

MPO Board

Draft 2024-2033 TIP/STIP

Visualizing Funding- How It's Supposed To Work

TIP	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	TEN YEAR BUDGET DOCUMENT									
Statewide Mobility			About \$9 Billion							
Regional Impact			About \$560 Million							
Division Needs			About \$470 Million							

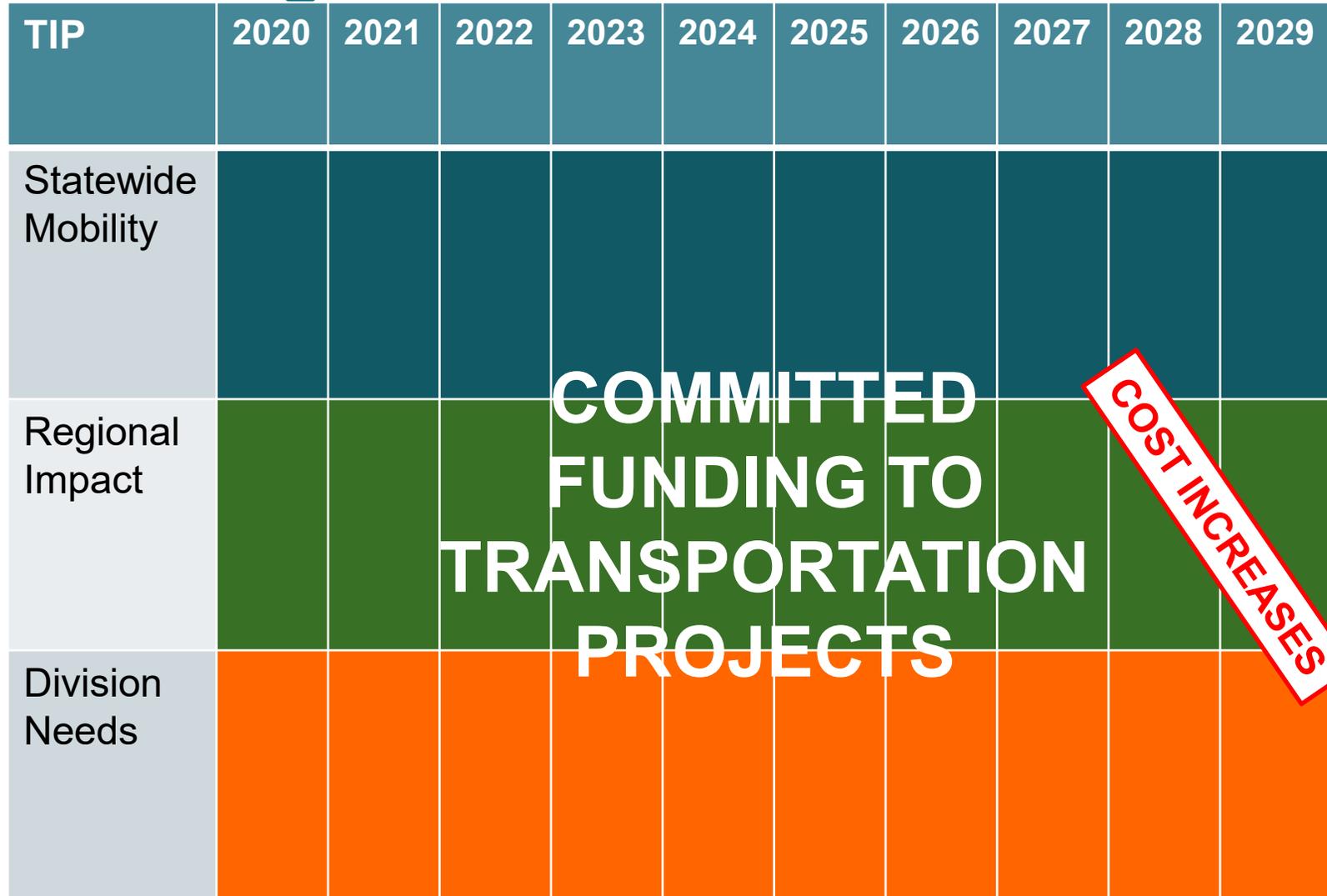
Visualizing Funding- How It's Supposed to Work

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Statewide Mobility										
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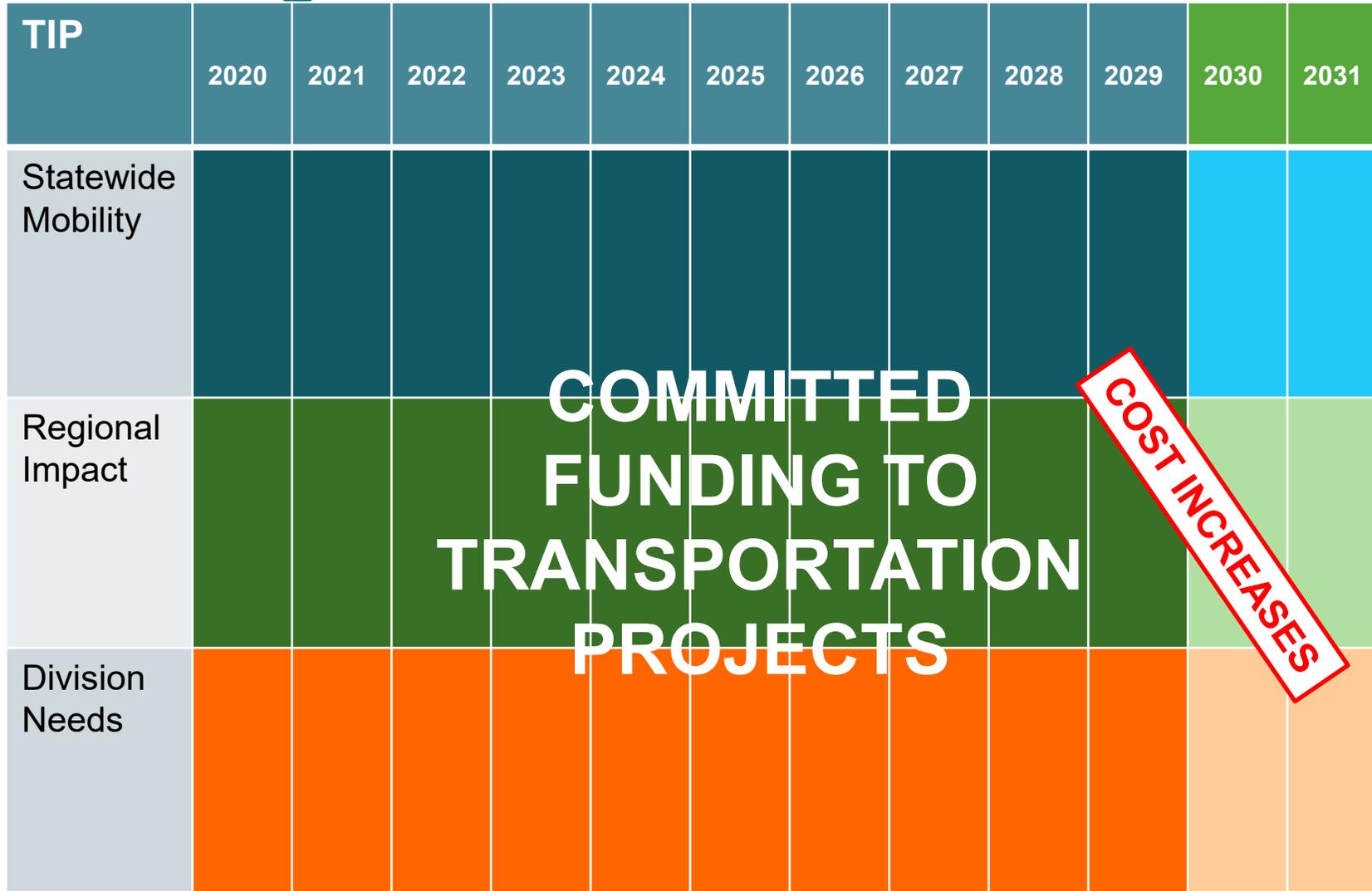
COMMITTED FUNDING TO TRANSPORTATION PROJECTS

NON-COMMITTED FUNDING

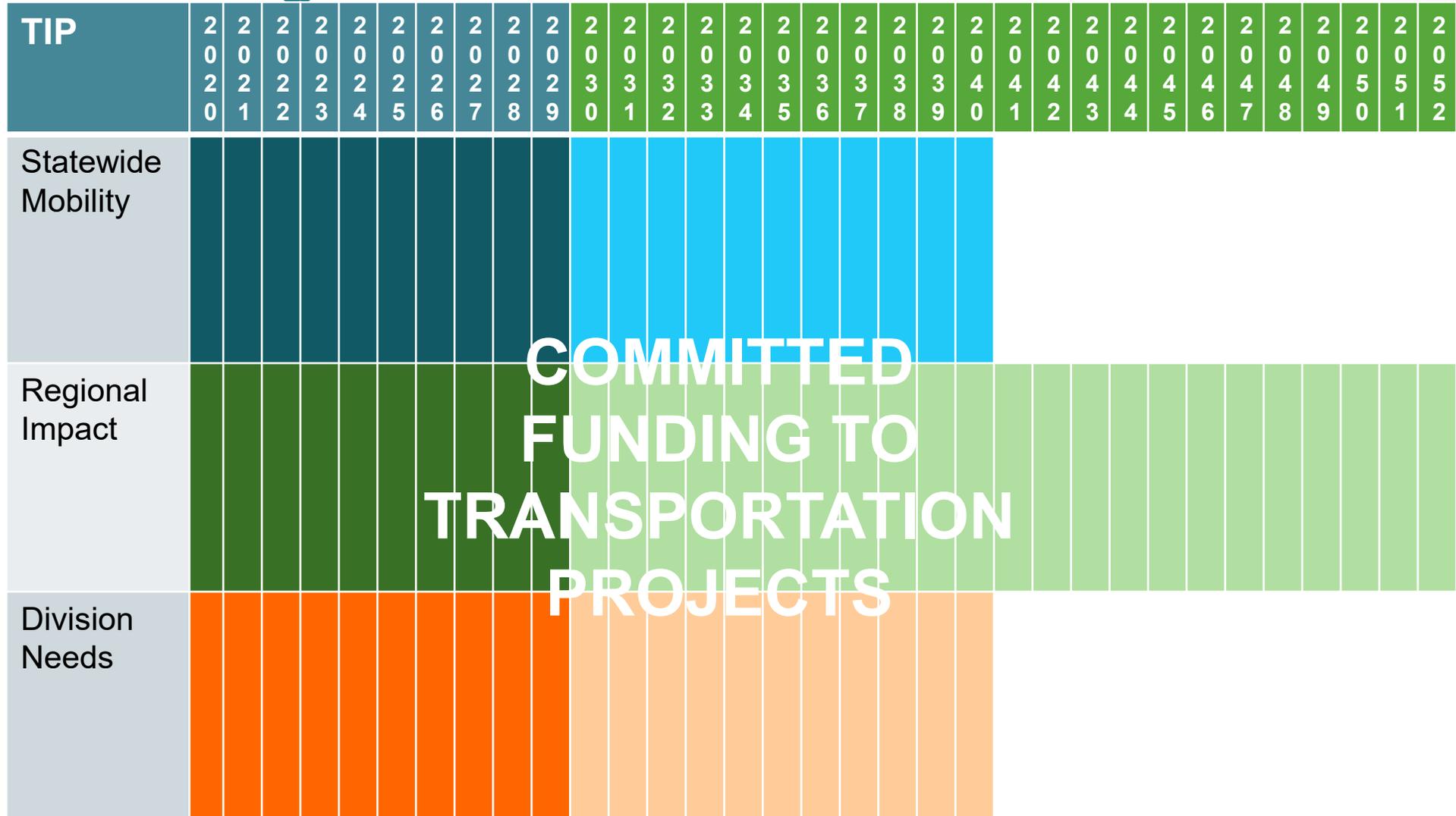
Visualizing Funding- What Went Wrong



Visualizing Funding- What Went Wrong



Visualizing Funding- What Went Wrong



How Will Projects Be Prioritized?

