



**French Broad River Metropolitan Planning Organization**  
Minutes from the TCC Hybrid Meeting on March 13th, 2025

**Minutes**

**ATTENDANCE:**

In-person and remote via Zoom:

Steve Williams	NCDOT Division 14
Vicki Eastland	Land of Sky RPO
William High (Chair)	Buncombe County
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
Lucy Crown	City of Asheville
Sam Cullen	Town of Maggie Valley
Nathan Bennet	Town of Mars Hill
Pat Christie	Village of Flat Rock
Harry Buckner	Town of Biltmore Forest
Stephen Sparks	NCDOT
Jay Hollingsworth	NCDOT
James Eller	Weaverville
Ricky Hurley	Woodfin
Savannah Parrish	Montreat
Matthew Manley	Hendersonville
Brendan Merrithew	NCDOT Div 13
Eric Rufa	Fletcher
Brian Mayhew	NCDOT

**Members Without Representation Present:**

Madison County
Town of Clyde
Town of Canton
Haywood Transit
Town of Laurel Park

Additional Attendees:

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

Tristan Winkler  
Daisy O'Connor  
Lauren Blackburn

Sandy Broadwill  
Ada McGovern  
Asha Rado (Minutes)

Hannah Bagli  
Colby Brown

## WELCOME AND HOUSEKEEPING

Chair William High called the meeting to order and welcomed everyone at 11:06AM. 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.

# French Broad River MPO

## TCC Primary Voting Membership Roster

<i>City of Asheville</i> Lucy Crown	<i>Asheville Transit</i> Jessica Morris	<i>Biltmore Forest</i> Harry Buckner	<i>Black Mountain</i> Jessica Trotman
<i>Buncombe County</i> William High	<i>Buncombe Transit</i> Chloe Donohoe	<i>NCDOT- TPD</i> Daniel Sellers	<i>Town of Canton</i> Byron Hickox
<i>Town of Clyde</i> Stuart Bass	<i>Town of Flat Rock</i> Pat Christie	<i>Town of Fletcher</i> Eric Rufa	<i>Haywood County</i> Jodie Ferguson
<i>Haywood Transit</i> Cole Sutton	<i>Henderson County</i> Autumn Radcliff	<i>Henderson Transit</i> Janna Bianculli	<i>Hendersonville</i> Matthew Manley
<i>Laurel Park</i> Cara Reeves	<i>Madison County</i> VACANT	<i>Maggie Valley</i> Sam Cullen	<i>Mars Hill</i> Nathan Bennett
<i>Mills River</i> Michael Malecek	<i>Montreat</i> Savannah Parish	<i>Waynesville</i> Elizabeth Teague	<i>Weaverville</i> James Eller
<i>Woodfin</i> Ricky Hurley	<i>Land of Sky RPO</i> Vicki Eastland	<i>NCDOT Division 13</i> Hannah Smith	<i>NCDOT Division 14</i> Stephen Williams

## Consent Agenda:

### 3A: February 2025 Meeting Minutes:

[https://frenchbroadrivermpo.org/wp-content/uploads/2025/03/2025\\_02\\_13\\_DRAFT.MPO\\_TCC\\_Minutes.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2025/03/2025_02_13_DRAFT.MPO_TCC_Minutes.pdf)

### 3B. FY 2026 Unified Planning Work Program (UPWP) & Self-Certification Checklist:

**Summary:** The MPO's FY 2026 Unified Planning Work Program and Self-Certification Checklist is due at the end of March. Any transportation planning efforts or use of efforts using federal planning funds are required to be reflected in the document.

