

Governing Board (TAC)

September 24, 2020 – 1:00 P.M.

Virtual Meeting via Zoom. Login details: <http://frenchbroadrivermpo.org/agendas-minutes/>

Agenda

1. WELCOME AND HOUSEKEEPING

Bill Lapsley

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

2. PUBLIC COMMENT

- A. Public Hearing on 2045 MTP Adoption

3. CONSENT AGENDA

Bill Lapsley

- A. August 27, 2020 Minutes
- B. 2020-2029 Transportation Improvement Program Amendments

4. BUSINESS & DISCUSSION

- A. SPOT Prioritization Weights for Division 13 Projects MPO Staff
- B. Hellbender Regional Trail Plan Adoption MPO Staff
- C. MTP 2045 Presentation (Adoption Required on Friday, September 25th) MPO Staff

5. REGULAR UPDATES

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

6. ANNOUNCEMENTS, NEWS AND SPECIAL UPDATES

7. TOPICS FOR NEXT MEETING

8. PUBLIC COMMENT

(MPO Board to Reconvene Friday, September 25th at 1:00 PM for MTP Adoption)

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

(MPO Board Reconvenes Friday, September 25th at 1:15 PM for MTP Adoption)

9. CONTINUED BUSINESS & DISCUSSION

A. MTP 2045 Adoption

MPO Staff

10. PUBLIC COMMENT

11. ADJOURNMENT

Item 3:

Consent Agenda

Item 3A: August, 2020 TCC Minutes

Item 3B: 2020-2029 TIP Amendments

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FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3A:

June 11, 2020 Minutes

French Broad River Metropolitan Planning Organization

Minutes from the TCC Virtual Meeting Via Zoom on June 11, 2020

Remote Attendance

William Lapsley	Anthony Sutton	Nick Kroncke	Emily Scott-Cruz	Daniel Sellers
Jennifer Hensley	Jerry Vehaun	Rebecca McCall	Anne Coletta	Autumn Radcliff
Vicki Eastland	Steve Cannon	Gwen Wisler	Matt Wechtel	Brian Caskey
George Banta	Stephen Sparks	Janna Peterson	John Mitchell	Troy Wilson
Tom Carpenter	Wanda Austin	Joel Setzer	Kevin Ensley	John Ridout
Amanda Edwards	Marshall Williams	Tom Widmer	Julie Mayfield	Larry Harris
David White	Bob Davy	Brownie Newman	Marcela Moreno	Matt Hayes
Bill Moss	Brent Detwiler	Erica Anderson	Michael Dawson	Beth Newman

In-Person Attendance at the Land of Sky Office

Tristan Winkler Zia Rifkin

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WELCOME & INTRODUCTIONS, APPROVAL OF AGENDA

Chairman Lapsley called the meeting to order at approximately 1:00pm and welcomed everyone to the meeting. Tristan Winkler announced the meeting had quorum to conduct business.

Chairman Lapsley read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. No conflicts were noted.

APPROVAL OF AGENDA

The agenda was presented for approval with no modification requested.

Larry Harris moved to approve the agenda as presented. Anne Coletta seconded and the motion carried upon a roll call vote, and without further discussion.

PUBLIC COMMENT

Chairman Lapsley called for any public comments. No public comments were made.

CONSENT AGENDA

Jerry Vehaun moved to approve the consent agenda consisting of the June 2020 minutes. Bob Davy seconded, and the motion carried unanimously upon a roll call vote, and without further discussion.

NEW BUSINESS

STBGDA/TAPDA Project Selection

FHWA has several funding programs, including Surface Transportation Block Grant - Direct Allotment (STBGDA) and Transportation Alternatives Program - Direct Allotment (TAPDA.) These are funding programs that are distributed to states with the requirement that funds be distributed to large urban areas (like the FBRMPO), small urban areas, rural areas, and some funds that may be used anywhere in the state. For large urban areas, MPOs are in charge of programming the funds (the MPO's "Direct Allotment.") Member governments and NCDOT are eligible to apply as long as the projects meet the program's eligible activities. The MPO receives approximately \$4,500,000 of these funds annually; the vast majority (\$4,250,000) comes in the form of STBGDA.

Tristan Winkler clarified that the 20% local match was required once the project is approved for funding. He also explained that these are federal funds that come to the states (in North Carolina - NCDOT), and then the local transportation planning regions, including large urban areas (i.e. FBRMPO). There are many other urban transportation planning regions in the state, which receive this type of funding, too. It was also noted that these are future funds, based on projections and estimates. This round of projects are being programmed for FYs 2021-2026. The next call for projects is not planned until January of 2022 (for FYs 27 and 28).

Tristan Winkler review the types of projects eligible for these types of funding. STBGDA funding is much more flexible than the TAPDA funding. He noted that in the bike/ped realm, the funding is primarily meant for transportation rather than recreational projects. NCDOT is the obligating authority for these funds. The agency can give the green light or suspend these projects. Currently, due to the NCDOT issue (cash flow), many projects have been suspended. Tristan Winkler clarified that since this is a reimbursement program, normally jurisdictions pay invoices and then

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request an 80% reimbursement from NCDOT. During this current environment of cash flow issues, that 80% reimbursement may not be available, hence, projects may be suspended.

Tristan Winkler reviewed the scoring methodology, which allows highway, bike/ped, and transit to compete; provides geographic equity (large vs. small jurisdictions); applies local priority points, requires local match, examines planning background, and which project phase is requested, mode effectiveness and cost effectiveness are also reviewed

More information on these funding programs as well as specific information on the most recent call for projects is available here: <http://frenchbroadrivermpo.org/local-administered-projects/>

The MPO held a call for projects from January 31st – April 17th for STBGDA and TAPDA funds. Utilizing both sources of funds would enable \$27,200,000 over five years. NOTE: the call was initially for \$28,200,000 but \$1,000,000 was programmed by the MPO Board to supplement the NC 251/Beaverdam Creek Greenway in June 2020

For this call for projects, the MPO received the following applications:

