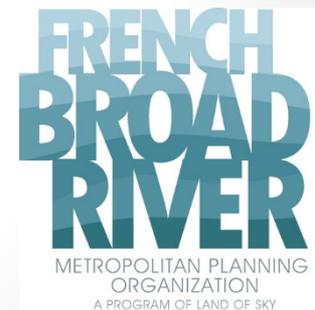


MPO Board

08.26.21

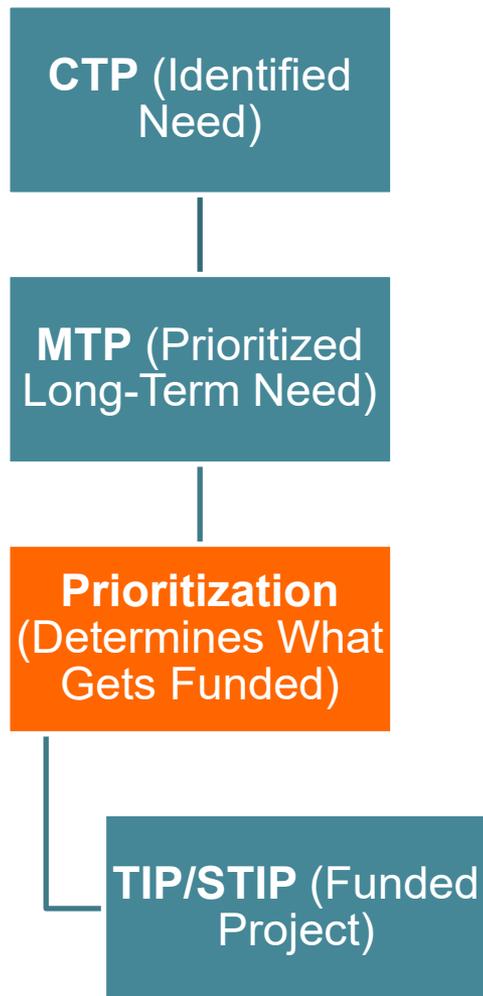
French Broad River MPO



FBRMPO Board 08.26.21

P 6.0 UPDATE

Prioritization

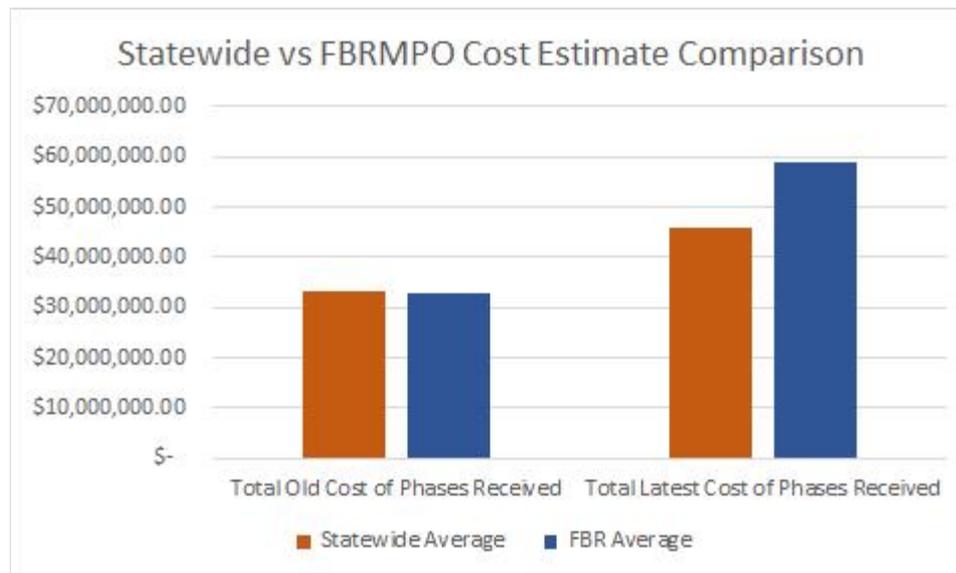


The Prioritization Process in North Carolina:

- governed by the *Strategic Transportation Investments Act* of 2012
- intended to get transportation decisions out of the “smoky room,” make decisions more data-driven
- projects are submitted by MPOs, RPOs, and NCDOT Divisions

Updated Cost Estimates

- NCDOT conducted over 600 express designs for projects in the STIP to get updated cost estimates
 - Found a net increase of about \$7.5 billion in cost increases across the state
 - \$880 million+ in cost increases in the French Broad River MPO

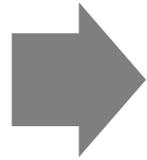


Projected Revenues

Statewide Mobility		Regional Impact			Division Needs		
Available Funding	Programming Status	Region	Available Funding	Programming Status	Division	Available Funding	Programming Status
\$9.4 B	\$2.22 B Over	A (D1 & D4)	\$588.8M	\$181.8M Over	1	\$506M	\$52.1M Over
		B (D2 & D3)	\$855.1M	\$348.2M Over	2	\$506M	\$113.7M Over
		C (D5 & D6)	\$1.56B	\$32.3M Over	3	\$506M	\$101.5M Under
		D (D7 & D9)	\$1.17B	\$392.4M Over	4	\$506M	\$192.0M Under
		E (D8 & D10)	\$1.46B	\$490.1M Over	5	\$506M	\$131.2M Over
		F (D11 & D12)	\$784M	\$268.5M Over	6	\$506M	\$121.7M Under
		G (D13 & D 14)	\$609.2M	\$929.9M Over	7	\$506M	\$91.7M Under
					8	\$506M	\$22.1M Over
					9	\$506M	\$49.8M Under
					10	\$506M	\$38.6M Over
					11	\$506M	\$22.3M Under
					12	\$506M	\$207.7M Over
					13	\$506M	\$165.4M Over
					14	\$506M	\$80.1M Over

