

French Broad River Metropolitan Planning Organization
 Minutes from the Governing Board Meeting on August 15th, 2024

Attendance:

In-Person and Remote via the Zoom Platform:

Anthony Sutton	Town of Waynesville
Jennifer Hensley	City of Hendersonville
Steve Williams	NCDOT Div 14
Larry Harris	Urban Transit
Anne Coletta	Village of Flat Rock
Kim Roney	City of Asheville
Jim McAllister	Town of Woodfin
Charles McGrady	BOT Div 14
Amanda Edwards	Buncombe County
Tom Widmer	Town of Montreat
Jim Player	Town of Fletcher
Archie Pertiller	Town of Black Mountain
Mike Eveland	Town of Montreat
Suzette Morales	FHWA
Hannah Smith	NCDOT Div 13
Shannon Gonce	Mills River
Matt Wechtel	Madison County
George Banta	Town of Laurel Park
Kevin Ensley	Haywood County
Brandon Rodgers	Haywood County
Bill Lapsley	Henderson County
Catherine Cordell	Town of Weaverville
Carrie Simpson	NCDOT

Members without Representation present:

Town of Biltmore Forest
BOT 13
Town of Clyde
Rural Transit
Town of Mars Hill
Town of Canton

Additional Attendees:

Tristan Winkler (FBRMPO) Hannah Bagli (FBRMPO)
Daisy O’Connor (FBRMPO) Jon Barsanti Jr (FBRMPO)

WELCOME, INTRODUCTIONS & ROLL CALL

Anthony Sutton called the meeting to order at 1:01PM and welcomed everyone. He read the Ethics Statement and inquired if there were any conflicts of interest to note for today’s meeting. No conflict’s were had.

Quorum was announced to conduct the business of the Board.

PUBLIC COMMENT

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

CONSENT AGENDA

3A. June 2024 Board Minutes: https://frenchbroadrivermpo.org/wp-content/uploads/2024/08/2024_6_20_MPO.DRAFT_Board_Minutes.pdf

3B. Letter of Support-Black Mountain Active Transportation Infrastructure Program Grant Application

As standard practice, letters of support that did not have time to go through the MPO TCC and Board for approval are provided as consent agenda items for information.

MPO staff was requested to provide a letter of support in July for a Black Mountain grant application to the Active Transportation Infrastructure Program for the Ridgecrest Connector Sidepath/Greenway project. This project was studied with funding provided through the MPO in FY 2023.

The letter of support that was provided is below.

To Whom it Concerns at FHWA:

Re: Ridgecrest Connector Project Application

I am writing to express the support of the French Broad River Metropolitan Planning Organization (FBRMPO) for the Ridgecrest Connector Project and to endorse the grant application submitted by the Town of Black Mountain. The French Broad River MPO has been involved with this project from its inception, having provided and approved the federal share of funding to undertake the feasibility study that provided the preliminary design. The study, funded by the MPO, and conducted by Kimley-Horn, has demonstrated the technical and economic viability of this project.

The Ridgecrest Connector Project represents a significant advancement in our region's active transportation infrastructure. This project involves the construction of a 10-foot-wide multi-use path (MUP) along the north side of East State Street (Highway 70) and Old Highway 70 East, stretching from the Black Mountain Primary School to the town limit approximately 200 feet east of High Street. This MUP will serve as a critical link in our regional network, enhancing safety, accessibility, and mobility for pedestrians and bicyclists in Black Mountain and surrounding areas.

The Ridgecrest Connector Project aligns with the French Broad River MPO's goals of improving non-motorized transportation options and improving transportation safety.

In conclusion, the French Broad River MPO supports the Ridgecrest Connector Project and the Town of Black Mountain's grant application for design and engineering funding. We are confident that this project will provide substantial benefits to the region and help achieve our shared vision of a more connected and sustainable transportation network.

Thank you for considering this important project for funding. Should you require any further information or wish to discuss our support in greater detail, please do not hesitate to contact me.

Sincerely,

Tristan Winkler
French Broad River MPO Director Land of Sky Regional Council 828.251.6622
Tristan@landofsky.org

3C. 5307 Recission-Buncombe County Allocation to City of Asheville

As requested by the TCC and Board, any recissions or transfers of 5307 funding would be brought before the TCC and Board as informational items. Buncombe County and the City of Asheville coordinated on a recission of 5307 & JARC funds allocated to Buncombe County in FY 2018 & 2019.

Information provided to the Buncombe County Commissioners is below.