Local Government	Project	Mode	Funding Requested	Previously DA Funded
City of Asheville	Biltmore Ave @ White Fawn Drive	Highway	\$352,000	No
City of Asheville	Coxe Avenue Improvements	BikePed	\$9,040,000	Yes
City of Asheville	Page/Haywood/Flint Intersection	Highway	\$6,800,000	No
City of Asheville	Hazel Mill Sidewalks	BikePed	\$1,600,000	No
City of Asheville	School Zone Safety	BikePed	\$660,000	No
City of Asheville	NorthRAD Greenway	BikePed	\$1,000,000*	Yes
Black Mountain	Bridge Replacement	Highway	\$544,000+	No
Black Mountain	Riverwalk Greenway	BikePed	\$960,000	Yes
Division 13	Broadway Sidewalks	BikePed	\$310,000	No
Division 13	Bruce Road	Highway	\$5,000,000	No
Division 13	Charlotte Street Ramp	Highway	\$668,250	No
Division 13	Haywood Road Resurfacing	Highway	\$5,014,000	No
Division 13	Sand Hill/Sardis Intersection	Highway	\$296,000	No
Hendersonville	Clear Creek Greenway	BikePed	\$1,960,380	No
Henderson County	Ecusta Trail Ph I	BikePed	\$1,142,038	No
Henderson County	Ecusta Trail Ph II	BikePed	\$1,518,476	No
Henderson County	Ecusta Trail Ph III	BikePed	\$2,414,705	No
Henderson County	Ecusta Trail Ph IV	BikePed	\$5,779,538	No

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Henderson County	Ecusta Trail Ph V	BikePed	\$3,791,429	No
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*Initial request was \$2,000,000- MPO staff worked with NCDOT programming staff to request an additional \$1,000,000 from NCDOT for potential cost overruns.

†Initial request of \$365,600 increased based on NCDOT recommendations

Utilizing the [MPO's scoring methodology](#), projects received the following scores:

Local Government	Project	Mode	Total	Rank
Division 13	Broadway Sidewalks	BikePed	63	1
Black Mountain	Riverwalk Greenway	BikePed	61	2
Hendersonville	Clear Creek Greenway	Highway	54	3
Black Mountain	Bridge Replacement	Highway	49	4
Division 13	Charlotte Street Ramp	Highway	48	5
Henderson County	Ecusta Trail Ph I	BikePed	47	6
City of Asheville	Coxe Avenue Improvements	BikePed	45	7
City of Asheville	Biltmore Ave @ White Fawn Drive	Highway	43	8
City of Asheville	NorthRAD Greenway	BikePed	43	8
Henderson County	Ecusta Trail Ph II	BikePed	38	10
Division 13	Haywood Road Resurfacing	Highway	38	10
Henderson County	Ecusta Trail Ph III	BikePed	35	12
City of Asheville	School Zone Safety	BikePed	35	12
City of Asheville	Hazel Mill Sidewalks	BikePed	33	14
Henderson County	Ecusta Trail Ph IV	BikePed	32	15
Henderson County	Ecusta Trail Ph V	BikePed	32	15
Division 13	Sand Hill/Sardis Intersection	Highway	30	17
Division 13	Bruce Road	Highway	25	18
City of Asheville	Page/Haywood/Flint Intersection	Highway	23	19

The Prioritization Subcommittee recommended the following projects to be programmed:

Fund Top 13 Projects, Remaining Funds for Cost Overruns

Local Government	Project	Mode	Score	Federal Funding
Division 13	Broadway Sidewalks	BikePed	63	\$310,000
Black Mountain	Riverwalk Greenway	BikePed	61	\$960,000
Hendersonville	Clear Creek Greenway	Highway	54	\$1,960,380
Black Mountain	Bridge Replacement	Highway	49	\$544,000
Division 13	Charlotte Street Ramp	Highway	48	\$668,250
Henderson County	Ecusta Trail Ph I	BikePed	47	\$1,142,038
City of Asheville	Coxe Avenue Improvements	BikePed	45	\$9,040,000
City of Asheville	Biltmore Ave @ White Fawn Drive	Highway	43	\$352,000

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City of Asheville	NorthRAD Greenway	BikePed	43	\$1,000,000
Henderson County	Ecusta Trail Ph II	BikePed	38	\$1,518,476
Division 13	Haywood Road Resurfacing	Highway	38	\$5,014,000
City of Asheville	School Zone Safety	BikePed	35	\$660,000
Henderson County	Ecusta Trail Ph III	BikePed	35	\$2,414,705

Total Cost (Federal Funds): **\$25,583,849**

Remaining Funds: **\$1,616,151**

More information on the scoring of each project is available in the presentation for this month's agenda (www.frenchbroadrivermpo.org/agendas-minutes).

The TCC recommended these 13 projects for approval at their August 13 meeting.

Chairman Lapsley reviewed how projects are funded, once the funding becomes available; Initially, jurisdictions are contacted to see if their projects are ready to go (including availability of local match). Tristan Winkler explained that the projects on the list are funded with several considerations in mind, including that some projects are already in development (funding expended), so those projects may receive funding first. Some projects may drop off the list entirely, if the jurisdictions does not have its local match. The MPO staff and NCDOT work together to determine the order in which projects receive funding. Jurisdictions also weigh in on the order in which their projects are funded.

Discussion occurred regarding how long jurisdictions have the funding available for their approved project(s), once funding becomes available and Tristan Winkler shared that the MPO works extensively with jurisdictions to provide accommodations, when necessary, to ensure that the funding is available to the jurisdiction, when it is needed. He noted, that at some point, funding could be pulled, when waiting affects the availability of the funds. It was also clarified that the total amount of funding is \$27 million (total cost + remaining funds), provided at a level of about \$4 million per year. He communicated that there is a balance of nearly \$11 million, that has built up from past rounds of funding, so the first year of funding would have those funds available, thereafter, \$4 million per year.

George Banta, oved to approve the top 13 projects plus \$1,600.000 for cost overruns. Larry Harris seconded and the motion carried upon a roll call vote, and without further discussion.

Prioritization Subcommittee Vacancy

The MPO's Prioritization Subcommittee c 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 was initially formed 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, and any other regional plan underway.

The current roster is:

MPO TCC Representatives	MPO Board Representatives
Autumn Radcliff (Henderson County)	Jerry Vehaun (Town of Woodfin)
VACANT	Anthony Sutton (Town of Waynesville)

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Elizabeth Teague (Town of Waynesville)

Julie Mayfield (City of Asheville)

Josh O'Conner (Buncombe County)

The seat formerly held by Brian Burgess (Town of Mills River) is currently open. A TCC member is required to fill the vacancy.

The TCC provided a recommendation, in the form of a motion for Dan Baechtold with the City of Asheville to fill the vacancy.

