

## MPO Governing Board

---

June 24, 2021 – 1:00 P.M., Land of Sky Regional Council (with Zoom option)

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 Larry Harris
  - B. Ethics Statement for MPO Board Members Larry Harris
  
2. **PUBLIC COMMENT**

---
  
3. **CONSENT AGENDA** Larry Harris

---

  - A. May, 2021 Minutes
  - B. FY 19 & FY 20 JARC Redistributions
  - C. Amendment to the 2020-2029 TIP
  - D. PTASP Performance Targets
  - E. FY 2021 UPWP Amendment
  
4. **BUSINESS (60-90 min)**

---

  - A. MPO Local Input Point Methodology for P 6.0 MPO Staff
  - B. Regional Transit Plan Recommendations MPO Staff
  - C. Amendment to the 2045 Metropolitan Transportation Plan (MTP) – Commercial Blvd. MPO Staff
  
5. **INFORMATIONAL ITEMS (0 min)**

---

  - A. Proposed Amendment to the 2045 MTP- New I-26 Interchange MPO Staff
  
6. **REGULAR UPDATES (15 min)**

---

  - A. NCDOT Division 13 and 14 updates Mark Gibbs/Wanda Austin or Designee
  - B. Transportation Planning Branch Daniel Sellers
  - C. FHWA/FTA Updates Michael Dawson
  - D. Subcommittee/Workgroup Reports, Staff Updates, and Housekeeping MPO Staff
  - E. Legislative Updates MPO Staff
  
7. **ANNOUNCEMENTS, NEWS, SPECIAL UPDATES (5 min)**

---
  
8. **TOPICS FOR NEXT MEETING**

---
9. **PUBLIC COMMENT**

---
10. **ADJOURNMENT**

---

# Item 3:

## Consent Agenda

**Item 3A:** May, 2021 Board Minutes

**Item 3B:** FY 19 & FY 20 JARC Redistribution of Funds

**Item 3C:** Amendment to the 2020-2029 Transportation Improvement Program (TIP)

**Item 3D:** PTASP Performance Targets

DRAFT

# Item 3A:

## May, 2021 Minutes

French Broad River Metropolitan Planning Organization  
Virtual Meeting via the Zoom Platform  
Minutes from the Governing Board meeting on May 27, 2021

### May 27, 2021: Remote Attendance via Zoom

Chair Larry Haris (Black Mountain Council)  
Tristan Winkler (FBRMPO)  
Emily Scott-Cruz (FBRMPO)  
John Ridout (FBRMPO)  
Nick Kronke (FBRMPO)  
Bernard Clark  
Chuck McGrady (NC Board of Transportation-Div. 14)  
Anne Coletta (Village of Flat Rock Council)  
Anthony Sutton (Waynesville Town Council)  
Bob Davy (Fletcher Town Council)  
Brian Caskey (Mills River Town Council)  
Brendan Merithew (NCDOT Division 13)  
Daniel Sellers (NCDOT Transportation Planning Division)  
David Wasserman (NCDOT)  
David White (Urban Transit Representative)  
Erica Anderson (LOSRC)  
George Banta (Laurel Park Town Council)  
Kevin Ensley (Haywood Commission)  
James Voso

Gwen Wisler (Asheville City Council)  
Jeff Hunter (National Parks Conservation Association)  
Jeff McKenna (Town of Weaverville)  
Jen Hensley (Hendersonville City Council)  
John Ridout (FBRMPO)  
Kim Roney (Asheville City Council)  
Liz Hillard (Wildlands Network)  
Matt Wechtel (Madison Commission)  
Michael Dawson (FHWA)  
Nikki Robinson (Wildlands Network)  
Parker Sloan (Buncombe Commission)  
Rebecca McCall (Henderson Commission)  
Stephen Sparks (NCDOT Division 14)  
Steve Williams (NCDOT Division 14)  
Troy Wilson (NCDOT Division 14)  
Brownie Newman (Buncombe Commission)  
Autumn Radcliff (Henderson County)  
Dan Baechtold (City of Asheville)

### May 27, 2021: In-Person Attendance at the Land of Sky Office

Zia Rifkin (Minutes)

#### **WELCOME & INTRODUCTIONS, ROLL CALL, APPROVAL OF AGENDA**

Chair Larry Harris called the meeting to order at approximately 1:00pm and welcomed everyone to the meeting. Chair Harris read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. No voting members of the Board registered any conflicts with the business before the body. The roll was called and quorum established.

#### **PUBLIC COMMENT**

No public comments received.

#### **CONSENT AGENDA (including agenda approval)**

***Chuck McGrady moved to approve the consent agenda consisting of the April 2021 meeting minutes, the Resolution of Support for Hendersonville Pedestrian Planning Grant Application, the TDM Funding Letter and the agenda as presented. Gwen Wisler seconded, and the motion carried unanimously upon a roll call vote, and without further discussion.***

## NEW BUSINESS

### FTA ARPA Funding Distribution

On March 11, 2021, the American Rescue Plan Act was signed into law. Through ARPA, the Asheville Urbanized Area received \$4.25 million in 5307 Urban Transit Formula funds. These funds are intended to be used to help transit agencies in the wake of COVID-19.

Section 5307 Urban Transit Formula Funds make federal resources available to urbanized areas for transit capital and operating assistance. An urbanized area is an incorporated area with a population of 50,000 or more.

In 2017, the French Broad River MPO completed a 5307 Sub-Allocation Study to determine how funds should be divided amongst operators in the region. The Board approved a continuation of the Job Access Reverse Commute (JARC) set-aside and a three year formula phase-in period, as well as approving the City of Asheville to act as the Designated Recipient for 5307 funds.

ARPA funding is essentially supplemental 5307 funding and is being apportioned with the same formula; however, just as the Board approved the CARES Act distribution, it is recommended that the Board approve the exclusion of the 10% JARC set-aside for ARPA funds.

The 10% JARC set-aside was adopted with the intention of providing a competitive pot of funds to help spur regional connectivity. In order to program these funds, MPO Staff holds a call for projects, evaluates projects, and takes recommendations from the TCC and Board before the designated recipient can begin contracting. This is a process that works in non-emergency situations, but takes a considerable amount of time. Thus, it is recommended that the Board approve the distribution of ARPA 5307 funds to exclude the 10% JARC set-aside.

Year of FTA 5307 Funding Apportionment	City of Asheville/ Asheville Transit Services	% of Total*	Buncombe County/ Mountain Mobility	% of Total*	Haywood County/ Mountain Projects	% of Total*	Henderson County/ Apple Country Public Transit	% of Total*	Total 5307 Apportionment to Asheville Urbanized Area
American Rescue Plan	\$1,812,935	42.6%	\$1,217,130	28.6%	\$354,689	8.3%	\$867,774	20.4%	\$ 4,252,528

MPO Staff is requesting the Board to approve the exclusion of the 10% JARC set-aside for ARPA funds and to provide approval that additional modifications to funding distribution be determined by the direct recipient and subrecipient after mutual agreement.

***Gwen Wisler moved to approve the resolution for the distribution of ARPA Transit Funds without the 10% JARC Set-aside and approval that additional modifications to distribution of funding be determined by the direct recipient and subrecipient after mutual agreement. Anthony Sutton seconded and the motion carried upon a roll call vote, and without further discussion.***

### 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.

This round includes a number of amendments and modifications to highway, bicycle/pedestrian, transit and aviation projects. Some highlights include:

- I-2513B (I-26) and I-2513D (Riverside Drive) delaying ROW from FY 22 to FY 24 to align with construction schedule;
- U-5548, Brown Avenue, removal of project from TIP;
- EB-5547, Black Mountain Riverwalk Greenway, split into two segments and construction delayed from FY 22 to FY 23;

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

- EB-5945, Champion Drive, change scope from sidewalk to multi-use path;
- Remove inactive transit projects from TIP;
- AO-0001, Asheville Regional Airport, add project to TIP to reflect federal funding received.

The full list of TIP amendments is currently posted for public review and comment on the [TIP page](#) of the MPO website. No public comments were received on these proposed TIP Amendments and the TCC recommends approval of the amendments.

***Bob Davy moved to approve the proposed TIP Amendments as presented. Ann Coletta seconded and the motion carried upon a roll call vote, and without further discussion.***

### I-2513 (I-26 Connector) Update

The I-2513 project (aka The I-26 Connector) is a major interstate project through the City of Asheville that includes building new interstate bridges across the French Broad River to remove interstate traffic from the Jeff Bowen Bridge, a widening of this section of I-26/I-240, and upgrades to the I-26/I-240/I-40 interchange, but numerous other improvements to the local network as well.

Overall, I-2513 is a large part of the overall effort to upgrade I-26 in the French Broad River MPO region, including the on-going widenings south of I-40 that are part of the I-4700 and I-4400 projects as well as the widening associated with A-0010AA, which is a funded and committed project north of I-2513 to Weaverville.

I-2513 is currently considered funded and committed with Sections A and B set to begin in FY 24 but Section C has been delayed until FY 30 (a decision made as part of the TIP delays approved in February, 2021).

Brendan Merithew provided a presentation regarding the ongoing work that includes coordination with the I-26 Working Group, the City of Asheville's I-26 Aesthetics Committee, the Burton Street Community, and others, as well as current efforts in the design process.