STEP ONE: Determine Delivery vs. To-Be-Reconsidered Projects

- **Delivery Projects**- projects scheduled to begin construction 2026 or sooner (or has begun property acquisition)
 - Will (likely) remain in the TIP/STIP
- **To-Be-Reconsidered Projects**- projects scheduled to begin construction in 2027 or later
 - May not remain in the TIP/STIP

How Will Projects Be Prioritized?

STEP TWO: To-Be-Reconsidered Projects Ranked

- To-Be-Reconsidered projects will be ranked based on 1) the round of prioritization the projects was committed (older commitments are prioritized), 2) the project's score in that round of prioritization
- Projects programmed until budgets are expended

Project	Prioritization Round	Score	Rank
A	3.0	90	#1
B	3.0	70	#2
C	4.0	95	#3
D	5.0	95	#4

How Will Projects Be Prioritized?

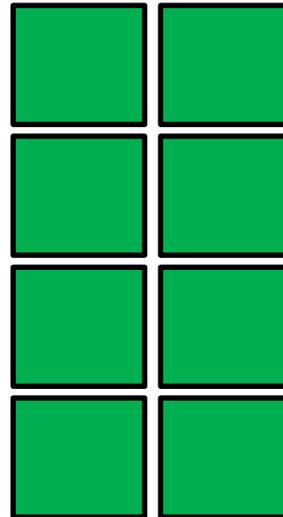
STEP THREE: Flexibility Option

- MPOs, RPOs, and NCDOT may consider switching out projects for projects that did not make the cut in Steps 1 & 2
 - Projects must be within 110% of the cost of the project being swapped out
 - MPO, Division must agree on project swaps
 - Project may be swapped within their tier or projects may “cascade”
 - Statewide Mobility projects can be “cascaded” to Regional Impact or Division Needs funds
 - Regional Impact projects may be “cascaded” to Division Needs funds
 - Projects cannot swap “up”

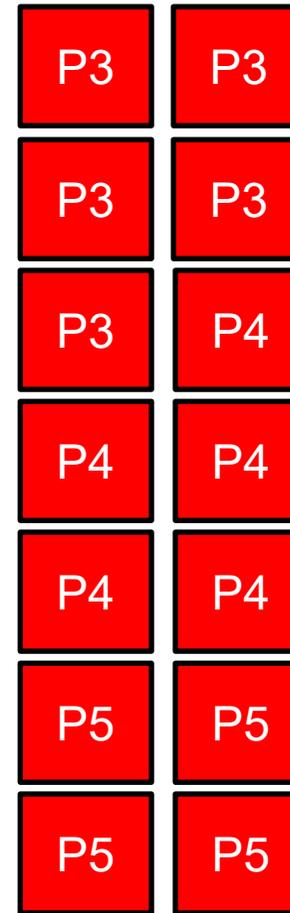
An Easier Way to Think About It

Start from Scratch

2024-2033 TIP/STIP

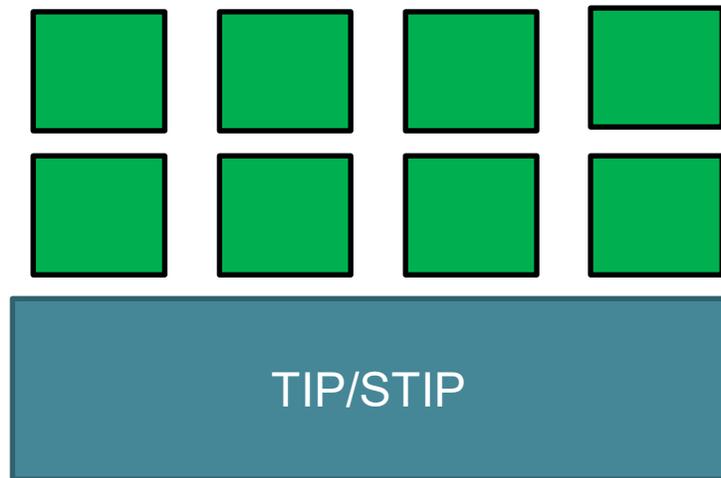


Delivery Projects

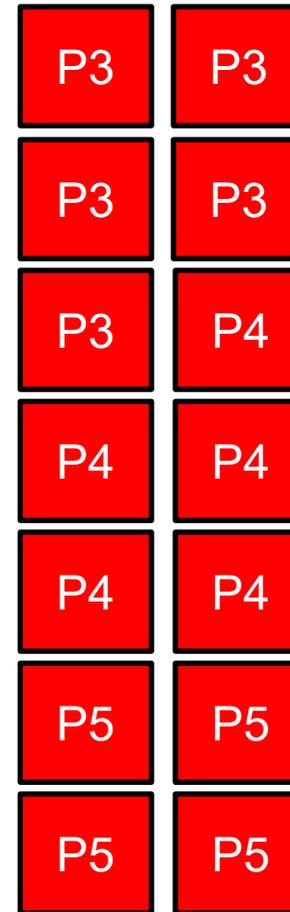


Reconsidered

An Easier Way to Think About It

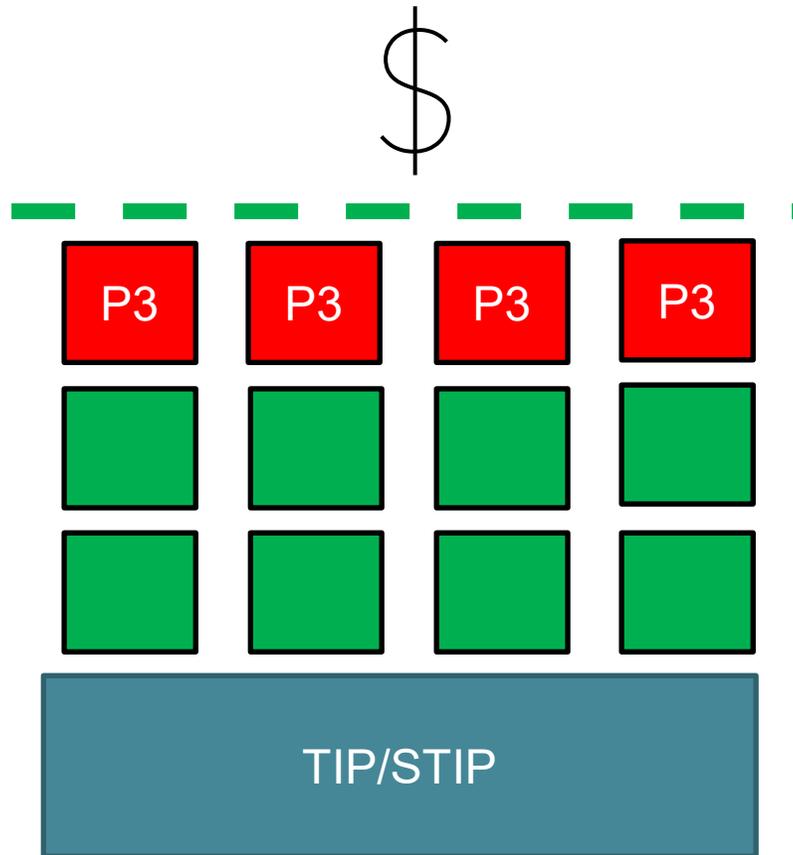


Step 1: Add Delivery Projects

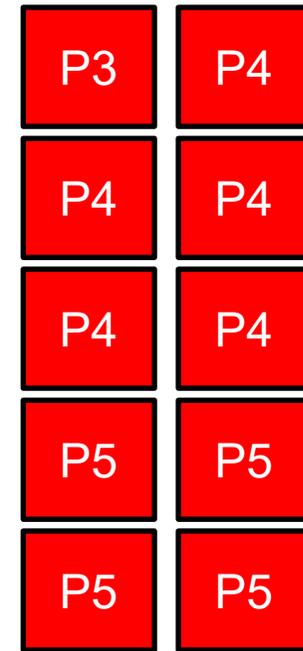


Reconsidered

An Easier Way to Think About It

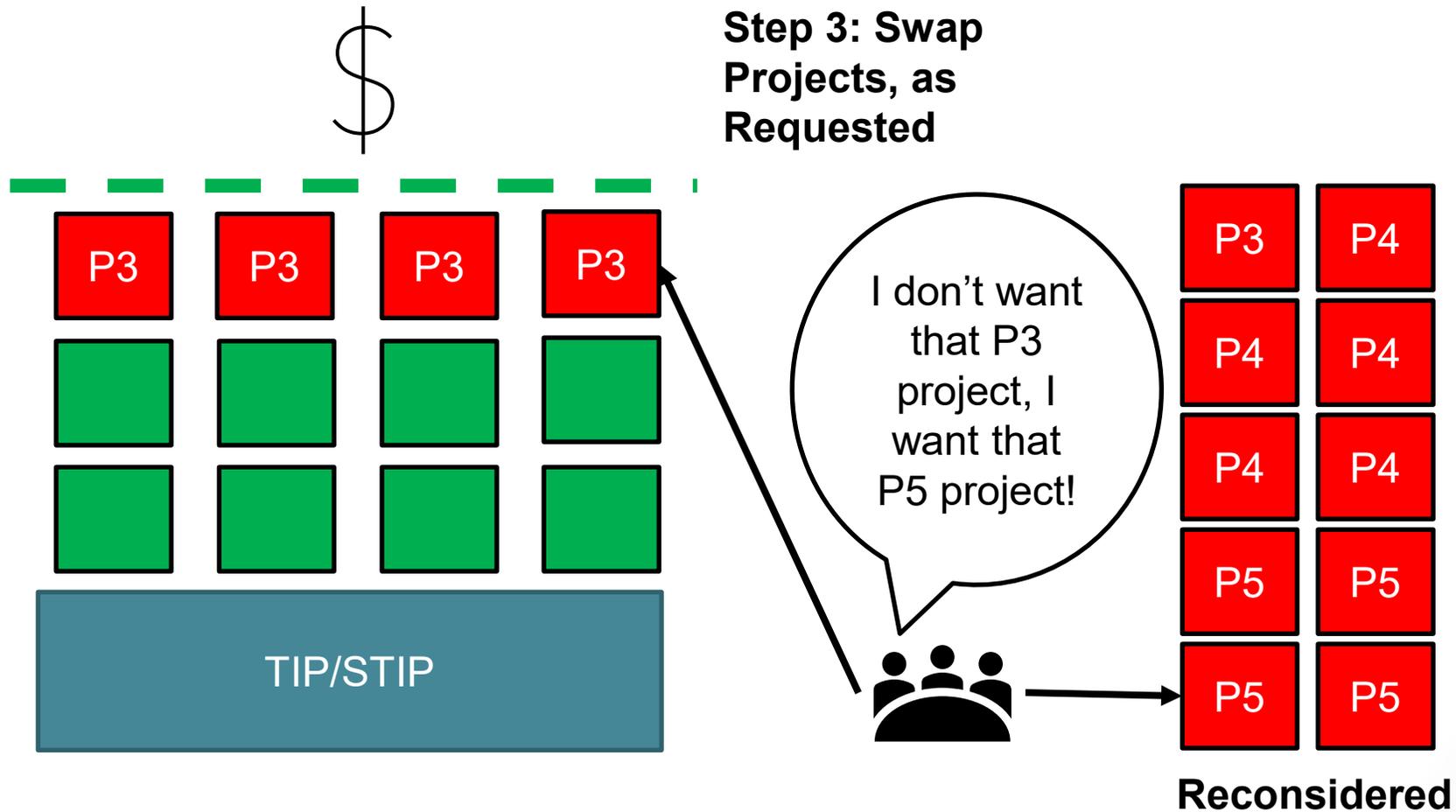


Step 2: Add Reconsidered Projects Until Budget Is Expended For Each Funding Bucket