Larry Harris seconded the motion from the TCC to approve Dan Baechtold with the City of Asheville to fill the vacancy on the Prioritization Subcommittee. The motion carried upon a roll call vote, and without further discussion.

Know Your SIT- Modernization/Roadway Upgrade projects Presentation

Back in March, a presentation on the meaning and potential benefits of access management was given to the TCC and Board. In an on-going effort to provide more information about specific improvement types (SIT) that are submitted to SPOT for prioritization, this presentation continues the series looking at modernization and roadway upgrades.

Troy Wilson shared that modernization often involves bringing the roadway up to current design standards, which may include increasing the lane or shoulder width, improving the roadway geometry, and/or adding turn lanes at intersections. Roadway Upgrades is a similar SIT that involves a collection of roadway improvements such as modernizing a section, adding Complete Streets elements, and/or incorporating access management such as restricting turn movements.

In the most recent round of Prioritization, P6.0, a number of roadway corridors were submitted for modernization or roadway upgrades. Blue Ridge Road, Sweeten Creek Road, Brown Avenue, and Duncan Hill Road are a few examples from around the region.

Discussion occurred regarding whether there were sub-categories to the standard design for modernization projects and it was shared that there are mitigation measures available for roadways that do not conform to the standard design elements.

Information topic. No action required.

Asheville Transit Master Plan Presentation

Marcela Moreno provided a brief presentation on the Transit Master Plan.

The Transit Master Plan (TMP) serves as the guiding document for the City of Asheville's transit system, providing specific routing recommendation to improve service in the short term while serving as a long-term vision plan for future expansion and improvements. The study was funded by the FBRMPO and the City of Asheville. In 2018, the TMP was updated to provide guidance on the operation and growth of the transit network after extensive public input, coordination with committees, and input from operators, and interest group discussions. The plan outlines the

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current operating environment, ART transit service, review of local plans, public involvement, routing recommendations, evaluation and recommendations for county extensions, transit facility infrastructure, and a 10-year phased implementation and financial plan.

The TMP reflects public input, proposed strategic extensions of service, supported crosstown routes, and devised a TMP timeline. The plan includes the following:

- 2020 Service Change—
 - New service with three new routes, extended service down New Leicester Highway, redesigned maps, updated schedule, and improved frequency on high volume routes.
- Extended Service Hours
- ART Station Renovation
- Service Extension Evaluation and Recommendations (including to Weaverville, Woodfin, Erwin, Reynolds, Shiloh, Enka and Candler, Fairview, and Beaverdam)
- Transit Maintenance Facility
- 10 Year Phased Implementation Plan

The goals of system redesign were to (1) minimize impacts to existing ridership, while increasing system operational efficiencies, (2) reduce the need for all routes to meet at the Downtown Station, and facilitate more transfers on-street, where appropriate, to promote faster travel times through the Downtown, and (3) preserve coverage, even if reducing frequencies, to lower ridership route segments and destinations that negatively impact travel times and on-time performance on existing routes.

Discussion occurred regarding the provision of transit services farther south down NC 25 in order to appeal to potential riders who live in the many apartments in Fletcher. It was noted that jurisdictions interested in contributing to the transit system, in order to provide extended service beyond the city limits of Asheville, would certainly be considered by the City. It was also shared that a feasibility study would be necessary, before any changes might be considered to the current TMP. Additionally, it was shared that a regional approach to transit could provide those additional options for people needing to travel in and out of the county.

Informational topic. No action required.

REGULAR UPDATES

- Updates were provided by Division 13 and Division 14.
- TPD Updates were provided.
- FHWA/FTA Updates were provided
- FBRMPO Committee & Workgroup Updates:
 - Prioritization – Met August 4. Next meeting planned for September 1.
 - Transit Operators Workgroup – Met on June 16. Next meeting on September 14.
 - Citizens’ Advisory Committee – Met July 15. Next meeting in October.
 - Hellbender Regional Trail Workgroup - Draft Hellbender Trail Plan Public Comments closed on August 21.

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- Legislative Updates – Federal updates included that the Fast Act does expire at the end of September 2020 and a proposal has been put forth by the House for a new transportation bill, which has little or no chance of moving forward. In addition, there have been divergent stimulus bills put forth over the summer that included funding for highway programs. No forward movement, at this point, on any of those. State bill about personal delivery devices, that gives local government regulatory control has passed. Follow-up to HB 77, part of that bill allows for additional Transportation Board appointments and has led to additional appointments from the western region of the state, including Chuck McGrady. In addition, just to note, HB 77 modified the cash floor for NCDOT by lowering it slightly.
- Public Meetings held virtually- Tristan Winkler shared that there was a virtual public meeting for the Hellbender Trail Plan and there have been a couple of other public meetings held virtually, too.

PUBLIC COMMENT

Chairman Lapsley called for any public comments. No public comments were heard.

ANNOUNCEMENTS

ADJOURNMENT

Chairman Lapsley adjourned the meeting, as there was no further business.

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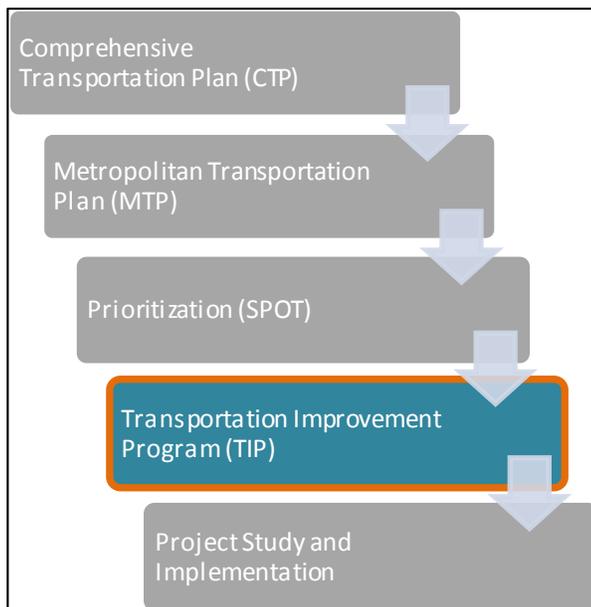
Item 3B:

2020-2029 TIP Amendments

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 Amendments Overview



The proposed amendments and modifications for the 2020-2029 FBRMPO TIP requested are in full below, with a summary below:

