

MPO Governing Board

January 27, 2022 – 1:00 P.M., Via Zoom

Login: <https://us06web.zoom.us/j/86586878213>

Meeting ID: 86586878213

Call-In: (312)626-6799

Agenda

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

- | | |
|--|--------------|
| A. Welcome and Introductions, Approval of Agenda | Larry Harris |
| B. Ethics Statement for MPO Board Members | Larry Harris |

2. **PUBLIC COMMENT**

- A. Public Hearing on HE-0001 (Item 4A)
- B. Public Comment (General and Other Items)

3. **CONSENT AGENDA**

Larry Harris

- A. November, 2021 Minutes
- B. LAPP Call for Projects
- C. LAPP Quarterly Update

4. **BUSINESS (60-90 min)**

- | | |
|---|-----------|
| A. Proposed New I-26 Interchange & Amendment to the MTP | MPO Staff |
| B. 5310 Project Selection | MPO Staff |
| C. JARC Project Selection | MPO Staff |
| D. Safety Performance Targets | MPO Staff |
| E. Amendments to the 2020-2029 TIP | MPO Staff |
| F. Draft FY 2023 UPWP | MPO Staff |

5. **INFORMATIONAL ITEMS (0 min)**

6. **REGULAR UPDATES (15 min)**

- | | |
|--|-------------------------------------|
| A. NCDOT Division 13 and 14 updates | Mark Gibbs/Wanda Austin or Designee |
| B. Transportation Planning Branch | Daniel Sellers |
| C. FHWA/FTA Updates | Michael Dawson |
| D. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping | MPO Staff |
| E. Legislative Updates | MPO Staff |

7. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)**

8. **TOPICS FOR NEXT MEETING**

9. **PUBLIC COMMENT**

10. **ADJOURNMENT**

Item 3:

Consent Agenda

Item 3A: November, 2021 Board Minutes

Item 3B: Locally Administered Projects Program (LAPP) Quarterly Report

Item 3C: Locally Administered Projects Program (LAPP) Call for Projects

Item 3A:

French Broad River Metropolitan Planning Organization

Minutes from the Board Meeting including Zoom on November 18, 2021

Attendance:

Chair Larry Harris (Black Mountain Town Council)
Tristan Winkler (FBRMPO)
Emily Scott-Cruz (FBRMPO)
John Ridout (FBRMPO)
Hannah Bagli (FBRMPO)
Zia Rifkin (Minutes)
Jane Pies (LOSRC)
Kim Roney (Asheville City Council)
Anne Coletta (Flat Rock Village Council)
Bill Lapsley (Henderson Commission)
Bob Davy (Fletcher Town Council)
Ed Evans
Rebecca McCall (Henderson Commission)
Kevin Ensley (Haywood Commission)
Matthew Wechtel (Madison Commission)
Brandon Rogers (Haywood Commission)
Brownie Newman (Buncombe Commission)
Adrienne Isenhower (Town of Woodfin)
Autumn Radcliff (Henderson County)
Daniel Sellers (NCDOT TPD)
Jessica Morriss (City of Asheville)
Jessica Trotman (Town of Black Mountain)

Jodie Ferguson (Haywood County)
Nathan Bennett (Town of Mars Hill)
Pat Christie (Village of Flat Rock)
Steve Williams (NCDOT Division 14)
Troy Wilson (NCDOT Division 14)
Stephen Sparks (NCDOT Division 13)
Peyton O'Conner (Buncombe County)
Tom Widmer (Montreat Town Board)
Parker Sloan (Buncombe Commission)
Harry Buckner (Town of Biltmore Forest)
Janna Bianculli (Apple Country Transit)
Mark Gibbs (NCCOT Division 13)
Matt Manley (City of Hendersonville)
William High (Buncombe County)
Michael Dawson (FHWA)
Jennifer Hensely (City of Hendersonville)
Jerry Vebaun (Woodfin Town Council)
Anthony Sutton (Town of Waynesville)
Chuck McGrady (NCBOT Division 14)
Dustin Riddle
Matt Baker

WELCOME, INTRODUCTIONS & ROLL CALL

Chair Larry Harris called the meeting to order at approximately 1:00pm and welcomed everyone to the meeting. He read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. No conflicts were noted with the business before the body. Quorum was announced to conduct the business of the Board.

REGULAR UPDATES

- Divisions 13 (http://frenchbroadrivermpo.org/wp-content/uploads/2021/11/Div13_November.pdf) and Division 14 updates were provided.
- Transportation Planning Division staff provided an update.
- FHWA/FTA provided an update.
- FBRMPO Committee & Workgroup Updates:
 - Prioritization – Met November 2. Next meeting December 7.
 - Transit Operators Workgroup – Met September 16.
 - 5307 Subrecipient Workgroup – Next meeting December 6.
 - Citizens' Advisory Committee – Last meeting was October 13. Next meeting January 12, 2022.
 - Hellbender Trail Stakeholder Group – Met October 25.
 - Corridor Studies – Going before Asheville City Council on December 14.

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METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

- Legislative updates included that the Infrastructure and Jobs Act passed Congress, and was signed into law on Monday, November 15. Tristan Winkler provided a summary of the Act including funding for North Carolina, totaling over \$8 billion. Included in this funding is \$2 billion for Rural Surface Transportation Block Grant Program, which is competitive grant funding. Tristan Winkler noted that the new Pedestrian Safety Program is new in the Act and provides funding based on barriers. Other newly funded programs include the Active Transportation infrastructure Investment Program, SMART Grant Program, Reconnecting Communities Pilot Program, Safe Streets for All and Healthy Streets Program, among others. The Act also requires MPOs to consider proportional representation, which is awaiting rules for the process.

Tristan Winkler shared that the Act helps with NCDOT's financial issues, but cost increases now total over \$11 billion. He noted that the SPOT Workgroup has developed a 'Hold Harmless List' that would allow projects that are far enough along to remain in the STIP and not be reconsidered. This would apply to projects programmed through FY2026. He shared that the percent change in cost to NCDOT projects is not the sole factor in the cash flow issue. NCDOT is one of two states in the country with a STIP 10 years or longer. Issues associated with a 10-year STIP include longer project delivery allows for greater cost increases over time. Tristan Winkler noted that having more design work completed prior to projects getting in the TIP/STIP could help to alleviate some of the issues. The idea is to get more design work done before funding is committed to projects.

Tristan Winkler shared that the recently passed State budget includes funding for the proposed I- 26 Interchange (\$30 million), which could show up in the January 2022 meeting cycle as a proposed amendment to the MTP.

Discussion occurred regarding if and how funding in the infrastructure bill could filter down to local jurisdictions and it was shared that most of the funding would flow to NCDOT, although there should be opportunities for grants to local jurisdictions. Tristan Winkler noted that it would be interesting to see how state match would be determined for new funding streams.

PUBLIC COMMENT

Chair Harris called for public comments. None were heard.

CONSENT AGENDA

Kim Roney moved to approve the consent agenda consisting of the October 2021 meeting minutes, the 2022 Meeting Schedule, and the Board agenda as presented. Kevin Ensley seconded the motion, which carried unanimously, upon a roll call vote, and without further discussion.

NEW BUSINESS

Locally Administered Projects Selection Criteria

French Broad River MPO provides funding opportunities such as the Locally Administered Projects Program (LAPP) which consists of a call for projects eligible for FHWA Surface Transportation Block Grant Program- Directly Attributable (STBGP-DA) and Transportation Alternatives Program- Directly Attributable (TAP-DA) funds. Surface Transportation Program Block Grant Program are apportioned directly to the MPOs with over 200,000 in population by the federal government. The STBG (Surface Transportation Block Grant) provides flexible funding to best address

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State and local transportation needs. The Transportation Alternatives Program, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. All TAP-DA eligible projects are eligible for STBG-DA funding.

The LAPP scoring methodology criteria provided below was last updated and approved by the FBRMPO Board on March 24, 2016. In October, the Prioritization Subcommittee considered eight (8) scenario/options as potential changes to the LAPP selection criteria and two were selected. The prioritization subcommittee have recommended changes to the *Geographic Equity* and *Local Priority* point distribution. They have recommended that no changes be made to *mode effectiveness* or *cost effectiveness* criteria and point distribution addressing new private development.

All criteria are presented below. Changes are highlighted in yellow.

Proposed Revisions to the Geographic Equity Point Distribution:

The Prioritization Subcommittee recommended the following changes to the selection criteria:

- A. Rename the criteria "*geographic equity*" and replace with "*population*".
- B. Reduce the "*population*" awarded points from:
 - a. Jurisdictions smaller than 20,000 from 20 points to 10 points
 - b. Jurisdictions 20,000 or larger from 10 to 5 points.
- C. Increase *local priority points* from a maximum of 10 to a maximum of 20.
- D. Distribute local priority points based on a 1st priority, 2nd priority, and other all other submitted projects.
 - a. 1st Priority 20 points.
 - b. 2nd Priority 10 points.
 - c. All other projects receive 5 points.

CURRENT SCORING METHODOLOGY- PROPOSED CRITERIA CHANGES HIGHLIGHTED.

Transit Projects and Alternative Fuels Projects (on a 100-point scale):

1. Geographic Equity- 40 points for local jurisdictions with populations under 20,000 in the MPO, 30 points or local jurisdictions with a population of 20,000 or greater in the MPO.
2. Service Connectivity
 - for transit: 40 points if the transit capital project will support trips taken across county lines; 20 points if the transit capital project will support a system that directly connects to another operator's route or a Park-and-Ride Lot or
 - For Alternative fuel projects: 40 points if the alternative fuel station will be accessible to the public and located at a convenient location off an interstate exit, on a US route or on an NC route, easily accessible to drivers traveling across county lines; 20 points if the alternative fuel station will be open to the public but not accessible via an interstate exit, a US route, or an NC route

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Staff Report & Recommendations

- Cost effectiveness:

- Cost effectiveness score will be scaled to 20. For transit: ratio of expected (revenue miles per year)/(proposed project cost); if the project includes only one bus, please provide the average number of revenue miles per route or per bus.
- For alternative fuel projects: use (vehicles per day charging capacity)/(proposed cost).

Roadway, Intersection and Bike Ped Projects (on a 100-point scale)

- Geographic Equity— (5 or 10 points)

- 10 points to local jurisdictions with a population under 20,000 in the MPO,
- 5 points to local jurisdictions with a population of 20,000 or greater in the MPO.

- Local Priority (up to 20 points)

- 1st Priority- 20 Points
- 2nd Priority- 10 Points
- All Other Priorities- 5 Points

- Local Match (up to 15 points)

- Local match points: Minimum Match Required – 20% (0 points);
- if local match is at least 30% - 5 points;
- If local match is at least 40% - 10 points;
- if local match is at least 50% - 15 points

- MTP (10 pts-Roadway)/Plan compliant (5 pts-Bike/Ped)

- Roadway Horizon 1 or 2 in the MTP or identified as a Congestion Management Plan Hot Spot– 10 points
- Roadway Horizon 3 or 4 in the MTP – 5 points
- Roadway Horizon 5 in the MTP in the MTP (2035) – 3 points
- Post-Year (CTP) – 0 points
- Bike Ped projects in a local or regional adopted plan — 5 pts

- Project phase (10/5/3)

- Construction Projects – 10 points
- NEPA and/or Design Projects – 5 points
- Feasibility/planning studies – 3 points
- ROW – 0-10 points*

*ROW points will be determined based on what other phases have been completed and/or have committed sources of funds. (EXAMPLE: If a project has committed construction funds, ROW applications will receive 10 points. If PE has been completed or has committed funding, the project will receive 5 points.)

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A. Prior Funding (up to 5 pts)

- a. prior funding from any sources can be applicable including prior local funding for the study/corridor/ROW, etc.

• Cost Effectiveness (up to 10 pts)

- o Cost Effectiveness calculated as: (Total Points – Local Match Points) / Program Cost Scaled with top project earning 10 points

B. Mode-effectiveness (up to 20 pts-roadway; 25 pts-bike ped)

- a. Roadway Effectiveness (**must improve traffic conditions*): *made up of Congestion and Safety*
- b. Bicycle/Pedestrian Effectiveness: score based on Missing Link factor or Obstacle factor (Connecting existing activity centers/transit stops or stations/bike lane/sidewalks/greenways)

• **Mode effectiveness-roadway:**

o Congestion

- Current Volume to Capacity Analysis (5 pts)
- $V/C < .2$ = 0 points
- $V/C < .4$ = 2 points
- $V/C < .6$ = 3 points
- $V/C < .8$ = 4 points
- $V/C > .8$ = 5 points

o Addresses CMP Strategies (5 pts)

- 1 CMPS = 1 point
- 2 CMPS = 2 points
- 3 CMPS = 3 points
- 4 CMPS = 4 points
- 5 or more CMPS = 5 points

o Safety Based on FHWA Crash Reduction Factors (10 pts)

- CRF < 10% = 0 points
- CRF > 10% = 2 points
- CRF > 20% = 4 points
- CRF > 30% = 6 points
- CRF > 40% = 8 points
- CRF > 50% = 10 points

- <http://www.cmfclearinghouse.org/>
- <http://safety.fhwa.dot.gov/tools/crf/>

• **Mode effectiveness-bicycle and pedestrian**

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- Missing Link (5 pts) Both sides connect to existing Bike/Ped facility Scale by distance of continuous facility (on residential collector or higher)

 - < .5 mi 1 point
 - .5 mi to 2 mi 3 points
 - >2 mi 5 points
- Overcoming an Obstacle (5 pts) Project must create the crossing, not improve an existing crossing

 - Limited-access facility, Railroad, Major Stream (USGS) 5 points
 - Other 4+ Lane Roadway 3 points
- Connections (5 pts)

 - 0.5 mi to other mode/greenway or activity center (i.e., school, parks/rec, government facility, shopping center, high density res, etc.) Points per connection
- Improve Commuter Patterns (5 pts)

 - Serves a footpath (residential collector or higher) Within +/- .25 mi of existing or proposed transit services
- Safety (5 pts)

 - Project addresses a documented safety issue (TEAAS Crash Report or other crash data made available)

Discussion occurred regarding consideration for cost effectiveness, and focus on the merits; not whether private developments were considered

Anne Coletta moved to approve the changes to the Locally Administered Projects Program criterion as presented. Kevin Ensley seconded and the motion carried upon a roll call vote, and without further discussion.

Prioritization Subcommittee- Open Position

The MPO Prioritization Subcommittee plays an important role in advising the MPO TCC and Board and is made up of four members of the TCC and three members of the MPO Board. One representative from the TCC, Peyton O'Conner (Buncombe County), plans to step down at the end of the month. William High (Buncombe County) has been recommended by the TCC to fill the vacancy.

The MPO Prioritization Subcommittee was initially setup to advise the MPO TCC and Board on items related to the prioritization process but its role was expanded over the years to include the evaluation of the Locally Administered Projects Program (LAPP), being the steering committee for major MPO planning efforts including the Metropolitan Transportation Plan (MTP), and any other items that generally require preliminary, in-depth discussions before those items make it to the TCC and Board for consideration.

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Staff Report & Recommendations

All TCC, Board, and NCDOT members are welcome to join subcommittee meetings, but there are only seven voting members: four TCC representatives and the Board representatives. The current voting members include:

Voting Member	Jurisdiction	TCC/Board
Anthony Sutton	Town of Waynesville	Board
Jerry Vebaun	Town of Woodfin	Board
Larry Harris	Town of Black Mountain	Board
Autumn Radcliff	Henderson County	TCC
Jessica Morris	City of Asheville	TCC
Peyton O'Conner	Buncombe County	TCC
Elizabeth Teague	Town of Waynesville	TCC

Kim Roney moved to affirm the TCC's recommendation that William High fill the vacant TCC position on the Prioritization Subcommittee. Parker Sloan seconded the motion, which carried upon a roll call vote, and without further discussion.

Amendment to the FY 2022 Unified Planning Work Program (UPWP)

The MPO's Unified Planning Work Program (UPWP) is federally-required and documents the MPO's planning tasks, special studies funded through the MPO, FTA Section 5303 Metropolitan Planning tasks undertaken by the City of Asheville, as well as other federal funds being used for planning purposes. This document is adopted annually by the MPO Board with the [original FY 2022 UPWP](#) adopted on March 26, 2021, updated in September, 2021.

Amendment Details

- The Buncombe County Multimodal Study is being removed from the FY 2022 UPWP with the understanding the study will be added to the FY 2023 UPWP, at the request of Buncombe County staff
- The City of Asheville Bike/Ped Counters are being moved from FY 2021 so funding is reflected to come from the FY 2022 UPWP (STBGDA Flex Funds) due to no funding being used in previous fiscal years

Overall, no changes are being made to local dues and there is no increase in MPO funds beyond what has been previously programmed.

The updated allocation to studies is detailed below.

Bob Davy moved to approve the amendment to the FY 2022 Unified Planning Work Program (UPWP) as presented. Anthony Sutton seconded the motion, which carried upon a roll call vote, and without further discussion.

