

French Broad River Metropolitan Planning Organization
Minutes from the TCC Hybrid Meeting on January 9th, 2025

Minutes

ATTENDANCE:

In-person and remote via Zoom:

Steve Williams	NCDOT Division 14
Janna Bianculli (Vice-Chair)	Apple Country Transit
Vicki Eastland	Land of Sky RPO
William High (Chair)	Buncombe County
Stephen Sparks	NCDOT Div 13
Chloe Donohoe	Buncombe Co Transit
Jessica Morriss	ART
Mike Malecek	Town of Mills River
Daniel Sellers	NCDOT TPD
Jodie Ferguson	Haywood County
Hannah Smith	NCDOT Div 13
Anna Sexton	City of Asheville
Troy Wilson	NCDOT Div 14
Autumn Radcliff	Henderson County
Eric Rufa	Town of Fletcher
Cody Weddle	NCDOT
Brian Murphy	NCDOT
Pat Christie	Village of Flat Rock
Ricky Hurley	Town of Woodfin
Brian Burch	NCDOT
Elizabeth Teague	Town of Waynesville
Noah Taylor	Town of Maggie Valley
Jessica Trotman	Town of Black Mountain

Members Without Representation Present:

Madison County
Town of Biltmore Forrest
Town of Mars Hill
Town of Clyde

Town of Canton
Haywood Transit
Town of Laurel Park
Town of Mars Hill
City of Hendersonville
Town of Montreat
Town of Weaverville

Additional Attendees:

Tristan Winkler	Sandy Broadwell	Hannah Bagli
Asha Rado(Minutes)	Daisy O'Connor	Ada Sloop
Christina Harris	Joel Strickland	David Nutter (public)
Erica Anderson	Naba Chowdhury	

WELCOME AND HOUSEKEEPING

Chair William High called the meeting to order and welcomed everyone at 11:05AM. A quorum was established to conduct the business before the meeting.

PUBLIC COMMENT

William High opened the floor for public comment. No comments were heard.

Consent Agenda:

3A: November 2024 Joint TAC/TCC Meeting Minutes:

https://frenchbroadrivermpo.org/wp-content/uploads/2025/01/2024_11_21_MPO_TCC-TAC-Combined-Meeting-Minutes.pdf

3B: Letter of Support- City of Hendersonville RAISE Grant Application

U.S. Department of Transportation

January 16, 2024

The Honorable Secretary of Transportation
1200 New Jersey Avenue, SW Washington, D.C., 20590

RE: FY2025 USDOT RAISE Grant Application – City of Hendersonville - Above the Mud:
Creating Connections, Promoting Small-Town Economic Growth, and Strengthening
Resilience

To whom it may concern,

On behalf of the French Broad River Metropolitan Planning Organization, I am writing to express our full support for the City of Hendersonville’s RAISE Grant application to the U.S. Department of Transportation. We believe this project represents a critical opportunity to promote small-town tourism and economic development, respond to Hurricane Helene flooding impacts, enhance the quality of life in our region, and provide a solution for connecting the 4-mile existing City-owned Oklawaha Greenway with the RAISE-funded 19-mile Ecusta Trail, which is under construction and nearing completion.

The proposed project is essential to creating a multimodal network for the community. This will not only benefit the residents of downtown / 7th Avenue and the Barker Heights community but also positively impact residents across the region. The greenway will also have a tremendous impact on rural job growth, promoting tourism and economic development for the City and the region, and responding to the devastating impacts of Hurricane Helene and other recent floods.

The Above the Mud serves as a critical link between two of the longest continuous greenways in the region- the Ecusta Trail and the Oklawaha Greenway. As currently designed, the two greenways would be separated by less than a mile, requiring bicyclists and pedestrians to navigate major arterials through Downtown Hendersonville to make the connection. The Above the Mud project would help realize the connection between the two facilities and connect the greenway network, in alignment with the Hellbender Regional Trail Plan.

We strongly believe that the City of Hendersonville's Above the Mud project is an exemplary model of collaboration and problem-solving and we fully support their efforts. We hope the U.S. Department of Transportation will recognize the significance of this project and award funding to enhance the safety and connectivity for residents and visitors to the City of Hendersonville and Henderson County.

