

Governing Board

February 27, 2020 – 1:00 P.M., Land of Sky Regional Council

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 (and Public Hearing for all TIP Amendments being considered)**

 3. **CONSENT AGENDA** Bill Lapsley

 - A. January 23, 2020 Minutes
 - B. Citizens' Advisory Committee Applications

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

 - A. Draft Project List for Prioritization (SPOT) MPO Staff
 - B. Safety Performance Targets MPO Staff
 - C. MTP 2045 Update MPO Staff

 5. **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

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

 7. **TOPICS FOR NEXT MEETING**

 8. **PUBLIC COMMENT**

 9. **ADJOURNMENT**

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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3:

Consent Agenda

Item 3A: January, 2020 MPO Board Minutes

Item 3B: Citizens' Advisory Committee Applications

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3A:

French Broad River Metropolitan Planning Organization

Minutes from the Governing Board meeting on January 23, 2020

Attendance

William Lapsley	Tristan Winkler	Nick Kroncke	Zia Rifkin
Emily Scott-Cruz	Mike Dawson	Steve Williams	Anne Coletta
Brian Burch	George Banta	Rebecca McCall	Daniel Sellers
David White	Bob Davy	Matt Wechtel	Joel Setzer
Kevin Ensley	Gwen Wisler	Julie Mayfield	Steve Cannon
Brian Caskey	Autumn Radcliff	Hannah Cook	Brownie Newman
Jennifer Hensley	Amanda Edwards	Jeff McKenna	Anthony Sutton
Wanda Austin	Larry Harris	Paul Hansen	Troy Wilson
Matt Wechtel	Lonnie Watkins	Jacob Williams	

WELCOME & INTRODUCTIONS, APPROVAL OF AGENDA

Chairman Lapsley called the meeting to order, requested that everyone introduce himself or herself, read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. Chairman Lapsley welcomed new members to the MPO Board.

APPROVAL OF AGENDA

The agenda was presented for approval with a modification to move business item 4E (U-5887 Highland Lake Road-Request to Remove from TIP) to the beginning of the business items.

Matt Wechtel moved to approve the agenda with the modification requested. Bob Davy seconded and the motion carried without further discussion.

PUBLIC COMMENT (Including Public Hearing for all TIP Amendments Being Considered)

Chairman Lapsley called for any public comments.

Victor Behoriam, a resident of the Village Of Flat Rock commented against the Highland Lake Road project.

Bay Chamberlain, a resident of the Village of Flat Rock commented against the Highland Lake Road project.

Tom Carpenter, a resident and current council member of the Village of Flat Rock commented against the Highland Lake Road project.

Rich Ehlers, a resident the Village of Flat Rock commented against the Highland Lake Road project.

Darlene Miller, a resident of the Village of Flat Rock commented against the Highland Lake Road project.

Bill Rushton, a resident of the Village of Flat Rock commented against the Highland Lake Road project.

Martin Potter, a resident of the Village of Flat Rock commented against the Highland Lake Road project.

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Sheryl Jamerson, a resident of the Village of Flat Rock and current council member commented in support of the Highland Lake Road project.

Malisia Wilkins, a resident of the Village of Flat Rock commented in support of the Highland Lake Road project.

Georgia Bonesteel, a resident of the Village of Flat Rock commented in support of the Highland Lake Road project.

Jan Egolf, a resident of the Village of Flat Rock commented against the Highland Lake Road project.

Victoria Flannagan, a resident of the Village of Flat Rock commented against the Highland Lake Road project.

Dennis Flannagan, a resident of the Village of Flat Rock commented against the Highland Lake Road project.

Susan Gregory, a resident of the Village of Flat Rock commented against the Highland Lake Road project.

Albert Gooch, a resident of the Village of Flat Rock and a current member of the Village Council commented in support of the Highland Lake Road project.

Amanda Fox-McGlashan, a resident of the Village of Flat Rock commented in support of the Highland Lake Road project.

Lynn Huffman (as proxy for Ken Shelton), a resident of the Village of Flat Rock commented in support of the Highland Lake Road project.

Lynn Huffman, a resident of the Village of Flat Rock commented in support of the Highland Lake Road project.

John Dockendorf, a resident of the Village of Flat Rock commented in support of the Highland Lake Road project.

Sue Brogi, a member of Pine Crest Presbyterian Church commented against the Highland Lake Road project.

Bill Stanley, a member of Pine Crest Presbyterian Church commented against the Highland Lake Road project.

Ginger Brown, a resident of the Village of Flat Rock commented in support of the Highland Lake Road project.

Nick Weedman, a resident of the Village of Flat Rock and Mayor commented against the Highland Lake Road project.

Rhett Carson, Pastor of Pine Crest Presbyterian Church commented against the Highland Lake Road project.

Stephanie Dunn (speaking for Tom Dunn, too), a resident of the Village of Flat Rock commented against the Highland Lake Road project.

Matt Toner, a resident of the Village of Flat Rock commented against the Highland Lake Road project.

Bob Helpman, a Deacon of Pine Crest Presbyterian Church commented against the Highland Lake Road project.

Kerry Hensley, a resident of the Village of Flat Rock commented in support of the Highland Lake Road project.

