundaries .....	8
4.2	MPO Structure and Agreements .....	9
4.3	Unified Planning Work Program .....	10
4.4	Metropolitan Transportation Plan .....	11
4.5	Transit Planning.....	13
4.6	Transportation Improvement Program.....	14
4.7	Public Participation/Visualization .....	15
4.8	Civil Rights (Title VI, EJ, LEP, ADA).....	16
4.9	Consultation and Coordination .....	18
4.10	Freight Planning .....	19
4.11	Environmental Mitigation/Planning Environmental Linkage.....	19





4.12	Transportation Safety.....	21
4.13	Transportation Security Planning.....	21
4.14	Congestion Management Process / Intelligent Transportation Systems .....	22
5.0	CONCLUSIONS AND RECOMMENDATIONS.....	24
5.1	Commendations .....	24
5.2	Recommendations .....	24
5.3	Technical Assistance.....	25
	APPENDIX A - PARTICIPANTS .....	26
	APPENDIX B – PUBLIC COMMENTS.....	27
	APPENDIX C - LIST OF ACRONYMS .....	31



## 1.0 EXECUTIVE SUMMARY

On December 13, 2023, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Asheville urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

### 1.1 Previous Findings and Disposition

The first certification review for the Asheville urbanized area was conducted in 2004. The second, third, fourth, and fifth certification reviews were conducted in 2008, 2012, 2016, and 2020 respectively. The previous Certification Review findings and their disposition are summarized as follows.

<b>Finding</b>	<b>Action</b>	<b>Disposition</b>
Commendation	The FBRMPO is commended for the Regional Transit Feasibility Study that began in 2020.	
Commendation	The MPO is commended for recognizing that the area had three specific corridor types with each having different evaluation methods and mitigation strategies.	
Commendation	The MPO is commended for adding a goal to “Develop a More Equitable Transportation System” with the objectives of increasing the participation of and decreasing adverse impacts to historically underutilized groups thus ensuring that EJ is being given greater priority	
Recommendation	It is recommended that the FBRMPO include FTA obligated funding for all public transit agencies in the annual listing of projects.	Complete. The annual list is uploaded to the MPO’s website.
Recommendation	It is recommended that the MPO update its MOU with NCDOT and transit operators.	In progress. The MPO is currently updating its MOU.
Recommendation	It is recommended that the MPO staff identify in Meeting Minutes the jurisdictions members represent.	Complete
Recommendation	It is recommended that the MPO complete the CMP Biennial report in FY21.	Complete



Recommendation	It is recommended that the MPO coordinate with NCDOT to update the ITS Architecture/Strategic Deployment Plan prior to the next certification review.	Complete
Recommendation	It is recommended that the MPO ensure that the method for determining an EJ community (community of concern) does not overlook EJ populations with less than three indicators.	In progress. The MPO is in the process of developing its next MTP update.
Recommendation	It is recommended that in addition to current and planned projects, the MPO develop an overlay map that also includes past projects to ensure that cumulative impacts are considered.	In progress. The MPO is in the process of developing its next MTP update.

## 1.2 Summary of Current Findings

The current review found that the metropolitan transportation planning process conducted in the Asheville urbanized area meets Federal planning requirements.

As a result of this review, FHWA and FTA are certifying the transportation planning process conducted by North Carolina Department of Transportation (NCDOT), French Broad River Metropolitan Planning Organization (FBRMPO) and City of Asheville subject to addressing corrective actions. There are also recommendations in this report that warrant close attention and follow-up, as well as areas that MPO is performing very well in that are to be commended.

Finding	Corrective Actions/ Recommendations/ Commendations	Resolution Due Date
Commendation	The FBRMPO is commended for its efforts in meeting with each of its jurisdictions impacted by the changes to the urbanized area, consulting with NCDOT and keeping all members of the MPO informed of the process to develop a MPA boundary that was acceptable for all parties.	
Commendation	The FBRMPO is commended for developing an interactive TIP that is useful to both its Policy Board and the Public.	
Commendation	MPOs work to engage non-profits to more effectively outreach to communities that have not historically engaged with the MPO.	
Commendation	The MPO is commended for completing CMP biennial reports for fiscal years 2021 and 2023.	
Recommendation	It is recommended that the MPO add an official of public transportation to its Policy Board and add representation from freight, housing, and other transportation to the TCC.	January 2028
Recommendation	It is recommended that the MPO update its UPWP to include a discussion on the planning priorities facing the MPA and include a discussion of the process in developing the UPWP.	Next UPWP
Recommendation	It is recommended that the FBRMPO coordinate with NCDOT and the City of Asheville to confirm eligibility requirements for project activities associated with the applicable formula planning programs including Section 5303, 5304, and 5305.	
Recommendation	It is recommended that FBRMPO coordinate with NCDOT and the City of Asheville on developing strategies to address Section 5307 funding impacts due to UZA boundary changes resulting from the 2020 Census.	



Recommendation	It is recommended that the MPO utilize the MTP Agency contact list developed by NCDOT as the basis for consultation with the resource agencies.	Next MTP Update
Recommendation	It is recommended that the MPO develop a section in the MTP, in concert with applicable Federal, State, wildlife, and regulatory agencies, to highlighting potential mitigation strategies on the proposed program of projects and their possible environmental impacts, including historic sites, noise, endangered species, buffers, etc.	Next MTP Update
Recommendation	It is recommended that the MPO ensure that the method for determining an EJ community (community of concern) does not overlook EJ populations with less than three indicators.	Next MTP Update
Recommendation	It is recommended that in addition to current and planned projects, the MPO develop an overlay map that also includes past projects to ensure that cumulative impacts are considered.	Next MTP Update
Recommendation	Update the Regional ITS Architecture/Strategic deployment plan in coordination with NCDOT.	January 2028

Details of the certification findings for each of the above items are contained in this report.

## 2.0 INTRODUCTION

### 2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. In general, the reviews consist of three primary activities: a review of the MPOs planning products (in advance of and during the site visit), a site visit, and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Consequently, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the MTP, metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal



and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort. The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed whether they relate explicitly to formal “findings” of the review.

To encourage public understanding and input, FHWA/FTA will continue to improve the clarity of the Certification Review reports.

## **2.2 Purpose and Objective**

Since the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the FHWA and FTA, are required to jointly review and evaluate the transportation planning process in all urbanized areas over 200,000 population to determine if the process meets the Federal planning requirements in 23 U.S.C. 134, 40 U.S.C. 5303, and 23 CFR 450. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), extended the minimum allowable frequency of certification reviews to at least every four years.

The French Broad River MPO is the designated MPO for the Asheville urbanized area. North Carolina DOT is the responsible State agency and City of Asheville is the responsible public transportation operator. Current membership of the French Broad River MPO consists of elected officials and citizens from the political jurisdictions in Buncombe County, Haywood County, Henderson County, and Madison County and the municipalities of Asheville, Biltmore Forest, Black Mountain, Canton, Clyde, Flat Rock, Fletcher, Hendersonville, Laurel Park, Maggie Valley, Mars Hill, Mills River, Montreat, Waynesville, Weaverville, and Woodfin. For the Asheville urbanized area, the City of Asheville is the largest population center.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The certification review is also an opportunity to assist with new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

## **3.0 SCOPE AND METHODOLOGY**



## 3.1 Review Process

The initial certification review was conducted in 2004. Subsequent certification reviews were conducted in 2008, 2012, 2016, and 2020. A summary of the status of findings from the last review is provided in Appendix B. This report details the 6th review, which consisted of a formal site (hybrid) visit and a public involvement opportunity, conducted in December 2023.

