

Governing Board

October 24, 2019 – 1:00 P.M., Fletcher Town Hall

Agenda

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

 - A. Welcome and Introductions, Approval of Agenda Bill Lapsley
 - B. Ethics Statement for MPO Board Members Bill Lapsley

 2. **PUBLIC COMMENT**

 3. **PUBLIC HEARING – MTP 2040 AMENDMENTS**

 4. **PUBLIC HEARING – FBRMPO 2020-2029 TIP ADOPTION**

 5. **CONSENT AGENDA**

Bill Lapsley

 - A. September 26, 2019 Minutes
 - B. Letter of Support- Apple Country Transportation 5310 Application

 6. **BUSINESS (45-60 min)**

 - A. MTP 2040 Amendments MPO Staff
 - B. 2020-2029 TIP Adoption MPO Staff
 - C. Regional Transit Study Update MPO Staff
 - D. 2045 Population and Employment Projects MPO Staff

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

 - A. NCDOT Division 13 and 14 updates Mark Gibbs/Brian Burch 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

 8. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (15 min)**

 9. **TOPICS FOR NEXT MEETING**

 10. **PUBLIC COMMENT**

 11. **ADJOURNMENT**

-

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Governing Board

Item 5:

Consent Agenda

Item 3A: September Board Minutes

Item 3B: Henderson County/WCCA 5310 Grant Application Resolution of Support

Item 3C: 2018-2027 TIP Modifications

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Item 5A:

September 26, 2019 Minutes

French Broad River Metropolitan Planning Organization
Minutes from the Board meeting on September 26, 2019

Attendees:

Michael D. Farlow
George Banta
Steve Williams
Troy Wilson
Joel Setzer
Autumn Radcliff
Hannah Cook
Michael Dawson
Tom Widmer
LeRoy Robertson
Anne Coletta

John Dockendorf
George Webb
Stephen Sparks
Daniel Sellers
William Lapsley
Tristan Winkler
Nick Kroncke
Emily Scott-Cruz
Brownie Newman
Kevin Ensley
Matt Wechtel

Amanda Edwards
Larry Harris
Vicki Eastland
Brian Burgess
Ritchie Rozzelle
Brian Caskey
Gwen Wisler
Jeff McKenna
Bob Davy

WELCOME AND HOUSEKEEPING

William Lapsley called the meeting to order, welcomed attendees, and requested introductions. He read the Ethics Statement and requested if there were any conflicts which would preclude TAC members from voting on business items, to state such for the record, and to refrain from participating in the matter.

Matt Wechtel motioned to approve the agenda as presented. Larry Harris seconded and the motion carried without further discussion.

PUBLIC COMMENT

No public comment at this time.

CONSENT AGENDA

Bob Davy moved to approve the consent agenda. Jeff McKenna seconded the motion, carried without further discussion.

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5310 Project Selection

Emily Scott-Cruz presented information regarding 5310 project selection. The projects that were reviewed to guarantee eligibility for funding were confirmed as eligible. Currently, the MPO will fund 5310 projects included in the agenda packet at 66% of requested funding. The MPO is in the process of revising the Call for Applications and creating a quantitative scoring mechanism for the next round of funding. This will include considering how to best prioritize projects, will create a more uniform format for budget submittal and data reporting requirements. Emily SC asked the board to vote to approve funding for the 5310 projects.

Brownie Newman motions to approve 5310 Project Selection and Brian Caskey seconded motion. Motion approved.

Amendments to the 2018-2027 TIP

Nick Kroncke introduced the amendments to the TIP. Highlighted were amendments on four different highway projects and two bike/ped projects after delays to ROW and construction. Mr. Kroncke encouraged the board to review and sought recommendation for Board to pass those amendments.

Larry Harris motions to approve the TIP amendments as presented and Amanda Edwards seconded.

Questions arose about whether funding would become available would those projects be funded again. Brownie Newman wanted more context as far as DOT funding goes. Tristan presented that the current fiscal environment is one of a cash balance shortfall, causing delays and halting of projects. This is round two or three of delays at the state level because of financial shortfall.

William Lapsley asked if it would be appropriate to amend the motion and add the request that NCDOT recognize the concern that the Board has with funding.

Draft 2020-2029 TIP

Nick Kroncke presented a summary of transportation project planning and construction. The STIP was approved earlier in September and included 1700 projects across the state, the TIP is the subset of that document maintained by the MPO in accordance with NCDOT and must align with the STIP. The TIP is a planning level document without design details—only general improvements and route. There are 150 programmed projects, 88 highway, 22 bike/ped, and 43 other. If the TIP does not align with state's STIP the project may not move forward, nor any project in the TIP. Mr. Winkler noted the historical perspective—TIPs were created to check states and local governments and make sure they were staying close to the same page.

Governing Board

William Lapsley asked if a local board could just request projects be removed from the STIP and not take it before the MPO. Mr. Winkler said that's not the case- the MPO would still be required to remove the project from the TIP. In other MPOs, disagreements have occurred where state says no to removal or MPO says no and the other says yes. When that happens, all projects in the region are impacted. This happens with clear disagreements- not just administrative errors.

Mr. Kroncke covered the highlights of the SPOT 5.0 projects that made it into the TIP. Including I-25 project, Swannanoa River Rd (Modernization), NC 280 (Access Management), US 23/74 in Haywood County (Modernization), US 276/Jonathan Creek R-5921 (Modernization), Russ Ave, North RAD Greenway, Mills Gap, US 23/74, Grove Street Sidewalks, etc. Further discussed the process of TIP/STIP and directed Board to the public input opportunities (hearing at October Board meeting). Nick showed the GIS map that displays and provides information regarding projects in the region.

Informational at this point, no motion needed.

SPOT Updates & Project Suspensions

Mr. Winkler presented on the NCDOT delays that moved most of milestones for prioritization back several months. Project submissions are scheduled now for March and April 2020. This pushes back a lot of milestones and alters overall planning schedule. SPOT scores are now pushed back to January 2021—not summer 2020. Funding shortfalls caused by a number of factors such as natural disasters, MAP Act lawsuits, and cost overruns across our region and the entire state led to these delays.

SPOT 6.0 was supposed to develop the 2022 to 2031 STIP; however, that is now changed to 2023 to 2032 STIP to allow more time to work through express designs and get better cost estimates, but also if you add another year as part of prioritization process, that's another year of funding made available.

Steve Williams explained how DOT is required to have a cash balance of no-less than \$300 million, and a few months ago notified that they were fast approaching the cash floor, which resulted in suspension of contracts and projects and letting temporary employees go. The result was that projects not on 12 month let lists or with federal funding were suspended. No more development could take place. Prior to 2016, average emergency storm expenditures were \$65 million, but since 2016 it's jumped up to \$222 million dollars per years, and NCDOT gets reimbursed but it takes about a decade to get those reimbursements. The MAP Act lawsuit and subsequent ruling as unconstitutional led to state payouts to property owners, which led to about \$300 million paid so far, and NCDOT anticipates it could go up to \$1 billion dollars paying property owners.

Recently, a second year of NC Build Bond money became available and will be applied to some of the suspended projects. Now in Henderson and Haywood County, only the projects in 2020-2029 STIP will not

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be underway. Bonds are officially released now though. This deals with our current funding balance, not projected balance.

Informational only, no motion needed.