Carolyn Blackburn, a resident of the Village of Flat Rock commented in support of the Highland Lake Road project.

Steven Studebaker, a resident of the Village of Flat Rock commented in support of the Highland Lake Road project.

Debra Wager, with Vaya Health/Livable Communities, commented in support of the Highland Lake Road project.

Gary Lectchward, a member of the Social Reformed Church (Associated with Pine Crest Presbyterian Church), commented against the Highland Lake Road project.

Pam Tiles, a resident of the Village of Flat Rock commented against the Highland Lake Road project.

CONSENT AGENDA

Bob Davy moved to approve the consent agenda consisting of the November 21, 2019 minutes, the 5310 Call for Projects, the JARC Call for Projects, the STBGDA and TAPDA Call for Projects, and the 2018-2027 Transportation Improvement Program (TIP) Amendments. David White seconded and the motion carried without further discussion.

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NEW BUSINESS

U-5887 (Highland Lake Road)- TIP Removal Request (move item to 4a)

On Thursday, December 12, 2019, the Village of Flat Rock passed a resolution requesting that project U-5887 be removed from the Transportation Improvement Program (TIP). The project is for the modernization of North Highland Lake Road from US 176 (Spartanburg Highway) to NC 225 (Greenville Highway) in Henderson County and directly impacts the jurisdictions of the City of Hendersonville, the Village of Flat Rock, and Henderson County.

For some background, here is a brief history of the project, up to the present:

2011- North Highland Lake Road was initially submitted to SPOT 2.0 by Division 14 but was not successfully funded in the process.

2013- The project was automatically resubmitted to SPOT 3.0.

2014- The MPO put local input points on the project, Division 14 did not.

2015- The Draft TIP initially did not include U-5887 as a funded project

September, 2015- Governor McCrory signed HB 97, which added funding to the transportation program. Additional funded projects were determined by the outcomes of SPOT 3.0, which allowed U-5887, among other projects, to become funded.

January, 2016- the MPO approved adding U-5887 to the TIP, officially funding the project

June, 2018- Village of Flat Rock Council voted to approve NCDOT's revised roadway plan

2019- Right of Way Acquisition for U-5887 begins

December, 2019- Village of Flat Rock Council voted to request the U-5887 be removed from the TIP

December 30, 2019- the Village of Flat Rock passed a resolution for the Village to decline to enter any agreement to sell or convey any village-owned property to NCDOT

January, 2020- Henderson County and the City of Hendersonville vote to keep U-5887 moving forward

FY 2021- Construction Expected to Begin

If the MPO Board were to vote in favor of removing the project, the NC Board of Transportation would likely take up the request in March. If the MPO Board does not vote in favor of removing the project, work would continue as currently scheduled.

Anne Coletta, MPO Board member representing the Village of Flat Rock shared background from the Village's decision to oppose the Highland Lake Road project. She encouraged the MPO Board to vote to remove the project from the TIP.

Brian Burch, NCDOT Division14 provided information regarding the development of the Highland Lake Road project. He noted that the purpose of the project was to improve the width of the lanes, add a bike lane, sidewalks and other improvements. He noted that this project has been reduced to the point where any further reduction would negate the purpose and need for the project. The project has had \$1.1 million spent to date on ROW. The schedule currently is to let the project to construction in July of 2020. The estimated cost of the project is \$2.89 million, supported with NC Bond monies, which is one of the reasons that the project was accelerated. He noted the safety scores for the project, which are higher now than a few years ago. NCDOT has worked to meet the context of the community, which also includes landscaping to meet the context of the community. Brian Burch noted that the ADT has only gone up in the four-year stretch.

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Anne Coletta countered that the traffic data shows that most of the accidents happen at the Spartanburg highway end Of Highland Lake Road, which is not in the jurisdiction of Village of Flat Rock. Brian Burch shared that the project was submitted in 2011 and resubmitted in 2013 and 2014, when the MPO put points on the project. It was in the draft STIP in 2015 and approved in 2016. This was a Division Needs project due to the purpose and need. Lane widths remain 11 feet, NCDOT did a context-sensitive design. Brian Burch informed the Board that the Greenville Highway end of the road is part of the historic district and NCDOT worked with the State Historic Preservation Office. Anne Coletta noted that over 80 mature trees would be taken down from the church property and supplanted with retaining walls and would hinder planned growth by the church. Three new Village council members were elected in November in response to the community's desire to stop this road project.

Chairman Lapsley noted that this project has also gone before the Henderson County TAC, where the vote was 8 to 1 to continue the project. The Henderson County Board of Commissioners discussed and reviewed the project and voted to continue the project. Anne Coletta noted that Henderson County has a greenway planned that would not take houses/property; but this project would have NCDOT use ROW to take property. She also shared an overview of the accidents that have taken place over five years within the confines of the Village Of Flat Rock. Discussion also occurred regarding the perceived need to relocate the entrance to the park to the west and to include a left-turn lane, which would allow for better sight-distance. Anne Coletta noted that the curb cut would be the responsibility of the Village to connect to their parking lot and that is not budgeted for.

Discussion occurred regarding the sidewalks, which is connected as part of the purpose and need. Accommodation for the sidewalk/multi-use path would continue to meet the purpose and need; but would still affect the Church- the impact would remain the same.