**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

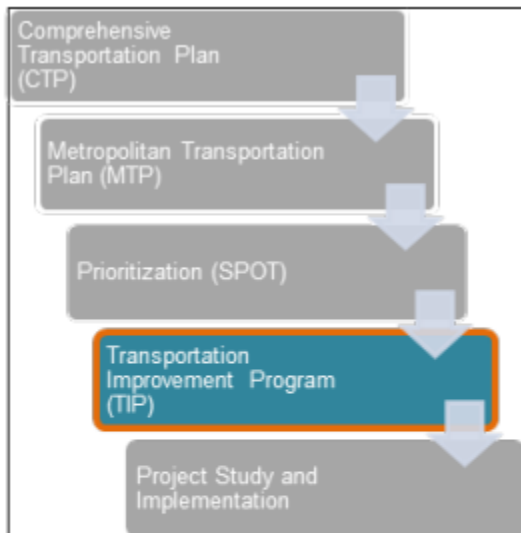
-less of a focus on the 2050 MTP (adoption scheduled for September)

-major focus on P 8.0 -Call for Planning Projects scheduled for Fall, 2025  
**What is Self-Certification?** Self-Certification is an annual requirement for MPOs to note the work being done to keep the MPO in-line with federal requirements.

Checklist available here:

[FY 2026 DRAFT Unified Planning Work Program](#)

### 3C. Modification to the 2024-2033 Transportation Improvement Program (TIP)



#### What is the Transportation Improvement Program (TIP)?

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

#### Modification Summary

Only one modification to approve this month.

- Modification to BL-0008 (Clear Creek Greenway) at the request of the City of Hendersonville. Construction funds will be shifted from FY24 to FY25.

**TIP Amendment Summary:** [https://frenchbroadrivermpo.org/wp-content/uploads/2025/03/BL-0008\\_TIP\\_Modification.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2025/03/BL-0008_TIP_Modification.pdf)

**Steve Williams moved to accept the consent agenda including the minutes from the February 2025 Meeting, FY 2026 Unified Planning Work Program (UPWP) & Self-Certification Checklist and the TIP Amendments. Sam Cullen seconded the motion which passed unanimously upon a roll call vote.**

## **Business:**

### **4A. Safety Targets**

Since 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.*

**The Need to Revisit:** the MPO Board voted to reject the Safety Target alternatives presented during the February, 2025 Board meeting. In meetings with FHWA, MPO staff has been informed that a failure to adopt safety targets could result in noncompliance and an inability to amend the TIP.

The MPO Board will be asked to adopt the State's Safety Targets or Adopt Separate Safety Targets  
Lauren Blackburn (VHB) will present on potential alternative targets.

### **NCDOT Safety Targets:**

[https://frenchbroadrivermpo.org/wp-content/uploads/2025/03/SafetyPerformanceMeasures\\_2025Targets\\_Memo\\_FrenchBroadRiverMPO\\_121824.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2025/03/SafetyPerformanceMeasures_2025Targets_Memo_FrenchBroadRiverMPO_121824.pdf)

Discussion around what the TAC concerns were and why they did not choose a safety target.

Discussion around the ambiguity of what "other" safety targets would look like vs just keeping the state targets.

Discussion on allowing the TAC to decide their own without a TCC recommendation.

**Steve Williams moved to recommend not to recommend any targets to the board and to allow them to choose on their own. Daniel Sellers seconded the motion which passed upon a roll call vote.**

### **4B.Resolution of Support: Reduced Conflict Intersection Proposal**

**Summary:** NCDOT Division 14 is requesting a resolution of support from the French Broad River MPO to implement a Reduced Conflict Intersection and US 19/23 (Carolina Boulevard) and Waitzel Way, between Clyde and Canton in Haywood County.

**Why This Location Is Being Proposed:** The intersection has been identified by NCDOT for a high number of moderate to severe injuries, as well as a recent fatality, with a strong connection to left-turning movements.

**What Does The Proposed Intervention Do:** The project is expected to reduce crashes at this location by implementing a reduced conflict intersection, which would eliminate left turning movements. [FHWA's Proven Safety Countermeasures associate the treatment with a 63% reduction in fatal and injury crashes](#)

**What Funds Would Be Used:** Highway Safety Improvement Program (HSIP)- federal safety funds that NCDOT programs towards safety projects.