NCDOT Complete Streets Updates

Mr. Winkler explained that NCDOT has been working on Complete Streets updates for a little over a year and recently passed an updated policy statement and description. This is for Complete Streets projects built on roadways. The most important aspects of the policy being the cost share and construction of bicycle, ped, and transit facilities in conjunction with highway projects. If your jurisdiction has a local, regional, or state adopted plan that identifies a bike/ped/transit project and falls on a funded highway corridor, it'll be constructed and paid for in full by NCDOT. If it is not in a plan but is deemed necessary, it can be constructed in that process but will have a local cost share. This is important because we need to make sure that the complete streets elements that you want are reflected in your documents. This also affects betterments, NCDOT will pay up to their requirements and additional "betterments" will be cost shared with local funds. Every complete streets policy has exceptions, but this policy is taking more of an opt out approach—if you say "don't have complete streets elements as this project" then you have to justify why not as opposed to justifying the need for complete streets elements. If not including Complete Streets element is requested by local government (rather than the engineers) then it is granted however.

The MPO is required to have projects funded in region to be included in long range plan along with expectations from that project. Even if it's not in a local plan, we still have to develop local concept to send to DOT for design.

Informational only, no motion needed.

NCDOT Division 13 and 14 updates

Hannah Cook presented NCDOT Division 13 updates. Ms. Cook mentioned she is developing a map that should be available to show projects and information related to projects sometime soon.

Steve Williams provided updates about the ongoing projects in Division 14.

A project can go all the way to the let date and still be killed—question arising from political campaign that is built on ending a certain project. However, that project would still need to be removed from the TIP by the MPO.

Informational only, no motion needed.

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Transportation Planning Branch

Project suspensions affect forecast, so currently forecasting work is suspended.

NC Moves 2050 has been a huge outreach effort. NCDOT is doing more public outreach and seeks input and advice for ideas of where NCDOT can pitch their NC Moves efforts

Next section of public involvement is focused on scenario planning.

FHWA/FTA Updates

FHWA is worried by cash balance issues and have been working with real estate folks to make sure that we maintain federal funding for projects that were affected by MAP Act. Trying to maintain as much as we can. It is the end of our fiscal year and they'll be back up and operating first week of October. Not sure what happens in November.

Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping

Prioritization met in September to discuss MTP, land use studies, etc. We'll be meeting on October 1st to do an MTP workshop, drawing on maps and prioritizing goals.

The Regional Trail Work group met in August and next meeting will cover a draft document that covers the regional trail map. Hellbender Regional Trail Network is the officially recommended title of the trail

Transit Operators Group met and discussed 5310 and the regional transit feasibility study coming later this year (met on September 13th)

Legislative Updates

There is a draft transportation bill in the senate known as the Drive Act. Overall, it does add funding across the board and for resiliency, but the sticker on that one is that it does not show where the funds are coming from. Daniel thinks it is just to extend reauthorization of funding past the expiration date in 2021.

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

William Lapsley – in April, the board was told that funds not committed would be distributed. Came to Henderson's attention that some funds could go towards ped/greenway projects. So groups put together the abandoned railroad track in Hendersonville to Brevard to convert it into a greenway, called the Ecusta Trail, and through the efforts of a number of groups and municipal governments, the board of transportation at August meeting approved a grant of 6.4 million dollars to Conserving Carolina to act as agent to acquire rights to railroad track, which would be a bulk of funding for the track and additional funds would become available to begin construction of major greenway from Hendersonville to Brevard.

PUBLIC COMMENT

No public comment.

Motion to adjourn by Larry Harris and Brian Caskey seconded it. Meeting adjourned.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5B:

Henderson County/WCCA 5310 Grant Application Resolution of Support

RESOLUTION IN SUPPORT OF APPLE COUNTRY TRANSPORTATION (WCCA) APPLICATION FOR NCDOT 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES GRANT

WHEREAS, Apple Country Transportation (WCCA) is applying to NCDOT for funding through 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program for the following projects:

\$35,208 in federal FTA Section 5310 funding requested for operating expenses, with an additional local match of \$35,208 to be provided from ROAP EDTAP funds. The funding requested will support continuation of transportation services for elderly and disabled in Green River, Zirconia, and Tuxedo areas, with additional services for elderly and disabled in the Edneyville community going forward. In the Green River, Zirconia, and Tuxedo areas, Apple Country Transportation would like to maintain the current level of service 5 days a week, which includes taking clients to Sammy Williams Senior Center for congregate meals and social activities that are provided by Henderson County Council on Aging Program. Shopping trips as well as medical trips are provided for seniors and disabled individuals. Because it is a remote area most of the trip destinations are to Hendersonville and sometimes to Buncombe County. Some clients have to travel to the VA hospital in Asheville. Apple Country Transportation staff will continue outreach at community events and will work closely with Henderson County Council on Aging to sign up clients in the Green River Community. Apple Country Transportation (WCCA) will continue to coordinate with the director of the congregate meal site center to identify clients in the Green River area who could use transportation services to attend the meal site center for a meal and social activities.

WHEREAS, Apple Country Transportation (WCCA) was included in the recently-completed FBRMPO and LOSRPO 2018 Coordinated Public Transit-Human Services Transportation Plan (Locally-Coordinated Plan) update which the French Broad River MPO has done in coordination and collaboration with Land of Sky RPO and with input from local transit agencies and human service transportation providers in the five-county region; and

WHEREAS, the 5310 grant application specified above targets several of the top recommendations in the FBRMPO LOSRPO 2018 CPT-HST Plan including the following:

- (A-4) Expand transit service

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

- (B-2) Transportation for social/cultural/health/after-hours trips to prevent social isolation
- (B-11) Increase availability of grocery store and general retail trips

WHEREAS, Henderson County has a higher percentage of senior population than statewide average, as indicated in the table below, and is experiencing a growth in demand for senior services:

	Senior Population	Elderly Percentage
United States	44,628,618	14.1%
North Carolina	1,398,037	14.2%
5-County Region	96,156	20.5%
Buncombe	43,138	17.4%
Haywood	13,582	23.0%
Henderson	26,195	23.9%
Madison	4,161	19.8%
Transylvania	9,080	27.6%

WHEREAS, the NCDOT Public Transportation Division requires a resolution of support from the appropriate MPOs and RPOs for 5310 Enhanced Mobility of Seniors and Individuals with Disability grant applicants;

NOW, THEREFORE, BE IT RESOLVED by the Board of the French Broad River MPO, to support Apple Country Transportation (WCCA) in the application for a 5310 grant from the North Carolina Department of Transportation.

ADOPTED this the 24th day of October, 2019

William Lapsley, FBRMPO Board Chair

Attest, Tristan Winkler, FBRMPO Director

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

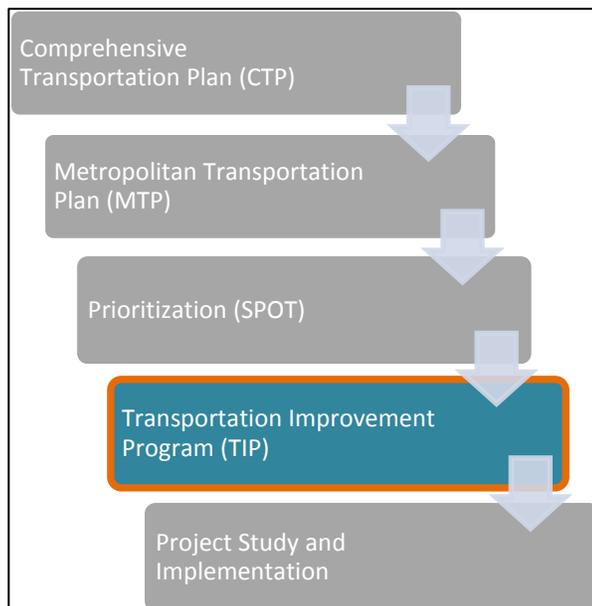
Staff Report & Recommendations

Item 5C:

2018-2027 TIP Modifications

Very Brief Overview

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.



