

Technical Coordinating Committee

October 14, 2021 – 11:00 A.M., Virtual Meeting via Zoom

Login: <https://us06web.zoom.us/j/83203911599>

Meeting ID: 83203911599

Call-In: (312)626-6799

Agenda

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

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

3. **CONSENT AGENDA**

Autumn Radcliff

 - A. September, 2021 Minutes
 - B. LAPP Quarterly Updates
4. **BUSINESS (30-45 min)**

 - A. Amendments to the 2020-2029 Transportation Improvement Program MPO Staff
5. **INFORMATIONAL ITEMS (15-30 min)**

 - A. P 6.0 Update MPO Staff
 - B. Proposed Managed Lanes on I-26 MPO Staff
6. **REGULAR UPDATES (15 min)**

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

8. **TOPICS FOR NEXT MEETING**

9. **PUBLIC COMMENT**

10. **ADJOURNMENT**

a program of Land of Sky

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METROPOLITAN PLANNING ORGANIZATION

Technical Coordinating Committee

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METROPOLITAN PLANNING ORGANIZATION

Staff Report & Recommendations

Item 3:

Consent Agenda

Item 3A: September, 2021 TCC Minutes

Item 3B: Locally Administered Projects Program Quarterly Report

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Item 3A:

French Broad River Metropolitan Planning Organization

Minutes from the TCC Meeting including Zoom on September 9, 2021

ATTENDANCE:

Remote via the Zoom Platform:

Chair Autumn Radcliff	Nick Kroncke	Emily Scott-Cruz	Pat Christie
John Ridout	Hannah Bagli	David White	Hannah Cook
Adrienne Isenhower	Brendan Merithew	Dan Baechtold	Daniel Cobb
Eric Rufa	Erica Anderson	Jared Merrill	Jessica Morriss
Jessica Trotman	John Ridout	Kim Roney	Marshall Williams
Peyton O'Conner	Stephen Sparks	Steve Williams	Troy Wilson
William High	Daniel Sellers		

In-Person at Land of Sky Regional Council:

Tristan Winkler Zia Rifkin (minutes)

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 made.

CONSENT AGENDA

Chair Radcliff indicated that the Consent Agenda included the August 2021 minutes, and the 5310 Letter of Support for Mountain Projects. She requested approval of the agenda, as well.

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

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BUSINESS

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 financial commitments including 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 funding used for planning purposes. This document is adopted annually by the MPO Board with the [original FY 2022 UPWP](#) adopted on April 22, 2021.

Amendment Details

- Funding has been redistributed through the MPO's operations and work tasks to reflect:
 - Changes in staffing
 - New initiatives, such as the Regional Freight Stakeholders Group have been added under Private Sector Participation
 - Delays to items due to changes in the US Census data release schedule, namely the UZA and potential impacts to doing a 5307 Suballocation Formula Study in full
 - Increase in public participation and administration to reflect considerations and workload from remote and hybrid meeting adjustments
 - Increase in regional planning to reflect MTP considerations, potential changes to the CTP, and updates to other regional documents
 - Decreases in all categories of Data and Planning Support due to Existing Land Use (ELUSE) updates being ahead of schedule and more work expected to be carried out by a consultant as part of the next Socio-Economic Projections for the Region ("Land Use Study.")
- Two studies from FY 21 have been added that will require payments to be claimed in FY 22. These include:
 - Richland Creek Greenway Study (Town of Waynesville)
 - Regional Transit Plan (MPO)
- Adding \$127 thousand in 5307 program support, which would require a match
- Overall, **no changes are being made to local dues and there is no increase in MPO funds beyond what has been previously programmed**

The information regarding the proposed amendment to the FY 2022 UPWP was included in the meeting packet and posted on the MPO's website: http://frenchbroadrivermpo.org/wp-content/uploads/2021/09/2021_09_09_TCC-Agenda-Packet.pdf.

Peyton O'Conner moved to approve the FY 2022 Unified Planning Work Program (UPWP) Amendments and to recommend that the MPO Board give consideration of approval. Janna Bianculli seconded, and the motion carried upon a roll call vote, and without further discussion.

Prioritization Subcommittee- Replacement Member

The MPO Prioritization Subcommittee plays an important role in advising the MPO TCC and Board and is made up of four members of the TCC and three members of the MPO Board. One representative from the TCC, Dan Baechtold (City of Asheville), plans to step down at the end of the month. Jessica Morris (City of Asheville) has requested to replace his position on the subcommittee.

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The MPO Prioritization Subcommittee was initially setup to advise the MPO TCC and Board on items related to the prioritization process but its role was expanded over the years to include the evaluation of the Locally Administered Projects Program (LAPP), being the steering committee for major MPO planning efforts including the Metropolitan Transportation Plan (MTP), and any other items that generally require preliminary, in-depth discussions before those items make it to the TCC and Board for consideration.

All TCC, Board, and NCDOT members are welcome to join subcommittee meetings, but there are only seven voting members: four TCC representatives and three 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
<i>Dan Baechtold</i>	<i>City of Asheville</i>	<i>TCC</i>
Peyton O'Conner (Chair)	Buncombe County	TCC
Elizabeth Teague (Vice-Chair)	Town of Waynesville	TCC

Today, the FBRMPO TCC is requested to approve a new TCC representative for the Prioritization Subcommittee. Jessica Morriss, with the City of Asheville, has volunteered to serve in this role.

Peyton O'Conner moved to approve Jessica Morriss as the new TCC representative for the Prioritization Subcommittee and to recommend that the MPO Board affirm her for the open position, as well. Steve Williams seconded, and the motion carried upon a roll call vote, and without further discussion.

5310 & JARC Calls for Projects Timeline & Overview

Emily Scott-Cruz provided a presentation regarding 5310 and JARC funding.