Anne Coletta moved to remove project U-5887 (Highland Lake Road) from the TIP. Brownie Newman seconded the motion.

Discussion occurred about the ability of jurisdictions to have elections, the results of which, could overturn a project and where would that leave the MPO Board members regarding their responsibilities as board members. Anne Coletta noted that when she was previously a council member in 2016 and the project was in development, the Village of Flat Rock did not fully understand the implications of the project, as the project design was not available until 2017. She noted that the election was not a whim or an overnight thought. Tristan Winkler clarified that should the motion to squash the project pass, it would go before the NCBOT, who would need to decide to eliminate the project or not.

Discussion occurred about the implications for the larger community of Henderson County for this project. Jennifer Hensley, the City of Hendersonville's representative to the MPO Board shared that the City voted to support the project and she noted that as elected officials, decisions need to be made to support the needs of the entire community, even as one community in the county was highly opposed. Anne Coletta added that the City of Hendersonville does have part of the road, which is planned to stay at two-lanes- not increasing capacity. Additional discussion occurred about safety improvements the project would provide to the road and Brian Burch noted the safety improvements Information was shared with the prior Village Council, which voted in June of 2018, 5 to 1 in favor of the project. After the November 2018 election, the Council voted again on the project with a split result of 3-3, a tie broken by the Mayor, against the project.

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MPO members were cognizant of the disappointment citizens would feel if the project was not removed from the TIP. Anne Coletta noted that the majority of the project is within the boundaries of the Village of Flat Rock, which does not have the finances or infrastructure to support the project and she expressed the concerns of citizens about the park being accessible 24/7, as the Village does not have law enforcement. Rebecca McCall, Henderson County Commissioner and MPO member, shared that she must represent all of the citizens of the County, not just a small group. While the project is mainly within the boundaries of the Village of Flat Rock, the roadway is used by everyone who comes through that part of the County (to Laurel Park, Mud Creek and beyond). She expressed her biggest concern was about the church and encouraged impacts to that be mitigated, if possible.

MPO members also noted their experiences with road projects that highly impacted their communities and how decisions were made by the body to support the best interests of the region. It was also noted that the fact that NCDOT was willing to create a context-sensitive design was not lost on MPO members who had not received the accommodations they felt were necessary for projects that had a big impact on their communities.

Upon a hand-vote, the motion failed to carry.

FY 2020 PWP Amendment and TIP Amendment

At the November 2019 MPO Board meeting, MPO Board Chair, Commissioner Lapsley introduced a proposal to increase funding at the MPO to increase staffing levels by one senior planner and to adjust compensation. In order to do this, the MPO would be able to pay for 80% of this effort through federal Surface Transportation Block Grant (STBG) funds, the other 20% would be required to come from local dues. The total level of local dues for the increase would be \$9,597. The total level of STBG funding for the increase would be \$47,984. The local portion of the increase would be borne by the Counties of Buncombe, Haywood, Henderson, and Madison and the Cities/Towns of Asheville, Hendersonville, and Waynesville. The change would be implemented February 1, 2020, if approved, and would be budgeted in the FY 2021 Planning Work Program. To make this amendment, a TIP Amendment would also have to be made to flex more STBG funds to be used for planning. If approved, this change would be implemented and would be budgeted in the FY 2021 Planning Work Program (PWP)

Chair Lapsley moved to amend the FY 2020 PWP and the 2018-2027 TIP in order to increase MPO staff compensation beginning February 1, 2020. Julie Mayfield seconded and the motion carried without further discussion.

Draft FY 2021 UPWP

The French Broad River MPO is required to develop a Unified Planning Work Program (UPWP) and present a draft in January with the final approval in March. The UPWP is a federally mandated document for MPO's to produce that is, essentially, the MPO's budget. This includes line items of work for MPO staff as well as studies being carried out using federal planning funds. Major changes between the FY 20 and FY 21 UPWP include that the MTP 2045 is expected to be completed early in the fiscal year so less funding would be allocated for developing that; more funding allocated towards TIP Development/Prioritization to go along with P6.0; more funding allocated to Special Study Coordination with the Regional Transit Study and Corridor Studies expected to be on-going; more funding allocated to Statewide Coordination with MPO Staff on the Statewide Resiliency Workgroup, SPOT Workgroup, Non-Motorized Planning Workgroup, and Data Users Workgroup.

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Bob Davy moved to adopt the draft FY 21 UPWP, which would come before the MPO again in March for final approval. Julie Mayfield seconded and the motion carried without further discussion.

Prioritization Subcommittee Vacancy

The MPO's Prioritization Subcommittee is made up of seven members- four TCC members and three Board members. The subcommittee meets once a month on the first Tuesday at 9:00 AM. The subcommittee formed initially to deal with the prioritization process but has evolved into the general steering committee for all MPO efforts, including updating the MPO's land use projections, Metropolitan Transportation Plan, and any other regional plan underway.

Anthony Sutton, Alderman for the Town of Waynesville volunteered to fill the Board's vacancy on the Prioritization Subcommittee. Chair Lapsley moved to approve the Alderman filling the vacancy on the Prioritization Subcommittee. Larry Harris seconded and the motions carried as all were in favor.