Thank you for your attention to this important initiative.

Sincerely,

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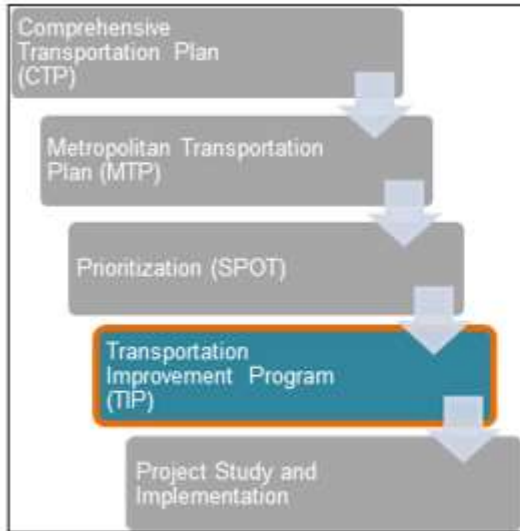
Anthony Sutton
Chair, French Broad River MPO Board

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

See agenda for more in depth information on the RAISE Grant Application:

https://frenchbroadrivermpo.org/wp-content/uploads/2025/01/2025_01_09_TCC-Agenda-Packet.pdf

3C: Modifications to the 2024-2033 TIP:



What is the Transportation Improvement Program (TIP)?

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period. The TIP describes each project, a schedule for implementation, funding sources, and estimated costs. Current items are for modification of existing projects.

Modifications Summary

We have a significant number of modifications this month. Some changes to highlight include the construction delay for EB-5860 (Blythe Street Sidewalks) from FY 26 to FY 30. Additionally, there are delays in right-of-way acquisition, construction, and PE for many projects. Please read the project overviews to see delays for each project. Please note that these are modifications to the TIP. Amendments will come before the Board and TCC in February.

See agenda for modification charts:

https://frenchbroadrivermpo.org/wp-content/uploads/2025/01/2025_01_09_TCC-Agenda-Packet.pdf

3D: Modifications to the FY 2024 FTA Section 5310 Awards:

In a previous agreement made between the City of Asheville and Buncombe County, the City of Asheville agreed to exchange the following funding programmed to Buncombe County:

- \$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.

In exchange, the City of Asheville agreed to:

- 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 FY2023 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.

Additionally, it has been found that the previous call for projects was overprogrammed by \$60. That amount has been reduced from the Area Agency on Aging's Call-A-Ride program, due to it being the lowest scoring project that was evaluated.

The amended awards for FTA Section 5310 funding from FY 2024 would be:

Managing Entity	Project	Original Award Amount	Revised Award Amount
Buncombe County	SED TAP	\$138,803.50	\$277,607.00
City of Asheville	Asheville Paratransit	\$138,803.50	\$0.00
Buncombe County	RIDE Voucher Program	\$34,441.35	\$34,441.35
Land of Sky Regional Council	Senior Companions Program	\$107,733.65	\$107,733.65
Area Agency on Aging	Call-A-Ride	\$34,483.00	\$34,423.00
City of Asheville	5310 Administration & Oversight	\$50,474.00	\$50,474.00

**RESOLUTION TO AMEND SELECTED AWARDS FOR SECTION 5310
FUNDING AVAILABLE FOR THE FBRMPO URBANIZED
AREA**

WHEREAS, the City of Asheville is the designated recipient for Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) funds in our region; and

WHEREAS, the FBRMPO held a call for projects to program FY 2023 Section 5310 funds allocated to the urbanized areas of our region in the Spring of 2024; and

WHEREAS, these projects were selected with the help of the MPO Prioritization Subcommittee and MPO TCC; and

WHEREAS, the City of Asheville and Buncombe County agreed to modify awarded 5310 funding;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby approves the following projects with amended funding amounts for Section 5310 funding;