Next Steps

Submit
Projects



Quantitative
Scoring

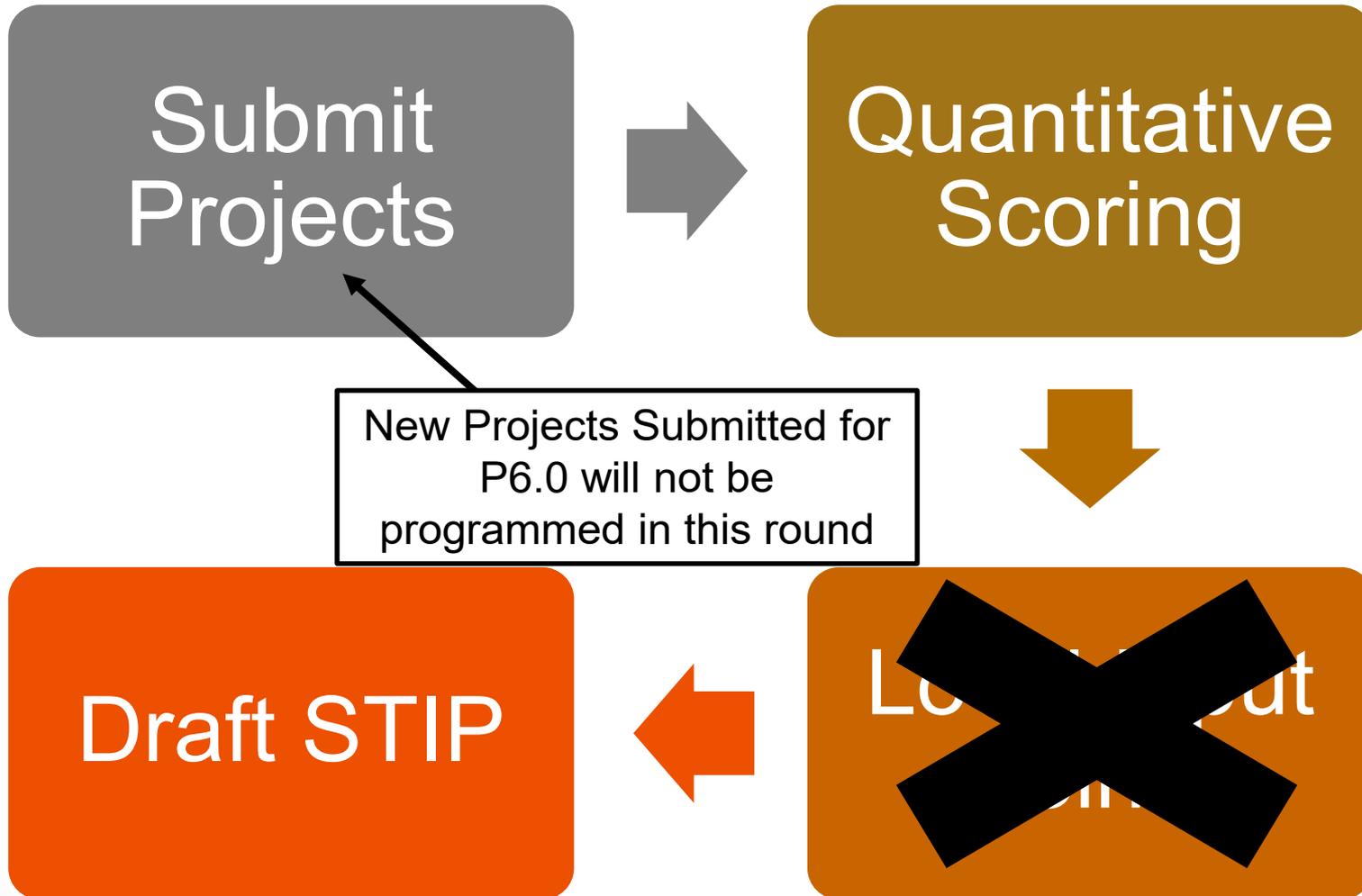


Draft STIP



Local Input
Points

Next Steps



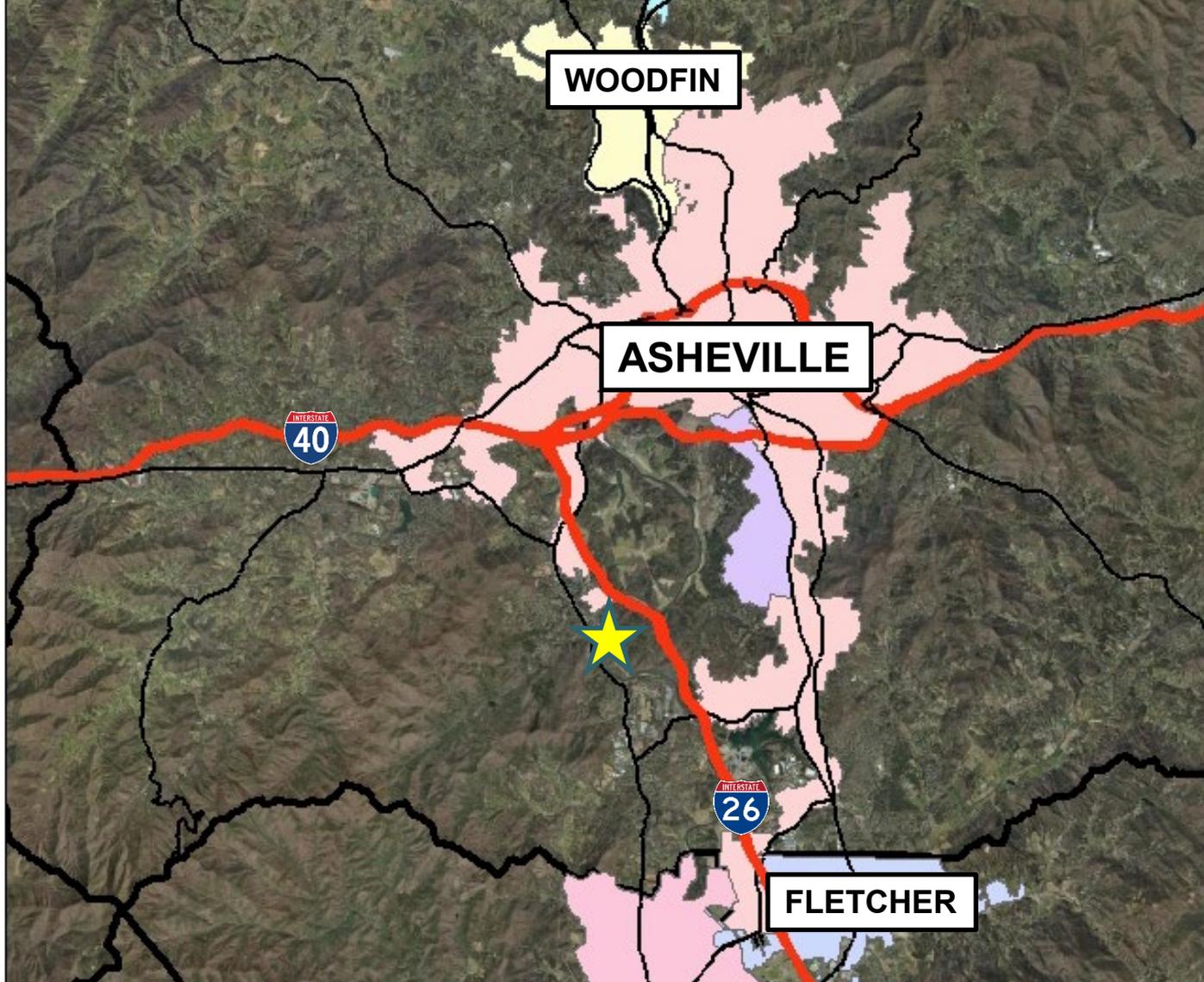
Next Steps

- NCDOT is required to develop a new STIP every four years (2024-2033)
- The new STIP will still need to be developed, but not with new projects from P 6.0 (mostly rescheduling previously committed projects)
- The Prioritization Workgroup (MPOs, RPOs, NCDOT Divisions, several others) will continue to meet and discuss processes & considerations