Land Use Study- Preferred Growth Scenario

In November 2019, the Land Use Study consultant presented on the population and employment data projections for the 2045 Travel Demand Model. In summary, the study looks at where growth in the region is expected to occur and assigns population and employment projections to geographic Transportation Analysis Zones (TAZs). Census data, local development and employment data were compiled for the 2015 base year and used to project out to 2045.

The consultant developed and presented three growth scenarios: (1) Baseline, (2) Alternative Growth and, (3) WalkUps. The consultant's presentation and links to the outputs of each scenario are on the MTP page on the FBRMPO website at: <http://frenchbroadrivermopo.org/mtp/> and linked below. The MPO Board made the recommendation that in order to allow time to review the outputs, this item should be reconsidered in January.

2045 Land Use Study Presentation: <http://frenchbroadrivermopo.org/wpcontent/uploads/2019/11/TCC-and-Board-Meetings-November-21.pdf>

The following are different links with the WalkUp Scenario outputs, based on FBRMPOs Congestion Management Plan:

Household change: <https://arcg.is/0Civju>

Household population change: <https://arcg.is/0LKOWK>

Total employment change: <https://arcg.is/WO0vy>

Employment change by type: <https://arcg.is/9454K>

The following are different links with the Alternative Growth Scenario outputs, based on GroWNC's "Efficient Growth" Scenario:

Household change: <https://arcg.is/01Ou1q>

Household population change: <https://arcg.is/bqrnz>

Total employment change: <https://arcg.is/0j9z1O>

Employment change by type: <https://arcg.is/1aiyH9>

The following are different links with the Business as Usual Scenario outputs;

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Household change: <https://arcg.is/nSiyb>
Household population change: <https://arcg.is/mnyi>
Total employment change: <https://arcg.is/qG1fk>
Employment change by type: <https://arcg.is/OOGXXX>

The Prioritization Subcommittee recommends the Business as Usual or WalkUp growth Scenarios. The TCC recommends the WalkUp Growth Scenario. Neither the Prioritization Subcommittee, TCC nor MPO staff recommends the Efficient Growth scenario.

Discussion occurred regarding what the difference is between the Business-as-Usual and the WalkUP. Tristan Winkler shared that all three scenarios are basically the same, the differences between the three models is where growth is allocated. The WalkUP scenario allocates growth to the already developed/more urban areas. He also noted that the MPO does not make requirements around land-use; it does look at land-use studies to consider where road improvements may be needed in the future. He also communicated that the scenarios do not show a lot of change between the scenarios; rather these could be a slight nudge to a preferred growth scenario, which could encourage the use of bike/ped and transit.

Chairman Lapsley shared his perspective: down the road, when priorities are put on road projects, by doing this study and selecting a preferred growth scenario, allows more justification for projects, when those come up. It allows potential focus on “hot spots”. The scenario that allows for the broadest growth was encouraged by MPO members from more rural areas. Local jurisdictions would consider growth projections from the MPO when local plans are updated. Additionally, MPO members expressed a preference for the growth scenario that would provide the most dispersed growth. TW noted that one growth scenario has the be the “official” one, but there would be a secondary choice available, as well. Daniel Sellers noted that it is not a directive for any community to develop as the growth scenario selected by the MPO envisions. MPO members were conscious of the natural beauty of the area, as well as the tightening of funding for infrastructure needs. Accommodate people where they are by selecting the walkup growth scenario. Growth should be steered, as it cannot be stopped; this could lead to zoning changes in the jurisdictions that make up the MPO to allow for denser growth. Daniel Sellers noted that while all models are wrong, some models are useful; these are guesses about where growth could occur.

Brownie Newman moved to approve the WalkUP growth scenario. Amanda Edwards seconded and the motion carried without further discussion.

REGULAR UPDATES

- Hannah Cook and Steve Cannon provided Division 13 updates and Steve Williams and Brian Burch provided Division 14 updates.
- Daniel Sellers provided an update on the TPB.
- Mike Dawson provided FHWA/FTA updates.
- FBRMPO Committee & Workgroup Updates:
 - Prioritization – Met on January 7. Next meeting on February 4.
 - Transit Operators Workgroup – Met in September. Next meeting TBD.
 - Citizens’ Advisory Committee – Met on October 16. Next meeting January 29.

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- Legislative Updates – Tristan Winkler shared that everyone is talking about the state budget, which is not available yet. At the federal level, the FAST Act expires at the end of September of this year.

ANNOUNCEMENTS

PUBLIC COMMENT

ADJOURNMENT

Kevin Ensley moved to adjourn the meeting. Matt Wechtel seconded the motion and the meeting adjourned.

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Item 3B:

Citizens' Advisory Committee Applications

The French Broad River MPO Citizens' Advisory Committee is made up of citizen representatives from across the region with the primary mission of reviewing and improving public input processes in the MPO's planning processes. Bylaws for the Citizens Advisory Committee are available here: http://frenchbroadrivermpo.org/wp-content/uploads/2019/02/CAC_Bylaws_201511.pdf

The two new applicants for the Citizens' Advisory Committee are LeeAnne Tucker, the Area Agency on Aging Director at Land of Sky and Tim Barrier. The full applications are on the following pages.