***Information item. No action requested.***

### Wildlife Crossings in Western North Carolina

The French Broad River MPO region is full of and surrounded by protected and natural lands that are

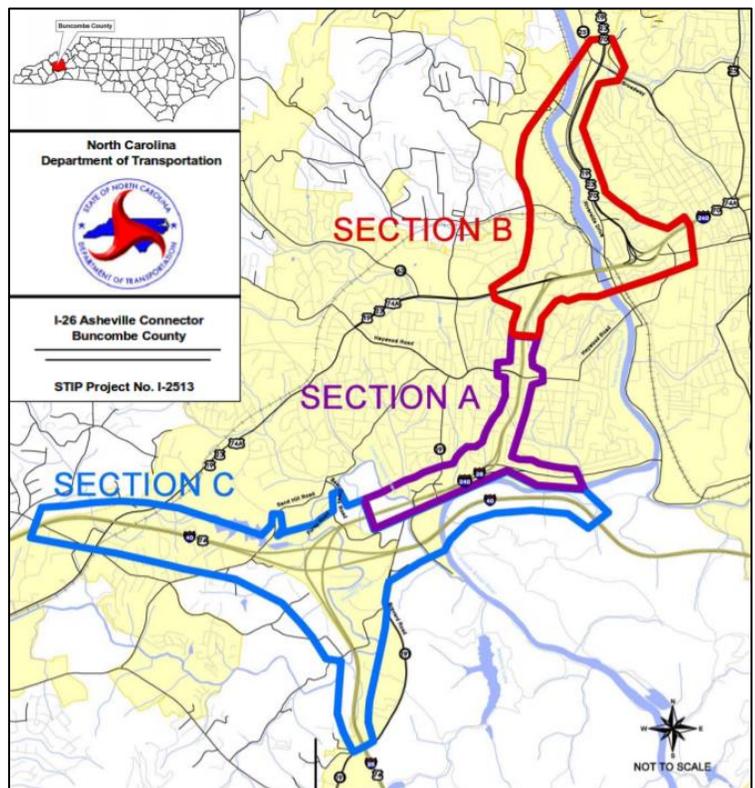


Figure 1 I-2513 Sections from NCDOT- Note the termini of Sections A & C have been modified to increase the scope of Section A and decrease the scope of Section C

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

home to a thousands of animals, including black bear, deer, elk, foxes, and many, many more. However, road networks can serve as barriers to wildlife trying to migrate, get to food, water, or anywhere else they need to go.

Where wildlife and roadway infrastructure meet, without accommodations, the risks to the wildlife are immense, but the risks to drivers are considerable as well. In 2019, there were 20,331 recorded crashes between cars and wildlife in North Carolina- a number that has generally increased over time.

Over the past few years, a group has been brought together to discuss how to improve wildlife and transportation infrastructure in Western North Carolina and Eastern Tennessee, with a focus on potential wildlife crossings along I-40 through the Pigeon River Gorge. These meetings have been largely facilitated by the National Parks Conservation Association and others, but have included MPO, NCDOT, and FHWA staff. More recently, a group was formed out of these discussions called "[Safe Passage](#)" to help promote safer wildlife crossings along I-40 and in other places in our region, including US 19.

Jeffrey Hunter with the National Parks Conservation Association and Liz Hillard with the Wildlands Network provided a presentation on their work and the need for better wildlife crossings.

***Information item. No action requested.***

### REGULAR UPDATES

- Divisions 13 and 14 provided updates.
- A Transportation Planning Division Update was provided.
- A FHWA/FTA Update was provided
- FBRMPO Committee & Workgroup Updates:
  - Prioritization - Met May 4; next meeting June 1.
  - Transit Operators Workgroup - Last meeting May 25.
  - Citizens' Advisory Committee - Next meeting July 14.
  - Regional Transit Study - Drafting final materials.
  - Corridor Studies - Final documents for Hendersonville Road and Tunnel Road studies have been received; to be reviewed by Buncombe County and the City of Asheville.
- Tristan Winkler provided legislative updates including the US Senate Bill that was released for the STI is about status quo, there are few differences in the programs and maybe a bit more funding overall. At the state level, there are many bills that have been proposed, which are all in committee. Lastly, essentially, the congressional discretionary funding that has come back, was released earlier this month and included no projects in the MPO region.

### ANNOUNCEMENTS, NEWS, FUTURE TOPICS AND SPECIAL UPDATES

#### PUBLIC COMMENT

No public comments received.

#### ADJOURNMENT

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

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3B:

### Reprogramming of JARC FY19 and FY20 Funds

JARC (Jobs Access Reverse Commute) is a competitive pot of funds set aside from Section 5307 Urban Transit Formula funds to encourage regional connectivity. For FY19 funds, there were two categories of JARC—Haywood County’s JARC set-aside and Regional JARC funds. The application process for these funds happened from January 31, 2020 to April 17, 2020. Upon FTA review, the 10% Administration set aside is ineligible for non-capital projects, leaving funds that need to be reprogrammed. The tables below show the updated funding after the money previously approved for Administration for Regional JARC funds were split between the City of Asheville and Buncombe County (the only two applicants and recipients of Regional JARC funds) and the money previously approved for Administration for Haywood County JARC Operations was directed back to Haywood County.

Regional JARC Reprogrammed Funds (FY19):

Projects Submitted	Recommended Funding	Reprogrammed Amount
Buncombe County Trailblazers Operating	\$ 12,066	\$ 26,880
City of Asheville Route 170 to Black Mountain - Operations	\$ 231,558	\$ 246,371
10% Administration (City of Asheville)	\$ 29,627	--
<b>Total Regional JARC</b>	<b>\$ 273,251</b>	<b>\$ 273,251</b>

Haywood County JARC Reprogrammed Funds (FY19):

Project Submitted	Recommended Funding	Reprogrammed Amounts
Mountain Projects (Haywood County) URBAN Fixed Route Capital	\$ 94,400	\$ 94,400
Mountain Projects (Haywood County) URBAN Fixed Route Operations	\$ 99,000	\$ 111,691
City of Asheville 10%	\$ 22,131	--
City of Asheville Admin (10% of Capital Request)	--	\$ 9,440
<b>Total Haywood JARC</b>	<b>\$ 215,531</b>	<b>\$ 215,531</b>

Furthermore, for FY20, the City of Asheville also applied for 10% administration costs, which are ineligible. It is recommended that that money (\$32,681) be added to the FY21 JARC Call for Projects, which will happen in Fall 2021.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### RESOLUTION TO APPROVE REPROGRAMMING OF FY19 JARC FUNDS

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

**WHEREAS**, the FBRMPO has approved a 10% set aside for FTA Section 5307 funding for Regional JARC (Jobs Access Revers Commute) program; and

**WHEREAS**, as a result of the 5307 Suballocation Formula study completed in 2017, the FBRMPO approved setting aside Haywood County's portion of FY19 Section 5307 funds as Haywood County JARC, and to give Haywood County applicants the right of first refusal for this portion of JARC funding; and

**WHEREAS**, the FBRMPO held a call for projects for FY19 JARC funds in the Spring of 2020; and

**WHEREAS**, Federal Transit Administration (FTA) deemed the Administration portion of Regional JARC (10%) ineligible and clarified that only JARC Capital projects can incur 10% Administrative expenses; and

**WHEREAS**, Haywood County/Mountain Projects was the only applicant funded for Capital; and

**WHEREAS**, the City of Asheville must update its application for funds to FTA in order to reflect eligible expenses;

**NOW THEREFORE, BE IT RESOLVED** that the Board of the French Broad River MPO hereby approves the following reprogramming of funds for FY19 JARC:

Project	Project Description	Updated Funding Amount
Buncombe County	Black Mountain Trailblazer	\$26,880
City of Asheville	Route 170 to Black Mountain	\$246,371
Mountain Projects / Haywood County	URBAN Fixed Route – Capital	\$94,400
Mountain Projects / Haywood County	URBAN Fixed Route – Operations	\$111,691
City of Asheville (Admin – determined by Capital project amount)		\$9,440

ADOPTED this the 24<sup>th</sup> of June 2021

\_\_\_\_\_  
Larry B. Harris, FBRMPO Chair

\_\_\_\_\_  
Attest, Tristan Winkler  
FBRMPO Director

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### RESOLUTION TO APPROVE REPROGRAMMING OF FY20 JARC FUNDS

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

**WHEREAS**, the FBRMPO has approved a 10% set aside for FTA Section 5307 funding for Regional JARC (Jobs Access Revers Commute) program; and

**WHEREAS**, the FBRMPO held a call for projects for FY20 JARC funds in the Winter of 2020; and

**WHEREAS**, Federal Transit Administration (FTA) deemed the Administration portion of Regional JARC (10%) ineligible and clarified that only JARC Capital projects can incur 10% Administrative expenses; and

**WHEREAS**, neither applicant for FY20 JARC funds submitted a Capital Project; and

**WHEREAS**, the City of Asheville must update its application for funds to FTA in order to reflect eligible expenses;

**NOW THEREFORE, BE IT RESOLVED** that the Board of the French Broad River MPO hereby approves that the funds previously programmed for City of Asheville Administration costs, **\$32,681**, be added to the FY 21 JARC Call for Projects (to be held in Fall 2021).

ADOPTED this the 24<sup>th</sup> of June 2021

---

Larry B. Harris, FBRMPO Chair

---

Attest, Tristan Winkler  
FBRMPO Director

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

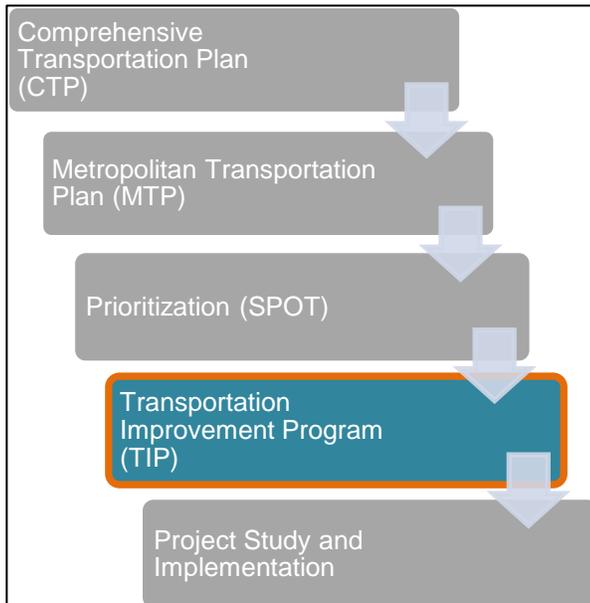
# Item 3C:

## Amendment 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 includes one amendment to a highway project by adding it to the TIP:

- HA-0003, SR 1970 (Commercial Boulevard) roadway extension to the industrial park. Add project to the TIP with ROW and CST in 2021.

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

### Action Required

## 2020 – 2029 TIP AMENDMENTS

TIP Amendments and Modifications for Consideration  
Amendments #6 - June 2021

[Link to FBRMPO TIP Page](#)

This round of amendments includes the addition of one additional project, HA-0003, at the request of NCDOT.

