

Technical Coordinating Committee

February 11, 2021 – 11:00 A.M., Virtual Meeting via Zoom

Login: <https://zoom.us/j/93940916881>

Meeting ID: 939 4091 6881

Call-In: (646)-558-8656

Agenda

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

 - A. Welcome and Introductions, Approval of Agenda Autumn Radcliff

2. **PUBLIC COMMENT**

3. **CONSENT AGENDA** Autumn Radcliff

 - A. January, 2021 Minutes

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

 - A. FTA Job Access Reverse Commute (JARC) Project Selection MPO Staff
 - B. Safety Performance Targets MPO Staff
 - C. Draft FY 22 Unified Planning Work Program (UPWP) MPO Staff
 - D. Amendments to the 2020-2029 Transportation Improvement Program (TIP) MPO Staff
 - E. Presentation on Black Mountain Parking Study MPO Staff
 - F. Presentation on NC First Commission Findings 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**

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3:

Consent Agenda

Item 3A: January, 2021 TCC Minutes

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3A:

January, 2021 Minutes

French Broad River Metropolitan Planning Organization

Minutes from the TCC Virtual Meeting via Zoom on January 14, 2021

ATTENDANCE:

Remote via the Zoom Platform:

Chair Autumn Radcliff	Tristan Winkler	Nick Kroncke	Emily Scott-Cruz
William High	Daniel Sellers	Eric Rufa	Troy Wilson
Steve Williams	Matthew Manley	Chris Lee	Jodie Ferguson
Brendan Merithew	Daniel Cobb	Ed Evans	Erica Anderson
Stephen Sparks	Hunter Moore	Kenny Busey	Michael Dawson
Chris Medlin	Rachel Bronson	Peyton O'Conner	Nathan Bennett
Kim Roney	John Ridout	Janna Peterson	Wanda Austin
Chris Medlin	David Wasserman	Lori Boyer	Ron Hancock
Steve Cannon	Pat Christie	Dan Baechtold	

In-Person at Land of Sky Regional Council:

Zia Rifkin (minutes)

WELCOME AND HOUSEKEEPING

Chair Radcliff called the meeting to order, welcomed everyone, and roll call followed. Upon completion of roll call, quorum was announced for conducting the business of the TCC.

PUBLIC COMMENT

Chair Radcliff called for public comments. No public comments were made. Tristan Winkler informed the TCC that removal of delayed projects from the TIP has been pushed out to February for TCC and Board review/approval.

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CONSENT AGENDA

Chair Radcliff indicated that the Consent Agenda included the November 19, 2020 minutes. She requested approval for the Agenda at this time, as well. A modification to the agenda was requested for item 4C (Presentation from the Town of Black Mountain- Parking Study) as Jessica Trotman, Planning Director for the Town, cannot be at the meeting, so that item is removed from the agenda.

Janna Peterson moved to approve the consent agenda as presented and the agenda, as modified. The motion received a second, and was affirmed upon a roll call vote of the member governments present.

BUSINESS

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

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. The 2020 – 2029 TIP was adopted by the MPO Board on October 24, 2019.

This round of TIP amendments was provided for informational purposes at the November 2020 meeting. The amendments have been amended since then to **exclude** proposed NCDOT project delays. The proposed amendments reflect the programming of Locally Administered Projects Program (LAPP) funding and the deletion of U-5781 and U-5782 from the TIP (US 25/Merrimon Avenue intersection improvement projects).

Tristan Winkler clarified that this business item initially included a very large number of project delays. A number of public comments were received at the November TCC meeting regarding those proposed delays. As a result, after discussion, the Prioritization Subcommittee requested that those delays be removed for now, which has been done. MPO staff plan on bringing that item back through in February. For now, projects in the Locally Administered Projects Program (LAPP) need to be added to the TIP through today's request for amendment.

William High moved to recommend Board approval for Amendments to the 2020-2029 TIP. Peyton O'Conner seconded and the motion carried upon a roll call vote and without further discussion.

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Amendments to the Public Involvement Policy (PIP)

Public involvement is an integral part of the planning process and involves diverse techniques to be effective. The Public Involvement Policy (PIP) provides guidance and outlines federal requirements regarding how the MPO involves the public in developing transportation plans and related policy documents. The current PIP, originally adopted in 2014, saw its most recent amendment in 2019. In order to keep up with evolving engagement strategies and federal requirements, it is important to update the PIP periodically.

In summary, the proposed amendments to the PIP reflect:

- FHWA and the North Carolina Open Meetings Law guidance on the holding of public meetings electronically and accepting of public comments held online;
- Added language referencing the FAST Act;
- Adds clarifying language for public comment during meetings, adding that the Chairperson may limit or extend the overall duration of each public comment period;
- Clarification on what constitutes a TIP amendment versus a modification. Modifications (minor changes to TIP) do not require public involvement and Board approval, this aligns the PIP with FHWA/FTA/NCDOT guidance regarding modifications;
- Adds requirement for public involvement during CMP development (as required per the FAST Act);
- Updates to Appendix A – Timelines and Public Hearing Requirements. For amendments to the MTP, TIP, Prioritization List and PIP, public comment is accepted prior to approval but a public hearing is not required;
- Adds online participation guidelines for social media and release of liability, and;
- Includes revisions to the format to be more user-friendly and better organized.

Per the 45-day minimum public comment requirements, the Citizens' Advisory Committee (CAC) discussed the PIP on October 14, 2020 and the MPO then advertised for public comment beginning on October 28, 2020.

Tristan Winkler shared that one suggestion received during the public comment period was for a one-minute default time for public comments, with an allowance for flexibility at the Chair's discretion. Chair Radcliff commented that Henderson County uses a three-minute comment period, which is also flexible.

Peyton O'Conner moved to recommend Board approval for Amendments to the Public Involvement Policy (PIP) to include the suggestion to use three-minutes as the default time

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limit for comments, with acknowledgement that flexibility was allowable at the discretion of the Chair. The motion received a second and carried upon a roll call vote and without further discussion.

REGULAR UPDATES AND INFORMATION ITEMS

Regular updates included NCDOT Division 13 and 14 updates, TPD updates and FHWA/FTA updates. MPO Subcommittees, Legislative, and Staff updates were also presented.

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

TOPICS FOR NEXT MEETING

MPO Budget, and updates to Safety Performance Measures, which require updating annually.

PUBLIC COMMENT

Chair Radcliff opened the second public comment period. No public comments received.

ADJOURNMENT

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

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Item 4A:

FTA Job Access Reverse Commute (JARC) Project Selection

JARC (Jobs Access Reverse Commute) is a competitive pot of funds set aside from Section 5307 Urban Transit Formula funds to encourage regional connectivity, *to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.* The FBRMPO holds a call for projects for federal funding, and the City of Asheville is the Designated Recipient for these funds. The application process for JARC (Winter 2020) ran from November 20th to December 31st, 2020. Additional information about the program is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>.

FBRMPO Winter 2020 Jobs Access Reverse Commute (JARC) Call for Projects Funding Available	
Regional JARC Allocation utilizing FY 2020 at 10% of FTA 5307 Amount allocated to the Asheville Urbanized Area	\$324,509*
Regional JARC-10% Administration	\$32,681
Total Regional Jobs Access Reverse Commute (JARC) – FY2020 funding, after subtracting administration costs	\$291,828

*This funding includes \$23,019 leftover funds from Spring 2020 JARC Call for Projects. 10% of that \$23,019 was added to administrative costs and the remainder was added to the total FY20 available competitive funding.

The MPO received 2 applications.

Applicant	Project Title	Project Description	Funding Requested
City of Asheville	Route 170 Transit Operations	Fixed route service for route 170 to Black Mountain (8 trips per day, Monday through Saturday from 5:30am to 9:30pm)	\$231,558

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Buncombe County	Black Mountain Trailblazer	Deviated-fixed route to Black Mountain and Swannanoa (M-Sat; 5:30am-7:30pm)	\$81,704
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Prioritization scored both projects, and after both projects were scored, recommended that the TCC and Board approve Alternative 2 for funding. Both projects were very competitive, and ultimately, the difference in scoring arose because of the benefits that were perceived in deviated-fixed route service that the County provides.

Below is a table that shows the various alternatives for funding, highlighting **Alternative 2**, which Prioritization recommended for approval by the TCC and Board.

	Project	Period of Performance	Score (out of 100)	Recommended Funding	Funding Level	Requested Funding
Alternative 2	City of Asheville -- Route 170	7/1/21-6/30/22	97.3	\$210,124	90.74%	\$231,558
	Buncombe County -- Black Mountain Trailblazer	7/1/21-6/30/22	100	\$81,704	100%	\$81,704

The alternatives that were not selected were as follows:

- Alternative 1:
 - Fund Buncombe County (Black Mountain Trailblazer) at 100% and fund the City of Asheville (Route 170 Transit Operations) at 93.1%
- Alternative 3:
 - Fund the City of Asheville (Route 170 Transit Operations) at 100% and fund Buncombe County (Black Mountain Trailblazer) at 73.7%

MPO Staff seeks TCC approval of funding recommendation given by the Prioritization Subcommittee.

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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.

In early 2020, FHWA completed an assessment of the target achievement for NCDOT's calendar year 2018 safety targets and determined North Carolina has not met or made significant progress toward achieving its targets. As a result, NCDOT must ensure all HSIP safety funds are obligated, and must develop an HSIP Implementation Plan that describes actions the State will take to meet these goals. These targets were based off the goal outlined in the original 2014 State Highway Safety Plan to reduce fatalities and serious injuries by half by 2030.

NCDOT has submitted statewide safety performance measure targets in August 2020 to FHWA. French Broad River MPO has 180 days (until February 27, 2021) to establish safety targets by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of NCDOT's safety target for that performance measure; or (2) by committing to a different set of quantifiable targets for safety performance measures for the MPO region. NCDOT's 2021 safety targets that were provided to FHWA in the 2020 HSIP report are listed below:

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

- For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to **reduce total fatalities by 4.20 percent each year** from 1,427.2 (2015-2019 average) to 1,309.9 (2017-2021 average) by December 31, 2021.
- For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the fatality rate by 4.35 percent each year** from 1.208 (2015-2019 average) to 1.105 (2017-2021 average) by December 31, 2021.
- For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to **reduce total serious injuries by 3.24 percent each year** from 3,905.0 (2015-2019 average) to 3,656.1 (2017-2021 average) by December 31, 2021.

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- For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the serious injury rate by 3.35 percent each year** from 3.281 (2015-2019 average) to 3.065 (2017-2021 average) by December 31, 2021.
- For the 2021 Highway Safety Improvement Plan (HSIP), the goal is to **reduce the total nonmotorized fatalities and serious injuries by 3.65 percent each year** from 543.4 (2015-2019 average) to 504.4 (2017-2021 average) by December 31, 2021.

