

## Technical Coordinating Committee

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January 13, 2022 – 11:00 A.M., Virtual Meeting via Zoom

Login: <https://us06web.zoom.us/j/87925964830>

Meeting ID: 87925964830

Call-In: (646)558-8656

### Agenda

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

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  - A. Welcome and Introductions, Approval of Agenda Autumn Radcliff
2. **PUBLIC COMMENT**

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3. **CONSENT AGENDA** Autumn Radcliff

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  - A. November, 2021 Minutes
  - B. LAPP Quarterly Updates
  - C. LAPP Call for Projects
4. **BUSINESS (45-60 min)**

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  - A. Proposed New I-26 Interchange & Amendment to the MTP MPO Staff
  - B. 5310 Project Selection MPO Staff
  - C. JARC Call for Projects MPO Staff
  - D. Safety Performance Targets MPO Staff
  - E. Amendments to the 2020-2029 TIP MPO Staff
  - F. Draft FY 2023 UPWP MPO Staff
5. **INFORMATIONAL ITEMS (0 min)**

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

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  - 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)**

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8. **TOPICS FOR NEXT MEETING**

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9. **PUBLIC COMMENT**

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10. **ADJOURNMENT**

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# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3:

## Consent Agenda

**Item 3A:** November, 2021 TCC Minutes

**Item 3B:** Locally Administered Projects Program (LAPP) Quarterly Report

**Item 3C:** Locally Administered Projects Program (LAPP) Call for Projects

**Item 3D:** Swannanoa Greenway Letter of Support

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3A:

### French Broad River Metropolitan Planning Organization

Minutes from the TCC Meeting including Zoom on November 18, 2021

#### ATTENDANCE:

##### Remote via the Zoom Platform:

Chair Autumn Radcliff	Tristan Winkler	Emily Scott-Cruz	John Ridout
Hannah Bagli	Nick Kroncke	Troy Wilson	William High
Adrienne Isenhower	Steve Williams	Jessica Morriss	Marshall Williams
Larry Harris	Nathan Bennett	Jodie Ferguson	Peyton O'Conner
Jessica Trotman	Hannah Cook	Pat Christie	Stephen Sparks
Janna Bianculli	Daniel Sellers	Zia Rifkin (Minutes)	Jane Pies
David Wasserman	Harry Buckner	Kim Roney	

#### WELCOME AND HOUSEKEEPING

Chair Radcliff called the meeting to order, welcomed everyone, and roll call followed. Quorum was established for conducting the business of the TCC.

#### PUBLIC COMMENT

Chair Radcliff called for public comments. No public comments were received.

#### CONSENT AGENDA

Chair Radcliff indicated that the Consent Agenda included the October 2021 minutes, and the 2022 Meeting Schedule. She requested approval of the TCC agenda as presented, as well.

***Janna Bianculli moved to approve the consent agenda and the TCC agenda as presented. Peyton O'Conner seconded the motion, which was affirmed upon a roll call vote of the member governments present.***

#### BUSINESS

##### Locally Administered Projects Selection Criteria

French Broad River MPO provides funding opportunities such as the Locally Administered Projects Program (LAPP) which consists of a call for projects eligible for FHWA Surface Transportation Block Grant Program- Directly Attributable (STBGP-DA) and Transportation Alternatives Program- Directly Attributable (TAP-DA) funds. Surface Transportation Program Block Grant Program are apportioned directly to the MPOs with over 200,000 in population by the federal government The STBG (Surface Transportation Block Grant) provides flexible funding to best address State and local transportation needs. The Transportation Alternatives Program, encompassing a variety of smaller-

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scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. All TAP-DA eligible projects are eligible for STBG-DA funding.

The LAPP scoring methodology criteria provided below was last updated and approved by the FBRMPO Board on March 24, 2016. In October, the Prioritization Subcommittee considered eight (8) scenario/options as potential changes to the LAPP selection criteria and two were selected. The prioritization subcommittee have recommended changes to the *Geographic Equity* and *Local Priority* point distribution. They have recommended that no changes be made to *mode effectiveness* or *cost effectiveness* criteria and point distribution addressing new private development.

All criteria are presented below. Changes are highlighted in yellow.

### Proposed Revisions to the Geographic Equity Point Distribution:

The Prioritization Subcommittee recommended the following changes to the selection criteria:

- A. Rename the criteria "*geographic equity*" and replace with "*population*".
- B. Reduce the "*population*" awarded points from:
  - a. Jurisdictions smaller than 20,000 from 20 points to 10 points
  - b. Jurisdictions 20,000 or larger from 10 to 5 points.
- C. Increase *local priority points* from a maximum of 10 to a maximum of 20.
- D. Distribute local priority points based on a 1<sup>st</sup> priority, 2<sup>nd</sup> priority, and other all other submitted projects.
  - a. 1<sup>st</sup> Priority 20 points.
  - b. 2<sup>nd</sup> Priority 10 points.
  - c. All other projects receive 5 points.

### CURRENT SCORING METHODOLOGY- PROPOSED CRITERIA CHANGES HIGHLIGHTED.

#### Transit Projects and Alternative Fuels Projects (on a 100-point scale):

1. Geographic Equity- 40 points for local jurisdictions with populations under 20,000 in the MPO, 30 points or local jurisdictions with a population of 20,000 or greater in the MPO.
  2. Service Connectivity
    - for transit: 40 points if the transit capital project will support trips taken across county lines; 20 points if the transit capital project will support a system that directly connects to another operator's route or a Park-and-Ride Lot or
    - For Alternative fuel projects: 40 points if the alternative fuel station will be accessible to the public and located at a convenient location off an interstate exit, on a US route or on an NC route, easily accessible to drivers traveling across county lines; 20 points if the alternative fuel station will be open to the public but not accessible via an interstate exit, a US route, or an NC route
- Cost effectiveness:

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- Cost effectiveness score will be scaled to 20. For transit: ratio of expected (revenue miles per year)/(proposed project cost); if the project includes only one bus, please provide the average number of revenue miles per route or per bus.
- For alternative fuel projects: use (vehicles per day charging capacity)/(proposed cost).

### **Roadway, Intersection and Bike Ped Projects (on a 100-point scale)**

- **Geographic Equity— (5 or 10 points)**

- 10 points to local jurisdictions with a population under 20,000 in the MPO,
- 5 points to local jurisdictions with a population of 20,000 or greater in the MPO.

- **Local Priority (up to 20 points)**

- 1<sup>st</sup> Priority- 20 Points
- 2<sup>nd</sup> Priority- 10 Points
- All Other Priorities- 5 Points

- **Local Match (up to 15 points)**

- Local match points: Minimum Match Required – 20% (0 points);
- if local match is at least 30% - 5 points;
- If local match is at least 40% - 10 points;
- if local match is at least 50% - 15 points

- **MTP (10 pts-Roadway)/Plan compliant (5 pts-Bike/Ped)**

- Roadway Horizon 1 or 2 in the MTP or identified as a Congestion Management Plan Hot Spot– 10 points
- Roadway Horizon 3 or 4 in the MTP – 5 points
- Roadway Horizon 5 in the MTP in the MTP (2035) – 3 points
- Post-Year (CTP) – 0 points
- Bike Ped projects in a local or regional adopted plan — 5 pts

- **Project phase (10/5/3)**

- Construction Projects – 10 points
- NEPA and/or Design Projects – 5 points
- Feasibility/planning studies – 3 points
- ROW – 0-10 points\*

\*ROW points will be determined based on what other phases have been completed and/or have committed sources of funds. (EXAMPLE: If a project has committed construction funds, ROW applications will receive 10 points. If PE has been completed or has committed funding, the project will receive 5 points.)

- **A. Prior Funding (up to 5 pts)**

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- a. prior funding from any sources can be applicable including prior local funding for the study/corridor/ROW, etc.

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- Cost Effectiveness (up to 10 pts)

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  - Cost Effectiveness calculated as: (Total Points – Local Match Points) / Program Cost Scaled with top project earning 10 points

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- B. Mode-effectiveness (up to 20 pts-roadway; 25 pts-bike ped)

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  - a. Roadway Effectiveness (*\*must improve traffic conditions*): *made up of Congestion and Safety*
  - b. Bicycle/Pedestrian Effectiveness: score based on Missing Link factor or Obstacle factor (Connecting existing activity centers/transit stops or stations/bike lane/sidewalks/greenways)

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- **Mode effectiveness-roadway:**

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  - Congestion

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    - Current Volume to Capacity Analysis (5 pts)
    - $V/C < .2$  = 0 points
    - $V/C < .4$  = 2 points
    - $V/C < .6$  = 3 points
    - $V/C < .8$  = 4 points
    - $V/C > .8$  = 5 points

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  - Addresses CMP Strategies (5 pts)

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    - 1 CMPS = 1 point
    - 2 CMPS = 2 points
    - 3 CMPS = 3 points
    - 4 CMPS = 4 points
    - 5 or more CMPS = 5 points

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  - Safety Based on FHWA Crash Reduction Factors (10 pts)

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    - CRF < 10% = 0 points
    - CRF > 10% = 2 points
    - CRF > 20% = 4 points
    - CRF > 30% = 6 points
    - CRF > 40% = 8 points
    - CRF > 50% = 10 points

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  - <http://www.cmfclearinghouse.org/>
  - <http://safety.fhwa.dot.gov/tools/crf/>

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- **Mode effectiveness-bicycle and pedestrian**
- Missing Link (5 pts) Both sides connect to existing Bike/Ped facility Scale by distance of continuous facility (on residential collector or higher)



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## Staff Report & Recommendations

All TCC, Board, and NCDOT members are welcome to join subcommittee meetings, but there are only seven voting members: four TCC representatives and the Board representatives. The current voting members include:

Voting Member	Jurisdiction	TCC/Board
Anthony Sutton	Town of Waynesville	Board
Jerry Vehaun	Town of Woodfin	Board
Larry Harris	Town of Black Mountain	Board
Autumn Radcliff	Henderson County	TCC
Jessica Morriss	City of Asheville	TCC
<i>Peyton O'Conner</i>	<i>Buncombe County</i>	<i>TCC</i>
Elizabeth Teague	Town of Waynesville	TCC

Tristan Winkler recognized Peyton O'Conner for his significant input and leadership over the past more than eight years.

***Janna Bianculli moved to approve William High to fill the vacant TCC position on the Prioritization Subcommittee and to recommend that the MPO Board affirm the selection of the TCC member to fill the vacancy. Peyton O'Conner seconded the motion, which carried upon a roll call vote, and without further discussion.***

### Amendment to the FY 2022 Unified Planning Work Program (UPWP)

The MPO's Unified Planning Work Program (UPWP) is federally required, and 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 [original FY 2022 UPWP](#) adopted on March 26, 2021, updated in September, 2021.

### Amendment Details

- The Buncombe County Multimodal Study is being removed from the FY 2022 UPWP with the understanding the study will be added to the FY 2023 UPWP, at the request of Buncombe County staff
- The City of Asheville Bike/Ped Counters are being moved from FY 2021 so funding is reflected to come from the FY 2022 UPWP (STBGDA Flex Funds) due to no funding being used in previous fiscal years

Overall, no changes are being made to local dues and there is no increase in MPO funds beyond what has been previously programmed.

***Jessica Morriss moved to approve the amendment to the FY 2022 Unified Planning Work Program (UPWP) as presented. William High seconded the motion, which carried upon a roll call vote, and without further discussion.***

### Planning Call for Projects

The French Broad River MPO plans to hold a call for planning projects. The call for projects will open on Friday, November 19, 2021, with applications due on Thursday, December 23. Local governments and NCDOT may apply. Successful projects will be programmed in the FY 2023 Unified Planning Work Program.

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For this call for projects, no specific funding amounts are being designated. Projects will be selected at the discretion of the Prioritization Subcommittee, TCC, and Board. A 20% local match is required for all projects (local match may not come from in-kind or (most) federal sources.)

### Eligible Uses

- Transportation Master Plan, Corridor Studies, Access/Mobility Studies, Inventories of Existing Routes, and Right of Way Investigations
- Future population, Employment, and Economic Growth Studies
- Traffic studies such as circulation plans, traffic count programs, intersection analysis, and small area studies
- Bicycle and Pedestrian planning such as bicycle parking, sidewalk/bicycle lane master plans and trail and greenway plans
- Economic Impact Studies for Transportation Investments
- GIS data development/mapping applications
- Transportation related health impact assessments
- Environmental Justice Analysis
- Conceptual/Scoping Studies and Limited Engineering Design (specifically up to 15 percent “line and grade” design per NCDOT guidance), also known as “Preliminary Plans” or “Functional Roadway” plans

### Not Eligible:

- Surveying
- Property Acquisition
- Site Preparations
- Environmental Planning/NEPA Analysis
- Transit Operations and Management
- Construction Projects

All successful projects will be subject to federal requirements and those required by the MPO’s Lead Planning Agency, the Land of Sky Regional Council.

Application materials will be sent to the MPO TCC and Board following the November meeting.

Tristan Winkler noted that this call for planning projects cycle is directed at planning, which encompasses ‘big thinking’- what local jurisdictions are really interested in developing. The goal is to better shape these types of call for projects to become what local jurisdictions and NCDOT really want to explore. The funding used for these projects is very flexible, providing a wider and higher level of the examination of issues, locally, regionally, and beyond. Another goal is to better develop projects before those enter prioritization. Public engagement is also a part of this process.

Discussion occurred regarding the use of this funding for transit planning and Tristan Winkler shared that planning was the only use these funds could be used for and could not include any type of capital projects.

***Information item. No action required.***

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## Staff Report & Recommendations

### REGULAR UPDATES AND INFORMATION ITEMS

Regular updates were provided by Hannah Cook for NCDOT Division 13, and by Steve Williams for Division 14. Updates may also be found on the <http://frenchbroadrivermpo.org> website.

Additionally, TPD and FHWA updates were provided. Committee and legislative updates were provided by MPO staff.

### ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

### TOPICS FOR NEXT MEETING

### PUBLIC COMMENT

Chair Radcliff opened the second public comment period.

George Webb, a resident of Buncombe County, commented on two projects in Division 13 and he was curious whom to contact at NCDOT to obtain completion dates. Hannah Cook, Division 13 Engineer shared that she could get and share that information. He also wondered if current contractors for I-4400 and another project had incentives to complete projects quickly and it was shared by NCDOT staff that there are incentives associated with both projects for early completion.