## 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



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 24<sup>th</sup> Day of June, 2021

---

Larry B. Harris, FBRMPO Board Chair

---

Attest, Tristan Winkler, Director  
French Broad River MPO

# Item 3D:

## Public Transportation Safety Plan for MPOs

### Background

The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. part 673) aims to improve public transportation safety by guiding agencies to more effectively and proactively manage safety risks in their systems. It requires certain recipients and sub-recipients of FTA grants that operate public transportation to develop and implement safety plans that establish processes and procedures to support the implementation of Safety Management Systems. This rule applies to recipients and sub-recipients of Urbanized Area Formula Grant Program funds (Section 5307).

The City of Asheville (Asheville Rides Transit), Apple Country Public Transportation (Henderson County), Haywood County, and Mountain Mobility (Buncombe County) have each completed their requirements. Haywood County will create a PTASP after July 1, 2021 as their current requirements only involved a Systems Safety Plan due to the transition period into becoming a direct subrecipient of Section 5307 funds, which will be finalized by July 1, 2021.

<b>Measure</b>	<b>Target Type</b>	
Fatalities	Total Number	Rate per revenue miles
Injuries	Total Number	Rate per revenue miles
Safety events	Total number per year	Rate per revenue miles
System reliability	Distance between major failures	Distance between minor failures

### MPO Role

The PTASP rule states that each transit provider must provide the MPO with safety performance targets to help the MPO with capital program planning (Long Range Transportation Planning and the TIP). The MPO will incorporate performance targets (by reference into the TIP and MTP).

## PTASP Measures and Targets

Agency	Measure	Total Fatalities	Fatality Rate (per 100k VRM)	Total Injuries	Injury Rate (per 100k VRM)	Total Safety Events	Safety Event Rate (per 100k VRM)	System reliability (VRM between major or minor failures)
ART	Fixed Route	0	0	5	2	15	4	3,000 miles (major failures); 2,500 miles (minor failures)
	Paratransit (contracted with Mountain Mobility)							
Mountain Mobility	Fixed Route	0	0	≤ 2	1.45	≤ 2	1.45	≤ 9 (per 100,000 VRM)
	Paratransit	0	0	≤ 5	0.46	≤ 3	0.35	≤ 6 (per 100,000 VRM)
Apple Country Public Transit	Fixed Route	0	0	1	0.59	1	0.59	6,000 miles
	Paratransit/ Demand Response	0	0	1	10	1	10	10,000 miles
Haywood Public Transit*	Fixed Route	0	0	1	0.59	1	0.59	2,000
	Paratransit / Demand Response	0	0	1	10	1	10	5,000

\*Haywood Public Transit will develop their formal PTASP after July 1, 2021 (FY22) when Haywood County becomes a direct subrecipient for Section 5307 funding.

**RESOLUTION TO APPROVE THE ADOPTION OF THE PUBLIC TRANSPORTATION  
AGENCY SAFETY PLAN BY THE FRENCH BROAD RIVER MPO**

**WHEREAS**, the PTASP final rule (49 C.F.R. Part 673) aims to improve public transportation safety by guiding transit agencies to more effectively and proactively measure their system's safety risks; and

**WHEREAS**, recipients and subrecipients of Section 5307 funds must develop and implement safety plans that they submit to the MPO; and

**WHEREAS**, the French Broad River MPO has received PTASP documentation from the recipients of Section 5307 funds; and

**WHEREAS**, the FBRMPO programs federal transportation funds (Section 5307) for the City of Asheville (Asheville Rides Transit), Buncombe County (Mountain Mobility), Haywood County (Haywood Public Transit), and Henderson County (Apple Country Public Transit), which are managed by the direct recipient, the City of Asheville; and

**WHEREAS**, the performance measurements and targets can be found in each agency's individual PTASPs; and

**WHEREAS**, the French Broad River MPO will incorporate PTASP safety performance targets in future Long Range Transportation Plans, including the Metropolitan Transportation Plan and TIP; and

**NOW THEREFORE, BE IT RESOLVED** that the FBRMPO has adopted the PTASP into its planning processes by reference and in future planning efforts will integrate goal measures and targets into long range planning.

Agency	Measure	Total Fatalities	Fatality Rate (per 100k VRM)	Total Injuries	Injury Rate (per 100k VRM)	Total Safety Events	Safety Event Rate (per 100k VRM)	System reliability (VRM between major or minor failures)
ART	Fixed Route	0	0	5	2	15	4	3,000 miles (major failures); 2,500 miles (minor failures)
	Paratransit (contracted with Mountain Mobility)							
Mountain Mobility	Fixed Route	0	0	≤2	1.45	≤2	1.45	(per 100,000 VRM)
	Paratransit	0	0	≤5	0.46	≤3	0.35	(per 100,000 VRM)
Apple Country Public Transit	Fixed Route	0	0	1	0.59	1	0.59	6,000 miles
	Paratransit/ Demand Response	0	0	1	10	1	10	10,000 miles
Haywood Public Transit*	Fixed Route	0	0	1	0.59	1	0.59	2,000
	Paratransit / Demand Response	0	0	1	10	1	10	5,000

\*note that Haywood Public Transit will create a PTASP in FY22 (after July 1, 2021) once Haywood County has officially become the direct subrecipient of Section 5307 funding.

**ADOPTED:** This the 24<sup>th</sup> Day of June, 2021

---

Larry B. Harris, FBRMPO Board Chair

---

Attest, Tristan Winkler, Director  
FBRMPO

-

# Item 3E:

## Amendment to the FY 2021 Unified Planning Work Program (UPWP)

### Background

The MPO's Unified Planning Work Program (UPWP) is a federally-required document that documents the MPO's planning tasks, special studies funded through the MPO, FTA Section 5303 Metropolitan Planning tasks undertaken by the City of Asheville, as well as other federal funds being used for planning purposes. This document is adopted annually by the MPO Board with the FY 2021 UPWP adopted on March 26, 2020.

### Amendment Details

This amendment adds funding for "Planning and Program Support" under Item 3-E of the UPWP and FTA Task Code 44.27.00 for FTA Section 5307 funding that is sub-allocated to Henderson County via the MPO's 5307 Suballocation Funding Formula Study. Adding these funds to the FY 2021 UPWP would be consistent with past UPWPs that had these funds programmed and would allow Henderson County to charge planning activities to this funding source.

<b>Funding Source</b>	<b>Funding Amount</b>
Local Funding (20%)	\$18,000
Federal FTA Section 5307 Funding (80%)	\$72,000
Total	\$90,000

			Section 5307		
FTA	TASK	TASK	Local	Federal	TOTAL
CODE	CODE	DESCRIPTION	20%	80%	
	<b>II-A</b>	<b>Data and Planning Support</b>			
44.24.00	II-A-1	Networks and Support Systems			
44.23.01	II-A-2	Travelers and Behavior			
44.23.02	II-A-3	Transportation Modeling			
	<b>II-B</b>	<b>Planning Process</b>			
44.23.02	II-B-1	Targeted Planning			
44.22.00	II-B-2	Regional Planning			
44.27.00	II-B-3A	Special Studies Operations			
44.27.00	II-B-3B	Corridor Studies Pilot Operations			
44.27.00	II-B-3C	Special Studies Pass-Through			
	<b>III-A</b>	<b>Planning Work Program</b>			
44.23.02	III-A-1	Planning Work Program			
44.24.00	III-A-2	Metrics and Performance Measures			
	<b>III-B</b>	<b>Transp. Improvement Plan</b>			
44.25.00	III-B-1	Prioritization			
44.25.00	III-B-2	Metropolitan TIP			
44.25.00	III-B-3	Merger/Project Development			
	<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>			
44.27.00	III-C-1	Title VI Compliance			
44.27.00	III-C-2	Environmental Justice			
44.27.00	III-C-3	Minority Business Enterprise Planning			
44.27.00	III-C-4	Planning for the Elderly			
44.27.00	III-C-5	Safety/Drug Control Planning			
44.27.00	III-C-6	Public Involvement			
44.27.00	III-C-7	Private Sector Participation			
	<b>III-D</b>	<b>Statewide &amp; Extra-Regional Planning</b>			
44.27.00	III-D-1	Statewide & Extra-Regional Planning			
	<b>III-E</b>	<b>Management Ops, Program Suppt Admin</b>	\$ 18,000	\$ 72,000	\$ 90,000
44.27.00		Management Operations			
44.27.00		Program Support Administration	\$ 18,000	\$ 72,000	\$ 90,000
		<b>TOTALS</b>	<b>\$ 18,000</b>	<b>\$ 72,000</b>	<b>\$ 90,000</b>

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4A:

## MPO Local Input Point Methodology for Prioritization (P 6.0)

As part of the Statewide Prioritization Process, determined by the [Strategic Transportation Investments Act](#), MPOs, RPOs, and Divisions have local input points that play a major role in prioritizing projects at the Regional Impact and Division Needs levels. Local input points are utilized to help priority projects have a better chance of being funded.

Funding Tier	Statewide Mobility	Regional Impact	Division Needs
Quantitative Score	100%	70%	50%
<b>MPO Score</b>	<b>0%</b>	<b>15%</b>	<b>25%</b>
Division Score	0%	15%	25%
Amount of All Funding	40%	30%	30%
Distribution	All Projects Compete Against Each Other	Split Between Seven Regions, Projects Compete Within Each Region	Split Between 14 Divisions, Projects Compete Within Division
Funding	One Big Pot of Funds	Split to Each Region Based on Population	Split Equally Between 14 Divisions

How local input points are applied can be seen as somewhat complicated. Each MPO, RPO, and Division receive a set number of points they may assign to projects. Projects may receive up to 100 local input points from each MPO, RPO, or Division. However, 100 local input points on a projects boosts a Regional Impact project by 15 points, a Division Needs projects by 25 points.

For MPOs, RPOs, and Divisions, a methodology must be developed and approved to assign local input points to projects. These methodologies must include at least one quantitative criterion and at least one qualitative criterion.

### Changes in Local Input Methodology Considerations from P 5.0 to P 6.0

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

-MPOs, RPOs, and Divisions now have the option of “flexing” Regional Impact points to Division Needs points or vice-versa. Ex. The French Broad River MPO has 1,900 Regional Impact points and 1,900 Division Needs points; we can flex 100 points from Regional Impact to Division Needs to put points on an additional Regional Impact project.