Buncombe County Board of Commissioners

Request for Board Action

Meeting Date: 7/16/2024

New Business

Department: Planning

Presenter(s): William High

Contact(s): William High, Lead Transportation Planner

Subject: FY 2025 FTA Section 5307 Funding Rescission

Brief Summary: The Federal Transit Administration (FTA) requests subrecipients expend expiring transit funding. Buncombe County, because of existing FTA CARES and ARPA funding that must be expended first, will be unable to expend expiring transit funding in advance of expiration.

Recognizing these constraints, and in support of the City of Asheville's funding needs for its ART transit system, County transportation staff recommend the Board of Commissioners consider rescinding funds to the City of Asheville to support its FY2025 activities. The following funding amounts in the following funding categories are recommended to be rescinded:

- \$512,430 in FY2018 Section 5307 annual allocations,
- \$72,319 in FY2018 Section 5307 JARC (Job Access Reverse Commute),
- \$763,168 in FY2019 Section 5307 annual allocations, and
- \$26,880 in FY2019 Section 5307 JARC.

Recommended Motion & Requested Action: Motion to rescind \$1,374,797 of suballocated FTA Section 5307 annual and JARC funds to support the ART transit system in FY 2025 conditional on the City of Asheville:

- Accepting the funds under the expectation that no additional funds will be requested for the continued operation of the New Leicester Highway Extension & Route 170 in FY2025;
- Rescinding \$138,830 in FY2025 Section 5310 Traditional funds to Buncombe County to support County transportation for older adults and individuals with disabilities;
- Evaluating WE2 Route changes to improve safer connection to Buncombe County's Enka- Candler Trailblazer Route; and
- Evaluating increased trip frequency for the S3 and S6 routes serving south Asheville.

County Manager's comments and Recommendations: County Manager recommends as present

Shannon Gonce moved to approve the consent agenda including the June 2024 meeting minutes, the Letter of Support for Black Mountain Active Transportation Infrastructure Program Grant Application and the 5307 Recession-Buncombe County Allocation to City of Asheville and the TAC agenda. Kevin Ensley seconded the motion which passed upon a roll call vote.

3D. CFI Application- Added to agenda morning of meeting:

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

French Broad River MPO
339 New Leicester Highway, Suite 400
Asheville, NC 28806

August 15, 2024
The Honorable Pete Buttigieg
U.S. Secretary of Transportation
United States Department of Transportation 1200 New Jersey
Avenue SE
Washington, DC 20590 Dear Secretary

Buttigieg,

On behalf of French Broad River MPO, I am writing to express my strong support for the Southwestern North Carolina Planning and Economic Development Commission (SWRPO) application for the U.S. Department of Transportation's (USDOT) Charging and Fueling Infrastructure (CFI) Community Grant Program, in partnership with the North Carolina Department of Transportation (NCDOT), Land of Sky Rural Planning Organization (LOSRPO), and the Land of Sky Clean Vehicle Coalition (LOSCVC). This funding is requested to strategically deploy the Electrify WNC (Western North Carolina) Program to fill the electric vehicle (EV) charging infrastructure gap in western North Carolina created by a lack of funding from other federal programs.

Currently, there are only two AFCs (Alternative Fuel Corridors) identified by USDOT that run along the eastern most section of the region causing an EV charging infrastructure gap for EV drivers traveling through WNC. Additionally, because of the lack of identified AFCs, much of the region is not eligible to receive funding under the CFI Corridor Program or Phase One of the North Carolina National Electric Vehicle Infrastructure (NEVI) deployment plan. Due to this lack of investment, the CFI Community Program is needed to implement the Electrify WNC Program and deploy EV chargers across WNC, filling the gap left by the other programs.

This funding is integral to meet future mobility needs and promote competitive economic growth. With the continued adoption rates of EVs, WNC needs this investment to continue to attract visitors and grow the tourism industry, resulting in sustained economic wellness, job opportunities, and increased tax revenue. Additionally, the Electrify WNC Program will benefit the region's disadvantaged populations that currently face higher rates of unemployment, heart disease, and increased educational barriers. The program will reduce GHG emissions, improve the health of residents, and provide opportunities for good paying jobs in skilled professions in the construction and electrical trades.

This project's impacts would help to ensure WNC is not left behind as much of the country continues to see an increase in electric vehicle usage. Adjacent corridors in Georgia, Tennessee, South Carolina, and North Carolina illustrate a gap in the EV network in our region. The project would also help to make progress towards the MPO's Goal of Ensuring Changes Protect Our Unique Places and Environments by helping to reduce transportation emissions and improve air quality in our region.