TIP Modifications Overview

The proposed modifications for the 2018-2027 FBRMPO TIP requested are mentioned below, note that these do not require a public comment period:

- EB-5948, Oteora Boulevard Sidewalks, construction accelerated from FY 2021 to FY 2020
- EB-5946, NC 280 Multi-Use Path, PE delayed from FY 2019 to FY 2020

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED PROJECTS IN THE 2018-2027 FBRMPO TIP

PROJECT	ROUTES	DIVISIONS	COUNTIES	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	Cost in Thousands										POST YEARS
									2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
EB-5948	Onteora Boulevard	13	Buncombe	Asheville - Onteora Boulevard, Lincoln Avenue to Raleigh Road. Construct sidewalks.	Accelerate CST from FY 21 to FY 20	\$1,140	CST	STBGDA			912								
								L			228								
EB-5946	NC 280 Multi-Use Path	14	Henderson	Town of Mills River - Construct a Multi-Use Path on NC 280 from the French Broad River to Haywood Road (NC 191)	Delay PE from FY 19 to FY 20	\$300	PE	STBGDA			240								
								L			60								

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6A:

MTP 2040 Amendments

The Metropolitan Transportation Plan (MTP) forecasts changes in the region and seeks to identify transportation priorities for the region over the next 25 years. The MTP 2040 was adopted in September 2015 and most recently amended in May 2018 to reflect FAST Act requirements. This round of amendments includes updating the MTP with projects that were funded as part of SPOT/P 5.0 and programmed in the 2020-2029 STIP. Projects in the TIP must be consistent with the currently adopted MTP, hence these amendments to reflect those changes in the new TIP.

The MTP is broken into five-year Horizons that cover from 2016 to 2040. These amendments are programmed for Horizon 2, covering 2021-2025 and Horizon 3, 2026-2030. A public comment period is being held from September 24 – October 24th with the amendments posted on the MPO website at: <http://www.fbrmpo.org/metropolitan-transportation-plan-mtp/>
A spreadsheet summarizing these amendments is available on the next page.

A “Project Expectations Report” has been developed as part of these amendments which covers funded projects in SPOT/P 5.0. The goal of this report is to communicate context sensitive goals of the project based on local municipality and MPO input. The project sheet contains primary goals, secondary goals, a SPOT cross-section, previous planning efforts, a map and multi-modal expectations (if applicable).

Action: Recommend for FBRMPO Board adoption the MTP 2040 Amendments

FBRMPO MTP 2040 Amendments - Scheduled for MPO Board Adoption October 24, 2019

County	MTP ID	TIP	Route/Facility Name	Description	From/Cross Street	To	Construction Year	Amendment Detail	Additional Amount Programmed by Horizon
HORIZON 1 (2016-2020)									\$ -
NO AMENDMENTS AT THIS TIME									
HORIZON 2 (2021-2025)									\$ 21,604,000
Haywood		R-5921	Jonathan Creek (US 276)	US 19 TO I-40 UPGRADE. MODERNIZE ROADWAY.	US 19	I-40	2024	Funded in STI/SPOT 5 Prioritization and programmed in 2020-2029 STIP	\$20,700,000
Henderson		EB-5963	Grove Street Sidewalks	BARNWELL STREET TO US 176 (SPARTANBURG HIGHWAY). CONSTRUCT SIDEWALK.	Barnwell Street	Spartanburg Highway	2023	Funded in STI/SPOT 5 Prioritization and programmed in 2020-2029 STIP	\$904,000
HORIZON 3 (2026-2030)									\$ 67,100,000
Buncombe		U-6162	North Louisiana Avenue (SR 1332)	US 19/23 (PATTON AVENUE) TO SR 1338 (EMMA ROAD). MODERNIZE ROADWAY.	US 19/23	Emma Road	2026	Funded in STI/SPOT 5 Prioritization and programmed in 2020-2029 STIP	\$5,800,000
Buncombe		U-6163	Mills Gap Road (SR 3116)	SR 3136 (CANE CREEK ROAD) INTERSECTION. REALIGN INTERSECTION AND ADD LEFT TURN LANES.	-	-	2026	Funded in STI/SPOT 5 Prioritization and programmed in 2020-2029 STIP	\$1,300,000
Haywood		U-6159	Russ Avenue (US 276)	US 23-74 (GREAT SMOKEY MOUNTAIN EXPRESSWAY) TO US 19 (DELLWOOD ROAD). ACCESS MANAGEMENT.	US 23/74	Dellwood Road	2028	Funded in STI/SPOT 5 Prioritization and programmed in 2020-2029	\$13,600,000
Haywood		U-6172	Great Smokey Mountains Expressway (US 23/74)	SR 1777 (BALSAM VIEW DRIVE) TO SR 1158 (OLD BALSAM ROAD) MODERNIZE ROADWAY.	Balsam View Drive	Old Balsam Road	2027	Funded in STI/SPOT 5 Prioritization and programmed in 2020-2029 STIP	\$23,000,000
Haywood		U-6158	US 276/Crymes Cove Road/Raccoon Road	INTERSECTION REALIGNMENT	-	-	2027	Funded in STI/SPOT 5 Prioritization and programmed in 2020-2029 STIP	\$2,700,000
Henderson		U-6124	Boylston Highway (NC 280)	NC 191 (HAYWOOD ROAD) TO NC 191 (OLD HAYWOOD ROAD). CONSTRUCT ACCESS MANAGEMENT AND INTERSECTION IMPROVEMENTS.	NC 191 (Haywood Road)	NC 191 (Old Haywood Road)	2026	Funded in STI/SPOT 5 Prioritization and programmed in 2020-2029 STIP	\$20,700,000
HORIZON 4 (2031-2035)									\$ -
NO AMENDMENTS AT THIS TIME									
HORIZON 5 (2036-2040)									\$ -
NO AMENDMENTS AT THIS TIME									

PROJECT EXPECTATIONS REPORT

ROADWAY PROJECTS RESULTING FROM P 5.0/PROGRAMMED IN 2020-2029 STIP

The following report reflects general project expectations for roadway corridors from the French Broad River MPO based on local and regional transportation demands. Expectation sheets have only been developed for roadway corridor projects that are considered “committed” in the TIP as a result of P 5.0, and does not include intersection projects, bicycle and pedestrian projects or aviation projects.

For each project, the following are included: the primary and secondary goals, planning efforts or existing plans where the project has been identified, multi-modal expectations and a map of the project limits. Some additional information such as local governments impacted, project prioritization and submission details are included. Lastly, a cross-section of the typical configuration is included.

As projects go through prioritization, they often lack in specifics of why they are being submitted or what the local governments, MPO and/or NCDOT Division desire out of the project. There are two main goals in documenting these project expectations:

- 1) Achieve greater transparency for the reasoning behind applying local input points to projects
- 2) Help ensure that projects are addressing the deficiencies identified during project submission

It is important to note that this document is intended to summarize expectations along the corridor and does not pre-empt designs or environmental considerations. As projects reach the environmental review and design stage, opportunities and limitations may become known that change these initial recommendations.