### Summary of Changes to the MPO’s Methodology Approved by the Prioritization Subcommittee

-Data points for multimodal considerations changed from planning document references to bike/ped risk data, made available through NCDOT’s Strategic Prioritization Office

-Added resiliency and a consideration for whether or not a project is already in the MPO’s Metropolitan Transportation Plan (MTP) or a Locally-Adopted Plan

-Changed weights to several categories with the addition of the aforementioned categories as well as a boost to freight considerations but with a reduction to local priority points and a minor reduction in safety, congestion, and multimodal considerations

	P5 Weight	P6 Weight	Change
Safety	27%	24%	-3%
Congestion	20%	17%	-3%
Multimodal	15%	12%	-3%
MTP/Local Plan	0%	10%	10%
Freight	6%	10%	4%
Environment	7%	7%	0%
Resiliency	0%	5%	5%
Local Priority	25%	15%	-10%

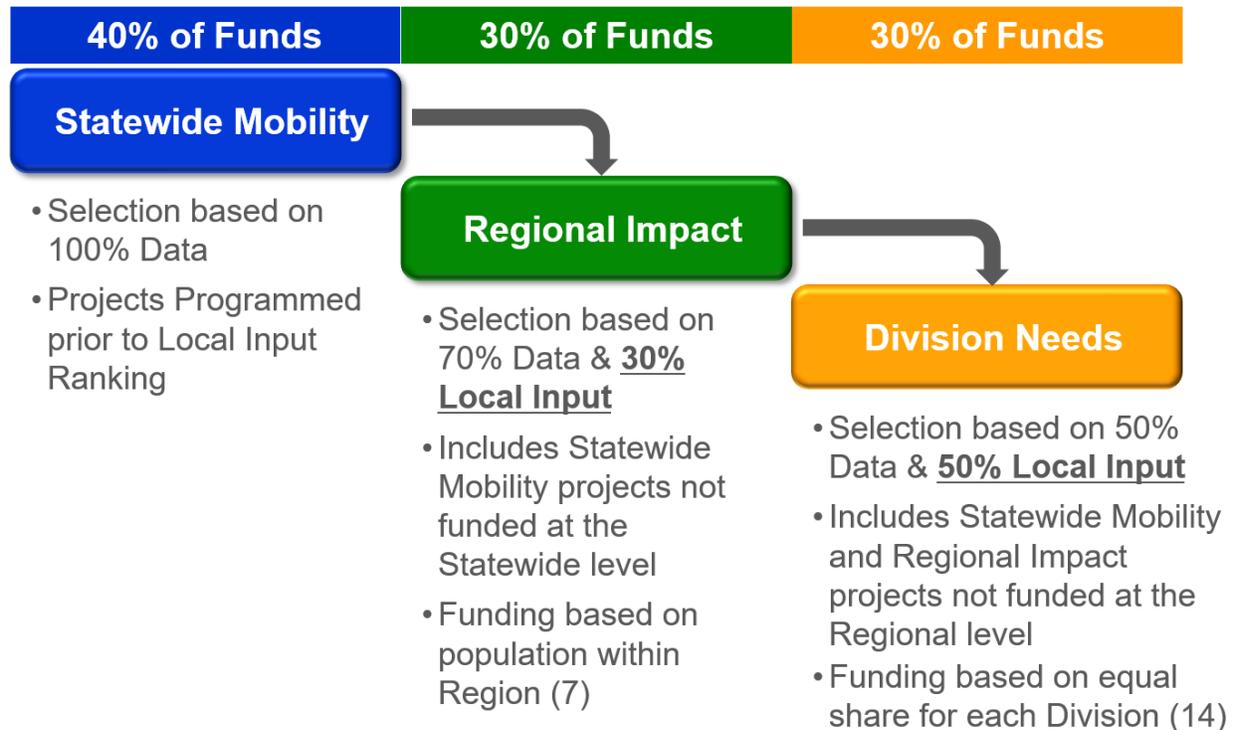
### Action Required

## DRAFT 2020 MPO P 6.0 (SPOT) METHODOLOGY

### INTRODUCTION

The Strategic Transportation Investments (STI) law governs the process in which the State of North Carolina prioritizes transportation projects. The law was passed in 2013 with the intent of creating a data-driven, collaborative process between NCDOT, planning organizations, local governments, and the public to efficiently utilize funding for transportation improvements across the state.

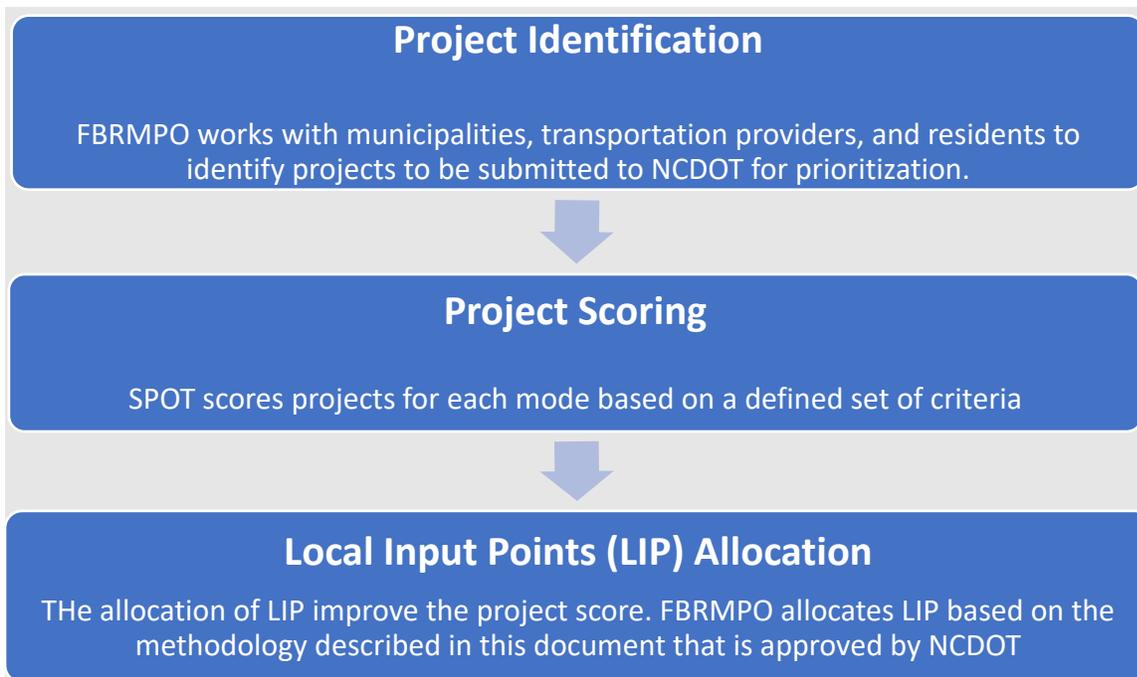
As part of the prioritization process, projects are solicited from planning organizations and NCDOT Divisions. Projects submitted into the prioritization process are placed into three different funding categories based on facility and project types: Statewide Mobility, Regional Impact, and Division Needs. Project scoring for the Statewide Mobility funding category is based solely on quantitative data developed by the Prioritization Workgroup. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and Division Engineers assign local input points to projects in the Regional Impact and Division Needs funding categories. These points are applied in the calculation of the final project scores for Prioritization 5.0 to determine which projects are funded at the Regional Impact and Division Needs funding categories.



Project eligibility for each STI category, as defined in law, are shown below:

<b>STI Project Eligibility</b>			
<b>Mode</b>	<b>Statewide Mobility</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Highway	<ul style="list-style-type: none"> <li>• Interstates (existing &amp; future)</li> <li>• NHS Routes</li> <li>• STRAHNET Routes</li> <li>• ADHS Routes</li> <li>• Not Completed Intrastate projects</li> <li>• Designated Toll Facilities</li> </ul>	Other US and NC Routes	All County (SR) Routes
Aviation	Large Commercial Service Airports (\$500,000 Cap)	Other Commercial Service Airports not in Statewide (\$300,000 cap)	All airports without Commercial Service (\$18.5M cap)
Bicycle-Pedestrian	N/A	N/A	All Projects (\$0 State funds)
Public Transportation	N/A	N/A	All other service including terminals, stations, facilities, etc.
Rail	Freight Capacity Service on Class 1 Railroad Corridors	Rail service spanning two or more counties not Statewide	Rail Service not included on Statewide or Regional

To ensure local input points are being applied through a process that is transparent, MPOs and RPOs are required to develop a methodology that outlines how they will determine which projects will have local input points applied. This local input methodology for the French Broad River MPO has been developed to meet the requirements of Session Law 2012-84 which requires that MPOs and RPOs have a process that includes at least two criteria (with at least one being qualitative), for determining project prioritization.



## **FRENCH BROAD RIVER MPO PRIORITIZATION TASKS**

The French Broad River MPO engages in the prioritization process in the following ways:

1. Selection of transportation projects to be considered in the prioritization process
2. Apply local input points to projects in the Regional Impact and Division Needs funding categories using a process that follows the MPO's local input methodology
3. Involve the public in the MPO's tasks during the prioritization process
4. Consider/Adopt the 2020-2029 Transportation Improvement Program (TIP)

As stipulated by the STI legislation, local points may be assigned to projects in the Regional Impact and Division Needs categories, but not the Statewide Mobility category. The French Broad River Metropolitan Planning Organization (FBRMPO) may allocate the following number of local points for projects in the eligible categories:

- 1900 points – Regional Impact projects
- 1900 points – Division Needs projects

A committee of TCC and MPO Board members was created to develop a local input point methodology. The contents of this memorandum describe the methodology developed by the committee, which the FBRMPO proposes to use to allocate its local input points. NCDOT requires that the methodology include the following:

- Two criteria (at least one must be qualitative)

- Public involvement (on the proposed methodology, and the preliminary assignment of local input points to projects based on the approved methodology)
- Dissemination of methodology, local points and public input on FBRMPO's website ([www.frenchbroadrivermpo.org](http://www.frenchbroadrivermpo.org))

## **POINT ASSIGNMENT PROCESS**

### **OVERVIEW AND GUIDING PRINCIPLES**

The following principles will be used for the allocation of FBRMPO's local points.