For these reasons, I strongly encourage you to support the expansion of EV charging infrastructure in WNC and to approve this application for CPI Community Grant funding to implement the Electrify WNC Program.

Respectfully,

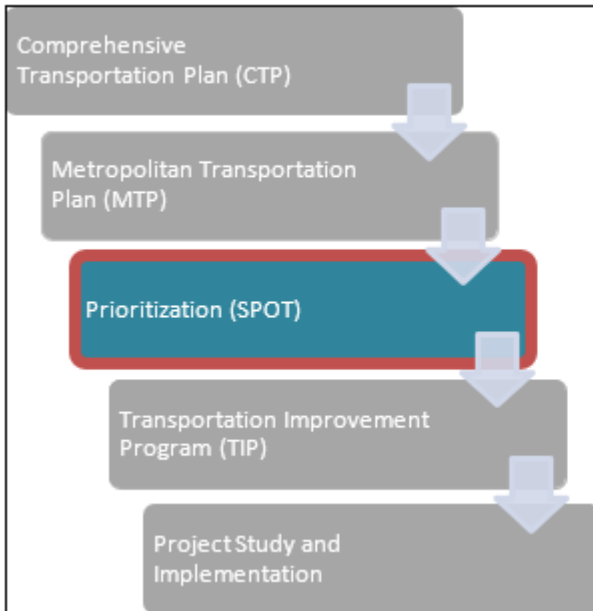
A handwritten signature in black ink, appearing to read 'AS', with a large, stylized flourish extending to the right.

Anthony Sutton
Chair, French Broad River MPO Board

Larry Harris moved to approve the CFI Application. Jennifer Hensley seconded and the motion passed upon a roll call vote.

