



METROPOLITAN PLANNING  
ORGANIZATION  
A PROGRAM OF LAND OF SKY

## French Broad River Metropolitan Planning Organization Meeting Minutes from the Governing Board Meeting on January 27, 2022

### Attendance:

#### Remote via the Zoom Platform:

Chair Larry Harris (Black Mountain Council)  
Tristan Winkler (FBRMPO)  
Emily Scott-Cruz (FBRMPO)  
John Ridout (FBRMPO)  
Hannah Bagli (FBRMPO)  
Jane Pies (Minutes)  
Kim Roney (Asheville Council)  
Anne Coletta (Flat Rock Council)  
Bill Lapsey (Henderson Commission)  
Bob Davy (Fletcher Town Council)  
Rebecca McCall (Henderson Commission)  
Kevin Ensley (Haywood Commission)  
Matthew Wechtel (Madison Commission)  
Brownie Newman (Buncombe Commission)  
Autumn Ratcliff (Henderson County)  
Daniel Sellers (NCDOT TPD)  
Steve Williams (NCDOT Division 14)  
Mike Eveland (Maggie Valley Council)  
David Uchiyama (NCDOT)  
Stephen Sparks (NCDOT Division 14)

Troy Wilson (NCDOT Division 14)  
Tom Widmer (Montreat Commission)  
Parker Sloan (Buncombe Commission)  
Mark Gibbs (NCDOT Division 13)  
Michael Dawson (FHWA)  
Jennifer Hensley (Hendersonville Council)  
Anthony Sutton (Town of Waynesville)  
Chuck McGrady (NC BOT Division 14)  
Shanon Gonce (Mills River Council)  
Brendan Merithew (NCDOT Division 13)  
David Wasserman (NCDOT STIP Unit-Western Region)  
Erica Anderson (LOSRC)  
George Banta (Laurel Park Council)  
Gwen Wisler (Asheville Council)  
Hannah Cook (NCDOT Division 13)  
Marshall Williams (NCDOT Division 13)  
McCray Coates (NCDOT Division 13)  
Steve Cannon (NCDOT Division 13)  
Wanda Austin (NCDOT Division 14)

### WELCOME, INTRODUCTIONS & ROLL CALL

Chair Larry Harris called the meeting to order at approximately 1:00pm and welcomed everyone to the meeting. Chair Harris read the Ethics Statement and inquired if there were any conflicts of interest to note for today's meeting. Anthony Sutton registered a conflict with Item 4A Proposed I-26 Interchange Amendment to the 2045 MTP, a business item for the current agenda and stated that he would excuse himself during any public comment and abstain from participation in the business item.

Roll was called and quorum was announced to conduct the business of the Board.

### PUBLIC COMMENT

***Chair Harris opened the floor for general public comment (comments not pertaining to Item 4A Proposed I-26 Interchange Amendment to the 2045 MTP). No comments were received.***

### CONSENT AGENDA

***Tom Widmer moved to approve the consent agenda consisting of the November 2021 meeting minutes, the Locally Administered Projects Program (LAPP) Call for Projects, the Locally Administered Projects Program (LAPP) Quarterly Update, and the Board agenda, as modified to move the Public Hearing after the vote on the Consent Agenda. The motion was seconded, and carried unanimously upon a roll call vote, and without further discussion.***

Chair Harris called for a motion to open the public hearing regarding the Item 4 Proposed New I-26 Interchange Amendment to the MTP.

**Chuck McGrady moved to open the public hearing and Kim Roney seconded the motion, which passed on a roll call vote.**

**PUBLIC HEARING (Proposed New I-26 Interchange Amendment to the MTP)**

Chair Harris called for any public comments.

George Briggs, a representative from the NC Arboretum wrote in support of the proposed new I-26 Interchange.

Rachel Bliss, a resident of Buncombe County wrote in opposition to the proposed new I-26 Interchange.

Jerry Mercados, in a letter from June, wrote in opposition to the proposed new I-26 Interchange.

Clark Duncan, Executive Director of the EDC commented in support of the proposed new I-26 Interchange.

Ben Teague, a VP of Strategic Development for Biltmore Farms, LLC commented in support of the proposed new I-26 Interchange.

Tom Sri, a representative from Pratt & Whitney commented in support of the proposed new I-26 Interchange.

