



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	20

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.

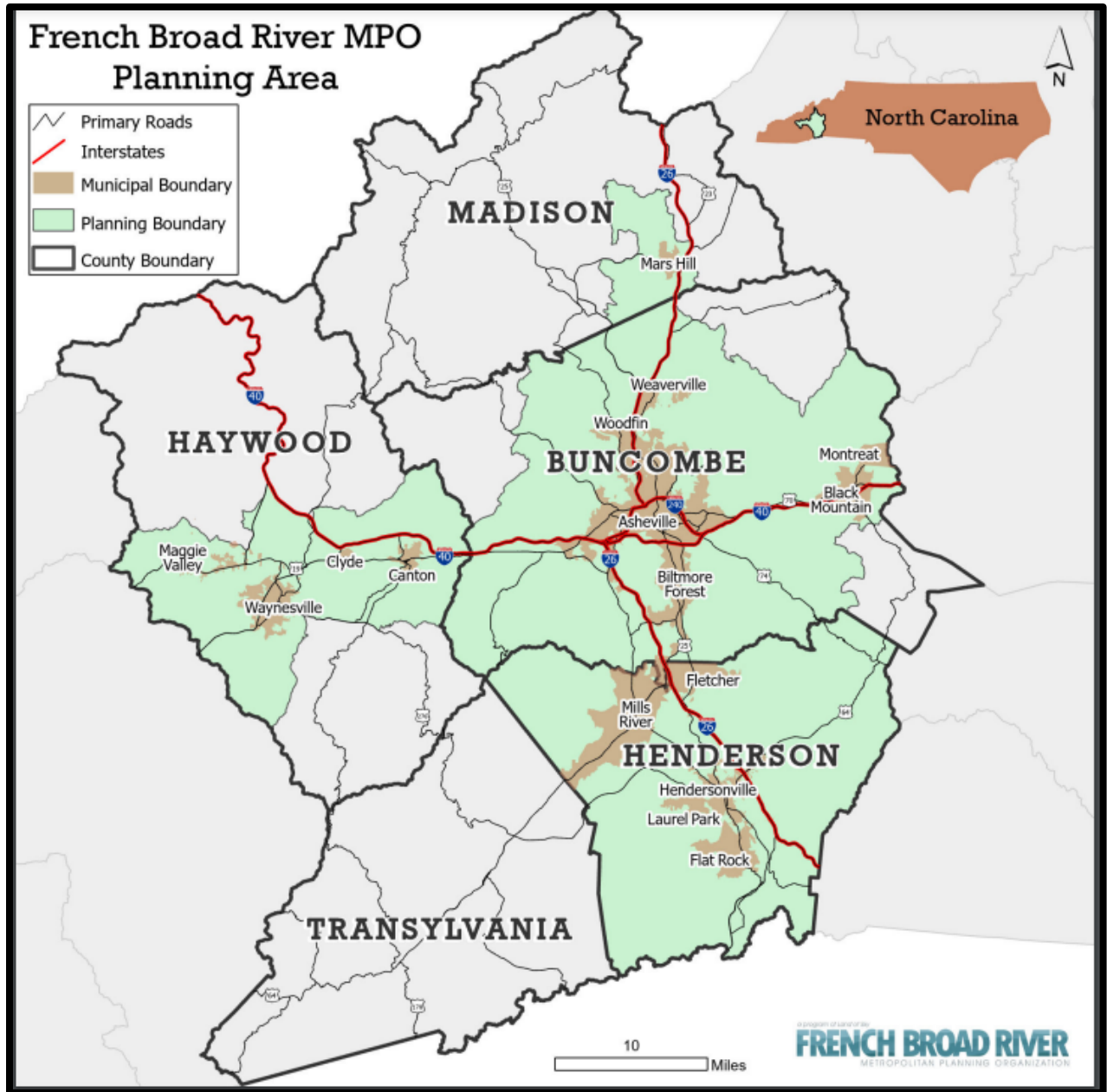
The FY 2025 UPWP lays out the various tasks planned for MPO staff to be completed to maintain federal requirements for the metropolitan planning process as well as address local needs to better prepare our region for the next round of projects either in the TIP or further out for implementation.