MPO staff will present on the safety performance measures and targets for the region. Additional safety and crash data is available here: <https://connect.ncdot.gov/resources/safety/Pages/Crash-Data.aspx>

Action Required

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	11,423	49	56	738	2,082	8,498	54	68	910	3,217
2016	11,849	48	65	793	2,163	8,780	48	82	964	3,333
2017	12,495	54	119	730	2,076	9,516	56	148	903	3,123
2018	12,903	52	134	797	2,119	9,801	55	156	1,011	3,131
2019	13,234	42	119	760	2,036	10,277	47	137	965	3,107

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	86	6	7	29	28	16	6	7	31	32
2018	121	8	10	43	36	24	8	10	50	43
2019	65	8	5	17	24	11	8	5	18	27

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
2019	22	0	3	7	6	6	0	3	7	7

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
2019	47	0.911	137	2.656	16

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
2015 - 2019	52.0	1.049	118.2	2.354	17.8
2021 Target*	48.0	0.966	112.2	2.231	16.6

*Target based on State's methodology of reducing crashes by 50% by the year 2035

Rates are in units of crashes per 100 MVM/T

Last update: 8/13/20

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

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Item 4C:

Draft FY 22 Unified Planning Work Program (UPWP)

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

What is a UPWP?

The UPWP is a federally mandated document for MPO's to produce that serves the MPO's budget. This includes line items of work for MPO staff, planning work planned by the region's designated recipient for FTA 5303 Metropolitan Planning Funds (City of Asheville), as well as studies being carried out using federal planning funds.

Major Changes between the FY 2021 and FY 2022 UPWP

-More emphasis is being put on data, modeling, and travelers behavior to reflect anticipated work to build the region's base-year socio-economic dataset for the 2050 MTP. This includes further work on updating the region's land use layer, verifying regional employment figures, and beginning work on utilizing 2020 Census demographic information as well as utilizing that information towards 2050 population and employment projections.

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

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

-Less funding is being put towards Statewide Involvement with some workgroups expected to be ending before or early in FY 2022.

-More funding is being put towards Regional Planning with work beginning to ramp up for the 2050 Metropolitan Transportation Plan, the 5307 Suballocation Formula being discussed/reconsidered, and work to begin.

The Draft FY 2022 UPWP is due at the end of February, 2021. The Final FY 2022 UPWP with self-certification is due in May, 2021.

FY 2022

DRAFT

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

**FRENCH
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A PROGRAM OF LAND OF SKY

**Fiscal Year 2022 Unified Planning Work Program
for the
French Broad River Metropolitan Planning
Organization**

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INTRODUCTION

In compliance with Federal law and guidelines, the French Broad River Metropolitan Planning Organization (FBRMPO) has developed a Unified Planning Work Program (UPWP) for Fiscal Year 2022 that will help to carry out a cooperative, comprehensive, and continuous transportation planning process for the FBRMPO Planning Area.

In general, the UPWP is the FBRMPO's budget for personnel tasks and planning studies, either carried out by the MPO or studies using MPO planning funds carried out by member governments. The UPWP is largely funded by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), with reimbursements managed by the North Carolina Department of Transportation. UPWP's can have five general funding sources:

-Statewide Planning and Research Program (SPR)- These are federal planning funds used by NCDOT to conduct work for the French Broad River MPO. A 20% local match is required. (No SPR funds are programmed in FY 2022 UPWP)

-FHWA Section 104(f) Funds- These funds are dedicated to MPO planning areas to perform metropolitan transportation planning tasks. A 20% local match is required.

-FTA Section 5303 Funds- These funds are used for transit planning in the MPO planning area by the region's 5303 Direct Recipient, the City of Asheville. The FTA provides 80% of these funds, NCDOT provides 10%, and the City of Asheville provides the 10% local match

-FHWA Surface Transportation Block Grant Program- Direct Attributable Funds- The funds are dedicated to Transportation Management Areas and these funds can be used for transportation planning. A 20% local match is required.

-Local Match- the match required to utilize federal planning funds is charged to MPO member governments in direct proportion to proportion of population within the MPO, per the most recent decennial census. The 2010 US Census will be utilized to calculate local dues for FY 22.

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

II-A Data and Planning Support		
II-A-1	Networks and Support Systems	<p>MPO staff will maintain spatial data related to the planning area including roadway network changes, bike/ped infrastructure network changes, parking inventory changes, traffic volumes, crashes, bike/ped counts, environmental data, and other data related to Vehicle Miles Traveled and roadway capacity deficiencies.</p> <p><u>WORK PRODUCT:</u> Updated Catalogue of GIS shapefiles</p>
II-A-2	Travelers and Behavior	<p>MPO staff will maintain data on the region's VMT, travel-time reliability, crashes, vehicular volumes, and bicycle and pedestrian counts.</p> <p><u>WORK PRODUCTS:</u> Updated 2020 Regional Land Use Shapefile, Verification of 2020 Regional Employment Data, Initial Population Projections/Utilization of 2020 Census Data (as released)</p>
II-A-3	Transportation Modeling	<p>MPO staff will work with NCDOT TPD staff to maintain the region's travel demand model, look at potential changes to the model's TAZs, and researching potential for the development of an active transportation model.</p> <p><u>WORK PRODUCT:</u> Develop RFP for Regional Socio-Economic Forecasting to Update the Travel Demand Model for 2050 (to be contracted in FY 2023)</p>

II-B Planning Process		
II-B-1	Targeted Planning	<p>MPO staff will continue coordination activities with the region’s Clean Air Campaign, Clean Vehicle Coalition, WNC Rail Committee, and Land of Sky Resiliency efforts; participate in continued FAST Act and other planning training and workshop efforts.</p> <p>WORK PRODUCT: Document existing and planned charging stations for electric vehicles, work with Division and Local Governments on Complete Streets and Streetscaping Opportunities with NCDOT Resurfacing projects</p>
II-B-2	Regional Planning	<p>Amend the 2045 MTP, Begin Documentation of 2020 Existing Conditions for the 2050 MTP, Discuss Potential Changes to the 5307 Suballocation Formula, Begin Work on Revising the Locally Coordinated Human Services and Public Transportation Plan.</p> <p>WORK PRODUCT: Amendments to the 2045 MTP, Existing Conditions for the 2050 MTP, Development of the 2050 MTP Financial Model, Follow-Up Items from the Regional Transit Study, Continued Coordination for the Hellbender Regional Trail, Facilitated Discussions and Potential Modifications to the 5307 Suballocation Formula</p>
II-B-3A	Special Studies Operations	<p>MPO staff will continue to provide support, contracting, invoicing, and oversight of on-going special studies in the region, including special studies managed in-house (TDM)</p> <p>WORK PRODUCT: Staff assistance and administration of the Buncombe County Pedestrian Plan, Haywood County Greenway Plan, and Asheville Reed Creek Greenway Feasibility Study</p>
II-B-3B	Corridor Studies Operations	<p>No corridor studies planned for FY 2022 but staff will work with Buncombe County, the City of Asheville, and any other interested local government in determining any corridor studies for FY 2023.</p>
II-B-3C	Special Studies Pass-Through	<p>No Special Studies Utilizing PL Pass-Through Dollars for FY 2022.</p>

III-A Planning Work Program		
III-A-1	Planning Work Program	<p>The MPO will develop a Planning Work Program in accordance with Federal requirements, with the guidance of the Technical Coordination Committee and MPO Board, a 5-year work plan, and maintain MPO certification.</p> <p>WORK PRODUCT: FY 2023 UPWP</p>
III-A-2	Metrics and Performance Measures	<p>MPO staff will prepare quarterly reports to NCDOT Transportation Planning Division.</p> <p>WORK PRODUCT: Quarterly Reports</p>
III-B Transportation Improvement Program		
III-B-1	Prioritization	<p>The MPO will continue to participate in the Statewide Prioritization Process as mandated by the Strategic Transportation Investments Act of 2012. In FY 2022, the MPO expects to engage the public in P 6.0 activities, prioritize Regional Impact and Division Needs Local Input Points, provide guidance to local boards, local officials, and the public on the prioritization process.</p> <p>WORK PRODUCT: Public Survey for P 6.0, Local Input Point Assignment Documents, Final Results of P 6.0</p>
III-B-2	Metropolitan TIP	<p>The MPO will maintain the TIP in coordination with NCDOT, transit providers, and local governments, and provide any remaining work tasks for the programming of STBGDA, TAPDA, 5310, and JARC funds.</p> <p>WORK PRODUCT: Amendments to the 2020-2029 TIP and required public input and documentation, LAPP Call for Projects, 5310 Call for Project, JARC Call for Projects</p>
III-B-3	Merger/Project Development	<p>THE MPO will continue to participate in project development meetings, including major projects in the Merger Process as well as local projects, as needed.</p>

III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements		
III-C-1	Title VI Compliance	The MPO will maintain Civil Rights statistics to maintain compliance with FTA and other agency requirements and work to improve current documents and processes related to Title VI Compliance.
III-C-2	Environmental Justice	The MPO will continue to provide analysis of projects to assure compliance with Environmental Justice requirements to work towards having historically underrepresented populations more aware and involved in the transportation planning process and to provide a planning overview of benefits and burdens from planned transportation projects.
III-C-3	Minority Business Enterprise Planning	Nothing programmed for FY 2022.
III-C-4	Planning for Elderly	Coordinate with the Area Agency on Aging, AARP, County Agencies on Aging, and other stakeholders to identify and further engage on topics relevant to the aging/transportation nexus. WORK PRODUCTS: Coffee with a Transportation Planner events, ADA Training
III-C-5	Safety/Drug Control Planning	Research potential grants or planning activities involving transit and substance abuse.
III-C-6	Public Involvement	Work to involve the public at all stages of the transportation planning process, including long-range and more immediate transportation planning efforts; coordinate the Citizens Advisory Committee to advise on public participation efforts at the MPO and work on amending and updating the MPO's Public Involvement Plan, as needed. Continue to utilize remote meeting accessibility as an option, even if in-person meetings become safe and accessible again.
III-C-7	Private Sector Participation	Nothing programmed for FY 2022.