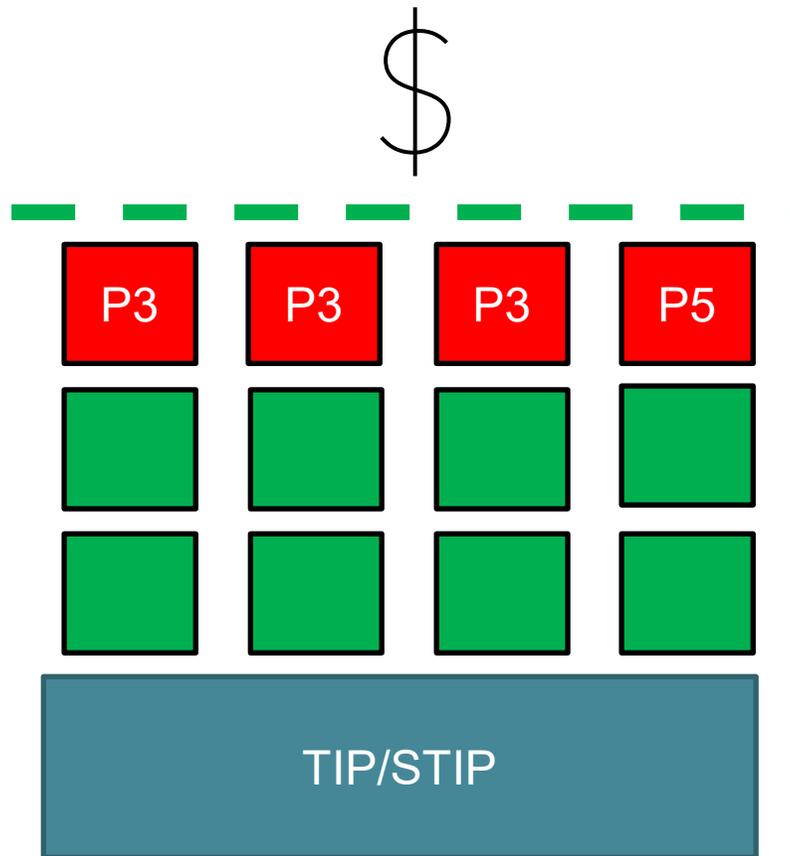


Reconsidered

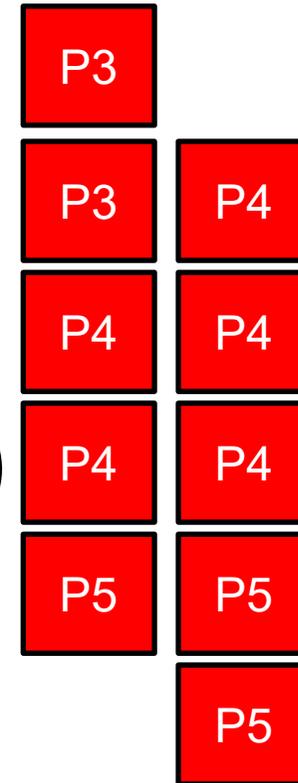
An Easier Way to Think About It



An Easier Way to Think About It

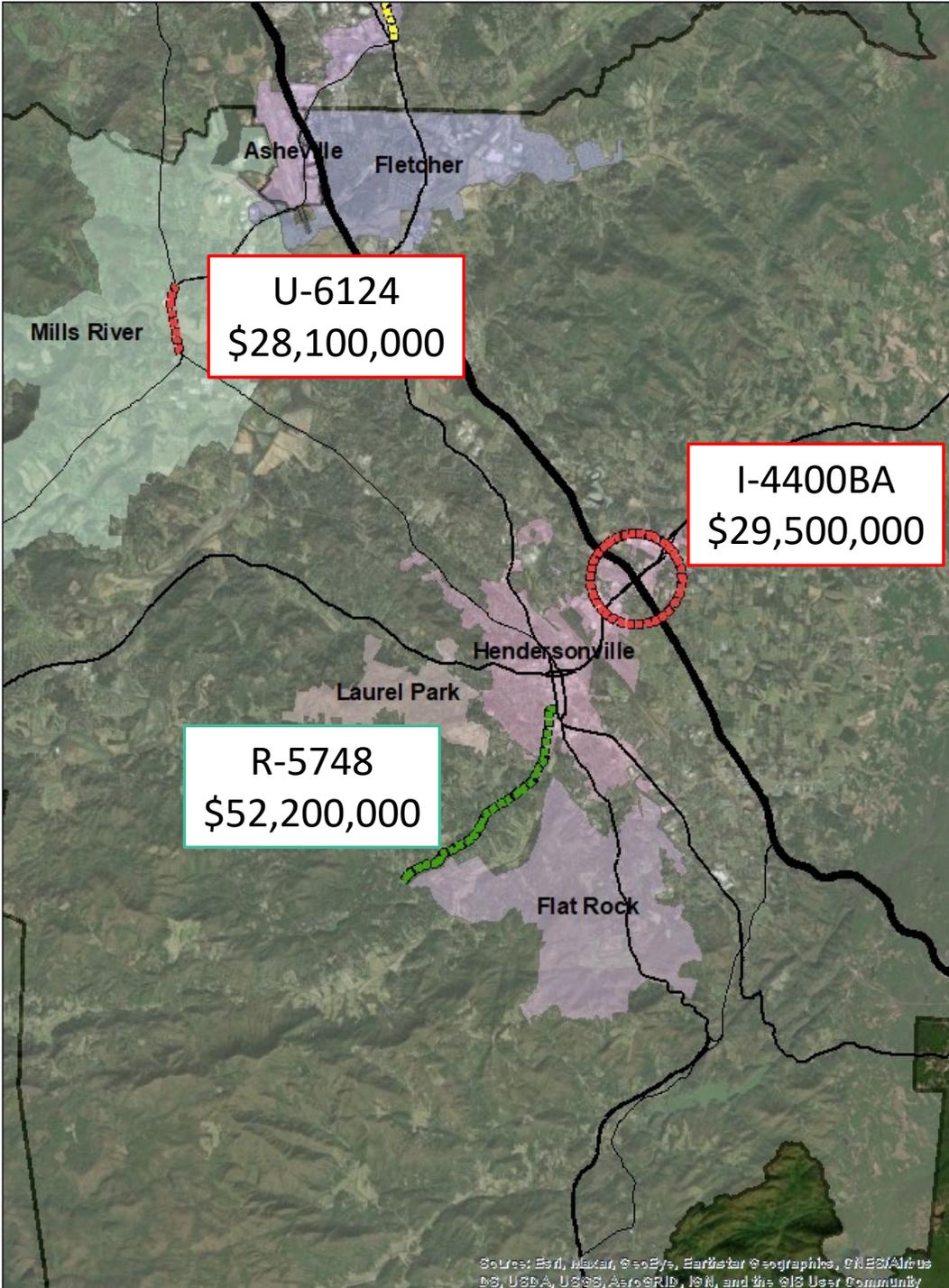


Release Draft
TIP/STIP



Reconsidered

Projects Requested for Swaps



- Henderson TAC Request
- Project In: I-4400BA - \$29,500,000 (formerly Statewide Mobility)
 - Reconfigure the I-26/US 64 interchange
- Project Out: R-5748 - \$52,200,000 (Division Needs)
 - Modernize Kanuga Road from Church Street to Little River Road
- Still Out: U-6124 - \$28,100,000 (Regional Impact)
 - Access Management on NC 280 from NC 191 to NC 191

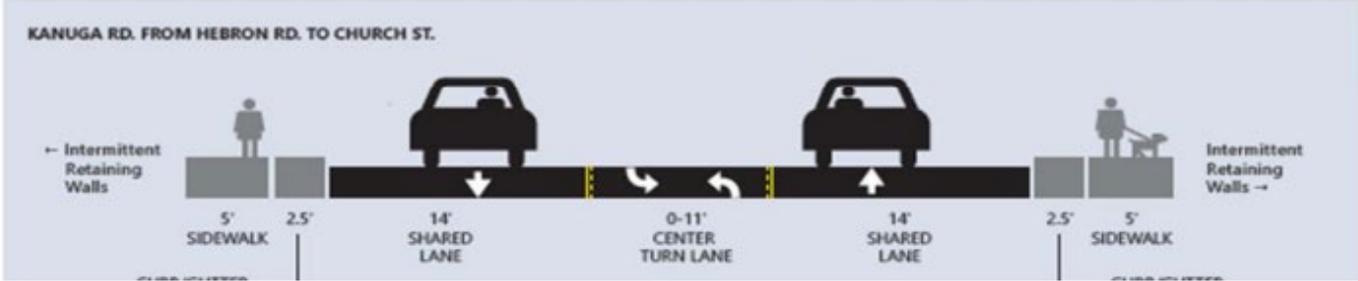
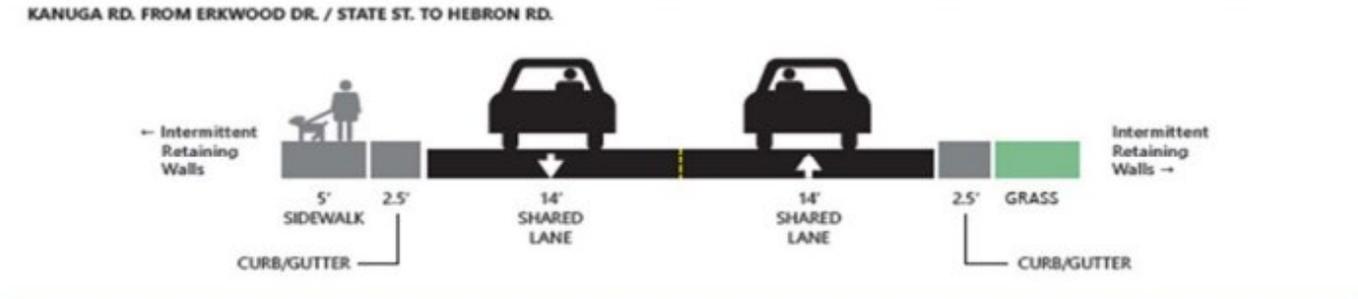
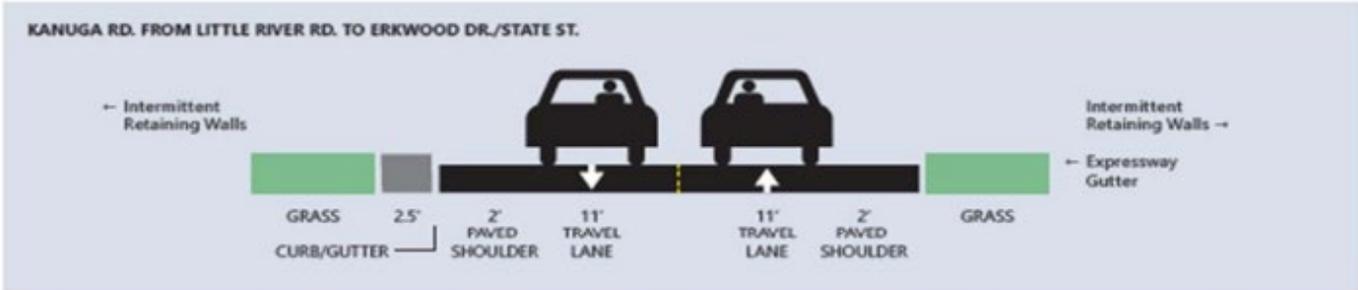


I-4400BA

- \$29,500,000
- 2021 AADT: 2,600 – 3,200 (ramps); 33,500 – 36,500 (US 64)
- 20245 AADT: 4,000 – 10,000 (ramps); 37,000 – 41,000 (US 64)
- Bike Lanes and Sidewalks included in the US 64 cross-section

Project Typical Sections

Sidewalks and decorative retaining walls may be subject to cost-sharing agreements with the local governments and/or Henderson County.