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Citizens Advisory Committee Application

The French Broad River MPO's Citizen Advisory Committee (CAC) plays a key role in getting the public involved in the transportation planning process. The CAC plans to meet quarterly during regular business hours to discuss the transportation planning process and public engagement strategies.

NAME: LeeAnne Tucker

PLACE OF RESIDENCE: 421 Reeves Cove Road, Candler, NC 28715

ORGANIZATION REPRESENTED: Area Agency on Aging at LOSRC

EMAIL: leeanne@landofsky.org

PHONE NUMBER (OPTIONAL): 828.251.7436 (w) 828.337.4432 (c)

HAVE YOU PREVIOUSLY SERVED ON ANY FRENCH BROAD RIVER MPO OR LAND OF SKY REGIONAL COUNCIL COMMITTEES? IF YES, WHAT COMMITTEE AND OVER WHAT TIME PERIOD?

No.

PLEASE DESCRIBE YOUR INTEREST IN TRANSPORTATION PLANNING AND WHAT UNIQUE PERSPECTIVE YOU WILL BRING TO THE CAC:

Our region is one of North Carolina's fastest growing older adult populations with 1/3 being 60+ years of age. As the Director of the Area Agency on Aging, I bring the older adult and caregiver perspective to the CAC. I will gladly assist with transportation planning efforts for this ever-growing cohort.

Thank you for your application!

Please send your application to mpo@landofsky.org or mail it to:

French Broad River MPO
339 New Leicester Highway, Suite 140
Asheville, NC 28806





Citizens Advisory Committee Application

The French Broad River MPO's Citizen Advisory Committee (CAC) plays a key role in getting the public involved in the transportation planning process. The CAC plans to meet quarterly during regular business hours to discuss the transportation planning process and public engagement strategies.

NAME: _____

PLACE OF RESIDENCE: _____

ORGANIZATION REPRESENTED: _____

EMAIL: _____

PHONE NUMBER (OPTIONAL): _____

HAVE YOU PREVIOUSLY SERVED ON ANY FRENCH BROAD RIVER MPO OR LAND OF SKY REGIONAL COUNCIL COMMITTEES? IF YES, WHAT COMMITTEE AND OVER WHAT TIME PERIOD?

PLEASE DESCRIBE YOUR INTEREST IN TRANSPORTATION PLANNING AND WHAT UNIQUE PERSPECTIVE YOU WILL BRING TO THE CAC:

Thank you for your application!

Please send your application to mpo@landofsky.org or mail it to:

French Broad River MPO
339 New Leicester Highway, Suite 140
Asheville, NC 28806



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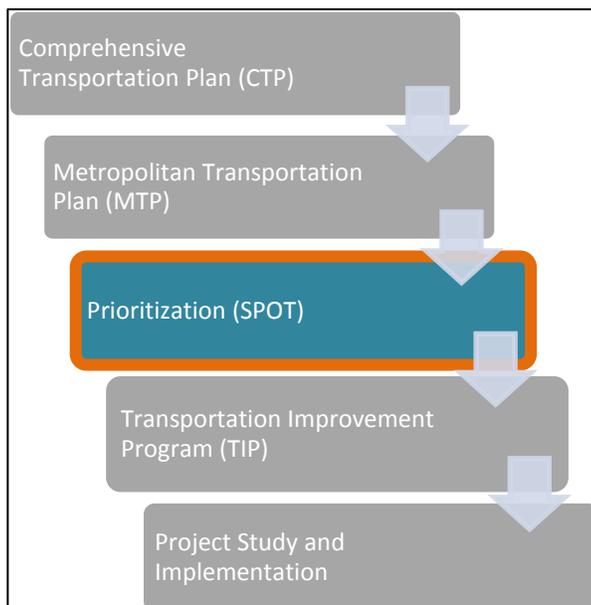
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Item 4A:

Draft Project List for Prioritization

Very Brief Overview

The Prioritization Process (aka, SPOT) is the process in which the majority of funding decisions are made for transportation improvement projects. North Carolina has a relatively unique process for prioritizing projects that is data-driven and transparent, as mandated by the Strategic Transportation Investments law. MPOs, RPOs, and NCDOT Division work together to develop and prioritize projects across the state with the goal of efficiently using transportation funds to enhance infrastructure while supporting economic growth and local needs.



What's Happening Now

MPO staff assembled a Draft SPOT Project list from meetings with local government staff as well as the Henderson TAC. Projects that are submitted in the SPOT process will be *under consideration* for funding for the 2023-2032 Transportation Improvement Program. This list of projects will go before the TCC and Board in February, go out for public comment in February, and go back to the TCC and Board for final approval in March. Submittals are due to the SPOT office by the end of April. This is the first major step in the prioritization process to determine what projects will get funded.