Business

4A. P7- Final Assignment of Regional Impact Points

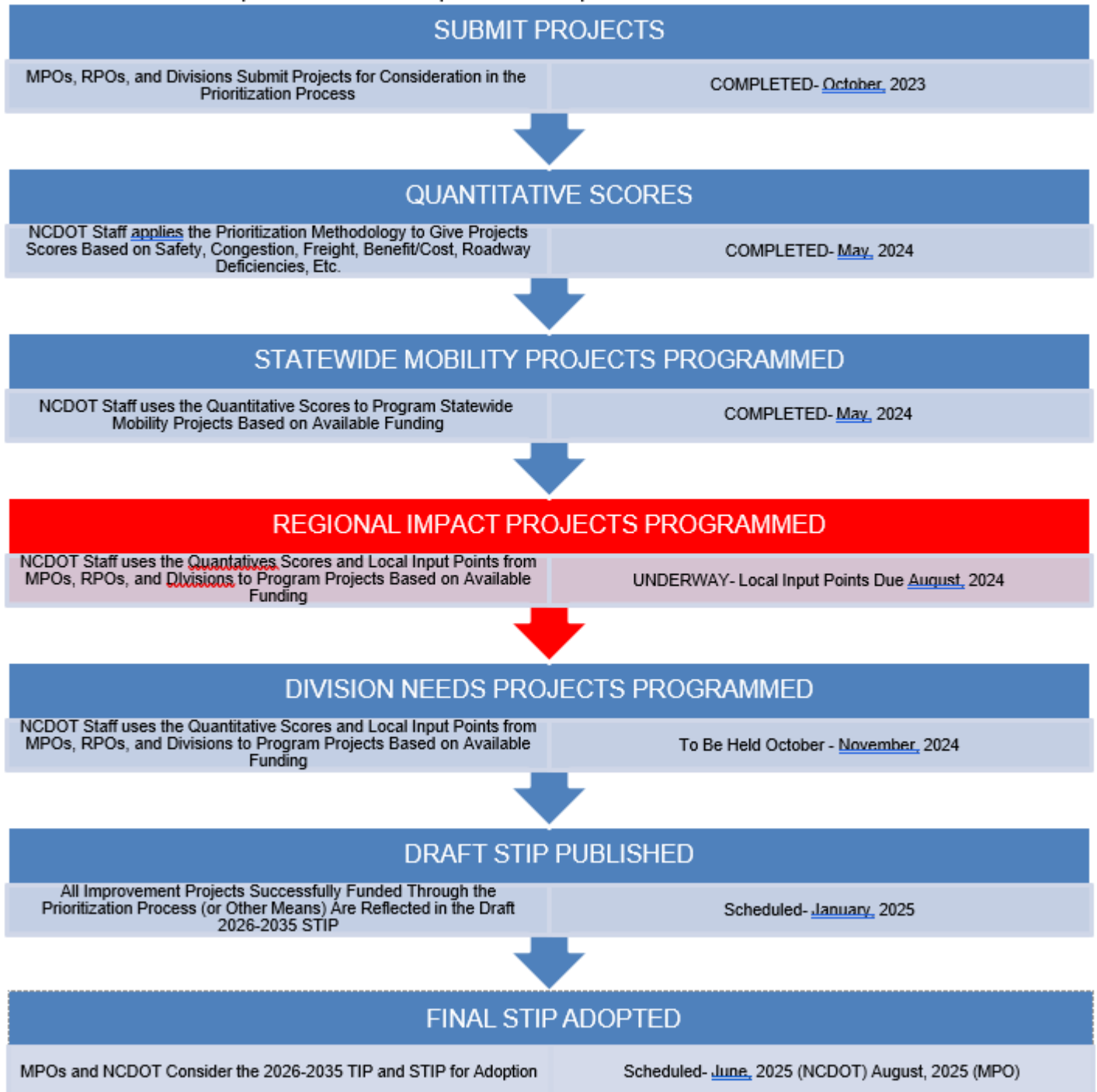


Action Items for Today

- Consider approval of which projects should receive Local Input Points in the Regional Impact tier

Where We Are in the Process

There are several steps involved in the prioritization process:



Funding Tiers

Per the STI law, funding is split into three different funding tiers. Each funding tier has different eligible projects and differs in how projects compete. Information is broken out below:

Funding Tier	Statewide Mobility	Regional Impact	Division Needs
Quantitative Score	100%	70%	50%
MPO Local Input Points	0%	15%	25%
Division Local Input Points	0%	15%	25%
Amount of All Funding in the Prioritization Process	40%	30%	30%
Distribution	All Projects Compete Against Each Other	Split Between Seven Regions, Projects Compete Within Each Region	Split Between 14 Divisions, Projects Compete Within Division
Funding	One Big Pot of Funds	Split to Each Region Based on Population	Split Equally Between 14 Divisions
Eligible Projects (in the FBRMPO)	Interstates, Strategic Highway Corridors (US 23/74 in Haywood County), Asheville Airport	US Highways, NC Highways, Anything Not Funded in the Statewide Mobility Tier that is Requested to Cascade	Secondary Roads, Stand-Alone Bike/Ped Projects, Transit Projects, Anything Not Funded in the Statewide Mobility or Regional Impact tiers that is Requested to Cascade

About the Regional Impact Tier

Quick Summary: No Funding Available

Funding Available: -\$191,000,000

Eligible Projects in Our Region: US Highways, NC Highways, Anything Not Funded in the Statewide Mobility Tier that is requested to cascade

Competition: Region G (pictured below)



Process for Developing Final Local Input Point Assignment

- MPO staff held county-by-county meetings with Board and TCC representatives on local priorities
- MPO staff applied the local input point methodology to score eligible projects in the Regional Impact tier
- The MPO Prioritization Subcommittee made a recommendation on the projects receiving local input points
- Draft local input points were assigned by the TCC & Board in June, 2024
- A Public Comment Period was/is being held from July 24th – August 14th on the Draft Assignment of Points

MPO Prioritization Subcommittee Recommendation:

**Alternative #1: Follow the MPO’s Methodology
Three Highway Priorities and One Non-Highway Project Based on Scores, Plus Two
Additional Highway Projects for Geographic Equity**

County	Route	From	To	Type of Improvement	Cost Estimate	MPO Score	SPOT Score	Points
Buncombe	US 19/23 (Smokey Park Highway)	I-40	NC 151 (Pisgah Highway)	Access Management	\$85,700,000	97	46.96	100
Buncombe	US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	Access Management	\$132,200,000	92	37.60	100
Henderson	US 176 (Spartanburg Highway)	NC 225 (Greenville Highway)	Upward Road	Access Management	\$121,700,000	81	33.26	100
Haywood	US 19/23 (Asheville Highway/Park Street)	NC 215	Chestnut Mountain Road	Modernization	\$40,200,000	62	16.84	100
Madison	NC 213 (Cascade Street)	Athletic Street	Bone Camp Road	Access Management/ Widening	\$44,300,000	31	12.70	100

One Non-Highway Project (Only Non-Highway Project)

County	Route	From	To	Type of Improvement	Cost Estimate	MPO Score	SPOT Score	Points
Buncombe	WNC Passenger Rail	Asheville	Salisbury	Passenger Rail Service	\$133,000,000	85	41.81	15

15 points is the maximum number of points the MPO may assign to the WNC Passenger Rail project due to the project being 15% within the FBRMPO.