#### **Cascading Projects**

During the prioritization process, projects are allowed to “cascade” from one funding category into another. For example, if a project in the Statewide Mobility funding category is unsuccessful at being funded, the project may cascade into the Regional Impact and/or Division Needs funding categories to be funded. The same may be applied to Regional Impact projects which may cascade to the Division Needs funding category. Projects may not cascade in the opposite direction (i.e. Division Needs to Regional Impact or Statewide Mobility).

**MPO Cascading Policy:** The MPO will- by default- **not** assign points to any cascading project, but reserves the right to address cascading projects on a case-by-case basis, and will provide written explanation and justification for any cascading project that justifies an exception.

#### **Bicycle, Pedestrian, and Transit Projects**

Bicycle, Pedestrian, and Transit projects in the FBRMPO planning area are only eligible for funding in the Division Needs funding category. These projects require a local match from local governments or transit operators in order to be successfully implemented.

**MPO Bicycle, Pedestrian, and Transit Prioritization Policy:** The MPO will reserve 500 points for Division Needs that will be prioritized for bicycle, pedestrian, and transit modes, but may be used towards highway projects if the Board finds insufficient warrant for the application of points towards these modes.

#### **General Application and Deviations from Methodology Scoring**

Projects with the highest MPO Scores will be given the maximum number of points allowable within their funding category until the MPO points are expended **or** 150% of the estimated amount of funding available within that funding category is expended. If no funding is projected to be available in a funding tier or 150% of the amount projected to be available is less than \$50,000,000, the MPO will consider putting points on projects up to a sum of \$50,000,000 for that tier.

The MPO Board can adjust projects receiving points or adjust the number of points given to a project based on their discretion, recommendations from the TCC and other MPO committees, and/or public input. Any exceptions will require written explanation to be provided to NCDOT and be part of an open, public process that complies with Chapter 143, Article 33C of the North Carolina General Statutes.

### Point Sharing Among Planning Organizations

Assignment of local points to a project that crosses MPO boundaries may be based on a proportionate share of project mileage within FBRMPO and after confirmation from adjacent RPO that they will assign proportionate points to project.

MPO/RPO	Project Miles	% of Project in MPO	Max. Points per PO
FBRMPO	3.52	55%	55
LOSRPO	2.88	45%	45
<b>TOTAL</b>	<b>6.4</b>	<b>100%</b>	<b>100</b>

### Local Input Point Flexing Policy

The FBRMPO has the option to apply the Local Input Point Flexing Policy. This means that up to 500 LIP can be transferred from one category to the other. If the organization utilizes flex LIP, the FBRMPO will provide written documentation to the SPOT office prior to assigning Regional Impact Local Input Points.

### NCDOT Division 13 and 14 Coordination

Coordination with NCDOT Division 13 and 14 staffs will occur as FBRMPO’s LIP are being allocated in an effort to ensure that mutual assignment of local points can be considered.

Final point assignments submitted to the NCDOT Strategic Prioritization Office (via SPOT Online) must be adopted by FBRMPO Board.

## **TOTAL SCORE AND PROJECT RANKING APPROACH**

### **STATEWIDE MOBILITY**

Modes Considered: Highway and Aviation

Projects considered for funding in the Statewide Mobility funding category will be programmed based solely on the quantitative scoring developed by NCDOT and the P 6.0 workgroup. The MPO methodology for local input points does not apply to determining funding at this funding category. However, please note the MPO’s Cascading Policy for projects that are eligible for Statewide Mobility but may cascade to other funding categories.

## **REGIONAL IMPACT**

Modes Considered: Highway and Aviation

Projects considered for funding in the Regional Impact funding category will be subject to scoring through the MPO's methodology. The following (sometimes overlapping) steps will be taken to determine what projects are assigned local input points from the MPO:

- Unfunded Statewide Mobility projects will be considered for cascading on a case-by-case basis
- Highway and Aviation projects will be scored based on the methodology detailed below
- Draft Local Input points will be applied to the highest scoring projects until MPO local input points or 150% of estimated funding available is exhausted
- Public Input will be solicited on the Draft Point Assignment
- Discussion/Approval of Local Point Assignment from the MPO Prioritization Subcommittee, TCC, and Board

## **DIVISION NEEDS**

Modes Considered: Highway, Bicycle/Pedestrian, Transit, and Aviation

Projects considered for funding in the Division Needs funding category will be subject to scoring through the MPO's methodology. The following (sometimes overlapping) steps will be taken to determine what projects are assigned local input points from the MPO:

- Unfunded Statewide Mobility and Regional Impact projects will be considered for cascading on a case-by-case basis
- Bicycle, Pedestrian, and Transit projects will be scored based on the methodology detailed below and compete for 500 local input points reserved for these modes
- Highway and Aviation projects will be scored based on the methodology detailed below
- Draft Local Input points will be applied to the highest scoring projects until MPO local input points or 150% of estimated funding available is exhausted
- Public Input will be solicited on the Draft Point Assignment
- Discussion/Approval of Local Point Assignment from the MPO Prioritization Subcommittee, TCC, and Board

## **DESCRIPTION OF CRITERIA AND WEIGHTS**

Projects will be scored based on the transportation mode. These include: Highway, Aviation, Bicycle/Pedestrian, and Transit. There are no Rail or Ferry projects within the FBRMPO planning area.

## HIGHWAY

There are overarching criteria that link back to goals in the MTP (shown in blue in the table). The sub criteria under each criterion describe the data points that the FBRMPO use to measure the merits of a particular highway project. Criteria for the other modes follow the remainder of the narrative.

Maximum Points	Minimal Need	Low Need	Moderate Need	High Need
<b>Improve Safety on Surface Streets and Highways</b>				
<b>NCDOT P 6.0 Safety Score</b>				
<b>24</b>	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	<b>0 Points</b>	<b>8 Points</b>	<b>16 Points</b>	<b>24 Points</b>
<b>Address Congestion and Bottlenecks</b>				
<b>NCDOT P 6.0 Congestion Score</b>				
<b>17</b>	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	<b>0 Points</b>	<b>6 Points</b>	<b>12 Points</b>	<b>17 Points</b>

<b>Improve Non-Motorized Transportation Options</b>				
	<b>Bicycle and Pedestrian Average Risk Score</b>			
<b>12</b>	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	<b>0 Points</b>	<b>3 Points</b>	<b>6 Points</b>	<b>9 Points</b>
	<b>Proposed Complete Streets Treatment</b>			
	No Complete Streets Recommendations	Bikeable Shoulder	Sidewalks and/or On-Street Bike Lanes	Multi-Use Path and/or Protected Bike Facilities
<b>0 Points</b>	<b>1 Point</b>	<b>2 Points</b>	<b>3 Points</b>	
<b>Maintain and Improve Safe Freight Movement</b>				
	<b>NCDOT P 6.0 Freight Score</b>			
<b>10</b>	Projects scoring below the 25th percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> percentile of all projects in the MPO Planning Area considered in each respective category	Projects scoring within the top 25th percentile of all projects in the MPO Planning Area considered in each respective category
	<b>0 Points</b>	<b>3 Points</b>	<b>7 Points</b>	<b>10 Points</b>
<b>Planning Process</b>				
	<b>Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?</b>			
<b>10</b>	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	<b>0 Points</b>		<b>10 Points</b>	

<b>Ensure Changes Respect Our Unique Places and Environments</b>		
	<b>Is the project located within an area of existing public utility service area?</b>	
<b>7</b>	Partially or Completely Outside Existing Public Water/Sewer Service Area	Completely Inside Existing Public Water/Sewer Service Area
	<b>0 Points</b>	<b>5 Points</b>
	<b>Does the project use a non-widening strategy from the MPO's Congestion Management Process (CMP) to address congestion?</b>	
	The project does not use a non-widening strategy from the CMP to address congestion	The Project uses a non-widening strategy from the CMP to address congestion on a CMP Corridor
	<b>0 Points</b>	<b>2 Points</b>
<b>Resiliency</b>		
<b>5</b>	<b>Does the project overlap with identified environmental threats to the transportation network?</b>	
	Project does not overlap with documented 100-year floodplain, historic landslide location, or identified wildlife corridor	Project overlaps with documented 100-year floodplain, historic landslide location, or identified wildlife corridor
	<b>0 points</b>	<b>5 points</b>
<b>Local Priorities</b>		
<b>15</b>	<p>Local Priority points will be distributed based on county-level meetings with TCC and/or MPO Board members or Local TAC. County groups including local government representation will pick priority projects for each tier. Each priority project will receive an additional 15 points in this methodology. Each county group will receive the following number of priority projects to pick, loosely based on proportion of population:</p> <ul style="list-style-type: none"> <li>Buncombe- 5 projects</li> <li>Henderson- 3 projects</li> <li>Haywood- 2 projects</li> <li>Madison- 1 project</li> </ul>	

# NON-HIGHWAY MODES

## AVIATION

- Aviation projects must be requested to cascade to Regional Impact and/or Division Needs categories, per the MPO's cascading policy outlined in this methodology. Aviation projects will use the P 6.0 score and local priority points to score the project at the Regional Impact or Division Needs level. This score (out of 100) will be used to compete with other modes at that funding category.

Preliminary P 6.0 Score				
	<b>P 6.0 Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding funding category)</b>			
<b>75</b>	Projects scoring below the 25th percentile of all projects in the region	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the region	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> percentile of all projects in the region	Projects scoring within the top 25th percentile of all projects in the region
	<b>0 Points</b>	<b>25 Points</b>	<b>50 Points</b>	<b>75 Points</b>
Planning Process				
	<b>Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?</b>			
<b>10</b>	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	<b>0 Points</b>		<b>10 Points</b>	
LOCAL PRIORITIES				
<b>15</b>	See the Highway Methodology for Local Priorities. All modes will compete for the same set of points.			

## BICYCLE, PEDESTRIAN, AND TRANSIT

- Bicycle and Pedestrian projects will not receive local input points from the MPO without written affirmation of required local match from a sponsoring local government representative as well as the use of local priority points from the MPO's methodology.
- Bicycle and Pedestrian projects will be scored based on the P 6.0 score and local priority points. These projects will compete for the Division Needs points reserved for bicycle, pedestrian, and transit projects.
- Transit projects will be scored based on the P 6.0 score and local priority points. These projects will compete for the Division Needs points reserved for bicycle, pedestrian, and transit projects.