Participants in the review included representatives of FHWA, FTA, NCDOT, City of Asheville, and French Broad River MPO staff. A full list of participants is included in Appendix A.

A desk review of current documents and correspondence was completed prior to the site visit. In addition to the review, routine oversight mechanisms provided a major source of information upon which to base the certification findings.

The certification review covered the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for the on-site review:

- Metropolitan Planning Area Boundaries
- MPO Structure and Agreements
- Unified Planning Work Program (UPWP)
- Metropolitan Transportation Plan (MTP)
- Housing Coordination
- Transit Planning
- Transportation Improvement Program (TIP)
- Public Participation/Visualization
- Civil Rights (Title VI, EJ, LEP, ADA)
- Consultation and Coordination
- Freight Planning
- Environmental Mitigation/Planning Environmental Linkage
- Transportation Safety
- Transportation Security Planning
- Congestion Management Process / Intelligent Transportation Systems

## 3.2 Documents Reviewed

The following MPO documents were evaluated as part of this planning process review:

- Memorandum of Understanding (MOU)



- Policy Board and Technical Coordinating Committee (TCC) Bylaws
- FY21, FY22, FY23, FY24 UPWPs
- 2045 MTP
- FY-2024 2023 TIP
- MPO Self-Certification
- FY21 Public Involvement Policy
- 2018 Congestion Management Process and 2021 and 2023 Report
- List of Obligated Projects

## **4.0 PROGRAM REVIEW**

### **4.1 Metropolitan Planning Area Boundaries**

#### **4.1.1 Regulatory Basis**

23 U.S.C. 134(e) and 23 CFR 450.312(a) state the boundaries of a Metropolitan Planning Area (MPA) shall be determined by agreement between the MPO and the Governor. At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the MTP.

#### **4.1.2 Current Status**

The French Broad River MPO identified concerns regarding the 2020 U.S. Census, which did not consider jumps and hops associated with physical barriers such as mountain passes, when urbanized area boundaries were developed. Large areas of the 2010 Asheville Urban Area, including Haywood County and parts of Madison County, were removed from the 2020 Asheville Urban Area. A significant result is that Haywood County is now ineligible to receive FTA Section 5307 funds. Because there is a likelihood that Haywood County will rejoin the Asheville Urban Area within the next 20 years, the county will remain in the MPA. Madison County and the Town of Mars Hill (in Madison County) will also remain in the MPA.

The 2010 Asheville urbanized area also included a very small portion of Transylvania County, but this section was removed in 2020. The MPO removed Transylvania County from the MPO planning boundary. The entire county now falls within the Land of Sky Rural Planning Organization (LOSRPO).

#### **4.1.3 Findings**

##### **Commendations:**



- The FBRMPO is commended for its efforts in meeting with each of its jurisdictions impacted by the changes to the urbanized area, consulting with NCDOT and keeping all members of the MPO informed of the process in order to develop a MPA boundary that was acceptable for all parties.

## 4.2 MPO Structure and Agreements

### 4.2.1 Regulatory Basis

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operator shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and the public transportation operator serving the MPA.

### 4.2.2 Current Status

The MPO Policy Board (Technical Advisory Committee (TAC)) contains 27 seats/representatives. Each county has two seats, the City of Asheville has two seats, all other jurisdictions have one seat, and NCDOT Divisions 13 and 14 each have one seat. FHWA is an advisory/non-voting member. Some board members have served over ten years. The MPO has now had record attendance due to hybrid meetings. Quorum (51%) is easily reached consistently.

A TAC member is considered inactive if they miss two consecutive meetings and reactivated upon their return. Each seat has one vote. Though rarely invoked, weighted voting is allowed during the adoption of the Draft TIP or Final TIP. The impacted jurisdiction(s) receive three votes per representative. A TAC member also can call for the use of veto power to exclude a project from the TIP if the project is on a road that does not carry an Interstate route designation, is not located on a limited-access highway, or is not a designated Strategic Highway Corridor.

The FBRMPO has a Technical Coordinating Committee (TCC). The members of the TCC are the technical staff of local, state, and federal government agencies who provide their expertise and recommendations to the TAC.

The MPO has a prioritization subcommittee that is currently updating its MOU. The subcommittee is reviewing the MPO representation and the voting structure.

### 4.2.3 Findings

#### **Recommendations:**

It is recommended that the MPO add an official of public transportation to its Policy Board and add representation from freight, housing and other transportation to the TCC.





## **Schedule for Process Improvement:**

January 2028/Next certification review

### **4.3 Unified Planning Work Program**

#### **4.3.1 Regulatory Basis**

23 CFR 450.308 sets the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a Unified Planning Work Program (UPWP). The MPO, in cooperation with the State and public transportation operator, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

#### **4.3.2 Current Status**

The MPO coordinates with its partners when developing its UPWP each year. The NCDOT Transportation Planning Division (TPD) helps to drive the UPWP schedule. The MPO provides quarterly and annual reports to NCDOT TPD as required.

The MPO indicated it needs more PL funding to maintain its existing level of service. The MPO has had to flex its STBG-DA funds but still finds itself short in meeting planning and staffing needs. The MPO has experienced staffing shortages recently and has had to increase its local dues and overall budget to fund salary, cost of living increases, and increases in general planning costs.

The current UPWP contains eleven transportation studies. The UPWP special studies are generally managed by the jurisdiction that requests the study. In the past, the MPO has had to take over management of some studies due to difficulties with on-time completion. To ensure on-time completion, the MPO developed a special studies oversight document which lays out expectations such as who should be involved in the study, progress reporting requirements, quarterly invoicing requirements, and the understanding that studies should be completed by the end of the contract period.

Smaller jurisdictions within the MPO are finding that providing the required local match for special studies is often challenging. Community organizations and special interest groups have provided some of this funding. The MPO has looked towards discretionary grants as a potential funding source for planning studies.

Each MPO is required to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The MPO used its 2.5% to help fund the Hellbender Regional Greenway Forum. The



forum was held on August 31, 2023. The forum was a way for the public to learn more about regional greenway and trail efforts that would improve walking and biking connectivity. The free event was well advertised, and all available tickets were completely “sold”.

### 4.3.3 Findings

#### Recommendations:

- It is recommended that the MPO update its UPWP to include a discussion on the planning priorities facing the MPA and include a discussion of the process, in developing the UPWP.