Changes From the Draft Local Input Point Assignment

In coordination with the Charlotte Regional Transportation Planning Organization (CRTPO), staff recommends the donation of 14 local input points to enable CRTPO to provide its maximum contribution of local input points for the WNC Passenger Rail project.

Discussion occurred around why the I-40 widening was least received. Discussion also occurred around volume capacity on US 19/Smokey Park and that the capacity is higher possibly because I40 gets backed up and then it pushes traffic to this road making it congested. Discussion occurred around Bike/Ped in Canton.

Larry Harris moved to approve the Local Input Point Assignment for Regional Impact Points and the donation as presented. Matt Wechtel seconded, and the motion passed unanimously upon a roll call vote.

4B. Ranking of Existing TIP/STIP Projects

Ranking of Existing TIP/STIP Projects

MPO staff received a request from NCDOT to rank existing TIP/STIP projects to assist with the coordination for the development of the 2026-2035 State Transportation Improvement Program (STIP.) The request and guidance from NCDOT was as follows:

As part of the development of the 2026-2035 Draft STIP, NCDOT is seeking input from Planning Organizations (POs) and Divisions on priorities of existing committed projects. These projects have previously been selected for funding through Prioritization 3.0 (P3.0), Prioritization 4.0 (P3.0), or Prioritization 5.0 (P5.0). The input will be used to assist the STIP Unit when adjusting schedules to meet federal and state fiscal constraint requirements. As you are aware, the P7.0 funding availability for many of the Regional Impact and Division Needs funding categories is in the negative (see attached funding availability as of May 17, 2024). For these funding categories, schedule changes will occur to meet federal and state fiscal constraint requirements for the Draft 2026-2035 STIP.

By default, the STIP Unit will use the Seniority Approach as the initial ranking of priorities for the 7 Regional Impact and 14 Division Needs funding categories (the Statewide Mobility category has already been completed). The Seniority Approach was recommended by the Prioritization Workgroup and approved by the Board of Transportation (BOT) to develop the 2024-2033 STIP. This approach ranks projects in each STI funding category as follows: highest to lowest scoring projects from P3.0, followed by highest to lowest scoring projects from P4.0, followed by highest to lowest scoring projects from P5.0.

POs and Divisions can modify rankings within their Region or Division as long as **both the PO and Division agree**

on any changes. If the PO and Division do not agree on changes, or do not desire to make any changes, the STIP Unit will continue to use Seniority Approach rankings as input in the development of the Draft 2026-2035 STIP.

Based on discussions with the Prioritization Subcommittee in July, MPO staff setup meetings for the following groups to provide preliminary recommendations on the ranking of projects:

Region G- Prioritization Subcommittee recommendations in August, 2024 Division 13- MPO TCC & Board members from Buncombe County

Division 14- MPO TCC & Board members from Haywood and Henderson counties Out of those meetings, the following rankings were recommended:

Region G

The Prioritization Subcommittee recommended the following ranking for projects in Region G as a starting point for the TCC and Board.

The first two projects were defined recommendations- South Main Street in Hendersonville and Section AC of the I-26 connector- due to right-of-way already being initiated. Projects #3-7 were preliminary recommendations from Division 13, later recommended by the TCC.

A complication in ranking the Region G project is that A-0010AA (the widening of Future I-26 from Broadway to Weaver Boulevard) is in the process of being segmented due to escalating costs.

Hannah Smith, Planning Engineer with Division 13, will present on the concepts to segment the project.

As part of ranking existing STIP projects, the MPO is being requested to rank the planned segments of A-0010AA as well.