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 5310 Grant has two categories for funding:

- Traditional/Capital projects: At least 55% of the total funding amount must go to "traditional" projects
- Other/Operations type projects: no more than 45% of the total funding amount can go to these projects

Additional information about Section 5310 is available at: <http://frenchbroadrivermpo.org/5310-and-jarc/>

The Asheville UZA was awarded American Rescue Plan Act (ARPA) funds for Section 5310 as well. The funds are to be used for 5310 operations and payroll (if recipients have furloughed employees). The UZA received \$60,154 in additional Section 5310 funds. As we did with CRRSAA funding, ARPA funding, which totals \$54,139 after taking out 10% Admin costs for the City of Asheville, will be added to this Call for Projects. The distribution of ARPA funds will be contingent on the applications received. To note, when CRRSAA funds were added to the last Section 5310 Call for

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Projects, it was recommended that only one applicant receive that funding. This made the process easier to manage for the City of Asheville; however, the decision was made after receiving submitted applications.

Funding Available:

FY 2020's Section 5310 Allocation	
FY 2021 FTA Section 5310 Funds Available to Asheville UZA	\$354,278
Section 5310 Admin at 10%	\$35,428
Available Section 5310 after Admin	\$318,850
American Rescue Plan Act (ARPA) Section 5310*	
ARPA 5310 (Total)	\$60,154
10% Admin	\$6,015
Available ARPA after Admin	\$54,139

Slight revisions were made to the 5310 Scorecard following the last Call for Projects and selection process. MPO Staff requests that the Prioritization Subcommittee reviews the Evaluation Criteria (below) and the application timeline for approval.

SCORECARD FOR 5310 PROJECTS		
	Possible Points	
Project Needs and Goals	35	0
Is the project consistent with 5310 program? (i.e. do goals and objectives align with 5310 program)	0-10	
To what degree will the project increase or enhance availability of transportation for the Asheville urbanized area's elderly and disabled populations?	0-5	
Does applicant include map of service area and requested demographic data and number of people served? Does the project address a need identified in the Coordinated Human Services Transportation Plan?	0 or 10	
To what degree does the project demonstrate the most appropriate match of service delivery to need? To what degree does project address unmet needs?	0-5	
Does the project align with organizational mission? To what degree?	0-5	
Project Budget and Organizational Preparedness	25	0
Did applicant submit a clearly defined project budget? Does applicant provide proof of local match?	0 or 5	
Does the budget accurately estimate project cost? Does it identify direct costs and other requested portions of the budget?	0 or 5	
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0-5	

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To what extent will project be affected if it does not receive funding?	0-10	
Project Implementation	25	0
Does the proposal outline an implementation and evaluation plan?	0 or 5	
Does the application identify key personnel?	0 or 5	
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described? Does applicant describe process of evaluating service?	0 – 5	
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	0-10	
Equity, Coordination, and Outreach	15	0
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	0 - 5	
To what extent does the applicant include plans to market to target group and promote awareness of the project?	0 - 5	
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	0 or 5	
Bonus for Alternative Fuels/Fuel Efficiency	5	
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0 or 5	
TOTAL (Out of 100, with 5 additional bonus points)	105	

JARC Call for Projects / Application / Evaluation

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.

In previous years, the FBRMPO has held two JARC Calls for Projects—one that was available to the region and one that was available only for Haywood County. However, on July 1, 2021, Haywood County became a direct subrecipient of Section 5307 Urbanized Area Transit Formula Funds. As such, there will only be a Regional JARC Call for Projects going forward. Additional information about the program is available at:

<http://frenchbroadrivermpo.org/5310-and-jarc/>

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FBRMPO Fall 2021 Jobs Access Reverse Commute (JARC) Call for Projects Funding Available

Regional JARC – FY 2021 at 10% of FTA 5307 Amount allocated to the Asheville Urbanized Area

\$343,962*

*This funding includes the annual allocation (\$311,281) as well as \$32,681 that was reprogrammed from Winter 2020's JARC Call for Projects. It is also important to note that administrative costs will not be included in this Call for Projects. However, if an applicant has a capital project submitted, then the City of Asheville is entitled to collect 10% of the capital project's cost for administration fees.

Slight revisions were made to the JARC Evaluation Criteria following the last Call for Projects and Selection. The revised criteria are below:

Project Evaluation Criteria for JARC	Possible Points
Project Needs/Goals and Objectives	30
Is the project consistent with JARC program? (i.e., do goals and objectives align with JARC program)	0-10
To what degree will the project increase or enhance service to low-income individuals? Does the project address unmet needs?	0 – 5
Does the project address a need identified in the Coordinated Human Services Transportation Plan? Does applicant include map of service area?	0 or 5
To what extent will the project be affected if it does not receive JARC funds? 0=unaffected, 10=unable to exist	0 – 10
Implementation Plan and Evaluation	20
Does the proposal outline an implementation and evaluation plan? Does implementation plan identify key personnel?	0 or 5
To what extent does the applicant demonstrate their institutional capability to carry out service delivery of project as described?	0 – 5
How experienced is the agency with financial responsibilities like quarterly reporting, annual audits, and/or other forms of financial reporting?	0-5
Does the project appear to be the best way to meet the need identified? Does it align with the organizational mission?	0 – 5
Project Budget	20
Did applicant submit a clearly defined project budget? Did applicant provide proof of local match?	0 or 5
To what extent does the proposal address long-term efforts and identify potential funding sources for sustaining service beyond grant period?	0–5