INFORMATIONAL ITEM FOR AUGUST, 2021

FBRMPO TCC- August, 2021

PROPOSED MTP AMENDMENT- NEW I-26 INTERCHANGE



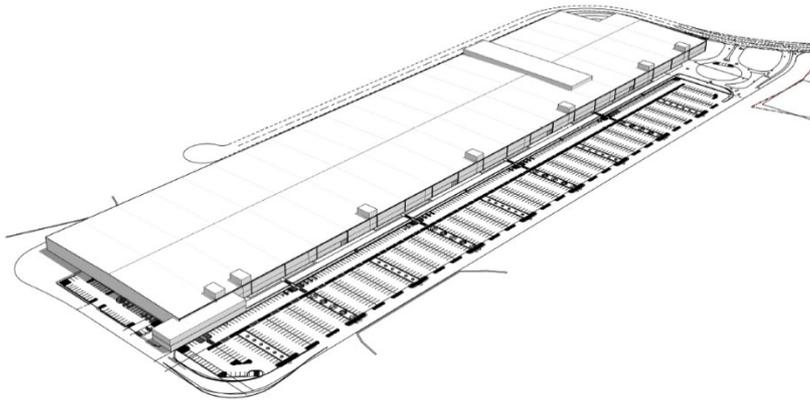
General Project Context

I-26 Interchange

Pratt & Whitney



Pratt & Whitney



\$650M Total potential investment

Highly skilled workforce

800 Total potential jobs

\$68K Projected average wage

Highly automated processes

Lean factory

LEED Certified

- **Incentive Structure:**

- **Total Incentives:** \$27M

- Annual Incentive: not to exceed \$2.6M

- **Term:** 14 years (10 year creation + 4 year retention)

- **Performance Incentive:** \$1M bonus (included in \$27M) for achieving expanded commitments.

- **Payout Structure:** pay-for-performance (pro rata) based on actual job, investment, and average wage schedule.