The TCC recommended the following ranking for Region G projects:

REVISED RANK	STIP ID	ROUTE	DESCRIPTION	COUNTY(S)	TOTAL REMAINING STI COST	CURRENT ROW START FISCAL YEAR
1	U-6049	NC 225 (SOUTH MAIN STREET)	SOUTH MAIN STREET AT SOUTH KING STREET TO US 176. WIDEN BRIDGE 440143 TO 5-LANES.	HENDERSON	\$ 7,800,000	2023
2	I-2513AC	I-26/I-240	NORTH OF I-40 TO SR 3548 (HAYWOOD ROAD). WIDEN TO SIX LANE FREEWAY.	BUNCOMBE	\$ 282,589,000	2023
3	A-0010AE	I-26 (US 19/US 23)	New Stock, exit 21 (B-4443, B-4444)	BUNCOMBE	\$ 323,501,000	2028
4	U-2801AB	US 25A (SWEETEN CREEK ROAD)	SR 3116 (MILLS GAP ROAD) TO SR 3081 (ROCK HILL ROAD)	BUNCOMBE	\$ 117,198,000	2028
5	A-0010AD	I-26 (US 19/US 23)	SR 1781 (BROADWAY Interchange), exit 25	BUNCOMBE	\$ 323,501,000	2028
6	A-0010AF	I-26 (US 19/US 23)	Remaining Interchanges	BUNCOMBE	\$ 323,501,000	2028
7	A-0010AG	I-26 (US 19/US 23)	Remaining mainline widening	BUNCOMBE	\$ 323,501,000	2028

Division 13

MPO RANK	STIP ID	MODE	ROUTE	DESCRIPTION	COUNTY(S)	TOTAL REMAINING STI COST	CURRENT ROW START FISCAL YEAR	CURRENT CON START FISCAL YEAR
1	U-5834	Highway	SR 3116 (MILLS GAP ROAD)	US 25 (HENDERSONVILLE ROAD) TO SR 3157 (WESTON ROAD). UPGRADE EXISTING ROADWAY.	BUNCOMBE	\$ 25,533,000	2019	2025
2	I-4409	Highway	SR 2500 (BLUE RIDGE ROAD)	CONVERT I-40 / SR 2500 (BLUE RIDGE ROAD) GRADE SEPARATION TO INTERCHANGE. WIDEN SR 2500 (BLUE RIDGE ROAD) TO THREE LANES FROM US 70 TO SOUTH OF I-40 AND UPGRADE ROADWAY SOUTH OF I-40 TO SR 2713 (SOUTH BLUE RIDGE ROAD).	BUNCOMBE	\$ 31,901,000	2024	2025
3	EB-5822	Bike & Ped	GREENWAY WILMA DYKEMAN	NORTHERN TERMINUS NEAR <u>RIVERSIDE DRIVE</u> AND HILL STREET TO PEARSON BRIDGE ROAD. CONSTRUCT MULTI-USE PATH ALONG THE FRENCH BROAD RIVER.	BUNCOMBE	\$ 3,783,000	2025	2026

MPO RANK	STIP ID	MODE	ROUTE	DESCRIPTION	COUNTY(S)	TOTAL REMAINING STI COST	CURRENT ROW START FISCAL YEAR	CURRENT CON START FISCAL YEAR
4	EB-5965	Bike & Ped	DEAVERVIEW ROAD	US 19/23/74A (PATTON AVENUE) TO WESTMORE DRIVE IN ASHEVILLE. CONSTRUCT SIDEWALK.	BUNCOMBE	\$ 2,564,000	2026	2027
5	U-5019E	Highway	RIVERWAY MULTI-MODAL NETWORK	CRAVEN STREET BRIDGE IMPROVEMENTS OVER THE FRENCH BROAD RIVER.	BUNCOMBE	\$ 4,250,000		2027
6	U-4739	Highway	SR 3556 (AMBOY ROAD/ MEADOW ROAD)	I-240 TO NC 81/SR 3214 (BILTMORE AVENUE). UPGRADE ROADWAY WITH NEW BRIDGE OVER THE FRENCH BROAD RIVER.	BUNCOMBE	\$ 64,800,000	2025	2030
7	U-6047	Highway	NC 112 (SARDIS ROAD/ SANDHILL ROAD)	NC 191 (BREVARD ROAD) TO US 19/23 (SMOKEY PARK HIGHWAY). WIDEN ROADWAY TO MULTI-LANES.	BUNCOMBE	\$ 136,598,000	2028	2031
8	U-5832	Highway	NC 81 (SWANNANOA RIVER ROAD)	SR 3214 (BILTMORE AVENUE) TO US 74A (SOUTH TUNNEL ROAD). WIDEN EXISTING ROADWAY.	BUNCOMBE	\$ 127,200,000	2028	2030