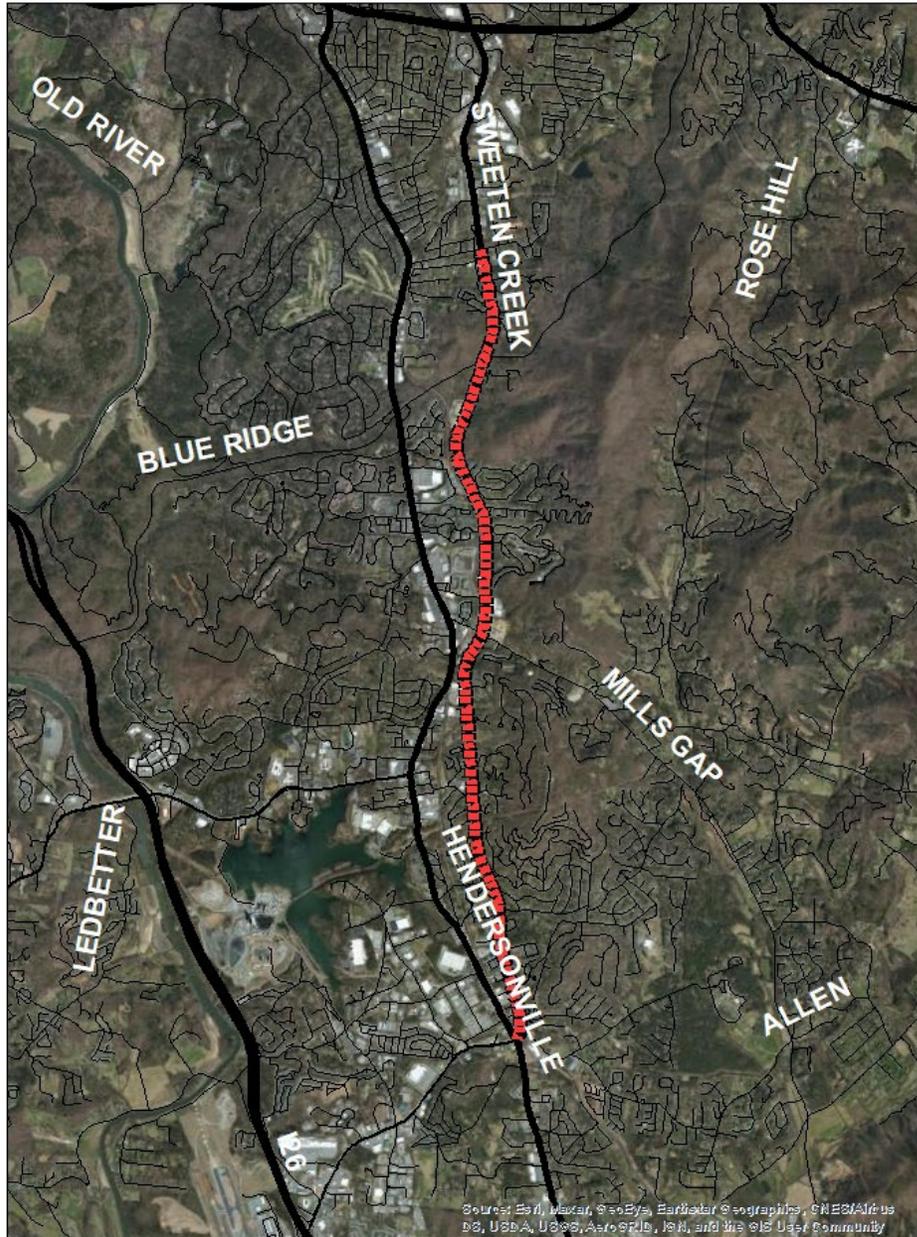
R-5748

- \$52,200,000
- 2021 AADT: 4,800 – 11,500
- 2045 AADT: 8,400 – 14,500
- Public Pushback



U-2801A

SWEETEN CREEK ROAD



U-2801A (Sweeten Creek Road)

- Costs have increased (again) \$195 million to \$250+ million
- If costs are not sufficiently reduced, the project will be removed from the TIP/STIP again

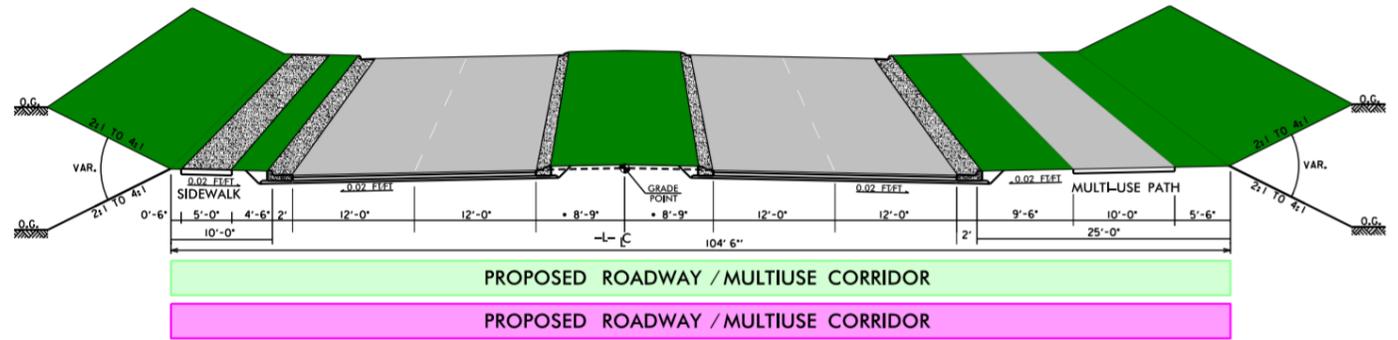
NCDOT Examined a Reduced Cross-Section

	Four-Lane Divided	Three-Lane Undivided
Right-of-Way	\$148,981,428	\$146,527,367
Construction	\$105,500,000	\$73,600,000
Total	\$254,481,428	\$220,127,367

U-2801A

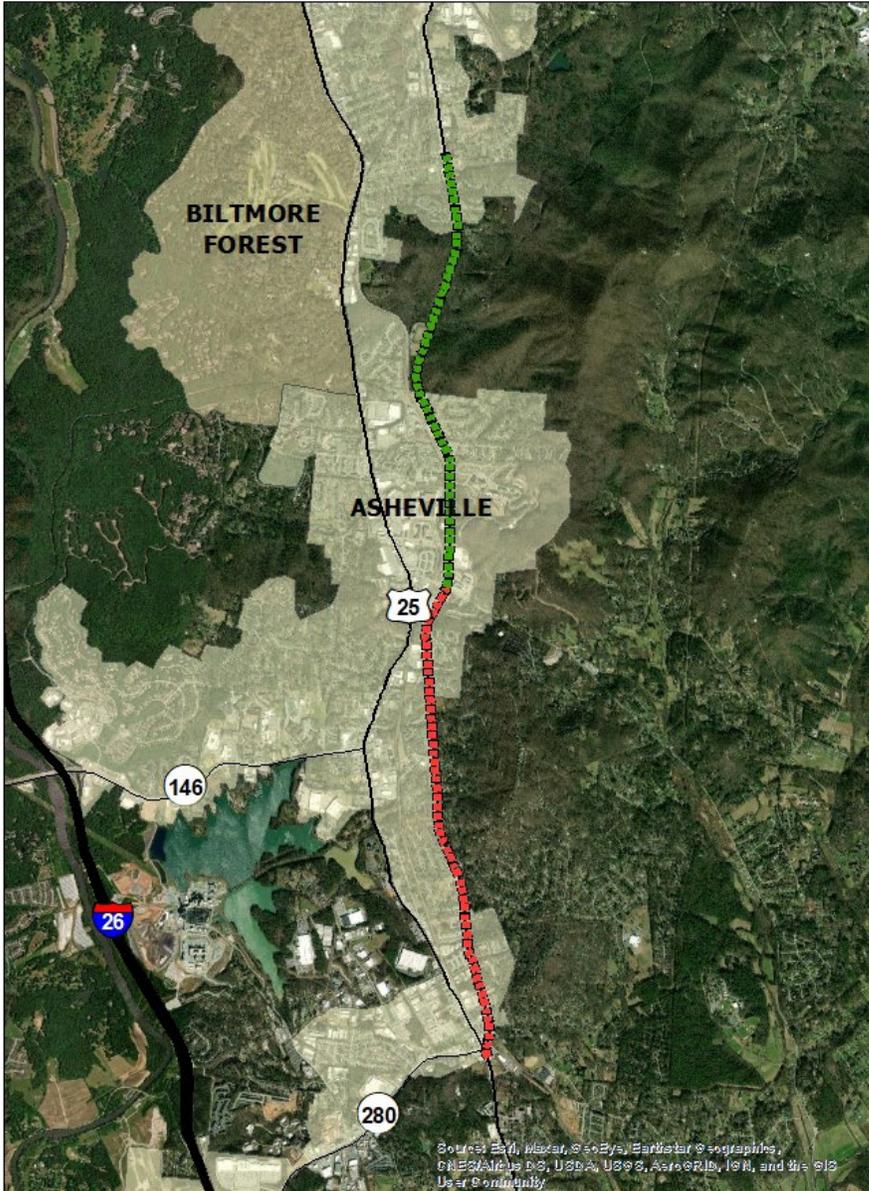
Option #1: Take No Action

Result: The project will be decommitted in the STIP, will have to recompile in future rounds of prioritization



Mainline (south of Mills Gap)