- -5973, US 19 Business/New Stock Road intersection improvements, ROW delayed FY 21 to FY 22 and CST from FY 21 to FY 23
- R-5748, Kanuga Road upgrade, ROW delayed from FY 21 to FY 22 and CST from FY 23 to FY 24
- Cost increases on U-5887, Highland Lake Road, and U-5834, Mills Gap Road
- Delays to ROW and CST for EB-5774, Riverside Drive MUP and EB-5547, Black Mountain Riverwalk greenway
- Added funding for 5310 projects for FY 22 and JARC for FY 21*
 - *TG-6788, JARC Capital for Mountain Projects, includes FY21 funds for the portion of Haywood

County CARES money that is utilized for expansion vehicles, per FTA requirements



2020 – 2029 TIP AMENDMENTS

TIP Amendments and Modifications for Consideration

Amendments #2 - SEPTEMBER 2020

FUNDING SOURCES KEY

FUNDING	FUNDING DESCRIPTION	FUNDING	FUNDING DESCRIPTION
ADTAP	Appalachian Development Transportation Assistance Program	L	Local
APD	Appalachian Development	NHP	National Highway Performance Program
BA	Bonus Allocation	NHPB	National Highway Performance Program(Bridge)
BOND R	Revenue Bond	NHPBA	National Highway Performance Program(Bonus Allocation)
CMAQ	Congestion Mitigation	NHPIM	National Highway Performance Program (Interstate Maintenance)
DP	Discretionary or Demonstration	O	Local, Non Federal or State Funds
ER	Emergency Relief	RR	Rail-Highway Safety
FBUS	Capital Program - Bus Earmark (5309)	RTAP	Rural Transit Assistance Program
FED	Unidentified Federal Funding	S	State
FEPD	Elderly and Persons with Disability (5310)	S(M)	State Match for STP-DA or Garvee Projects
FF	Federal Ferry	SMAP	Operating Assistance and State Maintenance
FMOD	Fixed Guideway Modifications	SRTS	Safe Roads to School
FMPL	Metropolitan Planning (5303)	STHSR	Stimulus High Speed Rail
FNF	New Freedom Program	STP	Surface Transportation Program
FNS	New Starts - Capital (5309)	STPDA	Surface Transportation Program (Direct Attributable)
FNU	Non Urbanized Area Formula Program (5311)	STPE	Surface Transportation Program (Enhancement)
FSGR	State of Good Repair	STPEB	Surface Transportation Program (Enhancement)
FSPR	State Planning and Research	STPOFF	Surface Transportation Program (Off System)
FUZ	Capital Program - Bus Earmark (5309)	STPON	Surface Transportation Program (On System)
HFB	Highway Fund Bridge Replacement Program	T	Highway Trust Funds
HP	High Priority	TAP	Transportation Alternatives Program
HRRR	High Risk Rural Roads	TAPDA	Transportation Alternatives Program (Direct Attributable)
HSIP	Highway Safety Improvement Program	TAPDA	Transportation Alternatives Program (Direct Attributable)
JARC	Job Assistance and Reverse Commute (3037)	TIGER	TIGER Discretionary Grants

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - AMENDMENT # 2

PROJECT	ROUTES	DIVISIONS	COUNTIES	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			
U-5973	US 19 BUS (Weaverville Highway)	13	Buncombe	US 19 BUS (Weaverville Highway) and SR 1740 (New Stock Road). Construct intersection improvements.	To assist in balancing funds, delay right-of-way from FY 21 to FY 22 and construction from FY 21 to FY 23.	\$ 1,300	ROW	T				200									
							U	T				100									
							CST	T					1,000								
U-5887	SR 1783 (Highland Lake Road)	14	Henderson	SR 1783 (Highland Lake Road), NC 225 to US 176. Upgrade Roadway.	Cost increase exceeding \$2 Million and 25% thresholds	\$ 5,790	ROW	T	500												
							BUILD NC CST	T		86	86	86	86	86	86	86	86	86	86	86	516
							CST	T		4,000											
U-5834	SR 3116 (Mills Gap Road)	13	Buncombe	SR 3116 (Mills Gap Road), US 25 (Hendersonville Road) to SR 3157 (Weston Road). Upgrade existing roadway.	Cost increase exceeding \$2 Million and 25% thresholds	\$ 25,533	ROW	T	6167	6,166											
							CST	T					6,600	6,600							
U-3403B	NC 191 (Brevard Road - Old Haywood Road)	13	Buncombe	NC 191 (Brevard Road - Old Haywood Road), SR 3498 (Ledbetter Road) to north of Blue Ridge Parkway.	Project to no longer utilize BUILD NC Bonds	\$ 7,760	ROW	T					2,550	2,550							
							U	T					600								
							CST	T									515	515	515	515	
R-5748	SR 1127 (Kanuga Road)	14	Henderson	SR 1127 (Kanuga Road), US 25 BUS (Church Street) to SR 1123 (Little River Road). Upgrade Roadway.	To assist in balancing funds, delay right-of-way from FY 21 to FY 22 and construction from FY 23 to FY 24.	\$ 13,050	ROW	T			450										
							U	T			100										
							CST	T					4,167	4,167	4,166						

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - AMENDMENT # 2

PROJECT	ROUTES	DIVISIONS	COUNTIES	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				
I-5834	I-40	13	Buncombe	I-40, mile marker 27 to mile marker 34. Pavement and bridge rehabilitation	To assist in balancing funds, delay construction from FY 21 to FY 23	\$ 5,330	CST	NHPIM					2,665	2,665								
W-5813A	US 25	13	Buncombe	US 25 (McDowell Street) at Doctor's Drive/Asheville High School entrance. Install pedestrian signals, high visibility crosswalks and curb ramps.	Add new project break at request of transportation mobility and safety division	\$ 74	CST	HSIP	74													
W-5813C	SR 1332 (N. Louisiana Avenue)	13	Buncombe	SR 1332 (N. Louisiana Avenue) at SR 1338 (Emma Road). Install pedestrian signal phasing, high visibility crosswalks, sidewalk and curb ramps.	Add new project break at request of transportation mobility and safety division	\$ 95	CST	HSIP		95												
W-5813D	US 25	13	Buncombe	US 25 at All Souls Crescent, and US 25 at US 25 ALT (Lodge Street). Install curb ramps, sidewalk, and signal upgrades.	Add new project break at request of transportation mobility and safety division	\$ 96	CST	HSIP	96													
W-5813E	US 19/23/74 ALT	13	Buncombe	US 19/23/74 ALT (Patton Avenue) at US 19/23 BUS (Haywood Road)/SR 1319 (Johnston Road). Install pedestrian signal phasing, high visibility crosswalks and curb ramps.	Add new project break at request of transportation mobility and safety division	\$ 115	CST	HSIP	115													
W-5813F	US 19/23/74 ALT	13	Buncombe	US 19/23/74 ALT (Smokey Park Highway) at Old Haywood Road. Install pedestrian signal phasing, high visibility crosswalks and curb ramps.	Add new project break at request of transportation mobility and safety division	\$ 70	CST	HSIP	70													