<b>Preliminary P 6.0 Score</b>				
<b>85</b>	<b>P 5.0 Score Assigned Based on Rank within FBRMPO Percentile (from the corresponding funding category)</b>			
	Projects scoring below the 25th percentile of all projects in the region	Projects scoring within the 25 <sup>th</sup> - 49.9 <sup>th</sup> percentile of all projects in the region	Projects scoring within the 50 <sup>th</sup> – 74.9 <sup>th</sup> percentile of all projects in the region	Projects scoring within the top 25th percentile of all projects in the region
	<b>0 Points</b>	<b>25 Points</b>	<b>50 Points</b>	<b>75 Points</b>
<b>Planning Process</b>				
	<b>Is the Project in the FBRMPO Metropolitan Transportation Plan (MTP) or a Locally Adopted Plan?</b>			
<b>10</b>	Project not adopted in the FBRMPO MTP or Locally Adopted Plan		Project is adopted in the FBRMPO MTP or Locally Adopted Plan	
	<b>0 Points</b>		<b>10 Points</b>	
<b>LOCAL PRIORITIES</b>				
<b>15</b>	See the Highway Methodology for Local Priorities. All modes will compete for the same set of points.			

## **SCHEDULE AND PUBLIC OUTREACH**

### **PUBLIC INVOLVEMENT PROCESS**

At a minimum, the FBRMPO will follow its Public Involvement Process for the Prioritization List will include the following steps based on the FBRMPO's adopted **Public Involvement Plan**, section V.C. on page 16:

- After consideration and preliminary adoption by the MPO Board, the draft Prioritization List will be published for a minimum two-week (14-day) public comment period and the notice will be advertised using our media resources provided in Appendix C of the Plan.
- The notices for the public comment period and the public hearing will include an announcement stating that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Prioritization List will be on file for review at the Land-of-Sky Regional Council Office, and available in a PDF format for downloading from the FBRMPO website. Written comments will be received during the comment period and will be directed to the FBRMPO. The FBRMPO's contact person, phone number and e-mail address will be included in the public notice. The FBRMPO will assemble all comments and forward comments to the MPO Board.
- The Board will hold a public hearing on the draft Prioritization List. The public hearing will be held at a location which is accessible to persons with disabilities. The Board will approve a final Prioritization List after considering the public comments received. The Prioritization List shall be submitted to the NCDOT at or before the NCDOT public hearings for input into the STIP. The MPO Board may elect to open a dialogue with the State on specific project priorities.

### **The Effect of MPO Local Input Points on Project Prioritization**

The MPO's allocation of local input points on projects in the Regional Impact and Division Needs funding categories plays a part in determining the project's overall score in the state's prioritization process. For each funding category the MPO's allocation of local input points accounts for the following percentage of a project's P 5.0 score:

Regional Impact Funding Category – 15%

Division Needs Funding Category – 25%

## PRIORITIZATION SCHEDULE

Date	Event
June 1 <sup>st</sup>	Prioritization Subcommittee approves methodology
June 2 <sup>nd</sup>	Methodology open for public comment
June 10 <sup>th</sup>	TCC approves methodology
<b>June 24<sup>th</sup></b>	<b>MPO Board approves methodology</b>
August	NCDOT programs Statewide Mobility funding category projects
September	MPO staff holds county-level meetings with TCC or elected officials (depending on the presence of a county-level TAC) to determine Local Priorities points
October	MPO advertises for public comment on placement of local input points
November 18 <sup>th</sup>	TCC approves local input points for Regional Impact projects
<b>November 18<sup>th</sup></b>	<b>MPO Board approves local input points for Regional Impact projects</b>
January, 2022	NCDOT programs Regional Impact funding category projects, Division Needs funding category window for local input points
February, 2022	MPO staff holds county-level meetings with TCC or elected officials (depending on the presence of a county-level TAC) to determine Local Priorities points
March, 2022	MPO advertises for public comment on placement of local input points
April 14 <sup>th</sup> , 2022	TCC approves local input points for Division Needs projects
<b>April 28<sup>th</sup>, 2022</b>	<b>MPO Board approves local input points for Division Needs projects</b>
August, 2022	NCDOT releases Draft STIP

## **MATERIAL SHARING**

The FBRMPO plans to maintain complete transparency through the local input scoring process. All relevant materials will be posted on the FBRMPO website in accordance with the MPO's Public Involvement Policy and will remain available until after the adoption of the TIP and STIP by the MPO Board, and NC Board of Transportation, respectively.

The FBRMPO plans to maintain the following resources on its website:

- A link to NCDOT's Prioritization homepage
- The FBRMPO prioritization methodology
- A schedule of the local input process
- Draft and final local input point scores and records of deviations

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

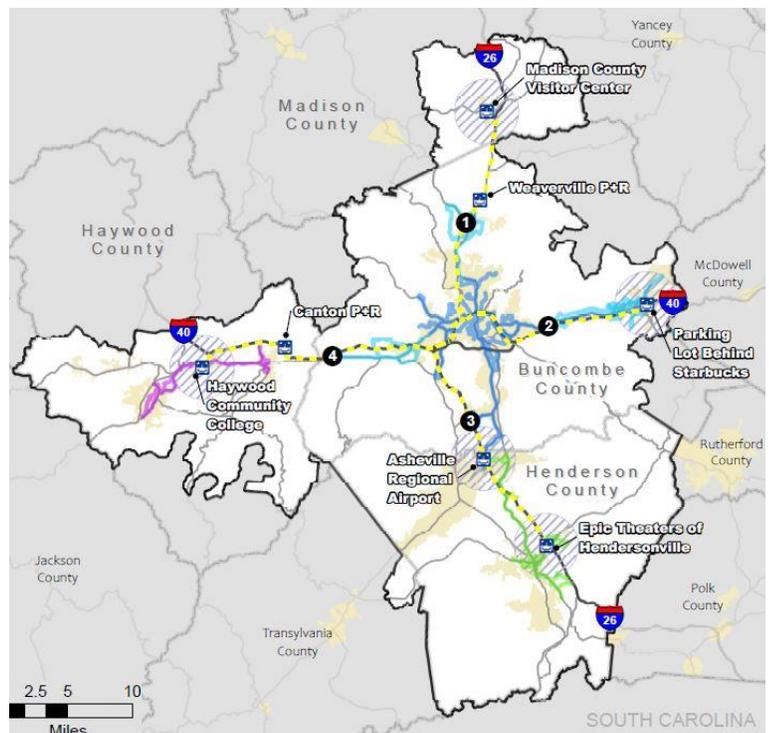
# Item 4B:

## Regional Transit Plan Findings & Recommendations

### Project Overview:

The MPO approved a Regional Transit Feasibility Study for its FY 2021 UPWP. The study looks at adding regionally-focused transit routes (ex. Asheville to Hendersonville, Waynesville to Black Mountain, etc.) to provide our region with express bus options in the MPO planning area (Buncombe, Haywood, Henderson, and Madison counties.) This study analyzes the feasibility of providing these options by examining the likely governance structure that would be required to provide a regional service (Regional Transit Authority), the responsibilities that could fall to a regional body, funding opportunities, and potential routes.

Looking at Regional Transit has been an identified need since, at least, the Metropolitan Transportation Plan completed in 2000. This study will help to provide a roadmap for our region on how to implement a regional transit system.



### What's Going On Now?

The Regional Transit Feasibility Study is currently wrapping-up with the final report expected to be reviewed and made available later this month. The project has been on-going since last fall with a steering committee made up of Buncombe County, City of Asheville, Henderson County, Haywood County, and Madison County staff, as well as MPO and RPO staff. Two (virtual) public input sessions were held throughout the course of the study- one in December, 2020 and another that was held over March and April, 2021.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### **General Recommendations:**

-pursue a Regional Transit Authority that would focus on regional transit service while preserving local control of existing systems- a regional transit service could provide express routes to connect Asheville, Hendersonville, Black Mountain, Mars Hill, Weaverville, Canton, and Waynesville.

-have a Regional Transit Authority take on responsibilities that could be more efficiently provided at the regional level as opposed to having those responsibilities fall to each existing service, including: working on a regional transit fare pass, mobility management, employee training, vehicle maintenance, and potentially funding administration.

The AECOM team will present on the final findings and recommendations of the study.

### **Action Required**

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

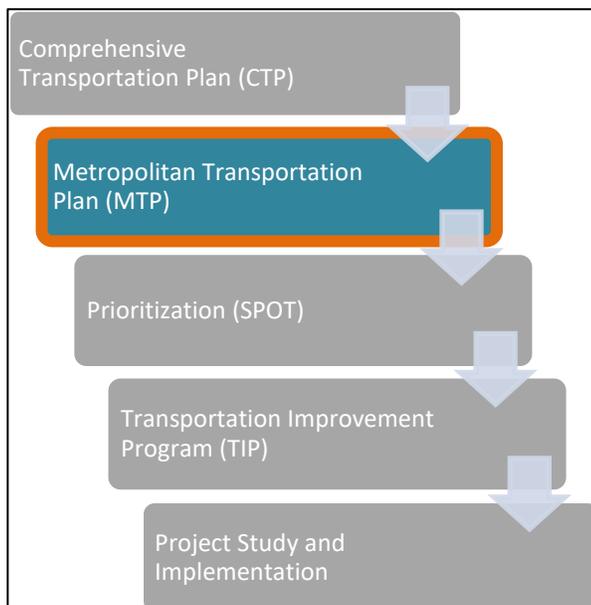
## Staff Report & Recommendations

# Item 4C:

## Amendment to the 2045 Metropolitan Transportation Plan (MTP)

### Very Brief Overview

The Metropolitan Transportation Plan (MTP) is a federally-required planning document that MPOs are required to update and maintain to reflect planned transportation investments in the region over the next twenty-five years. The MTP is required to be fiscally constrained, meaning that projects in the MTP have to be reasonably expected to work within projected revenues. The French Broad River MPO is required to update its MTP every five years with the last update completed in September, 2020.



### Update Summary

- Add a planned extension of Commercial Boulevard for a business park in the East Flat Rock area of Henderson County that has been funded with Appalachian Regional Commission (ARC) funds which, due to the cost of the project, does not require another project to be removed and should not impact any other projects schedule.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### HA-0003 Project Background

The access road project in Henderson County, HA-0003, is a project that is programmed as part of an economic development project in the East Flat Rock area of Henderson County. The project would extend Commercial Boulevard to provide access to an industrial site south of the existing termini in East Flat Rock.