Division 14

REVISED RANK	STIP ID	MODE	ROUTE	DESCRIPTION	COUNTY(S)	TOTAL REMAINING STI COST	CURRENT ROW START FISCAL YEAR	CURRENT CON START FISCAL YEAR
1	R-2588B	Highway	NC 191	SR 1381 (MOUNTAIN ROAD) TO NC 280 SOUTH OF MILLS RIVER.	HENDERSON	\$ 169,585,000	2021	2026
2	I-4400BA	Highway	I-26	US 64 INTERCHANGE IMPROVEMENTS	HENDERSON	\$ 29,500,000		2029
3	U-5886	Highway	SR 1170 (WHITE STREET)	SR 1171 (WILLOW ROAD) TO US 176 (SPARTANBURG HIGHWAY). REALIGN AND EXTEND ROADWAY.	HENDERSON	\$ 36,400,000	2023	2027
4	U-4712	Highway	US 23 BUSINESS (SOUTH MAIN STREET)	SR 1164 (HYATT CREEK ROAD) TO US 276 (PIGEON STREET). WIDEN TO MULTI-LANES.	HAYWOOD	\$ 57,402,000	2027	2030
5	U-6048	Highway	US 19, US 23	SR 1836 (CHESTNUT MOUNTAIN ROAD) TO SR 1200 (WIGGINS ROAD). UPGRADE ROADWAY.	HAYWOOD, BUNCOMBE	\$ 29,200,000	2028	2030
6	U-6158	Highway	US 276	SR 1134 (CRYMES COVE ROAD) AND RACCOON ROAD. INTERSECTION REALIGNMENT.	HAYWOOD	\$ 3,801,000	2028	2030

REVISED RANK	STIP ID	MODE	ROUTE	DESCRIPTION	COUNTY(S)	TOTAL REMAINING STI COST	CURRENT ROW START FISCAL YEAR	CURRENT CON START FISCAL YEAR
7	EB-5860	Bike & Ped	BLYTHE STREET	BLYTHE STREET, US 64 (BREVARD ROAD) TO NC 191 (HAYWOOD ROAD). CONSTRUCT SIDEWALKS.	HENDERSON	\$ 1,200,000	2025	2026
8	EB-5963	Bike & Ped	GROVE STREET	BARNWELL STREET TO US 176 (SPARTANBURG HIGHWAY). CONSTRUCT SIDEWALK.	HENDERSON	\$ 1,562,000	2025	2026
9	U-6159	Highway	US 276 (RUSS AVENUE)	US 23-74 (GREAT SMOKEY MOUNTAIN EXPRESSWAY) TO US 19 (DELLWOOD ROAD). ACCESS MANAGEMENT.	HAYWOOD	\$ 30,201,000	2028	2030

Discussion occurred around how we got to our rankings and how we got to the De-prioritization of certain projects moving from top of list to the bottom of list. Also it seems like feasibility is a factor over safety metrics.

Larry Harris moved to approve the Ranking of Existing TIP/STIP Projects. Catherine Cordell seconded the motion and it passed upon a roll call vote.

5A. Merrimon Avenue Road Diet Report

What is the Merrimon Avenue Road Diet?

Merrimon Avenue (US 25) in Asheville was resurfaced in 2022/2023. As the corridor was resurfaced, NCDOT changed the lane configuration from WT Weaver Boulevard to Beaverdam Road to be a three-lane road with bike lanes instead of a four-lane undivided highway that it was previously.

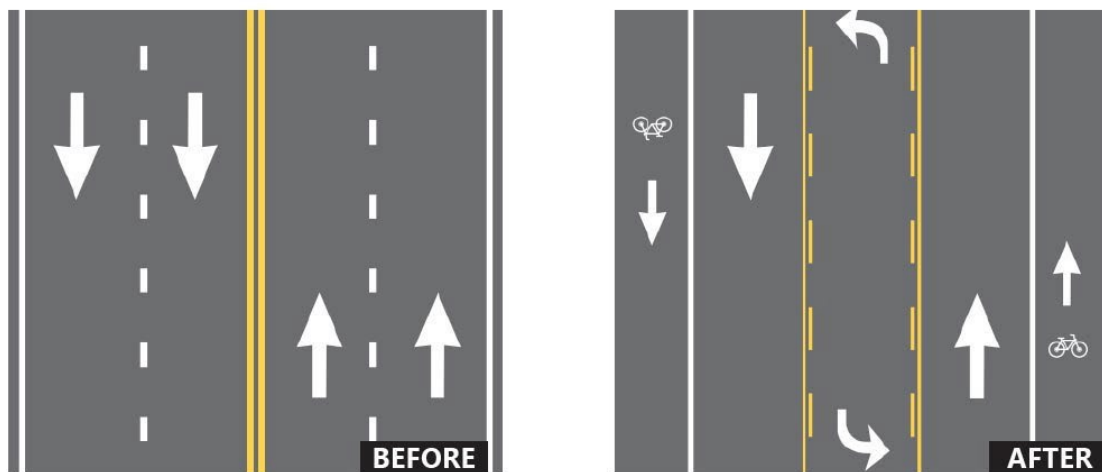


Image: USDOT

Why is there a report on the road diet?