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - AMENDMENT # 2

PROJECT	ROUTES	DIVISIONS	COUNTIES	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			
W-5813G	US 70 and US 74 ALT	13	Buncombe	US 70 (Tunnel Road) at Old Chunn's Cove Road and US 74 ALT (S. Tunnel Road) at main mall entrance (east leg) and US 74 ALT (S. Tunnel Road) at lower mall entrance. Install curb ramps, sidewalk, and signal upgrades.	Add new project break at request of transportation mobility and safety division	\$ 92	CST	HSIP	92												
W-5813I	SR 2806 (Garren Creek Road)	13	Buncombe	SR 2806 (Garren Creek Road) from SR 2815 to SR 2786, near Fairview. Install shoulder guardrail.	Add new project break at request of transportation mobility and safety division	\$ 460	CST	HSIP		460											
HS-2013	Various	13	Buncombe, Burke, Madison, McDowell, Mitchell, Rutherford, Yancey	Various, safety improvements at various locations in Division 13	Project added at request of transportation mobility and safety; individual projects and funding to be requested in future as needed																
HS-2014	Various	14	Cherokee, Clay, Grahan, Haywood, Henderson, Jackson, Macon, Polk, Swain, Transylvania	Various, safety improvements at various locations in Division 14	Project added at request of transportation mobility and safety; individual projects and funding to be requested in future as needed																
RC-2013	Various	13	Buncombe, Burke, Madison, McDowell, Mitchell, Rutherford, Yancey	Various, traffic separation study implementation and closures in Division 13	Project added at request of rail division; individual projects and funding to be requested in the future as needed.																

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - AMENDMENT # 2

PROJECT	ROUTES	DIVISIONS	COUNTIES	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		
RC-2014	Various	14	Cherokee, Clay, Grahan, Haywood, Henderson, Jackson, Macon, Polk, Swain, Transylvania	Various, traffic separation study implementation and closures in Division 14	Project added at request of rail division; individual projects and funding to be requested in the future as needed.															
RX-2013	Various	13	Buncombe, Burke, Madison, McDowell, Mitchell, Rutherford, Yancey	Various, highway-rail grade crossing safety improvements in Division 13	Project added at request of rail division; individual projects and funding to be requested in the future as needed.															
RX-2014	Various	14	Cherokee, Clay, Grahan, Haywood, Henderson, Jackson, Macon, Polk, Swain, Transylvania	Various, highway-rail grade crossing safety improvements in Division 14	Project added at request of rail division; individual projects and funding to be requested in the future as needed.															
B-5992	SR 1620 (Fletcher Martin Road)	13	Buncombe	Replace bridge 100007 over French Broad River and Souther Railroad	To assist in balancing funds, delay right-of-way from FY 20 to FY 22 and construction from FY 22 to FY 24.	\$ 8,110	ROW	BGOFF			67									
							U	BGOFF			543									
							CST	BGOFF				2,500	2,500	2,500						
B-5982	US 74	14	Haywood	Replace bridge 430095 over Southern Railroad	To assist in balancing funds, delay construction from FY 23 to FY 24.	\$ 5,932	ROW	HFB			392									
							U	HFB			140									
							CST	HFB				5,400								

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - AMENDMENT # 2

PROJECT	ROUTES	DIVISIONS	COUNTIES	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		
B-5953	SR 1002 (Old Leicester Highway)	13	Buncombe	Replace bridge 100649 over French Broad River and Southern Railroad	Accelerate right-of-way from FY 25 to FY 23 and construction from FY 26 to FY 24 at the request of structures management unit	\$ 21,000	ROW	T				1,000								
							CST	T					6,667	6,667	6,666					
B-5920	SR 1216 (Steel Bridge Road)	14	Haywood	Replace bridge 430246 over West Fork Pigeon Creek	To assist in balancing funds, delay right-of-way from FY 22 to FY 23 and construction from FY 23 to FY 24.	\$ 640	ROW	BGOFF				30								
							CST	BGOFF					610							
B-5898	US 23/74	14	Haywood	Replace bridge 430168 over US 19 and US 23	To assist in balancing funds, delay right-of-way from FY 21 to FY 23 and construction from FY 22 to FY 24.	\$ 3,250	ROW	NHPB				150								
							CST	NHPB					1,550	1,550						
B-4443	US 19/23/25/70	13	Buncombe	Replace bridge 100345 and Bridge 100346 over SR 1839	To assist in balancing funds, delay right-of-way from FY 21 to FY 25 and construction from FY 22 to FY 26.	\$ 7,920	ROW	NHPB						720						
							CST	NHPB							3,600	3,600				
I-5889B	I-40	13	Buncombe	I-40, mile marker 45.25 to mile marker 50. Rehabilitate pavement.	Cost increase exceeding \$2 Million and 25% thresholds	\$ 16,300	CST	NHFP NHPIM		8,150										

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED PROJECTS IN THE 2020-2029 FBRMPO TIP - AMENDMENT # 2

PROJECT	ROUTES	DIVISIONS	COUNTIES	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-5774	NC 251 (Riverside Drive) Multi-Use Path	13	Buncombe	Construct multi-use path via Beaverdam Creek on NC 251 (Riverside Drive)	Modify local contribution for construction at request of MPO and to assist in balancing funds, delay right-of-way from FY 20 to 21	\$7,580	PE	STBGDA	1,600															
								L	400															
							ROW	STBGDA		176														
								L		44														
							CST	STBGANY		2,000														
								STBGDA		1,824														
L		956																						
EB-5790	Asheville on-street crossings and connections	13	Buncombe	Asheville, on-street crossings and connections for bicyclists and pedestrians in Asheville's east of the riverway.	To assist in balancing funds, delay construction from FY 20 to FY 21	\$1,050	CST	STBGDA		840														
								L		210														
EB-5547	Black Mountain Riverwalk Greenway	13	Buncombe	Construct multi-use path from existing Flat Creek Greenway trailhead north of US 70 to the Into The Oaks Trail	To assist in balancing funds, delay right-of-way from FY 20 to FY 21 and construction from FY 21 to FY 22	\$4,143	ROW	STBGDA		80														
								L		20														
							CST	STBGANY			2,300													
								STBGDA			934													
L		809																						