Major Actions in the Prioritization Process

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General SPOT Schedule

Date	Action
February, 2020	MPO Board Considers Draft Project Submittal List
February 28-March 25	Public Comment on Draft Project Submittal List
March, 2020	Final Project Submittal List Approved
Fall/Winter, 2020	Public Survey on Projects
February, 2021	Project Scores Released, Statewide Mobility Projects Programmed, MPO Local Input
April-May, 2021	Local Input Points Considered for Regional Impact Points
September-October, 2021	Local Input Points Considered for Division Needs Points
February, 2022	Draft STIP Released

New Submittals- Highway

Buncombe County			
Route	From	To	Improvement
US 25 (Hendersonville Road)	I-40	Overlook Road	Access Management
US 25 (Hendersonville Road)	NC 146 (Long Shoals Road)	NC 280 (Airport Road)	Access Management
US 25 (Merrimon Avenue)	Wembley Road	I-240	Road Diet
Blue Ridge Road	I-40	NC 9	Modernization
US 70	Blue Ridge Road	NC 9	Road Diet
US 25A (Biltmore Avenue) & US 25 (McDowell Street)	Hilliard Avenue	All Souls Crescent	Roadway Upgrade
US 70 (Tunnel Road)/US 74A (South Tunnel Road)	The Tunnel	NC 81 (Swannanoa River Road)	Access Management
US 23A (Haywood Road)	State Street, N Louisiana Avenue		Multiple Intersection Improvements
Woodfin Street	College Street	Lexington Avenue	Roadway Upgrade
US 25A (Sweeten Creek Road)	I-40	US 25 (Biltmore Avenue)	Roadway Upgrade
US 70 (Tunnel Road)/US 74A (South Tunnel Road)	I-240	Blue Ridge Parkway	Access Management
US 25/US 19/23B (Weaverville Highway)	Elkwood Avenue	Reems Creek Road	Access Management

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Haywood County

Route	From	To	Improvement
US 19/23	Chestnut Mountain Road	NC 215	Roadway Upgrade
New Clyde Highway	NC 215	Midway Crossings Drive	Access Management
Brown Avenue	Hazelview Drive	Boyd Avenue	Modernization
US 19 (Dellwood Road)	US 276 (Russ Avenue)	US 276 (Jonathan Creek Road)	Access Management

Henderson County

Route	From	To	Improvement
White Pine Drive & Hebron Road	US 64	Kanuga Road	Modernization
US 25B (Asheville Highway)	North Main Street	-	Intersection Improvement
Fanning Bridge Road	US 25	NC 280	Modernization
Blythe Street	US 64	NC 191	Modernization
Butler Bridge Road	US 25	NC 280	Modernization
Thompson St/Signal Hill Rd/Berkley Rd	US 64 (Four Seasons Blvd)	US 25B (Asheville Highway)	Modernization
Duncan Hill Road	US 64 (Four Seasons Blvd)	North Main Street	Modernization

Madison County

Route	From	To	Improvement
Bruce Road	North Main Street	Bailey Street	Modernization

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New Submittals- Bike/Ped

Buncombe County			
Route	From	To	Improvement
Bent Creek Greenway	Hominy Creek Greenway	French Broad River Greenway	Multi-Use Path
Bent Creek Greenway	WNC Farmer's Market	Asheville Outlets	Multi-Use Path
Bent Creek Greenway	French Broad River	Lake Julian	Multi-Use Path
Reems Creek Greenway	Quarry Road	Mill Park	Multi-Use Path
Fonta Flora Trail	Yates Avenue	Black Mountain Town Limits	Multi-Use Path
North Blue Ridge Road	US 70	Fortune Street	Sidewalks
Coxe Avenue	Patton Avenue	Short Coxe	Pedestrian Improvements
Lexington Avenue	Patton Avenue	Southside Avenue	Pedestrian Improvements
Reed Creek Greenway	Magnolia Avenue	Cherry Street	Multi-Use Path
Riverside Drive	Hill Street	I-240	Improve Rail Crossing for Bicyclists
Old Haywood Road	US 19/23 (Patton Avenue)	US 19/23 (Patton Avenue)	Sidewalks

Haywood County			
Route	From	To	Improvement
Champion Drive	North Canton Road	Thickety Road	Bike Lanes
Richland Creek Greenway	Recreation Park	Haywood High-Tech Center	Multi-Use Path
Allen's Creek Road	Lickstone Road	Piney Mountain Road	Sidewalks
Old Clyde Highway	Blackwell Drive	Greenberry Street	Sidewalks

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Henderson County			
Route	From	To	Improvement
Allen Branch Greenway	US 64	I-26	Multi-Use Path
NC 280	French Broad River	NC 191	Multi-Use Path
Fanning Bridge Road	US 25	Underwood Road	Sidewalks
Oklawaha Greenway Extension	Jackson Park	Blue Ridge Community College	Multi-Use Path
Brooklyn Avenue	NC 225	US 176	Sidewalks
US 64	Orrs Camp Road	Howard Gap Road	Sidewalks
Ecusta Trail	Kanuga Road	Transylvania County Line	Rail-to-Trail

Madison County			
Route	From	To	Improvement
Bailey Street	Bearwood Drive	Forest Street	Sidewalks
Banjo Branch Greenway	Hickory Drive	Banjo Branch Road	Multi-Use Path

New Submittals- Transit

Transit Agencies	
Project	Sponsor
One expansion vehicle, Transit Station Upgrade, and Four Transit Shelters	Haywood Transit (Mountain Projects)
New Maintenance Facility, Transit Station Upgrade, Expansion Vehicles	City of Asheville
Facility Upgrades	Madison County

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Carryover Projects

Projects that are either in the Developmental portion of the TIP (funded for right-of-way in FY 2026 or later) or are considered a “Sibling” of a project in the TIP are automatically resubmitted into the next round of prioritization, unless requested otherwise. Carryover projects do not count towards the MPO’s 25 submittals for each mode.