NC-280 ACCESS MANAGEMENT

FROM NC 191 TO NC 191

LOCAL GOVERNMENTS DIRECTLY IMPACTED: TOWN OF MILLS RIVER, HENDERSON COUNTY

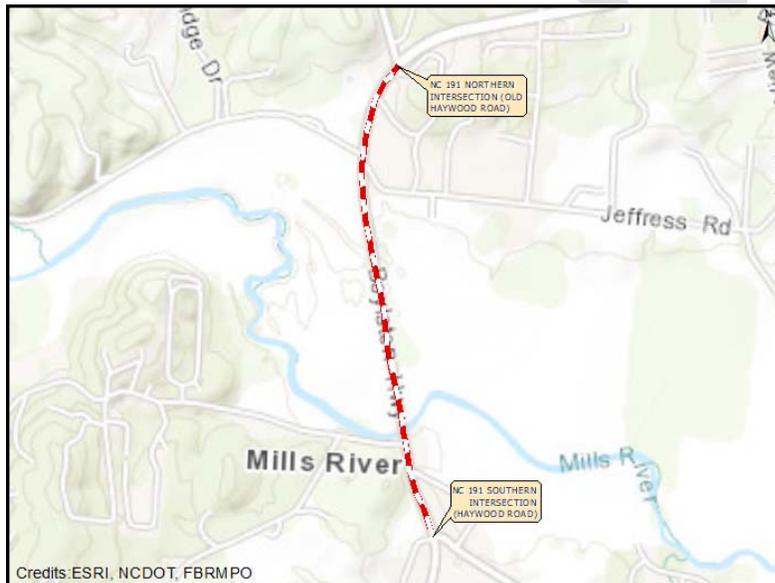
PRIMARY GOALS	SECONDARY GOALS
Improve Safety	Address Congestion and Bottlenecks
Improve Non-Motorized Transportation	Improve Safe Freight Movements

Project Submitted By: NCDOT Division 14

NCDOT Division Local Input Points: Yes

FBRMPO Local Input Points: Yes

Funding Tier: Regional Impact



Previous Planning Efforts

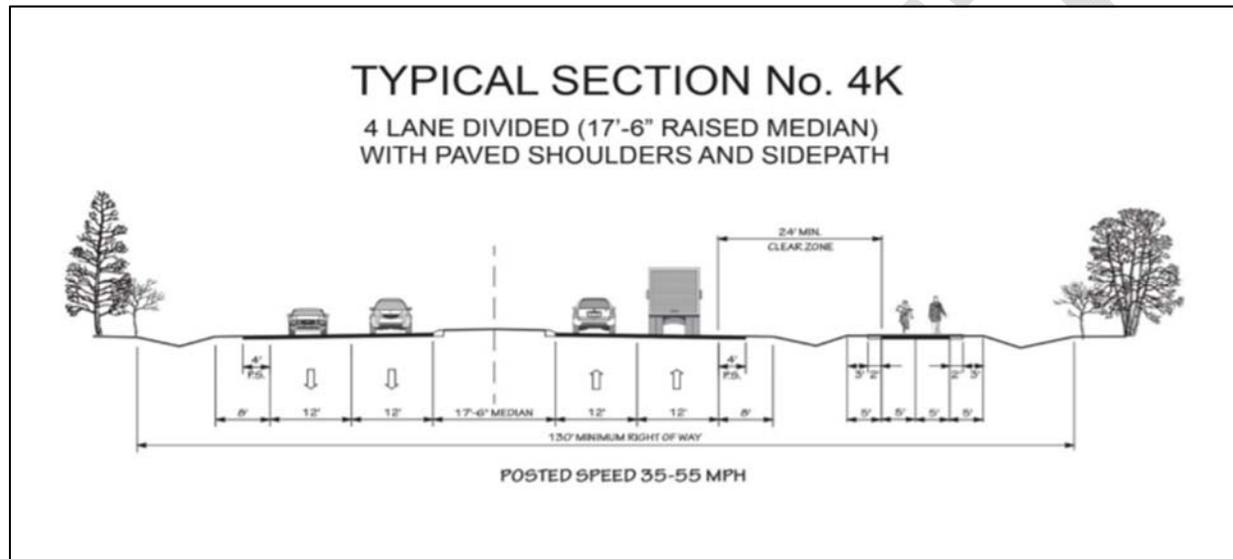
- FBRMPO Comprehensive Transportation Plan
- FBRMPO Congestion Management Process (2018) recommends access management (a median) and bike/ped accommodations
- The NC 280 Multi Use Path Feasibility Study
 - Blue Ridge Bike Plan

Multimodal Expectations

- Multi-Use Path for the length of the project on the north side of the roadway
- No fixed-route transit service currently
- Potential for sidewalks on the south side of the roadway
- Access Management (i.e., median)

NC-280 ACCESS MANAGEMENT

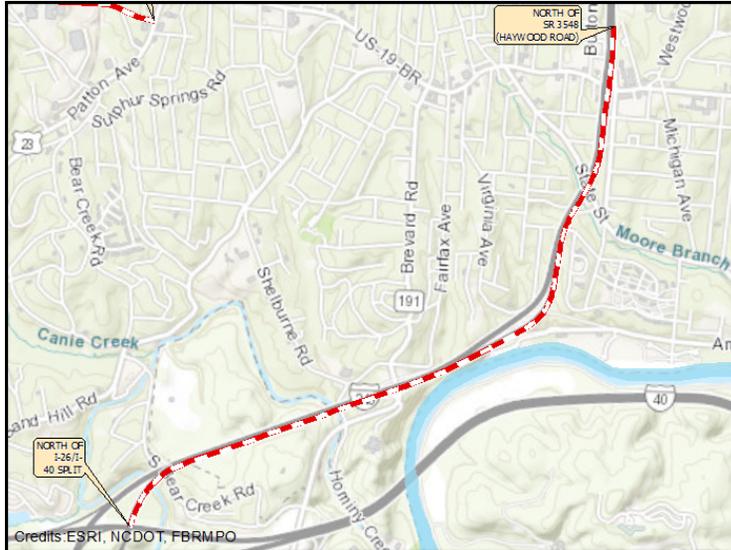
SPOT CROSS-SECTION



I-2513A (PART OF THE I-26 CONNECTOR)

FROM I-40 TO NORTH OF HAYWOOD ROAD

LOCAL GOVERNMENTS DIRECTLY IMPACTED: CITY OF ASHEVILLE, BUNCOMBE COUNTY



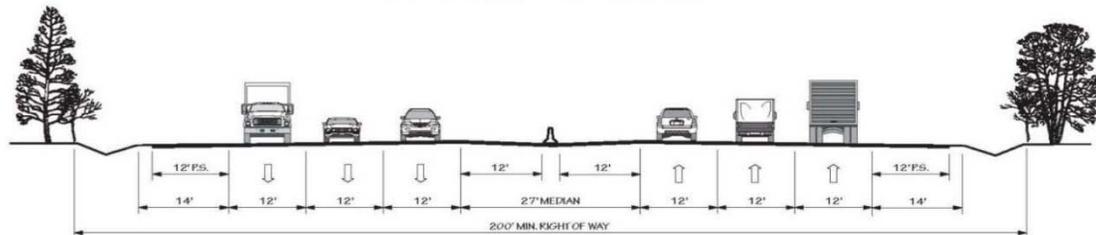
A considerable amount of work has gone into achieving multiple goals with the I-26 connector, much of which has been done at the encouragement and approval of the MPO Board. In order to avoid confusion and duplication, please see the NCDOT Website on the project:

<https://www.ncdot.gov/projects/asheville-i-26-connector/Pages/default.aspx>

SPOT CROSS SECTION

TYPICAL SECTION No. 6B

6 LANE DIVIDED (27' MEDIAN WITH JERSEY BARRIER)
WITH PAVED SHOULDERS



POSTED SPEED 55-70 MPH

NORTH LOUISIANA AVENUE

MODERNIZATION FROM PATTON AVENUE TO EMMA ROAD

LOCAL GOVERNMENTS DIRECTLY IMPACTED: CITY OF ASHEVILLE, BUNCOMBE COUNTY

PRIMARY GOALS	SECONDARY GOALS
Address Congestion and Bottlenecks	Improve Safety
Improve Non-Motorized Transportation	Ensure Changes Respect Our Environment and Unique Places