### ADJOURNMENT

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

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 3B:

## LAPP Quarterly Report (as of Jan/4)

Locally Administered Projects Program (LAPP) Project Updates				Funded = MPO funded Other = Other funding	No = not currently funded	Active = In-progress N/A = not applicable
Project	TIP ID	Sponsor	Status Update	Engineering	Right of Way	Construction
Hominy Creek Greenway	EB-5824	Buncombe County	No update at this time.	Funded	Funded	Funded
NC 251 (Riverside Drive)/Beaverdam Creek Greenway	EB-5774	Buncombe County	No update at this time.	Active	Funded	Funded
Bent Creek Greenway	EB-5823	Buncombe County	No update at this time.	Funded	No	No
Reems Creek Greenway	EB-5821	Buncombe County	Revisiting scoping of constraints and alternatives. Identify available options. Planning for 3 steering committee meeting and a public workshop.	Funded	No	No
NC 63 (New Leicester Highway) Sidewalks Project	U-5190	City of Asheville	New Leicester Hwy sidewalk (STBG), Patton Ave to city limits: Bidding and construction is pending DOT review of project manual, as well as renewal of some permits that expired during DOT hold on project	Active	Funded	Funded
Johnston Boulevard Sidewalks	EB-5944	City of Asheville	Johnston Blvd sidewalk, Patton to School: refining design presently. 60% drawings received, in review.	Other	Other	Funded
Onteora Boulevard Sidewalks	EB-5948	City of Asheville	New Haw Creek Rd sidewalk, Beverly Rd to Bell Rd: 90% design documents reviewed by City Staff. 100% construction documents being completed by consultant. Right-Of-Way acquisition to begin shortly. Community Engagement to follow. Construction start in late fall of 2022. LS	Other	Other	Funded
French Broad River West Greenway	U-5019B	City of Asheville	This project is under construction. Projected end date is 7/2022	Other	Other	Funded
Nasty Branch Greenway	U-5019A	City of Asheville	Staff is finishing final details to plan and will resubmit to the NCDOT for construction approval. Estimated timeline for start of construction is winter of 2021 to spring of 2022.	Other	Other	Funded
Greenway Connectors	EB-5790	City of Asheville	Staff is analyzing costs for a two new projects. Timeline is undetermined at this time.	Active	N/A	Funded

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METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

(LAPP) Project Updates Cont.				Funded = MPO funded Other = Other funding Engineering	No = not currently funded Active = In-progress Right of Way	N/A = not applicable Construction
Project	TIP ID	Sponsor	Milestone			
<b>New Haw Creek Road Sidewalks</b>	EB-5947	City of Asheville	No New Update. New Haw Creek Rd sidewalk, Beverly Rd to Bell Rd: 90% design documents reviewed by City Staff. 100% construction documents being completed by consultant. Right-Of-Way acquisition to begin shortly. Community Engagement to follow. Construction start in late fall of 2022. LS	Other	Other	Funded
<b>Biltmore Ave at White Fawn Drive Signal</b>	HL-0014	City of Asheville	No new update at this time.	Funded	N/A	Funded
<b>Coxe Avenue Complete Streets</b>	EB-5831	City of Asheville	No New Update.	Active	Funded	Funded
<b>North RAD Greenway</b>	EB-5822	City of Asheville	Funding is available for this project and we will release the Request for Letters of Intent.	Other	Other	Funded
<b>School Zone Safety</b>	BL-0006	City of Asheville	No New Update	Funded	N/A	Funded
<b>Lexington Avenue Complete Streets</b>	EB-5830	City of Asheville	No new update, to re-release RFQ	Active	No	No
<b>Clear Creek Greenway</b>	BL-0008	City of Hendersonville	Working on agreement with Division 14, CoH will manage project	Funded	Funded	Funded
<b>Ecusta Trail (Formally Phase I, II, III)</b>	BL-0007	Henderson County	Conducted project scoping meeting for engineering and professional services. Considering phased approach. Previous sections are combined into one project.	Funded	N/A	Funded
<b>Broadway Sidewalks</b>	BL-0005	NCDOT Division 13	Construction Bid Rejected, seeking additional funding.	Funded	N/A	Funded
<b>Charlotte Street Ramp</b>	HL-0012	NCDOT Division 13	Early stages of design.	Other	Other	Funded
<b>Haywood Road Resurfacing</b>	HL-0003	NCDOT Division 13	Working with City on design. Public involvement to start in the winter.	Other	N/A	Funded
<b>Riverwalk Greenway Phase I</b>	EB-5547A	Town of Black Mountain	Awaiting New Agreements with NCDOT	Active	Funded	Funded
<b>Riverwalk Greenway Phase II</b>	EB-5547B	Town of Black Mountain	Awaiting New Agreements with NCDOT	Active	Funded	Funded
<b>Bridge Replacement</b>	HL-0013	Town of Black Mountain	No update at this time.	N/A	N/A	Funded
<b>Champion Drive Multi-Use Path</b>	EB-5945	Town of Canton	No update at this time.	Active	Funded	No
<b>US 19 Bike/Ped Improvements</b>	EB-5926	Town of Maggie Valley	No update at this time.	Funded	N/A	Funded
<b>Mills River Valley Trail</b>	EB-5946	Town of Mills River	No update at this time.	Funded	No	No

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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

# Item 3C :

## LAPP Call for Projects



# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## French Broad River MPO Locally Administered Project Program and Project Selection Guidelines

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

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## Staff Report & Recommendations

### General Eligibility Requirements

In order to be eligible for Locally Administered Projects Program (LAPP) funding, a project must meet the criteria outlined in this section. These criteria meet federal and state funding requirements, as well as the goals of the LAPP as developed and adopted by FBRMPO. Projects that do not meet all the criteria will not be considered for LAPP funding. Eligible Projects criteria are subject to change based on updates from federal legislation.

**A. Federal-Aid Eligible Projects.** There are eligibility requirements associated with all types of state and federal funding sources. The LAPP may, in any given year, utilize funds from Surface Transportation Block Grant Program Directly Attributable (STBG-DA) accounts, Transportation Alternatives Program-Directly Attributable (TAP-DA), or any other funds passed through to the MPO for programming. Highway projects funded with STBG-DA must be classified as an urban collector or higher on the federal aid system. Safety projects and bridge rehabilitation or replacement projects on any road are eligible but must meet strict requirements to establish the need for the project on that basis. Bicycle and pedestrian projects that serve a transportation purpose are eligible.

**B. Locally Administered.** By applying for a project through LAPP, the local government or NCDOT Division is committing to sponsoring that project. The sponsor will be responsible for all federal and state reporting requirements associated with the funding source applied to their project through LAPP. There will also be reporting on a regular basis required by FBRMPO to keep the MPO Board apprised of the project status of all LAPP projects. An interlocal agreement between NCDOT and the project sponsor will outline a reimbursement schedule; local sponsors will be required to front all project costs, invoice NCDOT, and get reimbursed for the federal percentage dedicated to the project.

### C. Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP)

**Compliant.** To be eligible for LAPP funding, a roadway project must be identified as an operational improvement, safety improvement, listed in the MTP, address a CMP congestion “hot spot”, or be included in the CTP. A greenway/multi-use path or on-road bicycle project must be identified in a statewide, regional or local planning study (including the Buncombe Greenways Master Plan, Haywood Bicycle Plan, Henderson Greenway Master Plan, Blue Ridge Bicycle Plan and/or a local bicycle or greenway plan or comprehensive plan.). Sidewalk and other pedestrian improvement projects must be identified in a regional or local planning study including a local pedestrian plan or a comprehensive plan. If a roadway project is not already in the MTP, then FBRMPO will take up an MTP Amendment at the same time or prior to a TIP Amendment for the selected project. Project sponsors are advised that submitting a roadway project in the MTP might delay the TIP Amendment for the project to allow time for the MTP Amendment.

**D. LAPP-Eligible Project Phase.** The LAPP is intended to assist local government members by funding transportation improvements that will have an immediate positive impact on the highway and bicycle/pedestrian networks in the region. As such, construction projects will receive priority. Phases eligible for LAPP funding are:

- NEPA/Design- for this phase, the project must include 100% design and full NEPA documentation.
- Mitigation
- Utility Relocation Related to a Transportation Project (LAPP will not assist in the relocation of municipally-owned utilities)

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- Right-of-Way Acquisition
- Construction
- Travel Demand Management Program
- ITS Project Implementation Projects eligible under other funding source programs (Transportation Alternatives)

**E. Shovel-Ready.** Applicants should only apply for the phase of a project that can have funding authorized within the LAPP year requested.

**F. Highly Effective Solution to Current Transportation Problem.** Projects should address an identified need in a community.

**G. Locally-Funded with Minimum Match Committed.** All funds programmed through LAPP require a minimum 20% local match. Projects that leverage additional local funds by contributing a higher match, thus freeing up LAPP funds for use on additional projects, will receive priority.

**H. TIP-Friendly.** Projects not in compliance with an existing TIP umbrella project will require a TIP amendment. TIP amendments are allowable, but applicants should consider that the amendment process could delay the funding obligation timeline.

## Eligible Projects Types and Funding Amount

STBG-DA and TAP programs allow a variety of projects for funding. Feasibility and planning studies will not be an allowable use of funds as part of the French Broad River MPO 2022 call for STBG-DA projects. Eligible Projects criteria are subject to change based on updates from federal legislation.

### Specific projects eligible under STBG-DA include:

- Roadway projects on roadways other than local or rural minor collectors (with some exceptions)
- Construction, reconstruction, rehabilitation, resurfacing, preservation, or operational improvements for highways
- Replacement of bridges and tunnels on public roads of all functional classifications; construction of a new bridge or tunnel at a new location on a Federal-aid highway
- Capital cost for transit projects eligible for assistance under chapter 53 of title 49, which includes vehicles and facilities that are used to provide intercity passenger bus service
- Carpool projects, fringe and corridor parking facilities and programs
- Electric vehicle charging and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137
- Bicycle transportation and pedestrian walkways in accordance with 23 U.S.C. 217; modification of public sidewalks to comply with the Americans with Disabilities Act of 1990

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- Highway and transit safety infrastructure improvements and programs, hazard elimination
- Capital and operating costs for traffic monitoring, management, and control facilities and programs, including advanced truck stop electrification systems
- Truck parking facilities
- Congestion pricing projects and strategies
- Surface transportation planning programs
- Transportation alternatives as defined in 23 U.S.C. 101(a)29 and further described in 23 U.S.C. 213. Not subject to location of project requirements.
- For more information, see <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> and <http://www.fhwa.dot.gov/map21/factsheets/stp.cfm>

### Specific project types eligible under TAP include:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
- The safe routes to school program previously described under §1404 of SAFETEA-LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; others
- For more information see <https://www.fhwa.dot.gov/fastact/factsheets/transportationalternativesfs.cfm> and <http://www.fhwa.dot.gov/map21/factsheets/tap.cfm>

## Funding available

Funding amounts for the 2022 STBG-DA and TAP-DA call for projects in the French Broad River MPO region will be made available in January 2022 and this section will be updated to reflect the determined funding available. Funding amounts are subject to change based on federal allocation and legislation.

	<b>STBG-DA Funding</b>
Total Available	<b>TBD</b>

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

	<b>TAP-DA Funding</b>
Total Available	<b>TBD</b>

### Other Requirements & Evaluations

The French Broad River MPO has other requirements made at the request of the MPO Board.

- Any project submitted by a Division of NCDOT must have written approval from the local jurisdiction that is directly impacted by the proposed project as part of its project application. If multiple jurisdictions are directly impacted, the Division should try to obtain written approval from all local jurisdictions directly impacted; if some, but not all jurisdictions directly impacted by the proposed project provide written approval, the MPO's Prioritization Subcommittee will determine whether the project is to be considered for evaluation.
- Any local jurisdiction applying for funding should have had a staff representative present for the LAPP trainings held in the past or plan to be present at future trainings
- Applicants should provide cost estimates as accurate as can be possibly provided.

## SCORING METHODOLOGY

The LAPP scoring methodology criteria shown below was approved by the FBRMPO Board on November 18<sup>th</sup> 2021.

### ***Transit Projects and Alternative Fuels Projects Funded with STBG-DA (on a 100-point scale):***

- Geographic Equity- 40 points for local jurisdictions with populations under 20,000 in the MPO, 30 points or local jurisdictions with a population of 20,000 or greater in the MPO.
- Service Connectivity-
  - For transit: 40 points if the transit capital project will support trips taken across county lines; 20 points if the transit capital project will support a system that directly connects to another operator's route or a Park-and-Ride Lot;
  - For alternative fuel projects: 40 points if the alternative fuel station will be accessible to the public and located at a convenient location off an interstate exit, on a US route or on an NC route, easily accessible to drivers traveling across county lines; 20 points if the alternative fuel station will be open to the public but not accessible via an interstate exit, a US route or an NC route
- Cost effectiveness: Cost effectiveness score will be scaled to 20.
  - For transit: ratio of expected (revenue miles per year)/(proposed project cost) ; if the project includes only one bus, please provide the average number of revenue miles per route or per bus.
  - For alternative fuel projects: use (vehicles per day charging capacity)/(proposed cost).

### ***Roadway, Intersection and Bike Ped Projects Funded with STBG-DA (on a 100-point scale)***

- ***Roadway, Intersection and Bike Ped Projects (on a 100-point scale)***
- Geographic Equity— (5 or 10 points)
  - 10 points to local jurisdictions with a population under 20,000 in the MPO,

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- 5 points to local jurisdictions with a population of 20,000 or greater in the MPO.
  - Local Priority (up to 20 points)
    - 1<sup>st</sup> Priority- 20 Points
    - 2<sup>nd</sup> Priority- 10 Points
    - All Other Priorities- 5 Points
  - Local Match (up to 15 points)
    - Local match points: Minimum Match Required – 20% (0 points); if local match is at least 30% - 5 points; If local match is at least 40% - 10 points; if local match is at least 50%-15 points
  - MTP (10 pts-Roadway)/Plan compliant ( 5 pts-Bike/Ped)
    - Roadway Horizon 1 or 2 in the MTP or identified as a Congestion Management Plan Hot Spot– 10 points
    - Roadway Horizon 3 or 4 in the MTP – 5 points
    - Roadway Horizon 5 in the MTP in the MTP (2035) – 3 points
    - Post-Year (CTP) – 0 points
    - Bike Ped projects in a local or regional adopted plan—5 pts
  - Project phase (10/5/3)
    - Construction Projects – 10 points
    - NEPA and/or Design Projects – 5 points
    - Feasibility/planning studies – 3 points
    - ROW – 0-10 points\*
- \*ROW points will be determined based on what other phases have been completed and/or have committed sources of funds. (EXAMPLE: If a project has committed construction funds, ROW applications will receive 10 points. If PE has been completed or has committed funding, the project will receive 5 points.)
- Prior Funding (up to 5 pts)-prior funding from any sources can be applicable including prior local funding for the study/corridor/ROW, etc.
  - Mode-effectiveness (up to 20 pts-roadway; 25 pts-bike ped)
    - Roadway Effectiveness (*\*must improve traffic conditions*): *made up of Congestion and Safety*
    - Bicycle/Pedestrian Effectiveness: score based on Missing Link factor or Obstacle factor ( Connecting existing activity centers/transit stops or stations/bike lane/sidewalks/greenways)
  - Cost Effectiveness (up to 10 pts)
    - Cost Effectiveness calculated as: (Total Points – Local Match Points) / Program Cost
    - Scaled with top project earning 10 points

### **Mode effectiveness-roadway:**

- Congestion
  - Current Volume to Capacity Analysis (5 pts)
    - V/C < .2 = 0 points
    - V/C < .4 = 2 points
    - V/C < .6 = 3 points
  - V/C < .8 = 4 points
  - V/C > .8 = 5 points      Addresses CMP Strategies (5 pts)
    - 1 CMPS = 1 point
    - 2 CMPS = 2 points
    - 3 CMPS = 3 points