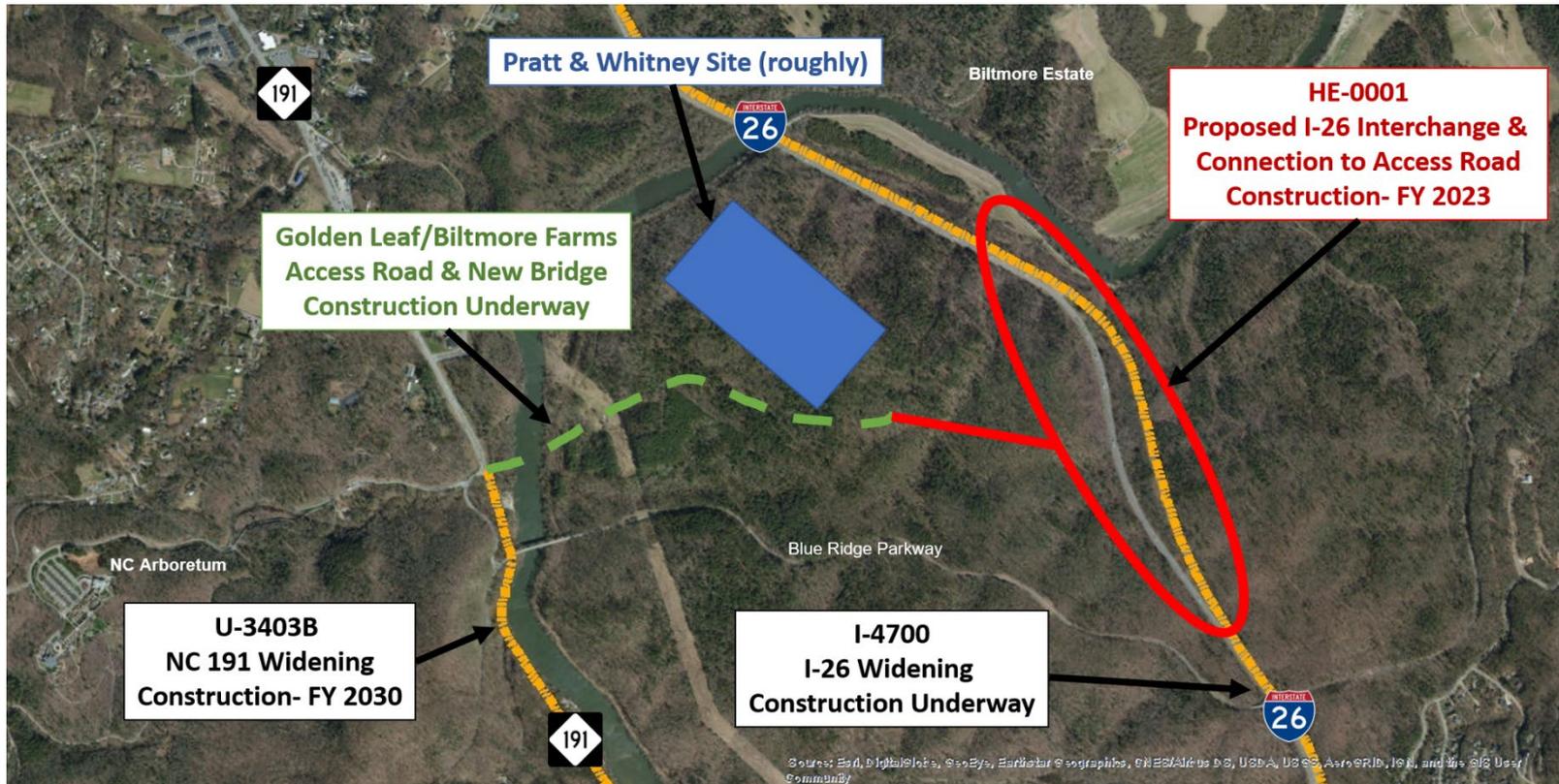
Pratt & Whitney



Pratt & Whitney

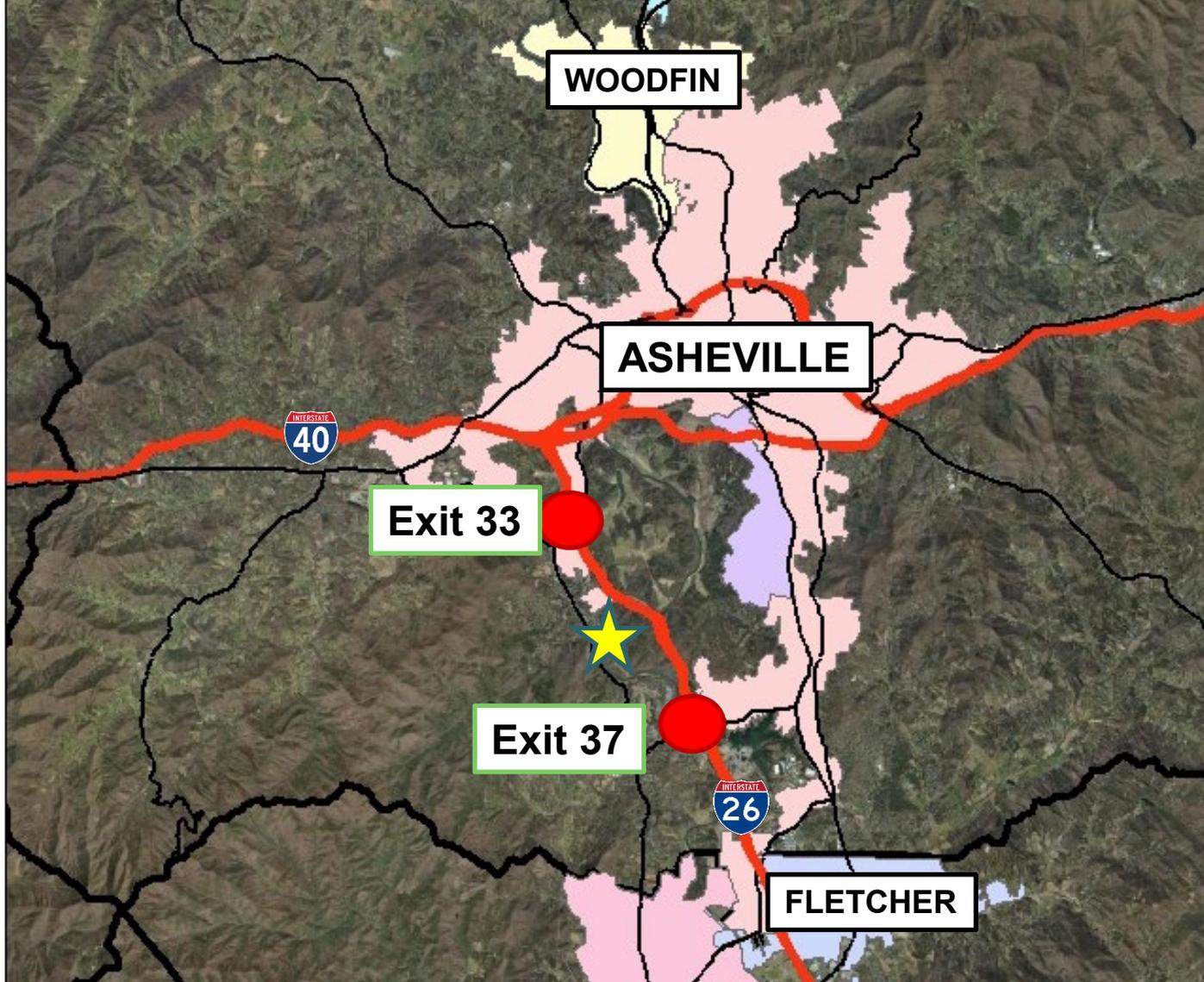


Project Site



Transportation Merits

- Improves East-West Connectivity with a new route between NC 191 and I-26
- Provides a “relief valve” between Exit 33 (NC 191/Brevard Road) and Exit 37 (NC 146/Long Shoals Road)
- Provides better emergency access to the site and greater area
- Anticipated to be a high-growth area for Buncombe County & the Region
- Avoids overreliance on NC 191