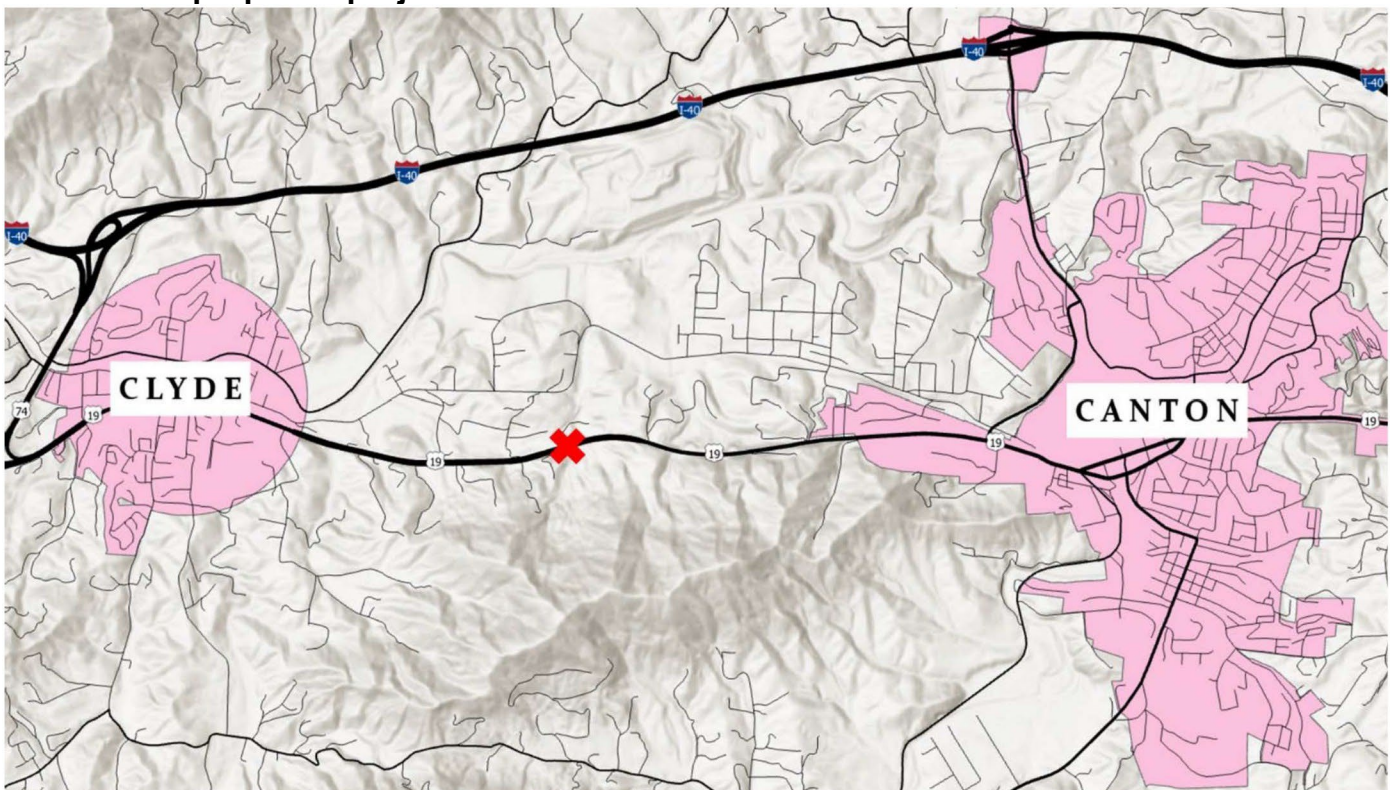
**Why a Resolution of Support Is Being Requested:** Despite being a proven safety counter measure, Reduced Conflict Intersection projects can be controversial due to the restriction of turning movements. NCDOT is requesting local support before beginning the project.

### **More Information from NCDOT**

RCI Benefit Study: <https://frenchbroadrivermpo.org/wp-content/uploads/2025/03/RCI-Benefit-Study.pdf>

US19/23 at Waitsel Way Project Location: <https://frenchbroadrivermpo.org/wp-content/uploads/2025/03/US-19-23-at-Waitsel-Way-RCI-Project-Location-Map-and-Details.pdf>

**Location on proposed project:**



Discussion occurred around aging population and the intersection. Discussion if this was apart of our safe streets for all study.