III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	<p>Continue to coordinate with other regional, state, and federal agencies involved in transportation planning activities; monitor legislation relevant to the transportation planning process; coordinate activities with the Land of Sky RPO and local transit agencies; participate in the North Carolina Association of MPOs; participate in working groups and committees at the state including, but not limited to the SPOT Working Group, Non-Motorized Statewide Planning Group, Freight and Freight Parking Planning Groups, and the Complete Streets Working Group; attend professional conferences and other training opportunities as appropriate for professional development and peer-exchanges. Host educational event in conjunction with Clean Cities on Autonomous and Electric Vehicles.</p>
III-E Management and Operations		
III-E	Management, Operations, Program Support Administration	<p>Provide direct support to the MPO Board, TCC, Prioritization Subcommittee, Citizens Advisory Committee, Transit Operators Workgroup, 5307 Sub-Recipients Workgroup, and any other group requiring MPO staff for agenda, minutes, and meeting logistics; procure supplies related to planning activities; any direct costs associated with MPO administration; maintain files and records for the MPO; maintain the MPO website; support staff training and development.</p> <p><u>WORK PRODUCT:</u> Meeting Agendas, Website Updates</p>

TABLES OF UPWP FTA SECTION 5303 WORK TASKS TO BE PERFORMED

II-A Data and Planning Support		
II-A-1	Networks and Support Systems	<p>The City of Asheville Transit Planning Division collects and analyzes various data related to the operation and maintenance of the transit system. This includes ridership data compiled from the Automatic Passenger Counters, fare data collected from the fareboxes, performance data collected from the real-time GPS and AVL system, etc. The data is used in reporting current system functions, as well as analyze the impact of system service changes, and to plan for future service improvements to increase system-wide ridership.</p> <p>Work Product: Monthly ridership reports, on-time-performance reports, fare revenue reports, etc.</p>
II-A-2	Travelers and Behavior	<p>The City of Asheville Transit Planning Division utilizes land use and demographic data in partnership with the MPO and the City’s Planning and Urban Design department to coordinate land use and transportation decision-making on proposed new developments. In addition, the information is used in planning improvements to the transit system to ensure connectivity among ART’s fixed-route service and to other regional modes of transportation.</p>
II-A-3	Transportation Modeling	
II-B Planning Process		
II-B-1	Targeted Planning	

II-B-2	Regional Planning	<p>The City of Asheville Transit Planning Division continues to implement recommended service improvements in the transit master plan, as well as Implement the vision/long range plan outlined in the Multimodal Transportation Plan. Participate in the Regional Transit Operators meetings to discuss prioritization of regional transit projects. Participate in the MPO's regional transit planning studies conducted over the next two fiscal years. Attend TCC (Technical Coordinating Committee), and other transit advisory board meetings.</p> <p>Work Product: Implementation of new service per the Transit Master Plan; MPO Regional Transit Study and other Planning studies.</p>
II-B-3A	Special Studies Operations	
II-B-3B	Corridor Studies Operations	
II-B-3C	Special Studies Pass-Through	
III-A Planning Work Program		
III-A-1	Planning Work Program	<p>Program Administration entails working on multiple reporting and managerial functions. Program administration includes monitoring subrecipients planning and grant activities, and reporting requirements for (drug/alcohol, NTD, FTA, etc.), work with the MPO to develop the UPWP per federal and state requirements, manage and administer the City's FTA and State grants, manage FTA compliance program, monitor and oversee the operations and maintenance contracts for the fixed-route and paratransit services.</p> <p>Work Products: Quarterly and Annual FTA Reports, Complete annual NTD reporting; work on Subrecipient Agreements and reports; Drug and Alcohol Reports, etc.</p>
III-A-2	Metrics and Performance Measures	

III-B Transportation Improvement Program		
III-B-1	Prioritization	
III-B-2	Metropolitan TIP	
III-B-3	Merger/Project Development	
III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements		
III-C-1	Title VI Compliance	<p>The City's Title VI Program plan was updated and approved in 2020 by the FTA Region IV Office and will be renewed in FY2023. The City will continue conducting Title VI analysis will be for future route and fare changes.</p> <p>Work Product: FY 2020-2023 City of Asheville Title VI Plan</p>
III-C-2	Environmental Justice	
III-C-3	Disadvantaged Business Enterprise Planning	<p>The FTA Region IV Office approved the City FY20-22 DBE Goals, which includes closely coordinating with the City's Small and Minority-Owned Business Program. Continue evaluating individual transit projects to ensure adherence to the City's DBE Goals and federal DBE requirements. Staff plans to start working on the FY22-24 DBE Goals for review and approval by FTA in FY22.</p> <p>Work Product: FY 2022-2024 City of Asheville DBE Goals</p>
III-C-4	Planning for Elderly	
III-C-5	Safety/Drug Control Planning	
III-C-6	Public Involvement	
III-C-7	Private Sector Participation	
III-D Statewide and Extra-Regional Planning		
III-D	Statewide and Extra-Regional Planning	
III-E Management and Operations		
III-E	Management, Operations, Program Support Administration	

FTA CODE	TASK CODE	TASK DESCRIPTION	MPO Planning and Admin - PL104			Transit Planning - 5303				STBGDA (Flexed to PL)			Total			
			Local	Federal	TOTAL	Local	State	Federal	Total	Local	Federal	Total	Local	State	Federal	Total
			20%	80%		10%	10%	80%		20%	80%					
	II-A	Data and Planning Support	\$ 29,851	\$119,406	\$ 149,257	\$ 2,363	\$2,362	\$18,900	\$23,625	\$ -	\$0	\$ -	\$ 32,214	\$2,362	\$138,306	\$ 172,882
44.24.00	II-A-1	Networks and Support Systems	\$ 8,725	\$34,898	\$ 43,623	\$1,890	\$1,890	\$15,120	\$18,900	\$ -	\$0	\$ -	\$ 10,615	\$1,890	\$50,018	\$ 62,523
44.23.01	II-A-2	Travelers and Behavior	\$ 8,725	\$34,898	\$ 43,623	\$473	\$472	\$3,780	\$4,725	\$ -	\$0	\$ -	\$ 9,198	\$472	\$38,678	\$ 48,348
44.23.02	II-A-3	Transportation Modeling	\$ 12,402	\$49,609	\$ 62,012					\$ -	\$0	\$ -	\$ 12,402	\$0	\$49,609	\$ 62,012
	II-B	Planning Process	\$ 19,997	\$79,986	\$ 99,983	\$740	\$740	\$5,920	\$7,400	\$ 71,900	\$287,600	\$ 359,500	\$ 92,637	\$740	\$373,506	\$ 466,883
44.23.02	II-B-1	Targeted Planning	\$ 5,537	\$22,149	\$ 27,686					\$ -	\$0	\$ -	\$ 5,537	\$0	\$22,149	\$ 27,686
44.22.00	II-B-2	Regional Planning	\$ 7,395	\$29,581	\$ 36,976	\$740	\$740	\$5,920	\$7,400	\$ -	\$0	\$ -	\$ 8,135	\$740	\$35,501	\$ 44,376
44.27.00	II-B-3A	Special Studies Operations	\$ 6,135	\$24,541	\$ 30,676					\$ -	\$0	\$ -	\$ 6,135	\$0	\$24,541	\$ 30,676
44.27.00	II-B-3B	Corridor Studies Operations	\$ 929	\$3,716	\$ 4,645					\$ -	\$0	\$ -	\$ 929	\$0	\$3,716	\$ 4,645
44.27.00	II-B-3C	Special Studies Pass-Through	\$ -	\$ -	\$ -					\$ -	\$0	\$ -	\$ -	\$0	\$0	\$ -
44.27.00	II-B-3D	Buncombe County Pedestrian Plan								\$ 25,000	\$100,000	\$ 125,000	\$ 25,000	\$0	\$ 100,000	\$ 125,000
44.27.00	II-B-3E	Haywood County Greenway Plan								\$ 22,500	\$90,000	\$ 112,500	\$ 22,500	\$0	\$ 90,000	\$ 112,500
44.27.00	II-B-3F	Asheville Reed Creek Greenway Study								\$ 10,000	\$40,000	\$ 50,000	\$ 10,000	\$0	\$ 40,000	\$ 50,000
44.27.00	II-B-3G	TDM Coordinator								\$ 14,400	\$57,600	\$ 72,000	\$ 14,400	\$0	\$ 57,600	\$ 72,000
	III-A	Planning Work Program	\$ 7,154	\$28,614	\$ 35,768	\$202	\$203	\$1,620	\$2,025	\$ -	\$0	\$ -	\$ 7,356	\$203	\$30,234	\$ 37,793
44.23.02	III-A-1	Planning Work Program	\$ 5,271	\$21,084	\$ 26,355	\$202	\$203	\$1,620	\$2,025	\$ -	\$0	\$ -	\$ 5,473	\$203	\$22,704	\$ 28,380
44.24.00	III-A-2	Metrics and Performance Measures	\$ 1,882	\$7,530	\$ 9,412					\$ -	\$0	\$ -	\$ 1,882	\$0	\$7,530	\$ 9,412
	III-B	Transp. Improvement Plan	\$ 15,303	\$61,212	\$ 76,515	\$540	\$540	\$4,320	\$5,400	\$ -	\$0	\$ -	\$ 15,843	\$540	\$65,532	\$ 81,915
44.25.00	III-B-1	Prioritization	\$ 6,203	\$24,811	\$ 31,013					\$ -	\$0	\$ -	\$ 6,203	\$0	\$24,811	\$ 31,013
44.25.00	III-B-2	Metropolitan TIP	\$ 7,395	\$29,581	\$ 36,976	\$540	\$540	\$4,320	\$5,400	\$ -	\$0	\$ -	\$ 7,935	\$540	\$33,901	\$ 42,376
44.25.00	III-B-3	Merger/Project Development	\$ 1,705	\$6,821	\$ 8,526					\$ -	\$0	\$ -	\$ 1,705	\$0	\$6,821	\$ 8,526
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 11,451	\$45,806	\$ 57,257	\$1,675	\$1,675	\$13,400	\$16,750	\$ -	\$0	\$ -	\$ 13,126	\$1,675	\$59,206	\$ 74,007
44.27.00	III-C-1	Title VI Compliance	\$ 1,971	\$7,886	\$ 9,857	\$1,675	\$1,675	\$13,400	\$16,750	\$0	\$0	\$ -	\$ 3,646	\$1,675	\$21,286	\$ 26,607
44.27.00	III-C-2	Environmental Justice	\$ 1,971	\$7,886	\$ 9,857					\$0	\$0	\$ -	\$ 1,971	\$0	\$7,886	\$ 9,857
44.27.00	III-C-3	Minority Business Enterprise Planning	\$ -	\$0	\$ -					\$0	\$0	\$ -	\$ -	\$0	\$0	\$ -
44.27.00	III-C-4	Planning for the Elderly	\$ 2,637	\$10,547	\$ 13,184					\$0	\$0	\$ -	\$ 2,637	\$0	\$10,547	\$ 13,184
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 932	\$3,726	\$ 4,658					\$0	\$0	\$ -	\$ 932	\$0	\$3,726	\$ 4,658
44.27.00	III-C-6	Public Involvement	\$ 3,940	\$15,761	\$ 19,701					\$0	\$0	\$ -	\$ 3,940	\$0	\$15,761	\$ 19,701
44.27.00	III-C-7	Private Sector Participation	\$ -	\$0	\$ -					\$0	\$0	\$ -	\$ -	\$0	\$0	\$ -
	III-D	Statewide & Extra-Regional Planning	\$ 10,586	\$42,342	\$ 52,928	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ 10,586	\$0	\$42,342	\$ 52,928
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 10,586	\$42,342	\$ 52,928					\$0	\$0	\$0	\$ 10,586	\$0	\$42,342	\$ 52,928
	III-E	Management Ops, Program Suppt Adm	\$ 15,097	\$60,389	\$ 75,487	\$1,980	\$1,980	\$15,840	\$19,800	\$ 4,562	\$18,250	\$ 22,812	\$ 21,640	\$1,980	\$94,479	\$ 118,099
44.27.00		Management Operations	\$ 15,097	\$60,389	\$ 75,487				\$0	\$ 4,562	\$18,250	\$ 22,812	\$ 19,660	\$0	\$78,639	\$ 98,299
44.27.00		Program Support Administration	\$ -	\$0	\$ -	\$1,980	\$1,980	\$15,840	\$19,800				\$ 1,980	\$1,980	\$15,840	\$ 19,800
		TOTALS	\$109,439	\$437,756	\$ 547,195	\$7,500	\$7,500	\$60,000	\$75,000	\$76,462	\$305,850	\$382,312	\$ 193,401	\$7,500	\$803,606	\$ 1,004,507

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

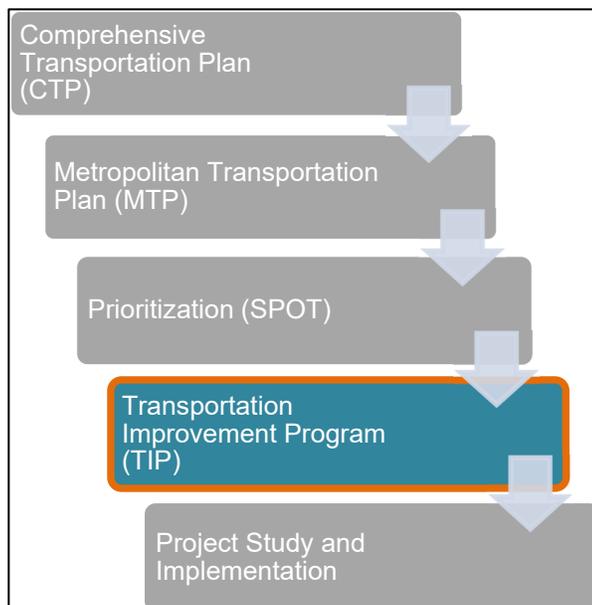
Item 4D:

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

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



This round of amendments includes a large number of project delays and cost increases, in part due to the reduced financial capacity of NCDOT. Given the significance of these project delays, a summary table and maps of major highway project delays are provided for reference. There are also a number of transit amendments that reflect added coronavirus relief funding (CARES Act) in the region, in addition to the removal of completed transit projects to align the TIP with the STIP. The full list of TIP amendments follows in full.