Planning Call for Projects

The French Broad River MPO will be holding a call for planning projects. The call for projects will open on Friday, November 19th with applications due on Thursday, December 23. Local governments and NCDOT may apply. Successful projects will be programmed in the FY 2023 Unified Planning Work Program.

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For this call for projects, no specific funding amounts are being designated. Projects will be selected at the discretion of the Prioritization Subcommittee, TCC, and Board. A 20% local match is required for all projects (local match may not come from in-kind or (most) federal sources.)

Eligible Uses

- Transportation Master Plan, Corridor Studies, Access/Mobility Studies, Inventories of Existing Routes, and Right of Way Investigations
- Future population, Employment, and Economic Growth Studies
- Traffic studies such as circulation plans, traffic count programs, intersection analysis, and small area studies
- Bicycle and Pedestrian planning such as bicycle parking, sidewalk/bicycle lane master plans and trail and greenway plans
- Economic Impact Studies for Transportation Investments
- GIS data development/mapping applications
- Transportation related health impact assessments
- Environmental Justice Analysis
- Conceptual/Scoping Studies and Limited Engineering Design (specifically up to 15 percent “line and grade” design per NCDOT guidance), also known as “Preliminary Plans” or “Functional Roadway” plans

Not Eligible:

- Surveying
- Property Acquisition
- Site Preparations
- Environmental Planning/NEPA Analysis
- Transit Operations and Management
- Construction Projects

All successful projects will be subject to federal requirements and those required by the MPO’s Lead Planning Agency, the Land of Sky Regional Council.

Application materials will be sent to the MPO TCC and Board following today’s meeting.

Information item. No action required.

ADJOURNMENT

Chair Harris adjourned the meeting, as there was no further business.

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METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3B:

LAPP Quarterly Report (as of Jan/4)

Locally Administered Projects Program (LAPP) Project Updates				Funded = MPO funded Other = Other funding	No = not currently funded	Active = In-progress N/A = not applicable
Project	TIP ID	Sponsor	Status Update	Engineering	Right of Way	Construction
Hominy Creek Greenway	EB-5824	Buncombe County	No update at this time.	Funded	Funded	Funded
NC 251 (Riverside Drive)/Beaverdam Creek Greenway	EB-5774	Buncombe County	No update at this time.	Active	Funded	Funded
Bent Creek Greenway	EB-5823	Buncombe County	No update at this time.	Funded	No	No
Reems Creek Greenway	EB-5821	Buncombe County	Revisiting scoping of constraints and alternatives. Identify available options. Planning for 3 steering committee meeting and a public workshop.	Funded	No	No
NC 63 (New Leicester Highway) Sidewalks Project	U-5190	City of Asheville	New Leicester Hwy sidewalk (STBG), Patton Ave to city limits: Bidding and construction is pending DOT review of project manual, as well as renewal of some permits that expired during DOT hold on project	Active	Funded	Funded
Johnston Boulevard Sidewalks	EB-5944	City of Asheville	Johnston Blvd sidewalk, Patton to School: refining design presently. 60% drawings received, in review.	Other	Other	Funded
Onteora Boulevard Sidewalks	EB-5948	City of Asheville	New Haw Creek Rd sidewalk, Beverly Rd to Bell Rd: 90% design documents reviewed by City Staff. 100% construction documents being completed by consultant. Right-Of-Way acquisition to begin shortly. Community Engagement to follow. Construction start in late fall of 2022. LS	Other	Other	Funded
French Broad River West Greenway	U-5019B	City of Asheville	This project is under construction. Projected end date is 7/2022	Other	Other	Funded
Nasty Branch Greenway	U-5019A	City of Asheville	Staff is finishing final details to plan and will resubmit to the NCDOT for construction approval. Estimated timeline for start of construction is winter of 2021 to spring of 2022.	Other	Other	Funded
Greenway Connectors	EB-5790	City of Asheville	Staff is analyzing costs for a two new projects. Timeline is undetermined at this time.	Active	N/A	Funded

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(LAPP) Project Updates Cont.				Funded = MPO funded Other = Other funding Engineering	No = not currently funded Active = In-progress Right of Way	N/A = not applicable Construction
Project	TIP ID	Sponsor	Milestone			
New Haw Creek Road Sidewalks	EB-5947	City of Asheville	No New Update. New Haw Creek Rd sidewalk, Beverly Rd to Bell Rd: 90% design documents reviewed by City Staff. 100% construction documents being completed by consultant. Right-Of-Way acquisition to begin shortly. Community Engagement to follow. Construction start in late fall of 2022. LS	Other	Other	Funded
Biltmore Ave at White Fawn Drive Signal	HL-0014	City of Asheville	No new update at this time.	Funded	N/A	Funded
Coxe Avenue Complete Streets	EB-5831	City of Asheville	No New Update.	Active	Funded	Funded
North RAD Greenway	EB-5822	City of Asheville	Funding is available for this project and we will release the Request for Letters of Intent.	Other	Other	Funded
School Zone Safety	BL-0006	City of Asheville	No New Update	Funded	N/A	Funded
Lexington Avenue Complete Streets	EB-5830	City of Asheville	No new update, to re-release RFQ	Active	No	No
Clear Creek Greenway	BL-0008	City of Hendersonville	Working on agreement with Division 14, CoH will manage project	Funded	Funded	Funded
Ecusta Trail (Formally Phase I, II, III)	BL-0007	Henderson County	Conducted project scoping meeting for engineering and professional services. Considering phased approach. Previous sections are combined into one project.	Funded	N/A	Funded
Broadway Sidewalks	BL-0005	NCDOT Division 13	Construction Bid Rejected, seeking additional funding.	Funded	N/A	Funded
Charlotte Street Ramp	HL-0012	NCDOT Division 13	Early stages of design.	Other	Other	Funded
Haywood Road Resurfacing	HL-0003	NCDOT Division 13	Working with City on design. Public involvement to start in the winter.	Other	N/A	Funded
Riverwalk Greenway Phase I	EB-5547A	Town of Black Mountain	Awaiting New Agreements with NCDOT	Active	Funded	Funded
Riverwalk Greenway Phase II	EB-5547B	Town of Black Mountain	Awaiting New Agreements with NCDOT	Active	Funded	Funded
Bridge Replacement	HL-0013	Town of Black Mountain	No update at this time.	N/A	N/A	Funded
Champion Drive Multi-Use Path	EB-5945	Town of Canton	No update at this time.	Active	Funded	No
US 19 Bike/Ped Improvements	EB-5926	Town of Maggie Valley	No update at this time.	Funded	N/A	Funded
Mills River Valley Trail	EB-5946	Town of Mills River	No update at this time.	Funded	No	No

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Long-Range Transportation Plan • Transportation Improvement Program

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

Public Involvement

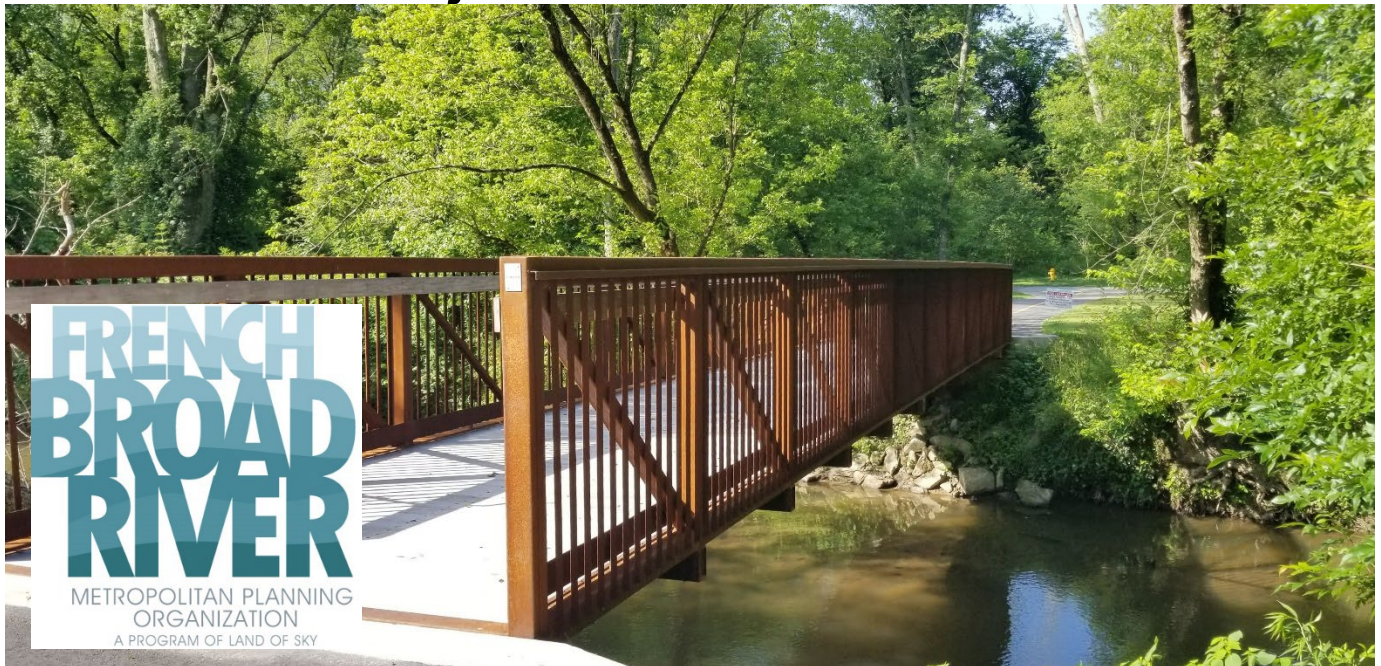
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Item 3C :

LAPP Call for Projects



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French Broad River MPO Locally Administered Project Program and Project Selection Guidelines

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Long-Range Transportation Plan • Transportation Improvement Program

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

Public Involvement

Staff Report & Recommendations

General Eligibility Requirements

In order to be eligible for Locally Administered Projects Program (LAPP) funding, a project must meet the criteria outlined in this section. These criteria meet federal and state funding requirements, as well as the goals of the LAPP as developed and adopted by FBRMPO. Projects that do not meet all the criteria will not be considered for LAPP funding. Eligible Projects criteria are subject to change based on updates from federal legislation.

A. Federal-Aid Eligible Projects. There are eligibility requirements associated with all types of state and federal funding sources. The LAPP may, in any given year, utilize funds from Surface Transportation Block Grant Program Directly Attributable (STBG-DA) accounts, Transportation Alternatives Program-Directly Attributable (TAP-DA), or any other funds passed through to the MPO for programming. Highway projects funded with STBG-DA must be classified as an urban collector or higher on the federal aid system. Safety projects and bridge rehabilitation or replacement projects on any road are eligible but must meet strict requirements to establish the need for the project on that basis. Bicycle and pedestrian projects that serve a transportation purpose are eligible.

B. Locally Administered. By applying for a project through LAPP, the local government or NCDOT Division is committing to sponsoring that project. The sponsor will be responsible for all federal and state reporting requirements associated with the funding source applied to their project through LAPP. There will also be reporting on a regular basis required by FBRMPO to keep the MPO Board apprised of the project status of all LAPP projects. An interlocal agreement between NCDOT and the project sponsor will outline a reimbursement schedule; local sponsors will be required to front all project costs, invoice NCDOT, and get reimbursed for the federal percentage dedicated to the project.

C. Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP)

Compliant. To be eligible for LAPP funding, a roadway project must be identified as an operational improvement, safety improvement, listed in the MTP, address a CMP congestion “hot spot”, or be included in the CTP. A greenway/multi-use path or on-road bicycle project must be identified in a statewide, regional or local planning study (including the Buncombe Greenways Master Plan, Haywood Bicycle Plan, Henderson Greenway Master Plan, Blue Ridge Bicycle Plan and/or a local bicycle or greenway plan or comprehensive plan.). Sidewalk and other pedestrian improvement projects must be identified in a regional or local planning study including a local pedestrian plan or a comprehensive plan. If a roadway project is not already in the MTP, then FBRMPO will take up an MTP Amendment at the same time or prior to a TIP Amendment for the selected project. Project sponsors are advised that submitting a roadway project in the MTP might delay the TIP Amendment for the project to allow time for the MTP Amendment.

D. LAPP-Eligible Project Phase. The LAPP is intended to assist local government members by funding transportation improvements that will have an immediate positive impact on the highway and bicycle/pedestrian networks in the region. As such, construction projects will receive priority. Phases eligible for LAPP funding are:

- NEPA/Design- for this phase, the project must include 100% design and full NEPA documentation.
- Mitigation
- Utility Relocation Related to a Transportation Project (LAPP will not assist in the relocation of municipally-owned utilities)

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- Right-of-Way Acquisition
- Construction
- Travel Demand Management Program
- ITS Project Implementation Projects eligible under other funding source programs (Transportation Alternatives)

E. Shovel-Ready. Applicants should only apply for the phase of a project that can have funding authorized within the LAPP year requested.

F. Highly Effective Solution to Current Transportation Problem. Projects should address an identified need in a community.

G. Locally-Funded with Minimum Match Committed. All funds programmed through LAPP require a minimum 20% local match. Projects that leverage additional local funds by contributing a higher match, thus freeing up LAPP funds for use on additional projects, will receive priority.

H. TIP-Friendly. Projects not in compliance with an existing TIP umbrella project will require a TIP amendment. TIP amendments are allowable, but applicants should consider that the amendment process could delay the funding obligation timeline.

Eligible Projects Types and Funding Amount

STBG-DA and TAP programs allow a variety of projects for funding. Feasibility and planning studies will not be an allowable use of funds as part of the French Broad River MPO 2022 call for STBG-DA projects. Eligible Projects criteria are subject to change based on updates from federal legislation.

Specific projects eligible under STBG-DA include:

- Roadway projects on roadways other than local or rural minor collectors (with some exceptions)
- Construction, reconstruction, rehabilitation, resurfacing, preservation, or operational improvements for highways
- Replacement of bridges and tunnels on public roads of all functional classifications; construction of a new bridge or tunnel at a new location on a Federal-aid highway
- Capital cost for transit projects eligible for assistance under chapter 53 of title 49, which includes vehicles and facilities that are used to provide intercity passenger bus service
- Carpool projects, fringe and corridor parking facilities and programs
- Electric vehicle charging and natural gas vehicle infrastructure in accordance with 23 U.S.C 137
- Bicycle transportation and pedestrian walkways in accordance with 23 U.S.C. 217; modification of public sidewalks to comply with the Americans with Disabilities Act of 1990

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- Highway and transit safety infrastructure improvements and programs, hazard elimination
- Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems
- Truck parking facilities
- Congestion pricing projects and strategies
- Surface transportation planning programs
- Transportation alternatives as defined in 23 U.S.C. 101(a)29 and further described in 23 U.S.C. 213. Not subject to location of project requirements.
- For more information, see <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> and <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>

Specific project types eligible under TAP include:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- The safe routes to school program previously described under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; others
- For more information see <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm> and <http://www.fhwa.dot.gov/map21/factsheets/tap.cfm>

Funding available

Funding amounts for the 2022 STBG-DA and TAP-DA call for projects in the French Broad River MPO region will be made available in January 2022 and this section will be updated to reflect the determined funding available. Funding amounts are subject to change based on federal allocation and legislation.

	STBG-DA Funding
Total Available	TBD

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	TAP-DA Funding
Total Available	TBD

Other Requirements & Evaluations

The French Broad River MPO has other requirements made at the request of the MPO Board.

- Any project submitted by a Division of NCDOT must have written approval from the local jurisdiction that is directly impacted by the proposed project as part of its project application. If multiple jurisdictions are directly impacted, the Division should try to obtain written approval from all local jurisdictions directly impacted; if some, but not all jurisdictions directly impacted by the proposed project provide written approval, the MPO's Prioritization Subcommittee will determine whether the project is to be considered for evaluation.
- Any local jurisdiction applying for funding should have had a staff representative present for the LAPP trainings held in the past or plan to be present at future trainings
- Applicants should provide cost estimates as accurate as can be possibly provided.

SCORING METHODOLOGY

The LAPP scoring methodology criteria shown below was approved by the FBRMPO Board on November 18th 2021.

Transit Projects and Alternative Fuels Projects Funded with STBG-DA (on a 100-point scale):

- Geographic Equity- 40 points for local jurisdictions with populations under 20,000 in the MPO, 30 points or local jurisdictions with a population of 20,000 or greater in the MPO.
- Service Connectivity-
 - For transit: 40 points if the transit capital project will support trips taken across county lines; 20 points if the transit capital project will support a system that directly connects to another operator's route or a Park-and-Ride Lot;
 - For alternative fuel projects: 40 points if the alternative fuel station will be accessible to the public and located at a convenient location off an interstate exit, on a US route or on an NC route, easily accessible to drivers traveling across county lines; 20 points if the alternative fuel station will be open to the public but not accessible via an interstate exit, a US route or an NC route
- Cost effectiveness: Cost effectiveness score will be scaled to 20.
 - For transit: ratio of expected (revenue miles per year)/(proposed project cost) ; if the project includes only one bus, please provide the average number of revenue miles per route or per bus.
 - For alternative fuel projects: use (vehicles per day charging capacity)/(proposed cost).