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To what extent will project be affected if it does not receive funding?	0-10
Equity, Coordination, and Outreach	15
Does the project include coordination and/or partnerships with transportation providers or other relevant stakeholders?	0-5
To what extent does the applicant include plans to market to target group and promote awareness of the project?	0 – 5
Does applicant include their Title VI Plan or description of equity work/commitment to equity?	0 or 5
Program Effectiveness and Performance Indicators	10
To what extent does applicant demonstrate that proposal is most appropriate method of service delivery and is a cost-effective approach?	0 – 5
Does applicant provide description of the process of monitoring and evaluation of service? Is there a description of steps that will be taken to measure effectiveness and impact of project on targets?	0 – 5
Innovation	5
Does project contain new or innovative concepts with potential for improving access and mobility for target population and potential for future application elsewhere in the region?	0 or 5
Alternative Fuels/Fuel Efficiency (BONUS POINTS)	5
Does the project demonstrate use of high-efficiency or alternative fueled vehicles/transportation methods?	0 or 5
TOTAL (out of 100, with 5 additional bonus points)	105

The proposed timeline for Fall 2021's Call for Projects for both Section 5310 and JARC follows:

Fall 2021 Call for Projects Timeline	
September 27, 2021	5310 and JARC call for projects opens
October 29, 2021	5310 and JARC applications due to FBRMPO
November 2021	FBRMPO Prioritization Subcommittee meets to review the 5310 and JARC applications
November 2021	TCC approves 5310 and JARC project selection
November 2021	MPO Board votes on 5310 and JARC project selection
November 2021	MPO Board approves TIP Amendments for 5310 and JARC projects

Jessica Morriss moved to recommend that the Board approve the 5310 and JARC Calls for Projects' timeline and evaluation criteria. William High seconded and the motion carried upon a roll call vote and without further discussion.

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NCDOT Value Engineering/Value Assessment Initiative

Below are the funding projections for every available tier in prioritization through 2033 (only “committed” projects included, current as of July 2021):

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

Hannah Cook, Division 13 Senior Engineer provided a presentation on an on-going Value Assessment initiative to assess and value-engineer projects to reduce costs. She explained the difference between a Value Engineering (VE) Study, which follows a 7-step process prescribed by FHWA, engages third-party firms, coordinated through the Value Management Office (VMO) and is required on projects meeting cost thresholds; and Value Assessment (VA), which has no prescribed process, but includes cost containment ideas and includes engaging third-party firms and is coordinated by PM/Leads on projects over \$5 million. The goal with the VA on the projects being reviewed is to reduce project costs by 10%.

Beginning in March 2021, the VA Phase I began with 14 projects. More complex projects or those with higher costs were assessed with VE. Phase II began in April with the assessment of additional projects across the state. Phase III began in May with additional projects. Phase IV includes 35 projects on the 16–24-month Let List. Third-party firms have completed VAs and Division Engineers are reviewing assessments. Projects in Buncombe County, including the I-40 interchange in Black Mountain (Blue Ridge Road Interchange), the Mills Gap Road projects and two bridge projects were assessed.

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Hannah Cook reviewed the general VA process, once it is given to a third-party firm for review, which includes brainstorming general cost savings ideas, evaluating those ideas for feasibility, cost savings, etc., and if the project will still meet the purpose and need. Recommendations are then developed. While a third-party firm performs the VA, but it is the Division Engineers that review the recommendations to determine if the ideas should be rejected in the final project. Hannah reviewed functions, which includes what the project needs and what is the project's purpose and are there ways to save money in that process.

Hannah Cook used the Blue Ridge Road Interchange project as an example of the VA procedure. *No audio.*

Hannah Cook shared next steps including VAs on projects on the 37-60 month Let List and that VAs would be included in PDN Version 2.1. Essentially, cost containment would become a part of the design process for NCDOT going forward.

Discussion occurred regarding how Division Engineers use the VA recommendations, while keeping in mind the purpose and needs of projects that are assessed.

Tristan Winkler wondered if there was a place in the process for local governments to provide feedback on project assessments, allowing input on what is valuable to the jurisdictions. Hannah Cook shared that there is a process (not well-defined in Division 13) to bring local officials into the process. Brendan Merithew noted that the VA is not meant to be a defined process, but generally, cost savings ideas are not meant to redefine projects. Generally, the TCC shared that the perceived value of conducting VAs on projects that have gone through a significant public input process and have progressed through early phases of design, might not benefit from this type of assessment. Hannah Cook noted that it is the project management team that brings recommendations to the local jurisdiction, where it may progress to additional public input. Tristan Winkler concurred that it might be a good idea to send out a list of those Division 13 projects that were being assessed, to allow local officials an opportunity to weigh in on any proposed cost containment measures. Hannah Cook noted that the process is still being developed, leading to a defined process, including local input. Chair Radcliff noted that it was important for everyone to realize that projects do change, and some factors may be unforeseen, leading to changes, even on well-developed projects.

Discussion occurred about the various stages that projects were in when they were selected for the VA process and it was noted that if a project was in ROW acquisition, cost containment considerations might only pertain to the construction process. Projects in preliminary engineering (PE) accounted for most of the projects that were chosen for VA. Projects in conceptual design, or those not well-developed, were not usually assessed.

Information item. No action required.

REGULAR UPDATES AND INFORMATION ITEMS

Regular updates from NCDOT Division 13 and 14 were provided by NCDOT staff and available on the <http://frenchbroadrivermpo.org> website.

Division 13 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/09/Div13_Sept_Updates.pdf

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Division 14 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/09/FBRMPO_Div14_092021_Comprehensive-ProjDev.pdf

A TPD update was provided. Additionally, committee and legislative updates were provided by MPO staff.

ANNOUNCEMENTS, NEWS, SPECIAL UPDATES

The MPO is planning to hold a workshop for autonomous and connected vehicles, in conjunction with the Clean Vehicles Coalition. More details will be shared soon.

TOPICS FOR NEXT MEETING

NCDOT storm response.