PROPOSED AMENDMENTS and MODIFICATIONS TO TRANSIT PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #2

PROJECT	Transit Partner	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	FUNDING	Cost in Thousands										
						2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS
TQ-7010	City of Asheville (ART)	Asheville Rides Transit. 5310 Administrative Oversight.	Add funding in FY 2022	\$ 100	FEPD	33	33	34								
TQ-6186	City of Asheville (ART)	Asheville Rides Transit. 5310 Traditional Projects.	Add funding in FY 2022	\$ 694	FEPD	182	188	185								
					L	45	47	46								
TQ-6187	City of Asheville (ART)	Asheville Rides Transit. 5310 Other Projects.	Add funding in FY 2022	\$ 688	FEPD	115	111	118								
					L	115	111	118								
TM-5163	City of Asheville (ART)	City of Asheville Administrative Oversight of JARC projects in the Asheville Urbanized Area	Add JARC funding for FY 2021	\$ 102	FUZ	50	52									
TG-6788	City of Asheville (ART)	JARC Capital - Mountain Projects (Haywood County) Deviated Fixed Route	Add JARC funding for FY 2021	\$ 448	5307	68	339									
					L	17	24									

PROPOSED AMENDMENTS and MODIFICATIONS TO TRANSIT PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #2

PROJECT	Transit Partner	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	FUNDING	Cost in Thousands											
						2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS	
TO-6144	City of Asheville (ART)	Mountain Projects (Haywood County) New Deviated Fixed Route - Operations.	Consolidate with TM-5138; delete TO-6144	\$ 239	5307	119											
					L	119											
TM-5138	Buncombe County	JARC Operations (Trailblazer, Mountain Projects, Route 170)	Add JARC funding for FY 2021; consolidated with TO-6144 and TM-5137	\$ 1,532	5307	399	367										
					L	399	367										
TM-5137	City of Asheville (ART)	Black Mountain Route (170) Operations	Consolidate with TM-5138; delete TM-5137														
TQ-9034	City of Asheville (ART)	5310 Traditional Projects	Delete from STIP at request of MPO														
TA-6626	City of Asheville (ART)	Asheville Rides Transit Purchase Vehicles	Add 5339 Funding for FY21	\$ 1,250	5339		1000										
					L		250										
TG-6143	Henderson County	New technology for system with CARES funding for FY21	Add 5307 Funding to FY21	\$ 241	5307	31	116	31	31								
					L	8	8	8	8								

a program of Land of Sky

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

RESOLUTION APPROVING AN AMENDMENT 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 24th Day of September, 2020

William Lapsley, FBRMPO Board Chair

Attest, Tristan Winkler, Director
French Broad River MPO

Item 4A:

SPOT Prioritization Weights for Division 13 Projects

The prioritization process allows the customization of weights for scoring components if every MPO, RPO, and the Division(s) can come to an agreement on what’s being changed. For a change to Regional Impact scoring, that would require every MPO, RPO, and Divisions 13 and 14 to agree. For Division Needs, that just requires an agreement between each respective Division and the MPOs and RPOs within that Division.

For this round of prioritization, modernization projects are scored differently from “mobility” projects with a focus on safety, lane width, shoulder width, freight, and pavement condition. So projects submitted as “modernizations” are scored using these datasets while other improvement types have a greater emphasis on congestion.

Division 13 staff recommended a change to improve the scoring of modernization projects that would be scored at the Division 13 Division Needs tier.

Funding Tier	Statewide Mobility	Regional Impact	Division Needs
Eligible Projects	Interstate & Strategic Highway Facilities, Major Airports (AVL)	US & NC Routes + Anything “Cascaded” from Statewide Mobility	Secondary Road, Bike/Ped, Transit + Anything “Cascaded” from Statewide Mobility, Regional Impact
How Projects Compete	Statewide Competition	FBRMPO Projects Compete in Region G (all counties in Divisions 13 & 14)	Within Divisions (Division 13 Projects Compete Against Each Other, Division 14 Projects Compete Against Each Other)

The changes recommended and agreed to by staff from the Land of Sky RPO, French Broad River MPO, Hickory MPO, Isothermal RPO, and High Country RPO would remove pavement condition as a criteria and shift its points to lane widths. The reasoning is that modernization projects are primarily trying to expand lane widths and shoulder widths to NCDOT standards so scoring a project based on pavement condition does not reflect the primary intent of those projects.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Measure	Default Weight	Alternative Weight	Change
Safety	20%	20%	-
Lane Width	5%	15%	+10%
Paved Shoulder	10%	10%	-
Freight	5%	5%	-
Pavement Condition	10%	0%	(10%)
Congestion	0%	0%	-

Making this change is expected to boost the score for many modernization projects being submitted in Division 13, including projects in the FBRMPO as well as those outside of the FBRMPO.

Action Required

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

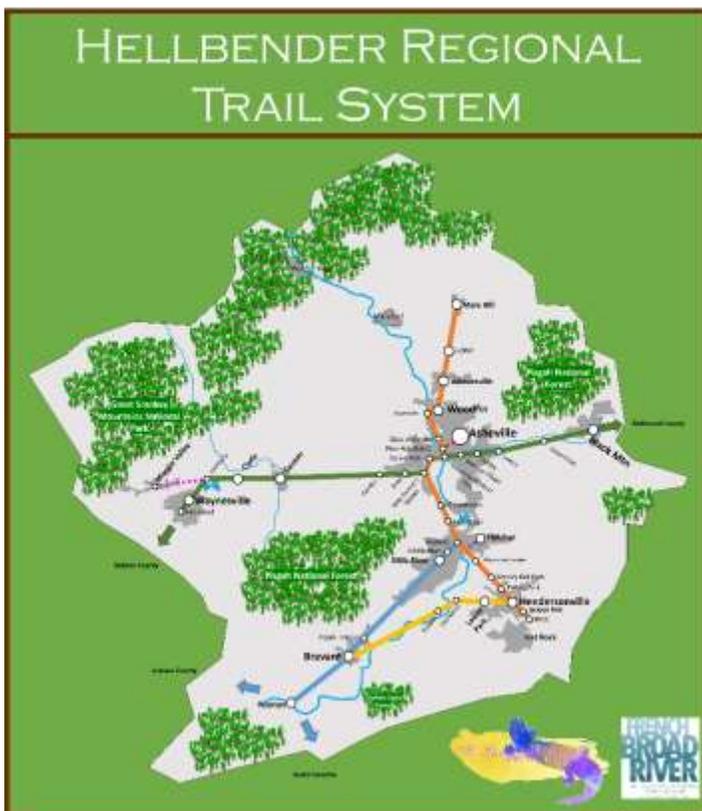
Staff Report & Recommendations

Item 4B:

Hellbender Regional Trail Plan Adoption

The Regional Trail Workgroup has been working on a Regional Trail Plan since 2019. This group has included the MPO's Prioritization Subcommittee as well as advocates appointed to represent Buncombe, Henderson, Haywood, Transylvania, and Madison counties. Additional local staff that have played a major role in trail development in the region were invited to attend these meetings as well.

The workgroup developed, vetted and approved the Hellbender Regional Trail Plan, a plan that is primarily based off of locally adopted plans for greenway, multi-use path, and other bike/ped facilities that is focused on paved trails but with exceptions for other infrastructure, where necessary. Sections of the Hellbender that do not currently exist in a locally adopted plan include the link from Weaverville to Mars Hill, a short section through Downtown Canton along Park Street, and a section from the Pigeon River to Lake Junaluska in Haywood County.



The Hellbender consists of four "lines" that connect the region:

The Orange Line- Mars Hill to Blue Ridge Community College (just south of Hendersonville)

The Gold Line- Hendersonville to Brevard

The Blue Line- Westfeldt Park to Rosman

The Green Line- Waynesville to Black Mountain

The Hellbender Regional Trail Plan gives our region a clear document that connects local plans into a regional system, highlights planned trails that would have a regional significance,

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

and provides a vision for what a regional trail system could look like for the region. A regional trail could help to provide residents and visitors with more options to get outside for enjoyment and exercise, provide opportunities for stormwater mitigation efforts, reduce emissions from trips that would otherwise require a car, provide economic development opportunities, and could provide transportation options between communities in our region.

It should be noted that the Hellbender is a long-term vision. Currently, 12 miles of the estimated 150 mile system are on the ground. And while momentum is picking up for additional trail projects with 18 miles of additional trails listed as “potentially funded” and eight more miles underway or programmed for engineering, this is still a major infrastructure project with at least a 50-year timeframe based on current funding policies and investment levels.

Adopting the Hellbender Regional Trail Plan is a first step towards envisioning a regional trail network. MPO staff would continue to work with the Regional Trail Workgroup to monitor and raise awareness of on-going activities and consider further work on marketing materials, partnerships, and other items that may assist local and regional efforts for advancing the Hellbender Trail.

The Hellbender Regional Trail Plan is available here: <http://frenchbroadrivermpo.org/multimodal/>

Summary of Public Comments Received

Typically, the MPO holds in-person public meetings, open houses and information workshops when presenting draft plans. Given the challenges presented by the ongoing COVID-19 situation, non-traditional methods in outreach and engagement methods were utilized. The following summarizes the outreach that took place and results from those efforts.

Email Blast: Various stakeholder groups in the region were sent email notification(s) of the public comment period including to media outlets, MPO Boards and committees and interested citizens list maintained by the MPO. It was requested that these groups share the plan with their own networks to increase distribution. Comments were collected on the MPO website via a Google Form, in addition to offering the option for comments to be emailed to the MPO.

A total of 363 comments were received via the Google Forms feedback and MPO email.

SUPPORT: A majority of comments, 349 (96%) out of the 363 total were expressing SUPPORT for the plan.

Common themes in support of the plan included: Health/wellness, community benefit, economic opportunities, tourism benefits, safety of users, environmental protection, congestion mitigation, increased connectivity/accessibility

4 of the emails received included letters of support from Connect Buncombe, Friends of Oklawaha Greenway, Haywood Greenways Advisory Council and Mountain True

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

DISSAPPROVAL: 5 (1.3%) out of the 363 total comments expressed DISSAPPROVAL or raised CONCERNS with the plan.

Concerns or reasons for disapproval include: Right-of-way impacts, concerns about crime, degradation of environment, and issues with the name

IMPARTIAL/OTHER 9 (2.5%) out of the 363 total comments had questions or comments that expressed neither support or disapproval of the plan. These included statements related to:

Questions about timeline/implementation, inclusion of local trail networks, preference for impervious surface, rails-to-trails questions, and inclusion of broadband connectivity

Virtual Event: A Facebook Live event was held on July 24th that gave an overview of the plan, talked about segments that make it up, covered implementation aspects, and in addition to a Q&A session. Multiple participants watched in live time, a few questions were asked during the Q&A and the video has over 200 views. The video can be viewed on the MPO Facebook page, here.

Website: The document and comment form were posted on the Bike/Pedestrian page of the MPO website (link: <http://frenchbroadrivermpo.org/multimodal/>).

Action Required



RESOLUTION TO ADOPT THE HELLBENDER REGIONAL TRAIL PLAN

WHEREAS, the French Broad River Metropolitan Planning Organization (FBRMPO) established the Regional Trail Workgroup, made up of local staff, elected officials, and appointed advocates from around the region to develop a Regional Trail Plan; and

WHEREAS, the Regional Trail Workgroup recommends approval of the Hellbender Regional Trail Plan; and

WHEREAS, the Hellbender Regional Trail Plan was made available for public comment and received primarily positive feedback; and

WHEREAS, the FBRMPO Metropolitan Transportation Plan maintains a goal to “Improve Non-Motorized Transportation Options”; and

WHEREAS, numerous communities in the FBRMPO and Land of Sky Rural Planning Organization (LOSRPO) have developed bicycle, pedestrian, and/or greenway plans; and

WHEREAS, the North Carolina Department of Transportation maintains a Complete Streets Policy whose cost share formulas are based on planned bicycle and pedestrian infrastructure being documented in adopted plans;

NOW, THEREFORE, BE IT RESOLVED by the Board of the French Broad River MPO, to approve and endorse the Hellbender Regional Trail Plan.