Roger Ehrlich, a resident of Buncombe County commented in opposition to the proposed new I-26 Interchange.

Additional details regarding public comments may be found on the French Broad River MPO’s website:

<http://frenchbroadrivermpo.org/agendas-minutes>, where a recording of the meeting is posted.

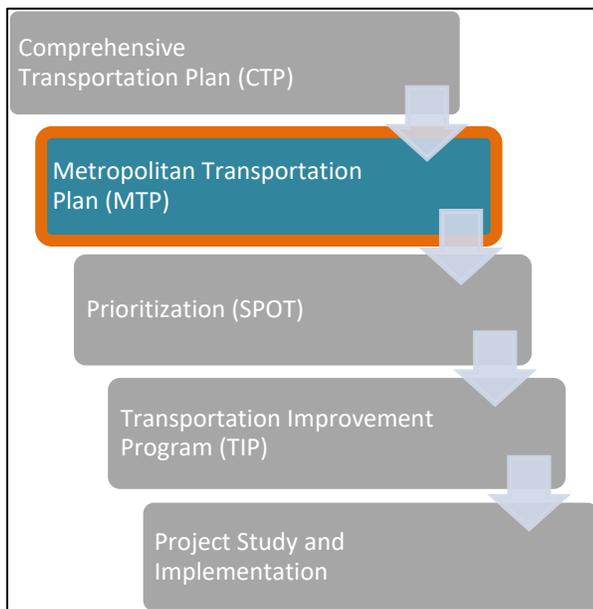
Chair Harris called for a motion to close the public hearing.

**Matt Wechtel moved to close the public hearing. Anne Coletta seconded the motion, which passed on a roll call vote and without further discussion.**

**NEW BUSINESS**

**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 mile marker 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
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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
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**Project Background**

**HE-0001 Project Background**

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

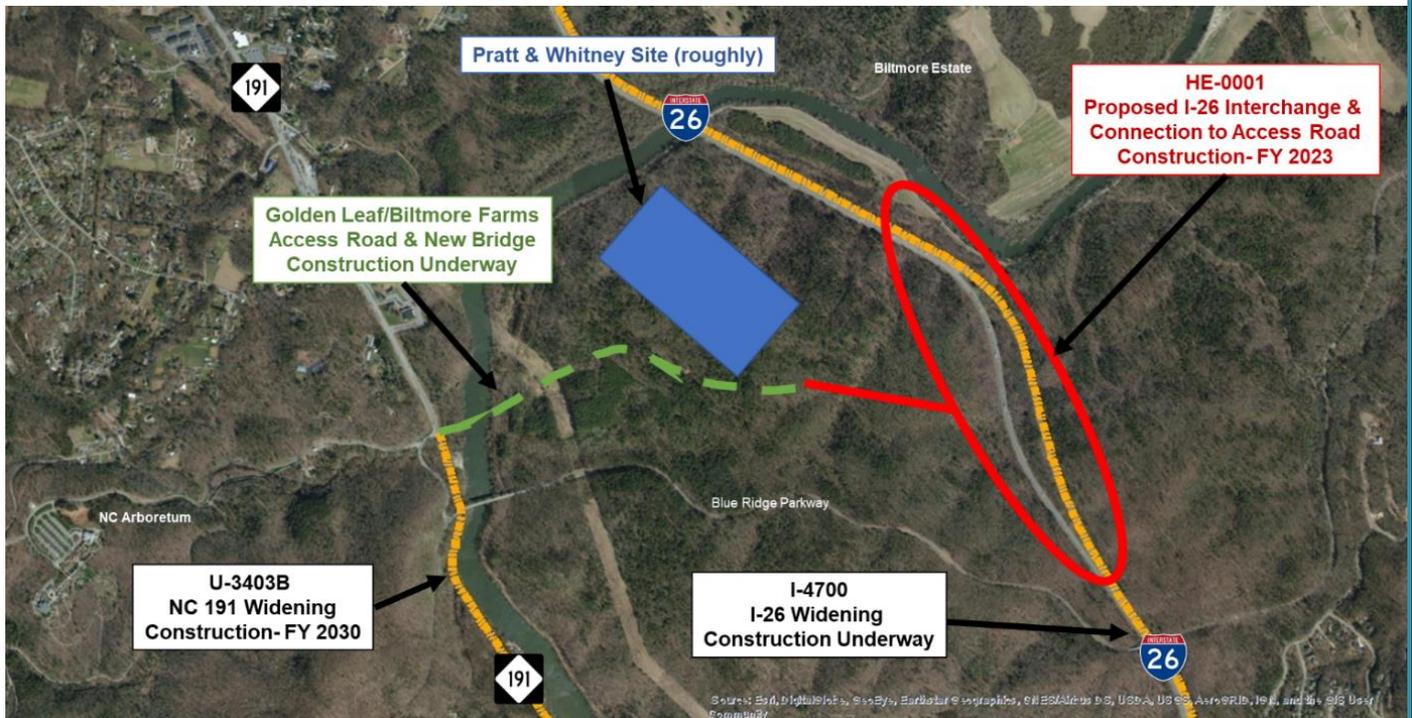
At roughly the same time the development was announced, work began on an access road (Project Ranger) to the site that includes a new bridge over the French Broad River to NC 191, funded by the Golden Leaf Foundation and Biltmore Farms. This project would provide access between NC 191 and the Pratt &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