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:

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

Key Initiatives

2050 Metropolitan Transportation Plan (MTP)

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



Safe Streets for All Regional Action Plan

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



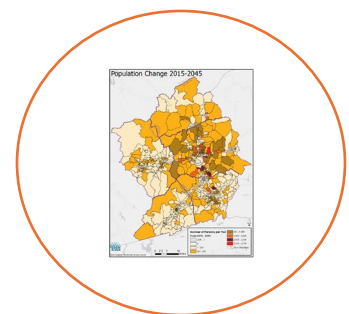
Hellbender Regional Trail Network

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



WNC Regional Travel Demand Model

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



Memorandum of Understanding Update

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



Prioritization 7.0

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



WNC Passenger Rail

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



Detailed Task Code List

Data & Planning Support

NETWORKS AND SUPPORT SYSTEMS (\$10,000)

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

TRAVELERS AND BEHAVIORS (\$10,000)

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

TRANSPORTATION MODELING (\$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

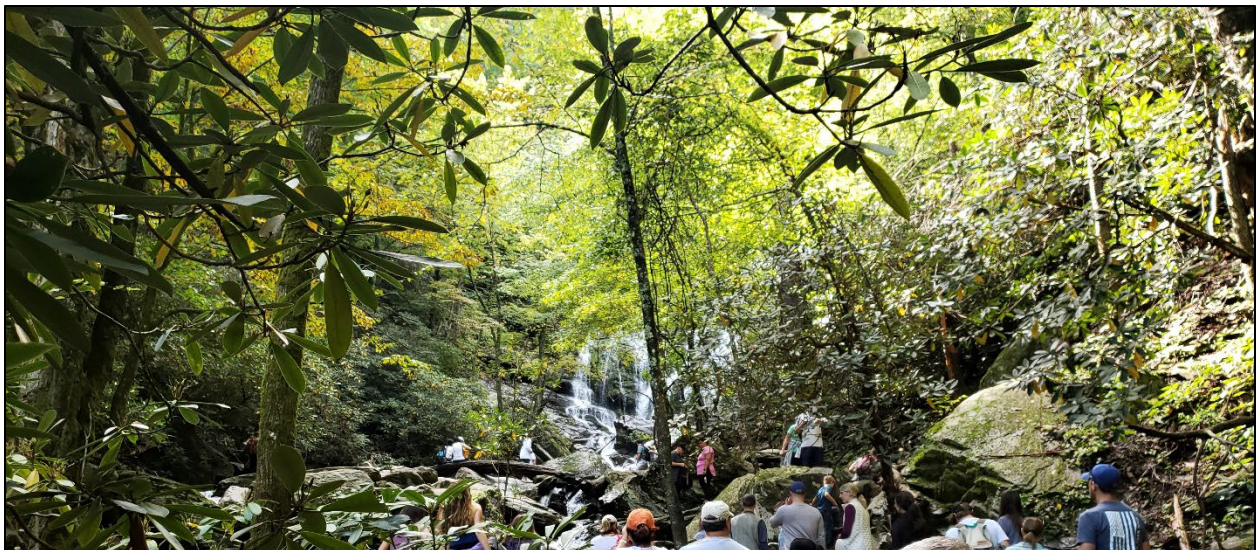
Statewide and Extra-Regional Planning (\$75,000)

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.