The access road extension is funded with Appalachian Regional Commission (ARC) Access Road funds, a competitive pot of funds which has funded numerous other “smaller” projects of similar scope in the region, including:

- Crossroads Parkway in Mars Hill
- Access Road Extension in Black Mountain, near Blue Ridge Road and I-40
- Broadpointe Drive Extension in Mills River

To note: these funds from ARC are considered exempt from STI, i.e., would not impact other projects in the MTP or the schedule of other projects in the TIP.

<b>Project Added to the MTP</b>	Commercial Boulevard Extension (HA-0003)
<b>Project Removed from the MTP</b>	None
<b>Anticipated Impact to Other Projects in the MPO</b>	None
<b>Total Amount of Funding</b>	\$618,547*
<b>Scheduled Project Let Date</b>	FY 2021

### Action Required

*a program of Land of Sky*

# **FRENCH BROAD RIVER**

METROPOLITAN PLANNING ORGANIZATION

MTP 2045

**Appendix G**

**Amendments**

a program of Land of Sky

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## MTP 2045 - Amendment #1

JUNE 2021

This amendment includes the addition of ~~two~~ one new projects into the MTP ~~and the removal of one existing project~~. ~~The first addition is the I-26 interchange in Buncombe County, identified as MTP ID # HD134532, and TIP ID # HE-0001. This project is categorized under Horizon Year 2030 and is programmed for \$25,000,000 in the Division 13 Needs tier.~~ The second addition is the Commercial Boulevard roadway extension in Henderson county, identified as MTP ID # HD144533, and TIP ID# HA-0003. This project is programmed at \$619,000 in the Division 14 Needs tier. ~~Both of these projects were requested for MTP inclusion by NCDOT.~~

~~In order to maintain fiscal constraint in the Division 13 Needs tier, the NC 280 (Airport Road) project in Buncombe County is to be removed from the MTP. This project, identified as MTP ID # HD134522, is scheduled in Horizon Year 2045. With the removal of this project and addition of the new I-26 interchange, there is a balance of \$4,424,500 in the Division 13 Needs tier.~~

On the following pages is a summary of these amendments as well as a project location map.

## MTP 2045 Amendments - June 2021

County	MTP ID	TIP	Route/Facility Name	Description	From/Cross Street	To	Construction Year	Amendment Detail	Additional Amount Programmed by Horizon
<b>HORIZON YEAR 2030 (PROJECTS COMMITTED IN THE TIP)</b>									<b>\$ 25,619,000</b>
Buncombe	HD134532	HE-0001	I-26	Construct new interchange on I-26 that connects to NC 191/Brevard Road, north of the Blue Ridge Parkway	Exit 35	-	2022	Add project to the MTP at the request of NCDOT	\$25,000,000
Henderson	HD144533	HA-0003	SR 1970 (Commercial Boulevard)	Construct roadway extension to industrial park		-	2021	Add project to the MTP at the request of NCDOT	\$619,000
<b>HORIZON YEAR 2040 (PROJECTS IN THE PRIORITIZATION PROCESS)</b>									<b>\$ -</b>
NO AMENDMENTS AT THIS TIME									
<b>HORIZON YEAR 2045 (LONGER-TERM PRIORITIES)</b>									<b>\$ (27,332,000)</b>
Buncombe	HD134522		NC 280 (Airport Road)	Access Management with Complete Streets Improvements	US 25 (Hendersonville Road)	I-26		Remove project from the MTP to demonstrate fiscal constraint	<del>(\$27,332,000)</del>

**The I-26 Interchange and NC 280 amendments to the MTP have been moved to Informational Items for the June MPO Board Meeting**

# MTP 2045 Proposed Amendments



**ADD TO MTP** MTP ID: HD144533  
TIP ID: HA-0003  
ROUTE: SR 1970 (COMMERCIAL BOULEVARD)\*  
TYPE: NEW LOCATION/ROADWAY EXTENSION  
\*LOCATION IS APPROXIMATE

 Industrial Park Site

 Existing MTP 2045 Projects

 County Boundaries

0 0.125 0.25  
Miles

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

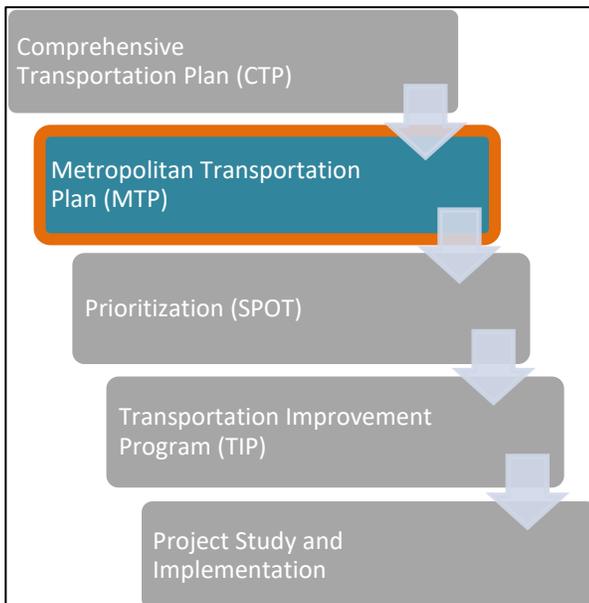
## Staff Report & Recommendations

# Item 5A:

## Amendment to the 2045 Metropolitan Transportation Plan (MTP)

### Very Brief Overview

The Metropolitan Transportation Plan (MTP) is a federally-required planning document that MPOs are required to update and maintain to reflect planned transportation investments in the region over the next twenty-five years. The MTP is required to be fiscally constrained, meaning that projects in the MTP have to be reasonably expected to work within projected revenues. The French Broad River MPO is required to update its MTP every five years with the last update completed in September, 2020.



### Update Summary

- Add a new interchange to I-26 in Buncombe County near milemarker 35, between Exit 33 (NC 191/Brevard Road) and Exit 37 (NC 146/Long Shoals Road), to connect to an access road to the Pratt & Whitney site and NC 191.
- Remove the MTP Access Management project on NC 280 between I-26 and the French Broad River in order to maintain projects within the MTP's financial plan. The project on NC 280 is not currently funded or being considered for funding.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### Project Backgrounds

#### **HE-0001 Project Background**

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

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

As part of the Pratt & Whitney site, NCDOT has programmed \$10 million in economic development funds towards building a new interchange on I-26 (**HE-0001**) to access the future industrial site. This interchange would connect to the access road that would connect across the French Broad River to NC 191. The project is currently estimated to cost approximately \$25 million but that cost may increase based on a number of factors to be determined during design, including potential impacts to the Biltmore Estate.

### **About the Funding**

Based on the Strategic Transportation Investments (STI) Act of North Carolina, funds that are applied towards economic development projects impact the respective Division Needs tier of funding. In this case, the \$10 million already committed to the new interchange on I-26 would impact the Division 13 Division Needs tier in the TIP/STIP, which includes the following projects in our region:

TIP ID	Route	From	To	Cost	County
I-2513D	Riverside Drive	Hill Street	Broadway	\$42,100,000	Buncombe
U-5834	Mills Gap Road	US 25	Weston Road	\$25,533,000	Buncombe
U-4739	Amboy/Meadow Road	I-240	Biltmore Avenue	\$49,300,000	Buncombe
U-5832	NC 81 (Swannanoa River Road)	Biltmore Avenue	S Tunnel Road	\$10,750,000	Buncombe
U-6046	NC 81 (Swannanoa River Road)	US 70	US 74A	\$23,302,000	Buncombe
I-4409	I-40	Blue Ridge Road	-	\$32,799,000	Buncombe
U-6163	Mills Gap Road	Cane Creek Road	-	\$2,810,000	Buncombe

339 New Leicester Highway, Suite 140 • Asheville, NC 28806 • [www.fbrmpo.org](http://www.fbrmpo.org)

Long-Range Transportation Plan • Transportation Improvement Program

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

Public Involvement

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

U-6162	N Louisiana Avenue	US 19/23	Emma Road	\$5,800,000	Buncombe
U-6047	NC 112 (Sand Hill/Sardis Road)	NC 191	US 19/23	\$40,300,000	Buncombe
U-5837	Riceville Road	US 70	Clear Vista Lane	\$2,000,000	Buncombe

\*costs to be updated

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

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

At this time NCDOT is unable to just apply more state funding to the project since the project has not been submitted to prioritization/SPOT for consideration. Additional funds from the State would either require legislative action or the project would need to be submitted to the next round of prioritization- the latter would not fit within NCDOT's current timetable.

NCDOT staff and others are working on applying for additional funds from outside/exempt funding sources for the remainder of the project costs.