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

Additionally, MPO staff will introduce a resolution to request additional collaboration in creating a process, involving MPOs and local governments, and providing additional public involvement opportunities for major changes to the TIP/STIP that involve the prioritization of projects in the region.

Action Required

2020 – 2029 TIP AMENDMENTS

TIP Amendments and Modifications for Consideration

Amendments #4 - February 2021

[Link to FBRMPO TIP Page](#)

This round of amendments includes a schedule of project delays and cost increases due to reduced financial capacity of NCDOT. The following charts (pages 2-3) highlights the extent of the delays being proposed in the reprogrammed 2020-2029 TIP. This listing reflects major highway projects primarily funded in the “committed” portion of the TIP and does not include maintenance, bridge, safety, transit, or bicycle/pedestrian projects. While a majority of projects are delayed, a number of them remain on roughly the same schedule. County maps (pages 4-6) follow the summary chart to provide a visual interpretation of project delays. These maps visualize original and reprogrammed initial construction dates for major highway projects in each county. There are also a number of transit amendments that reflect additional federal funding made available for coronavirus relief (CARES Act), remove completed projects from the TIP, and align projects with the STIP.

For more information on the (S)TIP reprogramming efforts, visit this document provided by NCDOT found under 'Resources' on the TIP page.

Major Highway Projects Delay Summary - *Does not include all proposed amendments*

COUNTY	TIP ID	ROUTE/PROJECT	ORIGINAL 2020-2029 STIP CONSTRUCTION DATE	REPROGRAMMED CONSTRUCTION DATE	CONSTRUCTION DELAY	ORIGINAL 2020-2029 TOTAL COST*	REPROGRAMMED TOTAL COST*	COST INCREASE/(DECREASE)
Buncombe	I-4409	Blue Ridge Road Interchange	2023	2025	2	\$ 15,650,000	\$ 32,799,000	\$ 17,149,000
Buncombe	I-2513A	I-26 Connector (Widening)**	2022	2024	2	\$ 163,690,000	\$ 250,770,000	\$ 87,080,000
Buncombe	I-2513B	I-26 Connector (FBR Bridge)	2021	2024	3	\$ 729,187,000	\$ 764,712,000	\$ 35,525,000
Buncombe	U-5834	Mills Gap Road	2024	2024	0	\$ 22,177,000	\$ 32,377,000	\$ 10,200,000
Buncombe	I-4759	Liberty Road	2023	2025	2	\$ 51,870,000	\$ 51,870,000	\$ -
Buncombe	U-2801A	Sweeten Creek Road Widening	2023	2027	4	\$ 39,000,000	\$ 165,775,000	\$ 126,775,000
Buncombe	U-6047	Sand Hill/Sardis Road**	2028	2028	0	\$ 50,615,000	\$ 46,400,000	\$ (4,215,000)
Buncombe	U-4739	Amboy/Meadow	2025	2029	4	\$ 49,300,000	\$ 49,300,000	\$ -
Buncombe	I-2513C	I-26 Connector (Interchange)**	2025	2029	4	\$ 217,602,000	\$ 202,602,000	\$ (15,000,000)
Buncombe	I-2513D	Riverside Drive (part of I-26)	2021	2024	3	\$ 9,500,000	\$ 42,100,000	\$ 32,600,000
Buncombe	A-0010AA	Future 26 Widening	2024	2030	6	\$ 116,900,000	\$ 152,771,000	\$ 35,871,000
Buncombe	U-6162	N Louisiana Ave	2026	2030	4	\$ 5,810,000	\$ 5,810,000	\$ -
Buncombe	U-5837	Riceville Road	2023	2030	7	\$ 2,250,000	\$ 2,250,000	\$ -
Buncombe	U-5973	New Stock Road @ US 25	2020	2030	10	\$ 1,560,000	\$ 1,560,000	\$ -
Buncombe	U-6046	Swannanoa River Road (Tunnel to S Tunnel)	2024	2031	7	\$ 26,745,000	\$ 26,745,000	\$ -
Buncombe	U-3403B	NC 191 Widening (Ledbetter to N. of BRP)	2027	2031	4	\$ 13,464,000	\$ 22,100,000	\$ 8,636,000
Buncombe	U-5832	Swannanoa River Road (Biltmore to S Tunnel)	2024	2031	7	\$ 11,250,000	\$ 11,250,000	\$ -
Buncombe	U-5972	NC 63 Access Management	2025	2031	6	\$ 32,660,000	\$ 32,660,000	\$ -

Major Highway Projects Delay Summary - *Does not include all proposed amendments*

COUNTY	TIP ID	ROUTE/PROJECT	ORIGINAL STIP CONSTRUCTION DATE	REPROGRAMMED CONSTRUCTION DATE	CONSTRUCTION DELAY	ORIGINAL 2020-2029 TOTAL COST*	REPROGRAMMED TOTAL COST*	COST INCREASE/ (DECREASE)
Buncombe	U-5971	Patton @ New Leicester	2023	2031	8	\$ 4,069,000	\$ 4,069,000	\$ -
Haywood	U-5839	Russ Avenue (Main Street to 23/74)	2021	2023	2	\$ 23,943,000	\$ 35,353,000	\$ 11,410,000
Haywood	U-5888	N Main @ Walnut Intersection	2020	2023	3	\$ 4,861,000	\$ 4,861,000	\$ -
Haywood	R-5921	Jonathan Creek Road	2024	2024	0	\$ 20,710,000	\$ 34,310,000	\$ 13,600,000
Haywood	U-4712	S Main Street Widening**	2022	2027	5	\$ 51,200,000	\$ 44,800,000	\$ (6,400,000)
Haywood	U-6048	US 19/23 Modernization	2024	2031	7	\$ 6,761,000	\$ 6,761,000	\$ -
Haywood	U-6159	Russ Avenue	2028	2031	3	\$ 13,610,000	\$ 13,610,000	\$ -
Haywood	U-6158	US 276 @ Crymes Cove Intersection	2027	2031	4	\$ 2,710,000	\$ 2,710,000	\$ -
Haywood, Jackson	U-6172	US 23/74 Modernization	2027	2030	3	\$ 23,010,000	\$ 23,010,000	\$ -
Henderson	U-5887	Highland Lake Road	2021	2021	0	\$ 3,910,000	\$ 6,310,000	\$ 2,400,000
Henderson	R-2588B	NC 191 Widening	2023	2024	1	\$ 79,700,000	\$ 90,635,000	\$ 10,935,000
Henderson	U-5783	US 64	2023	2024	1	\$ 19,370,000	\$ 19,370,000	\$ -
Henderson	U-6049	S Main Street Bridge	2022	2026	4	\$ 5,313,000	\$ 5,313,000	\$ -
Henderson	U-5886	White Street Realignment	2023	2026	3	\$ 34,840,000	\$ 35,240,000	\$ 400,000
Henderson	R-5748	Kanuga Road	2023	2030	7	\$ 14,580,000	\$ 21,650,000	\$ 7,070,000
Henderson	U-6124	NC 280 Access Management	2026	2031	5	\$ 9,610,000	\$ 9,610,000	\$ -
TOTAL	-	-	-	-	-	\$ 1,877,427,000	\$ 2,244,393,000	\$ 374,306,000

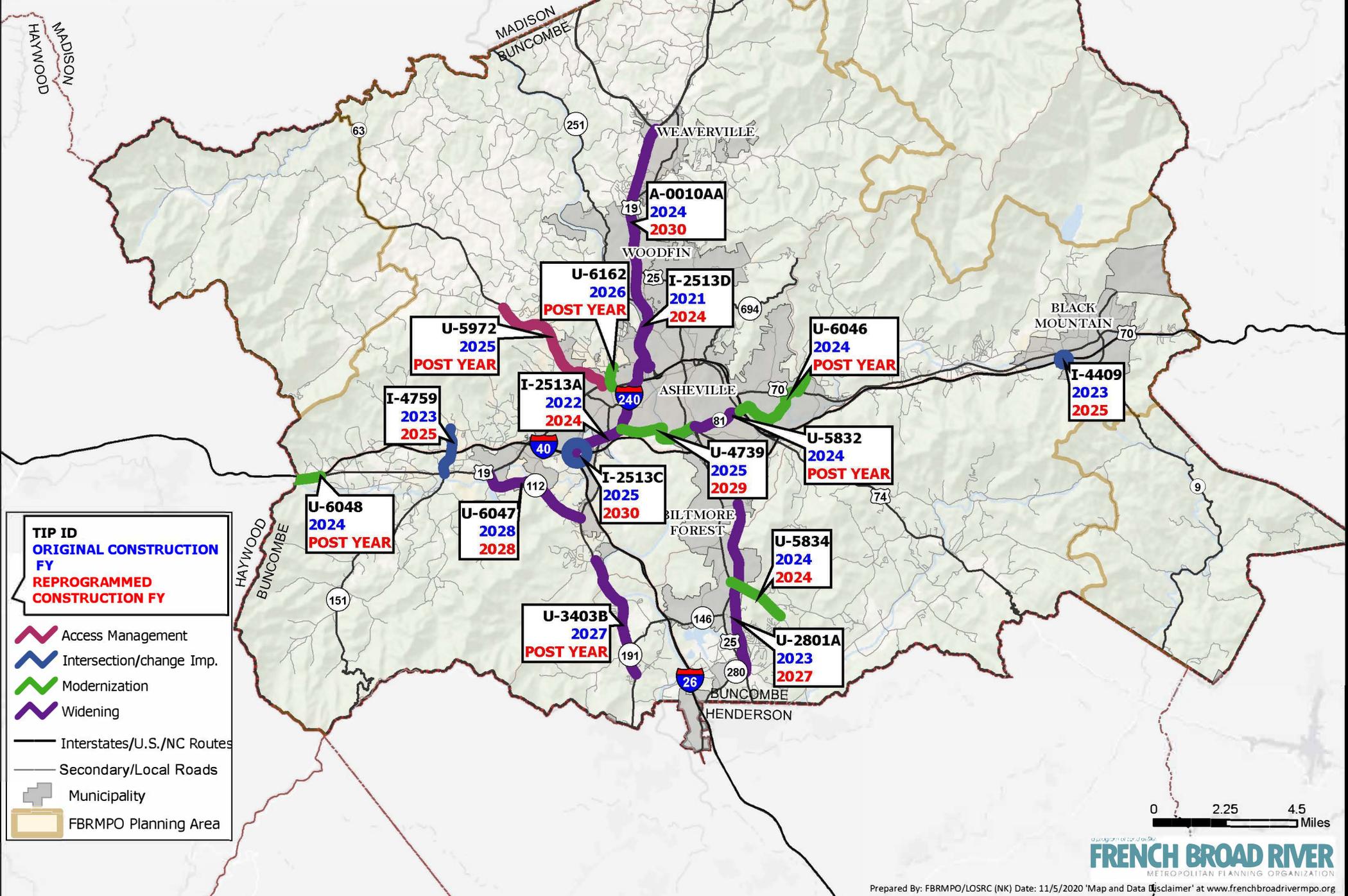
Cost and schedule are subject to change. Current as of 02/01/2021

*Original project cost as reflected in FBRMPO TIP adopted 10/24/2019. Reprogrammed total cost as reflected in reprogrammed TIP released August 17, 2020. May not reflect prior year costs if unknown by phase.