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- 4 CMPS = 4 points
- 5 or more CMPS = 5 points
- Safety
  - Based on FHWA Crash Reduction Factors (10 pts)
  - CRF < 10% = 0 points
  - CRF > 10% = 2 point
  - CRF > 20% = 4 points
  - CRF > 30% = 6 points
    - CRF > 40% = 8 points
    - CRF > 50% = 10 points
  - <http://www.cmfclearinghouse.org/>
  - <http://safety.fhwa.dot.gov/tools/crf/>

### **Mode effectiveness-bicycle and pedestrian**

- Missing Link (5 pts)
  - Both sides connect to existing Bike/Ped facility
  - Scale by distance of continuous facility (on residential collector or higher)
    - < .5 mi 1 point
    - .5 mi to 2 mi 3 points
    - >2 mi 5 points
- Overcoming an Obstacle (5 pts)
  - Project must create the crossing, not improve an existing crossing
    - Limited-access facility, Railroad, Major Stream (USGS) 5 points
    - Other 4+ Lane Roadway 3 points
- Connections (5 pts)
  - .5 mi to other mode/greenway or activity center (i.e. school, parks/rec, government facility, shopping center, high density res, etc.)
    - Points per connection
- Improve Commuter Patterns (5 pts)
  - Serves a footpath (residential collector or higher)
  - Within +/- .25 mi of existing or proposed transit services
- Safety (5 pts)
  - Project addresses a documented safety issue (TEAAS Crash Report)

### **Selection Criteria for Bicycle and Pedestrian Projects Funded with Transportation Alternatives Program (TAP) (Maximum of 100 points):**

- Geographic Equity— (5 or 10 points)
  - 10 points to local jurisdictions with a population under 20,000 in the MPO,
  - 5 points to local jurisdictions with a population of 20,000 or greater in the MPO.
- Local Priority (up to 20 points)
  - 1<sup>st</sup> Priority- 20 Points
  - 2<sup>nd</sup> Priority- 10 Points
  - All Other Priorities- 5 Points
- Local Match (up to 15 points)

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- Local match points: Minimum Match Required – 20% (0 points); if local match is at least 30% - 5 points; If local match is at least 40% - 10 points; if local match is at least 50%-15 points
- Plan Compliant (up to 10 points)
  - Bicycle or pedestrian projects in a local or regional adopted bicycle, pedestrian or greenways plan—10 pts; comprehensive plan-5 pts
- Project phase (10/5/3)<sup>1</sup>
  - Construction Projects – 10 points
  - NEPA and/or Design Projects – 5 points
  - ROW-3 points
- Prior Funding (up to 10 pts)
- Mode-effectiveness (up to 30 pts-bike ped)
  - Missing Link factor (5 pts)
  - Overcoming an obstacle factor (10 pts) overcoming an obstacle such as a river/creek crossing, interstate or major arterial crossing
  - Connections within ½ mile to other mode, greenway or activity center (up to 10 pts)
  - Safety (up to 5 pts)
- Cost effectiveness (up to 10 pts)
  - Cost Effectiveness calculated as: (Total Points – Local Match Points) / Program Cost
  - Scaled with top project earning 13 points

### Next Steps after a Project is Funded

The graphic below illustrates the typical steps in bringing a federally-funded roadway project to construction. FBRMPO staff will work with the local government applicants for STBG-DA and TAP funding to designate a project manager who would ideally remain with the project for the duration (including being present for any follow-up federal audits which might come up). MPO staff will facilitate the initial communication between the local project sponsor and the NCDOT Programs Management Office, to discuss the Inter-Local Agreement and other future steps.

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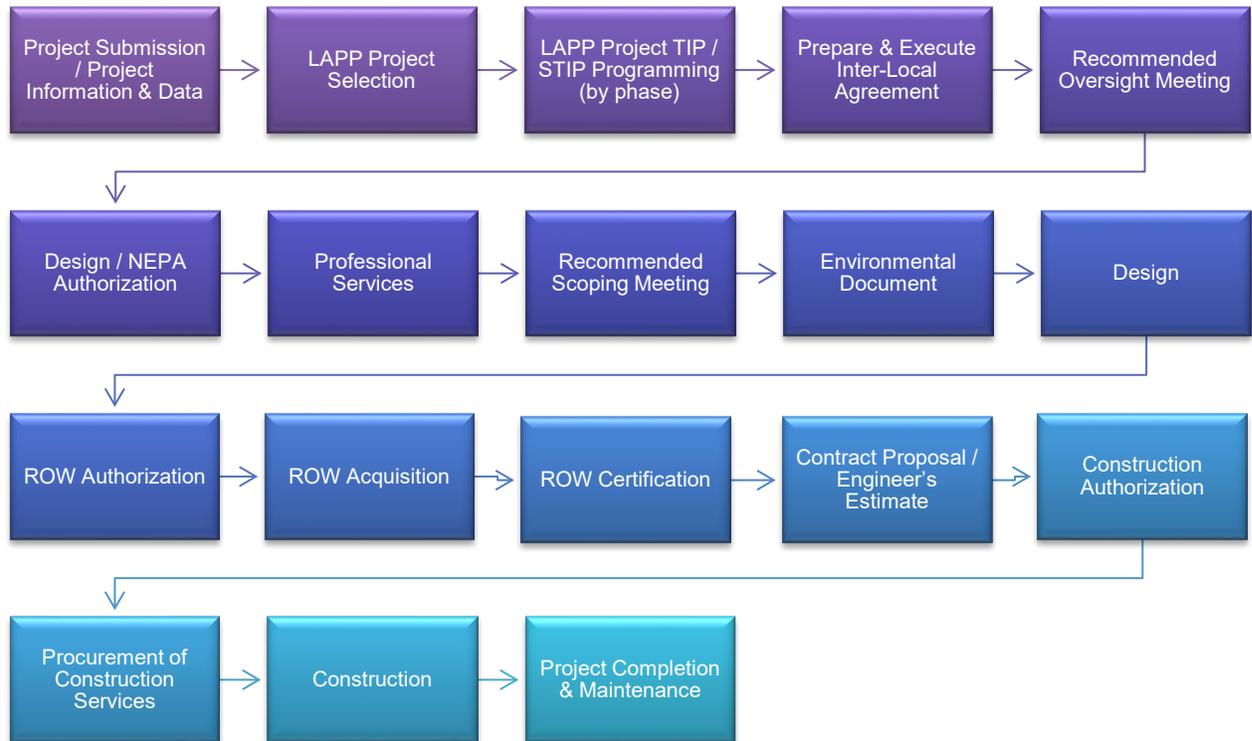
<sup>1</sup> At this time, feasibility and planning studies not eligible to be funded under the Transportation Alternatives Program  
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Chart: Steps in Bringing a Locally-Administered Project to Construction (Source: CAMPO)



## Update to the LAPP Program

The FBRMPO Prioritization Subcommittee will review the outcome of the 2022 call for STBG-DA and TAP projects and make updates as necessary. The next scheduled call for projects for STBG-DA and TAP funding is scheduled for Winter 2022.

Should a project apply for one type of funding but be eligible for both, MPO staff may score and apply STBGDA/TAPDA funds to the project.

## Obligatory Monitoring of STBG-DA Funds

Each phase of a project with STBG-DA and/or TAP funds can apply for two one-year extensions beyond the allocation year. If project funds remain un-obligated by the end of this two-year grace period, funds are at risk of being removed from the project. The MPO staff will provide regular reports to both the TCC and the MPO Board of those projects with STBG-DA and/or TAP funds that are approaching this milestone. The reporting will include information on the age of the funds, the phases programmed, and the length of time passed beyond the estimated obligation date (i.e., months "past due").

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FBRMPO staff will notify the project sponsor when any STBG-DA or TAP funds are 12 months past the estimated obligation date and again when they are 18 months past the estimated obligation date (before the two-year grace period expires). If a project is delayed by more than two years, the project sponsor will be required to prepare a brief narrative outlining the reasons for the delay in preparation for presentation to the TCC. FBRMPO staff, along with the TCC input will determine whether or not an obligation date extension beyond the two-year grace period is warranted. The length of any obligation date extension will be determined on a case-by-case basis. The TCC will then make a recommendation to the MPO Board.

### STBG-DA and TAP Frequently Asked Questions

- 1. Can I fund a planning or feasibility study with STBG-DA and TAP funds? Is there a local match required?**  
Answer: not in this call for projects- funding has been broken out for planning studies and there will be an annual call for planning studies in the fall.
- 2. Is a transit project eligible for STBG-DA?** Answer: yes, transit capital projects (i.e. purchase of vehicles, a new transit station or installation of transit charging equipment) would be eligible for STBG-DA as long as such project is eligible for FTA 5307. Once selected for funding, MPO staff will work with local project sponsors to “flex” STBG-DA funded transit capital projects to FTA 5307 funding category so that project oversight occurs under the FTA umbrella. Transit operations costs are not eligible for STBG-DA.
- 3. Is a parking study eligible for STBG-DA?** Answer: parking studies are not eligible for this call for projects but are eligible in the MPO’s Call for Planning Projects, held annually in the fall.
- 4. Do right-of-way, preliminary engineering and construction phases of projects funded with STBG-DA and TAP need to be added to the TIP/STIP?** Answer: yes, any phase of the project receiving federal funding beyond a planning/feasibility study will need to be programmed in the TIP/STIP. MPO staff will work with local project sponsors to amend the TIP/STIP for the projects selected for funding.
- 5. Is bicycle wayfinding signage eligible for STBG-DA and TAP funding?** Answer: yes, local sponsors can apply for both funding sources, STBG-DA and TAP for bike route signs.
- 6. Is general wayfinding signage eligible for STBG-DA or TAP funding?** Answer: yes, general wayfinding signage is an eligible use of STBG-DA funds. The signs have to meet requirements in the MUTCD (see <http://mutcd.fhwa.dot.gov/>)
- 7. Is a bicycle share project eligible for STBG-DA and TAP funding?** Answer: yes, the capital costs associated with installing and purchasing needed equipment for a bicycle share would be eligible for STBG-DA and TAP funding. Regular operating costs of a bicycle share are not eligible.
- 8. Is a landscaping project eligible for STBG-DA or TAP funding?** Answer: generally no. A landscaping project with the purpose of community improvement i.e. screening of or removing a junk yard would be eligible for TAP funds.

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## Staff Report & Recommendations

9. **Is there a minimum or maximum project cost requirement?** Answer: while there is not a minimum or maximum currently required in the French Broad River MPO region, construction projects below \$100,000 in cost are not recommended due to high administrative burden even for a smaller construction project. The maximum amount is based on the total amount of funding available for a call for projects.
10. **Does a roadway project need to be in the Metropolitan Transportation Plan (MTP) prior to application?** A roadway project does not need to be listed in the MTP prior to applying. Projects listed in the MTP will receive extra points when scoring. MPO staff will work with the project sponsor, if the project is selected for funding, to draft an MTP amendment if needed. However, it is recommended that the roadway projects other than intersection and operational improvement-type projects be already included in the CTP (Comprehensive Transportation Plan) or originate from an adopted local plan such as a corridor study or a multi-modal transportation study.
11. **Are recreational trails eligible for TAP funding?** Answer: FBRMPO TAP funds are only available for transportation-related bicycle and pedestrian projects. If the multi-use path or greenway project in question connects to activity centers and serves a transportation purpose it would be eligible. For a purely recreational greenway/trail project, local government sponsor would need to apply to the Recreational Trail program administered by DENR. See more info about the Recreational Trail Program at [http://www.ncparks.gov/About/trails RTP.php](http://www.ncparks.gov/About/trails_RTP.php)
12. **If my project is funded, when would I receive the funds?** Answer: STBG-DA and TAP funds are available on a reimbursement basis. After a project is selected for funding, **it has to go through additional steps such as a TIP/STIP Amendment, executing a municipal agreement with NCDOT**, receiving authorization to proceed with the specific phase of the project, etc. Once the funding for a particular phase of the project is obligated, local government project sponsor is responsible for incurring the costs first and then requesting a reimbursement for 80% federal share. You can refer to the municipal agreement for additional information on timelines. Additionally, FY 2027 funds are available no earlier than October, 2026 and FY 2028 funds are available no earlier than October, 2027.

# FRENCH BROAD RIVER

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## Staff Report & Recommendations



### French Broad River MPO TIP Amendment Form

Local sponsors may use this form to request future changes to STBG-DA and TAP projects, as well as other TIP changes that might be required.

Date: \_\_\_\_\_

Sponsor Name (Division, Municipality, Agency, etc.): \_\_\_\_\_

Person

Requesting/Title: \_\_\_\_\_

Check if the person is a member/alternate of the FBRMPO TCC                      Yes                      No

If not, has the appropriate member/alternate of the FBRMPO TCC been notified?                      Yes                      No

Telephone

Number: \_\_\_\_\_

### PROJECT LOCATION AND DESCRIPTION (If not in current program)

If in current program, TIP/STIP ID#: \_\_\_\_\_

Division                      County  
:                      :                      \_\_\_\_\_

Please describe project location, description and the impetus for this project (if new); or changes to existing project (if existing). Attach site location map and additional pages as needed:

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### DESIRED PROJECT CONSTRUCTION/IMPLEMENTATION SCHEDULE

Requested Right of Way

Acquisition: \_\_\_\_\_

Requested PE: \_\_\_\_\_

Requested

Construction/Implementation: \_\_\_\_\_

### PROJECT COSTS

Right of Way Cost

Estimate: \_\_\_\_\_

Construction Cost

Estimate: \_\_\_\_\_

**How will project be funded?** Please describe portion of federal, state and local funding and specific federal funding type expected (i.e. STBG-DA). If previously shown in TIP/STIP, describe changes to funding amounts and type.

Local:	
State:	
Federal: (amount and type of funding if known)	

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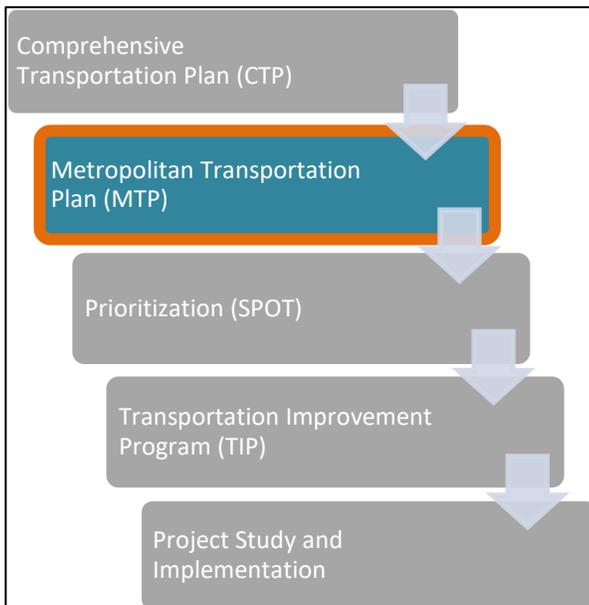
## Staff Report & Recommendations

# Item 4A:

## Proposed I-26 Interchange Amendment to the 2045 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. NOTE: an amendment was made in June, 2021.