Project Sponsor	Project Description	Federal Funding Approved
City of Asheville	ADA Paratransit	\$0.00
Buncombe County	SEDAP Program	\$277,607.00
Buncombe County	RIDE Voucher Program	\$34,441.35
Land of Sky Senior Companions	Senior Companions Program	\$107,733.65
Area Agency on Aging	Call-A-Ride Program	\$34,423.00
City of Asheville	5310 Administrative Fee at 10%	\$50,474

ADOPTED: This the 16th day of January, 2025

Anthony Sutton, FBRMPO Board Chair

Attest, Tristan Winkler, Director, French Broad River MPO

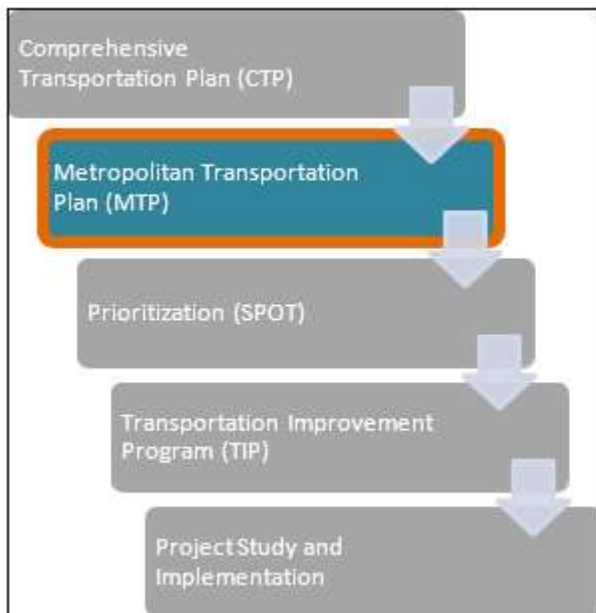
Janna Bianculli moved to accept the consent agenda including the minutes from the November 2024 Joint Board/TCC meeting, the Letter of Support for the City of Hendersonville RAISE Grant Application, the Amendments to the 2024-2033 TIP and the Amendments to the FY 2024 FTA Section 5310 Awards. Steve Williams seconded the motion which passed unaminously upon a roll call vote.

Business:

4A. Elevate 2050-Vision, Goals and Objectives (MTP):

Very Brief Overview

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



MTP Elements

- Projects requiring federal actions or federal funds cannot proceed without being in the MTP
- Provides a realistic roadmap to the region's next 25 years by looking at current and projected challenges and opportunities
- Helps to explore links between transportation and land use
- Provides an opportunity to revisit regional priorities
- Involve the public and other stakeholders in regional transportation planning

Vision and Goals/Objectives

Phase 1 of Public Engagement for Elevate2050 culminated with the development of a draft Vision Statement and Goals/Objectives for the 25-year plan. The draft Vision Statement and Goals/Objectives were developed prior to Hurricane Helene and public input following Helene was incorporated into the version of the materials included in this agenda item.

Vision Statement:

The FBRMPO region envisions a **resilient**, equitable, connected, **and** well-maintained multimodal transportation system **that reflects the unique character of the region and its terrain, while getting** all travelers to their destinations safely, easily, and reliably. This system supports an inclusive, healthy,

and economically vibrant region that aligns with land use goals and expands mobility choices.

Goals:

Goal	Objectives
Improve Access + Connectivity	
Support an efficient, reliable, and connected multimodal transportation system that equitably improves access and mobility to all activities for all users.	1.a. Create a connected network of bikeways and pedestrian routes by expanding existing facilities and closing gaps.
	1.b. Enhance and expand transportation options and choices for all users to ensure network efficiency and reliability.
	1.c. Implement transportation facilities that are appropriate for intended adjacent land use.
	1.d. Support transit initiatives to improve service frequency, quality, access, and reliability.
Advance Equity	
Promote equity and public participation throughout all stages of planning.	2.a. Increase engagement with historically underrepresented and traditionally underserved groups in the planning process.
	2.b. Reduce harmful environmental, health, and safety effects of the transportation system on people in disadvantaged communities.
Goal	Objectives
	2.c. Invest in transportation options in disadvantaged communities to better meet residents' needs.
	2.d. Invest in projects that reconnect and rebuild previously harmed disadvantaged or historically underserved communities.
Promote Sustainability + Resiliency	
Preserve/enhance the natural and human environment while creating a safe and secure transportation network.	3.a. Mitigate and reduce impacts of transportation projects and travel patterns on the environment.
	3.b. Plan facilities that support context sensitive design and promote a system that is compatible with community needs and the natural environment.
	3.c. Minimize effects of transportation projects on water quality.
	3.d. Reduce greenhouse gas emissions from mobile sources to continuously meet EPA air quality standards and increase utilization of other modes.