Carryover Projects in the FBRMPO for P 6.0 Include:

P 6.0 Carryover Projects				
Route	From	To	Improvement	County
I-40	I-240	US 74A	Interchange Improvement	Buncombe
I-40	Porter’s Cove Road	-	Interchange Improvement	Buncombe
I-26	US 25	US 64	Widening	Henderson
I-40	Wiggins Road	Monte Vista Road	Widening	Buncombe
I-40	US 74	NC 215	Widening	Haywood
I-40	NC 215	Exit 37 (Wiggins Road)	Widening	Haywood
Future I-26	US 25	SR 2207	Modernization	Buncombe
Future I-26	SR 2207	South of SR 2148	Modernization	Buncombe
US 19	Fie Top Road	Blue Ridge Parkway	Modernization	Haywood
NC 191	US 25	Mountain Road	Widening	Henderson
NC 191	NC 280	Ledbetter Road	Widening	Buncombe, Henderson

TCC Recommended the Draft Project List be Approved

Item 4B:

Safety Performance Targets

As part of MAP-21 requirements in 2012, safety performance measures became a requirement for MPOs and DOTs. Beginning in 2017, as part of the FAST Act, states established annual targets in the Highway Safety Improvement Program (HSIP) report. Safety targets are established annually, based on the calendar year, are set for all five performance measure based on five year rolling averages of data, and require coordination between state DOTs and MPOs. The five performance measures include: 1) number of fatalities, 2) rate of fatalities per 100 Million VMT, 3) number of serious injuries, 4) rate of serious injuries per 100 Million VMT and, 5) number of non-motorized fatalities and non-motorized serious injuries.

NCDOT has submitted statewide safety performance measure targets in August 2019 to FHWA. FBRMPO has 180 days (until February 27, 2020) to establish safety targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of NCDOT's safety target for that performance measure; or committing to a different set of quantifiable targets for safety performance measures for the FBRMPO region. NCDOT's 2020 safety targets that were provided to FHWA in the 2019 HSIP report are listed below:

Highway Safety Improvement Program (HSIP) (per year % reduction)

- For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to **reduce total fatalities by 6.23 percent each year** from 1,396.4 (2014-2018 average) to 1,227.8 (2016-2020 average) by December 31, 2020.
- For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the fatality rate by 5.39 percent each year** from 1.211 (2014-2018 average) to 1.084 (2016-2020 average) by December 31, 2020.
- For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to **reduce total serious injuries by 8.54 percent each year** from 3,362.6 (2014-2018 average) to 2,812.8 (2016-2020 average) by December 31, 2020.
- For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the serious injury rate by 7.64 percent each year** from 2.886 (2014-2018 average) to 2.462 (2016-2020 average) by December 31, 2020.
- For the 2020 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the total nonmotorized fatalities and serious injuries by 7.13 percent each year** from 494.6 (2014-2018 average) to 426.6 (2016-2020 average) by December 31, 2020.

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Additional safety and crash data is available here:

<https://connect.ncdot.gov/resources/safety/Pages/Crash-Data.aspx>

The TCC recommended adopting a resolution supporting NCDOT safety performance measure targets.

Safety Performance Measures Target Setting Crash Data | French Broad River MPO

Total Reported Crashes

Year	Total Crashes	Fatal Injury Crashes	A Injury Crashes	B Injury Crashes	C Injury Crashes	PDO Crashes	Fatalities	A Injuries	B Injuries	C Injuries
2008	8,182	34	102	901	1,970	5,175	39	127	1,134	3,062
2009	8,047	39	94	783	1,968	5,163	43	119	1,001	3,004
2010	8,723	47	79	818	1,917	5,862	53	108	1,065	2,962
2011	8,633	42	101	771	1,888	5,831	50	120	1,014	2,926
2012	9,092	35	79	740	1,945	6,293	35	93	927	2,915
2013	9,642	40	52	776	2,027	6,747	44	68	962	3,101
2014	9,966	49	49	762	1,889	7,217	52	58	936	2,805
2015	11,425	49	56	738	2,082	8,500	54	68	910	3,217
2016	11,850	48	65	793	2,164	8,780	48	82	964	3,334
2017	12,500	54	119	730	2,077	9,520	56	148	903	3,124
2018	12,906	52	134	799	2,120	9,801	55	156	1,013	3,132

Total Reported Pedestrian Crashes

Year	Total Crashes	Fatal Injury Crashes	A Injury Crashes	B Injury Crashes	C Injury Crashes	PDO Crashes	Fatalities	A Injuries	B Injuries	C Injuries
2008	70	6	5	28	26	5	6	5	30	32
2009	77	6	8	25	29	9	6	8	27	33
2010	73	4	7	26	26	10	4	10	31	30
2011	85	4	8	39	27	7	4	9	41	37
2012	103	8	11	33	47	4	8	12	40	56
2013	85	5	3	34	30	13	5	4	35	32
2014	118	9	4	42	50	13	9	4	50	56
2015	79	7	7	36	27	2	7	8	39	34
2016	109	8	5	26	30	40	8	5	27	31
2017	88	6	7	29	29	17	6	7	31	33
2018	123	8	10	44	37	24	8	10	51	44