Roadway, Intersection and Bike Ped Projects Funded with STBG-DA (on a 100-point scale)

- ***Roadway, Intersection and Bike Ped Projects (on a 100-point scale)***
- Geographic Equity— (5 or 10 points)
 - 10 points to local jurisdictions with a population under 20,000 in the MPO,

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- 5 points to local jurisdictions with a population of 20,000 or greater in the MPO.
- Local Priority (up to 20 points)
 - 1st Priority- 20 Points
 - 2nd Priority- 10 Points
 - All Other Priorities- 5 Points
- Local Match (up to 15 points)
 - Local match points: Minimum Match Required – 20% (0 points); if local match is at least 30% - 5 points; If local match is at least 40% - 10 points; if local match is at least 50%-15 points
- MTP (10 pts-Roadway)/Plan compliant (5 pts-Bike/Ped)
 - Roadway Horizon 1 or 2 in the MTP or identified as a Congestion Management Plan Hot Spot– 10 points
 - Roadway Horizon 3 or 4 in the MTP – 5 points
 - Roadway Horizon 5 in the MTP in the MTP (2035) – 3 points
 - Post-Year (CTP) – 0 points
 - Bike Ped projects in a local or regional adopted plan—5 pts
- Project phase (10/5/3)
 - Construction Projects – 10 points
 - NEPA and/or Design Projects – 5 points
 - Feasibility/planning studies – 3 points
 - ROW – 0-10 points*

*ROW points will be determined based on what other phases have been completed and/or have committed sources of funds. (EXAMPLE: If a project has committed construction funds, ROW applications will receive 10 points. If PE has been completed or has committed funding, the project will receive 5 points.)
- Prior Funding (up to 5 pts)-prior funding from any sources can be applicable including prior local funding for the study/corridor/ROW, etc.
- Mode-effectiveness (up to 20 pts-roadway; 25 pts-bike ped)
 - Roadway Effectiveness (**must improve traffic conditions*): *made up of Congestion and Safety*
 - Bicycle/Pedestrian Effectiveness: score based on Missing Link factor or Obstacle factor (Connecting existing activity centers/transit stops or stations/bike lane/sidewalks/greenways)
- Cost Effectiveness (up to 10 pts)
 - Cost Effectiveness calculated as: (Total Points – Local Match Points) / Program Cost
 - Scaled with top project earning 10 points

Mode effectiveness-roadway:

- Congestion
 - Current Volume to Capacity Analysis (5 pts)
 - $V/C < .2$ = 0 points
 - $V/C < .4$ = 2 points
 - $V/C < .6$ = 3 points
- $V/C < .8$ = 4 points
 - $V/C > .8$ = 5 points Addresses CMP Strategies (5 pts)
 - 1 CMPS = 1 point
 - 2 CMPS = 2 points
 - 3 CMPS = 3 points

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- 4 CMPS = 4 points
- 5 or more CMPS = 5 points
- Safety
 - Based on FHWA Crash Reduction Factors (10 pts)
 - CRF < 10% = 0 points
 - CRF > 10% = 2 point
 - CRF > 20% = 4 points
 - CRF > 30% = 6 points
 - CRF > 40% = 8 points
 - CRF > 50% = 10 points
 - <http://www.cmfclearinghouse.org/>
 - <http://safety.fhwa.dot.gov/tools/crf/>

Mode effectiveness-bicycle and pedestrian

- Missing Link (5 pts)
 - Both sides connect to existing Bike/Ped facility
 - Scale by distance of continuous facility (on residential collector or higher)
 - < .5 mi 1 point
 - .5 mi to 2 mi 3 points
 - >2 mi 5 points
- Overcoming an Obstacle (5 pts)
 - Project must create the crossing, not improve an existing crossing
 - Limited-access facility, Railroad, Major Stream (USGS) 5 points
 - Other 4+ Lane Roadway 3 points
- Connections (5 pts)
 - .5 mi to other mode/greenway or activity center (i.e. school, parks/rec, government facility, shopping center, high density res, etc.)
 - Points per connection
- Improve Commuter Patterns (5 pts)
 - Serves a footpath (residential collector or higher)
 - Within +/- .25 mi of existing or proposed transit services
- Safety (5 pts)
 - Project addresses a documented safety issue (TEAAS Crash Report)

Selection Criteria for Bicycle and Pedestrian Projects Funded with Transportation Alternatives Program (TAP) (Maximum of 100 points):

- Geographic Equity— (5 or 10 points)
 - 10 points to local jurisdictions with a population under 20,000 in the MPO,
 - 5 points to local jurisdictions with a population of 20,000 or greater in the MPO.
- Local Priority (up to 20 points)
 - 1st Priority- 20 Points
 - 2nd Priority- 10 Points
 - All Other Priorities- 5 Points
- Local Match (up to 15 points)

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- Local match points: Minimum Match Required – 20% (0 points); if local match is at least 30% - 5 points; If local match is at least 40% - 10 points; if local match is at least 50%-15 points
- Plan Compliant (up to 10 points)
 - Bicycle or pedestrian projects in a local or regional adopted bicycle, pedestrian or greenways plan—10 pts; comprehensive plan-5 pts
- Project phase (10/5/3)¹
 - Construction Projects – 10 points
 - NEPA and/or Design Projects – 5 points
 - ROW-3 points
- Prior Funding (up to 10 pts)
- Mode-effectiveness (up to 30 pts-bike ped)
 - Missing Link factor (5 pts)
 - Overcoming an obstacle factor (10 pts) overcoming an obstacle such as a river/creek crossing, interstate or major arterial crossing
 - Connections within ½ mile to other mode, greenway or activity center (up to 10 pts)
 - Safety (up to 5 pts)
- Cost effectiveness (up to 10 pts)
 - Cost Effectiveness calculated as: (Total Points – Local Match Points) / Program Cost
 - Scaled with top project earning 13 points

Next Steps after a Project is Funded

The graphic below illustrates the typical steps in bringing a federally-funded roadway project to construction. FBRMPO staff will work with the local government applicants for STBG-DA and TAP funding to designate a project manager who would ideally remain with the project for the duration (including being present for any follow-up federal audits which might come up). MPO staff will facilitate the initial communication between the local project sponsor and the NCDOT Programs Management Office, to discuss the Inter-Local Agreement and other future steps.

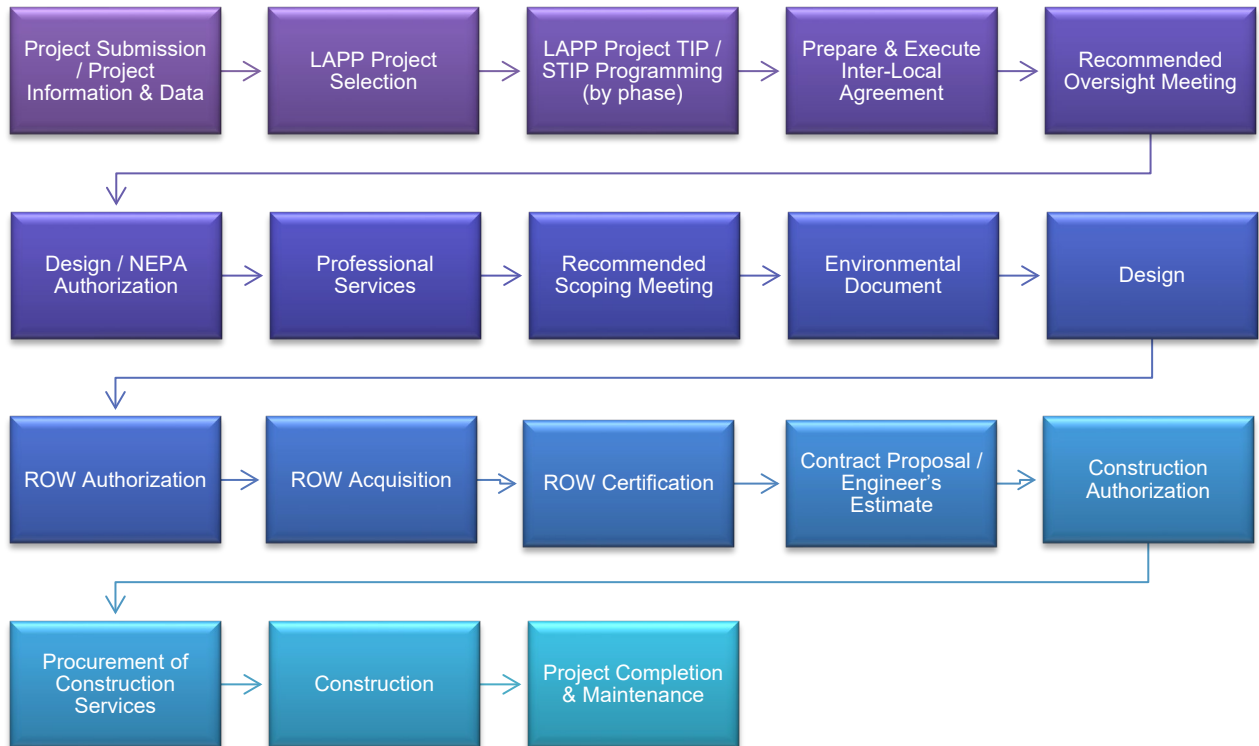
¹ At this time, feasibility and planning studies not eligible to be funded under the Transportation Alternatives Program
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Chart: Steps in Bringing a Locally-Administered Project to Construction (Source: CAMPO)



Update to the LAPP Program

The FBRMPO Prioritization Subcommittee will review the outcome of the 2022 call for STBG-DA and TAP projects and make updates as necessary. The next scheduled call for projects for STBG-DA and TAP funding is scheduled for Winter 2022.

Should a project apply for one type of funding but be eligible for both, MPO staff may score and apply STBGDA/TAPDA funds to the project.

Obligatory Monitoring of STBG-DA Funds

Each phase of a project with STBG-DA and/or TAP funds can apply for two one-year extensions beyond the allocation year. If project funds remain un-obligated by the end of this two-year grace period, funds are at risk of being removed from the project. The MPO staff will provide regular reports to both the TCC and the MPO Board of those projects with STBG-DA and/or TAP funds that are approaching this milestone. The reporting will include information on the age of the funds, the phases programmed, and the length of time passed beyond the estimated obligation date (i.e., months “past due”).

Staff Report & Recommendations

FBRMPO staff will notify the project sponsor when any STBG-DA or TAP funds are 12 months past the estimated obligation date and again when they are 18 months past the estimated obligation date (before the two-year grace period expires). If a project is delayed by more than two years, the project sponsor will be required to prepare a brief narrative outlining the reasons for the delay in preparation for presentation to the TCC. FBRMPO staff, along with the TCC input will determine whether or not an obligation date extension beyond the two-year grace period is warranted. The length of any obligation date extension will be determined on a case-by-case basis. The TCC will then make a recommendation to the MPO Board.

STBG-DA and TAP Frequently Asked Questions

- 1. Can I fund a planning or feasibility study with STBG-DA and TAP funds? Is there a local match required?**
Answer: not in this call for projects- funding has been broken out for planning studies and there will be an annual call for planning studies in the fall.
- 2. Is a transit project eligible for STBG-DA?** Answer: yes, transit capital projects (i.e. purchase of vehicles, a new transit station or installation of transit charging equipment) would be eligible for STBG-DA as long as such project is eligible for FTA 5307. Once selected for funding, MPO staff will work with local project sponsors to “flex” STBG-DA funded transit capital projects to FTA 5307 funding category so that project oversight occurs under the FTA umbrella. Transit operations costs are not eligible for STBG-DA.
- 3. Is a parking study eligible for STBG-DA?** Answer: parking studies are not eligible for this call for projects but are eligible in the MPO’s Call for Planning Projects, held annually in the fall.
- 4. Do right-of-way, preliminary engineering and construction phases of projects funded with STBG-DA and TAP need to be added to the TIP/STIP?** Answer: yes, any phase of the project receiving federal funding beyond a planning/feasibility study will need to be programmed in the TIP/STIP. MPO staff will work with local project sponsors to amend the TIP/STIP for the projects selected for funding.
- 5. Is bicycle wayfinding signage eligible for STBG-DA and TAP funding?** Answer: yes, local sponsors can apply for both funding sources, STBG-DA and TAP for bike route signs.
- 6. Is general wayfinding signage eligible for STBG-DA or TAP funding?** Answer: yes, general wayfinding signage is an eligible use of STBG-DA funds. The signs have to meet requirements in the MUTCD (see <http://mutcd.fhwa.dot.gov/>)
- 7. Is a bicycle share project eligible for STBG-DA and TAP funding?** Answer: yes, the capital costs associated with installing and purchasing needed equipment for a bicycle share would be eligible for STBG-DA and TAP funding. Regular operating costs of a bicycle share are not eligible.
- 8. Is a landscaping project eligible for STBG-DA or TAP funding?** Answer: generally no. A landscaping project with the purpose of community improvement i.e. screening of or removing a junk yard would be eligible for TAP funds.

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9. **Is there a minimum or maximum project cost requirement?** Answer: while there is not a minimum or maximum currently required in the French Broad River MPO region, construction projects below \$100,000 in cost are not recommended due to high administrative burden even for a smaller construction project. The maximum amount is based on the total amount of funding available for a call for projects.
10. **Does a roadway project need to be in the Metropolitan Transportation Plan (MTP) prior to application?** A roadway project does not need to be listed in the MTP prior to applying. Projects listed in the MTP will receive extra points when scoring. MPO staff will work with the project sponsor, if the project is selected for funding, to draft an MTP amendment if needed. However, it is recommended that the roadway projects other than intersection and operational improvement-type projects be already included in the CTP (Comprehensive Transportation Plan) or originate from an adopted local plan such as a corridor study or a multi-modal transportation study.
11. **Are recreational trails eligible for TAP funding?** Answer: FBRMPO TAP funds are only available for transportation- related bicycle and pedestrian projects. If the multi-use path or greenway project in question connects to activity centers and serves a transportation purpose it would be eligible. For a purely recreational greenway/trail project, local government sponsor would need to apply to the Recreational Trail program administered by DENR. See more info about the Recreational Trail Program at http://www.ncparks.gov/About/trails_RTP.php
12. **If my project is funded, when would I receive the funds?** Answer: STBG-DA and TAP funds are available on a reimbursement basis. After a project is selected for funding, **it has to go through additional steps such as a TIP/STIP Amendment, executing a municipal agreement with NCDOT**, receiving authorization to proceed with the specific phase of the project, etc. Once the funding for a particular phase of the project is obligated, local government project sponsor is responsible for incurring the costs first and then requesting a reimbursement for 80% federal share. You can refer to the municipal agreement for additional information on timelines. Additionally, FY 2027 funds are available no earlier than October, 2026 and FY 2028 funds are available no earlier than October, 2027.

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French Broad River MPO TIP Amendment Form

Local sponsors may use this form to request future changes to STBG-DA and TAP projects, as well as other TIP changes that might be required.

Date: _____

Sponsor Name (Division, Municipality, Agency, etc.): _____

Person

Requesting/Title: _____

Check if the person is a member/alternate of the FBRMPO TCC Yes ☐ No ☐

If not, has the appropriate member/alternate of the FBRMPO TCC been notified? Yes ☐ No ☐

Telephone

Number: _____

PROJECT LOCATION AND DESCRIPTION (If not in current program)

If in current program, TIP/STIP ID#: _____

Division _____ County _____
: _____ : _____

Please describe project location, description and the impetus for this project (if new); or changes to existing project (if existing). Attach site location map and additional pages as needed:

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DESIRED PROJECT CONSTRUCTION/IMPLEMENTATION SCHEDULE

Requested Right of Way

Acquisition: _____

Requested PE: _____

Requested

Construction/Implementation: _____

PROJECT COSTS

Right of Way Cost

Estimate: _____

Construction Cost

Estimate: _____

How will project be funded? Please describe portion of federal, state and local funding and specific federal funding type expected (i.e. STBG-DA). If previously shown in TIP/STIP, describe changes to funding amounts and type.