The MPO is tracking the budget and planning to bring the interchange item back on the agenda when more clarification is available regarding funding.

PUBLIC COMMENT

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

ADJOURNMENT

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

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Item 3B:

LAPP Quarterly Report

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 new update at this time.	Funded	Funded	Funded
NC 251 (Riverside Drive)/Beaverdam Creek Greenway	EB-5774	Buncombe County	No new update at this time.	Active	Funded	Funded
Bent Creek Greenway	EB-5823	Buncombe County	No new 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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(LAPP) Project Updates Cont.				Funded = MPO funded Other = Other funding	No = not currently funded Active = In-progress	N/A = not applicable
Project	TIP ID	Sponsor	Milestone	Engineering	Right of Way	Construction
New Haw Creek Road Sidewalks	EB-5947	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
Biltmore Ave at White Fawn Drive Signal	HL-0014	City of Asheville	No new update at this time.	Funded	N/A	Funded
Coxe Avenue Complete Streets	EB-5831	City of Asheville	The Request for qualifications will be re-released in late summer. The FBRMPO recently awarded construction funds for this project tentatively scheduled for FY 24 and FY 25	Active	Funded	Funded
North RAD Greenway	EB-5822	City of Asheville	Funding is available for this project and we will release the Request for Letters of Intent this summer.	Other	Other	Funded
School Zone Safety	BL-0006	City of Asheville	No New Update	Funded	N/A	Funded
Lexington Avenue Complete Streets	EB-5830	City of Asheville	No new update, to re-release RFQ	Active	No	No
Clear Creek Greenway	BL-0008	City of Hendersonville	Working on agreement with Division 14, CoH will manage project	Funded	Funded	Funded
Ecusta Trail Phase I, II, III	BL-0007A	Henderson County	Phases are combined into one. Purchase is complete of the rail line by local partner Conserving Carolina subsidiary.	Funded	N/A	Funded
Broadway Sidewalks	BL-0005	NCDOT Division 13	Scheduled to let on November 17,2021	Funded	N/A	Funded
Charlotte Street Ramp	HL-0012	NCDOT Division 13	Early stages of design.	Other	Other	Funded
Haywood Road Resurfacing	HL-0003	NCDOT Division 13	Working with City on design. Public involvement to start in the winter.	Other	N/A	Funded
Riverwalk Greenway Phase I	EB-5547A	Town of Black Mountain	Project was split into separate phases	Active	Funded	Funded
Riverwalk Greenway Phase II	EB-5547B	Town of Black Mountain	Project was split into separate phases	Active	Funded	Funded
Bridge Replacement	HL-0013	Town of Black Mountain	No new update at this time.	N/A	N/A	Funded
Champion Drive Multi-Use Path	EB-5945	Town of Canton	No new updates beyond upgrading the former sidewalk into a MUP.	Active	Funded	No
US 19 Bike/Ped Improvements	EB-5926	Town of Maggie Valley	No new update at this time.	Funded	N/A	Funded
Mills River Valley Trail	EB-5946	Town of Mills River	No new update at this time.	Funded	No	No

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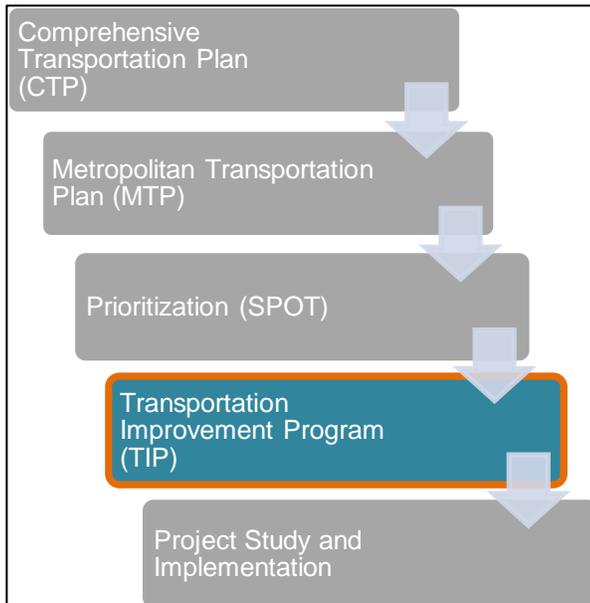
Item 4A:

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

Very Brief Overview

The Transportation Improvement Program (TIP) is our region's document that reflects planned transportation investments over a ten-year period and is required to be in conformity with North Carolina's State Transportation Improvement Program (STIP). The TIP describes each project, a schedule for implementation, funding sources, and estimated costs.

TIP Amendments Overview



This round 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 programed, 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.