#### Schedule for Process Improvement:

Next UPWP

## 4.4 Metropolitan Transportation Plan

### 4.4.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the Metropolitan Transportation Plan (MTP). Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long- and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a continuing, cooperative, and comprehensive multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation systems development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every four years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- Congestion management process



- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

#### **4.4.2 Current Status**

The FBRMPO usually develops its MTP in-house. However, this year they will be using a consultant for the 2050 MTP Update. For the 2050 MTP update, the MPO could consider addressing the results of implementing its strategies and recommendations contained in its 2045 MTP. A socioeconomic and land use study informed the latest MTP. Three growth scenarios were developed and the preferred one was selected. The MPO took a “bottom-up” approach where local land use plans were used to inform the MTP. All planning factors are addressed. MTP Amendments are executed as necessary, typically in response to projects being added to the STIP and TIP. The MTP addresses management and operation of the transportation system. Performance targets signify aging infrastructure. The MPO has adopted a “fix it first” policy to address this. Data used to address the safety planning factor indicates that the bicycle and pedestrian transportation modes are most at risk. Accident data reveals a worsening trend.

The congestion management plan was referenced in developing the growth scenarios. Most of the congestion occurs from commuters traveling to and from work in Buncombe County from the surrounding counties. The region experiences more extensive congestion seasonally from tourism and second homeowner travel.

The MPO reported that land use and housing is its largest transportation challenge. The MPO has a housing shortage. Many lower income residents have moved to the surrounding counties and must commute to and from Asheville and Buncombe County to access jobs. There is a lack of public transportation service to many of these areas. The MPO will include housing considerations as they develop the next MTP.

#### **4.4.3 Findings**

##### **Proposed FHWA/FTA Technical Assistance:**

- FHWA to provide technical assistance and knowledge of federal requirements to the FBRMPO as they develop their scope and throughout the development of the 2050 MTP update.



## 4.5 Transit Planning

### 4.5.1 Regulatory Basis

49 U.S.C. 5303 and 23 U.S.C. 134 require the transportation planning process in metropolitan areas to consider all modes of travel in the development of their plans and programs. Federal regulations cited in 23 CFR 450.314 state that the MPO in cooperation with the State and operators of publicly owned transit services shall be responsible for carrying out the transportation planning process.

### 4.5.2 Current Status

The City of Asheville is the FTA Designated Recipient of 5307 urbanized area funding for the Asheville Urbanized Area (UZA). The French Broad River MPO is currently served by four public transportation providers, which provide a variety of fixed route, deviated fixed route, subscription, and demand- response transit services.

Four public transit providers operate in the Asheville UZA: 1) City of Asheville - Asheville Rides Transit 2) Buncombe County – Mountain Mobility Services 3) Henderson County – Apple Country Transit and 4) Haywood County – Haywood Public Transit. As the Designated Recipient, the City of Asheville in coordination with the French Broad River MPO apportions 5307 urbanized area funding to the three urban systems in the UZA based on a mutually agreed upon formula/agreement. The City of Asheville applies directly to FTA for the three transit systems. In 2017, the MPO completed a 5307 Suballocation Study that redistributed 5307 funding in the Asheville UZA as a result of the 2010 Census. The 2020 Census has resulted in changes to urban area designations that may have an effect on formula apportionments for the Asheville UZA.

FBRMPO completed a Regional Transit Feasibility Study in 2021. The study identifies service, governance, and funding strategies to support a potential regionally integrated transit system for the metropolitan area.

NCDOT is the Designated Recipient of FTA 5303/5304 Statewide and Metropolitan Planning funds. The FBRMPO is the sub-recipient of FTA Section 5303 Statewide and Metropolitan Planning program funding awarded and passed through from NCDOT. The FTA Apportionment for Section 5307 Urbanized Area formula funds is to the Asheville Urbanized Area. There is a split agreement in place that is applied to the UZA FTA 5307 Apportionment to divide the funding between each transit agency. The split agreement is provided to FTA annually.

### 4.5.3 Findings

#### Recommendations:



- It is recommended that the FBRMPO coordinate with NCDOT and the City of Asheville to confirm eligibility requirements for project activities associated with the applicable formula planning programs including Section 5303, 5304, and 5305.
- It is recommended that FBRMPO coordinate with NCDOT and the City of Asheville on developing strategies to address Section 5307 funding impacts due to UZA boundary changes resulting from the 2020 Census.

## 4.6 Transportation Improvement Program

### 4.6.1 Regulatory Basis

23 U.S.C. 134(c), (h), & (j) set forth requirements for the MPO to cooperatively develop a Transportation Improvement Program (TIP). Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

### 4.6.2 Current Status

The MPO developed an online interactive TIP, which features project specific content and maps. The interactive feature affords the public an opportunity to view TIP project information, view amendments to those projects, and provide comments to projects they are interest in. This has led to more robust public engagement on the TIP.

The MPO indicated that in the past, numerous project schedule and funding changes have been requested by NCDOT and this has led to numerous TIP amendments and modifications. Currently, the MPO is being asked to include TIP changes for project oversight increase as high as 10-15%. This causes delays for other projects and impacts fiscal constraint.

In one instance, the NCDOT requested the MPO amend their TIP to include a \$30 million interchange that had not gone through the prioritization process and would have negatively impacted the projects that had gone through the prioritization process. This MPO Board did not approve the TIP amendment and thereby created an impasse. The MPO believes that early proactive engagement could substantially reduce this from occurring in the future.



The MPO would like NCDOT to provide better coordination on proposed TIP changes to ensure the 3C planning process is upheld. The MPO did acknowledge it enjoys a good relationship with the NCDOT Division offices and collaborates frequently with them.

The MPO has enjoyed project success through the Locally Administered Projects Program (LAPP). There is \$70 million earmarked over a five-year period for LAPP projects. Consequently, the MPO is seeking to hire a staff person to manage its LAPP projects.

### **4.6.3 Findings**

#### **Commendation:**

- The FBRMPO is commended for developing an interactive TIP that is useful to both its Policy Board and the Public.

## **4.7 Public Participation/Visualization**

### **4.7.1 Regulatory Basis**

Sections 134(i)(5), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, require a Metropolitan Planning Organization (MPO) to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316(a) and (b), which require the MPO to develop and use a documented participation plan that includes explicit procedures and strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing of the effectiveness of the participation plan.

### **4.7.2 Current Status**

The Public Involvement Policy (PIP) was amended in January 2021 and is followed. The MPO plans to begin updating it within the next year to include new strategies for engagement.

They are looking to improve representation across the region to better capture key issues of the region. They currently conduct direct outreach using posters, coasters with Q.R. codes, mailings, locally administered surveys, regional transit surveys, and public meetings but would





like to further improve public involvement. They are looking for specific outreach methods to improve effectiveness of engage with such groups as EJ, LEP, and migrant communities. To do this they have invited several community groups to join citizens advisory committees and received some interest.

In the future the MPO would like to be invited to NCDOT project relate public meetings.

The MPO employs visualization through its interactive TIP tool, which contains project maps of bicycle and pedestrian, modernization, widening, access management, intersection and interchange improvements, and other highway projects.

### **4.7.3 Findings**

#### **Commendation:**

- MPOs work to engage non-profits to more effectively outreach to communities that have not historically engaged with the MPO.

## **4.8 Civil Rights (Title VI, EJ, LEP, ADA)**

### **4.8.1 Regulatory Basis**

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other Nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. ADA specifies that programs and activities funded with Federal dollars are prohibited from discrimination based on disability.

Executive Order #12898 (Environmental Justice) directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those “traditionally underserved” by existing transportation systems, such as low-income and/or minority households, be sought out and considered.