Local:	
State:	
Federal: (amount and type of funding if known)	

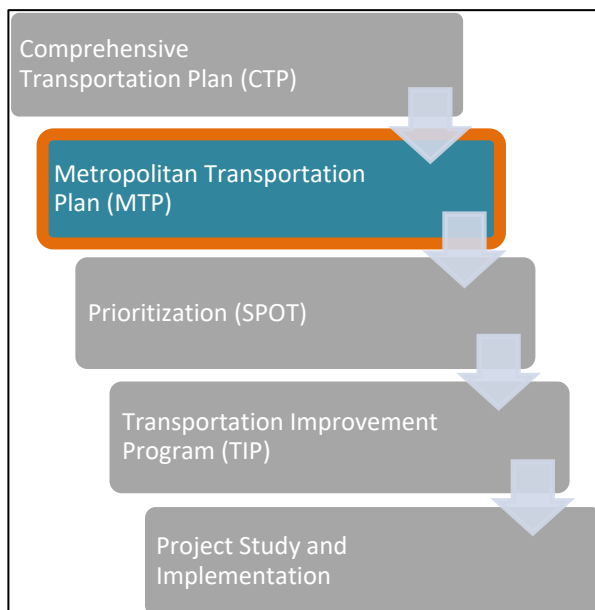
Staff Report & Recommendations

Item 4A:

Proposed I-26 Interchange Amendment to the 2045 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. NOTE: an amendment was made in June, 2021.



Amendment Summary

- Add a new interchange to I-26 in Buncombe County near milemarker 35, between Exit 33 (NC 191/Brevard Road) and Exit 37 (NC 146/Long Shoals Road), to connect to an access road to the Pratt & Whitney site and NC 191. The project's TIP ID is HE-0001.

MTP ID	TIP ID	Route	From/To	Improvement	Estimated Cost	Amendment Detail
HD134532	HE-0001	I-26	Near Milemarker 35	Construct New Interchange and Access Road to Fredrick Law Olmsted Way East	\$30,000,000	Add Project to the MTP at the request of NCDOT

Project Background

HE-0001 Project Background

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METROPOLITAN PLANNING ORGANIZATION

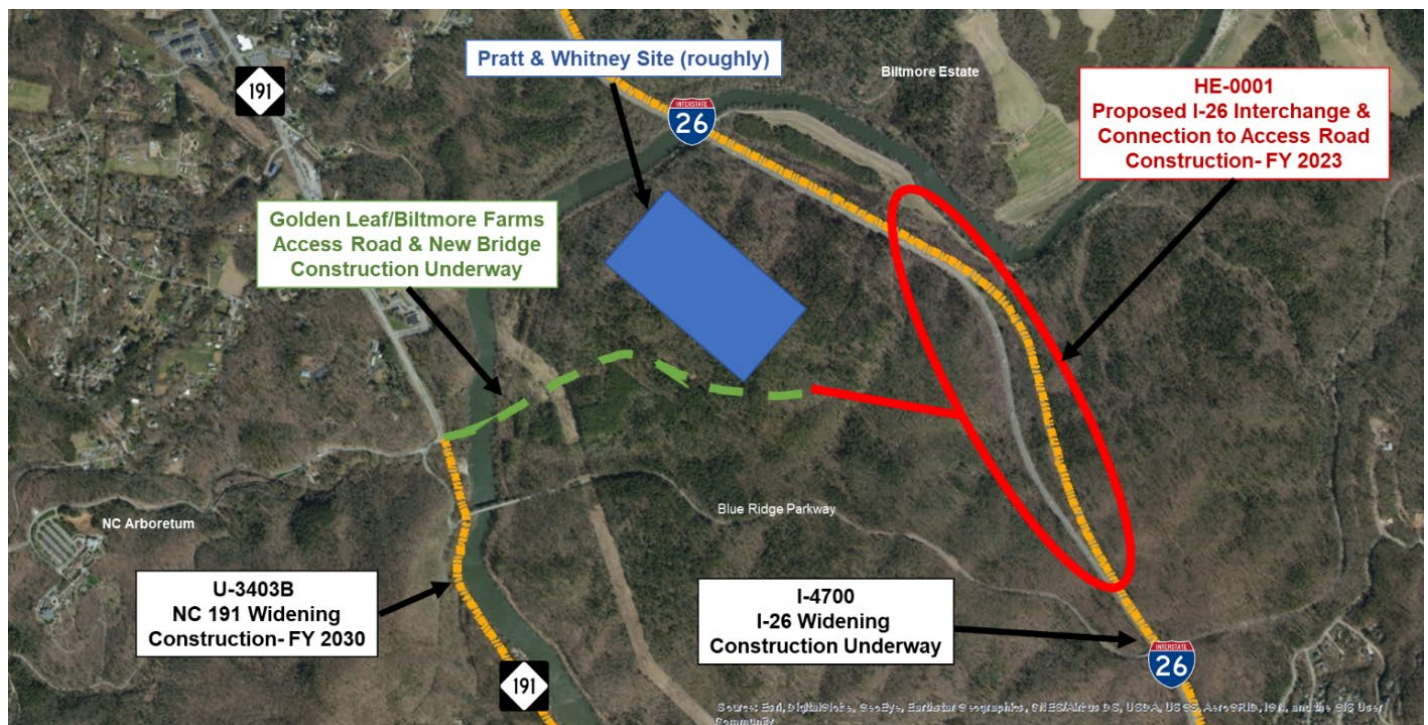
Staff Report & Recommendations

In January, 2021, Pratt & Whitney announced that it would be building a new 1.2 million square foot manufacturing facility in southern Buncombe County that will employ roughly 800 people and include an investment of up to \$650 million. Overall, the economic impact of the new facility's employment and wages is projected to be roughly \$72 million with several of Buncombe County's economic development goals being met. The County also agreed to up to \$27 million in economic incentives, to be provided over time, if goals are met.

At roughly the same time the development was announced, work began on an access road (Project Ranger) to the site that includes a new bridge over the French Broad River to NC 191, funded by the Golden Leaf Foundation and Biltmore Farms. This project would provide access between NC 191 and the Pratt & Whitney facility.

As part of the Pratt & Whitney site development, NCDOT has started design work on a new interchange on I-26 (**HE-0001**) to access the future industrial site. This interchange would connect to the access road that would connect across the French Broad River to NC 191. The project is currently estimated to cost approximately \$30 million but that cost may change based on a number of factors to be determined during design, including potential impacts to the Biltmore Estate.

TO BE CLEAR: the proposed amendment to the MTP is only considering the interstate interchange and roadway connection outlined in the map above, not the new bridge over the French Broad River connecting to the Pratt & Whitney facility.



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Long-Range Transportation Plan • Transportation Improvement Program
Highway Planning • Bicycle and Pedestrian Planning • Transit Planning • Air Quality
Public Involvement

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Project Details

The new interchange at the Pratt & Whitney site would provide a new interchange in the four mile stretch between Exit 37 (NC 146/Long Shoals Road) and Exit 33 (NC 191/Brevard Road), mostly (potentially entirely) on land currently owned by Biltmore Farms.

Several alternatives are currently being considered by NCDOT and the Merger Team for the interchange but all alternatives include an interstate interchange that would provide a two-lane road accessing development to the west of I-26 and connecting to the access road that would allow travelers to access NC 191, providing more east-west connectivity in the area.

The HE-0001 has an aggressive timetable, with plans to let the project in fall/winter of 2022 and environmental documentation already underway.

About the Funding

(Updated Since August, 2021)

The North Carolina budget was passed in November, 2021 and included \$30 million for the interchange project. This funding is considered to be coming from Commerce, not Transportation, so the \$30 million should NOT impact existing transportation budgets. As currently estimated, the \$30 million is expected to cover the costs of the project.

However, in addition to the \$30 million allotted in the State budget, the Appalachian Regional Commission (ARC) awarded funding to the project and an application has been submitted to the Economic Development Administration (EDA) for additional funding as well.

Another application was made to USDOT for a RAISE grant. This was discussed at the June, 2021 MPO Board meeting. However, this application was NOT successful and funds were not awarded.

Currently Available Funding for the Project:

Funding Program	Amount Awarded to HE-0001
North Carolina Budget/Commerce Funds	\$30,000,000
Appalachian Regional Commission (ARC)	\$2,300,000

Should costs increase significantly, NCDOT has the option to utilize an additional \$10,000,000 from the Division Needs “pot” of funds. As noted in previous meetings, this is allowable under the Strategic Transportation Investments (STI) Law but would require the MPO’s approval of a TIP Amendment. At this time, NCDOT believes that the project should be feasible without having to utilize these funds.

For reference, this section of the STI law provides the types of funds that would be accounted for in the Division Needs tier-

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§ 136-189.11.D.4: *Projects requested from the Department in support of a time-critical job creation opportunity, when the opportunity would be classified as transformative under the Job Development Investment Grant program established pursuant to G.S. 143B-437.52, provided that the State investment for all projects funded under this sub-sub-subdivision in any five-year period shall not exceed one hundred million dollars (\$100,000,000) in the aggregate and ten million dollars (\$10,000,000) per project. Upon the release of a State Transportation Improvement Program, the Department shall submit a report to the Joint Legislative Transportation Oversight Committee detailing the projects funded under this sub-sub-subdivision.*

To note: utilizing funding from Division Needs may result in schedule changes to other committed projects in Division 13.



If the MPO votes in favor of adding the project to the MTP:

-the project will proceed with environmental documentation, and eventually construction

If the MPO votes against adding the project to the MTP:

-the project cannot receive the final approvals necessary from FHWA to receive an interchange permit, making the project unable to proceed

Below is NCDOT's Traffic Forecast for the Interchange.

Action Required

TCC Recommendation: No Recommendation

TRAFFIC FORECAST COVER LETTER

June 29, 2021

MEMORANDUM TO: H. McCray Coates
NCDOT Division 13 Project Manager

FROM: Peter Trencansky, PE, PTOE, AICP
Patriot Transportation Engineering, PLLC

SUBJECT: Traffic Forecast for HE-0001
Buncombe County
I-26, Proposed New Interchange (Exit 35) at NC 191 Connector

This forecast has been reviewed and approved by the NCDOT Transportation Planning Division on June 29, 2021.

Please find attached the 2021 and 2045 traffic forecast for STIP Project HE-0001 in Buncombe County. The proposed project, HE-0001, would provide direct access to I-26 and a connection to the roadway under construction from NC 191 to the future site of the Pratt & Whitney manufacturing facility. This traffic forecast for this project was requested by NCDOT Division 14 in support of project development activities, including environmental documentation and design for the project.

The project is located within the boundaries of the French Broad River Metropolitan Planning Organization (FBRMPO). The following five scenarios are provided in this forecast:

- 2021 Base Year (Existing Conditions)
- 2021 Base Year Build Alternative
- 2045 Future Year No-Build
- 2045 Future Year No-Build (reduced development)
- 2045 Future Year Build Alternative

Fiscal Constraint

The project is located within the FBRMPO boundaries; therefore, the travel demand model and traffic forecast are fiscally constrained to match the assumptions of the corresponding Metropolitan Transportation Plan (MTP).

The study project is currently not included in the *French Broad River MPO Metropolitan Transportation Plan 2045* (adopted on September 24, 2020); however, an amendment of MTP is currently underway.

The 2045 MTP includes the following projects in the area which are anticipated to affect travel patterns on the subject project and are described as follows:

- HS4502 (I-4700) – I-26 Widening from NC 280 to I-40
- HR4514 (I-4400) – I-26 Widening from US 25 to NC 280
- HS4506 (I-2513C) – I-26/I-40/I-240 interchange improvement
- HR4501 (I-2513A) – I-26/I-240 Widening from I-40 to Haywood Rd

- HR4505 (I-2513B) – I-26 Connector from Haywood Rd to Broadway
- HR4507 (U-3403B) – NC 191 Widening from Ledbetter Rd to North of Blue Ridge Parkway
- HR4515 (U-3403A) – NC 191 Widening from NC 146 to NC 280
- HD134510 (U-6047) - NC 112 (Sand Hill/Sardis) Widening from NC 191 to US 19/23
- HR4509 (U-2801A) – US 25A (Sweeten Creek Rd) Widening from Rock Hill Road to US 25 (Hendersonville Rd)
- HD134517 – US 25 (Hendersonville Rd) from I-40 to Blue Ridge Parkway – Access Management
- HR4516 – US 25 (Hendersonville Rd) from Blue Ridge Parkway to NC 146 (Long Shoals Rd) – Access Management
- HR4517 – US 25 (Hendersonville Rd) from NC 146 (Long Shoals Rd) to NC 280 (Airport Rd) – Access Management
- HS4510 (I-6054C) – I-40 Widening from SR 1200 (Wiggins Rd) to SR 1224 Monte Vista Rd

Travel Demand Model

The French Broad River MPO Travel Demand Model (2015/2045 FBRMPO TDM v1.1, issued 4/28/21), developed in TransCAD version 8 Build 22360 (provided by NCDOT), was utilized as a tool in the development of the forecast.

Forecast Methodology

The 2021 Base Year No-Build traffic volumes and design factors were developed based upon current counts, historic counts and historic AADT trend projections. The 2045 future year no-build traffic volumes generally included the development of compound annual growth rates between two model years. The build alternative volumes generally included the development of diversion rates between like model years with different scenarios. The compound annual growth rates or diversion rates were then applied to the AADT volumes from another scenario to develop initial volumes for each scenario. Engineering judgment adjustments were applied as needed in finalizing the volumes in order to develop a balanced forecast.

Interpolation/Extrapolation

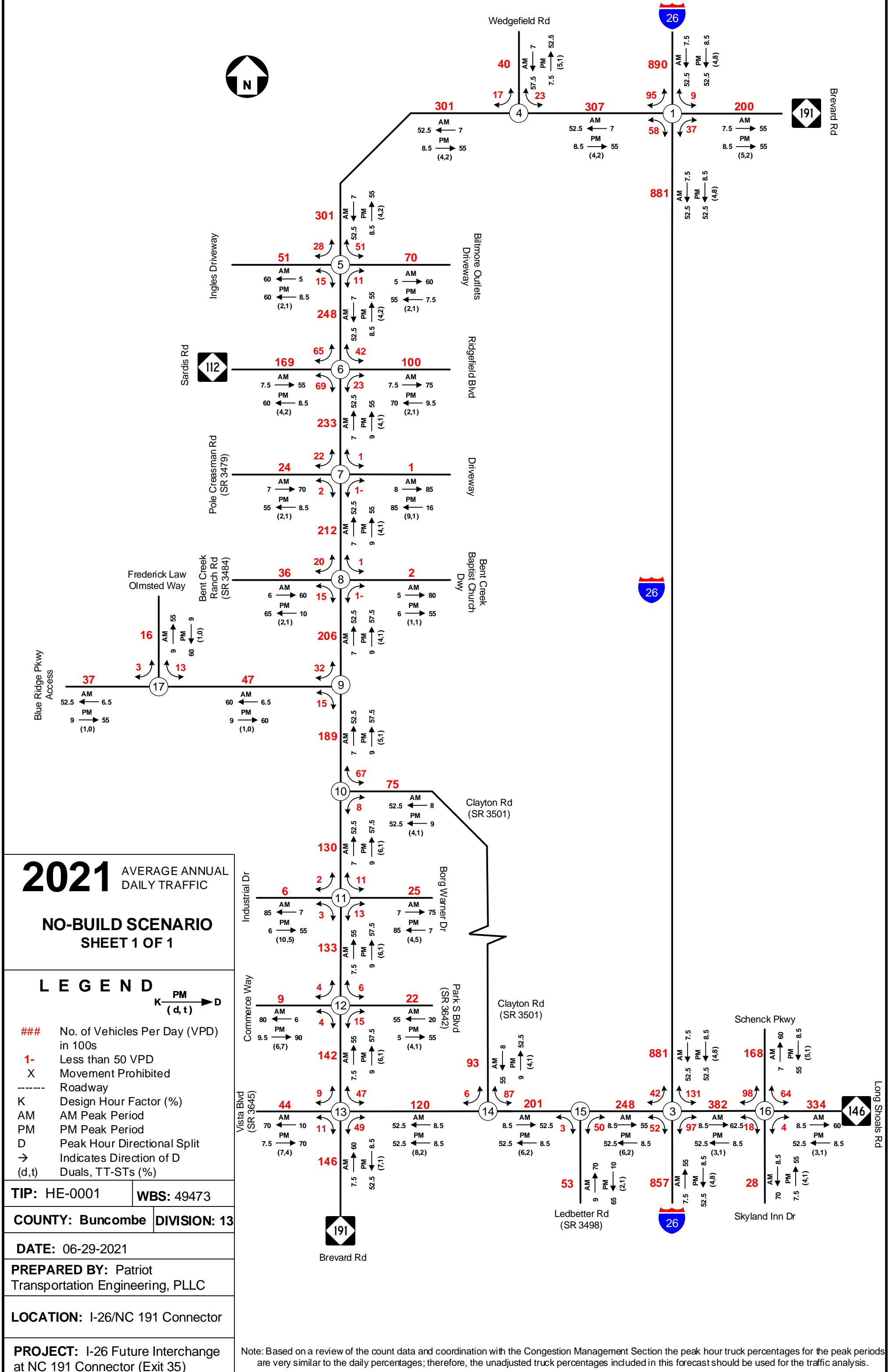
To estimate AADT volumes between 2021 and 2045, straight line interpolation between the 2021 and the 2045 scenarios is acceptable. AADT volumes may be extrapolated for up to two years immediately following 2045. If it is determined that any of these assumptions have become inconsistent with the project and surrounding area activity, please request updated projections at this location.