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PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #8 - October 2021																				
PROJECT / TIP ID (Sorted A-Z)	ROUTE(S)	DIVISION(S)	COUNTY	PROJECT DESCRIPTION	TIP Amendment Detail	TOTAL COST (in thousands)	ACTIVITY	FUNDING	COST (in thousands)											POST YEARS
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029		
B-5920	SR-1216	14	Haywood	SR 1216 (STEEL BRIDGE ROAD), REPLACE BRIDGE 430246 OVER WEST FORK PIGEON CREEK	TO ALLOW ADEQUATE TIME FOR RIGHT-OF-WAY, DELAY CONSTRUCTION FROM FY 23 TO FY 24.	\$ 640	ROW	BGOFF				30								
							C						540	70						
B-4442	US 19/US 23/US 25/ US 70	13	BUNCOMBE	US 19/US 23/US 25/ US 70, REPLACE BRIDGE 100370, AND BRIDGE 100373 OVER REEMS CREEK.	ADD UTILITIES NOT PREVIOUSLY PROGRAMMED. COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS. DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 26,900	ROW	NHP			200									
							U	NHP			200									
							C	NHP			265	8,782	9,596	6,603	1,254					
EB-5926	US19	14	HAYWOOD	US 19 (SOCO ROAD), US 276 TO THE TOP ROAD. CONSTRUCT BICYCLE AND PEDESTRIAN IMPROVEMENTS. PINE DRIVE/SR 1186 (DANIEL DRIVE), WIDEN ROADWAY.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22. DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 1,800	C	BGANY				14	1,426							
							C	L				4	356							
EB-5944	VARIOUS	13	BUNCOMBE	ASHEVILLE, JOHNSTON BOULEVARD, PATTON AVENUE TO IONA CIRCLE. CONSTRUCT SIDEWALKS.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22. DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 2,350	C	BGDA			1,880									
							C	L				470								
EB-5948	VARIOUS	13	BUNCOMBE	ASHEVILLE, ONTEORA BOULEVARD, LINCOLN AVENUE TO RALEIGH ROAD. CONSTRUCT SIDEWALKS.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22. DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 1,140	C	BGDA			912									
							C	L				228								
EB-5948	VARIOUS	13	BUNCOMBE	ASHEVILLE, ONTEORA BOULEVARD, LINCOLN AVENUE TO RALEIGH ROAD. CONSTRUCT SIDEWALKS.	TO ALLOW ADDITIONAL TIME FOR PRELIMINARY ENGINEERING, DELAY CONSTRUCTION FROM FY 21 TO FY 22. DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 1,140	C	BGDA			912									
							C	L				228								
I-2513AA	I-40	13	BUNCOMBE	I-40, EAST OF SR 1224 (MONTE VISTA ROAD) TO PAVEMENT JOINT WEST OF SR 3412 (SAND HILL ROAD). RECONSTRUCT PAVEMENT.	TO EXPEDITE PAVEMENT RECONSTRUCTION IMPROVEMENTS ON I-40, SEGMENT I-2513A INTO SEGMENTS AA, AB, AND AC. SEGMENTS AA AND AB TO BE LET UNDER ONE CONTRACT. DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 30,100	ROW	NHPIM				1,500								
							U	NHPIM				100								
							C	NHPIM					9,500	9,500	9,500					
I-2513AB	I-26, I-40, I-26/I-40 AND I-40/US 19/23	13	BUNCOMBE	I-26, I-40, I-26/I-40 AND I-40/US 19/23 (SMOKEY PARK HIGHWAY) INTERCHANGES. CONSTRUCT THE FOLLOWING IMPROVEMENTS: WIDEN I-40 EASTBOUND TO I-26 EASTBOUND RAMP; WIDEN I-26 WESTBOUND BETWEEN I-40 RAMP; CONSTRUCT NEW I-40 WESTBOUND TO US 19/23 (SMOKEY PARK HIGHWAY) NORTHBOUND RAMP.	TO EXPEDITE PAVEMENT RECONSTRUCTION IMPROVEMENTS ON I-40, SEGMENT I-2513A INTO SEGMENTS AA, AB, AND AC. SEGMENTS AA AND AB TO BE LET UNDER ONE CONTRACT. DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 17,300	ROW	NHPIM				3,600								
							C	NHPIM					4,567	4,567	4,566					

FRENCH BROAD RIVER

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PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #8 -October 2021 Continued

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					
I-2513AC	I-26, I-240	13	BUNCOMBE	I-26/I-240, WIDEN TO SIX LANE FREEWAY.	TO EXPEDITE PAVEMENT RECONSTRUCTION IMPROVEMENTS ON I-40, SEGMENT 2513A INTO SEGMENTS AA, AB, AND AC. DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 212,615	BUILD NC ROW	T			730	730	730	730	730	730	730	730	730	5,110			
							ROW	T			11,650	11,650											
							U	T			1,550	1,550											
							BUILD NC CON	T					3,432	3,432	8,151	8,151	8,151	8,151	8,151	8,151	82,797		
							C	T					10,600	10,600	10,600	10,600	10,600						
I-4759	I-40	13	BUNCOMBE	I-40, I-40/SR 1228 (LIBERTY ROAD). CONVERT GRADE SEPARATION TO AN INTERCHANGE AND CONSTRUCT TWO LANE ROADWAY NORTH OF I-40 TO SR 1224 AND FOUR LANE ROADWAY SOUTH OF I-40 TO US 19/US 23/NC 153 WITH PARTS ON NEW LOCATION.	COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS. DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 51,599	GARVEE ROW	BGANY		825	825	825	825	825	825	825	825	825	825	4,724			
							ROW	S(M)		2,850													
							U	BGANY		700	700												
							C	NHPIM					8,800	8,800	8,800	8,800	8,800						
R-2588B	NC-191, SR1381	14	ENDERSON	NC 191, SR 1381 (MOUNTAIN ROAD) TO NC 280 SOUTH OF MILLS RIVER	COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 116,536	BUILD NC ROW	T			258	258	258	258	258	258	258	258	258	1,806			
							ROW	T			6,250	6,250											
							U	T			6,050	6,050											
							BUILD NC CON	T					2,274	2,274	2,274	2,274	2,274	2,274	2,274	2,274	20,466		
							C	T					16,191	19,111	13,555	5,142							
R-5921	US 276	14	HAYWOOD	US 276 (JONATHAN CREEK). US 19 TO I-40 UPGRADE. MODERNIZE ROADWAY.	COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 36,400	ROW	BGLTS			600												
							U	BGLTS			3,200												
							C	BGLTS				326	11,771	11,580	7,635	1,288							
U-5783	US 64	14	ENDERSON	US 64, SR 1180 (BUTHE STREET) TO SR 1173 (WHITE PINE DRIVE)/SR 1186 (DANIEL DRIVE). WIDEN ROADWAY.	COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 41,500	ROW	T			8,700	8,700											
							U	T			3,900												
							C	T					202	9,052	7,462	3,484							
U-5886	SR 1170	14	ENDERSON	SR 1170 (WHITE STREET), SR 1171 (WILLOW ROAD) TO US 176 (SPARTANBURG HIGHWAY). REALIGN AND EXTEND ROADWAY	COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS DESIGN, DELAY RIGHT-OF-WAY FROM FY 21 TO FY 22.	\$ 36,500	ROW	T			6,233	6,234	6,233										
							U	T			2,600												
							C	T					3,189	6,657	4,344	1,010							
U-5888	US 23 BUSINESS	14	HAYWOOD	US 23 BUSINESS, INTERSECTION OF US 23 BUSINESS (NORTH MAIN STREET) AND WALNUT STREET. CONSTRUCT INTERSECTION IMPROVEMENTS	ACCELERATE CONSTRUCTION FROM FY 23 TO FY 22 TO AT THE REQUEST OF THE DIVISION COST INCREASE EXCEEDING \$2 MILLION AND 25% THRESHOLDS.	\$ 5,800	C	T			1,910	2,974	916										
U-6163	SR 3116, SR 3136	13	BUNCOMBE	SR 3116 (MILLS GAP ROAD), SR 3136 (CANE CREEK ROAD) INTERSECTION. REALIGN INTERSECTION AND ADD LEFT TURN LANES.	ACCELERATE RIGHT-OF-WAY FROM FY 25 TO FY 22 AND CONSTRUCTION FROM FY 26 TO FY 23 TO ALIGN SCHEDULE WITH HIGH-IMPACT / LOW-COST PROJECT AT THE REQUEST OF THE DIVISION.	\$ 2,800	ROW	T			100												
							U	T			300												
							C	T			24	1,816	560										