ADOPTED this the 24th day of September, 2020

William Lapsley, FBRMPO Board Chair

Attest, Tristan Winkler,
FBRMPO Director

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

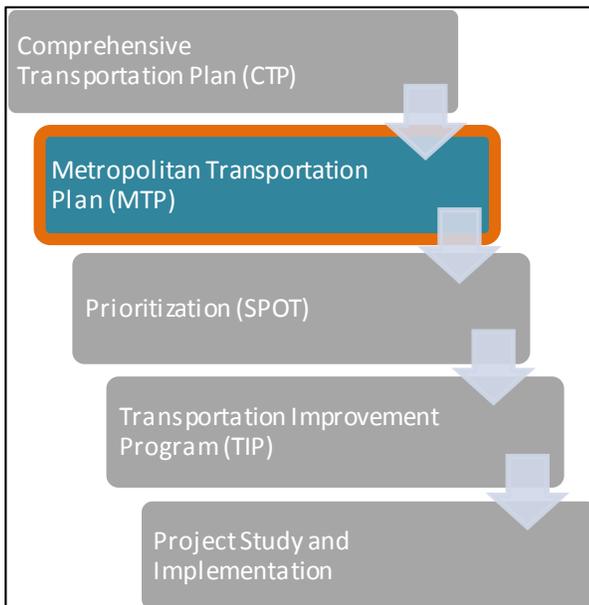
Staff Report & Recommendations

Item 4C:

MTP 2045 Adoption

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

The Draft MTP was made available for public comment through the summer and two virtual public meetings were held on Tuesday, August 18th- one in the morning and one in the afternoon. MPO staff also made a public survey available, which was taken by 95 participants.

Several edits have been made to the document as well as a slight shift in projects included in the MTP.

Approval from the TCC and Board is required in September, 2020 to keep the region in compliance with federal requirements.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Key Elements of the MTP

- Growth projections for the five-county area over the next 25 years.
 - Based on the “Land Use Study” that was completed and approved by the MPO in January, 2020
 - Projects more than 189,000 new residents, economic changes, and increased wealth
 - Projections for each jurisdiction and within jurisdictions is available
- Goals and Objectives for the MPO and the regional transportation network
 - Most goals are the same as the MTP 2040 with two additional goals:
 - Maintenance
 - Equity
- Overview of federally-required planning factors and recommendations for planning staff to pursue at the planning or implementation levels
- Financial Plan that lays out anticipated revenues over the next 25 years and how those funds are required to be allocated
 - The financial plan is largely based on STI/SPOT with roadway funding broken out into Statewide Mobility, Regional Impact, and Division Needs tiers
 - Anticipates more than \$4,000,000,000 in transportation improvements
 - Bike/Ped funding is primarily based on the MPO’s Locally Administered Projects funding as well as some funding from SPOT and local contributions
 - Transit funding is based on federal, state, and local contributions to transit operators in the region
- List of projects that meet the financial plan’s projected revenues
 - The MTP is required to list projects in the TIP (funded projects) but also includes projects being submitted to SPOT and a few additional long-term priorities
- Environmental Justice analysis to examine the distribution of benefits and burdens of planned transportation projects

NOTE: this plan and the project list were developed before the full impacts of the COVID-19 pandemic and its impacts to transportation funding were understood.

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Changes Since the Draft MTP Was Presented in June

Many grammatical changes were made as well as some text to address resiliency and stormwater issues, but the biggest change was a shift in roadway projects to accommodate I-2513D, the modernization of Riverside Drive in Buncombe County that is a fully-funded project in the TIP. Moving I-2513D into the MTP kicks out two long-term priority projects on Old County Home Road and Ben Lippen/Emma Road.

MTP ID	TIP ID	Route	From	To	Cost	Improvement	County
HD134531	I-2513D	SR 1477 (Riverside Drive)	Hill Street	Broadway Avenue	\$9,500,000	Widening	Buncombe
HD134529	-	Old County Home Road	NC-63 (New Leicester Highway)	NC-63 (New Leicester Highway)	\$6,931,000	Modernization	Buncombe
HD134530	-	Ben Lippen/Emma Road	Old County Home Road	German Bridge Road	\$4,277,000	Modernization	Buncombe

The Draft 2045 MTP and associated documents are available here:

<http://frenchbroadrivermpo.org/mtp/>

MPO staff will provide an overview on the MTP and the public input received as part of this effort.

Action Required following a Board recess to be resumed on Friday, September 25th at 1:00 PM



RESOLUTION TO ADOPT THE FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION 2045 METROPOLITAN TRANSPORTATION PLAN

WHEREAS, the French Broad River Metropolitan Planning Organization (FBRMPO) and the North Carolina Department of Transportation (NCDOT) are actively involved in transportation planning for the FBRMPO planning area; and

WHEREAS, the FBRMPO Board is the duly recognized transportation decision making body for the 3-C transportation planning process for the Asheville urbanized area pursuant to 23 CFR part 134; and

WHEREAS, the FBRMPO Board previously approved growth projections and allocations as part of the update to the region's Travel Demand Model; and

WHEREAS, the FBRMPO Technical Coordinating Committee (TCC) and policy board have recommended the approval of the 2045 Metropolitan Transportation Plan for the FBRMPO; and

WHEREAS, the FBRMPO has developed a Metropolitan Transportation Plan that covers at least a twenty-year time span and is fiscally constrained pursuant to 23 CFR part 450.322 ; and

WHEREAS, after the full study the FBRMPO finds that the update 2045 Metropolitan Transportation Plan meets the requirements of the Fixing America's Surface Transportation (FAST) Act; and

WHEREAS, the MTP has been available for public comment for more than a thirty day period as required by the FBRMPO Public Involvement Policy;

NOW, THEREFORE, BE IT RESOLVED by the Board of the French Broad River MPO, to approve and endorse the 2045 Metropolitan Transportation Plan for the FBRMPO.

ADOPTED this the 25th day of September, 2020

William Lapsley, FBRMPO Board Chair

Attest, Tristan Winkler,
FBRMPO Director

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5A:

Division Project Updates

Division 13 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2020/09/D13_Sept2.pdf

Division 14 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2020/09/D14_september.pdf

Item 5B:

TPD Updates

Item 5C:

FHWA/FTA Updates

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5D:

Committee & Workgroup Updates

Prioritization Subcommittee—Met on September 1st; next meeting on October 6th

Transit Operators' Workgroup—Met on September 14th

Citizens' Advisory Committee- Met on July 15th; next meeting in October

Recommended Actions:

Accept the reports.

Item 5E:

Legislative Updates