** Project with previous or current bond funding attached (GARVEE, BUILD NC, etc.) - cost reflects total including interest

2020 - 2029 Reprogrammed TIP Buncombe County

Projects displayed are primarily significant highway projects.
Refer to FBRMPO TIP for a complete listing



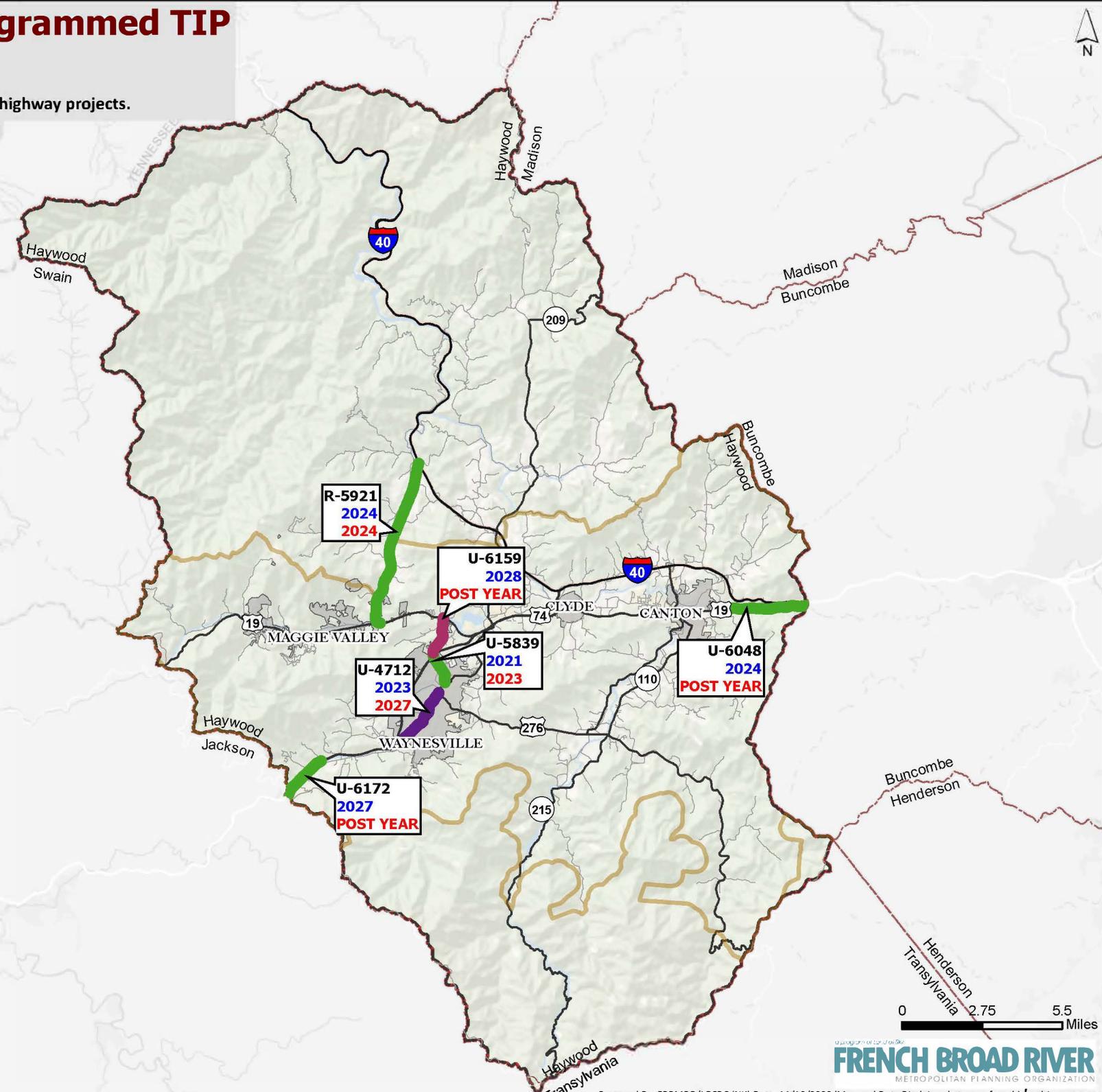
0 2.25 4.5 Miles

2020 - 2029 Reprogrammed TIP Haywood County

Projects displayed are primarily significant highway projects.
Refer to FBRMPO TIP for a complete listing

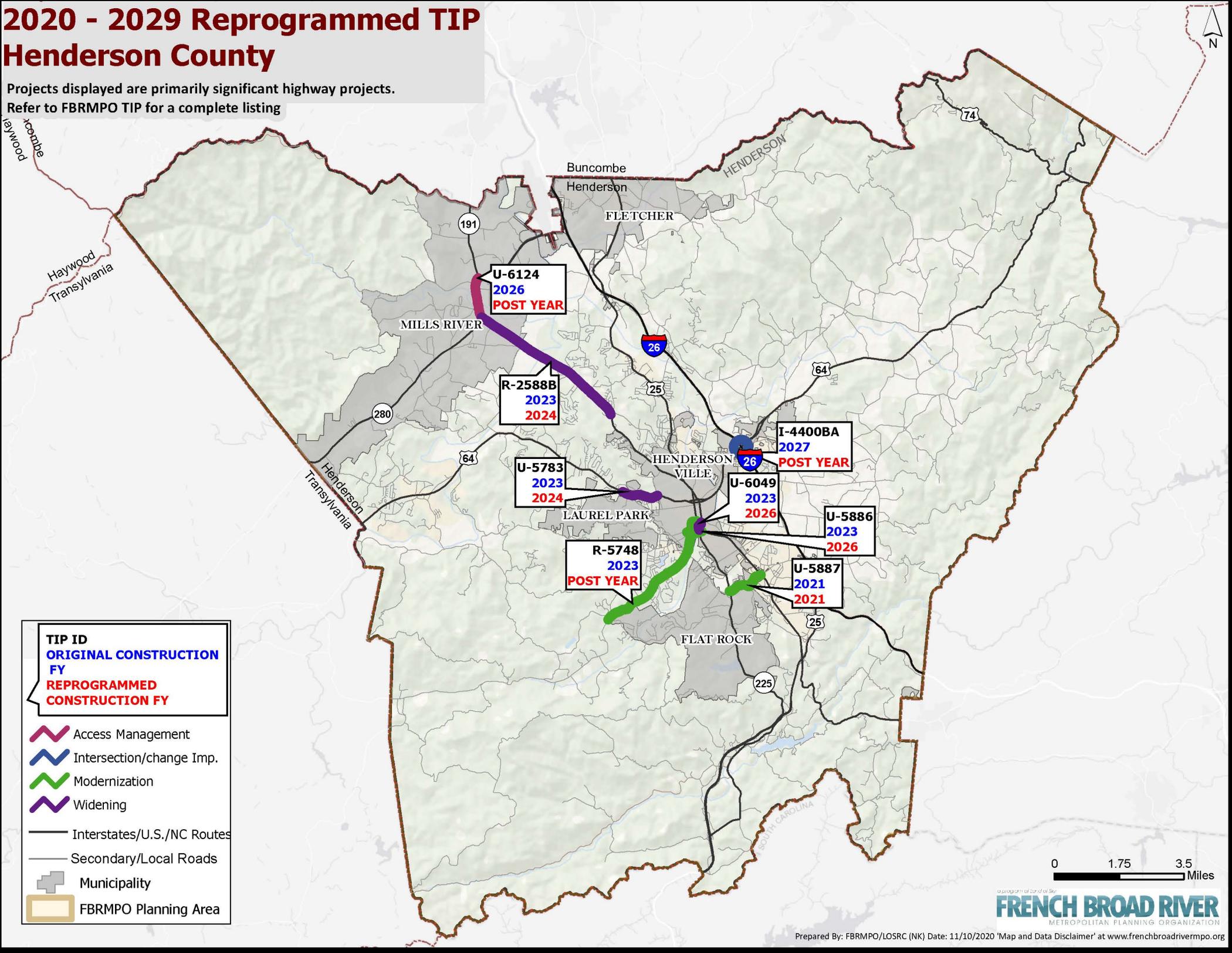
TIP ID	ORIGINAL CONSTRUCTION FY	REPROGRAMMED CONSTRUCTION FY

Access Management
 Intersection/change Imp.
 Modernization
 Widening
 Interstates/U.S./NC Routes
 Secondary/Local Roads
 Municipality
 FBRMPO Planning Area



2020 - 2029 Reprogrammed TIP Henderson County

Projects displayed are primarily significant highway projects.
Refer to FBRMPO TIP for a complete listing



TIP ID	ORIGINAL CONSTRUCTION FY	REPROGRAMMED CONSTRUCTION FY
U-6124	2026	POST YEAR
R-2588B	2023	2024
U-5783	2023	2024
R-5748	2023	POST YEAR
U-6049	2023	2026
I-4400BA	2027	POST YEAR
U-5886	2023	2026
U-5887	2021	2021

	Access Management
	Intersection/change Imp.
	Modernization
	Widening
	Interstates/U.S./NC Routes
	Secondary/Local Roads
	Municipality
	FBRMPO Planning Area



FUNDING SOURCES KEY (HIGHWAY AND NON-HIGHWAY)