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PROPOSED AMENDMENTS AND MODIFICATIONS TO HIGHWAY PROJECTS IN THE 2020-2029 FBRMPO TIP - Amendment #8 -October 2021 Continued

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		
W-5813A	US 25 (MCDOWELL STREET)	13	BUNCOMBE	US 25, US 25 (MCDOWELL STREET) AT DOCTOR'S DRIVE/ASHEVILLE HIGH SCHOOL ENTRANCE. INSTALL PEDESTRIAN SIGNALS, HIGH VISIBILITY CROSSWALKS, AND CURB RAMPS	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 74	C	HSIP				1	73								
W-5813D	US 25	13	BUNCOMBE	US 25, (1) US 25 AT ALL SOULS CRESCENT, (2) US 25 AT US 25 ALT (LODGE STREET). INSTALL CURB RAMPS, SIDEWALK, AND SIGNAL UPGRADES	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22.	\$ 96	C	HSIP				96									
W-5813E	US 19-23-74 ALT (PATTON AVENUE)	13	BUNCOMBE	US 19-23-74 ALT, US 19-23-74 ALT (PATTON AVENUE) AT US 19-23 BLUS (HAYWOOD ROAD)/SR 1319 (JOHNSTON ROAD). INSTALL PEDESTRIAN SIGNAL PHASING, HIGH VISIBILITY CROSSWALKS AND CURB RAMPS.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22. PREVIOUSLY PROGRAMMED.	\$ 115	C	HSIP				1	114								
W-5813F	US 19-23-74 ALT (SMOKEY PARK HIGHWAY)	13	BUNCOMBE	US 19-23-74 ALT, US 19-23-74 ALT (SMOKEY PARK HIGHWAY) AT OLD HAYWOOD ROAD. INSTALL PEDESTRIAN SIGNAL PHASING, HIGH VISIBILITY CROSSWALKS, AND CURB RAMPS.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22. PREVIOUSLY PROGRAMMED.	\$ 70	C	HSIP				1	69								
W-5813G	US 70; US 74 ALT, (TUNNEL ROAD)	13	BUNCOMBE	US 70; US 74 ALT, (1) US 70 (TUNNEL ROAD) AT OLD CHUNNS COVE ROAD, (2) US 74 ALT (S. TUNNEL ROAD) AT MAIN MALL ENTRANCE (EAST LEG), (3) US 74 ALT (S. TUNNEL ROAD) AT LOWER MALL ENTRANCE. INSTALL CURB RAMPS, SIDEWALK, AND SIGNAL UPGRADES.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, DELAY CONSTRUCTION FROM FY 21 TO FY 22. PREVIOUSLY PROGRAMMED.	\$ 92	C	HSIP				1	91								