### Amendment 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. The project's TIP ID is HE-0001.

MTP ID	TIP ID	Route	From/To	Improvement	Estimated Cost	Amendment Detail
HD134532	HE-0001	I-26	Near Milemarker 35	Construct New Interchange and Access Road to Fredrick Law Olmsted Way East	\$30,000,000	Add Project to the MTP at the request of NCDOT

### Project Background

#### HE-0001 Project Background

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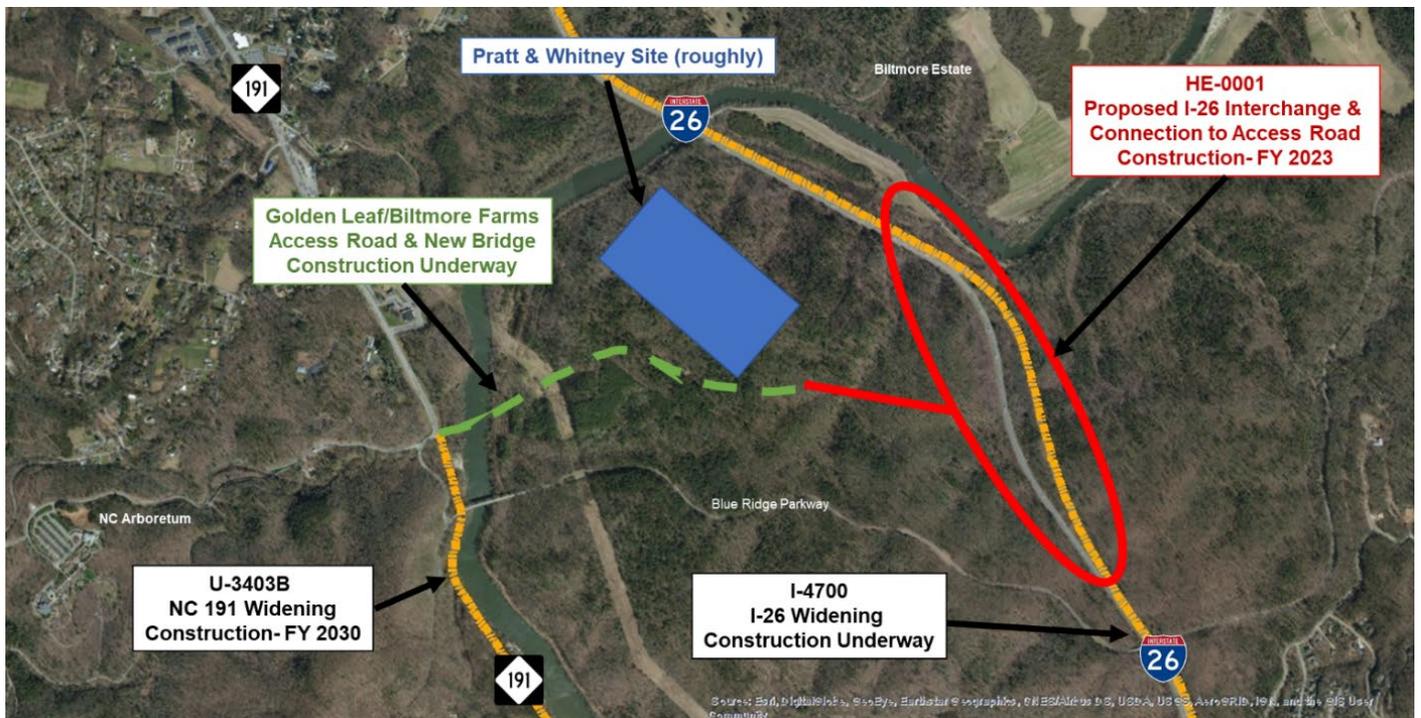
## Staff Report & Recommendations

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 (Project Ranger) 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 development, NCDOT has started design work on 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 \$30 million but that cost may change based on a number of factors to be determined during design, including potential impacts to the Biltmore Estate.

TO BE CLEAR: the proposed amendment to the MTP is only considering the interstate interchange and roadway connection outlined in the map above, not the new bridge over the French Broad River connecting to the Pratt and Whitney facility.



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### 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 (potentially entirely) 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 road accessing development to the west of I-26 and connecting to the access road that would allow travelers to access NC 191, providing more east-west connectivity in the area.

The HE-0001 has an aggressive timetable, with plans to let the project in fall/winter of 2022 and environmental documentation already underway.

### About the Funding

(Updated Since August, 2021)

The North Carolina budget was passed in November, 2021 and included \$30 million for the interchange project. This funding is considered to be coming from Commerce, not Transportation, so the \$30 million should NOT impact existing transportation budgets. As currently estimated, the \$30 million is expected to cover the costs of the project.

However, in addition to the \$30 million allotted in the State budget, the Appalachian Regional Commission (ARC) awarded funding to the project and an application has been submitted to the Economic Development Administration (EDA) for additional funding as well.

Another application was made to USDOT for a RAISE grant. This was discussed at the June, 2021 MPO Board meeting. However, this application was NOT successful and funds were not awarded.

Currently Available Funding for the Project:

Funding Program	Amount Awarded to HE-0001
North Carolina Budget/Commerce Funds	\$30,000,000
Appalachian Regional Commission (ARC)	\$2,300,000

Should costs increase significantly, NCDOT has the option to utilize an additional \$10,000,000 from the Division Needs “pot” of funds. As noted in previous meetings, this is allowable under the Strategic Transportation Investments (STI) Law but would require the MPO’s approval of a TIP Amendment. At this time, NCDOT believes that the project should be feasible without having to utilize these funds.

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

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§ 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.*

To note: utilizing funding from Division Needs may result in schedule changes to other committed projects in Division 13.



**If the MPO votes in favor of adding the project to the MTP:**

-the project will proceed with environmental documentation, and eventually construction

**If the MPO votes against adding the project to the MTP:**

-the project cannot receive the final approvals necessary from FHWA to receive an interchange permit, making the project unable to proceed

Attached below is the traffic forecast for HE-0001 as completed by NCDOT and its consultants.

## TRAFFIC FORECAST COVER LETTER

June 29, 2021

MEMORANDUM TO: H. McCray Coates  
NCDOT Division 13 Project Manager

FROM: Peter Trencansky, PE, PTOE, AICP  
Patriot Transportation Engineering, PLLC

SUBJECT: Traffic Forecast for HE-0001  
Buncombe County  
I-26, Proposed New Interchange (Exit 35) at NC 191 Connector

***This forecast has been reviewed and approved by the NCDOT Transportation Planning Division on June 29, 2021.***

Please find attached the 2021 and 2045 traffic forecast for STIP Project HE-0001 in Buncombe County Counties. The proposed project, HE-0001, would provide direct access to I-26 and a connection to the roadway under construction from NC 191 to the future site of the Pratt & Whitney manufacturing facility. This traffic forecast for this project was requested by NCDOT Division 14 in support of project development activities, including environmental documentation and design for the project.

The project is located within the boundaries of the French Broad River Metropolitan Planning Organization (FBRMPO). The following five scenarios are provided in this forecast:

- 2021 Base Year (Existing Conditions)
- 2021 Base Year Build Alternative
- 2045 Future Year No-Build
- 2045 Future Year No-Build (reduced development)
- 2045 Future Year Build Alternative

### Fiscal Constraint

The project is located within the FBRMPO boundaries; therefore, the travel demand model and traffic forecast are fiscally constrained to match the assumptions of the corresponding Metropolitan Transportation Plan (MTP).

The study project is currently not included in the *French Broad River MPO Metropolitan Transportation Plan 2045* (adopted on September 24, 2020); however, an amendment of MTP is currently underway.

The 2045 MTP includes the following projects in the area which are anticipated to affect travel patterns on the subject project and are described as follows:

- HS4502 (I-4700) – I-26 Widening from NC 280 to I-40
- HR4514 (I-4400) – I-26 Widening from US 25 to NC 280
- HS4506 (I-2513C) – I-26/I-40/I-240 interchange improvement
- HR4501 (I-2513A) – I-26/I-240 Widening from I-40 to Haywood Rd

- HR4505 (I-2513B) – I-26 Connector from Haywood Rd to Broadway
- HR4507 (U-3403B) – NC 191 Widening from Ledbetter Rd to North of Blue Ridge Parkway
- HR4515 (U-3403A) – NC 191 Widening from NC 146 to NC 280
- HD134510 (U-6047) - NC 112 (Sand Hill/Sardis) Widening from NC 191 to US 19/23
- HR4509 (U-2801A) – US 25A (Sweeten Creek Rd) Widening from Rock Hill Road to US 25 (Hendersonville Rd)
- HD134517 – US 25 (Hendersonville Rd) from I-40 to Blue Ridge Parkway – Access Management
- HR4516 – US 25 (Hendersonville Rd) from Blue Ridge Parkway to NC 146 (Long Shoals Rd) – Access Management
- HR4517 – US 25 (Hendersonville Rd) from NC 146 (Long Shoals Rd) to NC 280 (Airport Rd) – Access Management
- HS4510 (I-6054C) – I-40 Widening from SR 1200 (Wiggins Rd) to SR 1224 Monte Vista Rd

### Travel Demand Model

The French Broad River MPO Travel Demand Model (2015/2045 FBRMPO TDM v1.1, issued 4/28/21), developed in TransCAD version 8 Build 22360 (provided by NCDOT), was utilized as a tool in the development of the forecast.

### Forecast Methodology

The 2021 Base Year No-Build traffic volumes and design factors were developed based upon current counts, historic counts and historic AADT trend projections. The 2045 future year no-build traffic volumes generally included the development of compound annual growth rates between two model years. The build alternative volumes generally included the development of diversion rates between like model years with different scenarios. The compound annual growth rates or diversion rates were then applied to the AADT volumes from another scenario to develop initial volumes for each scenario. Engineering judgment adjustments were applied as needed in finalizing the volumes in order to develop a balanced forecast.

### Interpolation/Extrapolation

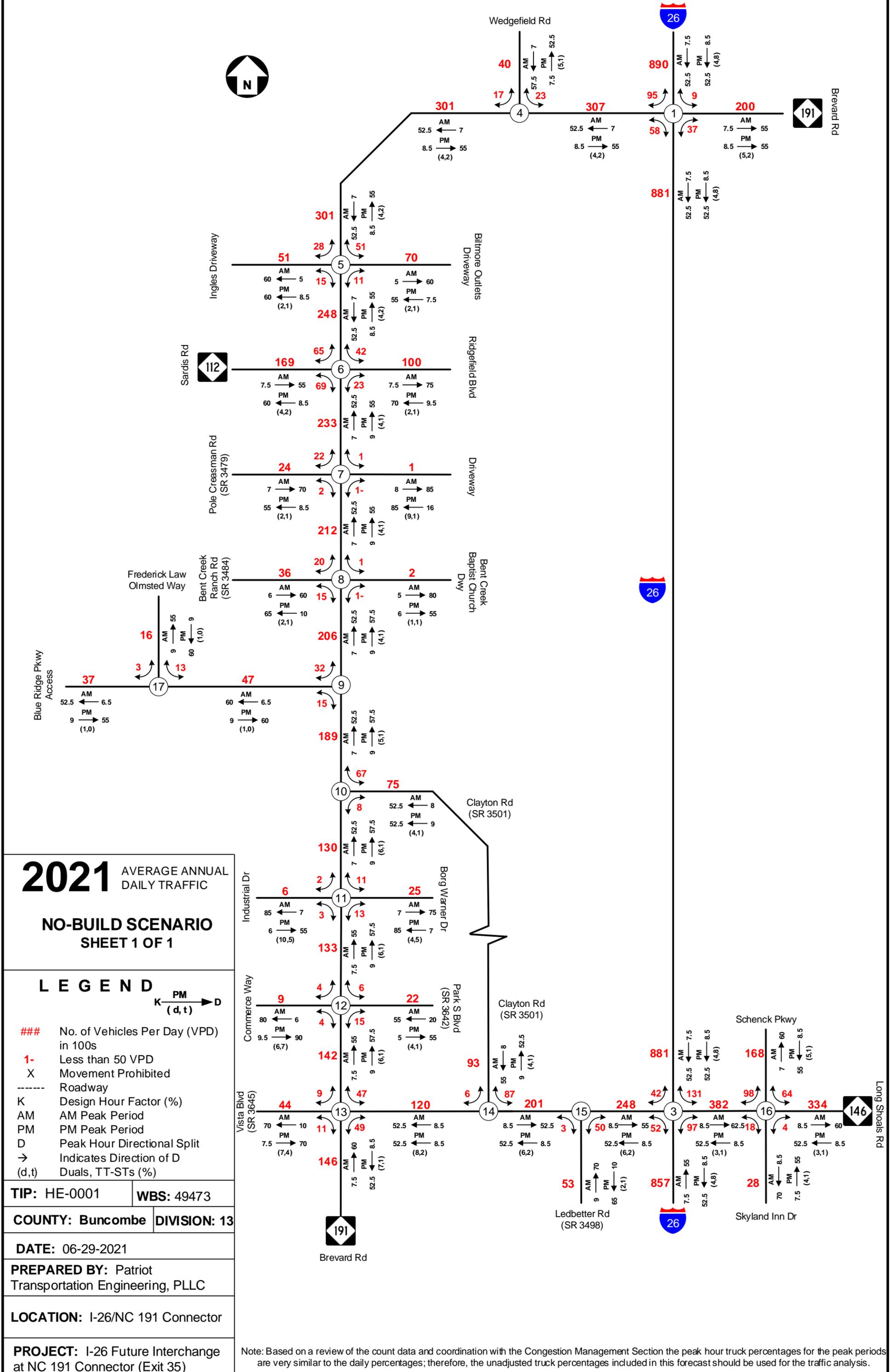
To estimate AADT volumes between 2021 and 2045, straight line interpolation between the 2021 and the 2045 scenarios is acceptable. AADT volumes may be extrapolated for up to two years immediately following 2045. If it is determined that any of these assumptions have become inconsistent with the project and surrounding area activity, please request updated projections at this location.

### COVID-19 Pandemic Considerations

Until the effects of COVID-19 on travel patterns and traffic volumes are known, a methodology to project future traffic volumes is needed to allow for the planning and design of projects. At this point the most reasonable approach is to determine the current traffic volumes in the study area and compare them against Pre-COVID data sets. As an additional point of comparison in developing current traffic volumes during the pandemic, the volumes will be normalized to pre-COVID volumes based on a comparison of volume data collected from StreetLight Data, Inc. The normalized volumes provide another measure to compare against when utilizing engineering judgment in the traffic forecasting process. The normalized volumes will essentially equate the current volumes back to pre-pandemic volume based on a comparison of current and pre-COVID traffic volumes.

The effect of this methodology will essentially freeze volumes at their pre-pandemic volume from early-2020 through the end of 2021 (or roughly a 2-year period). The forecast will then project growth based on the currently adopted local plans and travel demand model between 2022 and 2045.