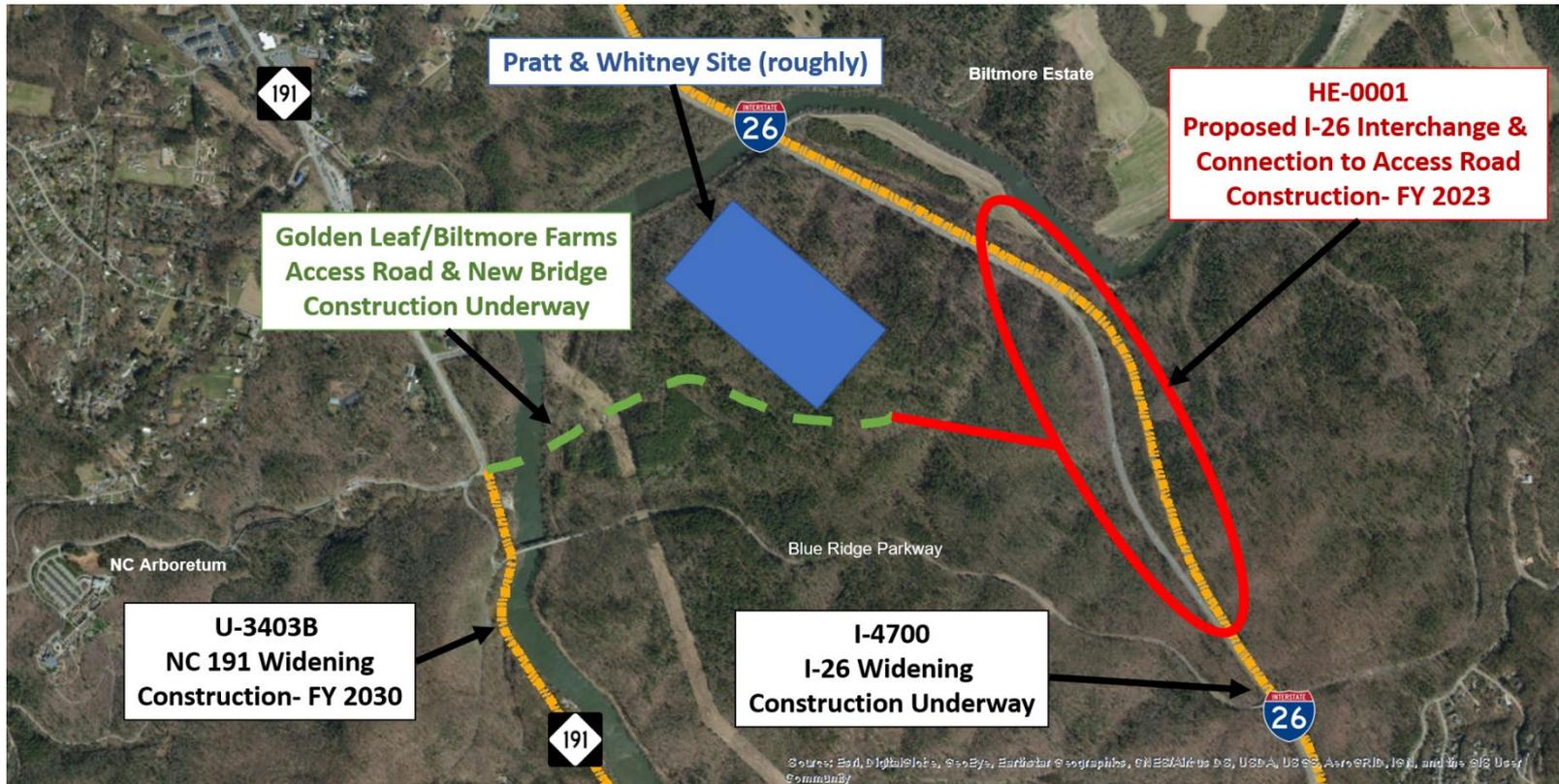
General Project Context

I-26 Interchange

Congestion

	2019		
Route	PTI Day	PTI AM	PTI PM
I-26 WB NC 280 to I-40	2.02	1.42	3.11
I-240 WB 74A to Future 26	1.46	1.02	2.58
I-26 EB I-40 to NC 280	1.72	1.21	2.36
I-240 EB I-40 to Future 26	1.33	1.67	2.21
I-40 WB I-26 to Exit 37	1.25	1.07	1.84
Future 26 SB from Weaver Blvd to I-240	1.33	1.98	1.71
I-26 WB US 25 to NC 280	1.23	1.09	1.65
I-240 WB Future 26 to I-40	1.14	1.1	1.58
I-240 EB Future 26 to 74A	1.15	1.23	1.52
Future 26 NB from I-240 to Weaver Blvd	1.07	1.04	1.37
I-40 WB US 74A to I-26	1.07	1.03	1.34
I-40 EB Exit 37 to I-26	1.08	1.04	1.2
I-40 WB Exit 37 to US 23/74	1.07	1.05	1.14
I-26 EB NC 280 to US 25	1.1	1.08	1.13
I-40 WB NC 9 to US 74A	1.04	1.03	1.08
I-40 EB I-26 to US 74A	1.05	1.04	1.05
I-40 EB US 74A to NC 9	1.06	1.05	1.05
I-40 EB US 23/74 to Exit 37	1.01	1.01	1.01

Project Site



Connectivity

Reid Ewing Study What Mitigates Congestion Better?



Ultra-Dense Development

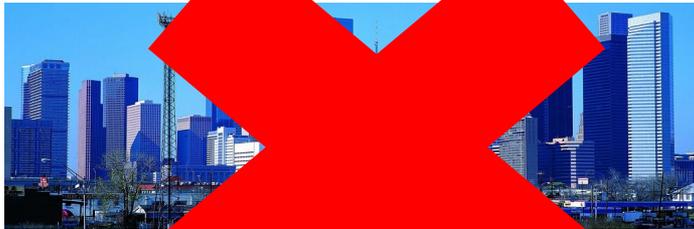
VS.



More Distributed/Sprawl Development

Connectivity

Reid Ewing Study What Mitigates Congestion Better?



Ultra-Dense Development

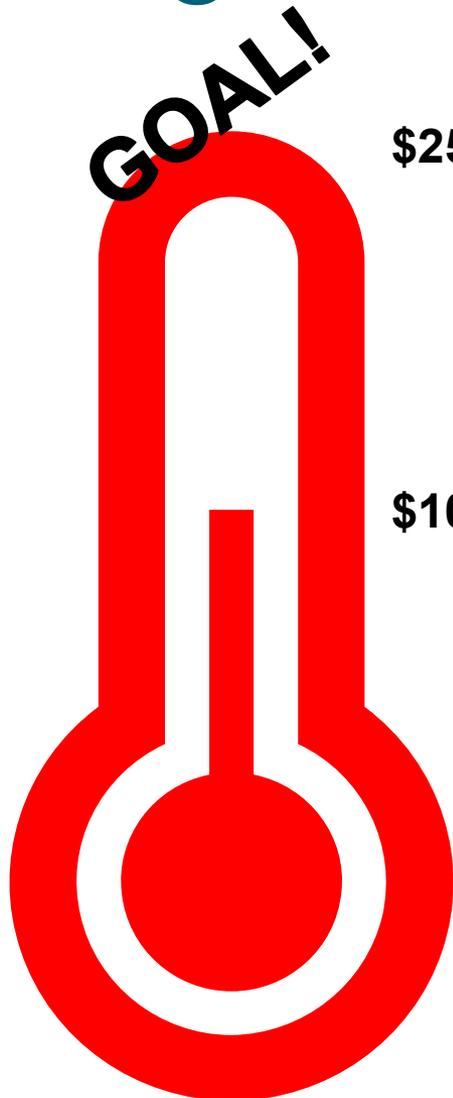
VS.