Total Reported Bicycle Crashes

Year	Total Crashes	Fatal Injury Crashes	A Injury Crashes	B Injury Crashes	C Injury Crashes	PDO Crashes	Fatalities	A Injuries	B Injuries	C Injuries
2008	31	1	1	13	14	2	1	1	13	15
2009	26	0	0	17	7	2	0	0	17	8
2010	37	1	2	17	14	3	1	2	19	15
2011	35	0	2	13	13	7	0	2	13	14
2012	30	0	3	12	14	1	0	3	12	14
2013	38	0	0	17	12	9	0	0	18	12
2014	41	0	1	17	18	5	0	1	17	19
2015	38	1	1	11	19	6	1	1	11	19
2016	29	1	3	12	9	4	1	3	12	9
2017	35	0	6	14	5	10	0	6	14	5
2018	34	0	2	17	10	5	0	2	17	10

Safety Performance Measures

Year	Fatalities	Fatality Rate	Serious Injuries	Serious Injury Rate	Non-motorized Fatalities and Serious Injuries
2008	39	0.898	127	2.924	13
2009	43	0.979	119	2.709	14
2010	53	1.214	108	2.474	17
2011	50	1.134	120	2.722	15
2012	35	0.775	93	2.059	23
2013	44	0.958	68	1.481	9
2014	52	1.129	58	1.260	14
2015	54	1.174	68	1.479	17
2016	48	0.990	82	1.691	17
2017	56	1.091	148	2.883	19
2018	55	1.079	156	3.062	20

Target Setting Crash Data

Year	Fatalities (5 Year Average)	Fatality Rate (5 Year Average)	Serious Injuries (5 Year Average)	Serious Injury Rate (5 Year Average)	Non-motorized Fatalities and Serious Injuries (5 Year Average)
2008 - 2012	44.0	1.000	113.4	2.578	16.4
2009 - 2013	45.0	1.012	101.6	2.289	15.6
2010 - 2014	46.8	1.042	89.4	1.999	15.6
2011 - 2015	47.0	1.034	81.4	1.800	15.6
2012 - 2016	46.6	1.005	73.8	1.594	16.0
2013 - 2017	50.8	1.069	84.8	1.759	15.2
2014 - 2018	53.0	1.093	102.4	2.075	17.4
2020 Target*	45.9	0.961	91.1	1.879	13.7

*Target based on State's methodology of reducing crashes by 50% by the year 2030

Rates are in units of crashes per 100 MVMT

Last update: 8/20/19

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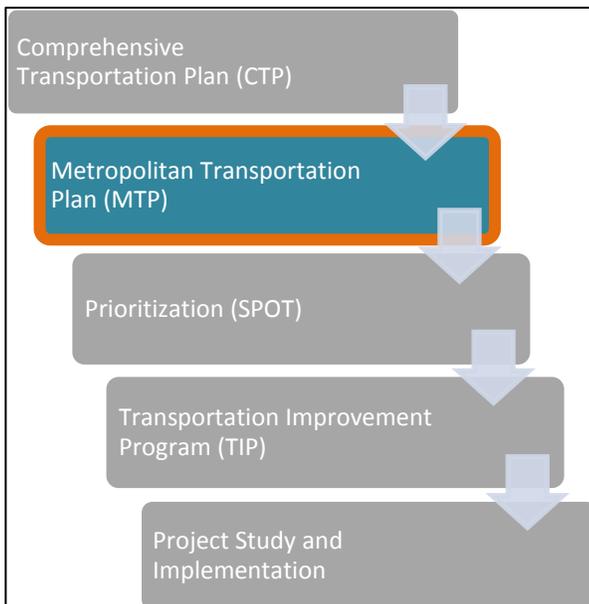
Staff Report & Recommendations

Item 4C:

MTP 2045 Updates

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 next update due in September, 2020.



Update

French Broad River MPO staff will present on what the Prioritization Subcommittee has been working on for the MTP including:

- Finalizing Goals and Objectives
- Financial Plan Assumptions
- Project Selection

Also, MPO staff will hold three public workshops around the region in May. These include:

March 2nd: Henderson County Public Library (Hendersonville)

March 5th: Waynesville Public Library (Waynesville)

March 11th: Pack Memorial Library (Asheville)

Action: No Action Required

FRENCH BROAD RIVER

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Item 5A:

Division Project Updates

Division 13 Updates: <http://frenchbroadrivermpo.org/wp-content/uploads/2020/02/DIV-13-February-2020-Updates.pdf>

Division 14 Updates: <http://frenchbroadrivermpo.org/wp-content/uploads/2020/02/DIV-14-February-2020-Updates.pdf>

Item 5B:

TPD Updates

Item 5C:

FHWA/FTA Updates

FRENCH BROAD RIVER

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Item 5D:

Committee & Workgroup Updates

Prioritization Subcommittee—Met on February 25th; next meeting on April 6th

Transit Operators' Workgroup—Met on February 14th; next meeting TBD

Citizens' Advisory Committee- Met on January 26th; next meeting in April

Recommended Actions:

Accept the reports.

Item 5E:

Legislative Updates