Executive Order # 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons can meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

#### **4.8.2 Current Status**

Because the French Broad River MPO last updated their Title VI Program Plan in June 2019 and the MTP was last updated in September 2020, the responses included in the prior review remain valid and will be reiterated as part of this review. Including that the MPO should consider alteration of their prior approach to identify “community of concern”, which includes that at least three indicators be present. This methodology may lead to EJ populations being overlooked due to having only one or two indicators, however large they may be.

To analyze the system-wide equity of project impacts on communities of concern, the MPO developed an equity scoring method that accounts for the type of project and the potential net positive, net neutral, and net negative impacts of projects in the MTP. Map 4.4 provides a good visual of the projects that will potentially have negative impacts on EJ communities. As noted in the previous certification reviews, the MPO should also identify past and currently underway projects to ensure that cumulative impacts are considered. As an enhancement, we also suggest developing other overlay maps depicting factors such as safety data, congestion, level of service, crash data, commute times, transit etc.

The EJ section of the MTP contains thorough details of its efforts to quantitatively analyze impacts to EJ communities at a system-wide level. The complexity of the analyses conducted is admirable, however, the MPO must also be cognizant of presenting the information in a manner that is as easily understood as possible.

#### **4.8.3 Findings**

##### **Recommendations identified in last Certification Review that remain valid):**

- It is recommended that the MPO ensure that the method for determining an EJ community (community of concern) does not overlook EJ populations with less than three indicators.
- It is recommended that in addition to current and planned projects, the MPO develop an overlay map that also includes past projects to ensure that cumulative impacts are considered.

##### **Schedule for Process Improvement:**

Next MTP update



## 4.9 Consultation and Coordination

### 4.9.1 Regulatory Basis

23 U.S.C. 134(g) & (i)(5)-(6) and 23 CFR 450.316(b-e) set forth requirements for consultation in developing the MTP and TIP. Consultation is also addressed specifically in connection with the MTP in 23 CFR 450.324(g)(1-2) and in 23 CFR 450.324(f)(10) related to environmental mitigation.

In developing the MTP and TIP, the MPO shall, to the extent practicable, develop a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies as described below:

- Agencies and officials responsible for other planning activities (State, local, economic development, environmental protection, airport operations, or freight)
- Other providers of transportation services
- Indian Tribal Government(s)
- Federal land management agencies

### 4.9.2 Current Status

There are a multitude of resource agencies in North Carolina that MPOs have access to in order to enhance their transportation planning efforts. MPOs consult with land use management, natural resources, environmental protection, conservation, and historic preservation agencies. For example, specific to the FBRMPO, some of the Pisgah National Forest lies within the MPO's planning boundary, therefore; it is important for the MPO to consult with the US Forest Service. Additionally, the Blue Ridge Parkway is a National Parkway that goes through the MPO and is managed by the US National Park Service. FBRMPO uses available online data from resources agencies to inform their MTP and other MPO transportation planning activities. However, there is minimal direct consultation and coordination with these agencies.

### 4.9.3 Findings

#### **Recommendations:**

- It is recommended that the MPO utilize the MTP Agency contact list developed by NCDOT as the basis for consultation with the resource agencies.

#### **Schedule for Process Improvement:**

Next MTP update



## **4.10 Freight Planning**

### **4.10.1 Regulatory Basis**

The MAP-21 established in 23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts.

In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process.

### **4.10.2 Current Status**

The MPO is traversed by I-40 and I-26, both of which contain heavy truck traffic. Given its mountainous terrain, the MPO has identified the need to add truck climb lanes in various locations as a congestion relief strategy. No specific truck counts or data collection efforts have been conducted, however, the MPO has determined that trucks parking on shoulders is a growing problem. Additionally, it was found that truck crash clearance times are not timely, especially in Haywood County. The need to provide crossings for wildlife is also an issue and has been challenging to address when considering projects to address overnight parking demand in the area. The MPO has convened a freight work group that meets with stakeholders, local Chambers of Commerce, and NCDOT. Furthermore, the MPO has developed strategies, listed in their MTP, such as partnering with truck travel centers to expand existing facilities and to create guidelines and mitigation strategies aimed at easing public opposition to private truck parking facilities. Also indicated in the MTP, is the MPO's desire to review and update thru truck movement prohibitions.

### **4.10.3 Findings**

None.

## **4.11 Environmental Mitigation/Planning Environmental Linkage**

### **4.11.1 Regulatory Basis**

23 U.S.C. 134(i)(2)(D)23 CFR 450.324(f)(10) requires environmental mitigation be set forth in connection with the MTP. The MTP is required to include a discussion of types of potential environmental mitigation activities for the transportation improvements and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan.



23 U.S.C. 168 and Appendix A to 23 CFR Part 450 provide for linking the transportation planning and the National Environmental Policy Act (NEPA) processes. A Planning and Environmental Linkages (PEL) study can incorporate the initial phases of NEPA through the consideration of natural, physical, and social effects, coordination with environmental resource agencies, and public involvement. This will allow the analysis in the PEL study to be referenced in the subsequent NEPA document once the project is initiated, saving time and money with project implementation.

#### **4.11.2 Current Status**

The MPO has incorporated resiliency planning in its MTP. It was noted that many floodplains are shifting. Five I-40 bridge replacement projects accommodate wildlife crossings. Landslide mapping is conducted during project scoping. Avoidance and mitigation measures are detailed in project descriptions.

The MTP includes discussions of stormwater mitigation and weather mitigation and contains a hazard mitigation plan. However, it is recommended that more discussion on the proposed program of projects and their possible environmental impacts and recommended mitigation strategies be included that are developed in concert with applicable Federal, State, wildlife, and regulatory agencies. The MTP is not clear as to what outreach was conducted with environmental agencies. It is recommended that the MPO reach out to agency representatives based on the NCDOT's Transportation Planning Division agency contact list. It is also recommended that the MPO include a section in the MTP highlighting potential mitigation strategies for environmental features such as Archaeological, Community impacts, farmland, fragmented animal habitats, historic sites, noise, endangered species, and stream and lake buffers.

In 2023, the FBRMPO developed a regional wildlife crossing along roadways and highways report. It is a review of the potential wildlife crossings for the MPA and the Land of Sky Rural Planning Organization planning area. The MPO/RPO's primary goals of the report are to begin identifying specific geographic areas and wildlife crossing typologies that can be incorporated into the larger transportation planning process, particularly for project prioritization and the TIP. In November 2023, the work by the MPO was presented by NCDOT at the FHWA Talking Freight Seminar on Freight and Wildlife Considerations.

#### **4.11.3 Findings**

##### **Recommendations:**

- It is recommended that the MPO develop a section in the MTP, in concert with applicable Federal, State, wildlife, and regulatory agencies, to highlighting potential mitigation strategies on the proposed program of projects and their possible environmental impacts, including historic sites, noise, endangered species, buffers, etc.



## **Schedule for Process Improvement:**

Next MTP update

## **4.12 Transportation Safety**

### **4.12.1 Regulatory Basis**

23 U.S.C. 134(h)(1)(B) requires MPOs to consider safety as one of ten planning factors. As stated in 23 CFR 450.306(a)(2), the planning process needs to consider and implement projects, strategies, and services that will increase the safety of the transportation system for motorized and non-motorized users.