More Distributed/Sprawl Development

ROADWAY CONNECTIVITY MATTERS MORE

Funding

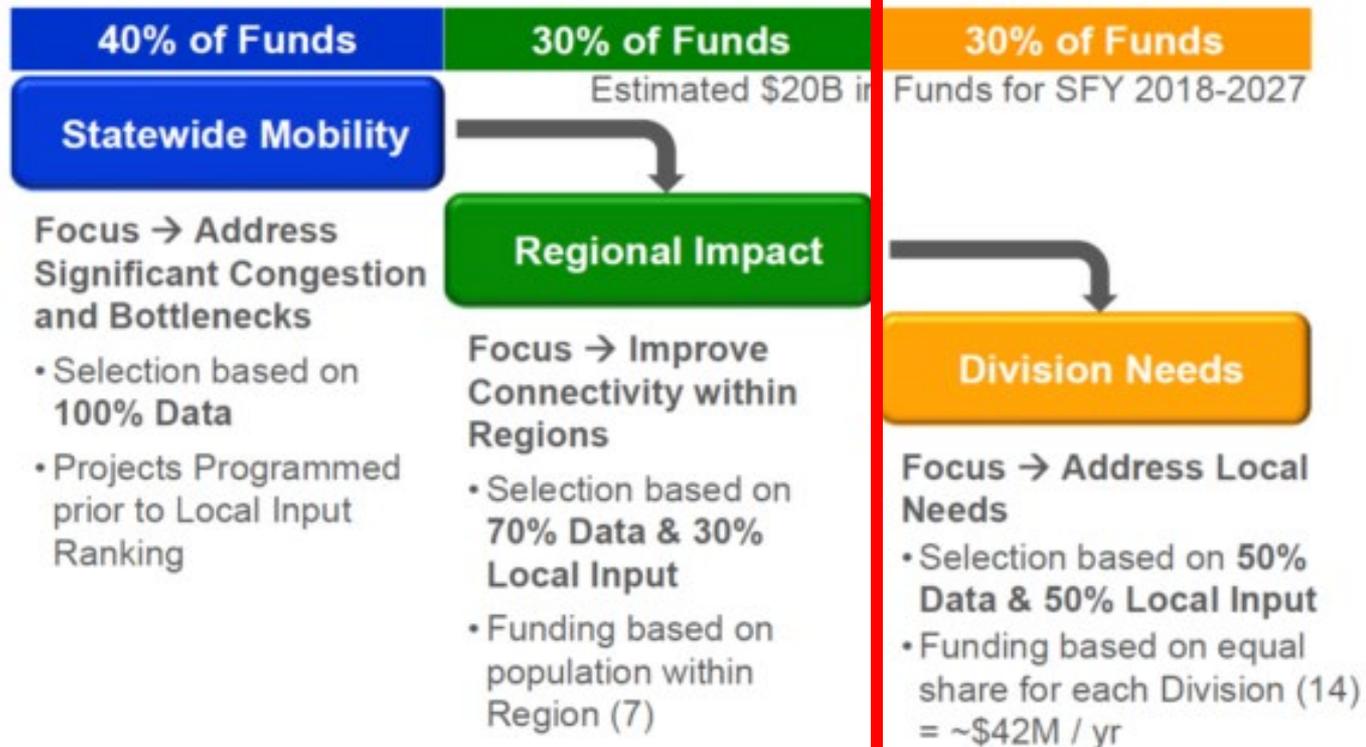


Committed Funds

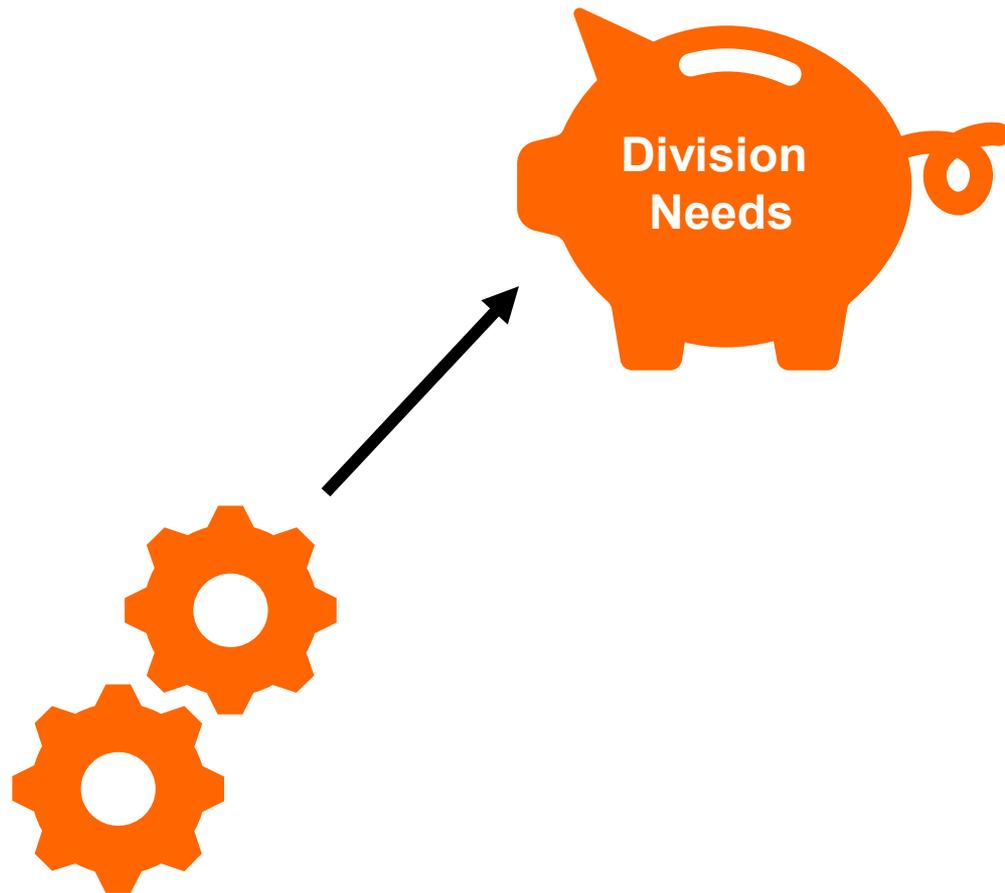
ncdot.gov

STI Prioritization and Programming Process

How STI Works

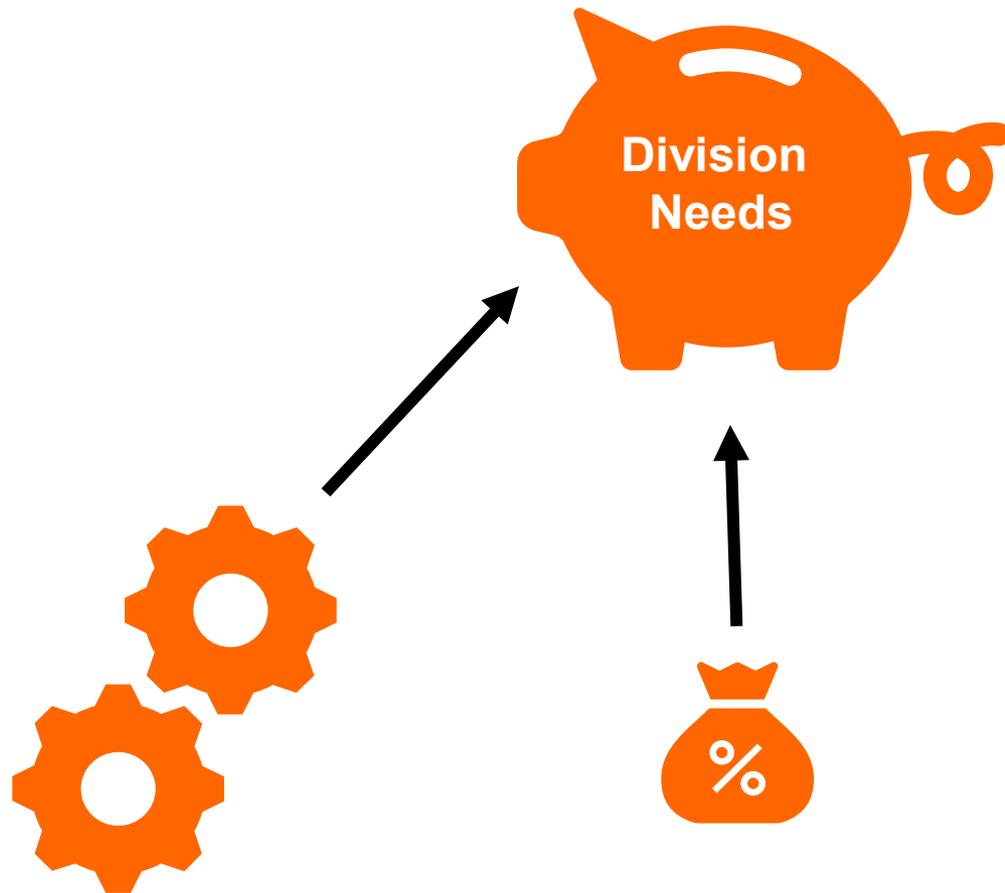


NCDOT Division Needs



**Projects From
Prioritization/SPOT**

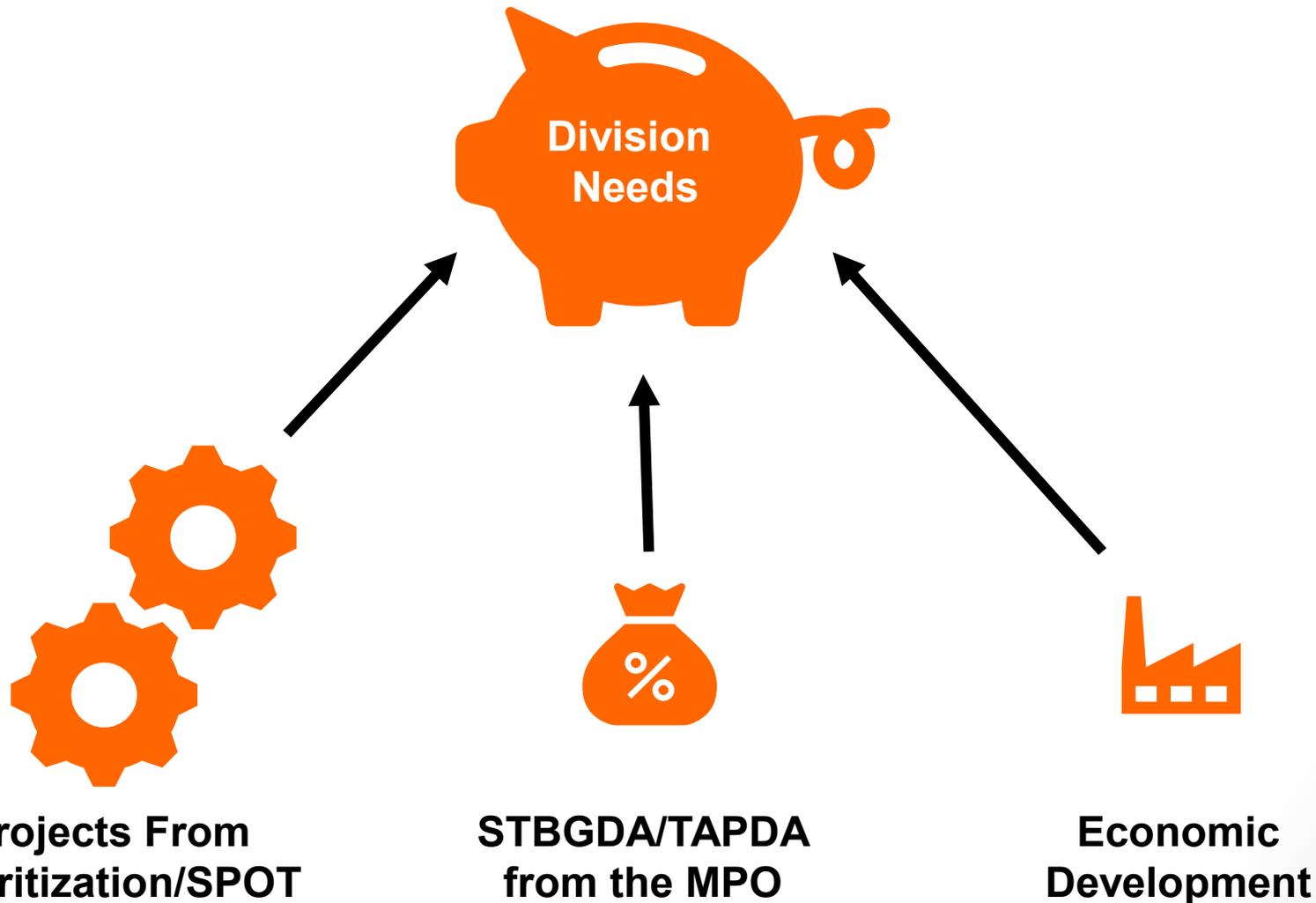
NCDOT Division Needs



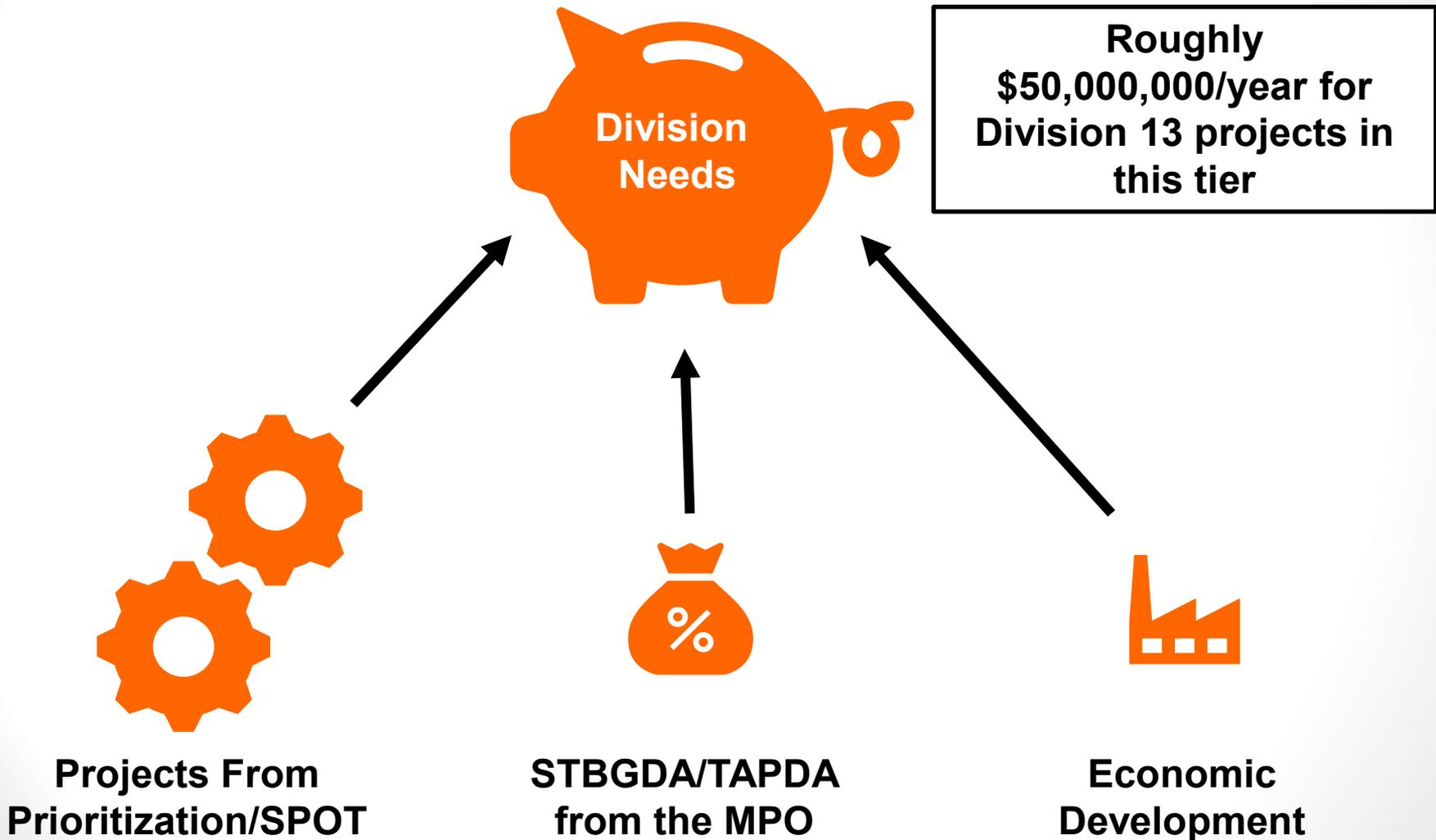
**Projects From
Prioritization/SPOT**

**STBGDA/TAPDA
from the MPO**

NCDOT Division Needs

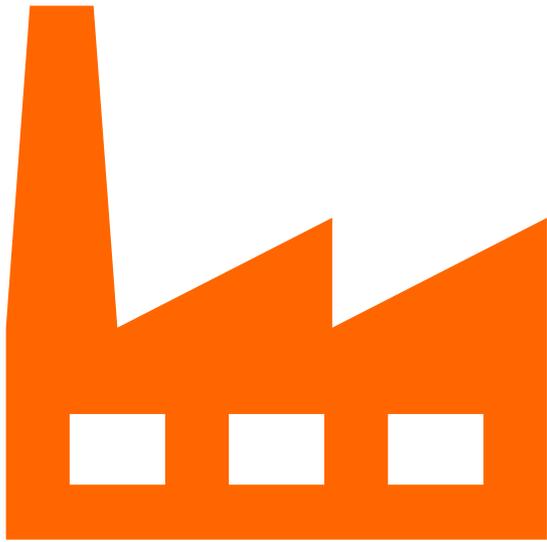


NCDOT Division Needs



Economic Development

- \$10 million cap on any single project
- \$100 million statewide limit for five years



NCDOT Division Needs

ELIGIBLE PROJECTS

- Secondary Roads
- Bike/Ped
- Transit
- Anything Cascaded from Statewide Mobility & Regional Impact



NCDOT Division Needs

TIP ID	Route	From	To	Cost	County	Construction Starts