COVID-19 Pandemic Considerations

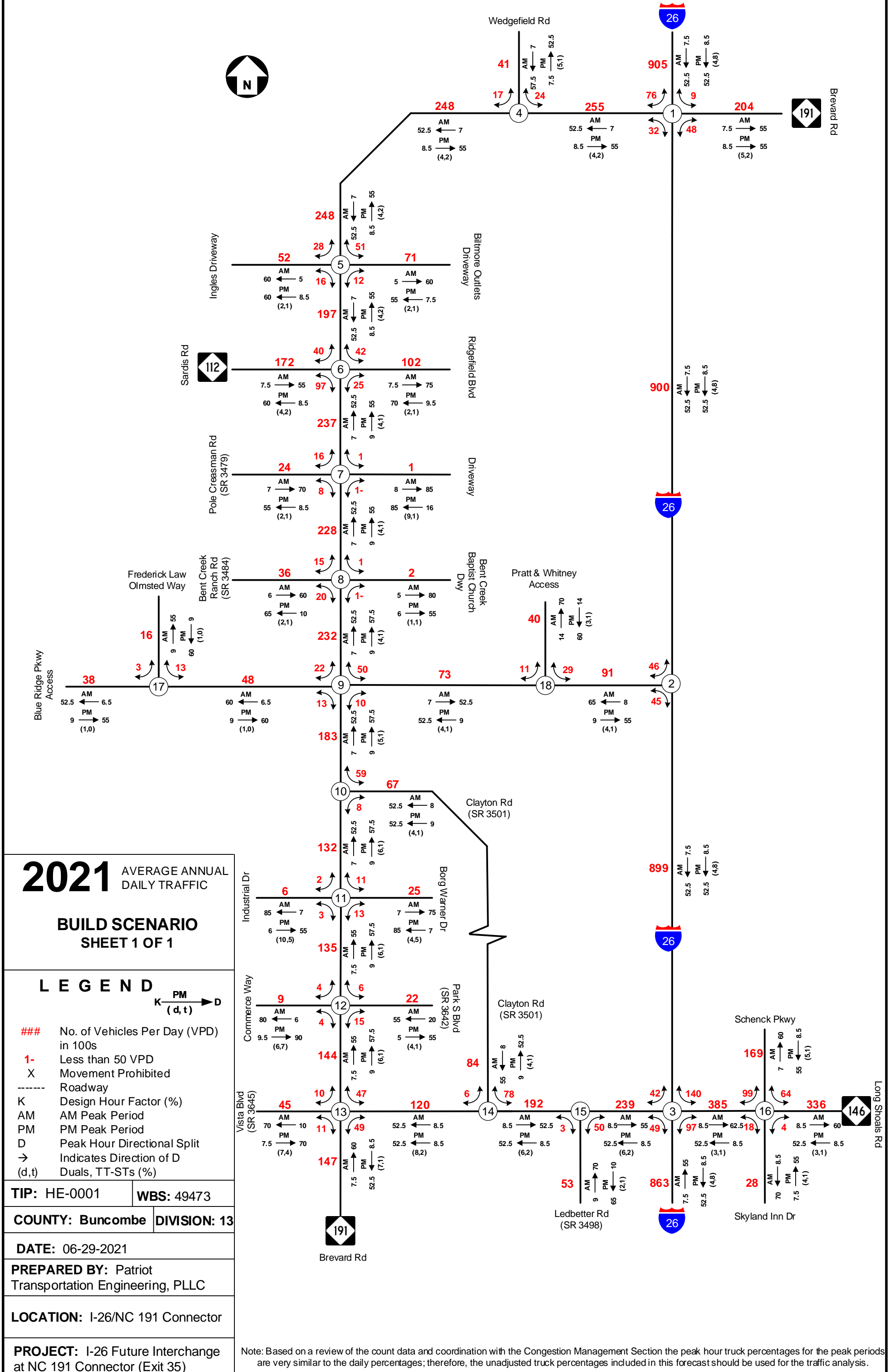
Until the effects of COVID-19 on travel patterns and traffic volumes are known, a methodology to project future traffic volumes is needed to allow for the planning and design of projects. At this point the most reasonable approach is to determine the current traffic volumes in the study area and compare them against Pre-COVID data sets. As an additional point of comparison in developing current traffic volumes during the pandemic, the volumes will be normalized to pre-COVID volumes based on a comparison of volume data collected from StreetLight Data, Inc. The normalized volumes provide another measure to compare against when utilizing engineering judgment in the traffic forecasting process. The normalized volumes will essentially equate the current volumes back to pre-pandemic volume based on a comparison of current and pre-COVID traffic volumes.

The effect of this methodology will essentially freeze volumes at their pre-pandemic volume from early-2020 through the end of 2021 (or roughly a 2-year period). The forecast will then project growth based on the currently adopted local plans and travel demand model between 2022 and 2045.

cc: Steve Cannon, Division 13, Division Project Development Engineer (slcannon@ncdot.gov)
NCDOT Traffic Forecast Engineer (trafficforecast@ncdot.gov)
Daniel Sellers, NCDOT Transportation Planning Unit MPO Contact (dc sellers1@ncdot.gov)



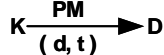
Note: Based on a review of the count data and coordination with the Congestion Management Section the peak hour truck percentages for the peak periods are very similar to the daily percentages; therefore, the unadjusted truck percentages included in this forecast should be used for the traffic analysis.



2021 AVERAGE ANNUAL DAILY TRAFFIC

BUILD SCENARIO SHEET 1 OF 1

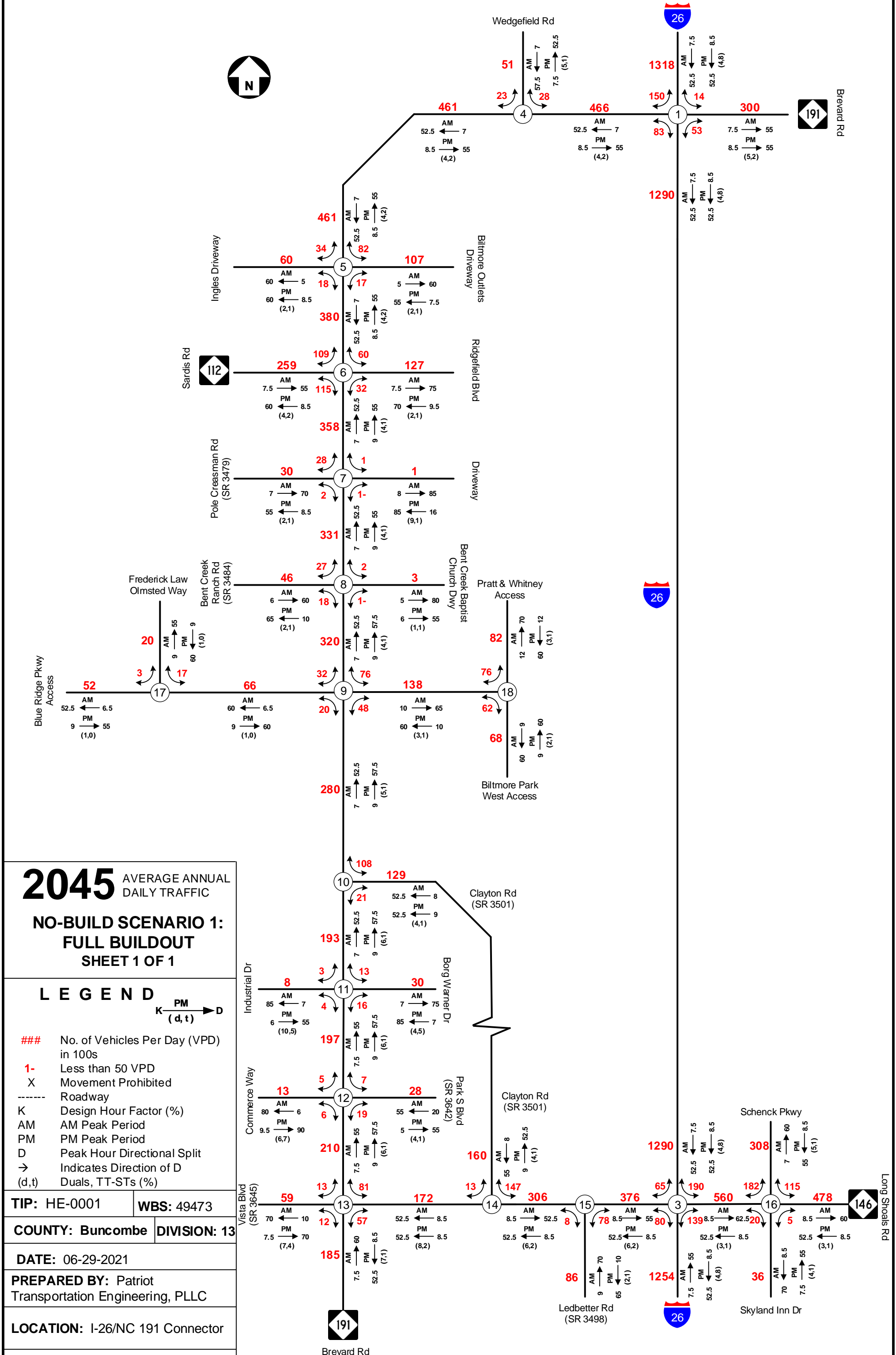
LEGEND



- ### No. of Vehicles Per Day (VPD) in 100s
- 1- Less than 50 VPD
- X Movement Prohibited
- Roadway
- K Design Hour Factor (%)
- AM AM Peak Period
- PM PM Peak Period
- D Peak Hour Directional Split
- Indicates Direction of D
- (d,t) Duals, TT-STs (%)

TIP: HE-0001		WBS: 49473	
COUNTY: Buncombe		DIVISION: 13	
DATE: 06-29-2021			
PREPARED BY: Patriot Transportation Engineering, PLLC			
LOCATION: I-26/NC 191 Connector			
PROJECT: I-26 Future Interchange at NC 191 Connector (Exit 35)			

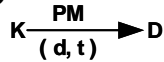
Note: Based on a review of the count data and coordination with the Congestion Management Section the peak hour truck percentages for the peak periods are very similar to the daily percentages; therefore, the unadjusted truck percentages included in this forecast should be used for the traffic analysis.



2045 AVERAGE ANNUAL DAILY TRAFFIC

NO-BUILD SCENARIO 1:
FULL BUILDOUT
SHEET 1 OF 1

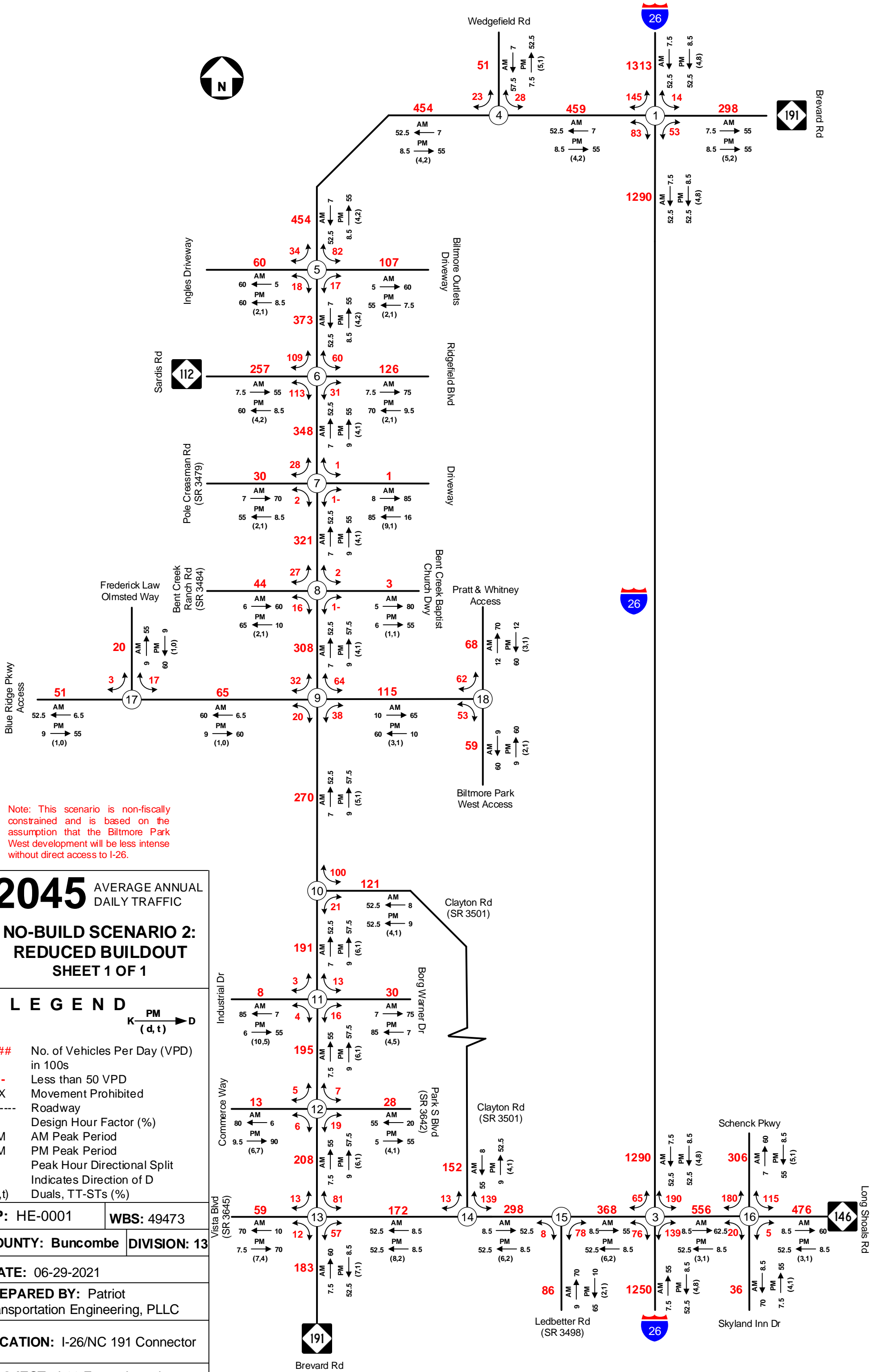
LEGEND



- ### No. of Vehicles Per Day (VPD) in 100s
- 1- Less than 50 VPD
- X Movement Prohibited
- Roadway
- K Design Hour Factor (%)
- AM AM Peak Period
- PM PM Peak Period
- D Peak Hour Directional Split
- Indicates Direction of D
- (d,t) Duals, TT-STs (%)

TIP: HE-0001	WBS: 49473
COUNTY: Buncombe	DIVISION: 13
DATE: 06-29-2021	
PREPARED BY: Patriot Transportation Engineering, PLLC	
LOCATION: I-26/NC 191 Connector	
PROJECT: I-26 Future Interchange at NC 191 Connector (Exit 35)	

Note: Based on a review of the count data and coordination with the Congestion Management Section the peak hour truck percentages for the peak periods are very similar to the daily percentages; therefore, the unadjusted truck percentages included in this forecast should be used for the traffic analysis.