Action Required: Approve TIP Amendments #8

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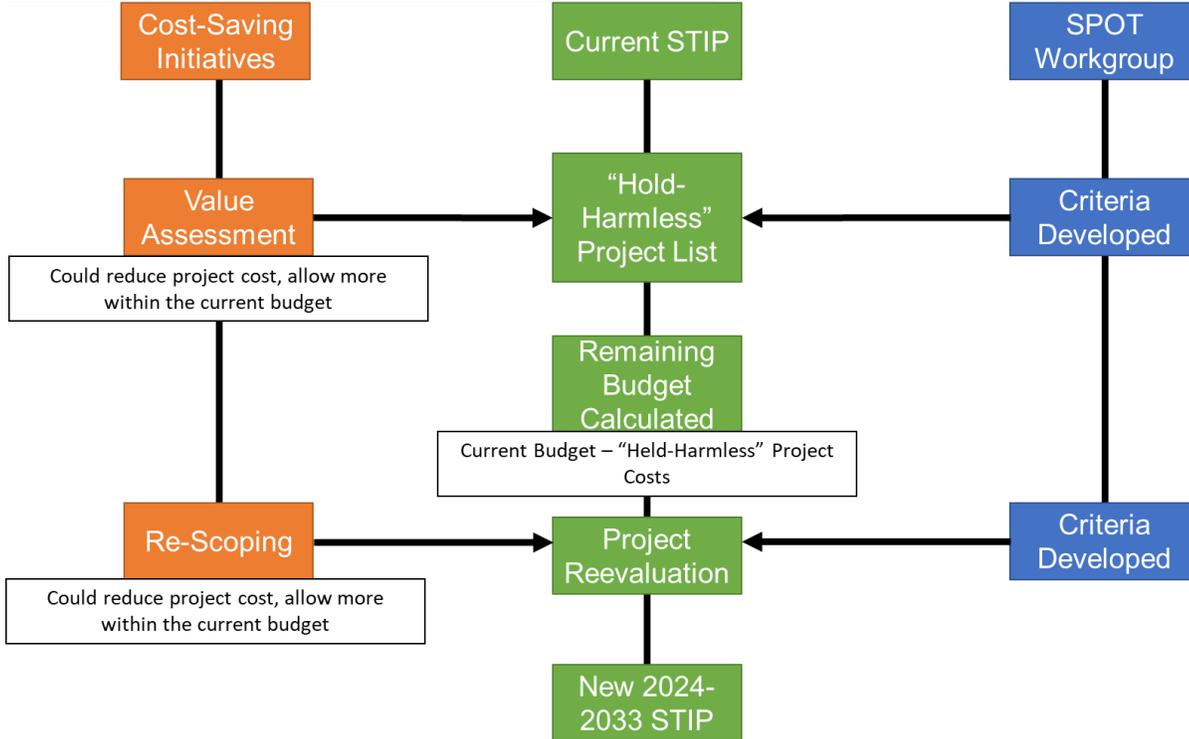
Staff Report & Recommendations

Item 5A:

P 6.0 (Prioritization) Update

The SPOT workgroup is continuing to meet to determine processes to rebalance the STIP and there is generally a lot to discuss.

How Different Initiatives Generally Fit Together



Active Efforts to Reduce Project Costs at NCDOT

Value Assessments/Value Engineering- an effort that evaluates some TIP projects to help determine potential steps to reduce costs while maintaining a project’s overall purpose and need

Re-Scoping of Projects- NCDOT Divisions have been given a deadline of the end of the year to look at ways to re-scope, segment, or otherwise modify projects to reduce costs and make projects more likely to achieve something rather than potentially getting defunded.

-Haywood County: a meeting will be held in mid/late October with Division 14 and local government staff to discuss potential re-scoping or segmenting of projects

-Henderson County: the subject will be discussed with the Henderson TAC

-Buncombe County: Division 13 will organize project-by-project meetings over the next few months

SPOT Workgroup

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The SPOT Workgroup is made up of representatives from MPOs, RPOs, NCDOT, and various other stakeholders from around the State (League of Municipalities, NC Rural Center, Metro Mayors, others.) The group is generally charged with setting the parameters of the prioritization process that are not strictly defined by the Strategic Transportation Initiatives Law and providing those recommendations to the Board of Transportation.

Items the SPOT Workgroup is working on:

“Hold-Harmless List”: a list of projects that will remain on the STIP and not be re-evaluated in order to maintain a relatively efficient and predictable project delivery program for NCDOT. Most discussions for a hold-harmless list are based on current project delivery schedules.

Re-Evaluation Criteria: because this is considered a “reprogramming” effort rather than “normal” prioritization, the criteria being considered are more flexible than usual. This criteria will be applied to projects not “held-harmless” with successful projects remaining in the STIP and unsuccessful projects being de-committed.

General Schedule

- December, 2021: re-scoping of projects deadline, SPOT Workgroup work deadline (“held-harmless” and project re-evaluation criteria.)
- January-August,2022: project re-evaluation
- December, 2022: Draft 2024-2033 STIP released
- August, 2023: deadline for NCDOT and MPO approvals of the 2024-2033 STIP/TIP

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As a reminder, below are the funding projections for every available tier in prioritization through 2033 (only “committed” projects included, current as of July, 2021):

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

NO ACTION REQUIRED

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Staff Report & Recommendations

Item 5B:

Potential for Managed Lanes on I-2513

NCDOT staff would like to discuss the prospect of installing managed lanes or high-occupancy toll (HOT) lanes as part of the I-2513 (“I-26 Connector”) project. Wanda Austin with NCDOT will present on the idea for managed lanes.

What is the I-2513 project?

I-2513 is a major interstate project through Asheville and Buncombe County in three main phases (with a fourth phase on Riverside Drive):