Address Capacity Management + Mobility	
Implement strategies that address congested roadway segments and increase roadway connectivity and regional mobility.	4.a. Develop strategies that address system performance and congested segments.
	4.b. Improve travel time reliability for all modes.
	4.c. Improve safe and efficient freight movement within and through the region.
Enhance Safety, Security, + System Preservation	
Provide and maintain safer and more secure places to live, walk, bike, ride the bus, and drive.	5.a. Improve safety of travelers and residents.
	5.b. Improve system resilience and security by reducing existing vulnerabilities and improving ability to achieve timely emergency response.
	5.c. Maintain <u>current</u> transportation network across all modes in a state of good repair.
	5.d. Minimize conflict between different modes of travel, reduce unsafe behaviors, and increase attentiveness and awareness.
Foster Economic Vitality	
Develop a transportation system that supports a thriving, sustainable, <u>broad-based</u> economy while maintaining the surrounding area's character and expanding extra-regional travel, job access, and efficient movement of freight and goods.	6.a. Promote an adaptable transportation system that supports the local and regional economy and job growth and enhances economic prosperity.
	6.b. Invest in projects that enhance tourism and extra-regional travel, including aviation, <u>bicycle</u>, pedestrian, transit, safety, rail, and roadway projects.
	6.c. Improve job access for non-motorized users (i.e. bicyclists, pedestrians, and transit users).
	6.d. Increase transportation connections between where people live and where people work to enhance the region's affordability as a place to live, work, and visit.
Goal	Objectives

Discussion occurred on if the changes brought up during prioritization were added in a way that aligned with what was mentioned.

Autumn Radcliff moved to recommend the adoption of the visions and goals of the Elevate 2050 plan to the Board. Vicki Eastland seconded the motion and it passed upon a roll call vote.

4B. Draft FY 2026 Unified Planning Work Program (UPWP)

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

What is a UPWP?

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

Major Changes between the FY 2025 and FY 2026 UPWP

- no change in local dues
- major focus on data management to begin work on the next base year for the 2055 MTP
- less of a focus on the 2050 MTP (adoption scheduled for September)
- major focus on P 8.0
- Call for Planning Projects scheduled for Fall, 2025

See agenda pages 40 through 64 for more in depth information and charts:

https://frenchbroadrivermpo.org/wp-content/uploads/2025/01/2025_01_09_TCC-Agenda-Packet.pdf



RESOLUTION ADOPTING THE DRAFT PLANNING WORK PROGRAM FOR FY 2026

WHEREAS, the French Broad River MPO Governing Board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C 1607; and

WHEREAS, the region has an adopted a 25-year Metropolitan Transportation Plan to the year 2045 that is fiscally constrained and meets federal requirements for metropolitan transportation planning; and

WHEREAS, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the urbanized area; and

WHEREAS, the Asheville Transit System has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds; and

WHEREAS, members of the French Broad River MPO Board agree that the Planning Work Program will effectively advance transportation planning for FY 2026;

WHEREAS, members of the French Broad River MPO Board agree that the Federal Transit Administration Narrative related to the 5303 and 5307 provides for an accurate overview of transit planning work to be undertaken with 5303 and 5307 funding in our region during FY 2026;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the draft Unified Planning Work Program for fiscal year 2026.

ADOPTED: This the 16th day of January, 2025.

Anthony Sutton, FBRMPO Board Chair
French Broad River MPO

Attest: Tristan Winkler, Director

RESOLUTION

APPROVING THE FY 2026 PLANNING WORK PROGRAM OF THE ASHEVILLE URBAN AREA.

A motion was made by the TAC Member _____
and seconded by TAC Member _____ for the
adoption of the following resolution, and upon being put to a vote was duly adopted.