Previous Planning Efforts

- FBRMPO Comprehensive Transportation Plan
- Asheville Bicycle Plan
- Blue Ridge Bike Plan

Multimodal Expectations

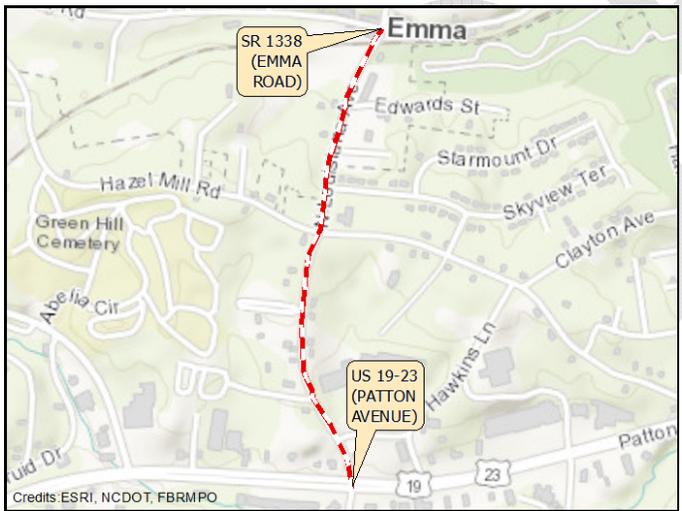
- Bike Lanes (per Asheville Bicycle Plan)
- Sidewalk extensions to Emma Road
 - Transit Stop Consideration along the entire corridor for route W5

Project Submitted By: FBRMPO

NCDOT Division Local Input Points: Yes

FBRMPO Local Input Points: Yes

Funding Tier: Division Needs



GENERAL PROJECT INFORMATION

Louisiana Avenue experiences bottlenecks at each of its major intersections along this corridor (Patton Avenue, Hazel Mill Road, and Emma Road.) Heavy left turn movements and limited access management near Patton Avenue can contribute to significant delays, especially in the afternoon. Limited turning capabilities at Emma Road (esp. westbound) and Hazel Mill Road can cause delays as well.

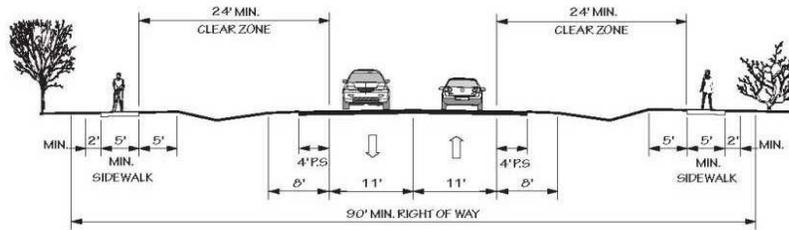
Additionally, this corridor has significant multimodal needs with fixed-route transit service, a large low-income population nearby, but limited pedestrian infrastructure and no bicycle infrastructure. Lower design speeds should be considered to help with bike/ped safety.

NORTH LOUISIANA AVENUE

SPOT CROSS SECTION

TYPICAL SECTION No. 2D

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEWALKS



POSTED SPEED 25-45 MPH

NC 81 SWANNANOVA RIVER ROAD

MODERNIZATION FROM SOUTH TUNNEL ROAD TO TUNNEL ROAD

LOCAL GOVERNMENTS DIRECTLY IMPACTED: CITY OF ASHEVILLE, BUNCOMBE COUNTY

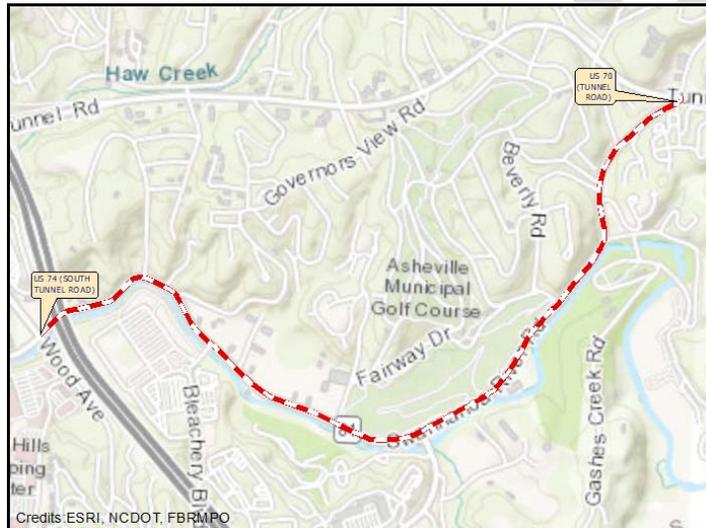
PRIMARY GOALS	SECONDARY GOALS
Improve Safety	Address Congestion and Bottlenecks
Improve Non-Motorized Transportation	Ensure Changes Respect Our Environment and Unique Places

Project Submitted By: FBRMPO

NCDOT Division Local Input Points: Yes

FBRMPO Local Input Points: Yes

Funding Tier: Division Needs



- ### Previous Planning Efforts
- FBRMPO Comprehensive Transportation Plan
 - Asheville Bicycle Plan
 - Asheville-in-Motion Multimodal Transportation Plan
 - Wilma Dykeman Riverway Plan
 - Swannanoa River Greenway Feasibility Study
 - Asheville Transit Master Plan
 - FBRMPO Congestion Management Process (2018)
 - FBRMPO MTP 2040

- ### Multimodal Expectations
- Multi-Use Path in certain portions (in accordance with the Swannanoa River Greenway Feasibility Study); bike/ped accommodations throughout the corridor
 - Transit Stop Considerations for routes E1 and S5

NC 81 SWANNANOA RIVER ROAD (CONT.)

MODERNIZATION FROM SOUTH TUNNEL ROAD TO TUNNEL ROAD

GENERAL PROJECT INFORMATION

The Swannanoa River Road/Wilma Dykema corridor has been long-planned as a crucial east-west multimodal corridor. Limited bike/ped routes between East Asheville and the rest of Asheville has led to limited travel by other modes along this corridor and limited access to certain areas for individuals without access to a vehicle.

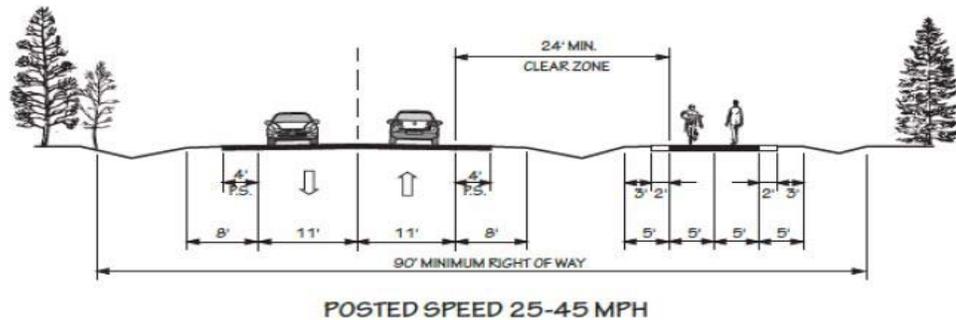
Some congestion is experienced along the corridor- especially at intersections- but Level of Service exceptions and LOS E should be considered as a starting point in discussions.

This project should be coordinated with other projects on the Swannanoa River Road, Meadow Road, Amboy Road, Lyman Street, and Riverside Drive (all part of the Wilma Dykeman Riverway Plan.)