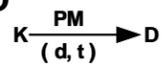
cc: Steve Cannon, Division 13, Division Project Development Engineer ([slcannon@ncdot.gov](mailto:slcannon@ncdot.gov))  
NCDOT Traffic Forecast Engineer ([trafficforecast@ncdot.gov](mailto:trafficforecast@ncdot.gov))  
Daniel Sellers, NCDOT Transportation Planning Unit MPO Contact ([dcsellers1@ncdot.gov](mailto:dcsellers1@ncdot.gov))



# 2021 AVERAGE ANNUAL DAILY TRAFFIC

## NO-BUILD SCENARIO SHEET 1 OF 1

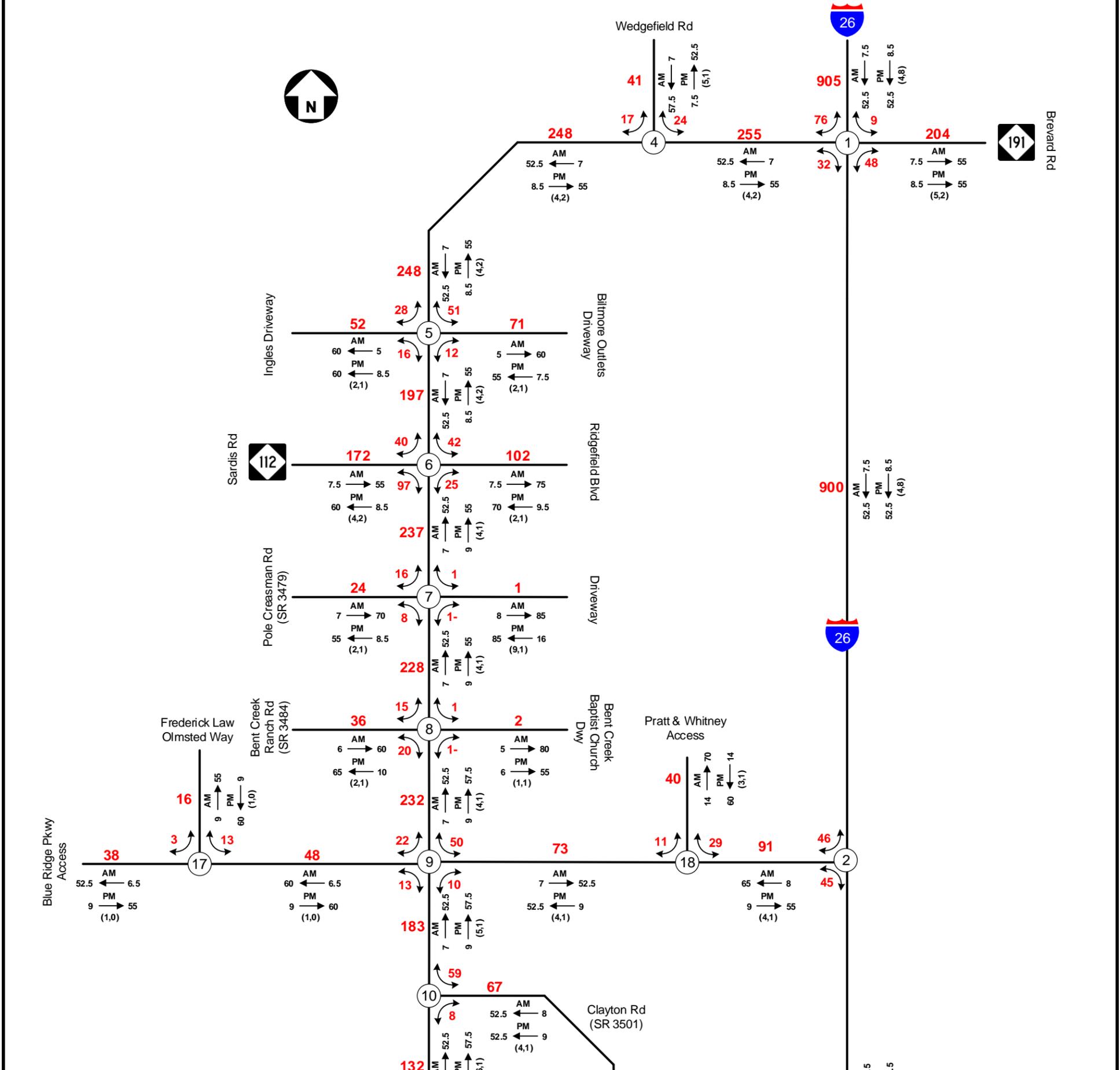
### LEGEND



- ### No. of Vehicles Per Day (VPD) in 100s
- 1- Less than 50 VPD
- X Movement Prohibited
- Roadway
- K Design Hour Factor (%)
- AM AM Peak Period
- PM PM Peak Period
- D Peak Hour Directional Split
- Indicates Direction of D
- (d,t) Duals, TT-STs (%)

TIP: HE-0001	WBS: 49473
COUNTY: Buncombe	DIVISION: 13
DATE: 06-29-2021	
PREPARED BY: Patriot Transportation Engineering, PLLC	
LOCATION: I-26/NC 191 Connector	
PROJECT: I-26 Future Interchange at NC 191 Connector (Exit 35)	

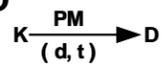
Note: Based on a review of the count data and coordination with the Congestion Management Section the peak hour truck percentages for the peak periods are very similar to the daily percentages; therefore, the unadjusted truck percentages included in this forecast should be used for the traffic analysis.



# 2021 AVERAGE ANNUAL DAILY TRAFFIC

## BUILD SCENARIO SHEET 1 OF 1

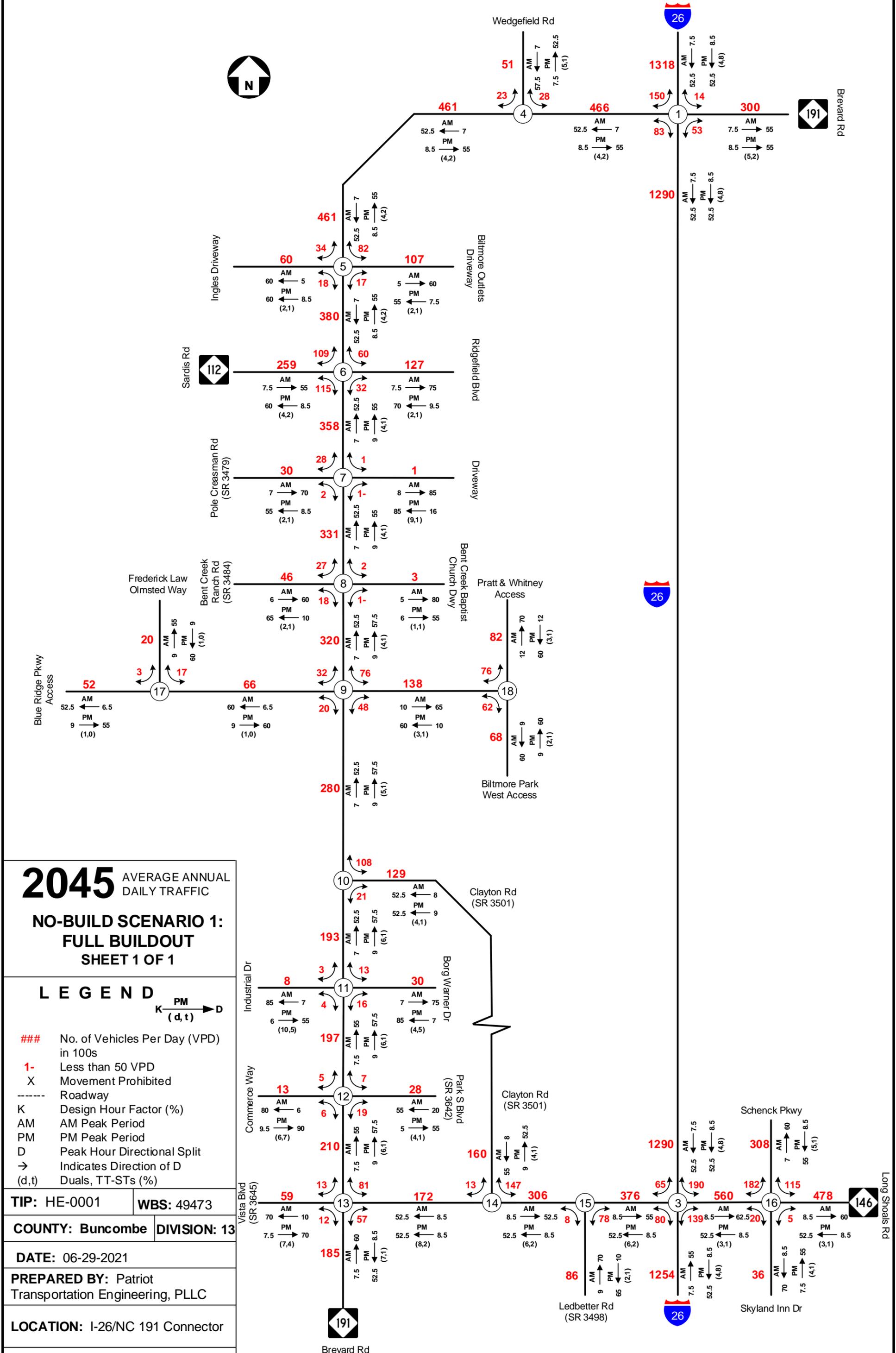
### LEGEND



- ### No. of Vehicles Per Day (VPD) in 100s
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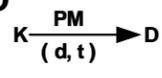
TIP: HE-0001	WBS: 49473
COUNTY: Buncombe	DIVISION: 13
DATE: 06-29-2021	
PREPARED BY: Patriot Transportation Engineering, PLLC	
LOCATION: I-26/NC 191 Connector	
PROJECT: I-26 Future Interchange at NC 191 Connector (Exit 35)	

Note: Based on a review of the count data and coordination with the Congestion Management Section the peak hour truck percentages for the peak periods are very similar to the daily percentages; therefore, the unadjusted truck percentages included in this forecast should be used for the traffic analysis.



**2045** AVERAGE ANNUAL DAILY TRAFFIC  
**NO-BUILD SCENARIO 1: FULL BUILDOUT**  
 SHEET 1 OF 1

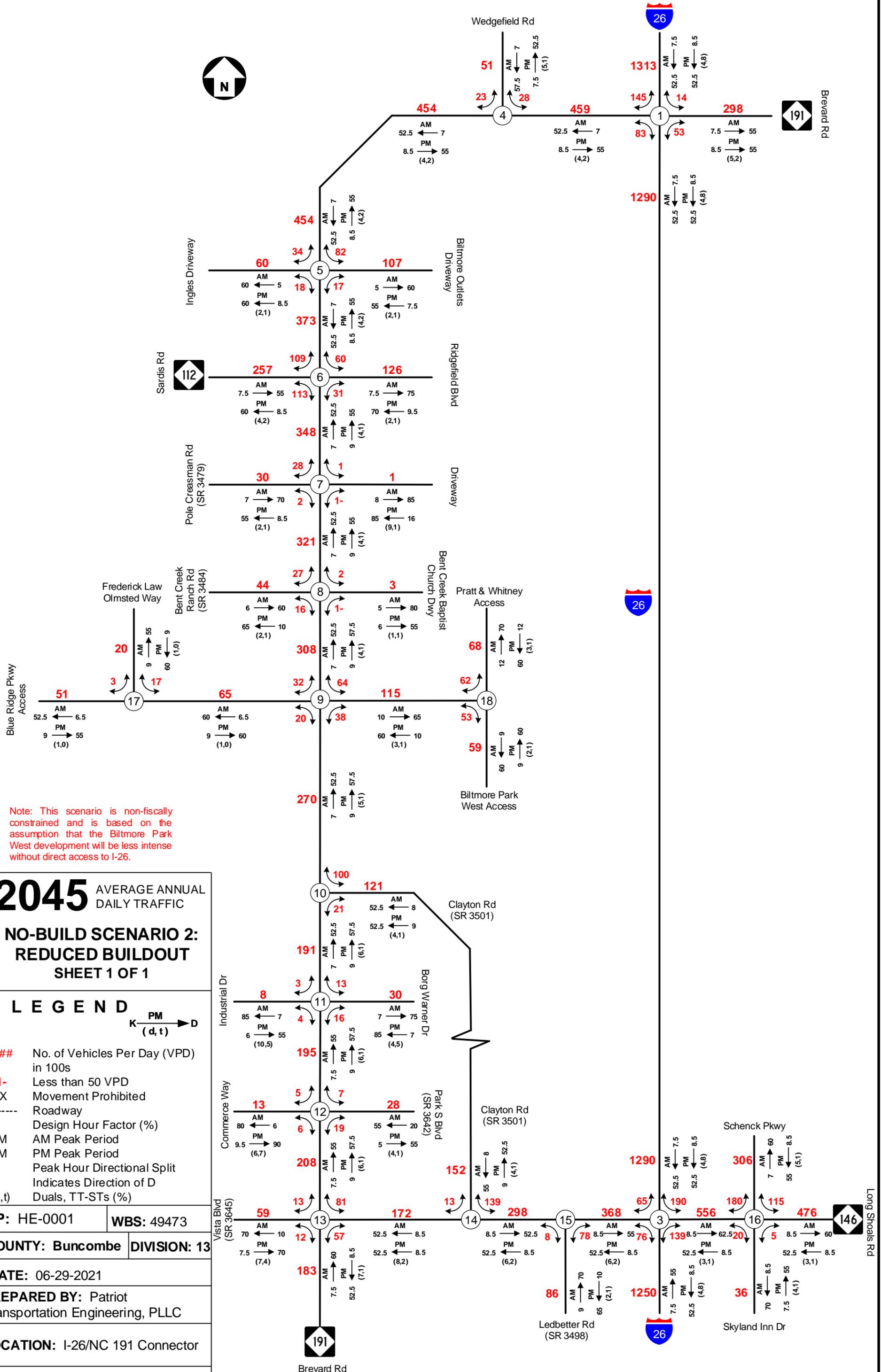
**LEGEND**



- ### No. of Vehicles Per Day (VPD) in 100s
- 1- Less than 50 VPD
- X Movement Prohibited
- Roadway
- K Design Hour Factor (%)
- AM AM Peak Period
- PM PM Peak Period
- D Peak Hour Directional Split
- Indicates Direction of D
- (d,t) Duals, TT-STs (%)

TIP: HE-0001	WBS: 49473
COUNTY: Buncombe	DIVISION: 13
DATE: 06-29-2021	
PREPARED BY: Patriot Transportation Engineering, PLLC	
LOCATION: I-26/NC 191 Connector	

Note: Based on a review of the count data and coordination with the Congestion Management Section the peak hour truck percentages for the peak periods are very similar to the daily percentages; therefore, the unadjusted truck percentages included in this forecast should be used for the traffic analysis.



Note: This scenario is non-fiscally constrained and is based on the assumption that the Biltmore Park West development will be less intense without direct access to I-26.