Whereas, a comprehensive and continuing transportation planning work program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Asheville Urban Area.

Whereas, the City of Asheville has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds.

Whereas, members of the French Broad River MPO Governing Board agree that the Planning Work Program will effectively advance transportation planning for FY 2026.

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee hereby endorses the FY 2026 Planning Work Program for the Asheville Urban Area.

I, Anthony Sutton Chairman of the French Broad River MPO Governing Board do hereby certify that the above is true and correct copy of an excerpt from the minutes of a meeting of the French Broad River MPO Governing Board, duly held on this 16th day of January, 2025

Chairman, French Broad River MPO Governing Board (Signature)

Attest, Tristan Winkler, MPO Director

No discussion occurred.

Steve Williams moved to recommend to the board the Draft FY 2026 Unified Planning Work Program (UPWP). Jessica Morriss seconded the motion which passed unanimously upon a roll call vote.

4C. 5310 & JARC Calls for Projects

The French Broad River MPO holds Calls for Projects for Federal Transit Administration (FTA) Section 5310 and Jobs Access Reverse Commute (JARC) funds, the two transit and human services transportation funding categories allocated to the Asheville Urbanized Area. While the City of Asheville is the Designated Recipient of these funds and is required to provide contracting, administration, and oversight, the FBRMPO is required to determine how these funds are to be used and distributed across the region.

5310

FTA's Enhanced Mobility of Seniors & People with Disabilities (Section 5310) makes federal funding available to the Asheville Urbanized Area with the City of Asheville serving as the designated recipient. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options.

The 5310 Grant has two categories for funding:

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

The table below shows the available funding for Section 5310 FY2024 that must be distributed:

FY 2024's Section 5310 Allocation	
FY 2024 FTA Section 5310 Funds Available to Asheville UZA	\$477,562
Section 5310 Admin at 10%	\$47,756
Remaining Section 5310 after Admin	\$429,806

*It is important to note that 10% of the original allocation is set aside for Administrative funds for the City of Asheville, so “Other” projects will only receive up to 35% of total funding as a result since Traditional projects are required to receive a minimum of 55% of the allocation before administrative costs are considered.

FBRMPO Staff seeks Board approval to hold the next Section 5310 Call for Projects.

JARC

Jobs Access Reverse Commute (JARC) is a type of public transportation funding that was consolidated into FTA Section 5307 urban transit funding in 2012. JARC is geared towards transportation for low-income individuals to jobs and job training. Transit capital and operating expenses are eligible, with an appropriate local match required (20% for capital/ 50% for operating).

JARC funding in the MPO region is calculated based on a 10% set aside from the 5307 FTA urban

transit formula allocated to the Asheville Urbanized Area

FY 2024's Section 5307 (JARC) Allocation	
Regional JARC - FY 2024 at 10% of FTA 5307 Amount allocated to Asheville Urbanized Area	\$ 477,562

Timeline for 5310 and JARC:

FY2024 Call for Projects Application Timeline	
January 16, 2025	5310 and JARC Call for Projects opens
February 20, 2025	5310 and JARC applications due to FBRMPO
March 5, 2025	FBRMPO Prioritization Subcommittee meets to review 5310 and JARC applications
March 13, 2025	TCC approves 5310 and JARC project selection
March 20, 2025	MPO Board votes on 5310 and JARC project selection
May 15, 2025	MPO Board approves TIP Amendments for 5310 and JARC projects

Discussion did not occur.

Janna Bianculli moved to recommend to the board the timeline for 5310 & JARC calls for projects. Vicki Eastland seconded the motion which passed unanimously upon a roll call vote.

5A. Title VI Update:

The purpose of the Title VI Plan is to comply with federal regulations under 49 CFR Part 21 and 23 CFR 200. These regulations require all recipients of federal funds to comply with Title VI of the Civil Rights Act of 1964 and its subsequent federal acts, as shown under the Authorities section of this document.

FBRMPO is a recipient of Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds and will likely use other federal funds. The FBRMPO last updated its Title VI Plan in June 2019 and is currently in the process of updating its Title VI Plan at this time. The Title VI Plan is reviewed annually and updated periodically in order to ensure accuracy and responsiveness to changes in local demographics.