SPOT CROSS SECTION

TYPICAL SECTION No. 2N

2 LANE UNDIVIDED WITH PAVED SHOULDERS AND SIDEPATH

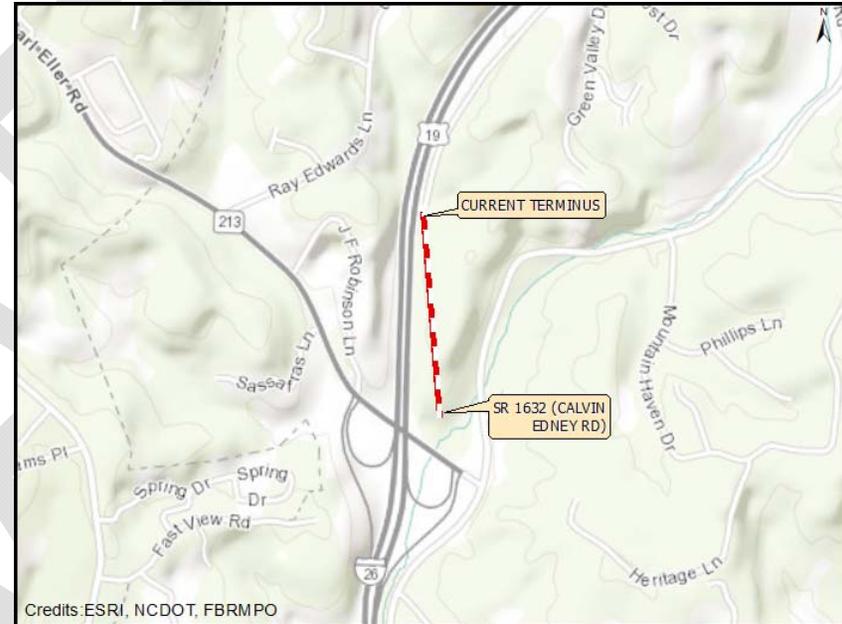


CROSSROADS PARKWAY

NEW ROADWAY

LOCAL GOVERNMENTS DIRECTLY IMPACTED: MADISON COUNTY, TOWN OF MARS HILL

PRIMARY GOALS	SECONDARY GOALS
Improve Safety	Address Congestion and Bottlenecks
Improve Freight Movements	Ensure Changes Respect Our Environment and Unique Places



Project Submitted By: FBRMPO

NCDOT Division Local Input Points: Yes

FBRMPO Local Input Points: Yes

Funding Tier: Division Needs

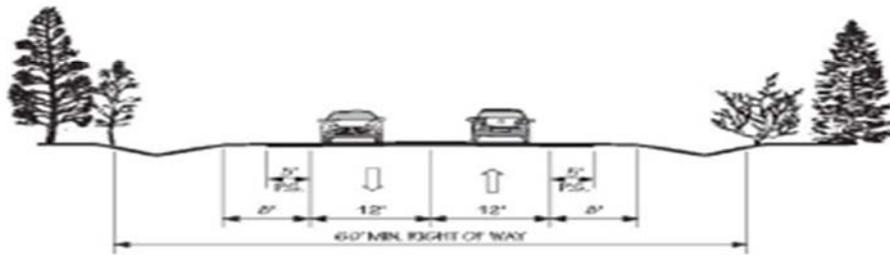
GENERAL PROJECT INFORMATION

The Crossroads Parkway is expected to provide a more direct route from I-26 to industrial facilities in north Mars Hill. Currently a significant amount of freight goes through Downtown Mars Hill on the way to these facilities. Diverting trucks on Crossroads Parkway and away from Downtown Mars Hill is expected to provide safety benefits and reduce risks to users and facilities on Main Street.

CROSSROADS PARKWAY

SPOT CROSS SECTION

TYPICAL SECTION No. 2A 2 LANE UNDIVIDED WITH PAVED SHOULDERS



POSTED SPEED 55 MPH

US 276 (RUSS AVENUE)

ACCESS MANAGEMENT FROM US 23/74 TO US 19 (DELLWOOD ROAD)

LOCAL GOVERNMENTS DIRECTLY IMPACTED: HAYWOOD COUNTY, TOWN OF WAYNESVILLE

PRIMARY GOALS	SECONDARY GOALS
Improve Safety	Address Congestion and Bottlenecks
Improve Non-Motorized Transportation	Improve Freight Movements

Project Submitted By: FBRMPO

NCDOT Division Local Input Points: Yes

FBRMPO Local Input Points: Yes

Funding Tier: Division Needs

Previous Planning Efforts

- FBRMPO Comprehensive Transportation Plan
- Haywood County Bicycle Plan
- Waynesville Pedestrian Plan
- FBRMPO Congestion Management Process (2018)

Multimodal Expectations

- Sidewalk extensions to Dellwood Road (per the Waynesville Pedestrian Plan)
- Potential bicycle lanes similar to Russ Avenue Corridor Study conducted by the Town of Waynesville



GENERAL PROJECT INFORMATION

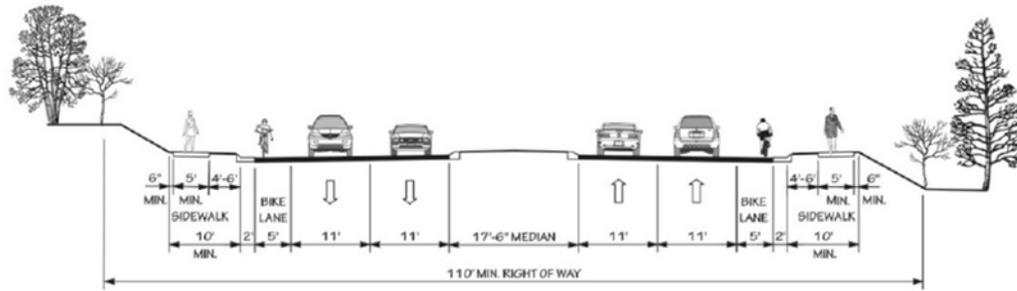
US 276 (Russ Avenue) is currently a five-lane facility. Better access management along the corridor may help reduce crashes and fatalities, especially as the corridor continues to develop. The addition of bicycle and pedestrian infrastructure is expected to provide pedestrians and bicyclists safety benefits.

US 276 (RUSS AVENUE)

SPOT CROSS SECTION

TYPICAL SECTION No. 4G

4 LANE DIVIDED (17'-6" RAISED MEDIAN) WITH CURB & GUTTER, BIKE LANES, AND SIDEWALKS



POSTED SPEED 35-45 MPH

US 276 (JONATHAN CREEK ROAD)

ACCESS MANAGEMENT FROM US 23/74 TO US 19 (DELLWOOD ROAD)

LOCAL GOVERNMENTS DIRECTLY IMPACTED: HAYWOOD COUNTY, TOWN OF WAYNESVILLE

PRIMARY GOALS	SECONDARY GOALS
Improve Safety	Address Congestion and Bottlenecks
Improve Non-Motorized Transportation	Improve Freight Movements