FUNDING	FUNDING DESCRIPTION	FUNDING	FUNDING DESCRIPTION
ADTAP	Appalachian Development Transportation Assistance Program	FSPR	State Planning and Research
APD	Appalachian Development	FUZ/5307	Urbanized Area Formula Program (5307)
BA	Bonus Allocation	HFB	Highway Fund Bridge Replacement Program
BG	Surface Transportation Block Grant Program (Uncategorized)	HP	Federal-Aid High Priority
BGANY	Surface Transportation Program (Any Area)	HSIP	Highway Safety Improvement Program
BGBA	Surface Transportation Program (Bonus Allocation)	JARC	Job Assistance and Reverse Commute (5316)
BGDA	Surface Transportation Program (Direct Attributable)	L	Local
BGLT5	Surface Transportation Program (Less than 5K)	NHP	National Highway Performance Program
BGOFF	Surface Transportation Program (Off System Bridge)	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	Other - Local, Non Federal or State Funds
FBBF	Bus and Bus Facilities Formula (5339)	RR	Rail-Highway Safety
FBUS	Bus and Bus Facilities (5339)	RTAP	Rural Transit Assistance Program
FED	Unidentified Federal Funding	S	State
FEPD/5310	Elderly and Persons with Disability (5310)	S(M)	State Match
FF	Federal Ferry	SMAP	Operating Assistance and State Maintenance
FLTP	Federal Lands Transportation Program	SRTS	Safe Roads to School
FMOD	Fixed Guideway Modifications	STHSR	Stimulus High Speed Rail
FMPL	Metropolitan Planning (5303)	T	State Highway Trust Funds
FNF	New Freedom Program (5317)	TA	Transportation Alternatives Program (Uncategorized)
FNS	New Starts - Capital (5309)	TAANY	Transportation Alternatives Program (Any Area)
FNU	Non Urbanized Area Formula Program (5311)	TADA	Transportation Alternatives Program (Direct Attributable)
FSGR	State of Good Repair (Rail) (5337)	TALT5	Transportation Alternatives Program (Less than 5K)

WORK TYPE (ACTIVITY)

CODE	ACTIVITY DESCRIPTION	CODE	ACTIVITY DESCRIPTION
A	Acquisition	P	Paving
C	Construction	PL	Planning / Design
CB	Construction (BUILD NC)	PE	Preliminary Engineering
CG	Construction (GARVEE)	R	Right of Way
CP	Capital	RB	Right of Way (BUILD NC)
F	Feasibility Study	RG	Right of Way (GARVEE)
O	Operations	U	Utilities

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #4 - February 2021

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)											
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS	
A-0010AA	I-26/US 19/US 23	13	Buncombe	I 26 (US 19/ US 23), SR 1781 (Broadway Street) to US 25	To assist in balancing funds, delay right-of-way from FY 24 to FY 26 and construction from FY 27 to post year	\$ 152,771,000	RB	T								858	858	858	858	9,438
							R								11,000	11,000	11,000			
							C													
B-3186	US 23/74	14	Haywood	Replace bridge 430155, and bridge 430158 over Richland Creek	Accelerate right-of-way from FY 22 to FY 21 and construction from FY 23 to FY 22 at the request of structures management unit	\$ 6,900	R	NHPB		800										
							C	NHPB			3,050	3,050								
B-5898	US 23/74	14	Haywood	Replace bridge 430168 over US 19/US 23	Accelerate right-of-way from FY 23 to FY 21 and construction from FY 24 to FY 22 at the request of structures management unit	\$ 3,250	R	NHPB		150										
							C	NHPB			1,550	1,550								
B-5929	Tracy Grove Road	14	Haywood	Replace bridge 440350 over Devils Fork Creek	To assist in balancing funds, delay construction from FY 20 to FY 22	\$ 1,150	C	BGOFF			920									
								L			230									
B-6012	SR 1341 (Foster Creek Road)	13	Madison	Replace bridge 560073 over Foster Creek	Project to utilize BUILD NC Bonds	\$ 4,853	CB	T		301	301	301	301	301	301	301	301	301	301	1,806
							C			338										
HO-0002A	US 74, I-40	13,14	Buncombe, Cleveland, Gaston, Henderson, Mecklenburg, Polk, Rutherford	US 74, I-40 in Asheville to I-77 at I-485 (South) in Charlotte. Install broadband.	Add construction in FY 21 and FY 22 not previously programmed	\$ 18,436	C	HSIP		\$ 8,296	\$ 8,296									
								S(M)		\$ 922	\$ 922									

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #4 - February 2021

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)											
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS	
I-2513A	I-26	13	Buncombe	I-26, I-26/I-40/I-240 interchange to SR 3548 (Haywood Road). Includes initial improvements at I-26/I-40/I-240 interchange and along I-240 westbound between I-26/I-40/I-240 interchange and US 19/23 (Smokey Park Highway)	To assist in balancing funds, delay construction from FY 22 to FY 24. Change procurement to design-bid-build	\$ 250,770	RB	T			1,287	1,287	1,287	1,287	1,287	1,287	1,287	1,287	9,009	
							R				11,000	11,000								
							U				2,850	2,850								
							CB						3,432	3,432	8,151	8,151	8,151	8,151	82,797	
							C						20,375	20,375	20,375	20,375				
I-2513B	I-26	13	Buncombe	I-26, SR 3548 (Haywood Road) to SR 1781 (Broadway)	Add utilities in FY 22 not previously programmed. To assist in balancing funds, delay right of way from FY 21 to FY 22 and construction from FY 22 to FY 24. Change procurement to progressive design-build.	\$ 764,712	RG	NHP			3,432	3,432	3,432	3,432	3,432	3,432	3,432	3,432	24,030	
							R	NHP			17,650	17,650								
								S(M)			6,667	6,667								
							U	NHP			9,050	9,050								
							CG	NHP					23,166	23,166	23,166	23,166	23,166	23,166	23,166	208,494
							C	NHP					10,450	49,638	49,638	49,638	49,638			
								S(M)					4,500	21,375	21,375	21,375	21,375			
I-2513C	I-26	13	Buncombe	I-26, I-26/I-40/I-240 final interchange Improvements	Add utilities in FY 29 not previously programmed. To assist in balancing funds, delay right of way from FY 25 to FY 29 and construction from FY 25 to FY29	\$ 202,602	R	NHP										430	3,870	
							U												1,330	11,970
							C												9,250	175,752
I-2513D	SR 1477 (Riverside Drive)	13	Buncombe	SR 1477 (Riverside Drive), SR 1517 (Hill Street) to SR 1781 (Broadway Street)	To assist in balancing funds, delay right of way from FY 21 to FY 22 and construction from FY 21 to FY 24. Change procurement to progressive design-build	\$ 42,100	R	BGANY			11,700	11,700								
							U				2,800									
							C						795	3,776	3,776	3,776	3,777			

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									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS					
I-4400A	I-26	14	Henderson	I-26, US 25 to US 64	To assist in balancing funds, delay right of way from FY 27 to FY 29	\$ 80,000	R	NHP											10	1,990				
							C																78,000	
I-4400BA	I-26	14	Henderson	I-26, US 64 interchange improvements	To assist in balancing funds, delay right of way from FY 24 to FY 29 and construction from FY 27 to post year	\$ 29,400	R	T											600	5,400				
							C																23,400	
I-4409	SR 2500 (Blue Ridge Road)	13	Buncombe	SR 2500 (Blue Ridge Road), convert I-40/SR 2500 grade separation to interchange. Widen SR 2500 (Blue Ridge Road) to three lanes from US 70 to south of I-40 and upgrade roadway south of I-40 to SR 2713.	To assist in balancing funds, delay right of way from FY 21 to FY 23 and construction from FY 23 to FY 25	\$ 30,399	R	NHP				3,150	3,150											
							U					250	250											
							C												7,866	7,866	7,867			
I-4759	I-40, I-40/SR 1228 (Liberty Road)	13	Buncombe	I-40, I-40/SR 1228 (Liberty Road). Convert grade separation to an interchange and construct two lane roadway north of I-40 to SR 1224 and four lane roadway south of I-40 to US 19/US 23/NC 151 with parts on new location	To assist in balancing funds, delay construction from FY 23 to FY 25. Cost increase exceeding \$2 Million and 25% thresholds.	\$ 51,962	RG	BGANY	113	825	825	825	825	825	825	825	825	825	825	825	4,724			
							R	S(M)	2,850	2,850														
							U	BGANY		700	700													
							C	BGANY									8,150	8,150	8,150	8,150				
I-5834	I-40	14	Haywood	I-40, mile marker 27 to mile marker 34. Pavement and bridge rehabilitation.	Cost increase exceeding \$2 Million and 25% thresholds.	\$ 47,000	C	NHPIM				6,250	6,250	17,250	17,250									
I-5888B	I-40	13	Buncombe	I-40, mile marker 37 to mile marker 44. Rehabilitate bridges.	To assist in balancing funds, delay construction from FY 22 to FY 25	\$ 3,400	C	NHPIM						3,400										

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PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)											
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS	
I-5889B	I-40	13	Buncombe	I-40, mile marker 45.25 to mile marker 50. Rehabilitate pavement.	To assist in balancing funds, delay construction from FY 21 to FY 22	\$ 16,300	C	NHPIM			8,150									
								NHFP			8,150									
I-5901	I-240	13	Buncombe	I-240, mile marker 4 to mile marker 9. Pavement rehabilitation.	To assist in balancing funds, delay construction from FY 22 to FY 25	\$ 8,140	C	NHPIM						4,070	4,070					
I-5925	I-26	14	Henderson	I-26, mile marker 50 to Polk County line. Pavement rehabilitation.	To assist in balancing funds, delay construction from FY 22 to FY 25	\$ 4,450	C	NHPIM						2,225	2,225					
I-5928	I-40	14	Haywood	I-40, mile marker 34 to Buncombe County line. Pavement rehabilitation.	To assist in balancing funds, delay construction from FY 24 to FY 27	\$ 1,600	C	NHPIM									800	800		
I-6051	I-40	14	Haywood	I-40, mile marker 20 to mile marker 27. Pavement rehabilitation.	To assist in balancing funds, delay construction from FY 27 to FY 29	\$ 1,600	C	NHPIM											420	3,780
R-2588B	NC 191	14	Henderson	NC 191, SR 1381 (Mountain Road) to NC 280 south of Mills River.	To assist in balancing funds, delay right of way from FY 20 to FY 22 and construction from FY 23 to FY 24. Cost increase exceeding \$2 million and 25% thresholds.	\$ 108,235	RB	T			215	215	215	215	215	215	215	215	215	1,505
							R				7,250	7,250								
							U				6,100									
							CB						2,274	2,274	2,274	2,274	2,274	2,274	2,274	20,466
							C						12,575	12,575	12,575	12,575				
R-5748	SR 1127 (Kanuga Road)	14	Henderson	SR 1127 (Kanuga Road), US 25B (Church Street) to SR 1123 (Little River Road). Upgrade roadway.	To assist in balancing funds, delay right of way from FY 22 to FY 27 and construction from FY 24 to post year. Cost increase exceeding \$2 million and 25% thresholds.	\$ 21,650	R	T									450			
							U										100			
							C												21,100	