In addition, SAFETEA-LU established a core safety program called the Highway Safety Improvement Program (HSIP) (23 U.S.C. 148), which introduced a mandate for states to have Strategic Highway Safety Plans (SHSPs). 23 CFR 450.306 (d) requires the metropolitan transportation planning process should be consistent with the SHSP, and other transit safety and security planning.

### **4.12.2 Current Status**

The MTP contains a robust discussion of safety, including safety analyses and efforts the MPO is making to increase safety on its transportation system. The MTP contains several informative tables that identify roads and intersections with concerns, and maps depicting bicycle and pedestrian crashes. However, it is difficult to discern how this data correlates to specific projects in the MTP. The MPO should consider highlighting the roadways and intersections with safety concerns that correspond to a specific mitigating project identified in the MTP.

The MPO adopted the State's safety targets.

### **4.12.3 Findings**

None.

## **4.13 Transportation Security Planning**

### **4.13.1 Regulatory Basis**

23 U.S.C. 134(h)(1)(C) requires MPOs to consider security as one of ten planning factors. As stated in 23 CFR 450.306(a)(3), the Metropolitan Transportation Planning process provides for consideration of security of the transportation system.

The regulations state that the degree and consideration of security should be based on the scale and complexity of many different local issues. Under 23 CFR 450.324(h), the MTP should





include emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate.

#### **4.13.2 Current Status**

While the 2045 MTP contains a section titled Safety & Security, the section was very heavy on Safety with minimal discussion of Security. However, security was adequately discussed sporadically throughout the MTP such as in the Environment & Resiliency section. To ease compliance assurance, consider documenting all the Security Planning information in one section.

#### **4.13.3 Findings**

None

### **4.14 Congestion Management Process / Intelligent Transportation Systems**

#### **4.14.1 Regulatory Basis**

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the congestion management process (CMP) in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 940 requires that ITS projects shall conform to the National ITS Architecture and standards in accordance with the requirements contained in this part. Conformance with the National ITS Architecture is interpreted to mean the use of the National ITS Architecture to develop a regional ITS architecture, and the subsequent adherence of all ITS projects to that regional ITS architecture. Development of the regional ITS architecture should be consistent with the transportation planning process for Statewide and Metropolitan Transportation Planning.

#### **4.14.2 Current Status**

The MPO provides a list of congested corridors identified through the CMP. It is recommended that the MPO identify any implemented projects from the CMP and MTP and include a before and after congestion analysis. They have also begun using travel time reliability in addition to volume to capacity ratio as a measure of congestion.



In the previous certification review, it was recommended that the MPO complete the Biennial report as stated in the Congestion Management Process. Since that review, the MPO has twice developed the biennial report. The reports were thorough and well developed. The MPO should consider adding a section in the report that documents implemented projects that were identified in the CMP.

The current Intelligent Transportation Systems (ITS) Regional Architecture is more than 20 years old and outdated. While it hasn't been an issue for the MPO to date as they have not used federal funds for ITS projects, the document is in need of an update to ensure federal eligibility of future ITS projects. The update should be coordinated with NCDOT.

#### **4.14.3 Findings**

##### **Commendation:**

- The MPO is commended for completing CMP biennial reports for fiscal years 2021 and 2023.

##### **Recommendations:**

- Update the Regional ITS Architecture/Strategic deployment plan in coordination with NCDOT.

##### **Schedule for Process Improvement:**

- January 2028



## 5.0 CONCLUSIONS AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Asheville urbanized area meets planning requirements as follows.

### 5.1 Commendations

The following are noteworthy practices that the French Broad River MPO is doing well in the transportation planning process:

1. The FBRMPO is commended for its efforts in meeting with each of its jurisdictions impacted by the changes to the urbanized area, consulting with NCDOT and keeping all members of the MPO informed of the process to develop a MPA boundary that was acceptable for all parties.
2. The FBRMPO is commended for developing an interactive TIP that is useful to both its Policy Board and the Public.
3. MPOs work to engage non-profits to more effectively outreach to communities that have not historically engaged with the MPO.
4. The MPO is commended for completing CMP biennial reports for fiscal years 2021 and 2023.

### 5.2 Recommendations

The following are recommendations that would improve the transportation planning process:

1. It is recommended that the MPO add an official of public transportation to its Policy Board and add representation from freight, housing and other transportation to the TCC.
2. The MPO is recommended to update its UPWP to include a discussion on the planning priorities facing the MPA and include a discussion of the process in developing the UPWP.
3. It is recommended that the FBRMPO coordinate with NCDOT and the City of Asheville to confirm eligibility requirements for project activities associated with the applicable formula planning programs including Section 5303, 5304, and 5305.
4. It is recommended that FBRMPO coordinate with NCDOT and the City of Asheville on developing strategies to address Section 5307 funding impacts due to UZA boundary changes resulting from the 2020 Census.
5. It is recommended that the MPO utilize the MTP Agency contact list developed by NCDOT as the basis for consultation with the resource agencies.



6. It is recommended that the MPO develop a section in the MTP, in concert with applicable Federal, State, wildlife, and regulatory agencies, to highlighting potential mitigation strategies on the proposed program of projects and their possible environmental impacts, including historic sites, noise, endangered species, buffers, etc.
7. It is recommended that the MPO ensure that the method for determining an EJ community (community of concern) does not overlook EJ populations with less than three indicators.
8. It is recommended that in addition to current and planned projects, the MPO develop an overlay map that also includes past projects to ensure that cumulative impacts are considered.
9. Update the Regional ITS Architecture/Strategic deployment plan in coordination with NCDOT.

### **5.3 Technical Assistance**

The following technical assistance is recommended to assist the MPO with improvements to the transportation planning process:

1. FHWA to provide technical assistance and knowledge of federal requirements to the FBRMPO as they develop their scope and throughout the development of the 2050 MTP update.



## APPENDIX A - PARTICIPANTS

The following individuals were involved in the French Broad River (Asheville) urbanized area on-site/hybrid review:

- George Hoops, FHWA North Carolina Division
- Bill Marley, FHWA North Carolina Division
- Suzette Morales, FHWA North Carolina Division
- Joe Geigle, FHWA North Carolina Division (virtual)
- Rob Sachnin, FTA Region 4 (virtual)
- Jason Morgan, FTA Region 4 (virtual)
- Parris Orr, FTA Region 4 (virtual)
- Tristan Winkler, Director, French Broad River MPO
- Hannah Bagli, Transportation Planner, French Broad River MPO
- Logan DiGiacomo, Transportation Planner, French Broad River MPO
- Vicki Eastland, Director, Land of Sky Rural Planning Organization
- Erica Anderson, Director of Economic and Community Development, Land of Sky Regional Council
- Daniel Sellers, Transportation Engineer, Transportation Planning Division, NCDOT (virtual)
- Alexius Farris, Regional Planner, Integrated Mobility Division, NCDOT (virtual)
- Hannah Smith, Division Planning Engineer, NCDOT Division 13 (virtual)
- Steven Williams, Division Planning Engineer, NCDOT Division 14 (virtual)
- Amber Wagner, Transit Planning Manager, City of Asheville (virtual)
- William High, Transportation Planner, Buncombe County (virtual)
- Jodie Ferguson, Development Services Coordinator, Haywood County (virtual)
- Autumn Radcliff, Planning Director, Henderson County (virtual)
- Janna Bianculli, Planner, Henderson County (virtual)



## APPENDIX B – PUBLIC COMMENTS

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**FRENCH BROAD RIVER LAND SKY**  
A PROGRAM OF METROPOLITAN PLANNING ORGANIZATION

**TRANSPORTATION PLANNING PROCESS**

The Infrastructure Investment and Jobs Act (IIJA) continues to mandate the certification of the transportation planning process in Transportation Management Areas (TMAs) at least once every four years by the U.S. Department of Transportation in order to determine if the transportation planning process being conducted in the area meets the Federal requirements as listed in 23 CFR 450 Part C. The Federal certification review team will conduct an on-site visit in Asheville, NC on Wednesday, December 13, 2023.