# 2045 AVERAGE ANNUAL DAILY TRAFFIC

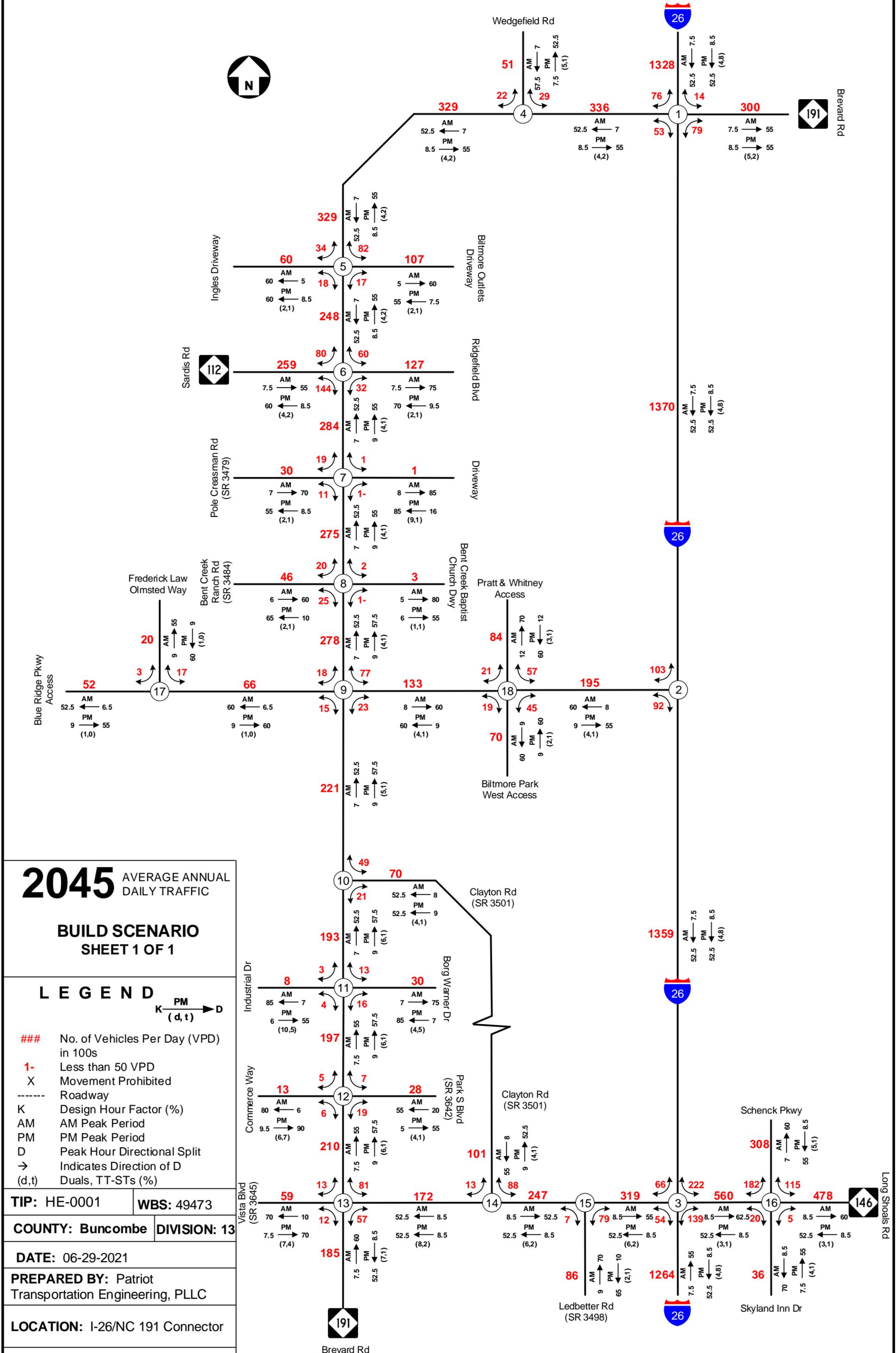
## NO-BUILD SCENARIO 2: REDUCED BUILDOUT

### SHEET 1 OF 1

- ### LEGEND
- ### No. of Vehicles Per Day (VPD) in 100s
  - 1- Less than 50 VPD
  - X Movement Prohibited
  - Roadway
  - K Design Hour Factor (%)
  - AM AM Peak Period
  - PM PM Peak Period
  - D Peak Hour Directional Split
  - Indicates Direction of D
  - (d,t) Duals, TT-STs (%)

TIP: HE-0001	WBS: 49473
COUNTY: Buncombe	DIVISION: 13
DATE: 06-29-2021	
PREPARED BY: Patriot Transportation Engineering, PLLC	
LOCATION: I-26/NC 191 Connector	

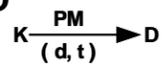
Note: Based on a review of the count data and coordination with the Congestion Management Section the peak hour truck percentages for the peak periods are very similar to the daily percentages; therefore, the unadjusted truck percentages included in this forecast should be used for the traffic analysis.



**2045** AVERAGE ANNUAL DAILY TRAFFIC

**BUILD SCENARIO SHEET 1 OF 1**

**LEGEND**



- ### No. of Vehicles Per Day (VPD) in 100s
- 1- Less than 50 VPD
- X Movement Prohibited
- Roadway
- K Design Hour Factor (%)
- AM AM Peak Period
- PM PM Peak Period
- D Peak Hour Directional Split
- Indicates Direction of D
- (d,t) Duals, TT-STs (%)

TIP: HE-0001      WBS: 49473

COUNTY: Buncombe      DIVISION: 13

DATE: 06-29-2021

PREPARED BY: Patriot Transportation Engineering, PLLC

LOCATION: I-26/NC 191 Connector

PROJECT: I-26 Future Interchange at NC 191 Connector (Exit 35)

Note: Based on a review of the count data and coordination with the Congestion Management Section the peak hour truck percentages for the peak periods are very similar to the daily percentages; therefore, the unadjusted truck percentages included in this forecast should be used for the traffic analysis.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4B:

### 5310 Project Selection

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities) funds are allocated to the Asheville Urbanized Area, with the City of Asheville serving as the designated recipient for these funds. The application process for Section 5310 ran from September 27, 2021 through November 19, 2021. Additional information about Section 5310 is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>.

The 5310 Grant has two categories for funding:

- Traditional/Capital projects: at least 55% of the total funding amount has to go to “traditional” projects.
- Other/Operations projects: no more than 45% of the total funding amount can go to these projects

<b>FY2021 5310 Available Funding</b>	\$ 354,278	55% of Funds (Traditional)*	\$ 194,853
<b>Admin</b>	\$ 35,428	35% of Funds (Other)*	\$ 123,997
<b>After 10% Admin</b>	\$ 318,850	*Note: percentage divisions are calculated before 10% admin	

<b>ARPA 5310**</b>	\$60,154
<b>10% Admin</b>	\$6,015
<b>ARPA After Admin</b>	\$54,139

\*\*Note that ARPA funds are only available for operations (other) projects.

In December's Prioritization Subcommittee meeting, MPO staff presented the various projects that had been submitted for funding and potential alternatives for funding 5310 programs. The Subcommittee moved to vote on updated alternatives in the January meeting after recommending that one project (Recovery to Career) apply for JARC funding instead of 5310 funding to maximize the amount of funding that would be able to support Traditional 5310 projects.

In the process of updating alternatives, MPO Staff noted that with the Recovery to Work program being submitted through JARC, there would be an additional \$9,516 in 5310 ARPA funding unprogrammed. Staff reached out to the two Other applicants (Madison County and the Council on Aging). The Council on Aging was interested in and able to apply for the remaining ARPA funds.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### Funding Breakdown for Alternatives

FY2021 5310 Available Funding	\$354,278	100% of Funds (Traditional)*	\$318,850
Admin	\$35,428	0% Funds (Other)*	\$---
After 10% Admin	\$318,850		
ARPA 5310	\$60,154		
Admin	\$6,015		
ARPA 5310 after Admin	\$54,139		

The table below shows the submitted projects and their scores after receiving Subcommittee members' completed scorecards.

Applicant	Traditional or Other	Project Title	Impact	Funding Requested	Local Match	Total Cost	Project Needs & Goals (35)	Project Budget & Operational Preparedness (25)	Project Implementation (25)	Equity, Outreach, & Partnerships (15)	BONUS (5)	Total Score (out of 100)
City of Asheville	Traditional	Asheville Paratransit	34,396	\$ 210,000	\$ 52,500	\$ 262,500	33	11	24	15	4	<b>87</b>
Buncombe County	Traditional	SEDAP	54,067	\$ 128,544	\$ 32,136	\$ 160,680	35	20	25	15	4	<b>98</b>
Council on Aging	Other	Call A Ride	100	\$ 30,432	\$ 30,432	\$ 60,864	35	5	25	15	0	<b>80</b>
Madison County	Other	Expanded Transportation	3000	\$ 23,707	\$ 23,707	\$ 47,415	35	15	23	12	0	<b>78</b>

### Prioritization Subcommittee Recommendations for Funding

The Prioritization Subcommittee members' scores for submitted projects were combined and averaged before the Subcommittee made a recommendation for funding. Prioritization recommended the TCC support Alternative 2B.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

### Alternative 2B:

Fund Madison County and Call-A-Ride projects using ARPA funding. Use all of 5310 funds for Traditional Projects.

Fund highest scoring Traditional Project fully (Buncombe County SEDTAP) and fund second highest scoring project with remainder of funding available (City of Asheville Paratransit).

### Alternative 2B

Project	Funding Recommendation	Funding Requested	Percentage of Request Funded	Funds Used
Asheville Paratransit	<b>\$190,306</b>	\$210,000	<b>91%</b>	5310 Traditional
Buncombe SEDTAP	<b>\$128,544</b>	\$128,544	<b>100%</b>	5310 Traditional
Call-A-Ride	\$30,432	\$30,432	100%	ARPA 5310
Madison County	\$23,707	\$23,707	100%	ARPA 5310

## Action Required

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4C:

## 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 (Fall 2021) ran from September 27<sup>th</sup> to November 19<sup>th</sup>, 2021. Additional information about the program is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>.

FBRMPO Fall 2021 JARC Call for Projects	
Regional JARC using FY2021 at 10% of FTA Section 5307 allocation to the Asheville UZA	\$343,962

The MPO received two applications for JARC during the Fall 2021 Call for Projects. The City of Asheville applied for funding for Route 170 Transit Operations and Friends of Land of Sky applied for their Recovery to Career project.

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
Friends of Land of Sky*	Recovery to Career	Provide vanpool service to recovering addicts from halfway houses/sober living homes in Asheville to manufacturing jobs in Canton/Fletcher.	\$30,000

\*Note: originally this project was submitted for 5310 funding; however, it was re-submitted as JARC at the request of the Prioritization Subcommittee and aligns with the purpose of the JARC program.

# FRENCH BROAD RIVER

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The Prioritization Subcommittee recommended both projects be fully funded.

Even after funding both projects, there was still a large sum of funding that was unable to be programmed (\$82,404). The Prioritization Subcommittee asked that options on how to address those funds be presented to the Regional Transit Operators Group and that the group provide a recommendation for the Subcommittee to discuss at their next meeting.

**Action Required: Recommend funding to Board.**

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4D:

## Safety Performance Targets

### Background

The Federal Highway Administration (FHWA) established five highway safety performance measures in 2016 with regulations set forth in the Federal MAP-21 and FAST Act transportation funding bills. These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

These targets are established annually, are based on 5 year rolling averages, and are for calendar years. North Carolina state targets are set in agreement with our Strategic Highway Safety Plan (SHSP) (<https://spatial.vhb.com/ncdotshsp/>) goals.

FHWA guidance allows each MPO to establish safety performance targets by either agreeing to plan and program projects so that they contribute toward the accomplishments of the State DOT performance targets or committing to quantifiable HSIP targets for their specific MPO area. If an MPO establishes its own targets, it will need to do so in coordination with the State per FHWA guidelines. MPOs are not directly assessed by FHWA on their progress towards meeting safety performance targets. MPOs must establish safety performance targets no later than February 27 of each year per FHWA guidance. Please transmit a signed adoption resolution indicating the establishment of safety targets for your MPO or supporting the state's targets.

The goal of the most recent (2019) SHSP is to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050. North Carolina Safety Performance Target Achievement Determination In early 2021, FHWA completed an assessment of target achievement for NCDOT's calendar year (CY) 2019 safety targets, based on the 5-year averages for 2015-2019 for each measure. As per 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress towards meeting its safety performance targets when at least four of the safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance. **Based on FHWA's review, North Carolina has not met or made significant progress toward achieving its safety performance targets.**

As a result, NCDOT must ensure that all HSIP safety funds are obligated and must develop an HSIP Implementation Plan that describes actions the State will take to meet or make significant progress toward

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

achieving its targets. Table 1 below provides a summary of the target achievement determination at the state level. Note that these CY 2019 targets were based off the goal outlined in the 2014 SHSP to reduce fatalities and serious injuries by half by 20

*Table 1: North Carolina Safety Performance Target Achievement Determination Summary for CY 2019*

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	1,214.7	1,410.0	1,363.0	No	No	No
Fatality Rate (5 Year Average)	1.097	1.192	1.214	No	Yes	
Serious Injuries (5 Year Average)	2,490.6	4,078.4	2,860.8	No	No	
Serious Injury Rate (5 Year Average)	2.228	3.422	2.522	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	403.7	515.6	436.2	No	No	

Table 2 below shows what this determination would look like if the state's methodology for establishing the CY 2019 goal (reducing fatalities and serious injuries by half by 2030) was applied to crash data specific to French Broad River MPO.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

Table 2: French Broad River MPO Safety Performance Target Achievement Determination Summary for CY 2019

Performance Measures	5-year Rolling Averages			Target Achieved?	(Actual) Better than Baseline?	Met or Made Significant Progress?
	Target	Actual	Baseline			
	2015 - 2019	2015 - 2019	2013 - 2017			
Fatalities (5 Year Average)	44.8	51.0	50.0	No	No	No
Fatality Rate (5 Year Average)	0.952	1.029	1.052	No	Yes	
Serious Injuries (5 Year Average)	78.4	116.8	84.4	No	No	
Serious Injury Rate (5 Year Average)	1.646	2.327	1.751	No	No	
Non-motorized Fatalities and Serious Injuries (5 Year Average)	13.7	17.6	15.2	No	No	

### 2022 State Safety Performance Targets

2022 state safety performance targets were submitted to FHWA on August 31st, as required, with the submission of the annual Highway Safety Improvement Program (HSIP) report. These targets reflect the 2019 SHSP goal to reduce fatalities and serious injuries by half by 2035, moving towards zero by 2050.

The table below provides crash data specific to the FBRMPO and shows what the safety performance targets would look like if you applied the state's methodology (reducing fatalities and serious injuries by half by 2035). More detailed information specific to your MPO can be found at the following link:

[https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC\\_PerformanceMeasuresData\\_2022Targets\\_FrenchBroadMPO.pdf](https://connect.ncdot.gov/resources/safety/Documents/Crash%20Data%20and%20Information/NC_PerformanceMeasuresData_2022Targets_FrenchBroadMPO.pdf)

Table 4: French Broad River MPO Specific Safety Performance Targets

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	89.6	2.003	15.6
2011 - 2015	46.8	1.030	81.8	1.809	15.6
2012 - 2016	46.0	0.993	74.0	1.599	16.0
2013 - 2017	50.0	1.052	84.4	1.751	15.2
2014 - 2018	52.2	1.076	102.0	2.067	17.2
2015 - 2019	51.0	1.029	116.8	2.327	17.6
2016 - 2020	49.4	0.999	128.0	2.584	18.6
<b>2022 Target</b>	<b>45.4</b>	<b>0.912</b>	<b>108.3</b>	<b>2.151</b>	<b>15.7</b>

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4E:

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

### About the Program

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.