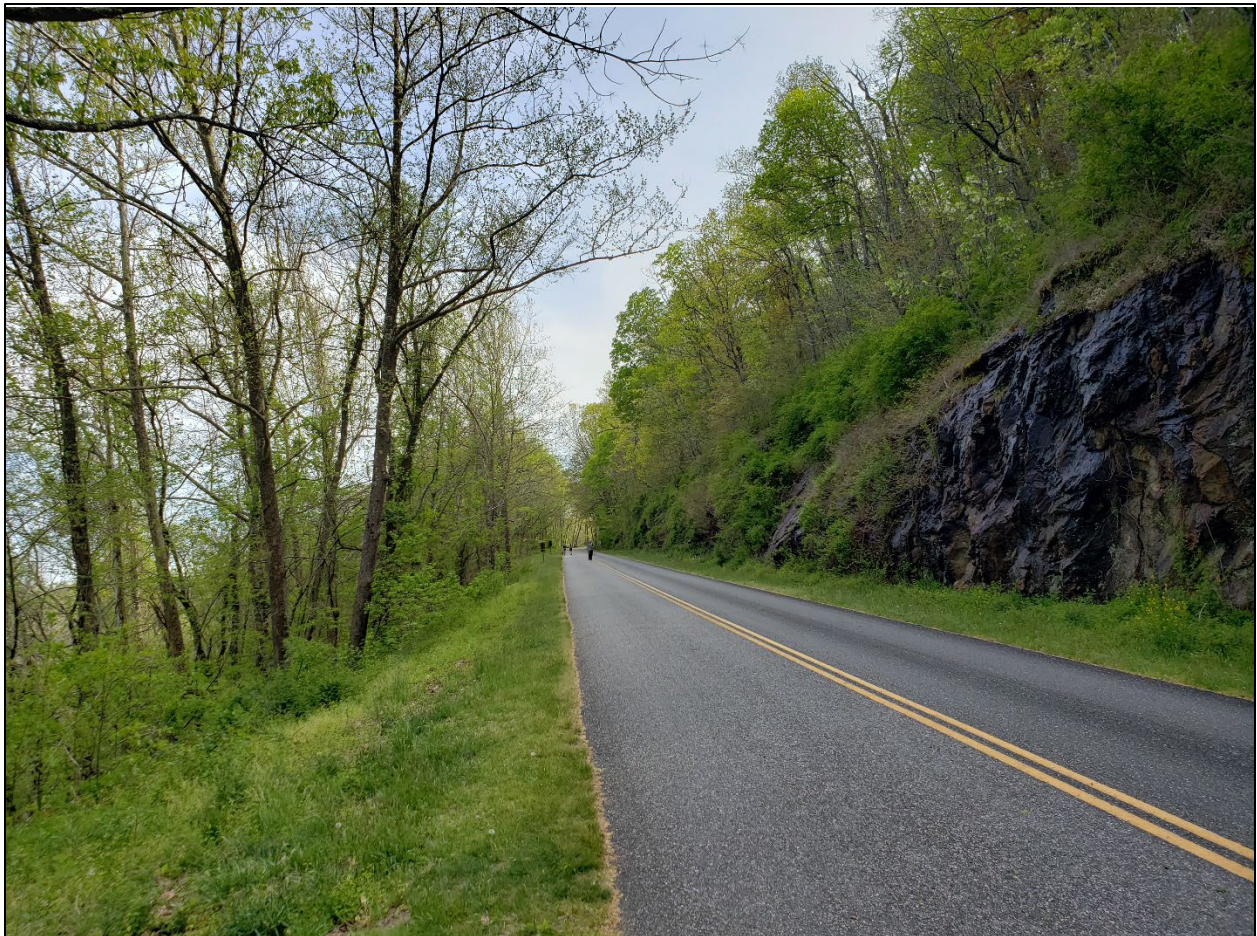
MPO staff will also continue coordination on a number of extra-regional efforts including coordination on the WNC Passenger Rail project and coordination with neighboring MPOs and RPOs, including the Land of Sky RPO, Southwestern RPO, Isothermal RPO, and Hickory MPO.



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.

Study	Managing Entity	Year Programmed	Description
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.
Woodfin-Weaverville Greenway Study	FBRMPO	2025	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.