• Potentially widened to 23' median in protected left over locations



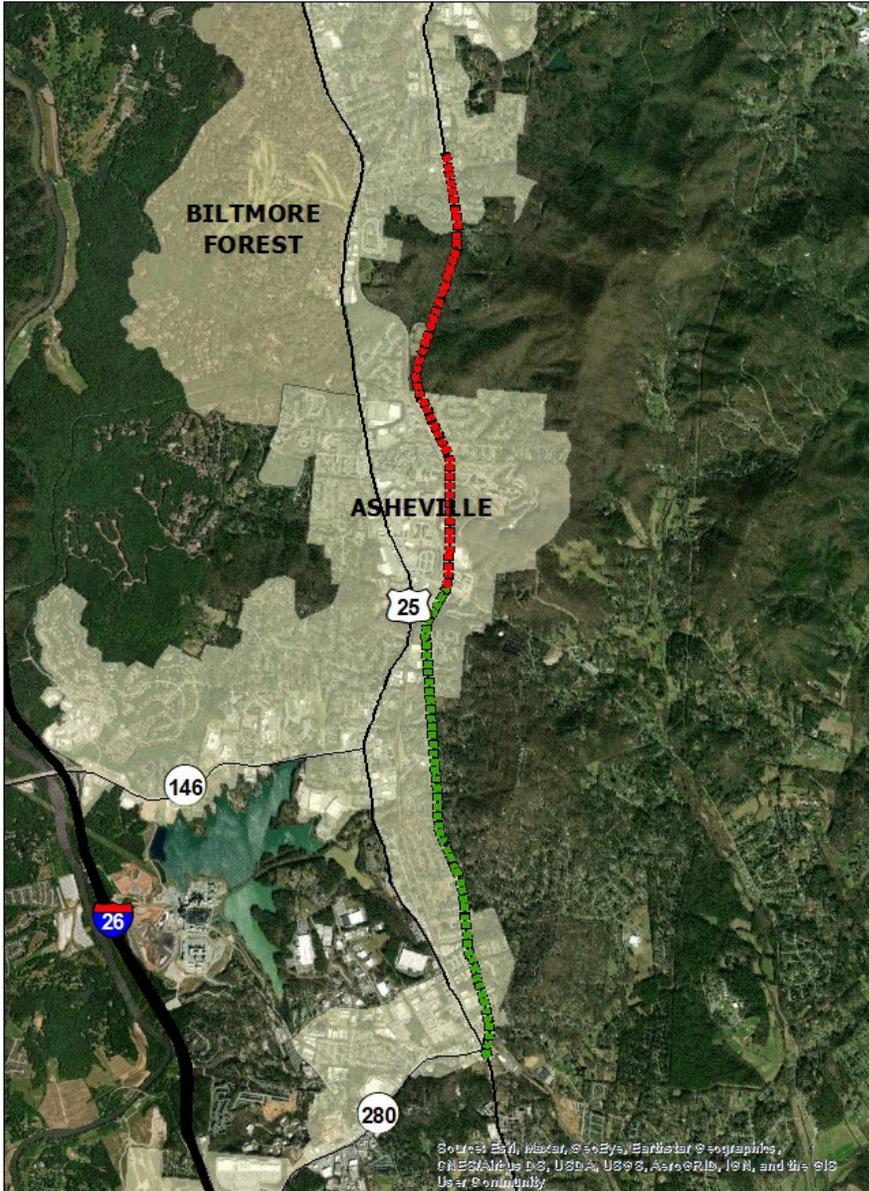
U-2801A

Option #2: Segment the project at Mills Gap and Prioritize the Northern Section (Mills Gap Road to Rock Hills Road)

AADT: 19,000 – 19,500

Projected AADT Growth: +15,000 – 16,000

Cost: \$118,000,000



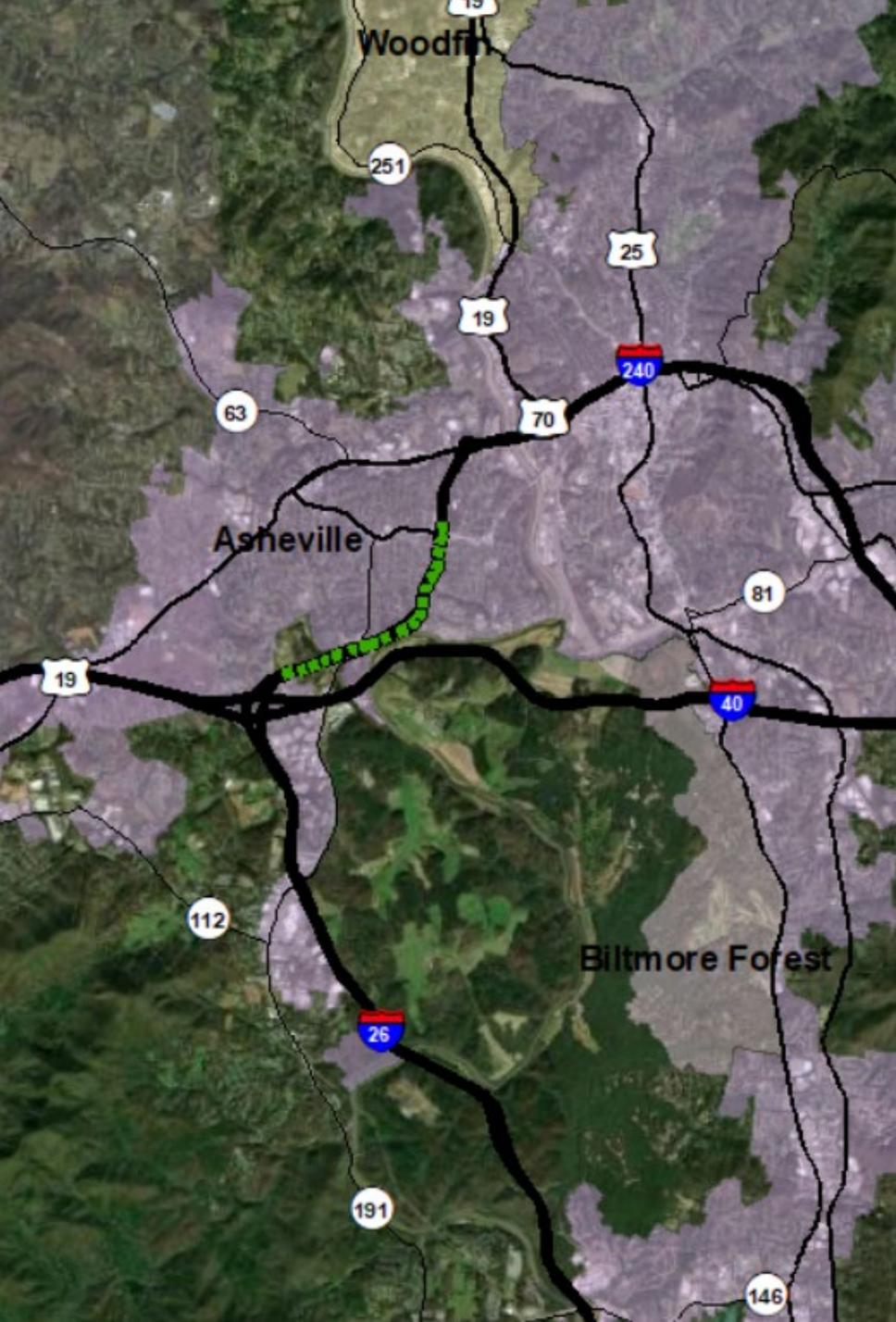
U-2801A

Option #3: Segment the Project at Mills Gap Road and Prioritize the Southern Section (US 25/NC 280 to Mills Gap Road)