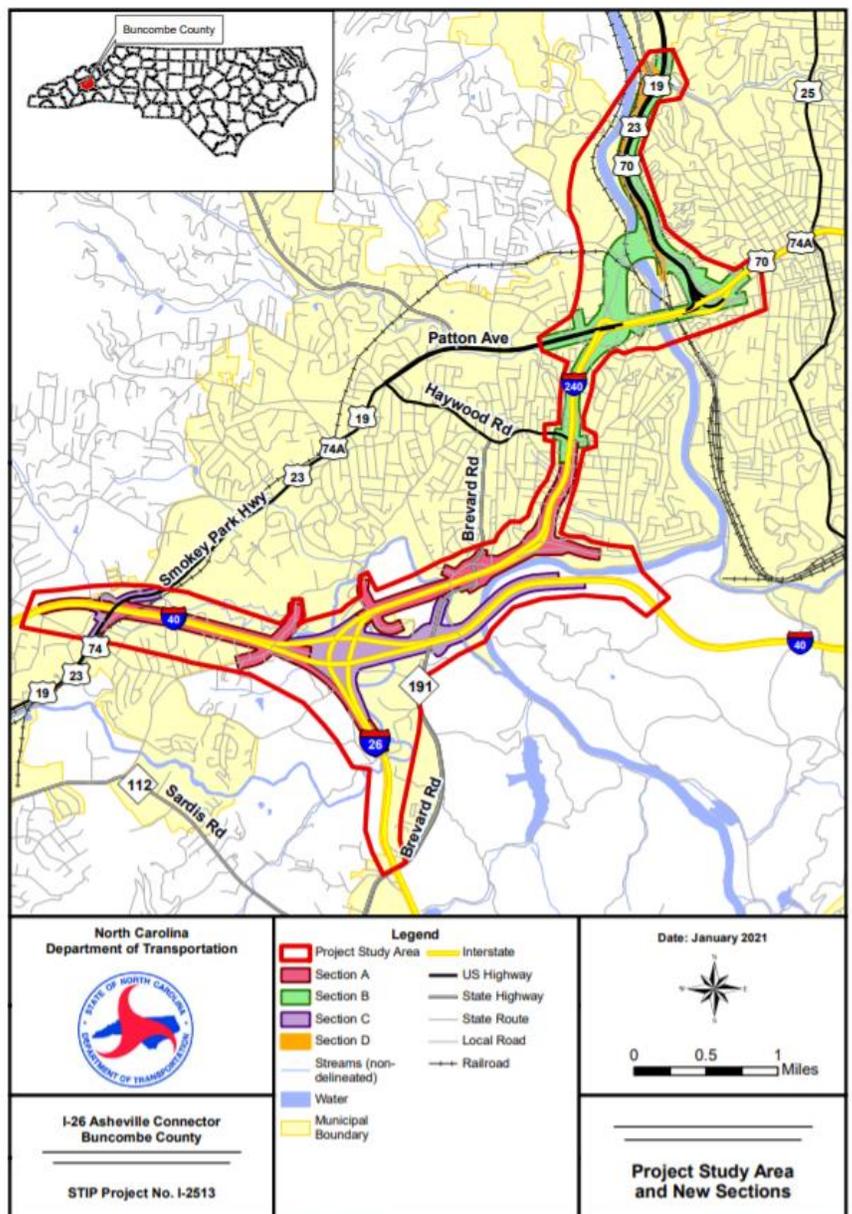
I-2513A – Widening I-26/I-240 through West Asheville from Haywood Road to the I-26/I-40/I-240 interchange, with some improvements to the interchange and I-40

I-2513B – Widening I-26/I-240 and building new bridges over the French Broad River from Haywood Road to Broadway Street

I-2513C – Improvements to the I-26/I-40/I-240 Interchange

What are HOT Lanes?

Per FHWA, High-Occupancy Toll (HOT) Lanes involve converting existing high-occupancy vehicle (HOV) lanes into priced lanes, or building new HOT lanes. These projects allow vehicles not meeting



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established occupancy requirements for an HOV lane to "buy-into" the lane by paying a toll. Electronic tolling provides for toll collection at highway speeds and tolls are set at levels necessary to maintain the lane's speed advantage. HOT lanes provide a reliable, uncongested, time saving alternative for travelers wanting to bypass congested lanes and they can improve the use of capacity on previously underutilized HOV lanes. A HOT lane may also draw enough traffic off the congested lanes to reduce congestion on the regular lanes. One of the earliest concepts tested in the VPPP, HOT lanes have now become part of the mainstream of highway projects and such projects may obtain Federal authority to toll under Section 166 of Title 23 United States Code (U.S.C.), i.e., laws pertaining to HOV lanes.

Where are HOT Lanes Being Implemented?

The closest examples are in Atlanta, Georgia and I-77 in Charlotte, North Carolina. In Georgia, several miles have already been implemented on different routes with plans to more than double the miles of managed lanes in the near future.

In North Carolina, the Triangle Expressway, Monroe Expressway, and I-77 Express Lanes are all examples of similar projects implemented across the state. Five additional managed lane projects



are being considered for implementation in other parts of the state.

What Are the Benefits of HOT Lanes?

HOT lanes provide mobility options for individual drivers while encouraging the use of transit and carpooling. Tolls collected from HOT lanes can supplement the operations, enforcement and maintenance costs for the facilities. Even buses benefit from HOT lanes—research shows that communities with HOT lanes are often able to increase transit service as was the case with I-15 in San Diego. Solo drivers know they can count on getting where they need to be on time.

By charging travelers for use of roadways, agencies can help mitigate traffic congestion while generating revenues to supplement operating costs. Common sense dictates that for a user to be willing to pay for a service, then he/she must benefit in some way from it. For priced facility users, this benefit is most likely travel-time savings or reliable travel. Often, a priced facility will offer a more reliable trip than an adjacent or nearby route. Drivers can choose to use the priced facility if they judge the travel-time savings worth paying the requisite toll.

No Action Required

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Item 6A:

Division Project Updates

Division 13 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/09/Div13_Sept_Updates.pdf

Division 14 Updates: http://frenchbroadrivermpo.org/wp-content/uploads/2021/10/Div14-Updates_October.pdf

Item 6B:

TPD Updates

Item 6C:

FHWA/FTA Updates

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Item 6D:

Committee & Workgroup Updates

Prioritization Subcommittee— met October 5th ; next meeting November 2nd

Transit Operators' Workgroup—met September 16th

5307 Subrecipient Workgroup- next meeting December 6th

Citizens' Advisory Committee- last meeting October 13th

Hellbender Trail Stakeholder Group- last meeting July 29th

Corridor Studies- Asheville City Council postponed to November 9th 2021. Presentation to MPO TCC/Board postponed.

Recommended Actions:

Accept the reports.

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Item 6E:

Legislative Updates