**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:

<b>Funding Program</b>	<b>Amount Awarded to HE-0001</b>
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-

*§ 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.



## NCDOT Divisions

### 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

Tristan Winkler commented that this is an exceptionally large economic development project and that it is not without transportation merits. Advantages of the interchange include improving east-west connectivity with a new route between NC 191 and I 26, providing a “relief valve” between Exit 33 and Exit 37, offering better emergency access to the site and surrounding area, and avoiding overreliance on NC 191. He reiterated that this amendment is about the proposed new I-26 Interchange and not about Project Ranger (the access road to the Pratt & Whitney site which includes a new bridge over the French Broad River to NC 191).

Tristan Winkler shared that funding for the project would come from a combination of the State budget from Commerce (\$30M), the Appalachian Regional Commission (\$2.5M), and potential funding from an application to the Economic Development Authority. There is no funding from Pratt & Whitney for the interchange. There is \$10M from the NCDOT Economic Development Program that may be utilized, if needed. Using these funds would, however, have an impact on Division 13 tier funding and projects. It is not believed by NCDOT that the \$10M will need to be accessed.

The interchange project is currently in environmental analysis (NEPA) status. Changes to the project since last August include that the NC 280 access management project no longer needing to be removed from the MTP to make room for HE-0001 due to the source of the funds. Also, the \$10M from NCDOT is no longer expected to be needed due to the \$30M in State budget and additional funding sources.

Tristan Winkler stated this project has not gone through the typical planning process to get where it is. Funding is not usually approved before adding a project to the long-range transportation plan. This is a significantly larger project than many, however, and does not lack transportation advantages. There is no staff recommendation on this item.

Discussion occurred as to whether the project will include bicycle/pedestrian infrastructure or complete streets infrastructure, and if not, is there anything this Board can do to advocate for it. Tristan Winkler stated that the MPO Board could make a recommendation to the County to consider a request to include these features, but the responsibility belongs to the County.

Discussion occurred regarding the expected total cost of the project. Tristan Winkler shared that depending on the preferred alternative chosen by NCDOT, it should range between \$25M-\$35M. McCray Coates, NCDOT Division 13 Project Manager confirmed Tristan Winkler's statement but noted that now it is closer to \$28M-\$35M. He added that the amount of funding that could come from the application to EDA is \$3M. Discussion occurred that any overage on the project would fall on Division 13. It was asked if there is any way funding could come from other sources, including from Pratt & Whitney. Mark Gibbs, NCDOT Division 13 Engineer noted that although P&W has no obligation to contribute, nothing is off the table. He stated that due to the rapid nature of this project's movement, there is less chance for inflation. NCDOT has also hired a firm to provide updated estimates as the project progresses. Mark Gibbs feels confident that the project will stay within budget.

Discussion occurred regarding concerns about potential safety problems and the impact the project may have on equity and sustainability. Mark Gibbs stated that by taking away some of the congestion from NC 191 safety may be improved and environmental impacts lessened.

Kevin Ensley spoke in favor of the project, citing an article in the Citizen-Times that compares it to the building of the Enka Plant and how that project helped the community by creating jobs. He also feels the interchange would ease congestion in the area.

Discussion occurred about concerns over cost creep and the potential of the project going over budget. Chuck McGrady stated that he had fewer concerns than usual regarding the budget with this project due to it progressing in "real time."