AADT: 14,000 – 15,500

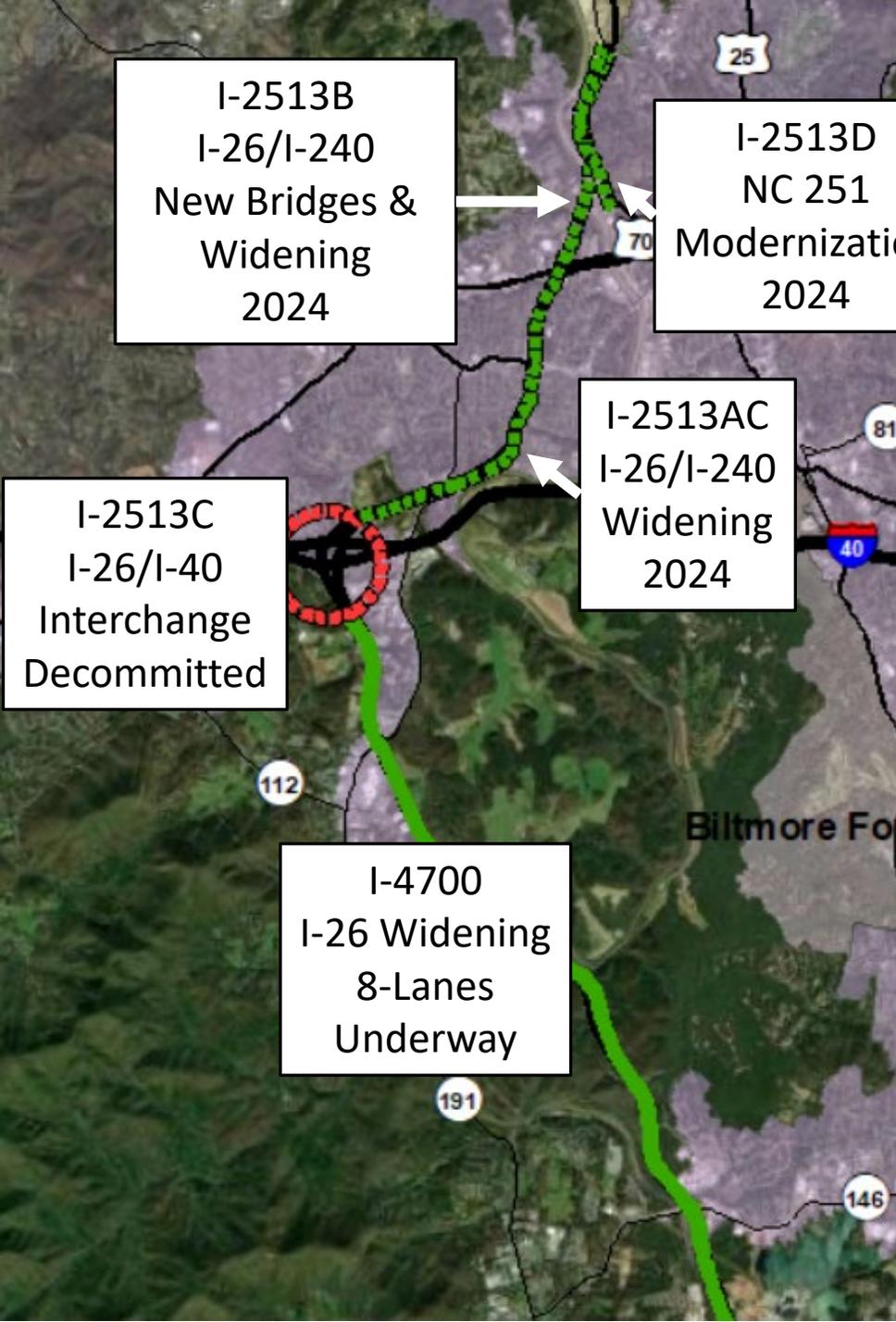
Projected AADT Growth: +11,000 – 12,000

Cost: \$136,500,000



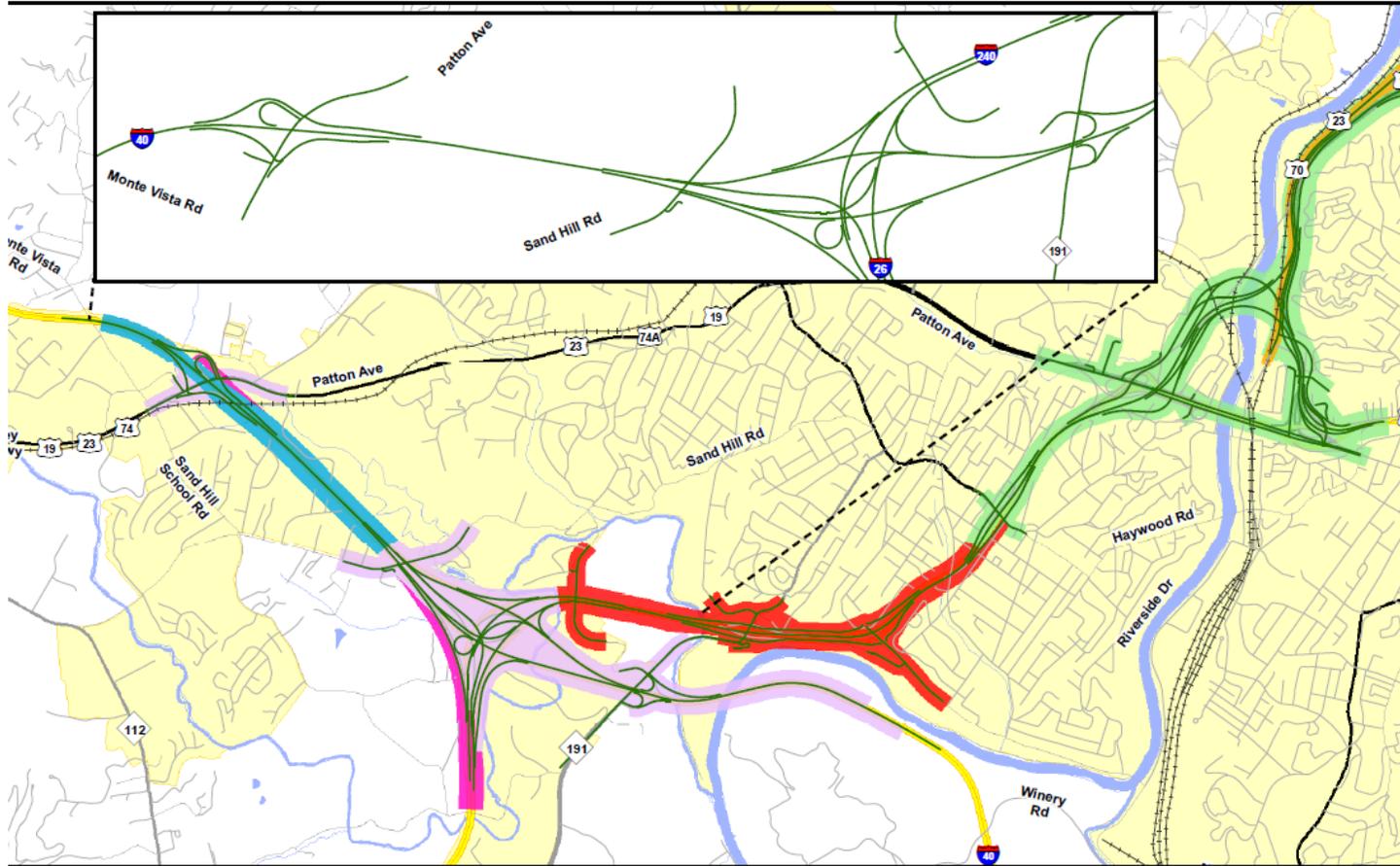
Option #4- Swap I-2513AC Out

- I-2513AC
- Widen I-240/I-26 from four-lanes to six-lanes with interchange improvements
- \$220,820,000
- Regional Impact (Region G) Funding
- Cascaded to be Funded in P 5.0
- Scheduled to Begin Construction in 2024
- ROW *activities* have begun, per NCDOT



I-2513AC Context

- Numerous I-26 projects underway or scheduled to begin soon
- City of Asheville recently approved “betterments” package for multimodal and aesthetic improvements to be included in the project
- Removing I-2513AC will cause additional design work to taper I-2513B, per NCDOT



I-2513AC

- I-2513A and I-2513C were reconfigured to now include I-2513AA, I-2513AB, I-2513AC, and I-2513C

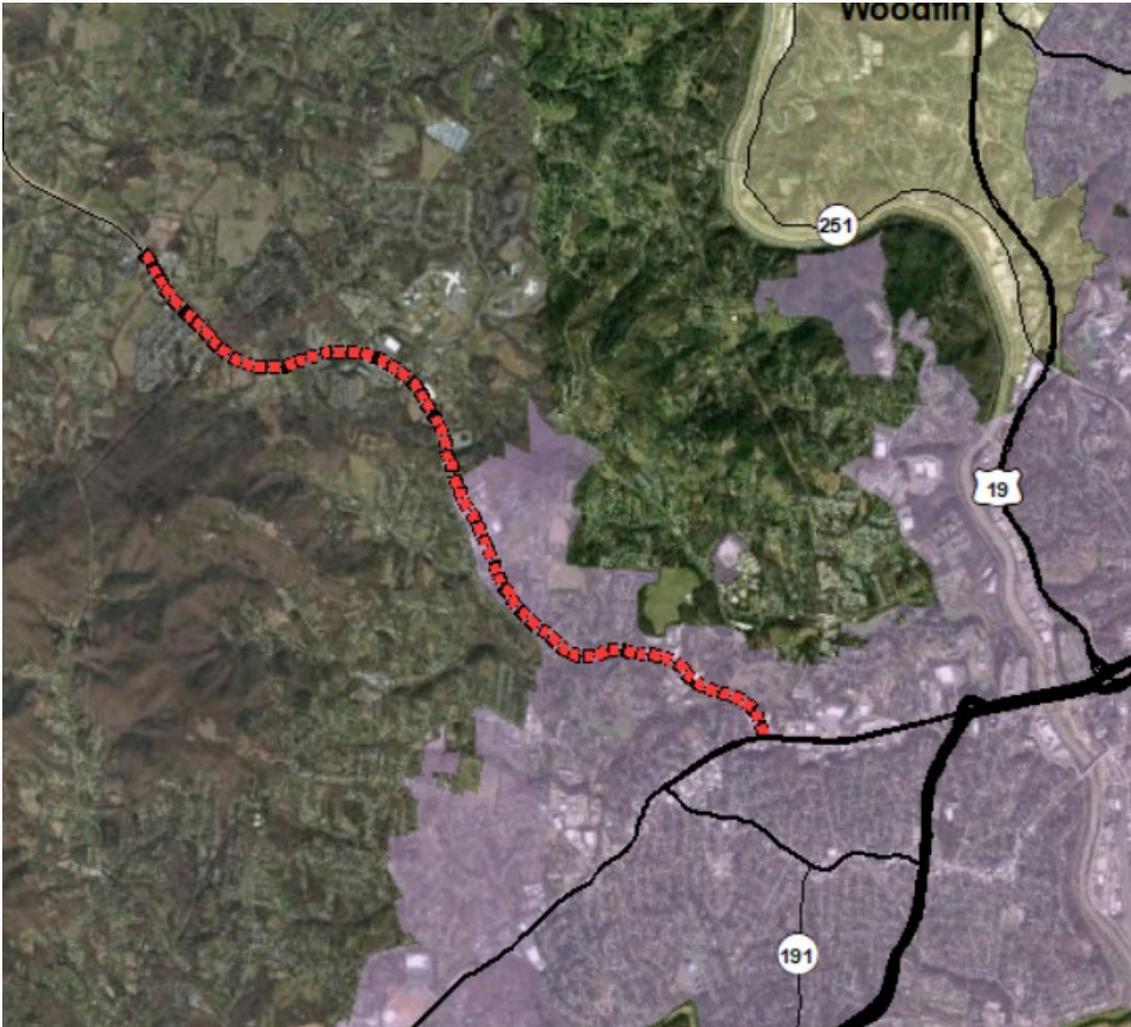
North Carolina
Department of Transportation



Legend

■ Section AA	— Horizontal Alignment	— Interstate
■ Section AB	— Streams (non-delineated)	— US Highway
■ Section AC	— Water	— State Highway
■ Section B	— Municipal Boundary	— State Route
■ Section C		— Local Road
■ Section D		-+- Railroad





U-5972 Context

- Access Management on NC 63 (New Leicester Highway) from Patton Avenue to Newfound Road
- Sidepath, sidewalks, and bus shelters included in the initial design
- Not currently scheduled for construction
- Access Management reduces serious and fatal crashes 25-31%, per FHWA

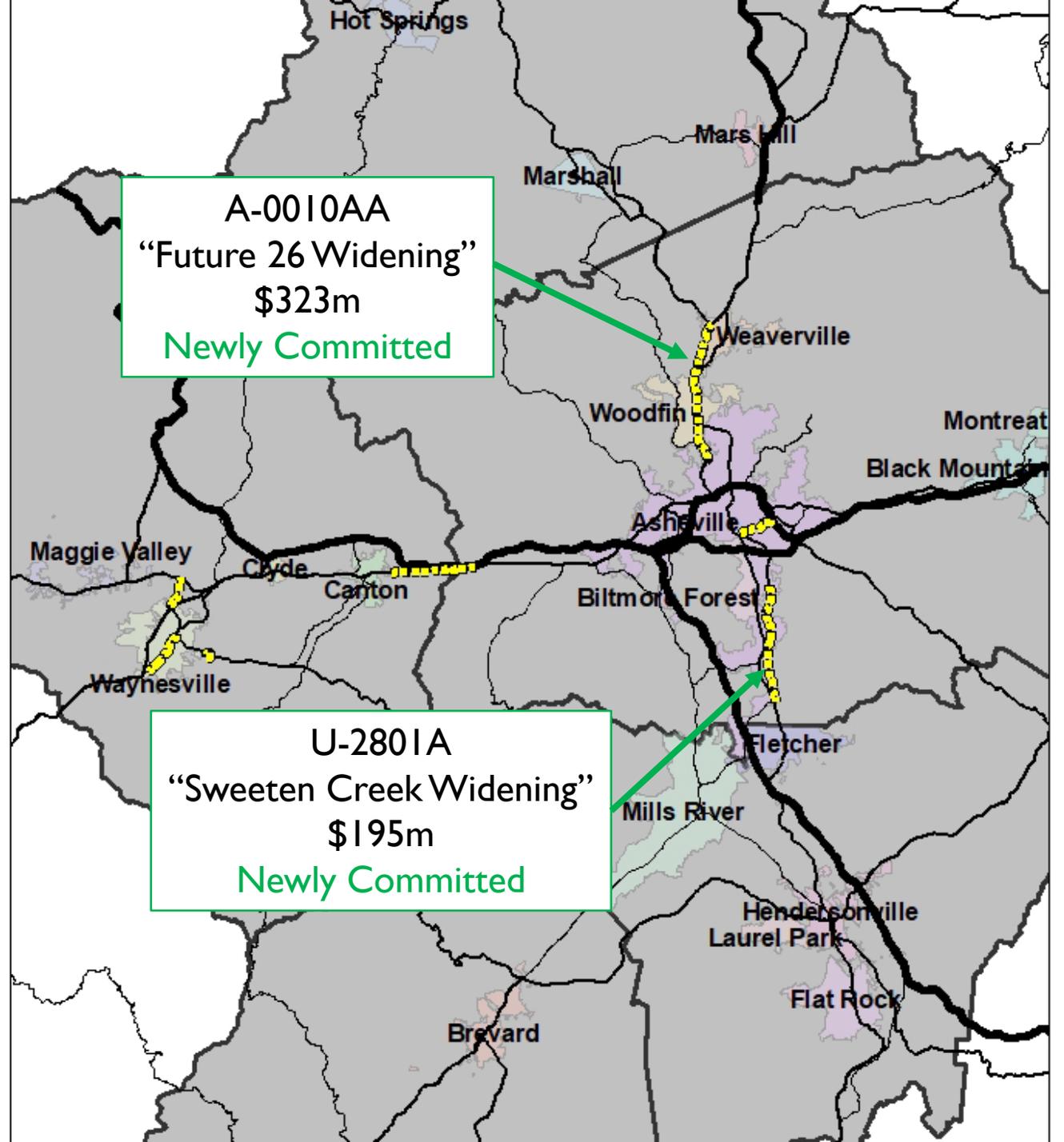
Swap Logistics

\$220,820,000	I-2513AC Cost	U-2801A (Southern Section) Cost	\$136,500,000
		U-5972 Cost	\$104,599,000
\$242,902,000	Max Amount to Swap-In (110% of I-2513AC)	Total Swapped-In	\$241,099,000