Study	Managing Entity	Year Programmed	Description
Hellbender Implementation Plan (CRRSSA Funded)	FBRMPO	Future	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	Future	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	Future	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	2025	The Regional Council will hire a consultant to review and make recommendations on MPO compensation and staffing levels.
Buncombe County Pedestrian Plan	FBRMPO	2025	The MPO will hire a consultant to develop a pedestrian plan for Buncombe County to identify and prioritize needs as well as recommend policy changes to improve pedestrian safety and mobility in Buncombe County.

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	Federal	TOTAL		Local	Federal	Total		Federal	Local	Federal	Total
			20%	80%			20%	80%			100%			
	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	\$ 71,063	\$ 284,250	\$ 355,313		\$ 113,063	\$452,250	\$ 565,313	
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					\$ 19,063	\$76,250	\$ 95,313		\$ 19,063	\$76,250	\$ 95,313	
44.27.00	II-B-3C	Buncombe County Pedestrian Plan					\$ 25,000	\$100,000	\$ 125,000		\$ 25,000	\$100,000	\$ 125,000	
44.27.00	II-B-3D	Woodfin-Weaverville Greenway Study					\$ 24,000	\$96,000	\$ 120,000		\$ 24,000	\$96,000	\$ 120,000	
44.27.00	II-B-3E	Staffing and Compensation Study					\$ 3,000	\$12,000	\$ 15,000		\$ 3,000	\$12,000	\$ 15,000	
	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	\$ -		\$ -	\$0	\$ -	
		TOTALS	\$94,125	\$376,500	\$ 470,625	\$ 9,100	\$ 115,118	\$460,470	\$575,588		\$ 209,243	\$836,970	\$ 1,046,213	
			Continuing Studies											
FY Acct	Project	MPO Planning & Admin- PL 104			STBGDA (Flexed to PL)			CRRSAA	Total					
		Local	Federal	Total	Local	Federal	Total	Federal	Local	Federal	Total			
		20%	80%		20%	80%		100%						
2023	CTP/MTP Update (CRSSA)							\$400,000		\$400,000	\$400,000			
2023	Regional ITS Plan (CRSSA)							\$300,000		\$300,000	\$300,000			
2023	Travel Demand Model Updates (CRSSA)							\$800,000		\$800,000	\$800,000			
2023	Regional Multimodal Plan (CRSSA)							\$325,000		\$325,000	\$325,000			
2023	Staff Oversight (CRSSA)							\$64,846		\$64,846	\$64,846			
2024	Patton Avenue Corridor Study				\$44,400	\$177,600	\$222,000		\$ 44,400	\$177,600	\$222,000			
2024	2050 Socio-Economic Projections				\$20,000	\$80,000	\$100,000		\$ 20,000	\$80,000	\$100,000			
	Total	\$0	\$0	\$0	\$64,400	\$257,600	\$322,000	\$1,889,846	\$ 64,400	\$2,147,446	\$2,211,846			

TABLES OF FY 25 UPWP FTA SECTION 5303 WORK TASKS TO BE PERFORMED

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

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

		Work Product: FY 23-25 City of Asheville Title VI Plan Update.
III-C-2	Environmental Justice	
III-C-3	Disadvantaged Business Enterprise Planning	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. Work Product: Quarterly DBE reports for FTA.
III-C-4	Planning for Elderly	
III-C-5	Safety/Drug Control Planning	The City and subrecipients have approved Public Transportation Safety Plans. Required meetings and monitoring of performance measures will take place. Monitoring of Drug and alcohol reporting will also take place. Work Product: PTSP Committee meetings notes, performance measures, reports and submissions for FTA.
III-C-6	Public Involvement	The City will be conducting public involvement as part of the Art Place Project planning and visioning phase and also for the City's Comprehensive Operational Analysis. n that will be prepared by the City with Buncombe County in FY 24 and FY 25. Work Product: Public meetings and survey results.
III-C-7	Private Sector Participation	
III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	
III-E Management and Operations		
III-E	Management, Operations, Program Support Administration	