Shanon Gonce, Mayor of Mills River relayed a question from two of his constituents. Would it be possible for Pratt & Whitney to try to privatize the interchange at some point? The citizens had heard of this happening in another state. Tristan Winkler, Mark Gibbs, and Chuck McGrady all spoke of their doubts of this ever being able to occur in North Carolina.

Parker Sloan, Buncombe County Commissioner spoke in support of the new interchange, citing better connectivity and the ease of congestion on NC 191. Kim Roney, Asheville City Councilmember spoke in opposition to the amendment due to budget, safety, and process concerns. Rebecca McCall, Henderson County Commissioner spoke in favor of the amendment stating that not all traffic will be from cars; much of it will be from trucks. She is in support of keeping the trucks off NC 191 and on I 26.

***Kim Roney made a motion to deny the I-26 Interchange Amendment to the 2045 MTP. The motion did not carry for a lack of a second.***

Discussion occurred about the transportation merits of the interchange and the significance of the economic development project to WNC.

***Brownie Newman moved to approve the I-26 Interchange Amendment to the 2045 MTP, as presented. Chuck McGrady seconded, and the motion carried upon a roll call vote, and without further discussion. Anthony Sutton abstained from participation in this item of business and vote due to a conflict of interest.***

Tristan Winkler clarified that adding this project to the MTP is a first step in terms of what is necessary in getting it completed. Next, coordination with NCDOT on adding funding to the MPO Transportation Improvement Program (TIP) and the State Transportation Improvement Program (STIP).

### **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.

**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 (25)	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	34,306	\$ 210,000	\$ 52,500	\$ 262,500	33	11	24	15	4	87
Buncombe County	Traditional	SEDTAP	54,087	\$ 128,544	\$ 32,136	\$ 160,680	35	20	25	15	4	93
Council on Aging	Other	Call A-Ride	100	\$ 30,432	\$ 30,432	\$ 60,864	35	5	25	15	0	80
Madison County	Other	Expanded Transportation	3000	\$ 23,707	\$ 23,707	\$ 47,415	35	15	23	12	0	78

### 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.

#### 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	\$190,306	\$210,000	91%	5310 Traditional
Buncombe SEDTAP	\$128,544	\$128,544	100%	5310 Traditional
Call-A-Ride	\$30,432	\$30,432	100%	ARPA 5310
Madison County	\$23,707	\$23,707	100%	ARPA 5310

MPO Staff presented on 5310 Selection and the Prioritization Subcommittee's recommendation for funding.

***Matt Wechtel moved to approve the Prioritization Subcommittee's recommendation for funding for the 5310 Projects (Alternative 2B). Anne Coletta seconded the motion, which carried upon a roll call vote, and without further discussion.***

#### Job Access Reverse Commute (JARC) Project Selection

JARC (Jobs Access Reverse Commute) is a competitive pot of funds set aside from Section 5307 Urban Transit Formula funds to encourage regional connectivity, *to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.* The FBRMPO holds a call for projects for federal funding, and the City of Asheville is the Designated Recipient for these funds. The application process for JARC (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**

<b>Regional JARC using FY2021 at 10% of FTA Section 5307 allocation to the Asheville UZA</b>	<b>\$343,962</b>
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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.

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.

MPO Staff shared about the JARC project selection and on the Prioritization Subcommittee’s recommendation to fund both projects presented. This item will come back before the Board once there is more clarity on how the remaining funds will be utilized.

***Kim Roney moved to approve funding for both the Route 170 Transit Operations and the Recovery to Career projects. Chuck McGrady seconded the motion, which carried upon a roll call vote, and without further discussion.***

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 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.

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>

Discussion occurred regarding whether the TAC could hold off on approving the Safety Targets until more information about the use of safety funds is provided by the NCDOT Safety Committee at the next TCC meeting. MPO Staff pointed out that by no later than February 27 of each year, per FHWA guidance, the safety performance targets must be approved or the MPO must establish their own. It is MPO Staff’s recommendation that we adopt the NCDOT Safety Targets as they are both strenuous and aggressive targets.