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									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
R-5779	SR 1631 (Crossroads Parkway)	13	Madison	SR 1631 (Crossroads Parkway), extend SR 1631 (Crossroads Parkway) to SR 1632.	To assist in balancing funds, delay construction from FY 20 to FY 21	\$ 4,071	C	APD		1,611									
								T		1,510									
								O		950									
R-5793	Various	13	Buncombe, Burke, Madison, McDowell, Mitchell, Rutherford, Yancey	Various. Division 13 program to upgrade intersections to comply with the Americans with Disabilities Act (ADA) using Transportation Alternatives (TA) funds.	Add construction in FY 21 and FY 22 not previously programmed.	\$ 2,500	C	TA	400	800	800								
								S	100	200	200								
R-5794	Various	14	Cherokee, Clay, Graham, Haywood, Henderson, Jackson, Macon, Polk, Swain, Transylvania	Various. Division 14 program to upgrade intersections to comply with the Americans with Disabilities Act (ADA) using Transportation Alternatives (TA) funds.	Add construction in FY 21 and FY 22 not previously programmed.	\$ 2,500	C	TA	400	800	800								
								S	100	200	200								
R-5921	US 276 (Jonathan Creek)	14	Haywood	US 276 (Jonathan Creek), US 19 to I-40 upgrade. Modernize roadway.	Cost increase exceeding \$2 million and 25% thresholds. To assist in balancing funds, delay right of way from FY 22 to FY 23	\$ 34,300	R	BGLT5				600							
							U				100								
							C					8,400	8,400	8,400	8,400				
U-2801A	US 25A (Sweeten Creek Road)	13	Buncombe	US 25A (Sweeten Creek Road), US 25 (Hendersonville Road) to SR 3081 (Rock Hill Road)	Cost increase exceeding \$2 million and 25% thresholds. Add utilities in FY 24 not previously programmed. To assist in balancing funds, delay right of way from FY 21 to FY 24 and construction from FY 23 to FY 27.	\$ 165,775	RB	T					257	257	257	257	257	257	2,313
							R	T				36,366	36,367	36,367					
							U	T				2,240	2,240	2,240					
							C	BGANY									11,525	11,525	11,525

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PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)													
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS			
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.	To assist in balancing funds, delay right of way from FY 24 to FY 29 and construction from FY 27 to post year.	\$ 22,100	R	T											10	5,090		
							U													10	590	
							C															
U-4712	US 23B (South Main Street)	14	Haywood	US 23B (South Main Street), SR 1164 (Hyatt Creek Road) to US 276 (Pigeon Street). Widen to multi-lanes.	Project to no longer utilize BUILD NC bonds. To assist in balancing funds, delay right of way from FY 21 to FY 24 and construction from FY 23 to FY 27	\$ 44,800	R	T					6,667	6,667	666							
							U						1,200	1,200								
							C												5,600	5,600	5,600	5,600
U-4739	SR 3556 (Amboy Road/Meadow Road)	13	Buncombe	SR 3556 (Amboy Road/Meadow Road), I-240 to NC 81/SR 3214 (Biltmore Avenue). Widen to multi-lanes with new bridge over the French Broad River.	To assist in balancing funds, delay right of way from FY 22 to FY 25 and construction from FY 25 to FY 29	\$ 49,300	R	BGANY						3,300	9,900							
							U						1,600									
							C															8,625
U-5019A	Nasty Branch Greenway	13	Buncombe	Riverway multi-modal network. Nasty Branch Greenway (formerly Town Branch Greenway)	To assist in balancing funds, delay construction from FY 20 to FY 21	\$ 4,267	C	BGANY		1,706	1,706											
							L		855													
U-5019E	Craven Street Bridge	13	Buncombe	Riverway multi-modal network, Craven Street bridge improvements over the French Broad River	To assist in balancing funds, delay construction from FY 22 to FY 24	\$ 5,250	C	BGANY					4,200									
							L					1,050										
U-5548	Brown Avenue	14	Haywood	Brown Avenue, realignment from Boyd to 1200 ft south of the intersection. Project includes construction of new roadway (School Street), raised crosswalk, painted crosswalks, refuge island, bulbout and signage.	To assist in balancing funds, delay construction from FY 21 to FY 22	\$ 500	C	BGDA			400											
							L			100												

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PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)										POST YEARS					
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029						
U-5783	US 64	14	Henderson	US 64, SR 1180 (Blythe Street) to SR 1173 (White Pine Drive)/SR 1186 (Daniel Drive). Widen roadway.	To assist in balancing funds, delay right of way from FY 20 to FY 21 and construction from FY 23 to FY 24.	\$ 17,870	R	T		925	925													
							U			220														
							C						5,267	5,266	5,267									
U-5832	NC 81 (Swannanoa River Road)	13	Buncombe	NC 81 (Swannanoa River Road), SR 3214 (Biltmore Avenue) to US 74A (South Tunnel Road). Widen existing roadway.	To assist in balancing funds, delay right of way from FY 22 to FY 29 and construction from FY 24 to post year	\$ 10,750	R	T											10	2,990				
							U														10	340		
							C																7,400	
U-5837	SR 2002 (Riceville Road)	13	Buncombe	SR 2002 (Riceville Road), US 70 (Tunnel Road) to SR 2285 (Clear Vista Lane). Upgrade roadway.	To assist in balancing funds, delay right of way from FY 22 to FY 29 and construction from FY 23 to post year	\$ 2,000	R	T											100					
							C	T															1,900	
U-5839	US 276 (Russ Avenue)	14	Haywood	US 276 (Russ Avenue), US 23/74 to US 23B (Main Street). Upgrade corridor.	To assist in balancing funds, delay construction from FY 21 to FY 23.	\$ 32,610	PE	T	222	222	222	222	222	222	222	222	222	222	222	222	1,110			
							RB		186	186	186	186	186	186	186	186	186	186	186	186	186	186	930	
							R		160	3,880														
							U		750															
							C					7,233	7,233	7,234										
U-5886	SR 1170 (White Street)	14	Henderson	SR 1170 (White Street), SR 1171 (Willow Road) to US 176 (Spartanburg Highway). Realign and extend roadway.	Project to longer utilize BUILD NC Bonds. To assist in balancing funds, delay right of way from FY 20 to FY 23 and construction from FY 23 to FY 26	\$ 33,770	R	T				5,623	5,624	5,623										
							U																	
							C												5,500	5,500	5,500			

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PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)													
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS			
U-5887	SR 1783 (Highland Lake Road)	14	Henderson	SR 1783 (Highland Lake Road), NC 225 to US 176. Upgrade roadway.	Project to no longer utilize BUILD NC Bonds	\$ 5,500	R C	T	500													
U-5971B	US 19 (Patton Avenue) and NC 63 (New Leicester Highway)	13	Buncombe	US 19 (Patton Avenue) and NC 63 (New Leicester Highway). Construct final intersection improvements.	To assist in balancing funds, delay right of way from FY 20 to FY 29 and construction from FY 23 to post year.	\$ 2,700	R U C	T											10	390		
U-5972	NC 63 (New Leicester Highway)	13	Buncombe	NC 63 (New Leicester Highway), US 19/23 (Patton Avenue) to Newfound Road. Construct access management improvements.	To assist in balancing funds, delay right of way from FY 22 to FY 29 and construction from FY 25 to post year.	\$ 28,400	R U C	T											10	11,790		
U-5973	US 19B (Weaverville Highway) and SR 1740 (New Stock Road)	13	Buncombe	US 19B (Weaverville Highway) and SR 1740 (New Stock Road). Construct intersection improvements.	To assist in balancing funds, delay right of way from FY 22 to FY 29 and construction from FY 23 to post year.	\$ 1,300	R U C	T											200	100		
U-6046	NC 81 (Swannanoa River Road)	13	Buncombe	NC 81 (Swannanoa River Road), US 70 (Tunnel Road) to US 74 (South Tunnel Road). Upgrade roadway.	To assist in balancing funds, delay right of way from FY 22 to FY 29 and construction from FY 24 to post year.	\$ 23,302	R U C	T											10	1,190		
U-6047	NC 112 (Sardis Road/Sandhill Road)	13	Buncombe	NC 112 (Sardis Road/Sandhill Road), NC 191 (Brevard Road) to US 19/23 (Smokey Park Highway). Widen roadway.	To assist in balancing funds, delay right of way from FY 24 to FY 25.	\$ 40,300	R U C	T						1,300						9,350	9,350	18,700

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									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029				
U-6048	US 19/US 23	13,14	Buncombe, Haywood	US 19/US 23, SR 1836 (Chestnut Mountain Road) to SR 1200 (Wiggins Road). Upgrade roadway.	To assist in balancing funds, delay right of way from FY 21 to FY 29 and construction from FY 24 to post year.	\$ 4,535	R	T											135			
							U													100		
							C															4,300
U-6049	NC 225 (South Main Street)	14	Henderson	NC 225 (South Main Street), at South King Street to US 176. Widen bridge 440143 to 5-lanes.	To assist in balancing funds, delay right of way from FY 20 to FY 23 and construction from FY 23 to FY 26.	\$ 4,633	R	T				933										
							U					500										
							C										1,600	1,600				
U-6124	NC 280 (Boylston Highway)	14	Henderson	NC 280 (Boylston Highway), NC 191 (Haywood Road) to NC 191 (Old Haywood Road). Construct access management and intersection improvements.	To assist in balancing funds, delay right of way from FY 24 to FY 29 and construction from FY 26 to post year.	\$ 9,600	R	NHP											10	490		
							U														10	490
							C															
U-6158	US 276	14	Haywood	US 276, SR 1134 (Crymes Cove Road) and Raccoon Road. Intersection realignment.	To assist in balancing funds, delay right of way from FY 25 to FY 29 and construction from FY 28 to post year.	\$ 2,700	R	T											140	1,260		
							U														200	
							C															
U-6159	US 276 (Russ Avenue)	14	Haywood	US 276 (Russ Avenue), US 23-74 (Great Smokey Mountain Expressway) to US 19 (Dellwood Road). Access Management.	To assist in balancing funds, delay right of way from FY 25 to FY 29 and construction from FY 28 to post year.	\$ 13,600	R	BGANY											10	3,090		
							U														10	490
							C															
U-6162	SR 1332 (North Louisiana Avenue)	13	Buncombe	SR 1332 (North Louisiana Avenue), US 19/23 (Patton Avenue) to SR 1338 (Emma Road). Modernize Roadway.	To assist in balancing funds, delay construction from FY 26 to post year.	\$ 5,800	R	BGANY						500								
							U							100								
							C															5,200

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									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS		
U-6172	US 23/US 74 (Great Smokey Mountains Expressway)	14	Haywood, Jackson	US 23/US 74 (Great Smokey Mountains Expressway), SR 1777 (Balsam View Drive) to SR 1158 (Old Balsam Road). Modernize Roadway.	To assist in balancing funds, delay right of way from FY 25 to FY 27 and construction from FY 27 to post year.	\$ 23,000	R U C	BGLT5									2,000				20,000
W-5813A	US 25 (McDowell Street)	13	Buncombe	US 25 (McDowell Street) at Doctor's Drive/Asheville High School entrance. Install pedestrian signals, high visibility crosswalks, and curb ramps.	To assist in balancing funds, delay construction from FY 21 to FY 22	\$ 74	C	HSIP		74											
W-5813C	SR 1332 (N. Louisiana) at SR 1338 (Emma Road)	13	Buncombe	SR 1332 (N. Louisiana) at SR 1338 (Emma Road). Install pedestrian signal phasing, high visibility crosswalks, sidewalk and curb ramps.	To assist in balancing funds, delay construction from FY 21 to FY 22	\$ 95	C	HSIP			95										
W-5813D	US 25	13	Buncombe	US 25 (1) US 25 at All Souls Crescent, (2) US 25 at US 25A (Lodge Street). Install curb ramps, sidewalk and signal upgrades.	To assist in balancing funds, delay construction from FY 20 to FY 21	\$ 96	C	HSIP		96											
W-5813E	US 19-23-74ALT	13	Buncombe	US 19-23-74ALT (Patton Avenue) at US 19/23B (Haywood Road)/SR 1319 (Johnston Road). Install pedestrian signal phasing, high visibility crosswalks and curb ramps.	To assist in balancing funds, delay construction from FY 20 to FY 21	\$ 115	C	HSIP		115											
W-5813F	US 19-23-74ALT	13	Buncombe	US 19-23-74ALT (Smokey Park Highway) at Old Haywood Road. Install pedestrian signal phasing, high visibility crosswalks and curb ramps.	To assist in balancing funds, delay construction from FY 20 to FY 21	\$ 70	C	HSIP		70											