To note: projects that may be impacted don't just include projects in Buncombe County, but projects elsewhere in Division 13 at the Division Needs tier, i.e. projects in Madison, Yancey, Mitchell, McDowell, Burke, and Rutherford funded at the same tier could be impacted as well or

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

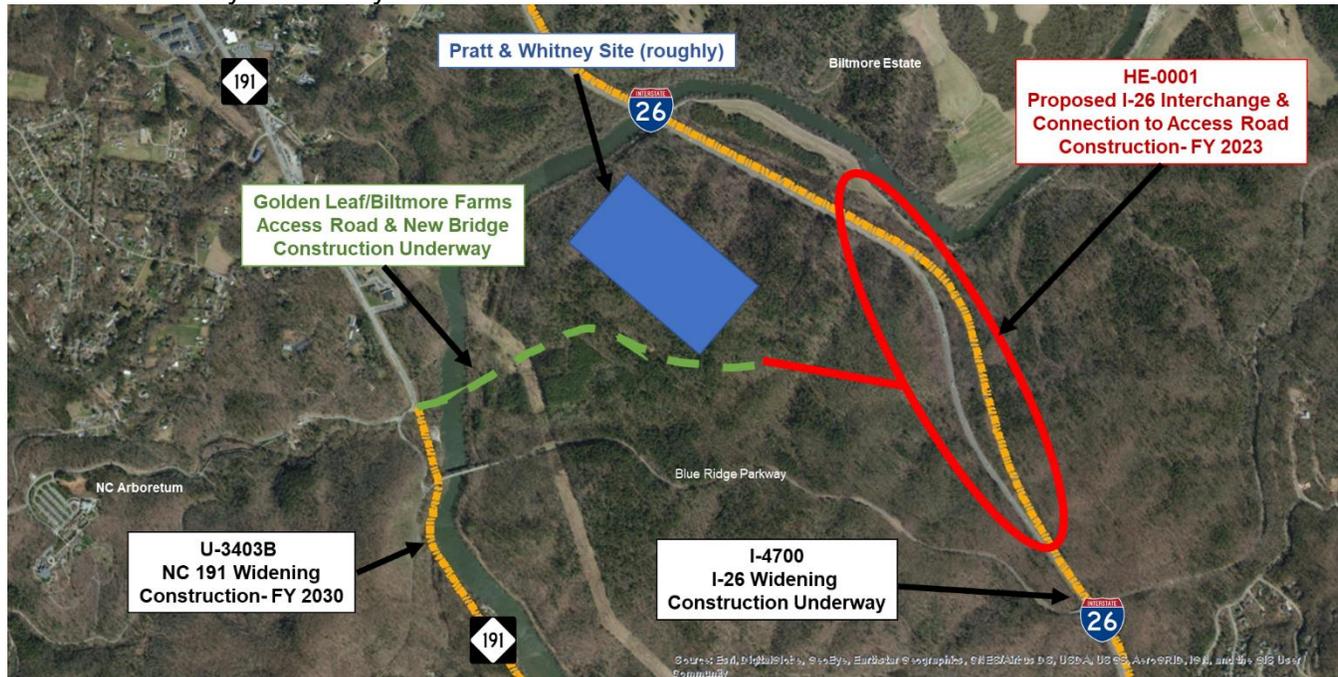
## Staff Report & Recommendations

instead of projects in Buncombe.



### Project Details

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



Several alternatives are currently being considered by NCDOT and the Merger Team for the interchange but all alternatives include an interstate interchange that would provide a two-lane

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

road accessing development to the west and connecting to the access road that would allow travelers to access NC 191, improving east-west connectivity in the area.

The HE-0001 has a very aggressive timetable, with plans to let the project later in 2022 and environmental documentation beginning to get underway. In order to maintain the current project schedule and follow federal requirements, the French Broad River MPO would need to amend its MTP to include the project.

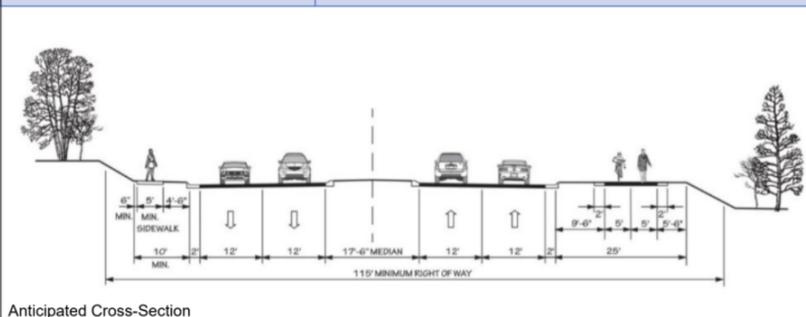
### Background on the Project Recommended to be Removed from the MTP:

In order to work within the financial plan of the MTP (funding projected to be available over 25 years), a project (or projects) would need to be removed to accommodate HE-0001.

Staff recommends the removal of an access management project on NC 280 (Airport Road) between I-26 and the French Broad River. The project, HD134528, is currently considered a “long-term priority,” i.e., the project is not currently funded or in the prioritization process to be considered for funding. The project scored relatively low during the MTP project selection process, held last spring, and is estimated to cost more than \$27,000,000, if programmed.

### HD134528 – Airport Road Access Management (I-26 to FBR)

Jurisdictions Impacted	Buncombe County, City of Asheville
Current Status	Unfunded, Long-Term Priority
AADT	22,000-31,000
Complete Streets Reference	Blue Ridge Bike Plan
Current Sidewalks	Some
Current Bike Facilities	No



Anticipated Cross-Section

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### Potential Actions by the MPO Board & Steps Forward for Consideration in August

#### Option #1: Approve the MTP Amendments

If the MPO Board approves the MTP amendments, work would continue on the approved projects. For HE-0001, the State Board of Transportation plans to consider approval of funds in the STIP for preliminary engineering for the project at its July meeting with MPO concurrence in its TIP, to officially approve the funding, in August.

#### Option #2: Reject the MTP Amendments

If the MPO does not include HE-0001 in its MTP, the project would not move forward. FHWA would require any new interstate interchange to be adopted in the region's MTP and would not authorize work to move forward without MPO's approval.

**No Action Required- Informational Only at This Time**

## Questions from the TCC on the I-26 Interchange

### **1. How is this project funded?**

The project was funded from NCDOT Economic Development funds, which are funds that may be applied to projects that show significant job creation and a regional economic impact. These funds, as required by the Strategic Transportation Investments Act (STI), impact the Division Needs tier.

However, this project is not currently fully funded. Only \$10 million of the project's projected costs (\$25-\$35 million) are from NCDOT's Economic Development funds. The rest of the funding is being applied for from various sources, including from the Appalachian Regional Commission (ARC) and from USDOT's RAISE (formerly BUILD and TIGER) grant program.

### **2. If NCDOT applies for a RAISE grant, who would pay the match?**

The \$10 million of State funds would be used as match.

### **3. Is there a cap on the amount of RAISE funding per project and per state?**

Yes, there is a \$25 million cap per project and \$100 million per state.

### **4. Is Pratt & Whitney contributing private funds to the construction of the interchange?**

No.

### **5. Was this project funded through SPOT or a similar process?**

NCDOT's Economic Development funds do not go through SPOT or a similar collaborative process, largely due to the nature of economic development projects involving private entities. NCDOT works with the Department of Commerce to determine eligible projects and determine what projects receive funds.

### **6. Does this project impact the schedules of other projects?**

Generally, yes. At least \$10 million of the project costs will be accounted for in the Division Needs tier for Division 13 in the TIP, which will likely cause delays to other existing projects funded at that tier.

To note: NCDOT is not legally permitted to apply additional funding that would impact the Division Needs tier (or another funding tier) without the going through prioritization or without a legislative change. The additional funding will likely need to come from other sources.

### **7. Do we know what projects will be delayed in order to program this project?**

No, we do not. The projects to be delayed could be in the MPO's region or could be in other parts of Division 13 but delays to other projects will likely be considered as part of other, on-going TIP/STIP restructuring efforts as cost estimates on projects continue to rise.

**8. How was the project on NC 280 determined to be the one removed from the MTP to make room for the new I-26 interchange?**

The project selected to be removed is a staff recommendation. The project on NC 280 is not currently funded nor is it being considered for funding in the prioritization process, i.e., it's towards the end of the MTP's long-range priorities. Similar projects were considered for removal but NC 280 was close to the interchange's cost, was "cascaded" for the MTP's purposes, and scored lower than other, similar projects.

**9. Why is the MTP accounting for \$25 million in project costs and not just the \$10 million that is known to impact the Division Needs tier?**

The MTP financial plan accounts for funds from SPOT/STI as well as other funding sources. As long as the source of all the funding is unknown, it would not be a rational assumption that additional funding- not already accounted for- would be coming to the region.

**10. What would happen if the MPO rejected to amend their MTP to include the project?**

If the MPO were to reject the project, the project would not move forward. As part of the federal conformity process, FHWA requires new interchanges to be adopted in the MPO's MTP and TIP in order to be authorized.

**11. Was this project previously identified in the CTP or any other plan?**

No, this project was developed by NCDOT as part of the Pratt & Whitney economic development project.

**12. What about other improvements to NC 191?**

The interchange project plans to connect to access a road that would connect to NC 191. There are planned improvements to NC 191 from roughly the Blue Ridge Parkway to Ledbetter Road (U-3403B) but that project is currently scheduled to begin right-of-way acquisition in 2029 and construction in 2030 or later.

**13. Was the Blue Ridge Parkway approached for a potential interchange that could then provide an access to the Pratt & Whitney site?**

No, that alternative is not currently being considered but the Parkway is aware of the Pratt & Whitney project.

**14. Can residents use the interchange to go anywhere other than the industrial site?**

Yes, the interchange is planned to connect to an access road that will have access to NC 191.

**15. Has NEPA started on this project?**

The environmental/NEPA process for this project is just beginning with traffic forecasts underway.

**16. What is the timeline for the interchange?**

The project is expected to let next year.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 6A:

## Division Project Updates

Division 13 Updates: [http://frenchbroadrivermpo.org/wp-content/uploads/2021/06/D13\\_June2021.pdf](http://frenchbroadrivermpo.org/wp-content/uploads/2021/06/D13_June2021.pdf)

Division 14 Updates: [http://frenchbroadrivermpo.org/wp-content/uploads/2021/06/D14\\_June2021.pdf](http://frenchbroadrivermpo.org/wp-content/uploads/2021/06/D14_June2021.pdf)

# Item 6B:

## TPD Updates

[http://frenchbroadrivermpo.org/wp-content/uploads/2021/06/FBRMPO\\_Newsletter\\_2021\\_5\\_June.pdf](http://frenchbroadrivermpo.org/wp-content/uploads/2021/06/FBRMPO_Newsletter_2021_5_June.pdf)

# Item 6C:

## FHWA/FTA Updates

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 6D:

### **Committee & Workgroup Updates**

**Prioritization Subcommittee**— met June 1<sup>st</sup>; next meeting July 6<sup>th</sup>

**Transit Operators' Workgroup**— next meeting TBD

**Citizens' Advisory Committee**- next meeting July 14<sup>th</sup>

**Hellbender Trail Stakeholder Group**- next meeting TBD- July or August

**Regional Transit Study**- drafting final materials

**Corridor Studies**- Awaiting final document of the Tunnel Road Corridor Study; anticipating going through City of Asheville & Buncombe County approval process in the summer & fall

### **Recommended Actions:**

**Accept the reports.**

# **FRENCH BROAD RIVER**

METROPOLITAN PLANNING ORGANIZATION

## **Staff Report & Recommendations**

# Item 6E:

## **Legislative Updates**