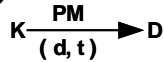


2045 AVERAGE ANNUAL DAILY TRAFFIC

**NO-BUILD SCENARIO 2:
REDUCED BUILDOUT**

SHEET 1 OF 1

LEGEND



- ### No. of Vehicles Per Day (VPD) in 100s
- 1- Less than 50 VPD
- X Movement Prohibited
- Roadway
- K Design Hour Factor (%)
- AM AM Peak Period
- PM PM Peak Period
- D Peak Hour Directional Split
- Indicates Direction of D
- (d,t) Duals, TT-STs (%)

TIP: HE-0001

WBS: 49473

COUNTY: Buncombe

DIVISION: 13

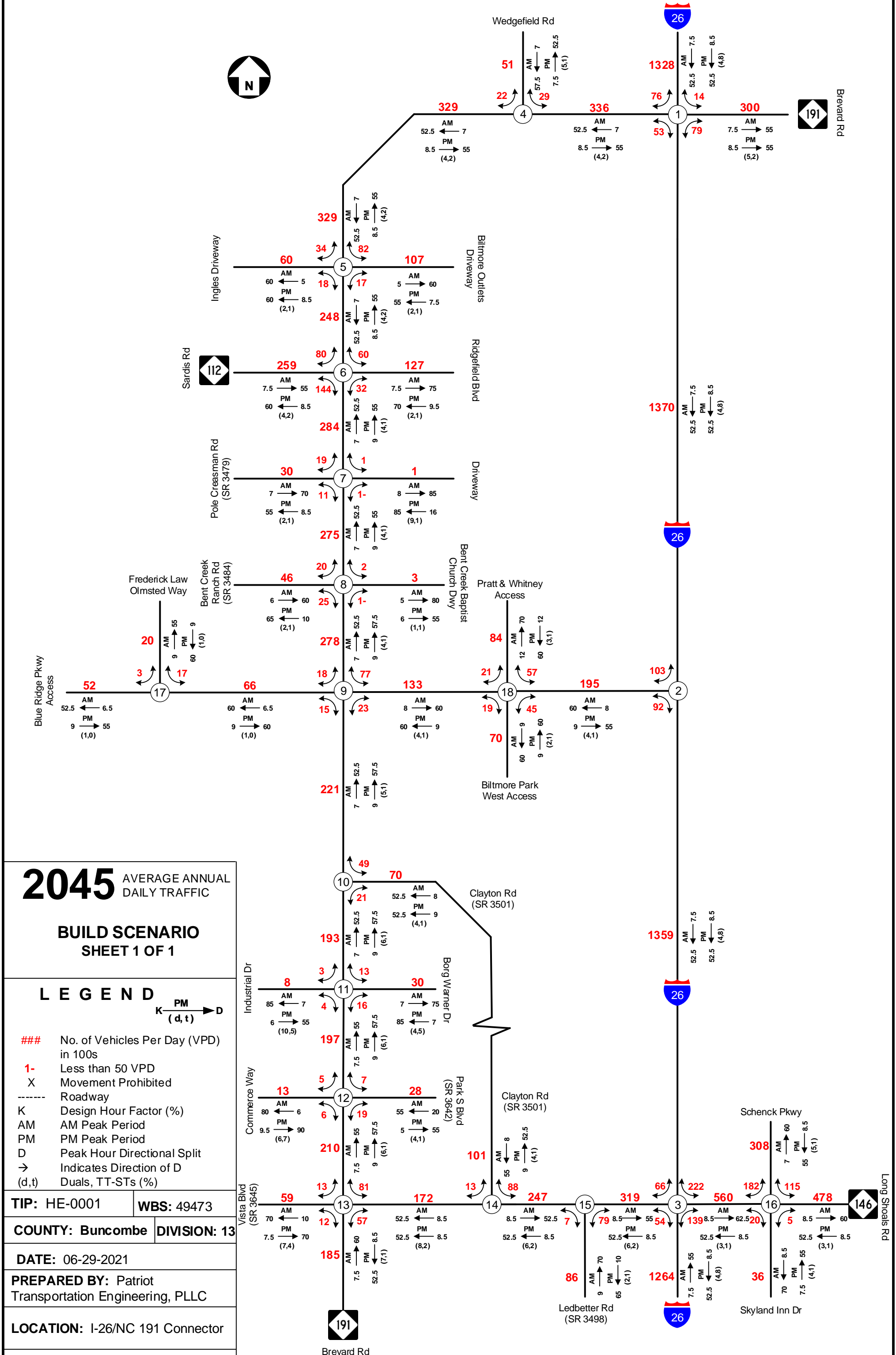
DATE: 06-29-2021

PREPARED BY: Patriot
Transportation Engineering, PLLC

LOCATION: I-26/NC 191 Connector

PROJECT: I-26 Future Interchange
at NC 191 Connector (Exit 35)

Note: Based on a review of the count data and coordination with the Congestion Management Section the peak hour truck percentages for the peak periods are very similar to the daily percentages; therefore, the unadjusted truck percentages included in this forecast should be used for the traffic analysis.



2045 AVERAGE ANNUAL DAILY TRAFFIC

BUILD SCENARIO
SHEET 1 OF 1

LEGEND

No. of Vehicles Per Day (VPD) in 100s

1- Less than 50 VPD

X Movement Prohibited

----- Roadway

K Design Hour Factor (%)

AM AM Peak Period

PM PM Peak Period

D Peak Hour Directional Split

→ Indicates Direction of D

(d,t) Duals, TT-STs (%)

TIP: HE-0001

WBS: 49473

COUNTY: Buncombe

DIVISION: 13

DATE: 06-29-2021

PREPARED BY: Patriot Transportation Engineering, PLLC

LOCATION: I-26/NC 191 Connector

PROJECT: I-26 Future Interchange at NC 191 Connector (Exit 35)

Note: Based on a review of the count data and coordination with the Congestion Management Section the peak hour truck percentages for the peak periods are very similar to the daily percentages; therefore, the unadjusted truck percentages included in this forecast should be used for the traffic analysis.

RESOLUTION TO ADOPT AMENDMENTS TO THE 2045 METROPOLITAN TRANSPORTATION PLAN (MTP)

WHEREAS, the French Broad River Metropolitan Planning Organization's Governing Board passed the 2045 Metropolitan Transportation Plan on September 24th, 2020; and

WHEREAS, the FBRMPO Board has reviewed the proposed amendments and modifications that are listed below and finds them satisfactory for addition to the MTP; and

WHEREAS, the FBRMPO has allowed for public review and comment on the MTP amendments for more than the minimum twenty days required by the FBRMPO Public Involvement Policy; and

WHEREAS, the project HE-0001 will provide a new interchange on I-26 near the mile 35 milemarker and connect to East Fredrick Law Olmsted Way;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the amendment to the FBRMPO 2045 Metropolitan Transportation Plan to include HE-0001:

ADOPTED: This the 27th day of January, 2022

Larry B. Harris, FBRMPO Board Chair

Attest, Tristan Winkler, Director
French Broad River MPO

Staff Report & Recommendations

Item 4B:

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 September 27, 2021 through November 19, 2021. Additional information about Section 5310 is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>.

The 5310 Grant has two categories for funding:

- Traditional/Capital projects: at least 55% of the total funding amount has to go to “traditional” projects.
- Other/Operations projects: no more than 45% of the total funding amount can go to these projects

FY2021 5310 Available Funding	\$ 354,278	55% of Funds (Traditional)*	\$ 194,853
Admin	\$ 35,428	35% of Funds (Other)*	\$ 123,997
After 10% Admin	\$ 318,850	*Note: percentage divisions are calculated before 10% admin	

ARPA 5310**	\$60,154
10% Admin	\$6,015
ARPA After Admin	\$54,139

**Note that ARPA funds are only available for operations (other) projects.

In December's Prioritization Subcommittee meeting, MPO staff presented the various projects that had been submitted for funding and potential alternatives for funding 5310 programs. The Subcommittee moved to vote on updated alternatives in the January meeting after recommending that one project (Recovery to Career) apply for JARC funding instead of 5310 funding to maximize the amount of funding that would be able to support Traditional 5310 projects.

In the process of updating alternatives, MPO Staff noted that with the Recovery to Work program being submitted through JARC, there would be an additional \$9,516 in 5310 ARPA funding unprogrammed. Staff reached out to the two Other applicants (Madison County and the Council on Aging). The Council on Aging was interested in and able to apply for the remaining ARPA funds.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Funding Breakdown for Alternatives

FY2021 5310 Available Funding	\$354,278	100% of Funds (Traditional)*	\$318,850
Admin	\$35,428	0% Funds (Other)*	\$---
After 10% Admin	\$318,850		
ARPA 5310	\$60,154		
Admin	\$6,015		
ARPA 5310 after Admin	\$54,139		

The table below shows the submitted projects and their scores after receiving Subcommittee members' completed scorecards.

Applicant	Traditional or Other	Project Title	Impact	Funding Requested	Local Match	Total Cost	Project Needs & Goals (35)	Project Budget & Operational Preparedness (25)	Project Implementation (25)	Equity, Outreach, & Partnerships (15)	BONUS (5)	Total Score (out of 100)
City of Asheville	Traditional	Asheville Paratransit	34,396	\$ 210,000	\$ 52,500	\$ 262,500	33	11	24	15	4	87
Buncombe County	Traditional	SEDAP	54,067	\$ 128,544	\$ 32,136	\$ 160,680	35	20	25	15	4	98
Council on Aging	Other	Call A Ride	100	\$ 30,432	\$ 30,432	\$ 60,864	35	5	25	15	0	80
Madison County	Other	Expanded Transportation	3000	\$ 23,707	\$ 23,707	\$ 47,415	35	15	23	12	0	78

Prioritization Subcommittee Recommendations for Funding

The Prioritization Subcommittee members' scores for submitted projects were combined and averaged before the Subcommittee made a recommendation for funding. Prioritization recommended the TCC support Alternative 2B.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Alternative 2B:

Fund Madison County and Call-A-Ride projects using ARPA funding. Use all of 5310 funds for Traditional Projects.

Fund highest scoring Traditional Project fully (Buncombe County SEDTAP) and fund second highest scoring project with remainder of funding available (City of Asheville Paratransit).

Alternative 2B

Project	Funding Recommendation	Funding Requested	Local Match	Percentage of Request Funded	Funds Used
Asheville Paratransit	\$190,306	\$210,000	\$47,576	91%	5310 Traditional
Buncombe SEDTAP	\$128,544	\$128,544	\$32,136	100%	5310 Traditional
Call-A-Ride	\$30,432	\$30,432	\$30,432	100%	ARPA 5310
Madison County	\$23,707	\$23,707	\$23,707	100%	ARPA 5310

Action Required

TCC Recommendation: Approve Alternative 2B for 5310 Funding



**RESOLUTION TO APPROVE SELECTED PROJECTS FOR SECTION 5310
FUNDING AVAILABLE FOR THE FBRMPO URBANIZED AREA**

WHEREAS, the City of Asheville is the designated recipient for Section 5310 and ARPA (Section 5310) funds in our region; and

WHEREAS, the FBRMPO held a call for projects to program FY 2021 Section 5310 funds allocated to the urbanized areas of our region; and

WHEREAS, ARPA provided additional 5310 funds for Other (operating) projects in the Asheville UZA; and

WHEREAS, these projects were reviewed with the help of the Prioritization Subcommittee; and

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby approves the following projects for Section 5310 and ARPA (Section 5310) funding;

Funding Type	Amount	Percentage of Total Allocation
Section 5310		
Admin	\$35,428	10%
Total Traditional Projects	\$318,850	90%
Total Other Projects	---	0%
TOTAL 5310 FY21 Funding	\$354,278	100%
ARPA		
ARPA Admin	\$6,015	10%
ARPA (after Admin)	\$54,139	90%
ARPA Total	\$60,154	100%

FRENCH BROAD RIVER

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Project Sponsor	Project Description	Funding Source	Federal Funding Approved
City of Asheville	Asheville Paratransit	Traditional 5310	\$190,306
Buncombe County	SEDAP	Traditional 5310	\$128,544
Council on Aging	Call-A-Ride	ARPA 5310	\$30,432
Madison County	Expanded Transportation	ARPA 5310	\$23,707

ADOPTED: This the 27th day of January, 2022

Larry B. Harris, FBRMPO Board Chair

Attest, Tristan Winkler, FBRMPO Director

Staff Report & Recommendations

Item 4C:

JARC Project Selection

JARC (Jobs Access Reverse Commute) is a competitive pot of funds set aside from Section 5307 Urban Transit Formula funds to encourage regional connectivity, *to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.* The FBRMPO holds a call for projects for federal funding, and the City of Asheville is the Designated Recipient for these funds. The application process for JARC (Fall 2021) ran from September 27th to November 19th, 2021. Additional information about the program is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>.

FBRMPO Fall 2021 JARC Call for Projects	
Regional JARC using FY2021 at 10% of FTA Section 5307 allocation to the Asheville UZA	\$343,962

The MPO received two applications for JARC during the Fall 2021 Call for Projects. The City of Asheville applied for funding for Route 170 Transit Operations and Friends of Land of Sky applied for their Recovery to Career project.

Applicant	Project Title	Project Description	Funding Requested
City of Asheville	Route 170 Transit Operations	Fixed route service for route 170 to Black Mountain (8 trips per day, Monday through Saturday from 5:30am to 9:30pm)	\$231,558
Friends of Land of Sky*	Recovery to Career	Provide vanpool service to recovering addicts from halfway houses/sober living homes in Asheville to manufacturing jobs in Canton/Fletcher.	\$30,000

*Note: originally this project was submitted for 5310 funding; however, it was re-submitted as JARC at the request of the Prioritization Subcommittee and aligns with the purpose of the JARC program.

Staff Report & Recommendations

The Prioritization Subcommittee recommended both projects be fully funded.

Even after funding both projects, there was still a large sum of funding that was unable to be programmed (\$82,404). The Prioritization Subcommittee asked that options on how to address those funds be presented to the Regional Transit Operators Group and that the group provide a recommendation for the Subcommittee to discuss at their next meeting.

Action Required:

TCC Recommendation: Approve funding requested – determine how to address unused funds at later date.



**RESOLUTION TO APPROVE SELECTED PROJECTS FOR JARC FUNDING
AVAILABLE FOR THE FBRMPO URBANIZED AREA**

WHEREAS, the City of Asheville is the designated recipient for FTA Section 5307 (Urbanized Area) funds in our region; and

WHEREAS, the FBRMPO has approved setting aside 10% of FTA Section 5307 funds as JARC (Jobs Access Reverse Commute) program; and

WHEREAS, the FBRMPO held a call for projects for FY2021 JARC funds allocated to the Urbanized Area of our region in Fall 2021; and

WHEREAS, these projects were selected with the help of the MPO Prioritization Subcommittee made up of representatives from the TCC and Board;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby approves the following projects for JARC funding:

Project Sponsor	Project Description	Federal Funding Approved
City of Asheville	Black Mountain Transit Route 170 – continued support for operations	\$231,558
Friends of Land of Sky	Recovery to Career program creates a vanpool for individuals in halfway homes/sober living to be transported to employment (specifically manufacturing in Fletcher and Candler)	\$30,000

ADOPTED: This the 27th day of January, 2022

Larry B. Harris, FBRMPO Board Chair

Attest, Tristan Winkler, FBRMPO Director

Staff Report & Recommendations

Item 4D:

Safety Performance Targets

Background

The Federal Highway Administration (FHWA) established five highway safety performance measures in 2016 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 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our Strategic Highway Safety Plan (SHSP) (<https://spatial.vhb.com/ncdotshsp/>) goals.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. Please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets.

The goal of the most recent (2019) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. North Carolina Safety Performance Target Achievement Determination In early 2021, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2019 safety targets, based on the 5-year averages for 2015-2019 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.**

As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward

FRENCH BROAD RIVER

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achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level. Note that these CY 2019 targets were based off the goal outlined in the 2014 SHSP to reduce fatalities and serious injuries by half by 20

Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2019

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	1,214.7	1,410.0	1,363.0	No	No	No
Fatality Rate (5 Year Average)	1.097	1.192	1.214	No	Yes	
Serious Injuries (5 Year Average)	2,490.6	4,078.4	2,860.8	No	No	
Serious Injury Rate (5 Year Average)	2.228	3.422	2.522	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	403.7	515.6	436.2	No	No	

Table 2 below shows what this determination would look like if the state's methodology for establishing the CY 2019 goal (reducing fatalities and serious injuries by half by 2030) was applied to crash data specific to French Broad River MPO.

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Table 2: French Broad River MPO Safety Performance Target Achievement Determination Summary for CY 2019

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	44.8	51.0	50.0	No	No	No
Fatality Rate (5 Year Average)	0.952	1.029	1.052	No	Yes	
Serious Injuries (5 Year Average)	78.4	116.8	84.4	No	No	
Serious Injury Rate (5 Year Average)	1.646	2.327	1.751	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	13.7	17.6	15.2	No	No	

2022 State Safety Performance Targets

2022 state safety performance targets 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 table below provides crash data specific to the FBRMPO and shows what the safety performance targets would look like if you applied the state's methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at the following link:

https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC_PerformanceMeasuresData_2022Targets_FrenchBroadMPO.pdf

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	89.6	2.003	15.6
2011 - 2015	46.8	1.030	81.8	1.809	15.6
2012 - 2016	46.0	0.993	74.0	1.599	16.0
2013 - 2017	50.0	1.052	84.4	1.751	15.2
2014 - 2018	52.2	1.076	102.0	2.067	17.2
2015 - 2019	51.0	1.029	116.8	2.327	17.6
2016 - 2020	49.4	0.999	128.0	2.584	18.6
2022 Target	45.4	0.912	108.3	2.151	15.7

Action Required

TCC Recommendation: Approve the NCDOT Safety Targets, More Information Requested

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

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Endorsement of Targets for Safety Performance Measures for the French Broad River MPO

WHEREAS, the French Broad River Metropolitan Planning Organization has been designated by the Governor of the State of North Carolina as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the MPO's metropolitan planning area; and;

WHEREAS, the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures annually, by August 31, and;

WHEREAS, the North Carolina Department of Transportation (NCDOT) has established targets for five performance measures based on five year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-Motorized (bicycle and pedestrian) Fatalities and Non-motorized Serious Injuries, and;

WHEREAS, the NCDOT coordinated the establishment of safety targets with the 19 Metropolitan Planning Organizations (MPOs) in North Carolina continually through outreach conducted by NCDOT's Mobility and Safety Group and;

WHEREAS, the NCDOT officially establishes and reports the safety targets in the Highway Safety Improvement Program annual report by August 31, of each year and;

WHEREAS, the MPO's may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State's targets for each measure or establish its own target within 180 days of the State establishing and reporting its safety targets in the HSIP annual report.