Supplemental

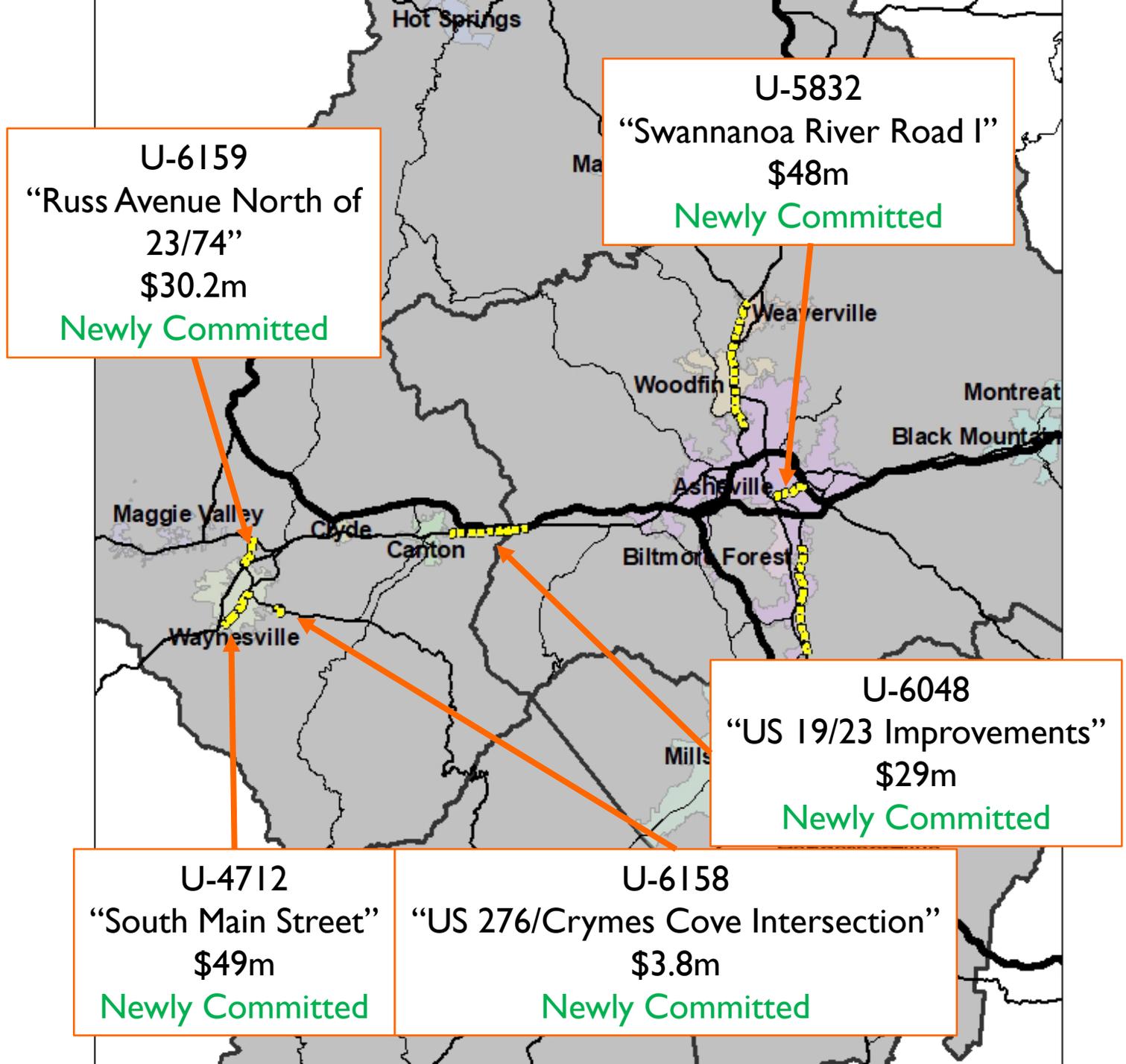
REVISED STIP

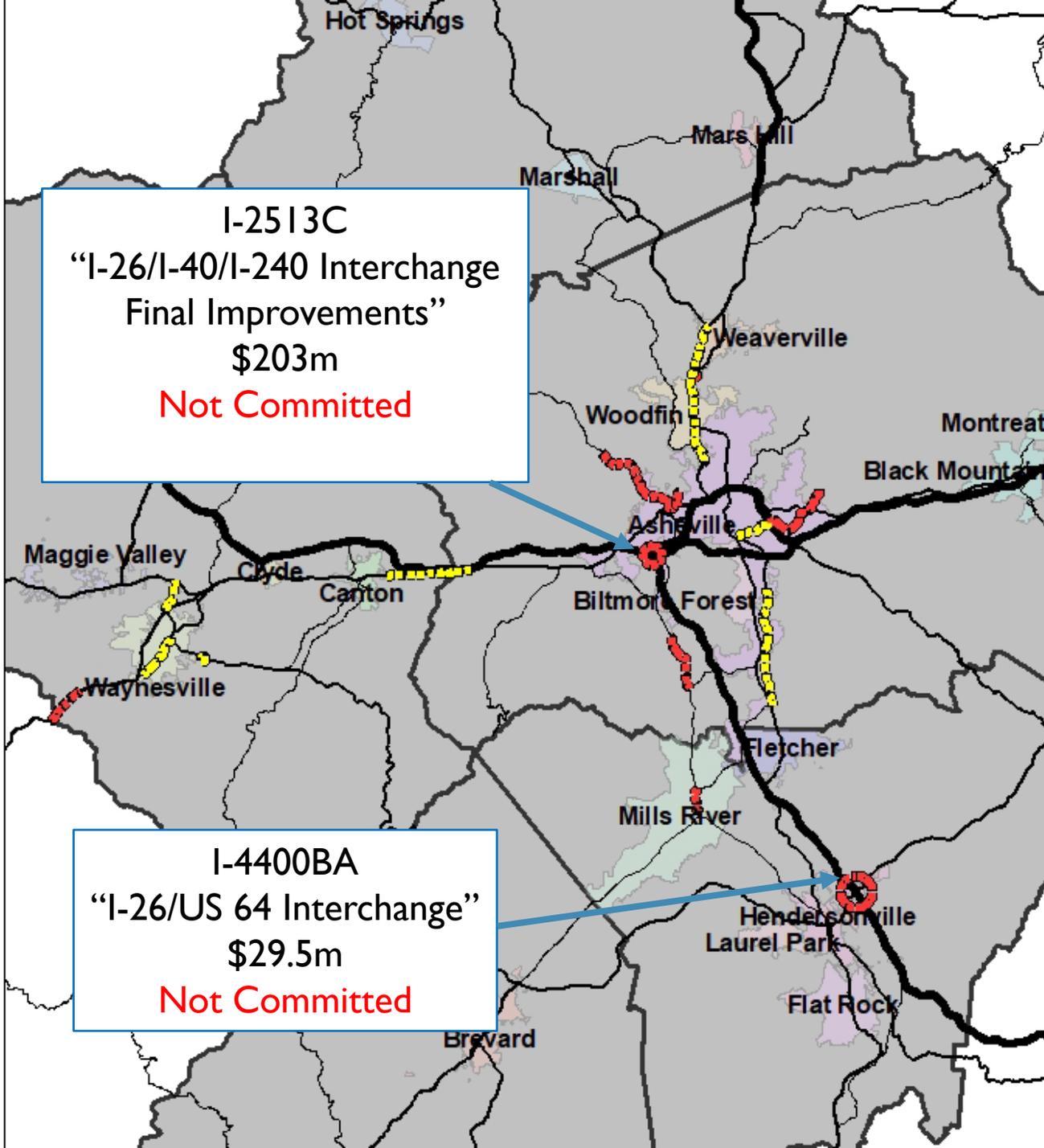
- Two “Newly Committed” Regional Impact Projects
 - A-0010AA- the widening of Future I-26 from Broadway to Weaver Blvd
 - U-2801A- the widening of US 25A (Sweeten Creek Road) from US 25/NC 280 to Rock Hill Road



REVISED STIP

- Four “Newly Committed” Division (14) Needs Projects, All in Haywood County
- One “Newly Committed” Division (13) Needs Project, in Buncombe County