I-2513D	Riverside Drive	Hill Street	Broadway	\$42,100,000	Buncombe	2024
U-5834	Mills Gap Road	US 25	Weston Road	\$32,377,000	Buncombe	2024
I-4409	I-40	Blue Ridge Road	-	\$32,799,000	Buncombe	2025
U-6163	Mills Gap Road	Cane Creek Road	-	\$2,810,000	Buncombe	2026
U-6047	NC 112 (Sand Hill/Sardis Road)	NC 191	US 19/23	\$46,400,000	Buncombe	2028
U-4739	Amboy/Meadow Road	I-240	Biltmore Avenue	\$49,922,000	Buncombe	2029
U-5832	NC 81 (Swannanoa River Road)	Biltmore Avenue	S Tunnel Road	\$11,250,000	Buncombe	Future Years
U-6046	NC 81 (Swannanoa River Road)	US 70	US 74A	\$26,745,000	Buncombe	Future Years
U-6162	N Louisiana Avenue	US 19/23	Emma Road	\$5,800,000	Buncombe	Future Years
U-5837	Riceville Road	US 70	Clear Vista Lane	\$2,250,000	Buncombe	Future Years

NCDOT Division Needs

TIP ID	Route	Cost	County	Construction Starts
R-2233B	US 221	\$134,645,000	Rutherford	2022
R-2233BA	US 221	\$113,150,000	Rutherford	2028
R-0204A	US 221	\$39,900,000	McDowell	2029
U-5835	US 221B	\$13,570,000	McDowell	2025
U-6164	NC 126	\$31,300,000	Burke	Future Years
I-6058	I-40 Interchange	\$5,805,000	Burke	Future Years
R-5917	US 64	\$2,600,000	Rutherford	Future Years
R-5916	NC 108	\$3,500,000	Rutherford	Future Years
R-5918	US 221A	\$5,350,000	Rutherford	Future Years

Funding Issue

- With or without this project, projects are being/will be impacted by rising costs
- Project costs are increasing greatly
- Revenues are not keeping up

Funding Solutions

- Appalachian Regional Commission (ARC) Access Road Funds
- EDA Funding
- USDOT RAISE Grant
- *Legislative Action*

NC 280 Project To Be Removed



- Not funded
- Not currently being considered for funding
- Removal would maintain fiscal constraint for the MTP

Potential Actions

- **Option #1: Approve the Interchange**
 - Work continues, no delays anticipated, per NCDOT, if approved relatively soon
- **Option #2: Reject the Interchange**
 - FHWA would not permit a new interchange without the project being included in the MTP