NOW THEREFORE BE IT RESOLVED, that the French Broad River Metropolitan Planning Organization agrees to plan and program projects that contribute toward the accomplishment of the State's targets as *noted below for each of the aforementioned performance measures*:

1. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total fatalities by 12.17 percent from 1,428.8 (2016-2020 average) to 1,254.9 (2018-2022 average) by December 31, 2022.
2. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the fatality rate by 13.78 percent from 1.226 (2016-2020 average) to 1.057 (2018-2022 average) by December 31, 2022.

3. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce total serious injuries by 19.79 percent from 4,410.2 (2016-2020 average) to 3,537.6 (2018-2022 average) by December 31, 2022.
4. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the serious injury rate by 21.68 percent from 3.782 (2016-2020 average) to 2.962 (2018-2022 average) by December 31, 2022.
5. For the 2022 Highway Safety Improvement Plan (HSIP), the goal is to reduce the total nonmotorized fatalities and serious injuries by 17.93 percent from 592.2 (2016-2020 average) to 486.0 (2018-2022 average) by December 31, 2022.

Now therefore, be it further resolved, that by approval of this resolution an amendment is hereby made to the French Broad River Metropolitan Planning Organization 2045 MTP adopted on September 24, 2020 by French Broad River Metropolitan Planning Organization.

ADOPTED: This the 27^h Day of January, 2022

Larry B. Harris, FBRMPO Board Chair

Attest, Tristan Winkler, Director
French Broad River MPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4E:

Amendments to the 2020-2029 Transportation Improvement Program (TIP)

About the Program

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period and is required to be in conformity with North Carolina's State Transportation Improvement Program (STIP). The TIP describes each project, a schedule for implementation, funding sources, and estimated costs.

Amendments Overview

This round includes amendment delays allowing for additional time for right-of-way and construction, add delays for planning and design and construction, delays for additional time for preliminary engineering, delay construction, add utilities not previously programed, cost increases in excess of \$2 million (\$2,000,000) threshold. In addition, there are amendments to expedite pavement reconstruction and/or to let projects under one contract., accelerate construction schedules. No new projects are being added to the TIP:

These amendments are currently posted for public review and comment on the [TIP page](#) of the MPO website.

PROPOSED NEW AMENDMENTS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #9 -January 2022																		
PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)									
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
HB-0015	US 19/23/74	Division 14	Haywood	US 19/23/74, REPLACE BRIDGE 430133 OVER JONES COVE ROAD (SR 1527).	Add Project at the Request of the Structures Management Unit. Project Programed for Preliminary Engineering													
HE-0001	I-26	Division 13	Buncombe	I-26 CONSTRUCT NEW INTERCHANGE AT PRATT AND WHITNEY FACILITY	ADD ECONOMIC DEVELOPMENT PROJECT FOR PRELIMINARY ENGINEERING ONLY													

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #9 - January 2022

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (In thousands)	ACTIVITY	FUNDING	COST (in thousands)											POST YEARS
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029		
BL-0005	NC 251	Division 13	Buncombe	C 251/SR 1781 (BROADWAY STREET), CONSTRUCT PEDESTRIAN IMPROVEMENTS FROM US 19/23 NORTHBOUND EXIT RAMP TO NORTH OF SR 1477 (RIVERSIDE DRIVE)	ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22, ADD ADDITIONAL FUNDS FOR CONSTRUCTION	\$ 599	PE	BGDA		51										
							PE	S(M)		13										
							C	BGDA			4	423								
							C	S(M)			1	107								
I-5889B	I-40	Division 13	Buncombe	I-40, MILE MARKER 45.25 TO MILE MARKER 50. REHABILITATE PAVEMENT AND PRESERVE BRIDGES 100352, 100356, 100344, 100347, 100339, AND 100334.	MODIFY SCOPE OF WORK AT THE REQUEST OF THE DIVISION. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.	\$ 20,410														
							C	NHPIM			204	13,457	6,749							
U-5190	NEW LEICESTER HIGHWAY	Division 13	Buncombe	NEW LEICESTER HIGHWAY, NEW LEICESTER HIGHWAY, CITY LIMITS TO PATTON AVENUE IN ASHEVILLE. CONSTRUCT SIDEWALK.	TO ALLOW ADDITIONAL TIME FOR RIGHT-OF- WAY, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 3,220	C	BGANY			2,199									
							C	BGDA			459									
							C	L			664									
U-6251A	NEW ROUTE - ENKA HERITAGE ROAD	Division 13	Buncombe	NEW ROUTE - ENKA HERITAGE ROAD, US 19/23 (SMOKEY PARK HIGHWAY) TO WALKOFF WAY. CONSTRUCT ACCESS ROAD ON NEW	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 2,750	C	APD			18	1,287	445							
							C	L			10	735	255							
U-6251B	US 19/23 (SMOKEY PARK HIGHWAY)	Division 13	Buncombe	US 19/23 (SMOKEY PARK HIGHWAY), ENKA HERITAGE ROAD INTERSECTION. CONSTRUCT FINAL INTERSECTION IMPROVEMENTS	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 1,535	ROW	APF			900									
							C	HP			200									
							C	APD			400									
							C	L			35									

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED/LAPP PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #9 - January 2022																			
PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)										
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS
EB-5774	NC251	Division 13	Buncombe	NC 251/ SR 1781 (BROADWAY STREET), CONSTRUCT PEDESTRIAN IMPROVEMENTS FROM US 19/23 NORTHBOUND EXIT RAMP TO NORTH OF SR 1477 (RIVERSIDE DRIVE).	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 5,000	ROW	BGDA				176							
							ROW	L			44								
							C	BGDA			2,000								
							C	BGANY			1824								
							C	L			956								
EB-5822	NORTH RAD GREENWAY	Division 13	Buncombe	NORTH RAD GREENWAY, CONSTRUCT MULTI-USE PATH ALONG RIVERSIDE DRIVE FROM HILL STREET TO US 19/23/70 AT BROADWAY	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23	\$ 4,129	ROW	TANNY			103								
							ROW	L			26								
							C	BGDA			1,000								
							C	TAANY			2200								
							C	L			800								
EB-5830	ASHEVILLE, LEXINGTON AVENUE, PATTON AVENUE	Division 13	Buncombe	ASHEVILLE, LEXINGTON AVENUE, PATTON AVENUE TO SOUTHSIDE AVENUE. IMPROVE BICYCLE AND PEDESTRIAN INFRASTRUCTURE.	TO REFLECT CURRENT SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 20 TO FY 22.	\$ 675	PE	BGDA			540								
							PE	L			135								

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED/LAPP PROJECTS IN THE 2020-2025 FBRMPO TIP CONTINUED- Amendment #9 -January 2022

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)												POST YEARS
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029			
EB-5831	COXE AVE	Division 13	Buncombe	ASHEVILLE, COXE AVENUE, PATTON AVENUE TO SHORT COXE AVENUE. IMPROVE BICYCLE AND PEDESTRIAN INFRASTRUCTURE.	TO REFLECT CURRENT SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 20 TO FY 22. ADD RIGHT-OF-WAY IN FY 24 AND CONSTRUCTION IN FY 25 AT THE REQUEST OF THE MPO	\$ 11,825	PE	BGDA			420										
							PE	L			105										
							ROW	BGDA					240								
							ROW	L					60								
							C	BGDA						4,400	4,400						
							C	L						1,100	1,100						
EB-5945	Champion Drive	Division 14	Haywood	TOWN OF CANTON, CHAMPION DRIVE, NORTH CANTON ROAD TO THICKETY ROAD. CONSTRUCT MULTI-USE PATH.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT OF WAY FROM FY 21 TO FY 22.	\$ 200	ROW	BGDA			160										
							ROW	L			40										
HL-0014	SR 3214	Division 13	Buncombe	SR 3214 (BILTMORE AVENUE), WHITE FAWN DRIVE INTERSECTION. INSTALL A TRAFFIC SIGNAL AND CONSTRUCT PEDESTRIAN IMPROVEMENTS.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 22 TO 23.	\$ 440	PE	BGDA			32										
							PE	L			8										
							C	BGANY				320									
							C	L				80									

(1) IDENTIFICATION NUMBER	
I	- Interstate
R, A, X	- Rural
M	- Special
U	- Urban
B	- Bridge Replacement
AV	- Aviation
E	- Enhancements, Call, Bicycle & Pedestrian
EB	- Local
ER	- Roadside
S	- Mitigation
EE	- Rest Area
K	- Landscape
P, SB	- Passenger Rail
SR	- Safe Routes to School
W, SL, SF	- Highway Safety
Y, Z	- Railroad-Highway Crossings
F	- Ferry
FS	- Feasibility Study
T	- Public Transportation

(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES

APD - Appalachian Development	HP - Federal-Aid High Priority
BA - Bonus Allocation	HSIP - Highway Safety Improvement Program
BG - Surface Transportation Block Grant Program (Uncategorized)	L - Local
BGS200 - Surface Transportation Block Grant Program (2K - 200K)	NHFP - National Highway Freight Program
BGANY - Surface Transportation Block Grant Program (Any Area)	NHP - National Highway Performance Program
BGBA - Surface Transportation Block Grant Program (Bonus Allocation)	NHPB - National Highway Performance Program (Bridge)
BGDA - Surface Transportation Block Grant Program (Direct Attributable)	NHPBA - National Highway Performance Program (Bonus Allocation)
BGIM - Surface Transportation Block Grant Program (Interstate Maintenance)	NHPBM - National Highway Performance Program (Interstate Maintenance)
BGLTS - Surface Transportation Block Grant Program (Less than 5K)	O - Other
BGOFF - Surface Transportation Block Grant Program (Off System Bridge)	S - State
BOND (R) - Revenue Bond	S (M) - State Match
CMAQ - Congestion Mitigation	T - State Highway Trust Funds
DP - Discretionary	TA - Transportation Alternatives Program (Uncategorized)
ER - Emergency Relief Funds	TAS200 - Transportation Alternatives Program (2K - 200K)
FLAP - Federal Lands Access Program	TAANY - Transportation Alternatives Program (Any Area)
FLTP - Federal Lands Transportation Program	TADA - Transportation Alternatives Program (Direct Attributable)
HFB - Highway Fund Bridge	TALTS - Transportation Alternatives Program (Less than 5K)

(3) FUNDING CATEGORY

DIV - Division Need
EX - Exempt
HF - State Dollars (Non-STI)
REG - Regional Impact
SW - Statewide Mobility
TRN - Transition Project

(4) WORK TYPE (ACTIVITY)

A - Acquisition
C - Construction
CB - Construction (BUILD NC)
CG - Construction (GARVEE)
F - Feasibility Study
G - Grading and Structures
I - Implementation
L - Landscaping
M - Mitigation
O - Operations
P - Paving
PE - Preliminary Engineering
R - Right of Way
RB - Right of Way (BUILD NC)
RG - Right of Way (GARVEE)
S - Structure
U - Utilities

Action Required

TCC Recommendation: Approve the TIP Amendments as Presented

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

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

RESOLUTION APPROVING AN AMENDMENT #9 TO THE 2020-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the French Broad River Metropolitan Planning Organization (MPO) provides transportation planning services for the jurisdictions and transit providers within the French Broad River MPO Planning Area; and

WHEREAS, the Board has found that the French Broad River MPO is conducting transportation planning in a continuous, cooperative, and comprehensive manner; and

WHEREAS, the French Broad River MPO Board adopted the 2020-2029 Transportation Improvement Program on October 24, 2019; and

WHEREAS, the FBRMPO Board (Transportation Advisory Committee) has reviewed the proposed amendments and modifications that are listed below and finds them satisfactory for addition to the TIP; and

WHEREAS, the French Broad River MPO has made these amendments available for public comment in accordance with the MPO's Public Involvement Policy;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the following modifications to the 2020-2029 Transportation Improvement Program (see next page):

ADOPTED: This the 27th Day of January, 2022

Larry B. Harris, FBRMPO Board Chair

Attest, Tristan Winkler, Director
French Broad River MPO

Staff Report & Recommendations

Item 4F:

Draft FY 2023 Unified Planning Work Program (UPWP)

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

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 (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 is due on January 28th. The Final UPWP is due at the end of March.

Major Changes between the FY 2022 and FY 2023 UPWP

- More emphasis is being put on data, modeling, and travelers behavior to reflect anticipated work to build the region's base-year socio-economic dataset for the 2050 MTP. This includes further work on updating the region's land use layer,

- More funding is being put towards TIP Development/Prioritization to go along with anticipated work tasks for P 6.0

- Less funding is being put towards Special Study Coordination with the Regional Transit Study and Corridor Studies expected to be completed.

- More emphasis is being put on the release of the 2020 Census, which may impact the MPO's Planning Area boundary

- More funding is being put towards Regional Planning with on-going work for the CTP update, LCP update, MTP work, and potential 5307 suballocation formula considerations

Action Required

TCC Recommendation: Approve the Draft FY 2023 UPWP

FY 2023

**French Broad River MPO
Unified Planning Work Program**



METROPOLITAN PLANNING
ORGANIZATION
A PROGRAM OF LAND OF SKY

Fiscal Year 2023 Unified Planning Work Program for the French Broad River Metropolitan Planning Organization

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INTRODUCTION

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 2023 that will help to carry out a cooperative, comprehensive, and continuous transportation planning process for the FBRMPO Planning Area.

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 2023 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.

-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 2010 US Census will be utilized to calculate local dues for FY 22.

NARRATIVE OF SECTION 104(f) WORK TASKS TO BE PERFORMED

II-A Data and Planning Support		
II-A-1	Networks and Support Systems	<p>MPO staff will maintain spatial data related to the planning area including roadway network changes, bike/ped infrastructure network changes, parking inventory changes, traffic volumes, crashes, bike/ped counts, environmental data, and other data related to Vehicle Miles Traveled and roadway capacity deficiencies.</p> <p><u>WORK PRODUCT:</u> Updated Catalogue of GIS shapefiles, biennial congestion report</p>
II-A-2	Travelers and Behavior	<p>MPO staff will maintain data on the region's VMT, travel-time reliability, crashes, vehicular volumes, base-year population and employment data, and bicycle and pedestrian counts.</p> <p><u>WORK PRODUCTS:</u> Verification of 2020 employment data for the five-county area</p>
II-A-3	Transportation Modeling	<p>MPO staff will work with NCDOT TPD staff to maintain and update the region's travel demand model, finalize changes to the model's TAZs, and coordinate model outputs with socio-economic projections.</p> <p><u>WORK PRODUCT:</u> Final 2020-2050 Transportation Analysis Zones (TAZs)</p>
II-B Planning Process		
II-B-1	Targeted Planning	<p>MPO staff will continue coordination activities with the region's Clean Air Campaign, Clean Vehicle Coalition, WNC Rail Committee, and Land of Sky Resiliency efforts; participate in continued FAST Act and other planning training and workshop efforts.</p> <p><u>WORK PRODUCT:</u> Document existing and planned charging stations for electric vehicles, work with Divisions and Local Governments on</p>

		Complete Streets and Streetscaping Opportunities with NCDOT Resurfacing projects
II-B-2	Regional Planning	<p>Amend the 2045 MTP, Finalize the region's Comprehensive Transportation Plan (CTP) Continue Documentation of 2020 Existing Conditions for the 2050 MTP, Finalize Changes to the 5307 Suballocation Formula, Finalize the Updated Locally Coordinated Human Services and Public Transportation Plan.</p> <p><u>WORK PRODUCT:</u> Amendments to the 2045 MTP as needed, Finalized CTP, Existing Conditions for the 2050 MTP, Follow-Up Items from the Regional Transit Study, Continued Coordination for the Hellbender Regional Trail, Facilitated Discussions and Potential Modifications to the 5307 Suballocation Formula</p>
II-B-3A	Special Studies Operations	<p>MPO staff will continue to provide support, contracting, invoicing, and oversight of on-going special studies in the region, including special studies managed in-house (TDM)</p> <p><u>WORK PRODUCT:</u> Staff assistance and administration of the Buncombe County Pedestrian Plan, Haywood County Greenway Plan, Asheville Reed Creek Greenway Feasibility Study, and 2050 Socio-Economic Projections</p>
II-B-3C	Special Studies Pass-Through	No Special Studies Utilizing PL Pass-Through Dollars for FY 2023.
III-A Planning Work Program		
III-A-1	Planning Work Program	<p>The MPO will develop a Planning Work Program in accordance with Federal requirements, with the guidance of the Technical Coordination Committee and MPO Board, a 5-year work plan, and maintain MPO certification.</p> <p><u>WORK PRODUCT:</u> FY 2024 UPWP</p>
III-A-2	Metrics and Performance Measures	<p>MPO staff will prepare quarterly reports to NCDOT Transportation Planning Division.</p> <p><u>WORK PRODUCT:</u> Quarterly Reports</p>
III-B Transportation Improvement Program		