Previous Planning Efforts

- Haywood County Bicycle Plan

Multimodal Expectations

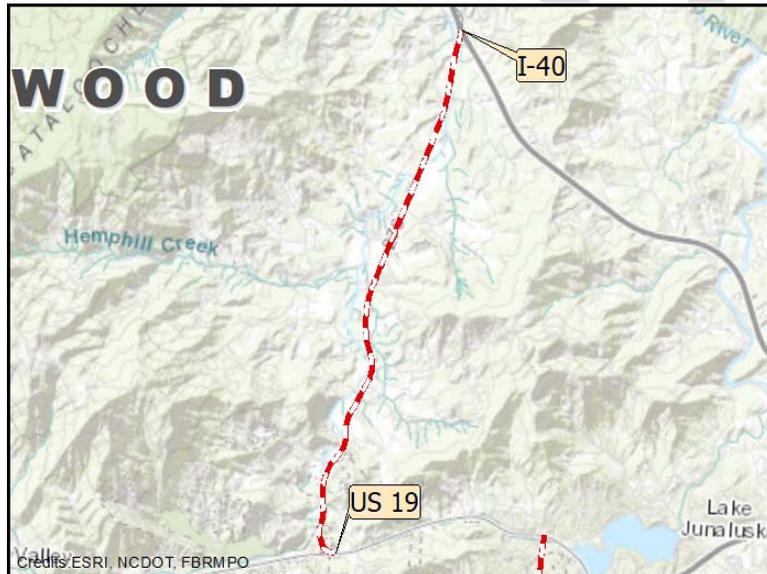
- Painted shoulders suitable for bicyclists and/or a Multi-Use Path to a Future County Park (as recommended in the Haywood Bicycle Plan)

Project Submitted By: LOSRPO

NCDOT Division Local Input Points: Yes

FBRMPO Local Input Points: Yes (in addition to LOSRPO points)

Funding Tier: Division Needs



GENERAL PROJECT INFORMATION

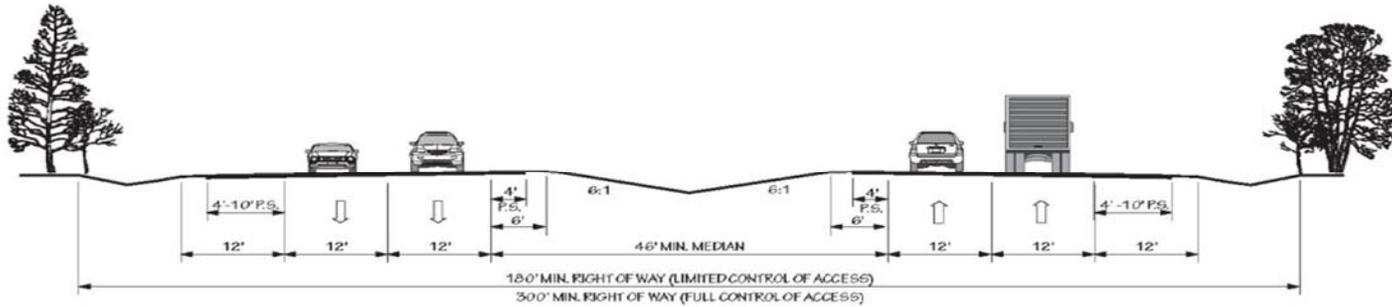
US 276 (Jonathan Creek Road) is currently a four-lane divided roadway with limited shoulders. The project should add painted shoulders to the roadway for vehicular and bicycle safety, address potential safety concerns at intersections (US 276 @ US 19), and address any potential issues with existing structures.

US 276 (JONATHAN CREEK ROAD)

SPOT CROSS SECTION

TYPICAL SECTION No. 4A

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

US 23/74 (SMOKEY MOUNTAINS EXPRESSWAY)

ACCESS MANAGEMENT FROM US 23/74 TO US 19 (DELLWOOD ROAD)

LOCAL GOVERNMENTS DIRECTLY IMPACTED: HAYWOOD COUNTY, TOWN OF WAYNESVILLE

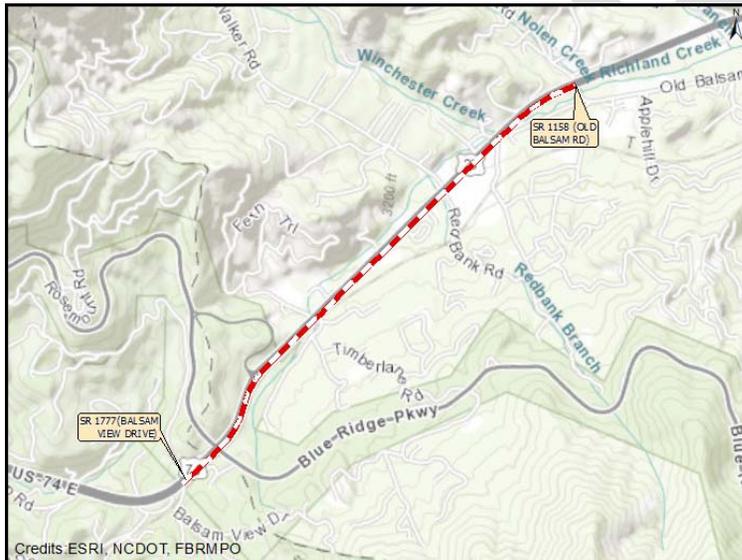
PRIMARY GOALS	SECONDARY GOALS
Improve Safety	Address Congestion and Bottlenecks
Improve Freight Movements	Ensure Changes Respect Our Unique Places and Environment

Project Submitted By: NCDOT Division 14

NCDOT Division Local Input Points: Yes

FBRMPO Local Input Points: Yes

Funding Tier: Division Needs



GENERAL PROJECT INFORMATION

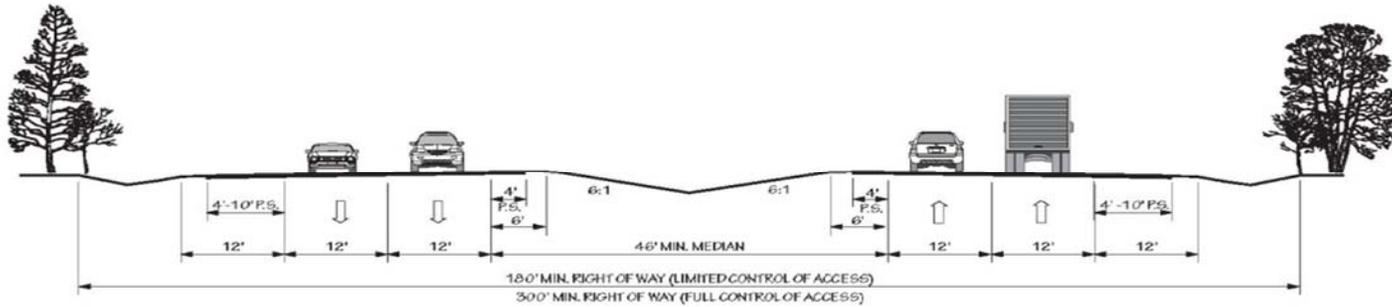
US 23/74 is a major expressway and is considered a statewide strategic corridor. This section of the expressway has potential safety issues with high speeds and a number of access points for various communities along the route.

US 23/74 (SMOKEY MOUNTAINS EXPRESSWAY)

SPOT CROSS SECTION

TYPICAL SECTION No. 4A

4 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH



RESOLUTION TO ADOPT AMENDMENTS TO THE 2040 METROPOLITAN TRANSPORTATION PLAN (MTP)

WHEREAS, the French Broad River Metropolitan Planning Organization’s Governing Board passed the 2040 Metropolitan Transportation Plan on September 24th, 2015; and

WHEREAS, the FBRMPO Board (Transportation Advisory Committee) has reviewed the proposed 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 modifications as required by the FBRMPO Public Involvement Policy;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the following amendments to the FBRMPO 2040 Metropolitan Transportation Plan:

- The addition of the following projects funded in STI/SPOT 5 Prioritization and programmed in the 2020-2029 STIP:
 - U-6162: North Louisiana Avenue Modernization
 - U-6163: Mills Gap Road Intersection Improvements
 - U-6159: Russ Avenue Access Management
 - R-5921: Jonathan Creek Road Modernization
 - U-6172: US 23/74 Modernization
 - U-6158: US 276/Crymes Cove Road Intersection
 - EB-5963: Grove Street Sidewalks
 - U-6124: NC 280 Access Management
- The addition of a “Projects Expectations Report” which documents goals and objectives, previous planning efforts, general project purpose and multimodal expectations for major roadway corridors funded in STI/SPOT 5 Prioritization.