An important part of the certification review is providing the public with an opportunity to comment. The public comment period will be open from November 16, 2023, until 6 pm on December 12, 2023. An open house will also be held on Tuesday, December 12th from 4PM-6PM at the Dr. Wesley Grant Sr. Southside Community Center at 285 Livingston Street in Asheville, North Carolina. Comments can also be e-mailed to [tristan@landofsky.org](mailto:tristan@landofsky.org) or via U.S mail to:

Tristan Winkler, Director  
French Broad River MPO  
339 New Leicester Highway, Suite 400  
Asheville, North Carolina 28806

For more information, please contact Tristan Winkler at 828-251-6622 or by email at [tristan@landofsky.org](mailto:tristan@landofsky.org)

FBRMPO meetings are open to people of all ages and abilities. Please let us know 48 hours in advance if you require special meeting accommodation or translation services. FBRMPO operates without regard to race, color, national origin, limited English proficiency, sex, age or disability. For more information on our Title VI program, or how to file a discrimination complaint, please contact Erica Anderson 828-251-6622 or [mpo@landofsky.org](mailto:mpo@landofsky.org).

### COMMUNITY CALENDAR

to stay silent while six songwriters play three original songs each. Donations are accepted.  
TU (11/28), 7pm, Funkatorium, 147 Coxo Ave

**Dark City Song Swap:** Beth Lee, Jon Vezner & Jon Weisberger  
A new series focusing on talented local, regional, and national songwriters who both write and sing their original compositions.  
WE (11/29), 7:30pm, White Horse Black Mountain, 105C Montreat Rd, Black Mountain

### LITERARY

**Joke Writing Workshop**  
Hosted by Disclaimer Stand Up Lounge and moderated by Cody Hughes, weekly. Bring 90 seconds of material that isn't working.  
WE (11/22, 29), 6:30pm, Asheville Music Hall, 31 Patton Ave

**Poetry Open Mic Hendo**  
A poetry-centered open mic that welcomes all kinds of performers every Thursday night. 18+  
TH (11/23, 30), 7:30pm, Shakedown Lounge, 706 Seventh Ave E, Hendersonville

**Christy Cashman: The Truth About Horses**  
A book signing for Christy Cashman's new novel, *The Truth About Horses*.  
SA (11/25), Barnes and Noble Bookshellers, Asheville Mall, 3 S Tunnel Rd

**Black Experience Book Club: Reader's Choice**  
The Black Experience Book Club reads books by Black authors about the many facets of the Black experience. We will be discussing what each member is reading and trading ideas about what to read next.  
TH (11/30), 6:30pm, Noir Collective, 39 S Market St, Ste C

### THEATER & FILM

**Robbie Robertson's Last Waltz**  
A 1978 concert film by Martin Scorsese that documents The Band's last concert at Bill Graham's historical San Francisco concert hall, Winterland.  
WE (11/22), 8pm, The Grey Eagle, 185 Clingman Ave

**The Wickhams: Christmas at Pemberley**  
Family comedy by Lauren Gunderson and Margot Melcon that takes place two years after the events of *Jane Austen's Pride and Prejudice*.  
FR (11/24), SA (11/25), 7:30pm, BeBe Theatre, 20 Commerce St

**The Band: Last Waltz & Pink Floyd**  
A movie night hosted by Alex Wolfinger Jones.  
SA (11/25), 8pm, Sovereign Kava, 268 Biltmore Ave

**Jeeves Takes a Bow**  
The British upper crust meets the New York mob in this witty play. Everyone's favorite hapless hero, Bertie Wooster, embarks on an American adventure armed only with his handsome fortune, his talent for trouble, and his remarkable valet, Jeeves.  
FR (11/24), SA (11/25), WE (11/29), TH (11/30), 7:30pm, SU (11/26), 2pm, NC Stage Co., 15 Stage Ln

**Stories of Christmas**  
An evening of great storytelling, hilarious comedy, nostalgia and warm holiday sing-alongs with Donna Marie Todd, an award-winning storyteller and singer.  
SU (11/26), 2pm, Black Mountain Center for the Arts, 225 West State St, Black Mountain

**Silent Films & Loud Music**  
A screening of silent short films accompanied by local bands providing live music, all proceeds support Fierce Flux summer camp for girls and queer youth.  
MO (11/27), 7pm, Different Wld, 701 Haywood Rd, Ste 101

**Max Roach: The Drum Also Waltzes**  
The film follows Roach across a rich and complicated life, years of now-legendary achievement, deep personal struggle, and the price he paid for his outspoken views.  
TH (11/30), 7pm, Black Mountain College Museum & Arts Center, 120 College St

### MEETINGS & PROGRAMS

**Eightfold Path Study Group**  
A group will gather to study the Eightfold Path Program. Kris Kramer will host the group as a fellow participant and student.  
WE (11/22), 3pm, Black Mountain, Honeycutt St, Black Mountain

**Free E-Bike Rental**  
A free one hour bike adventure to experience Asheville's historic River Arts District, French Broad River Greenway, local breweries, restaurants and more.  
WE (11/22, 29), 10am, Ace Bikes, 342 Depot St

**Aerial Silks Foundations**  
Learn how to properly ascend, descend, and create stunning shapes

on the silks while emphasizing safety and proper form. Participants of all ages and all abilities are welcome.  
WE (11/22, 29), 4pm and 5:30pm, Armetyst Realm, 244 Short Coke Ave

**Porangui: Music is Medicine & Workshop**  
The workshop will explore where voice and spirit meet in improvisational dance.  
SA (11/25), 1pm, Ayur-Prana Listening Room, 312 Haywood Rd

**Dididada: Movement Lab w/Coco Villa**  
A movement workshop created by Coco Villa. Enjoy getting back into your bodies, and simply dancing for the joy of moving through hyper warm ups, routines, and prompts.  
SU (11/26), 11am, Different Wld, 701 Haywood Rd, Ste 101

**Local Cloth Community Holiday Make & Take**  
Fun holiday crafting with fun for the whole family, including indigo dyeing, felting, embroidery, card making and more.  
SU (11/26), 11am, Local Cloth, 408 Depot St, Ste 100

**Scrabble**  
Weekly scrabble play. All scrabble gear provided.  
SU (11/26), 12:15pm, Stephens Lee Recreation Center, 30 George Washington Carver Ave