**Steve Williams moved to recommend to the board. Sam Cullen seconded the motion which passed unanimously upon a roll call vote.**

**4C. 2050 Preferred Growth Scenario:**

**Summary:** As part of the development of the Metropolitan Transportation Plan (MTP), the MPO develops what's referred to as the "Preferred Growth Scenario" that determines how much growth the region should be planning to accommodate in 2050, what kind of growth is expected (in terms of demographics and business type), and where that growth is expected to go. This information feeds into the region's Travel Demand Model, which is used to develop traffic projections to determine future transportation needs. Outputs from the model are used to build Purpose & Need Statements for future projects as well as a starting point for the development of traffic forecasts that NCDOT uses to determine roadway needs for projects.

Manhan Group, the consultant over the project, has developed four growth scenarios for the MPO to consider.

	<b>Baseline/Business as Usual</b>	<b>Consolidated Growth</b>	<b>Dissipated Growth</b>	<b>Accelerated Growth</b>
Summary	Continued Growth Based on Recent Trends and Policies	Continued Growth but more focused in urban areas	Continued growth but more focused in rural areas (away from current traffic)	More growth than currently expected
PROS	Reflects Current Trends & Policies	Reduces Overall Vehicle Miles Traveled	Allocates Growth to Areas Not Currently Experiencing Much Traffic	Assumes More Growth Than State Projections
CONS	Assumes No Changes to Housing and Land Use Policies in 25 Years/More Vehicles Miles Traveled vs. Consolidated	Assumes (Somewhat Aspirational) Changes to Housing and Land Use Policies in 25 Years	Assumes Changes to Policies; Greater Vehicle Miles Traveled vs. Consolidated or Baseline	Could lead to "overbuilding" if growth projections don't accelerate significantly

**Link to 2050 Preferred Growth Scenario Slides : See agenda for link : [TCC Agenda](#)**

Discussion didn't occur

**Matt Manley moved to recommend the consolidated growth scenario to the board. Vicki Eastland seconded the motion and it passed unanimously.**

**4D. 5310 Project Selection**

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for Section 5310 ran from January 16, 2025, to February 20, 2025.

Additional information about Section 5310 is available at: <https://frenchbroadrivermpo.org/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

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 projects: no more than 45% of the total funding amount can go to these projects

<b>FY2023 5310 Available Funding</b>	\$477,561	<b>55% of Funds (Traditional)*</b>	\$262,659
<b>Admin</b>	\$47,756	<b>5% of Funds (Other)*</b>	\$167,147
<b>After 10% Admin</b>	<b>\$429,806</b>	Note: percentage divisions were calculated before 0% Admin	

*\*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 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.*

MPO Staff reviewed the 5310 applications, rating them based on a scorecard (out of 100 points). The following pages show recommendations for awarding 5310 funds based on scores. The quantitative scoring methodology was simplified for this round of funding. [See Agenda for scoring link.](#)

Traditional Funding Requests:

	Better Together Transportation (Traditional)	Buncombe County SEDTAP (Traditional)	Total Funding Required
Project Code	BTT	BC SEDTAP	
Score (out of 100 points)	63.5	100	
<b>Requested Amount</b>	\$15,821	\$262,659	\$278,480
Scenario 1 (94.32% Funding)	\$14,922	\$247,740	\$262,662
Scenario 2 Awarded by Points	\$0	\$262,659	\$262,659
Pro-Rated by Points	\$10,046	\$262,659	\$272,705
Scenario 3 (pro-rated by Points)	\$9,676	\$252,986	\$262,662

Non-Traditional (Other) Funding Requests:

	Buncombe County RIDE (Other)	Senior Companion Program (Other)	Senior Companion Program Caregiver Project (Other)	Council on Aging Buncombe County (Other)	Total Funding Required
Project Code	BC RIDE	SCP	SCP-CP	COABC	
Score (out of 100 points)	95	90	90	88	
<b>Requested Amount</b>	\$53,215	\$83,550	\$83,529	\$24,000	\$244,295
Scenario 1 (68.42% Funding)	\$36,410	\$57,165	\$57,151	\$16,421	\$167,147
Scenario 2 Awarded by Points	\$53,215	\$83,550	\$30,381	0	\$167,147
Pro-Rated by Points	\$50,554	\$75,195	\$75,176	21120	\$222,046
Scenario 3 (pro-rated by Points)	\$38,055	\$56,604	\$56,590	\$15,898	\$167,147

**Prioritization Subcommittee Recommendation:** Recommend Scenario 2 for Traditional 5310 project applications and Scenario 3 for "Other" 5310 project applications.