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									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS	
W-5813G	US 70; US 74A	13	Buncombe	US 70; US 74 ALT. (1) US 70 (Tunnel Road) at Old Chunnns Cove Road, (2) US 74 ALT (S. Tunnel Road) at Main Mall Entrance (East leg), (3) US 74ALT (S. Tunnel Road) at lower mall entrance. Install curb ramps, sidewalk, and signal upgrades.	To assist in balancing funds, delay construction from FY 20 to FY 21	\$ 92	C	HSIP		92										

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment # 4 - February 2021

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)										
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS
EB-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 allow additional time for planning an design, delay right of way from FY 21 to FY 22	\$5,343	PE	BGDA			80								
								L			20								
								C	BGANY			2,300							
									BGDA			1,894							
									L			1,049							
EB-5774	NC 251 (Riverside Drive) Multi-use Path	13	Buncombe	Construct multi-use path via Beaverdam Creek on NC 251 (Riverside Drive)	To allow additional time for planning and design, delay right of way from FY 21 to FY 22 and construction from FY 21 to FY 22	\$7,000	PE	BGDA	1,600										
								L	400										
							R	BGDA			176								
								L			44								
							C	BGANY			2,000								
								BGDA			1,824								
L			956																
EB-5824	Hominy Creek Greenway	13	Buncombe	Construct multi use path from Hominy valley park and enka high school to east of sand hill road	Delay preliminary engineering from FY 20 to FY 21 and construction from FY 21 to FY 22	\$6,400	PE	BGDA		480									
								L		120									
							C	BGANY			4,400								
								BGDA			240								
L			1,160																
EB-5860	Blythe Street	14	Henderson	Blythe Street, US 64 (Brevard Road) to NC 191 (Haywood Road). Construct sidewalks.	To assist in balancing funds, delay preliminary engineering from FY 21 to FY 24, right of way from FY 22 to FY 25 and construction from FY 23 to FY 26	\$960	PE	TAANY					96						
								L				24							
							R	TAANY					192						
								L					48						
							C	TAANY							480				
L								120											

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment # 4 - February 2021

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)											
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS	
EB-5926	US 19 (Soco Road)	14	Haywood	US 19 (Soco Road), US 276 to Fie Top Road. Construct bicycle and pedestrian improvements	To assist in balancing funds, delay construction from FY 20 to FY 21	\$1,800	C	BGANY		1,440										
								L		360										
EB-5945	Champion Drive	14	Haywood	Champion Drive, North Canton Road to Thickety Road. Construct sidewalks.	To assist in balancing funds, delay right-of-way from FY 20 to FY 21	\$200	R	BGDA		160										
								L		40										
EB-5963	Grove Street	14	Henderson	Grove Street, Barnwell Street to US 176 (Spartanburg Highway). Construct sidewalk.	To assist in balancing funds, delay preliminary engineering from FY 21 to FY 24, right of way from FY 22 to FY 25 and construction from FY 23 to FY 26	\$904	PE	TAANY					126							
								L				31								
							R	TAANY					106							
								L					26							
C	TAANY							492												
	L							123												
EB-5965	Deaverview Road	13	Buncombe	Deaverview Road, US 19/23/74A (Patton Avenue) to Westmore Drive in Asheville. Construct sidewalk.	To assist in balancing funds, delay right of way from FY 25 to FY 26 and construction from FY 26 to FY 27	\$3,205	PE	TAANY					568							
								L					142							
							R	TAANY							200					
								L							50					
C	TAANY									1,796										
	L									449										

PROPOSED AMENDMENTS and MODIFICATIONS TO TRANSIT PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #4 - February 2021

PROJECT / TIP ID (Sorted A-Z)	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
TD-5223	City of Asheville	ART Hybrid Bus Replacement Batteries	Delete from TIP													
TD-5265	City of Asheville/Henderson County	City of Hendersonville - US 64 Pedestrian Access	Delete from TIP													
TG-0011	City of Asheville	Buses and Bus Facilities	Add project to STIP for FY20. New project developed for federal funding award.	\$ 1,250	5339	1,000										
					L	250										
TG-4704	City of Asheville	Routine Capital	Delete from TIP													
TG-6143	Apple Country Transit, WCCA	Routine Captial - Bus stops shelters, Benches, Shop equipment, spare parts, engines, Farebox, Service; new technology for system with CARES 2021 funding	Modify description	\$ 241	5307	31	116	31	31							
					L	8	8	8	8							
TG-6786	City of Asheville	Mountain Mobility Buncombe-Buncombe County Transit Routine Capital Cost of Contracting	Corrected funding amounts for FY21-FY24	\$ 2,520	FUZ 5307	391	403	403	403	415						
					L	98	101	101	101	104						

PROPOSED AMENDMENTS and MODIFICATIONS TO TRANSIT PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #4 - February 2021

PROJECT / TIP ID (Sorted A-Z)	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
TG-6788	City of Asheville	Mountain Projects (Haywood County). Deviated Fixed Route Capital and CARES funds	Edit Description and added CARES funding	\$ 448	5307	68	339									
					L	17	24									
TM-5163	City of Asheville	City of Asheville Administrative Oversight of JARC projects in the Asheville Urbanized Area	Amended JARC 2021 funding	\$ 85	FUZ 5307	52	33									
TM-5320	City of Asheville	FY 2011 FTA Section 5316	Delete from TIP													
TO-4075	City of Asheville	Transit Operations	Updated Funding Amount	\$ 20,460	FUZ 5307	1,168	1,168									
					L	6,804	6,804									
					SMAP	1,125	1,125									
TO-4705	City of Asheville	Transit Operations	Delete from TIP; Funding for FY20 consolidated with TO-4075		FUZ 5307											
					L											
					SMAP											
TO-6154	City of Asheville	Buncombe County Transit Operating Assistance	Corrected FY22 funding to reflect 5307/L split	\$ 2,001	FUZ 5307	239	250	250	261							
					L	239	250	250	262							
TP-5153	City of Asheville	Planning for Mountain Mobility	Modify description	\$ 604	5307	121	121	121	121							
					L	30	30	30	30							
TS-5102	City of Asheville	1% Safety and Security	Update funding amount through FY23	\$ 48	5307	10	10	10	10							
					L	2	2	2	2							

PROPOSED AMENDMENTS and MODIFICATIONS TO TRANSIT PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #4 - February 2021

PROJECT / TIP ID (Sorted A-Z)	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
Various	City of Asheville		Change 'Asheville Redefines Transit' to 'City of Asheville' for Route/City in TIP													

**RESOLUTION REQUESTING MORE COLLABORATION AND TRANSPARENCY IN FUTURE
RESTRUCTURING AND REPRIORITIZING OF TRANSPORTATION IMPROVEMENT PROGRAM
PROJECTS**

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 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 (TIP) on October 24, 2019; and

WHEREAS, the State of North Carolina recently experienced significant declines in transportation revenues and increases in transportation costs; and

WHEREAS, numerous changes to project schedules were required for the State Transportation Improvement Program (STIP) and TIP to maintain fiscal-constrain; and

WHEREAS, changes to the STIP and TIP were developed and recommended by NCDOT and adopted by the North Carolina Board of Transportation in October, 2020; and

WHEREAS, the French Broad River MPO considered adoption of the amendments to the TIP in February, 2021;

NOW, THEREFORE BE IT RESOLVED that the Board of the French Broad River MPO hereby requests the North Carolina Department of Transportation to consider future processes used for restructuring and reprioritizing the STIP/TIP to provide:

1. More collaboration between NCDOT, the MPO, and Local Governments in developing local, regional, and statewide priorities for STIP and TIP consideration
2. MPO representation on any committee or group developing the process for restructuring and reprioritizing projects in the STIP and TIP
3. More opportunities for public and stakeholder input in the proposed changes to the STIP and TIP

ADOPTED: This the 25th Day of February, 2021

Larry Harris, FBRMPO Board Chair

Attest, Tristan Winkler, Director
French Broad River MPO

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4E:

Presentation on the Black Mountain Parking Study

In FY 2019, the French Broad River MPO provided funding to the town of Black Mountain for a study looking at parking and circulation throughout Black Mountain's central business district. The study evaluated current parking and traffic patterns while identifying areas for improvement. Town of Black Mountain staff will present on the study and its findings.

Additional studies like the Black Mountain Parking Study are eligible for funding with the MPO's Unified Planning Work Program (UPWP) which provides 80% of the cost of the project from federal funds that are passed-through the MPO; the other 20% is required to come from local or other non-federal sources. Other similar studies that have been funded this way recently include: the Hendersonville Oklawaha Greenway Extension Study, the Asheville Transit Master Plan, Buncombe County's Bent Creek Greenway Feasibility Study, and on-going studies on Hendersonville Road, Tunnel Road, the Mud Creek Greenway (Henderson), and the Richland Creek Greenway (Waynesville.)

No Action Required

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 4F:

Presentation on NC First Commission Recommendations

The NC First Commission has released its report on long-range transportation funding recommendations to provide more sustainable funding for transportation needs in North Carolina. The commission was started in 2019 (and included then-MPO Board Chair, William Lapsley) to look at potential solutions to declines in gas tax and other transportation revenues along with the increase in cost and need to maintain and improve existing infrastructure. The primary challenge facing NCDOT and other DOTs across the nation is the gas tax has become increasingly insufficient as a primary funding source for transportation. With increased fuel efficiency, some areas seeing decreases in the amount of individual driving, and the projected increase in electric and hybrid vehicles, that challenge is likely to be further exacerbated in the coming years, especially with the cost to build and maintain infrastructure increasing. The full report from the NC First Commission features a range of potential recommendations, including short-term changes to existing fee structures, long-range recommendations (mileage-based user fees, tolling, public private partnerships), as well as potential changes for local governments to better leverage funding.

The final report and summary presentation are available here: <https://www.ncdot.gov/about-us/how-we-operate/finance-budget/nc-first/Pages/final-report.aspx>

Amna Cameron, Deputy Director of NCDOT's Office of Strategic Initiatives and Program Support will present to the MPO TCC on the report's recommendations and key considerations moving forward.

No Action Required

FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 5A:

Division Project Updates

Division 13 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/02/D13_Feb2021.pdf

Division 14 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/02/D14_Feb2021.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 February 2nd; next meeting March 2nd

Transit Operators' Workgroup— next meeting TBD.

Citizens' Advisory Committee- January 13th meeting canceled; next meeting TBD

Regional Transit Study- public meeting coming in the spring

Corridor Studies- Hendersonville Road Public Meeting on February 10th; Tunnel Road Public Meeting anticipated in late winter

Recommended Actions:

Accept the reports.

Item 5E:

Legislative Updates