### Amendments Overview

This round includes amendment delays allowing for additional time for right-of-way and construction, add delays for planning and design and construction, delays for additional time for preliminary engineering, delay construction, add utilities not previously programmed, cost increases in excess of \$2 million (\$2,000,000) threshold. In addition, there are amendments to expedite pavement reconstruction and/or to let projects under one contract., accelerate construction schedules. No new projects are being added to the TIP:

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

PROPOSED NEW AMENDMENTS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #9 -January 2022																				
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	
HB-0015	US 19/23/74	Division 14	Haywood	US 19/23/74, REPLACE BRIDGE 430133 OVER JONES COVE ROAD (SR 1527).	Add Project at the Request of the Structures Management Unit. Project Programmed for Preliminary Engineering															
HE-0001	I-26	Division 13	Buncombe	I-26 CONSTRUCT NEW INTERCHANGE AT PRATT AND WHITNEY FACILITY	ADD ECONOMIC DEVELOPMENT PROJECT FOR PRELIMINARY ENGINEERING ONLY															

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #9 - January 2022

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							
BL-0005	NC 251	Division 13	Buncombe	C 251/ SR 1781 (BROADWAY STREET), CONSTRUCT PEDESTRIAN IMPROVEMENTS FROM US 19/23 NORTHBOUND EXIT RAMP TO NORTH OF SR 1477 (RIVERSIDE DRIVE)	ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22, ADD ADDITIONAL FUNDS FOR CONSTRUCTION	\$ 599	PE	BGDA	51																
							PE	S(M)	13																
							C	BGDA		4	423														
							C	S(M)		1	107														
I-5889B	I-40	Division 13	Buncombe	I-40, MILE MARKER 45.25 TO MILE MARKER 50. REHABILITATE PAVEMENT AND PRESERVE BRIDGES 100352, 100356, 100344, 100347, 100339, AND 100334.	MODIFY SCOPE OF WORK AT THE REQUEST OF THE DIVISION. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.	\$ 20,410	C	NHPIM			204	13,457	6,749												
U-5190	NEW LEICESTER HIGHWAY	Division 13	Buncombe	NEW LEICESTER HIGHWAY, NEW LEICESTER HIGHWAY, CITY LIMITS TO PATTON AVENUE IN ASHEVILLE. CONSTRUCT SIDEWALK.	TO ALLOW ADDITIONAL TIME FOR RIGHT-OF-WAY, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 3,220	C	BGANY			2,199														
							C	BGDA		459															
							C	L		664															
U-6251A	NEW ROUTE - ENKA HERITAGE ROAD	Division 13	Buncombe	NEW ROUTE - ENKA HERITAGE ROAD, US 19/23 (SMOKEY PARK HIGHWAY) TO WALKOFF WAY. CONSTRUCT ACCESS ROAD ON NEW	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 2,750	C	APD			18	1,287	445												
							C	L		10	735	255													
U-6251B	US 19/23 (SMOKEY PARK HIGHWAY)	Division 13	Buncombe	US 19/23 (SMOKEY PARK HIGHWAY), ENKA HERITAGE ROAD INTERSECTION. CONSTRUCT FINAL INTERSECTION IMPROVEMENTS	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 1,535	ROW	APF			900														
							C	HP			200														
							C	APD			400														
							C	L			35														

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED/LAPP PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #9 -January 2022

PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST ( in thousands)										POST YEARS						
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029							
EB-5774	NC251	Division 13	Buncombe	NC 251/ SR 1781 (BROADWAY STREET), CONSTRUCT PEDESTRIAN IMPROVEMENTS FROM US 19/23 NORTHBOUND EXIT RAMP TO NORTH OF SR 1477 (RIVERSIDE DRIVE).	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 5,000	ROW	BGDA				176													
							ROW	L				44													
							C	BGDA				2,000													
							C	BGANY				1824													
							C	L				956													
EB-5822	NORTH RAD GREENWAY	Division 13	Buncombe	NORTH RAD GREENWAY, CONSTRUCT MULTI-USE PATH ALONG RIVERSIDE DRIVE FROM HILL STREET TO US 19/23/70 AT BROADWAY	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT-OF-WAY FROM FY 22 TO FY 23	\$ 4,129	ROW	TANNY				103													
							ROW	L				26													
							C	BGDA				1,000													
							C	TAANY				2200													
							C	L				800													
EB-5830	ASHEVILLE, LEXINGTON AVENUE, PATTON AVENUE	Division 13	Buncombe	ASHEVILLE, LEXINGTON AVENUE, PATTON AVENUE TO SOUTHSIDE AVENUE. IMPROVE BICYCLE AND PEDESTRIAN INFRASTRUCTURE.	TO REFLECT CURRENT SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 20 TO FY 22.	\$ 675	PE	BGDA			540														
							PE	L			135														

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED/LAPP PROJECTS IN THE 2020-2025 FBRMPO TIP CONTINUED- Amendment #9 -January 2022

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-5831	COXE AVE	Division 13	Buncombe	ASHEVILLE, COXE AVENUE, PATTON AVENUE TO SHORT COXE AVENUE. IMPROVE BICYCLE AND PEDESTRIAN INFRASTRUCTURE.	TO REFLECT CURRENT SCHEDULE, DELAY PRELIMINARY ENGINEERING FROM FY 20 TO FY 22. ADD RIGHT-OF-WAY IN FY 24 AND CONSTRUCTION IN FY 25 AT THE REQUEST OF THE MPO	\$ 11,825	PE	BGDA				420												
							PE	L				105												
							ROW	BGDA					240											
							ROW	L						60										
							C	BGDA								4,400	4,400							
							C	L							1,100	1,100								
EB-5945	Champion Drive	Division 14	Haywood	TOWN OF CANTON, CHAMPION DRIVE, NORTH CANTON ROAD TO THICKETY ROAD. CONSTRUCT MULTI-USE PATH.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY RIGHT OF WAY FROM FY 21 TO FY 22.	\$ 200	ROW	BGDA				160												
							ROW	L				40												
HL-0014	SR 3214	Division 13	Buncombe	SR 3214 (BILTMORE AVENUE), WHITE FAWN DRIVE INTERSECTION. INSTALL A TRAFFIC SIGNAL AND CONSTRUCT PEDESTRIAN IMPROVEMENTS.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 22 TO 23.	\$ 440	PE	BGDA				32												
							PE	L				8												
							C	BGANY						320										
							C	L								80								

(1) IDENTIFICATION NUMBER
I - Interstate
R, A, X - Rural
M - Special
U - Urban
B - Bridge Replacement
AV - Aviation
E - Enhancements, Call, Bicycle & Pedestrian
EL - Local
ER - Roadside
S - Mitigation
EE - Rest Area
K - Landscape
L - Landscape
P, SB - Passenger Rail
SR - Safe Routes to School
W, SL, SF - Highway Safety
Y, Z - Railroad-Highway Crossings
F - Ferry
FS - Feasibility Study
T - Public Transportation

(2) FUNDING KEY FOR HIGHWAY FUNDING SOURCES
APD - Appalachian Development
BA - Bonus Allocation
BG - Surface Transportation Block Grant Program (Uncategorized)
BG200 - Surface Transportation Block Grant Program (5K - 200K)
BGANY - Surface Transportation Block Grant Program (Any Area)
BGBA - Surface Transportation Block Grant Program (Bonus Allocation)
BGDA - Surface Transportation Block Grant Program (Direct Attributable)
BGIM - Surface Transportation Block Grant Program (Interstate Maintenance/Local)
BGLTS - Surface Transportation Block Grant Program (Less than 5K)
BGOFF - Surface Transportation Block Grant Program (Off System Bridge)
BOND (R) - Revenue Bond
CMAQ - Congestion Mitigation
DP - Discretionary
ER - Emergency Relief Funds
FLAP - Federal Lands Access Program
FLTP - Federal Lands Transportation Program
HFB - Highway Fund Bridge

(3) FUNDING CATEGORY
HP - Federal-Aid High Priority
HSIP - Highway Safety Improvement Program
L - Local
NHFP - National Highway Freight Program
NHP - National Highway Performance Program
NHPB - National Highway Performance Program (Bridge)
NHPBA - National Highway Performance Program (Bonus Allocation)
NHPBM - National Highway Performance Program (Interstate Maintenance)
O - Other
S - State
S (M) - State Match
T - State Highway Trust Funds
TA - Transportation Alternatives Program (Uncategorized)
TAS200 - Transportation Alternatives Program (5K - 200K)
TAANY - Transportation Alternatives Program (Any Area)
TADA - Transportation Alternatives Program (Direct Attributable)
TALTS - Transportation Alternatives Program (Less than 5K)

(4) WORK TYPE (ACTIVITY)
A - Acquisition
C - Construction
CB - Construction (BUILD NC)
CG - Construction (GARVEE)
F - Feasibility Study
G - Grading and Structures
I - Implementation
L - Landscaping
M - Mitigation
O - Operations
P - Paving
PE - Preliminary Engineering
R - Right of Way
RB - Right of Way (BUILD NC)
RG - Right of Way (GARVEE)
S - Structure
U - Utilities

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 4F:

## Draft FY 2023 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, and any programmatic support or planning being funded by FTA 5307 Support.

The Draft UPWP is due on January 28th. The Final UPWP is due at the end of March.

### Major Changes between the FY 2022 and FY 2023 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,

-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.

-More emphasis is being put on the release of the 2020 Census, which may impact the MPO's Planning Area boundary

-More funding is being put towards Regional Planning with on-going work for the CTP update, LCP update, MTP work, and potential 5307 suballocation formula considerations

**FY 2023**

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

**FRENCH  
BROAD  
RIVER**

METROPOLITAN PLANNING  
ORGANIZATION  
A PROGRAM OF LAND OF SKY

**Fiscal Year 2023 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 2023 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 six 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 2023 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
- FTA Section 5307 Funds**- These funds are distributed to the region and are eligible for transit capital, operations, and planning. Planning tasks carried out with these funds by 5307 (sub)recipients or the MPO are required to be documented in the UPWP.
- 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	<b>Networks and Support Systems</b>	<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><b><u>WORK PRODUCT:</u></b> Updated Catalogue of GIS shapefiles, biennial congestion report</p>
II-A-2	<b>Travelers and Behavior</b>	<p>MPO staff will maintain data on the region’s VMT, travel-time reliability, crashes, vehicular volumes, base-year population and employment data, and bicycle and pedestrian counts.</p> <p><b><u>WORK PRODUCTS:</u></b> Verification of 2020 employment data for the five-county area</p>
II-A-3	<b>Transportation Modeling</b>	<p>MPO staff will work with NCDOT TPD staff to maintain and update the region’s travel demand model, finalize changes to the model’s TAZs, and coordinate model outputs with socio-economic projections.</p> <p><b><u>WORK PRODUCT:</u></b> Final 2020-2050 Transportation Analysis Zones (TAZs)</p>
II-B Planning Process		
II-B-1	<b>Targeted Planning</b>	<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><b><u>WORK PRODUCT:</u></b> Document existing and planned charging stations for electric vehicles, work with Divisions and Local Governments on</p>

		Complete Streets and Streetscaping Opportunities with NCDOT Resurfacing projects
<b>II-B-2</b>	<b>Regional Planning</b>	<p>Amend the 2045 MTP, Finalize the region’s Comprehensive Transportation Plan (CTP) Continue Documentation of 2020 Existing Conditions for the 2050 MTP, Finalize Changes to the 5307 Suballocation Formula, Finalize the Updated Locally Coordinated Human Services and Public Transportation Plan.</p> <p><b>WORK PRODUCT:</b> Amendments to the 2045 MTP as needed, Finalized CTP, Existing Conditions for the 2050 MTP, 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>
<b>II-B-3A</b>	<b>Special Studies Operations</b>	<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><b>WORK PRODUCT:</b> Staff assistance and administration of the Buncombe County Pedestrian Plan, Haywood County Greenway Plan, Asheville Reed Creek Greenway Feasibility Study, and 2050 Socio-Economic Projections</p>
<b>II-B-3C</b>	<b>Special Studies Pass-Through</b>	No Special Studies Utilizing PL Pass-Through Dollars for FY 2023.
<b>III-A Planning Work Program</b>		
<b>III-A-1</b>	<b>Planning Work Program</b>	<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><b>WORK PRODUCT:</b> FY 2024 UPWP</p>
<b>III-A-2</b>	<b>Metrics and Performance Measures</b>	<p>MPO staff will prepare quarterly reports to NCDOT Transportation Planning Division.</p> <p><b>WORK PRODUCT:</b> Quarterly Reports</p>
<b>III-B Transportation Improvement Program</b>		

<b>III-B-1</b>	<b>Prioritization</b>	<p>The MPO will continue to participate in the Statewide Prioritization Process as mandated by the Strategic Transportation Investments Act of 2012. In FY 2023, the MPO expects to work on developing the 2024-2033 State Transportation Improvement Program (STIP)</p> <p><b>WORK PRODUCT:</b> Draft 2024-2033 TIP</p>
<b>III-B-2</b>	<b>Metropolitan TIP</b>	<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><b>WORK PRODUCT:</b> Amendments to the 2020-2029 TIP and required public input and documentation, LAPP Call for Projects, 5310 Call for Project, JARC Call for Projects, adoption of the 2024-2033 TIP</p>
<b>III-B-3</b>	<b>Merger/Project Development</b>	<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>
<b>III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements</b>		
<b>III-C-1</b>	<b>Title VI Compliance</b>	<p>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.</p>
<b>III-C-2</b>	<b>Environmental Justice</b>	<p>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.</p> <p><b>WORK PRODUCT:</b> Identification of base-year (2020) environmental justice communities</p>

<b>III-C-3</b>	<b>Minority Business Enterprise Planning</b>	Nothing programmed for FY 2023.
<b>III-C-4</b>	<b>Planning for Elderly</b>	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.  <b>WORK PRODUCTS:</b> Coffee with a Transportation Planner events
<b>III-C-5</b>	<b>Safety/Drug Control Planning</b>	Research potential grants or planning activities involving transit and substance abuse.
<b>III-C-6</b>	<b>Public Involvement</b>	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.
<b>III-C-7</b>	<b>Private Sector Participation</b>	Nothing programmed for FY 2023.
<b>III-D Statewide and Extra-Regional Planning</b>		
<b>III-D</b>	<b>Statewide and Extra-Regional Planning</b>	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.
<b>III-E Management and Operations</b>		
<b>III-E</b>	<b>Management, Operations, Program</b>	Provide direct support to the MPO Board, TCC, Prioritization Subcommittee, Citizens Advisory

	<b>Support Administration</b>	<p>Committee, Transit Operators Workgroup, 5307 Sub-Recipients Workgroup, Freight Stakeholders Group, 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><b><u>WORK PRODUCT:</u></b> Meeting Agendas, Website Updates</p>
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# TABLES OF UPWP FTA SECTION 5303 WORK TASKS TO BE PERFORMED