***Vicki Eastland moved to recommend scenario 2 for Traditional 5310 project applications. Autumn Radcliff seconded and it past upon a roll call vote.***



**4E. JARC Project Selection**

JARC (Jobs Access Reverse Commute) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for JARC ran from January 16, 2025, to February 20, 2025. Additional information about JARC is available at: <https://frenchbroadrivermpo.org/5310-and-jarc/>.

FY 2024's Section 5307 (JARC) Allocation	
Regional JARC - FY 2024 at 10% of FTA 5307 Amount allocated to Asheville Urbanized Area	\$412,909

Applicant	Project Title	Period of Performance	Project Description	Funding Requested	Local Match	Total Cost	Project Score
City of Asheville	ART Routes 170 and S3	7/2025-6/2026	The City of Asheville is seeking support through the Job Access and Reverse Commute (JARC, Section 5307) grant to sustain the operations of its pivotal public transportation routes, Route 170 and Route S3. These services are essential in bridging the mobility gap for low-income individuals, enabling seamless access to employment opportunities, and fostering community and <u>region</u> connectivity.	\$412,909	\$412,909	\$825,818	90

Scoring was based on a scorecard (out of 105 points). The following pages show recommendations for awarding JARC funds based on scores. The quantitative scoring methodology was simplified for this round of funding. [A detailed scorecard can be viewed here.](#)

**Prioritization Subcommittee Recommendation:** Fund City of Asheville's JARC Application for ART Routes 170 and S3 at 100% of their funding request.

**Steve Williams moved to recommend funding scenario 3 for Non Traditional 5310 applications and the JARC Application for ART Routes 170 and S3 at 100%. Vicki Eastland seconded and it past upon a roll call vote.**

**6A. Division Project Updates**

**Division 13:** [https://frenchbroadrivermpo.org/wp-content/uploads/2025/02/Division13\\_February2025Updates.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2025/02/Division13_February2025Updates.pdf)

**Division 14 :** [https://frenchbroadrivermpo.org/wp-content/uploads/2025/02/Division14\\_February2025Updates.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2025/02/Division14_February2025Updates.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 March 5<sup>th</sup>, next meeting March 5<sup>th</sup>

- Additional Funding Request for HL-0003 (passed)
- 5310 and JARC Project Selection
- Elevate 2050 Updates
- 2050 Socio-Economic Growth Scenarios

**5307 Subrecipient Workgroup-** met on February 18<sup>th</sup>, next meeting May 20<sup>th</sup>

Points of Business/Discussion:

- o Helene lessons-learned
- o Transit-specific training and learning opportunities for workgroup
- o Grant reporting updates and future detailed reporting needs
- o Knowledge-sharing opportunities within current group composition

**Hellbender Trail Stakeholder Group/Regional Trail Forum Updates-** met on April 23<sup>rd</sup>, next meeting April 3<sup>rd</sup>.

### 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
Woodfin-Weaverville Greenway Study	Town of Woodfin	2025	Underway
Buncombe County Pedestrian Plan	Buncombe County	2025	Contracting Underway
Hellbender Implementation Plan	FBRMPO	2024	Not Started
Regional ITS Plan	FBRMPO	2024	RFLOI Drafted
Travel Survey/Model Upgrades	FBRMPO	2024	Not Started
Staffing & Compensation Study	LOSRC	2024	Not Started

\*\* See agenda for more Locally Administered Projects.

## **6E. Legislative Updates**

To be updated

## **PUBLIC COMMENT**

William High opened the floor for public comment.

## **ADJOURNMENT**

William High adjourned the meeting at 12:50PM as there was no further business.