III-B-1	Prioritization	<p>The MPO will continue to participate in the Statewide Prioritization Process as mandated by the Strategic Transportation Investments Act of 2012. In FY 2023, the MPO expects to work on developing the 2024-2033 State Transportation Improvement Program (STIP)</p> <p><u>WORK PRODUCT:</u> Draft 2024-2033 TIP</p>
III-B-2	Metropolitan TIP	<p>The MPO will maintain the TIP in coordination with NCDOT, transit providers, and local governments, and provide any remaining work tasks for the programming of STBGDA, TAPDA, 5310, and JARC funds.</p> <p><u>WORK PRODUCT:</u> Amendments to the 2020-2029 TIP and required public input and documentation, LAPP Call for Projects, 5310 Call for Project, JARC Call for Projects, adoption of the 2024-2033 TIP</p>
III-B-3	Merger/Project Development	<p>The MPO will continue to participate in project development meetings, including major projects in the Merger Process as well as local projects, as needed.</p>
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements		
III-C-1	Title VI Compliance	<p>The MPO will maintain Civil Rights statistics to maintain compliance with FTA and other agency requirements and work to improve current documents and processes related to Title VI Compliance.</p>
III-C-2	Environmental Justice	<p>The MPO will continue to provide analysis of projects to assure compliance with Environmental Justice requirements to work towards having historically underrepresented populations more aware and involved in the transportation planning process and to provide a planning overview of benefits and burdens from planned transportation projects.</p> <p>WORK PRODUCT: Identification of base-year (2020) environmental justice communities</p>

III-C-3	Minority Business Enterprise Planning	Nothing programmed for FY 2023.
III-C-4	Planning for Elderly	<p>Coordinate with the Area Agency on Aging, AARP, County Agencies on Aging, and other stakeholders to identify and further engage on topics relevant to the aging/transportation nexus.</p> <p>WORK PRODUCTS: Coffee with a Transportation Planner events</p>
III-C-5	Safety/Drug Control Planning	Research potential grants or planning activities involving transit and substance abuse.
III-C-6	Public Involvement	<p>Work to involve the public at all stages of the transportation planning process, including long-range and more immediate transportation planning efforts; coordinate the Citizens Advisory Committee to advise on public participation efforts at the MPO and work on amending and updating the MPO's Public Involvement Plan, as needed. Continue to utilize remote meeting accessibility as an option, even if in-person meetings become safe and accessible again.</p>
III-C-7	Private Sector Participation	Nothing programmed for FY 2023.
III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	<p>Continue to coordinate with other regional, state, and federal agencies involved in transportation planning activities; monitor legislation relevant to the transportation planning process; coordinate activities with the Land of Sky RPO and local transit agencies; participate in the North Carolina Association of MPOs; participate in working groups and committees at the state including, but not limited to the SPOT Working Group, Non-Motorized Statewide Planning Group, Freight and Freight Parking Planning Groups, and the Complete Streets Working Group; attend professional conferences and other training opportunities as appropriate for professional development and peer-exchanges. Host educational event in conjunction with Clean Cities on Autonomous and Electric Vehicles.</p>
III-E Management and Operations		
III-E	Management, Operations, Program	Provide direct support to the MPO Board, TCC, Prioritization Subcommittee, Citizens Advisory

	Support Administration	<p>Committee, Transit Operators Workgroup, 5307 Sub-Recipients Workgroup, Freight Stakeholders Group, and any other group requiring MPO staff for agenda, minutes, and meeting logistics; procure supplies related to planning activities; any direct costs associated with MPO administration; maintain files and records for the MPO; maintain the MPO website; support staff training and development.</p> <p><u>WORK PRODUCT:</u> Meeting Agendas, Website Updates</p>
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TABLES OF 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 pertaining 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. Data will be used in reporting current system functions, analyze impact of system service changes, and 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 uses 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. This enables the Transit Planning staff to evaluate and plan improvements to the transit system, as well as work on bus stop enhancements. This ensures connectivity among ART's fixed-route service and to other regional modes of transportation.</p> <p>Work Program: Continue to review demographic data based on the 2020 census and use the information to improve service. Conduct survey to collect ridership data and other demographic information.</p>
II-A-3	Transportation Modeling	
II-B Planning Process		
II-B-1	Targeted Planning	<p>Work with various community organizations on targeted transit service planning for specific routes as needed.</p> <p>Work Product: Information received will be used</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.</p> <p>Participate in the MPO's regional planning studies conducted over the next two fiscal years. Attend TCC</p>

		<p>(Technical Coordinating Committee), and other transit advisory board meetings.</p> <p>Work Product: Implementation of new service per the Transit Master Plan. MPO Regional Transit Study and other Planning studies.</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, and manage FTA compliance/reporting, monitor and oversee the operations and maintenance contract for fixed-route and paratransit services.</p> <p>Work Products: Quarterly and Annual FTA financial and milestone progress reports; complete annual NTD reporting; work on Subrecipient Grant Agreements and reports; complete and submit annual FTA Drug and Alcohol Reports; and complete and submit the FY 22 to FY 24 DBE Goals to FTA, etc.</p>
III-A-2	Metrics and Performance Measures	
III-B Transportation Improvement Program		
III-B-1	Prioritization	
III-B-2	Metropolitan TIP	<p>Work with MPO on programming transit projects and funding in the M/STIP.</p> <p>Work Program: Include STIP ID information in grant applications for the City and subrecipients.</p>
III-B-3	Merger/Project Development	

III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements		
III-C-1	Title VI Compliance	<p>Title VI analysis will be conducted for route and fare changes. The City's Title VI plan will be updated in 2020. The City will continue to implement the DBE plan, which includes closely coordinating with the Small and Minority-Owned Business Program. Individual projects involving land use and site design evaluated along with public mobility issues in mind. Conduct Equity Analysis for related service and/or changes.</p> <p>Work Product: Submit DBE bi-annual reports to the FTA.</p>
III-C-2	Environmental Justice	
III-C-3	Minority Business Enterprise Planning	
III-C-4	Planning for Elderly	
III-C-5	Safety/Drug Control Planning	
III-C-6	Public Involvement	
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	<p>Conduct meetings as part of the City's oversight responsibilities as part of grants management and administration. Meet quarterly with all subrecipients and work with subrecipients to address issues and/or concerns related to federal grants.</p> <p>Work Product: Complete quarterly meetings and submit reports to subrecipients on items to follow-up during meetings.</p>

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				STBGDA (Flexed to PL)			Total			
			Local	Federal	TOTAL	Local	State	Federal	Total	Local	Federal	Total	Local	State	Federal	Total
			20%	80%		10%	10%	80%		20%	80%					
	II-A	Data and Planning Support	\$ 12,912	\$51,648	\$ 64,560	\$1,635	\$1,635	\$13,082	\$16,352	\$ -	\$0	\$ -	\$ 14,547	\$1,635	\$64,730	\$ 80,912
44.24.00	II-A-1	Networks and Support Systems	\$ 817	\$3,269	\$ 4,086	\$1,053	\$1,053	\$8,422	\$10,527	\$ -	\$0	\$ -	\$ 1,870	\$1,053	\$11,690	\$ 14,613
44.23.01	II-A-2	Travelers and Behavior	\$ 3,412	\$13,647	\$ 17,059	\$583	\$583	\$4,660	\$5,825	\$ -	\$0	\$ -	\$ 3,994	\$583	\$18,307	\$ 22,884
44.23.02	II-A-3	Transportation Modeling	\$ 8,683	\$34,732	\$ 43,415					\$ -	\$0	\$ -	\$ 8,683	\$0	\$34,732	\$ 43,415
	II-B	Planning Process	\$ 28,705	\$114,819	\$ 143,523	\$3,430	\$3,430	\$27,440	\$34,300	\$ 49,400	\$ 237,600	\$ 297,000	\$ 81,535	\$3,430	\$379,859	\$ 464,823
44.23.02	II-B-1	Targeted Planning	\$ 5,557	\$22,228	\$ 27,785	\$2,652.50	\$2,652.50	\$21,220	\$26,525	\$ -	\$0	\$ -	\$ 8,210	\$2,653	\$43,448	\$ 54,310
44.22.00	II-B-2	Regional Planning	\$ 11,114	\$44,456	\$ 55,571	\$778	\$778	\$6,220	\$7,775	\$ -	\$0	\$ -	\$ 11,892	\$778	\$50,676	\$ 63,346
44.27.00	II-B-3A	Special Studies Operations	\$ 12,033	\$48,134	\$ 60,167					\$ -	\$0	\$ -	\$ 12,033	\$0	\$48,134	\$ 60,167
44.27.00	II-B-3C	Special Studies Pass-Through	\$ -	-	\$ -					\$ -	\$0	\$ -	\$ -	\$0	\$0	\$ -
44.27.00	II-B-3D	Buncombe County Multimodal Plan			\$ -					\$ 25,000	\$100,000	\$ 125,000	\$ 25,000	\$0	\$ 100,000	\$ 125,000
44.27.00	II-B-3E	2050 Regional Socio-Economic Projections			\$ -					\$ 10,000	\$80,000	\$ 100,000	\$ 10,000	\$0	\$ 80,000	\$ 90,000
44.27.00	II-B-3H	TDM Coordinator			\$ 42,495					\$ 14,400	\$57,600	\$ 72,000	\$ 14,400	\$0	\$ 57,600	\$ 72,000
	III-A	Planning Work Program	\$ 17,202	\$68,809	\$ 86,012	\$636	\$636	\$5,089	\$6,361	\$ -	\$0	\$ -	\$ 17,838	\$636	\$73,898	\$ 92,373
44.23.02	III-A-1	Planning Work Program	\$ 8,499	\$33,996	\$ 42,495	\$636	\$636	\$5,089	\$6,361	\$ -	\$0	\$ -	\$ 9,135	\$636	\$39,085	\$ 48,856
44.24.00	III-A-2	Metrics and Performance Measures	\$ 8,703	\$34,813	\$ 43,517					\$ -	\$0	\$ -	\$ 8,703	\$0	\$34,813	\$ 43,517
	III-B	Transp. Improvement Plan	\$ 12,667	\$50,667	\$ 63,334	\$736	\$736	\$5,886	\$7,357	\$ -	\$0	\$ -	\$ 13,403	\$736	\$56,553	\$ 70,691
44.25.00	III-B-1	Prioritization	\$ 5,332	\$21,329	\$ 26,662					\$ -	\$0	\$ -	\$ 5,332	\$0	\$21,329	\$ 26,662
44.25.00	III-B-2	Metropolitan TIP	\$ 6,517	\$26,069	\$ 32,586	\$736	\$736	\$5,886	\$7,357	\$ -	\$0	\$ -	\$ 7,253	\$736	\$31,955	\$ 39,943
44.25.00	III-B-3	Merger/Project Development	\$ 817	\$3,269	\$ 4,086					\$ -	\$0	\$ -	\$ 817	\$0	\$3,269	\$ 4,086
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 14,179	\$56,715	\$ 70,893	\$1,908	\$1,908	\$15,266	\$19,082	\$ -	\$0	\$ -	\$ 16,087	\$1,908	\$71,980	\$ 89,975
44.27.00	III-C-1	Title VI Compliance	\$ 1,042	\$4,168	\$ 5,210	\$1,908	\$1,908	\$15,266	\$19,082	\$0	\$0	\$ -	\$ 2,950	\$1,908	\$19,433	\$ 24,292
44.27.00	III-C-2	Environmental Justice	\$ 3,637	\$14,546	\$ 18,183					\$0	\$0	\$ -	\$ 3,637	\$0	\$14,546	\$ 18,183
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$0	\$ -					\$0	\$0	\$ -	\$ -	\$0	\$0	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ 2,819	\$11,278	\$ 14,097					\$0	\$0	\$ -	\$ 2,819	\$0	\$11,278	\$ 14,097
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 1,042	\$4,168	\$ 5,210					\$0	\$0	\$ -	\$ 1,042	\$0	\$4,168	\$ 5,210
44.27.00	III-C-6	Public Involvement	\$ 5,639	\$22,555	\$ 28,194					\$0	\$0	\$ -	\$ 5,639	\$0	\$22,555	\$ 28,194
44.27.00	III-C-7	Private Sector Participation	\$ -	\$0	\$ -					\$0	\$0	\$ -	\$ -	\$0	\$0	\$ -
	III-D	Statewide & Extra-Regional Planning	\$ 6,374	\$25,497	\$ 31,871	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ 6,374	\$0	\$25,497	\$ 31,871
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 6,374	\$25,497	\$ 31,871					\$0	\$0	\$0	\$ 6,374	\$0	\$25,497	\$ 31,871
	III-E	Management Ops, Program Suppt Admin	\$ 13,786	\$55,145	\$ 68,931	\$5,597	\$5,597	\$44,779	\$55,974	\$ 8,176	\$32,706	\$ 40,882	\$ 27,560	\$5,597	\$132,630	\$ 165,787
44.27.00		Management Operations	\$ 13,786	\$55,145	\$ 68,931				\$0	\$ 8,176	\$32,706	\$ 40,882	\$ 21,963	\$0	\$87,851	\$ 109,813
44.27.00		Program Support Administration	\$ -	\$0	\$ -	\$5,597	\$5,597	\$44,779	\$55,974				\$ 5,597	\$5,597	\$44,779	\$ 55,974
	TOTALS		\$105,825	\$423,300	\$ 529,125	\$13,943	\$13,943	\$111,541	\$139,426	\$57,576	\$270,306	\$337,882	\$ 177,344	\$13,943	\$805,146	\$ 996,433
Continuing Studies																
FY Account	Project	MPO Planning & Admin- PL 104			Transit Planning- 5303				STBGDA (Flexed to PL)			Total				
		Local	Federal	Total	Local	State	Federal	Total	Local	Federal	Total	Local	State	Federal	Total	
		20%	80%		10%	10%	80%		20%	80%						
FY 22	Reed Creek Greenway Extention Study								\$10,000	\$40,000	\$50,000	\$10,000	\$ -	\$40,000	\$50,000	
FY 22	Haywood County Greenway Master Plan								\$22,500	\$90,000	\$112,500	\$22,500	\$ -	\$90,000	\$112,500	
	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,500	\$130,000	\$162,500	\$32,500	\$0	\$130,000	\$162,500	

LOCAL MATCH FOR FY 2023 UPWP

Local match for federal Metropolitan Planning funds (either PL or STBGDA flexed to PL) is required in order to access these funds. The French Broad River MPO's budget for FY 2023 consists of a total of \$570,008, necessitating a 20% local match of \$114,002. This local match is split between paying entities of the region (some counties pay on behalf of some of their municipalities), based on the jurisdiction proportion of the MPO's population from the 2010 Decennial Census. The estimated dues for FY 2023 are estimated to be the same as FY 2021 and are distributed by each dues-paying member below

	FY 2023 Amount
Total	\$570,008
Federal Share	\$456,006
Local Share	\$ 114,002
Buncombe County (36.56%)	\$41,678.98
Henderson County (23.64%)	\$26,949.98
City of Asheville (21.07%)	\$24,020.14
Haywood County (10.60%)	\$12,084.17
City of Hendersonville (3.32%)	\$3,784.85
Town of Waynesville (2.49%)	\$2,838.64
Madison County (2.32%)	\$2,644.84

RESOLUTION OF APPROVAL
a program of Land of Sky
FRENCH BROAD RIVER
METROPOLITAN PLANNING ORGANIZATION

RESOLUTION ADOPTING THE DRAFT PLANNING WORK PROGRAM FOR FY 2023

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 2023;

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 2023;

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 2023.

ADOPTED: This the 27th day of January, 2023.

Larry B. Harris, FBRMPO Board Chair

Attest: Tristan Winkler, Director

MPO CERTIFICATION

To be updated in March, 2022.

Staff Report & Recommendations

Item 6A:

Division Project Updates

Division 13 Updates: <http://frenchbroadrivermpo.org/wp-content/uploads/2022/01/D13-Updates-Januaru.pdf>

Division 14 Updates: <http://frenchbroadrivermpo.org/wp-content/uploads/2022/01/Div14Jan2022.pdf>

Item 6B:

TPD Updates

Item 6C:

FHWA/FTA Updates

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6D:

Committee & Workgroup Updates

Prioritization Subcommittee— met January 5th; next meeting February 2nd

Transit Operators' Workgroup—met January 11th

5307 Subrecipient Workgroup- next meeting March 7th

Citizens' Advisory Committee- met January 12th

Hellbender Trail Stakeholder Group- next meeting February 3rd

Corridor Studies- Asheville City Council adopted the corridor studies as an amendment to the Asheville in Motion plan.

Recommended Actions:

Accept the reports.

Item 6E:

Legislative Updates