As part of the installation of the road diet, NCDOT and the City of Asheville agreed to a number of metrics to be evaluated to determine whether or not the road diet was successful and if the project needed to be uninstalled.

NCDOT and the City of Asheville collected data related to safety, congestion, travel-times, and volumes to evaluate the impact of the road diet.

General findings:

- 30% reduction in injury crashes
- bicycle volumes increased in much of the corridor (despite rain)
- travel times had no change to an average 19 second decrease for travel at 9 am
- travel times had an average increase of 14 seconds for NB travel or 2 seconds for SB travel at 5pm

The full Merrimon Avenue report is available here: https://frenchbroadrivermpo.org/wp-content/uploads/2024/08/Merrimon-Evaluation_2024-01-Update_Full-Data-Pres-2024-06-04REV.pdf

Slides provided from NCDOT on the data are available here: https://frenchbroadrivermpo.org/wp-content/uploads/2024/08/Merrimon-Evaluation_2024-01-Update_Summary-Doc-2024-06-04REV.pdf

Carrie Simpson with NCDOT will provide a presentation to the Board.

Information Only.

Discussion did not occur

5B. Maggie Valley Pedestrian Safety Project

What is the Maggie Valley Pedestrian Safety Project?

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

The Town of Maggie Valley applied for Locally Administered Project funding through the MPO and was awarded funding for what would be programmed as EB-5926 in 2016. The project was administered by NCDOT with match provided from the Town of Maggie Valley and completed in 2024. The project includes adding a number of improved pedestrian crossings along US 19 (Soco Road) in Maggie Valley.

Steve Williams with NCDOT Division 14 will provide a presentation on the project.

Information Only, discussion did not occur.

6A. Division Project Updates

Division 13: https://frenchbroadrivermpo.org/wp-content/uploads/2024/07/Div_13_August_Updates.pdf

Division 14: https://frenchbroadrivermpo.org/wp-content/uploads/2024/08/Div14_August_Updates.pdf

6B. TPD Updates

6C. FHWA/FTA Updates given by Suzette Morales

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

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

(*See agenda : https://frenchbroadrivermpo.org/wp-content/uploads/2024/08/2024_08_15_Board-Agenda-Packet.pdf for more FHWA/FTA updates.)

6D.

Committee & Workgroup Updates

Prioritization Subcommittee— met on August 7th; next meeting September 4th.

-P7 Regional Impact Local Input Point Assignment

-Existing TIP/STIP Project Rankings

-2050 Socio-Economic Growth Scenarios

5307 Subrecipient Workgroup- met on April 25th; plans to meet August 20th Points of Business/Discussion:

- TIP/STIP Updates Needed
- FY 2025 UPWP
- FY 2024 5307 Allocations

Hellbender Trail Stakeholder Group/Regional Trail Forum Updates- met on April 23rd; next meeting TBD.

MPO Studies Status

Study	Managing Entity	Year Programmed	Status
Reed Creek Greenway Feasibility Study	City of Asheville	2023	Completed
2050 Socio-Economic Projections	FBRMPO	2023	Underway
CTP/MTP Update	FBRMPO	2024	Underway
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	Completed
Cane Creek Greenway Study	Town of Fletcher	2024	Not Started
Woodfin-Weaverville Greenway Study	Town of Woodfin	2025	Consultant <u>Selected</u> : Contracting in Progress
Buncombe County Pedestrian Plan	Buncombe County	2025	RFLOI Drafted
Hellbender Implementation Plan	FBRMPO	2024	Not Started
Regional ITS Plan	FBRMPO	2024	Not Started
Travel Survey/Model Upgrades	FBRMPO	2024	Not Started
Staffing & Compensation Study	LOSRC	2024	Not Started

(*See Agenda for Locally Administered Projects (https://frenchbroadrivermpo.org/wp-content/uploads/2024/08/2024_08_15_Board-Agenda-Packet.pdf))

Legislative Updates:

PUBLIC COMMENTS

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

ADJOURNMENT

Anthony Sutton adjourned the meeting at 3:19PM as there was no further business before the Board.