FTA	TASK	TASK	Transit Planning - 5303				Transit Program Support- 5307			Total			
			Local	State	Federal	Total	Local	Federal	Total	Local	State	Federal	Total
CODE	CODE	DESCRIPTION	10%	10%	80%		20%	80%					
	II-A	Data and Planning Support											
44.24.00	II-A-1	Networks and Support Systems	\$1,689	\$1,689	\$13,510	\$16,887							
44.23.01	II-A-2	Travelers and Behavior	\$422	\$422	\$3,377	\$4,222							
44.23.02	II-A-3	Transportation Modeling											
	II-B	Planning Process											
44.23.02	II-B-1	Targeted Planning	\$2,533	\$2,533	\$20,265	\$25,331							
44.23.01	II-B-2	Regional Planning	\$1,689	\$1,689	\$13,510	\$16,887							
44.27.00	II-B-3	Special Studies											
	III-A	Planning Work Program											
44.21.00	III-A-1	Planning Work Program	\$6,755	\$6,755	\$54,039	\$67,548							
44.24.00	III-A-2	Metrics and Performance Measures											
	III-B	Transp. Improvement Plan											
44.25.00	III-B-1	Prioritization											
44.25.00	III-B-2	Metropolitan TIP	\$844	\$844	\$6,755	\$8,444							
44.25.00	III-B-3	Merger/Project Development											
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.											
44.27.00	III-C-1	Title VI Compliance	\$844	\$844	\$6,755	\$8,444							
44.27.00	III-C-2	Environmental Justice											
44.27.00	III-C-3	Minority Business Enterprise Planning	\$844	\$844	\$6,755	\$8,444							
44.27.00	III-C-4	Planning for the Elderly											
44.27.00	III-C-5	Safety/Drug Control Planning	\$422	\$422	\$3,377	\$4,222							
44.27.00	III-C-6	Public Involvement	\$844	\$844	\$6,755	\$8,444							
44.27.00	III-C-7	Private Sector Participation											
	III-D	Statewide & Extra-Regional Planning											
44.27.00	III-D-1	Statewide & Extra-Regional Planning											
	III-E	Management Ops, Program Suppt Admin											
44.27.00		Management Operations											
		TOTALS	\$16,887	\$16,887	\$135,097	\$168,871							

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.

RESOLUTION APPROVING THE PLANNING WORK PROGRAM

OF THE ASHEVILLE URBAN AREA.

A motion was made by Larry Harris,
and seconded by Kim Roney 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 French Broad River MPO Governing Board agree that the Planning Work Program will effectively advance transportation planning for FY 2025.

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee hereby endorses the FY 2025 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, duly held on this 18th day of January 2024.



Anthony Sutton, FBRMPO Board Chair

ATTEST: Tristan Winkler, FBRMPO Director

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

RESOLUTION CERTIFYING THE FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS

WHEREAS, the French Broad River Metropolitan Planning Organization is the regional transportation planning organization for the Asheville Urban Area; and

WHEREAS, the French Broad River Metropolitan Planning Organization 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 French Broad River Metropolitan Planning Organization Board has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; and

WHEREAS, the French Broad River Metropolitan Planning Organization Board has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and

WHEREAS, the French Broad River Metropolitan Planning Organization Board has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38); and

WHEREAS, the Metropolitan Transportation Plan has a planning horizon year of 2045 and meets the requirements for an adequate Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization certifies the transportation planning process for the French Broad River Metropolitan Planning Organization on this 21st day of March, 2024.


Anthony Sutton, FBRMPO Board Chair


Attest, Tristan Winkler,
FBRMPO Director

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

RESOLUTION ADOPTING THE PLANNING WORK PROGRAM FOR FY 2025

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 City of Asheville 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 2025;

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 2025;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the Unified Planning Work Program for fiscal year 2025.

ADOPTED: This the 21st day of March, 2024.



Anthony Sutton FBRMPO Board Chair



Attest: Tristan Winkler, Director