**Gwen Wisler moved to approve NCDOT’s 2022 Safety Performance Targets. Kim Roney seconded, and the motion carried upon a roll call vote, and without further discussion.**

## 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																	

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)																		
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS								
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																	

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)																
									2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	POST YEARS						
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													

PROPOSED AMENDMENTS and MODIFICATIONS TO BIKE/PED/LAPP PROJECTS IN THE 2020-2029 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 THICKEY 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	- State
EE	- Mitigation
K	- Rest Area
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)
BG5200	- 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)
BGLTS	- Surface Transportation Block Grant Program (Less than 5K)
BGORF	- Surface Transportation Block Grant Program (Off System Bridge)
BOND	- 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	
HF	- 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)
NHPIM	- National Highway Performance Program (Interstate Maintenance)
O	- Other
S	- State
S (M)	- State Match
T	- State Highway Trust Funds
TA	- Transportation Alternatives Program (Uncategorized)
TAB200	- Transportation Alternatives Program (5K - 200K)
FLAP	- Federal Lands Access Program
FLTP	- Federal Lands Transportation Program
TADA	- Transportation Alternatives Program (Direct Attributable)
TALTS	- Transportation Alternatives Program (Less than 5K)

(4) WORK TYPE (ACTIVITY)	
AC	- 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

***Bill Lapsley moved to approve the Amendments to the 2020-2029 Transportation Improvement Program (TIP), as presented. Anthony Sutton seconded the motion, which carried unanimously on a roll call vote, with no further discussion.***

#### 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

The Draft FY 2023 UPWP was included in the meeting packet and posted on the MPO's website:

[https://frenchbroadrivermpo.org/wp-content/uploads/2022/01/2022\\_01\\_13\\_TCC-Agenda-Packet-Updated.pdf](https://frenchbroadrivermpo.org/wp-content/uploads/2022/01/2022_01_13_TCC-Agenda-Packet-Updated.pdf)

Tristan Winkler reminded everyone to be on the lookout for the Urbanized Area Data that will come out later this year. This data is set by the Census. It is a first step in setting the MPO's planning boundaries. There will most likely be changes based on this data.

Tristan Winkler highlighted three special studies planned for FY23: the Buncombe County Multimodal Plan, 2050 Regional Socio-Economic Projections, and TMD Coordinator position at FBRMPO. Studies that will continue from FY22 into FY23 are the Reed Creek Greenway Extension Study and the Haywood County Greenway Master Plan.

No change in local match is expected from FY22 to FY23, at least in terms of MPO operations. We plan to maintain current staff levels. We have a bit of a build up of local dues and we plan to use this to fund the Socioeconomic Projections Study.

***Tom Widmer moved to approve the Draft FY 2023 Unified Planning Work Program (UPWP), as presented. Shanon Gonce seconded the motion which carried unanimously upon a roll call vote, and without further discussion.***

#### **REGULAR UPDATES**

- Division 13 <http://frenchbroadrivermpo.org/wp-content/uploads/2022/01/D13-Updates- Januaru.pdf> and Division 14 <http://frenchbroadrivermpo.org/wp-content/uploads/2022/01/Div14Jan2022.pdf> updates were provided.
- A Transportation Planning Division Update was provided.
- No FHWA/FTA update was provided.
- FBRMPO Committee & Workgroup Updates:
  - Prioritization – met January 5<sup>th</sup>, next meeting March 2<sup>nd</sup> (meetings will now take place the 1<sup>st</sup> Wednesday of the month at 9:00am)
  - Transit Operators Workgroup – met January 11<sup>th</sup>
  - 5307 Subrecipient Workgroup – next meeting March 7<sup>th</sup>
  - Citizens’ Advisory Committee – met January 19<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.
- Legislative Updates (passed in December 2021) –
  - House Bill 334 modifies the state budget and requires NCDOT to maintain a cash balance at or below \$2B. House Bill 978 makes numerous appointments, including adding Pat Molamphy of Moore County to the Board of Transportation. House Bill 165 makes a few changes to STI, defining funding variances and altering some language for Economic Development projects to look beyond the \$10M cap, also a set amount of funding per jobs created. House Bill 165 also adds a study for adding Right-of-Way acquisition procedures for NCDOT.

Tristan shared that February 1 will be Emily Scott-Cruz’s last day with LOSRC and FBRMPO. He congratulated her on her new endeavor and thanked her for her efficiency and hard work.

**PUBLIC COMMENT**

*Chair Harris opened a second public comment period. No comments were received.*

**ADJOURNMENT**

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