FBRMPO is asking for assistance from its members in ensuring the data collected for the Title VI Plan update aligns with regional conditions and captures potential partner organizations and geographic conditions within each jurisdiction.

Information Only.
No Discussion occurred.

5B. Safety Performance Targets

Effective April 14, 2016, the Federal Highway Administration (FHWA) established five highway safety performance measures in accord with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

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

State safety performance targets for 2025 were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. The calculated targets are shown in the table below.

The following table from NCDOT shows the MPO Planning Area's past safety record compared to CY 2022 Targets:

Table 2: French Broad River MPO Safety Performance Target Achievement Determination Summary for CY 2022

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2018 - 2022	2018 - 2022	2016 - 2020			
Fatalities (5 Year Average)	45.4	51.0	49.8	No	No	No
Fatality Rate (5 Year Average)	0.912	1.030	1.008	No	No	
Serious Injuries (5 Year Average)	108.3	138.0	129.4	No	No	
Serious Injury Rate (5 Year Average)	2.151	2.786	2.613	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	15.7	19.8	19.6	No	No	

The next table from NCDOT shows the proposed target for CY 2025 with the MPO Planning Area's past safety record for reference:

Table 4: French Broad River MPO Specific Safety Performance Targets

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	44.0	1.000	113.4	2.578	16.4
2009 - 2013	45.0	1.012	101.6	2.289	15.6
2010 - 2014	46.8	1.042	89.4	1.999	15.6
2011 - 2015	46.8	1.030	81.6	1.805	15.6
2012 - 2016	46.2	0.997	74.2	1.602	16.2
2013 - 2017	50.2	1.056	84.6	1.755	15.4
2014 - 2018	52.4	1.080	102.2	2.071	17.6
2015 - 2019	51.2	1.033	117.6	2.343	18.2
2016 - 2020	49.8	1.008	129.4	2.613	19.6
2017 - 2021	50.8	1.018	137.6	2.759	20.4
2018 - 2022	51.0	1.030	138.0	2.786	19.8
2019 - 2023	54.0	1.088	138.4	2.793	21.6
2025 Target*	40.6	0.810	100.8	1.997	14.5

Brian Murphy will provide information on the role of safety performance targets, safety planning by NCDOT, and next steps.

This item is INFORMATIONAL ONLY in January, but the MPO TCC and Board will be required to adopt safety targets at its February meetings.

Discussion occurred around H-STIP and state

5C. I-40 & Chimney Rock Update:

Brian Burch with HNTB will provide an update on the work on I-40 through the Pigeon River Gorge and US 74A/US 64/NC 9 through Chimney Rock.
Information Only.

6A. Division Project Updates

Division 13: https://frenchbroadrivermpo.org/wp-content/uploads/2024/12/Division13_January2025Updates.pdf

Division 14 : https://frenchbroadrivermpo.org/wp-content/uploads/2024/12/Division14_January2025Updates.pdf

6B. TPD Updates:

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>

6D. Committee & Workgroup Updates

Committee & Workgroup Updates

Prioritization Subcommittee— met on January 8th; next meeting February 5th.

- Demographic Changes to the Region
- Elevate 2050 Updates
- 2050 Socio-Economic Growth Scenarios

5307 Subrecipient Workgroup- met on August 20th, next meeting November.

Points of Business/Discussion:

- o TIP/STIP Updates Needed
- o Potential Changes to the 5307 Subrecipient Formula

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

MPO Studies Status

Study	Managing Entity	Year Programmed	Status
2050 Socio-Economic Projections	FBRMPO	2024	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
Cane Creek Greenway Study	Town of Fletcher	2024	Not Started
Woodfin-Weaverville Greenway Study	Town of Woodfin	2025	Underway
Buncombe County Pedestrian Plan	Buncombe County	2025	RFLOI Released
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

6E. Legislative Updates

To be updated

PUBLIC COMMENT

William High opened the floor for public comment.

ADJOURNMENT

William High adjourned the meeting at 1:00PM as there was no further business.