**Drug Facilitated Sexual Assault**  
A two hour training session on Drug Facilitated Sexual Assault techniques. In this 2 hour training, you will learn how to best intervene when harm is happening.  
MO (11/27), 11am, AmeriHealth Caritas, 216 Ashland Ave

**Kids & Teens Kung Fu**  
Learn fighting skills as well as conflict resolution and mindfulness. First class is free to see if it's a good fit for you.  
MO (11/27), TU (11/28), TH (11/30), 4pm, Dragon Phoenix, 51 N Merrimon Ave, Ste 109

**Black Men Monday**  
A local group that has stepped up in the community to advocate for and mentor students through academic intervention.  
MO (11/27), 7pm, AmeriHealth Caritas, 216 Ashland Ave

**World Tavern Poker Night**  
A free to play poker night every Monday.  
MO (11/27), 7pm, The Getaway River Bar, 790 Riverside Dr

**Toddler Discovery Time**  
Crafts, games, and playtime for

youngsters. Advance registration at [avrec.com](http://avrec.com) is required.  
TU (11/28), 9:45am, Stephens-Lee Recreation Center, 30 George Washington Carver Ave

**Intro to Senior Games Sports**  
Each week will cover a different sport. This is for people trying a new sport for the 2024 Asheville-Buncombe senior games.  
TU (11/28), 10am, W Asheville Park, 11 Vermont Ave

**Therapeutic Recreation Adult Crafting & Cooking**  
A variety of cooking and crafts for individuals with disabilities ages 17 and over each week. This week will focus on cooking chicken salad.  
TU (11/28), 10am, Oakley Community Center, 749 Fairview Rd

**Holiday Cookie Baking**  
Learn how to perfect your cookies so you'll be ready to make some for Santa. We provide dough, you cut it into festive shapes and decorate.  
TU (11/28), 5pm, Temple Avery Montford Community Center, 34 Pearson Ave

**Community Choice**  
Enjoy family activities including puzzles, board games, arts and crafts, and more. Kids ages 12 and under must be accompanied by an adult.  
WE (11/29), 6:30pm, Dr Wesley Grant, Sr, Southside Center, 285 Livingston S

**Dollar Décor DIY**  
Enjoy new crafts made from simple items you have at home or can be found at dollar stores. Advance registration at [avrec.com](http://avrec.com) required.  
WE (11/29), 7pm, Stephens-Lee Recreation Center, 30 George Washington Carver Ave

**Building Our City Speaker Series w/ Gregg Colburn**  
This free speaker series features Gregg Colburn, author of *Homelessness is a Housing Problem*.  
TH (11/30), 5:30pm, Asheville Masonic Temple, 80 Broadway

**Dharma & Discuss: Michael Scardaville Teaching**  
A dharma talk and an opportunity to ask questions afterwards. The topic for this talk will be: The Nature of Awakening. Beginners and experienced practitioners are welcome.  
TH (11/30), 7pm, Quietude Micro-retreat Center, 1130 Montreat Rd, Black Mountain

**Personal Stories of Recovery & Redemption**  
Three men with stories of overcoming trauma



**From:** [Tristan Winkler](#)  
**Cc:** [Logan DiGiacomo](#); [Hannah Bagill](#); [Erica Anderson](#); [Asha Badio](#); [Vikki Eastland](#)  
**Subject:** Public Comment Period & Open House: MPO Certification Review  
**Date:** Thursday, November 16, 2023 4:28:25 PM  
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To the MPO Board, TCC, and Interested Citizens,

The Infrastructure Investment and Jobs Act (IIJA) continues to mandate the certification of the transportation planning process in Transportation Management Areas (TMAs) at least once every four years by the U.S. Department of Transportation in order to determine if the transportation planning process being conducted in the area meets the Federal requirements as listed in 23 CFR 450 Part C. The Federal certification review team will conduct an on-site visit in Asheville, NC on Wednesday, December 13, 2023.

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For more information, please contact Tristan Winkler at 828-251-6622 or by email at [tristan@landofsky.org](mailto:tristan@landofsky.org)

Thank you,

### Tristan Winkler

French Broad River MPO Director  
Land of Sky Regional Council  
He/Him/His  
828.251.6622  
847.997.7328 (cell)  
[Tristan@landofsky.org](mailto:Tristan@landofsky.org)







### **Poder Emma Community (Translated from Spanish)**

Good afternoon, we are Poder Emma and we thank you for taking our community into consideration in the development of smaller areas.

Thank you for stopping and changing your plans on building sidewalks that were not going to benefit the Emma community and for taking the time to ask in which way the sidewalk construction would benefit or affect us.

Our community is counting on our own development plan alongside the development with the county.

We would like for your developers to participate more with us on our committee of neighbors. We are an organized and informed community where we make decisions in what happens within our community and how it affects us.

Thank you for your time and consideration.  
Emma Community

- **FHWA Response** – Comment for MPO Staff

### **Anonymous**

"If traffic congestion, parking and air pollution are real concerns the state should look to invest in re-establishing passenger lines on existing infrastructure that can draw residents out and re-invigorate neighboring mountain towns of Black Mountain and Old Fort and make for easy commutes and motor-less trips to cities like Asheville and Charlotte reducing suburban sprawl, traffic and population concentrations. Park and Ride lots can be established to encourage local commuting."

- **FHWA Response** – Comment for MPO Staff

### **Rick Freeman, Asheville, NC**

"My only experience with your organization is the Tunnel Road Corridor study. As you may recall, that study suggested that in the long term, White Pine Drive be extended to the back of the Asheville Mall for improved traffic flow. Ultimately that recommendation was removed, footnoted by our neighborhood's concern. It is my belief that this drama would have been avoided if your public engagement process would have directly engaged neighborhood



leadership registered with the city of Asheville during the idea formation. With open arms our neighborhood leaders would have welcomed a visit to White Pine Drive and a fruitful discussion about the safety risks associated with typical shopper traffic moving both directions on our narrow, sharp curved, hillside, no side walk roads. I strongly suggest you revise your operating policies to require earlier engagement."

- **FHWA Response** – Comment for MPO Staff

### **Anonymous**

"The noise from the highway is very loud in our neighborhood in west Asheville. Is there any technology that can be used to dampen the noise? I have read about new types of pavement that decrease sound pollution. I would also like to see barriers and foliage installed to limit noise. I am also interested in how we can encourage alternate means of transportation such as cycling, walking and public transit."

- **FHWA Response** – Comment for MPO Staff

### **Laura Dawson, Rehabilitation Counselor for the Deaf and Hard of Hearing, NCDHHS**

Hey Tristan,

Is there a way to get a copy of budget spent on Mtn Mobility for the past 10 years or so?

Laura

- **FHWA Response** – Comment for MPO Staff

### **Thomas Davis, Asheville, NC**

"Bus schedules and routes should support workers at 24/7 facilities. These jobs could be a lifeline out of poverty for folks without cars."