II-A Data and Planning Support		
II-A-1	<b>Networks and Support Systems</b>	<p>The City of Asheville Transit Planning Division collects and analyzes various data pertaining 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. Data will be used in reporting current system functions, analyze impact of system service changes, and plan for future service improvements to increase system-wide ridership.</p> <p><b>Work Product:</b> Monthly ridership reports, on-time-performance reports, fare revenue reports, etc.</p>
II-A-2	<b>Travelers and Behavior</b>	<p>The City of Asheville Transit Planning Division uses 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. This enables the Transit Planning staff to evaluate and plan improvements to the transit system, as well as work on bus stop enhancements. This ensures connectivity among ART’s fixed-route service and to other regional modes of transportation.</p> <p><b>Work Program:</b> Continue to review demographic data based on the 2020 census and use the information to improve service. Conduct survey to collect ridership data and other demographic information.</p>
II-A-3	<b>Transportation Modeling</b>	
II-B Planning Process		
II-B-1	<b>Targeted Planning</b>	<p>Work with various community organizations on targeted transit service planning for specific routes as needed.</p> <p><b>Work Product:</b> Information received will be used</p>
II-B-2	<b>Regional Planning</b>	<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.</p> <p>Participate in the MPO's regional planning studies conducted over the next two fiscal years. Attend TCC</p>

		(Technical Coordinating Committee), and other transit advisory board meetings.  <b>Work Product:</b> Implementation of new service per the Transit Master Plan. MPO Regional Transit Study and other Planning studies.
II-B-3A	<b>Special Studies Operations</b>	
II-B-3B	<b>Corridor Studies Operations</b>	
II-B-3C	<b>Special Studies Pass-Through</b>	
<b>III-A Planning Work Program</b>		
III-A-1	<b>Planning Work Program</b>	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, and manage FTA compliance/reporting, monitor and oversee the operations and maintenance contract for fixed-route and paratransit services.  <b>Work Products:</b> Quarterly and Annual FTA financial and milestone progress reports; complete annual NTD reporting; work on Subrecipient Grant Agreements and reports; complete and submit annual FTA Drug and Alcohol Reports; and complete and submit the FY 22 to FY 24 DBE Goals to FTA, etc.
III-A-2	<b>Metrics and Performance Measures</b>	
<b>III-B Transportation Improvement Program</b>		
III-B-1	<b>Prioritization</b>	
III-B-2	<b>Metropolitan TIP</b>	Work with MPO on programming transit projects and funding in the M/STIP.  <b>Work Program:</b> Include STIP ID information in grant applications for the City and subrecipients.
III-B-3	<b>Merger/Project Development</b>	

<b>III-C Civil Rights Compliance (Title VI) and Other Regulatory Requirements</b>		
<b>III-C-1</b>	<b>Title VI Compliance</b>	<p>Title VI analysis will be conducted for route and fare changes. The City's Title VI plan will be updated in 2020. The City will continue to implement the DBE plan, which includes closely coordinating with the Small and Minority-Owned Business Program. Individual projects involving land use and site design evaluated along with public mobility issues in mind. Conduct Equity Analysis for related service and/or changes.</p> <p><b>Work Product:</b> Submit DBE bi-annual reports to the FTA.</p>
<b>III-C-2</b>	<b>Environmental Justice</b>	
<b>III-C-3</b>	<b>Minority Business Enterprise Planning</b>	
<b>III-C-4</b>	<b>Planning for Elderly</b>	
<b>III-C-5</b>	<b>Safety/Drug Control Planning</b>	
<b>III-C-6</b>	<b>Public Involvement</b>	
<b>III-C-7</b>	<b>Private Sector Participation</b>	
<b>III-D Statewide and Extra-Regional Planning</b>		
<b>III-D</b>	<b>Statewide and Extra-Regional Planning</b>	
<b>III-E Management and Operations</b>		
<b>III-E</b>	<b>Management, Operations, Program Support Administration</b>	<p>Conduct meetings as part of the City's oversight responsibilities as part of grants management and administration. Meet quarterly with all subrecipients and work with subrecipients to address issues and/or concerns related to federal grants.</p> <p><b>Work Product:</b> Complete quarterly meetings and submit reports to subrecipients on items to follow-up during meetings.</p>

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	\$ 12,912	\$51,648	\$ 64,560	\$1,635	\$1,635	\$13,082	\$16,352	\$ -	\$0	\$ -	\$ 14,547	\$1,635	\$64,730	\$ 80,912
44.24.00	II-A-1	Networks and Support Systems	\$ 817	\$3,269	\$ 4,086	\$1,053	\$1,053	\$8,422	\$10,527	\$ -	\$0	\$ -	\$ 1,870	\$1,053	\$11,690	\$ 14,613
44.23.01	II-A-2	Travelers and Behavior	\$ 3,412	\$13,647	\$ 17,059	\$583	\$583	\$4,660	\$5,825	\$ -	\$0	\$ -	\$ 3,994	\$583	\$18,307	\$ 22,884
44.23.02	II-A-3	Transportation Modeling	\$ 8,683	\$34,732	\$ 43,415					\$ -	\$0	\$ -	\$ 8,683	\$0	\$34,732	\$ 43,415
	II-B	Planning Process	\$ 28,705	\$114,819	\$ 143,523	\$3,430	\$3,430	\$27,440	\$34,300	\$ 49,400	\$ 237,600	\$ 297,000	\$ 81,535	\$3,430	\$379,859	\$ 464,823
44.23.02	II-B-1	Targeted Planning	\$ 5,557	\$22,228	\$ 27,785	\$2,652.50	\$2,652.50	\$21,220	\$26,525	\$ -	\$0	\$ -	\$ 8,210	\$2,653	\$43,448	\$ 54,310
44.22.00	II-B-2	Regional Planning	\$ 11,114	\$44,456	\$ 55,571	\$778	\$778	\$6,220	\$7,775	\$ -	\$0	\$ -	\$ 11,892	\$778	\$50,676	\$ 63,346
44.27.00	II-B-3A	Special Studies Operations	\$ 12,033	\$48,134	\$ 60,167					\$ -	\$0	\$ -	\$ 12,033	\$0	\$48,134	\$ 60,167
44.27.00	II-B-3C	Special Studies Pass-Through	\$ -	\$ -	\$ -					\$ -	\$0	\$ -	\$ -	\$0	\$0	\$ -
44.27.00	II-B-3D	Buncombe County Multimodal Plan			\$ -					\$ 25,000	\$100,000	\$ 125,000	\$ 25,000	\$0	\$ 100,000	\$ 125,000
44.27.00	II-B-3E	2050 Regional Socio-Economic Projections			\$ -					\$ 10,000	\$80,000	\$ 100,000	\$ 10,000	\$0	\$ 80,000	\$ 90,000
44.27.00	II-B-3H	TDM Coordinator			\$ 42,495					\$ 14,400	\$57,600	\$ 72,000	\$ 14,400	\$0	\$ 57,600	\$ 72,000
	III-A	Planning Work Program	\$ 17,202	\$68,809	\$ 86,012	\$636	\$636	\$5,089	\$6,361	\$ -	\$0	\$ -	\$ 17,838	\$636	\$73,898	\$ 92,373
44.23.02	III-A-1	Planning Work Program	\$ 8,499	\$33,996	\$ 42,495	\$636	\$636	\$5,089	\$6,361	\$ -	\$0	\$ -	\$ 9,135	\$636	\$39,085	\$ 48,856
44.24.00	III-A-2	Metrics and Performance Measures	\$ 8,703	\$34,813	\$ 43,517					\$ -	\$0	\$ -	\$ 8,703	\$0	\$34,813	\$ 43,517
	III-B	Transp. Improvement Plan	\$ 12,667	\$50,667	\$ 63,334	\$736	\$736	\$5,886	\$7,357	\$ -	\$0	\$ -	\$ 13,403	\$736	\$56,553	\$ 70,691
44.25.00	III-B-1	Prioritization	\$ 5,332	\$21,329	\$ 26,662					\$ -	\$0	\$ -	\$ 5,332	\$0	\$21,329	\$ 26,662
44.25.00	III-B-2	Metropolitan TIP	\$ 6,517	\$26,069	\$ 32,586	\$736	\$736	\$5,886	\$7,357	\$ -	\$0	\$ -	\$ 7,253	\$736	\$31,955	\$ 39,943
44.25.00	III-B-3	Merger/Project Development	\$ 817	\$3,269	\$ 4,086					\$ -	\$0	\$ -	\$ 817	\$0	\$3,269	\$ 4,086
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.	\$ 14,179	\$56,715	\$ 70,893	\$1,908	\$1,908	\$15,266	\$19,082	\$ -	\$0	\$ -	\$ 16,087	\$1,908	\$71,980	\$ 89,975
44.27.00	III-C-1	Title VI Compliance	\$ 1,042	\$4,168	\$ 5,210	\$1,908	\$1,908	\$15,266	\$19,082	\$0	\$0	\$ -	\$ 2,950	\$1,908	\$19,433	\$ 24,292
44.27.00	III-C-2	Environmental Justice	\$ 3,637	\$14,546	\$ 18,183					\$0	\$0	\$ -	\$ 3,637	\$0	\$14,546	\$ 18,183
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	\$ 2,819	\$11,278	\$ 14,097					\$0	\$0	\$ -	\$ 2,819	\$0	\$11,278	\$ 14,097
44.27.00	III-C-5	Safety/Drug Control Planning	\$ 1,042	\$4,168	\$ 5,210					\$0	\$0	\$ -	\$ 1,042	\$0	\$4,168	\$ 5,210
44.27.00	III-C-6	Public Involvement	\$ 5,639	\$22,555	\$ 28,194					\$0	\$0	\$ -	\$ 5,639	\$0	\$22,555	\$ 28,194
44.27.00	III-C-7	Private Sector Participation	\$ -	\$0	\$ -					\$0	\$0	\$ -	\$ -	\$0	\$0	\$ -
	III-D	Statewide & Extra-Regional Planning	\$ 6,374	\$25,497	\$ 31,871	\$0	\$0	\$0	\$0	\$ -	\$0	\$ -	\$ 6,374	\$0	\$25,497	\$ 31,871
44.27.00	III-D-1	Statewide & Extra-Regional Planning	\$ 6,374	\$25,497	\$ 31,871					\$0	\$0	\$0	\$ 6,374	\$0	\$25,497	\$ 31,871
	III-E	Management Ops, Program Suppt Admin	\$ 13,786	\$55,145	\$ 68,931	\$5,597	\$5,597	\$44,779	\$55,974	\$ 8,176	\$32,706	\$ 40,882	\$ 27,560	\$5,597	\$132,630	\$ 165,787
44.27.00		Management Operations	\$ 13,786	\$55,145	\$ 68,931				\$0	\$ 8,176	\$32,706	\$ 40,882	\$ 21,963	\$0	\$87,851	\$ 109,813
44.27.00		Program Support Administration	\$ -	\$0	\$ -	\$5,597	\$5,597	\$44,779	\$55,974				\$ 5,597	\$5,597	\$44,779	\$ 55,974
		<b>TOTALS</b>	<b>\$105,825</b>	<b>\$423,300</b>	<b>\$ 529,125</b>	<b>\$13,943</b>	<b>\$13,943</b>	<b>\$111,541</b>	<b>\$139,426</b>	<b>\$57,576</b>	<b>\$270,306</b>	<b>\$337,882</b>	<b>\$ 177,344</b>	<b>\$13,943</b>	<b>\$805,146</b>	<b>\$ 996,433</b>
<b>Continuing Studies</b>																
FY Account	Project	MPO Planning & Admin- PL 104			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%						
FY 22	Reed Creek Greenway Extention Study								\$10,000	\$40,000	\$50,000	\$10,000	\$ -	\$40,000	\$50,000	
FY 22	Haywood County Greenway Master Plan								\$22,500	\$90,000	\$112,500	\$22,500	\$ -	\$90,000	\$112,500	
	<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$32,500</b>	<b>\$130,000</b>	<b>\$162,500</b>	<b>\$32,500</b>	<b>\$0</b>	<b>\$130,000</b>	<b>\$162,500</b>	

## LOCAL MATCH FOR FY 2023 UPWP

Local match for federal Metropolitan Planning funds (either PL or STBGDA flexed to PL) is required in order to access these funds. The French Broad River MPO's budget for FY 2023 consists of a total of \$570,008, necessitating a 20% local match of \$114,002. This local match is split between paying entities of the region (some counties pay on behalf of some of their municipalities), based on the jurisdiction proportion of the MPO's population from the 2010 Decennial Census. The estimated dues for FY 2023 are estimated to be the same as FY 2021 and are distributed by each dues-paying member below

	<b>FY 2023 Amount</b>
<b>Total</b>	\$570,008
<b>Federal Share</b>	\$456,006
<b>Local Share</b>	<b>\$ 114,002</b>
<b>Buncombe County (36.56%)</b>	\$41,678.98
<b>Henderson County (23.64%)</b>	\$26,949.98
<b>City of Asheville (21.07%)</b>	\$24,020.14
<b>Haywood County (10.60%)</b>	\$12,084.17
<b>City of Hendersonville (3.32%)</b>	\$3,784.85
<b>Town of Waynesville (2.49%)</b>	\$2,838.64
<b>Madison County (2.32%)</b>	\$2,644.84

**RESOLUTION OF APPROVAL**  
*a program of Land of Sky*  
**FRENCH BROAD RIVER**  
METROPOLITAN PLANNING ORGANIZATION

**RESOLUTION ADOPTING THE DRAFT PLANNING WORK PROGRAM FOR FY 2023**

**WHEREAS**, the French Broad River MPO Governing Board has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C 1607; and

**WHEREAS**, the region has an adopted a 25-year Metropolitan Transportation Plan to the year 2045 that is fiscally constrained and meets federal requirements for metropolitan transportation planning; and

**WHEREAS**, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the urbanized area; and

**WHEREAS**, the City of Asheville has been designated as the recipient of Federal Transit Administration Metropolitan Planning Program funds; and

**WHEREAS**, members of the French Broad River MPO Board agree that the Planning Work Program will effectively advance transportation planning for FY 2023;

**WHEREAS**, members of the French Broad River MPO Board agree that the Federal Transit Administration Narrative related to the 5303 and 5307 provides for an accurate overview of transit planning work to be undertaken with 5303 and 5307 funding in our region during FY 2023;

**NOW THEREFORE, BE IT RESOLVED** that the Board of the French Broad River Metropolitan Planning Organization hereby adopts the draft Unified Planning Work Program for fiscal year 2023.

**ADOPTED:** This the 27th day of January, 2023.

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William Lapsley, FBRMPO Board Chair

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Attest: Tristan Winkler, Director

# MPO CERTIFICATION

To be updated in March, 2022.

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 6A:

## Division Project Updates

Division 13 Updates:

Division 14 Updates: <http://frenchbroadrivermpo.org/wp-content/uploads/2022/01/Div14Jan2022.pdf>

# Item 6B:

## TPD Updates

# Item 6C:

## FHWA/FTA Updates

# FRENCH BROAD RIVER

METROPOLITAN PLANNING ORGANIZATION

## Staff Report & Recommendations

# Item 6D:

### Committee & Workgroup Updates

**Prioritization Subcommittee**— met January 5<sup>th</sup>; next meeting February 2<sup>nd</sup>

**Transit Operators' Workgroup**—met January 11<sup>th</sup>

**5307 Subrecipient Workgroup**- next meeting March 7<sup>th</sup>

**Citizens' Advisory Committee**- met January 12<sup>th</sup>

**Hellbender Trail Stakeholder Group**- next meeting February 3<sup>rd</sup>

**Corridor Studies**- Asheville City Council adopted the corridor studies as an amendment to the Asheville in Motion plan.

### Recommended Actions:

**Accept the reports.**

# Item 6E:

## Legislative Updates