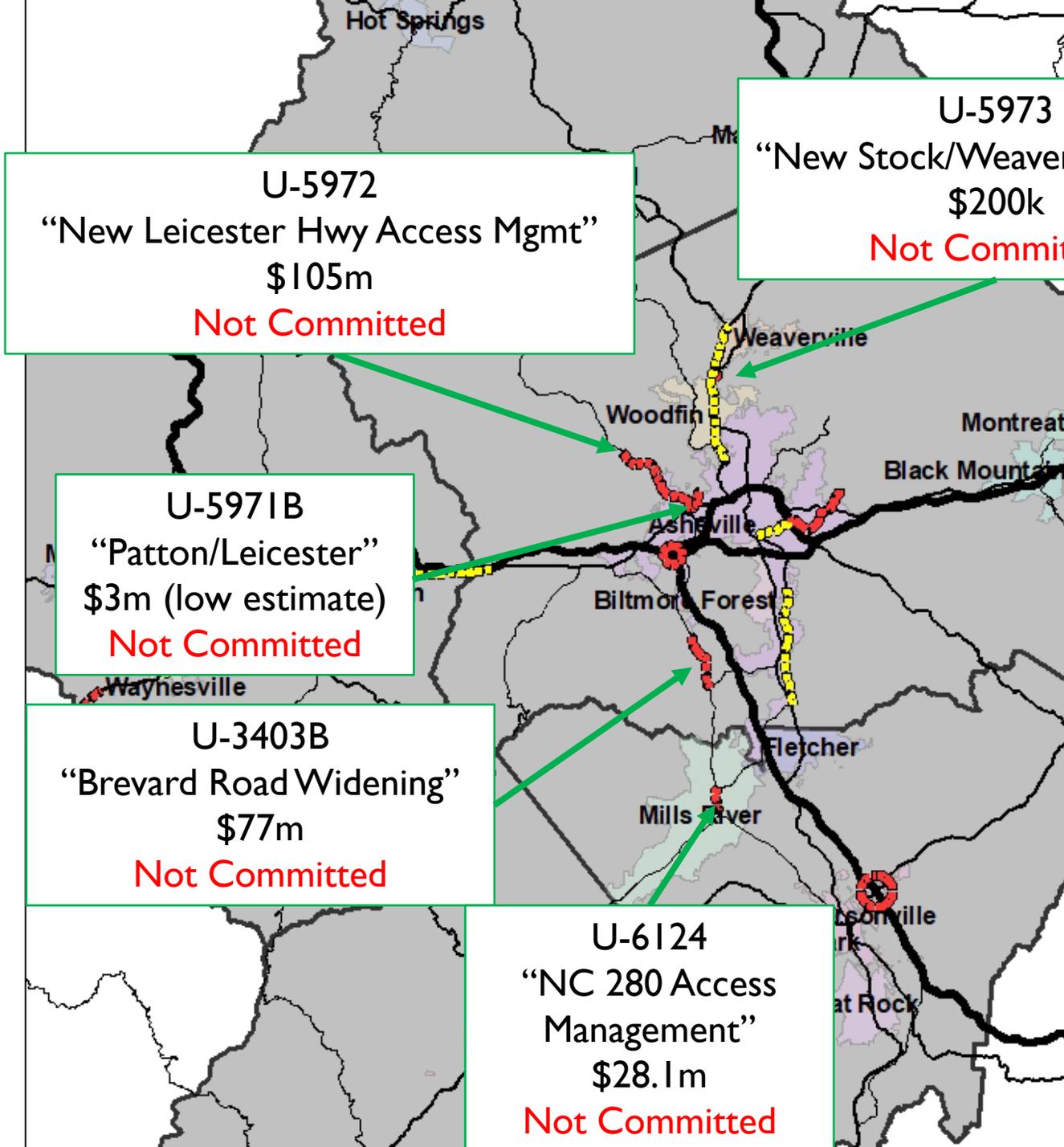




Two Statewide Mobility Projects Still Decommited

I-25 I3C- I-26/I-40/I-240 Final Interchange Improvements

I-4400BA- I-26/US 64 Interchange



U-5972
 “New Leicester Hwy Access Mgmt”
 \$105m
 Not Committed

U-5973
 “New Stock/Weaverville Hwy”
 \$200k
 Not Committed

U-5971B
 “Patton/Leicester”
 \$3m (low estimate)
 Not Committed

U-3403B
 “Brevard Road Widening”
 \$77m
 Not Committed

U-6124
 “NC 280 Access Management”
 \$28.1m
 Not Committed

Five Regional Projects Still Decommited

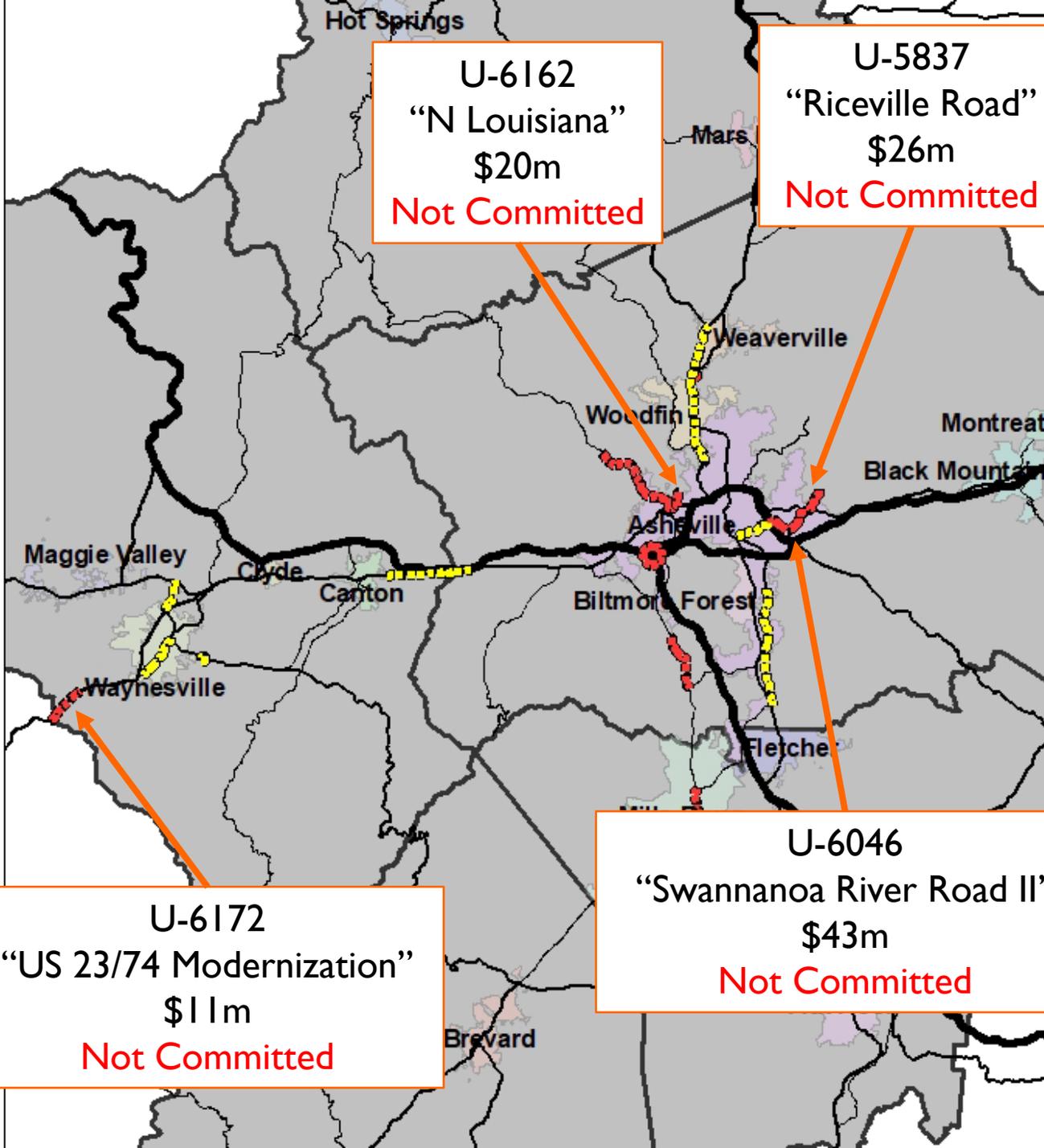
U-5972- New Leicester Hwy Access Management

U-5973- Intersection Improvements to New Stock Road/Weaverville Highway (largely incorporated in A-0010AA)

U-5971B- Intersection Improvements to Patton Avenue/New Leicester Highway

U-3403B- Widening of NC 191 (Brevard Road)

U-6124- NC 280 (Boylston Highway) Access Management



U-6162
"N Louisiana"
\$20m
Not Committed

U-5837
"Riceville Road"
\$26m
Not Committed

U-6172
"US 23/74 Modernization"
\$11m
Not Committed

U-6046
"Swannanoa River Road II"
\$43m
Not Committed

Four Division Needs Projects Still Decommited

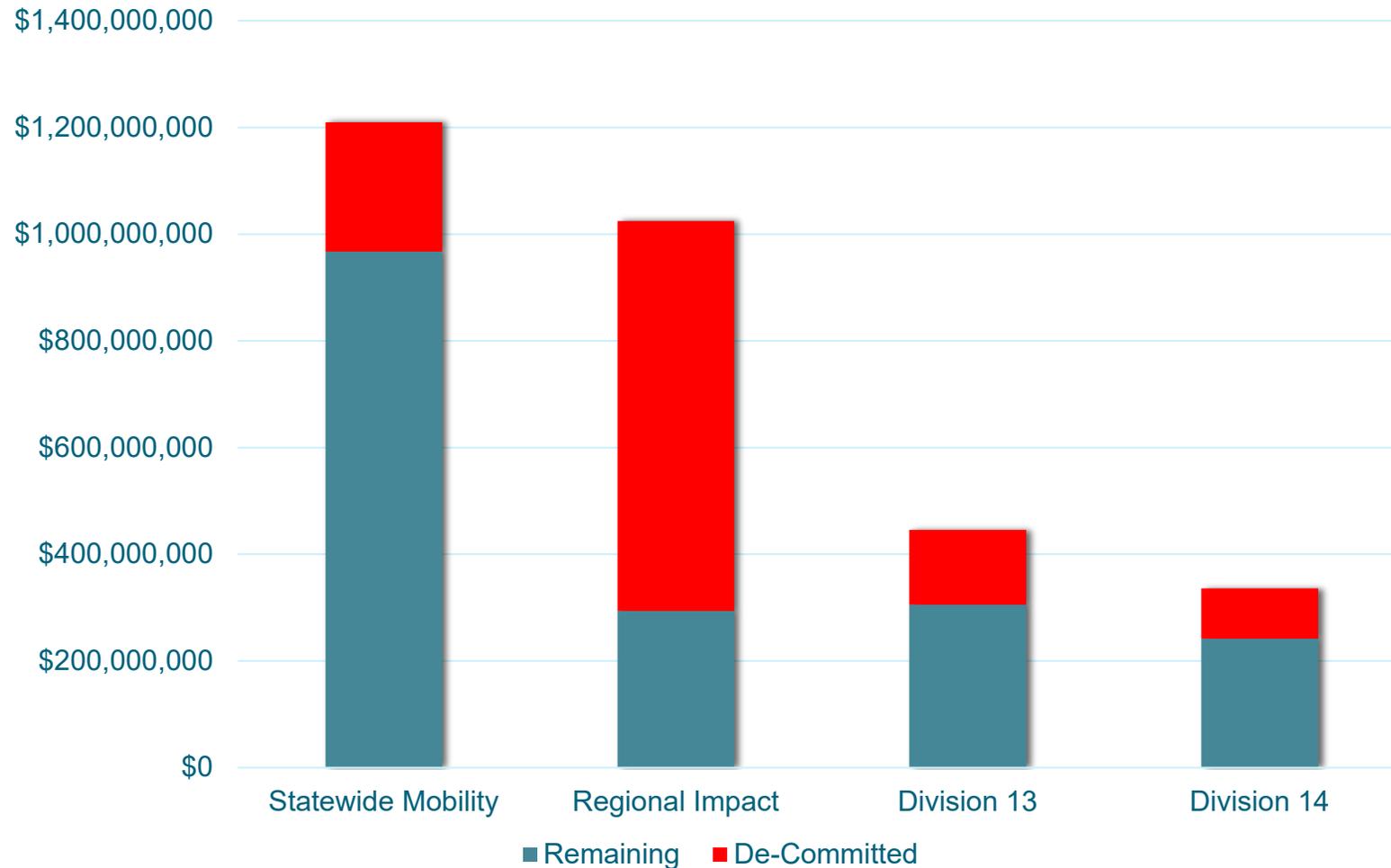
U-6172- US 23/74 Modernization

U-6162- North Louisiana Avenue Modernization

U-5837- Riceville Road Modernization

U-6046- NC 81 (Swannanoa River Road) Modernization

FBRMPO Funding By Tier



FBRMPO Funding By Tier- UPDATED