ADOPTED: This the 24th day of October, 2019

William Lapsley, FBRMPO Board Chair

Attest, Tristan Winkler, Director,
French Broad River MPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6B:

2020-2029 Transportation Improvement Program Adoption

The 2020-2029 Statewide Transportation Improvement Program (STIP) was developed between 2017-2019 through NCDOT's prioritization process, SPOT 5 or P5.0. The MPO's Transportation Improvement Program (TIP) is a subset document of the STIP, listing transportation projects in the MPO planning area that are scheduled to have funding for engineering, right-of-way, and/or construction over the next ten years.

The 2020-2029 TIP consists of highway and non-highway projects that use state or federal transportation funds in the MPO planning area as well as some projects that have a local government cost-share agreement. These projects originate from the previous TIP (e.g. I-26 Connector, Liberty Road Interchange, Russ Avenue), from SPOT 5.0 (e.g. N. Louisiana, Swannanoa River Road, NC 251 MUP), and projects selected with Direct Allocation (STBG) funds.

The draft 2020-2029 TIP has been posted from September 23 – October 24th for public review and comments at the FBRMPO website at: http://fbrmpo.org/wp-content/uploads/2019/10/FBRMPO_2020_2029_Draft_TIP-4.pdf.

A web map of TIP projects is also available at: http://fbrmpo.org/wp-content/uploads/2019/09/FBRMPO_2020_2029_Draft_TIP-4.pdf

The draft TIP was discussed at the September 2019 TCC and Board, so MPO staff will seek any feedback or comments and provide an update of public comments received.

Action: Recommend for FBRMPO Board adoption of the 2020-2029 Transportation Improvement Program

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

RESOLUTION TO ADOPT THE FRENCH BROAD RIVER MPO 2020-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the French Broad River Metropolitan Planning Organization (FBRMPO) Board is the duly recognized transportation decision-making body for the continuous, cooperative, and comprehensive transportation planning process of the FBRMPO Planning Area; and

WHEREAS, the 2020-2029 Transportation Improvement Program is in agreement with the 2040 Metropolitan Transportation Plan (MTP) in accordance with 23 CFR Part 134; and

WHEREAS, the programs and projects included in the 2020-2029 Transportation Improvement Program are financially constrained in accordance with State and Federal law; and

WHEREAS, the 2020-2029 Transportation Improvement Program has been developed in accordance to North Carolina's Strategic Transportation Investments Act and is in agreement with the North Carolina 2020-2029 State Transportation Improvement Program; and

WHEREAS, the French Broad River MPO provided for public comment beyond the minimum required by the French Broad River MPO Public Involvement Policy;

NOW THEREFORE, BE IT RESOLVED that the Board of the French Broad River Metropolitan Planning Organization adopts the 2020-2029 Transportation Improvement Program.

ADOPTED: This the 24th day of October, 2019

William Lapsley, FBRMPO Board Chair

Attest, Tristan Winkler, Director
French Broad River MPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6C:

Regional Transit Study Update and Request for Resolutions of Support

The French Broad River MPO currently has a Regional Transit Study in the FY 2020 UPWP, to be carried out over two fiscal years. The study would look at the feasibility of cross-county routes in the region (Hendersonville to Asheville, Waynesville to Asheville, etc.), the projected amount of funding that could be made available, and what type of agency/governance structure would be required in order to implement regional transit service (potentially a Regional Transit Authority.)

For background information, there are currently no public transit routes that cross county lines. Some services coordinate on meeting for a transfer (between Buncombe/Henderson and Buncombe/Haywood) and some demand-response services go from one county to another, but there is no fixed-route service that currently operates in more than one county.

The lack of a regional transit option is an increasing gap for transportation as well as employment. Every county in the region has seen an increase in cross-county commuting and census data indicates that low income populations- populations that may be more reliant on public transportation- are moving away from employment centers in the region.

County	2002 % Living & Working In-County	2014 % Living & Working In-County
Buncombe	75.2%	67.5%
Haywood	58.6%	42.9%
Henderson	62.9%	41.9%
Madison	34.4%	21.2%
Transylvania	63.6%	40.6%
5-County Average	58.9%	42.8%

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Request to Add to the Study's Scope

Recently, a request was made to add another component to the scope of this study: to look at what a regional transit provider could do to assist other transit agencies in the region and to examine the feasibility of consolidating transit agencies in the region. This addition to the scope- would involve the Land of Sky RPO, which will seek additional funding from NCDOT.

Request for Resolutions of Support

Additionally, MPO leadership has requested a resolution of support for the study from local governments that provide transit services in the region: City of Asheville, Buncombe County, Haywood County, Henderson County, and Madison County. This resolution does not intend to reflect support for recommendations coming from the study but is intended to reflect a greater awareness and support that a regional study be undertaken.

Actions Required: (1) Discuss & provide guidance to MPO Staff on what should be included in the scope of the study; and (2) Provide input on resolutions of support being requested from local governments

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 6D:

2045 Population & Employment Projections (Land Use Study Update)

MPO staff will provide an update on the MPO's Land Use Study, being carried out by a team led by Manhan and Associates.

Purpose of the Study

The study primarily provides projected population and employment data for the MPO's 2045 Travel Demand Model. Between 2015 and 2045 the five-county region is expected to grow by almost 170,000 additional residents. The study primarily looks at where that growth is expected to occur and assigns population and employment projections to Transportation Analysis Zones (TAZs.)

Scope of the Study

The consultant has been tasked with developing two growth scenarios: (1) Business as Usual and (2) Efficient Growth. These scenarios are based on growth scenarios developed as part of the GroWNC planning initiative in 2012.

At the November TCC and Board meeting, the consultant will present on the projections from each growth scenario. The MPO Board will be tasked with determining a preferred growth scenario that will be used for the 2045 Travel Demand Model for the region.

Action Required: No Action Required

WHAT IS A TRAVEL DEMAND MODEL?

TRAVEL DEMAND MODELS ARE STATISTICAL MODELS THAT INFORM ENGINEERS, PLANNERS, AND OTHERS ON PROJECTED CHANGES TO DEMAND ON THE REGION'S TRANSPORTATION NETWORK, LARGELY BASED ON HOW THE REGION'S POPULATION AND EMPLOYMENT IS EXPECTED TO CHANGE OVER A TWENTY-FIVE YEAR TIMEFRAME. TRAVEL DEMAND MODEL OUTPUTS ARE USED TO HELP DETERMINE AREAS OF NEED BY NCDOT AND THE MPO AND ARE USED AS PART OF TRAFFIC FORECASTS CARRIED OUT TO DETERMINE CAPACITY NEEDS FOR ROADWAY PROJECTS.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 7A:

Division Project Updates

Division 13 Updates: <http://fbrmpo.org/wp-content/uploads/2019/10/Division13Updates.pdf>

Division 14 Updates: http://fbrmpo.org/wp-content/uploads/2019/10/20191016_FBRMPO_Div14_ConstUpdate.pdf

Item 7B:

TPD Updates

Item 7C:

FHWA/FTA Updates

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 7D:

Committee & Workgroup Updates

Prioritization Subcommittee—Met on October 1st; next meeting on November 5th

Regional Trail Working Group—Met in August; next meeting TBD

Transit Operators' Workgroup—Met in September; next meeting TBD

Citizens' Advisory Committee- Met on October 16th; next meeting in January

Recommended Actions:

Accept the reports.

Item 7E:

Legislative Updates