- **FHWA Response** – Comment taken into consideration for the report and for MPO Staff



## APPENDIX C - LIST OF ACRONYMS

**ADA:** Americans with Disabilities Act  
**AMPO:** Association of Metropolitan Planning Organizations  
**CAA:** Clean Air Act  
**CFR:** Code of Federal Regulations  
**CMP:** Congestion Management Process  
**CO:** Carbon Monoxide  
**DOT:** Department of Transportation  
**EJ:** Environmental Justice  
**FAST:** Fixing America's Surface Transportation Act  
**FHWA:** Federal Highway Administration  
**FTA:** Federal Transit Administration  
**FY:** Fiscal Year  
**HSIP:** Highway Safety Improvement Program  
**ITS:** Intelligent Transportation Systems  
**LEP:** Limited-English-Proficiency  
**M&O:** Management and Operations  
**MAP-21:** Moving Ahead for Progress in the 21<sup>st</sup> Century  
**MPA:** Metropolitan Planning Area  
**MPO:** Metropolitan Planning Organization  
**MTP:** Metropolitan Transportation Plan  
**NAAQS:** National Ambient Air Quality Standards  
**NO<sub>2</sub>:** Nitrogen Dioxide  
**O<sub>3</sub>:** Ozone  
**PM<sub>10</sub> and PM<sub>2.5</sub>:** Particulate Matter  
**SHSP:** Strategic Highway Safety Plan  
**STIP:** State Transportation Improvement Program  
**TDM:** Travel Demand Management  
**TIP:** Transportation Improvement Program  
**TMA:** Transportation Management Area  
**U.S.C.:** United States Code  
**UPWP:** Unified Planning Work Program  
**USDOT:** United States Department of Transportation





Report prepared by:

North Carolina FHWA Division Office

310 New Bern Avenue, Suite 410

Raleigh, NC 27601

(919) 856-4346

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 5C:

## Electric Vehicle Infrastructure Update

Ian Baille with the Clean Vehicles Coalition will provide an update on some of the recent developments with electric vehicle infrastructure in our region.

## Staff Report & Recommendations

# Item 6A:

## Division Project Updates

Division 13: [Click Here](#)

Division 14: [Click Here](#)

# 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:

## NCDOT IMD Updates

# Item 6E:

### Committee & Workgroup Updates

**Prioritization Subcommittee**— met on March 6<sup>th</sup>; next meeting April 3<sup>rd</sup>.

- Draft Memorandum of Understanding
- P 7.0 Local Input Point Methodology

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

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

**5307 Subrecipient Workgroup**- met on January 23<sup>rd</sup>; plans to meet in April  
Points of Business/Discussion:

- TIP/STIP Updates Needed
- FY 2025 UPWP
- City of Asheville hired Hendrickson Consulting to assist with grant management

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

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### 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	Underway
CTP/MTP Update	FBRMPO	2024	Consultant Selected; Contracting in Progress
Safe Streets for All Regional Action Plan	FBRMPO	2024	Underway
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	Not Started
Woodfin-Weaverville Greenway Study	Town of Woodfin	2024	Consultant Procurement Underway
Buncombe County Multimodal Master Plan	Buncombe County	2024	Interlocal Agreement Underway
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.**

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### Locally Administered Projects

TIP ID	Project Title	County	Project Status	When Will Current Phase Be Completed?	Construction Year (Beginning)
<b>BL-0005</b>	Broadway St Ped Improvement	Buncombe	Closing Out	Recently Completed!	
<b>HL-0012</b>	I-240/Charlotte St Interchange & Ped Improvements	Buncombe	Under Construction	Recently Completed!	
<b>BL-0007</b>	Ecusta Trail (Kanuga Rd to US 64)	Henderson	Under Construction	Winter 2024 (Weather Dependent - Possibly Spring 2025)	2023
<b>EB-5948</b>	Onteora Blvd Sidewalks	Buncombe	Under Construction	Spring 2024, possibly later in the year.	2023
<b>EB-5926</b>	US 19 (Soco Rd) Bike/Ped Improvements	Haywood	Under Construction	2024	2023
<b>U-5190</b>	New Leicester Sidewalks	Buncombe	Under Construction	Spring 2024	2023
<b>HL-0014</b>	Biltmore Ave/White Fawn Dr Intersection Improvements	Buncombe	Working on Project Agreement	Construction to Begin This Year	2024
<b>EB-5944</b>	Johnston Rd Sidewalks	Buncombe	Design – 99% R.O.W – 99%	Construction to Begin This Year	2024
<b>EB-5947</b>	New Haw Creek Rd Sidewalks	Buncombe	Design – 99% R.O.W. – 99%	Construction to Begin This Year	2024
<b>U-5019A</b>	Town Branch Greenway	Buncombe	Design – 95% R.O.W. – 100%	Construction to Begin This Year	2024
<b>HL-0003</b>	Haywood Rd Resurfacing &	Buncombe	Design – 80%	Construction to Begin This Year	2024

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

TIP ID	Project Title	County	Project Status	When Will Current Phase Be Completed?	Construction Year (Beginning)
BL-0008	Clear Creek Greenway	Henderson			2024
BL-0076	Riceville Rd Sidewalks	Buncombe	Design – 0%	October 2024	2025
EB-5547A	Riverwalk Greenway (Black Mountain Ave to Flat Creek Greenway)	Buncombe	Design – 30%	Late 2024	2025
EB-5547B	Riverwalk Greenway (Black Mountain Ave to Into the Oaks Trail)	Buncombe	Design – 30%	Late 2024	2025
EB-5774A	Woodfin Greenway	Buncombe	Design – 85%	R.O.W. – 2024 Construction - 2025	2025
EB-5824	Enka Heritage Trail	Buncombe	Design – 15%	R.O.W. – Late 2024 or Early 2025	2025
EB-5831	Coxe Ave Bike/Ped Improvements	Buncombe	Design – 10%	Spring 2024	2025
BL-0006	Various Ped Improvements within Asheville City Limits	Buncombe			2026
EB-5774B	Beaverdam Creek Greenway	Buncombe	Design – 30%	R.O.W. - Late 2024	2026
EB-5822	North RAD Greenway	Buncombe	Design to Begin Soon		2026
HL-0013	9 <sup>th</sup> Ave Bridge Replacement	Buncombe	Design – 30%	Design – Complete in 2025	2026

339 New Leicester Highway, Suite 140 • Asheville, NC 28806 • [www.fbrmpo.org](http://www.fbrmpo.org)

Long-Range Transportation Plan • Transportation Improvement Program

Highway Planning • Bicycle and Pedestrian Planning • Transit Planning • Air Quality

Public Involvement

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

TIP ID	Project Title	County	Project Status	R.O.W. – Beginning Late 2024 When Will Current Phase Be Completed?	Construction Year (Beginning)
<b>BL-0078</b>	Ecusta Trail (US 64 to Transylvania County Line)	Henderson	Design Underway	Winter 2024	2027
<b>EB-5945</b>	Champion Dr Multi-Use Path	Haywood	ROW Underway		Funded for ROW Only
<b>EB-5946</b>	NC 280 Multi- Use Path	Henderson	PE to Begin in 2026		Funded for PE Only
<b>EB-5823</b>	Bent Creek Greenway	Buncombe	PE to Begin in 2029		Funded for PE Only
<b>EB – 5946</b>	NC 280 Multi- Use Path	Henderson			Funded for PE Only

# Item 6E:

## Legislative Updates